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October 21, 1987

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**DIVISION OF OIL
GAS & MINING
PRICE, UTAH**

Mr. Lowell Braxton
Administrator
Utah Division of Oil, Gas & Mining
355 West North Temple
3 Triad Center, Suite 350
Salt Lake City, Utah 84180-1203

Attn: Mr. Wm. J. Malencik:

Re: Proposed M.R.P. Amendments
T.D.N. #6,7,8, 10/8/87
C.V. Spur Loadout Facility
ACT/007/022
Carbon County, Utah

Dear Mr. Braxton

Enclosed are eight (8) copies of an amendment to the C.V. Spur M.R.P. drainage control plan. This amendment is submitted to clarify discrepancies on the diversions and culverts noted during the recent DOGM/OSM inspection, and will address requirements of T.D.N.'s #6, 7, & 8 listed in Mr. Malencik's inspection report.

The following information is provided in addition to the amended pages and plates, to specifically address each of the items listed in the inspection report:

- (1) T.D.N. #6 - Diversions
 - a. DD-1 - A revised Plate 7-3 was submitted on 9/15/87, indicating that the ditch configuration would vary; however, the Plate still showed dimensions on the diversion. Based on my conversation with Mr. Jim Frickie on October 20, 1987. I am submitting a new Plate 7-3, without specific dimensions, indicating the variance in configuration with maintenance of a minimum cross-sectioned area to carry the design flow.
 - b. CD-5(s), CD-6, CD-7, CD-5 (n) - Based on my October 20, 1987 conversation with Mr. Jim Frickie, it was agreed that all collection ditches (CD-1,2,.....) be renamed as "Surface Flow Paths", and specific dimensions and ditch names be eliminated from the plan. The plan has been amended to reflect that all surface flow paths convey

disturbed area runoff to the ponds, and all references to collection ditches have been deleted. Plate 3-2 has been revised, and Plate 7-5 should be deleted from the plan.

(2) T.D.N. #7 - Culverts

- a. Protection - 9" - 12" Median Diameter, angular rip-rap has been placed at the inlet to culvert C-3, and at the outlets from culverts C-1, C-2, C-3, C-6, C-9, C-11, and C-12. In addition erosion protection has been provided at all culvert outlets where minor scouring has, or could, occur. It should be noted that calculated discharge velocities from the culverts were all less than 5 fps (except on C-5), and were thus expected to be non-erosive; therefore, erosion protection was not specified in the M.R.P.
- b. Crushing - Minor crushing on C-2, C-12 and the un-named culvert near the scale house has been repaired.
- c. Joint Disconnect - The open joint on culvert C-7 has been closed.
- b. Opening on C-14 (2' x 3' arch) - Measurements taken on the inlet of culvert C-14 show an opening of 27'H x 42'W, with a 54" headwater depth. A depression is located approximately 20' inside the inlet end of the culvert - remote measurements taken of this area show a minimum dimension of 18'H x 42'W. Outlet dimensions show a minimum of 24'H x 39'W.

The culvert is required to carry a design discharge of 20 cfs. At the minimum dimension at the depression, with a 4.5' headwater depth, the culvert nomograph shows this culvert to still be capable of passing up to 30 cfs - far beyond the required design.

(3) T.D.N. #8 - Comply with M.R.P.

- a. 2 Culverts not in M.R.P. - The 24" culverts below C-4 and at the northeast corner of the property were both installed to provide access to areas unforeseen in the original plan. These culverts are the same size as those in the drainage immediately above, and therefore, carry almost identical quantities of runoff. The culverts have been named and are shown on the revised Table 7-25 "Culvert Design Specifications" and on revised Plate 3-2.
- b. 4 Culverts not on Ground - Culvert C-13 was originally in the truck dump loop. This area has been filled in with refuse, and culvert C-13 has been removed. The 18"

culvert located in front of the office/laboratory building has been renamed C-13 as shown on Plate 3-2 and Table 7-25.

The 2-10" culverts shown beneath the railroad below C-8 have been removed, and the drainage flow pattern has been corrected on Plate 3-2.

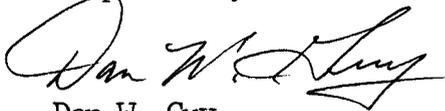
There is only one 18" CMP located at C-2 instead of the 2 indicated in the plan. This culvert was designed to carry a total of 0.98 cfs, with a headwater depth of 30". A check of the culvert nomograph indicated the single 18" cnp is capable of passing up to 9.0 cfs as it exists. Table 7-25 and Plate 3-2 have been corrected to reflect the single culvert at C-2.

- c. C-5 Rip-rap not on Ground - Rip-rap was originally placed below C-5, but was removed when the ditch was cleaned and the culvert replaced. C-5 was replaced with a 24" cnp to reduce plugging, and is now equipped with 9" - 12" M.D. rip-rap at the outlet. (It should be noted that the original need for rip-rap was based on an expected velocity of 5.5 fps for an 18" culvert. The velocity is considerably less with a 24" cnp, as shown on Table 7-25.

In addition to the above explanations, I have enclosed revised pages and Plates for replacement in the M.R.P., to reflect the present, on-ground drainage control situation at this site.

If you have any questions, or need any further information, please let me know.

Respectfully,



Dan W. Guy
Manager Permitting/Compliance

DWG/rs

cc: J.L. Coffey
R.J. Marshall
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