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# SUN ADVOCATE

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## BLM soliciting public comments, input on Lila Canyon project

By JACKIE ANDERSON  
Staff reporter

A public scoping meeting was convened Tuesday evening to receive community input on the Lila Canyon coal mine development project in Emery County.

United States Bureau of Land Management and Utah American Energy Inc. representatives, third party consultants, department of transportation officials and property owners were present to introduce, describe and comment on the project.

UtahAmerican Energy, under the direction of chief engineer Jay Marshall, is proposing a new underground coal mining operation near Lila Canyon just south of the existing Horse Canyon mine.

The company is currently in the engineering design and permitting phase of the project. It is anticipated that all mandatory permits will be in place by early summer, at which time construction may begin on the coal mining project.

The Lila Canyon development will be a two phased project.

Phase one will encompass the initial phase with continuous miner development and some pillar extraction mining.

Phase two will be put into effect once coal demands reach a point in which a longwall can be justified.

Production levels will be in direct response to coal demand.

Marshall estimates a resource of 40 million tons of recoverable coal at the site, which could facilitate a 20 year operation with the proper market.

During phase one, coal will be transported from the mine site to one of the unit train load-outs located in Carbon County. The coal will be transported using over-the-road coal haul trucks capable of carrying 43 tons per trip.

A maximum of 32 truck trips per day will be required to transport the estimated maximum tons in phase one. UtahAmerican proposes to use the existing county roads 125 and 126 to transport the coal.

The company anticipates that phase two of the project will necessitate an improved coal transportation system located along a realigned county road 126.

The improvement could include either constructing a new coal haul road, a rail spur or an overland conveyor.

Utah Department of Transportation representative Dale Stapley indicated that with an added 200 vehicles per day during phase one and 400 to 500 daily trips in phase two, the roads in question would require considerable upgrades.

The upgrades will include turn and merge lanes to allow increased egress at U.S. Highway 6 intersections.

Social economic analysis of the construction and operation of the proposed action was conducted using an established model created by the Utah governor's office of planning and budget for analyzing the direct impact of expenditures on the local economy.

Anticipated labor associated with the construction is estimated at 80 employees over a two year period. It is unknown at the present time if the individual contracts for each portion of the proposed action would be awarded to a local firm or a company located outside of the area. If the latter is the case, an infusion of dollars could enter into the motels and restaurants of Wellington, Price and Green River.

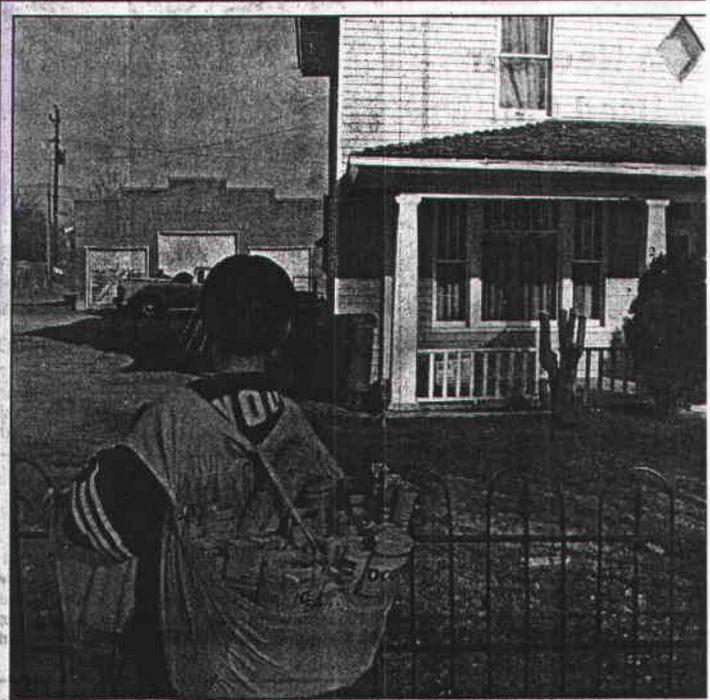
A more substantial benefit to the area would come as a direct impact of the benefit to the opening of the mine.

Construction costs associated with the development of the proposed action would be approximately \$12 million.

Based on the model, 24 service related jobs could be created with an additional \$1.8 million pumped into the local economy during construction.

Upon operation of the mine, 116 employees, with wages totaling \$150.8 million over the life of the project could be created.

(Continued on page 2A)



### Neither snow nor broken bike stops Price youth from delivering

Matthew Fuller of Price completes his rounds on the Sun Advocate paper route he acquired last summer. Matthew indicates that his mom and dad have helped him with the route occasionally. He delivers his papers on foot. He has a flat tire on his bike.

## Planning, zoning board revising county's development

By JEREMIAH STETTLER  
Staff reporter

A recommendation for the revision of the county's development code was approved by the Carbon planning and zoning commission at the panel's meeting Tuesday night.

According to planning director Dave Levanger, zoning ordinance compliance has arisen as a particular concern under current state regulation.

"A lot of recommendations have been made regarding the changes which need to be made in Carbon County's development code. Our objective has been to bring the master plan into compliance with the latest state laws and ordinances. To do so,

we need to take issues such as open-space regulation and land development into consideration. Those items weren't contemplated under our zoning ordinance in the early '80s. It's simply a matter of going through the plan and bringing it up to date," indicates Levanger.

As mandated by the planning and zoning department's comprehensive development plan, several committees have been instituted for the enactment of local legislation and development.

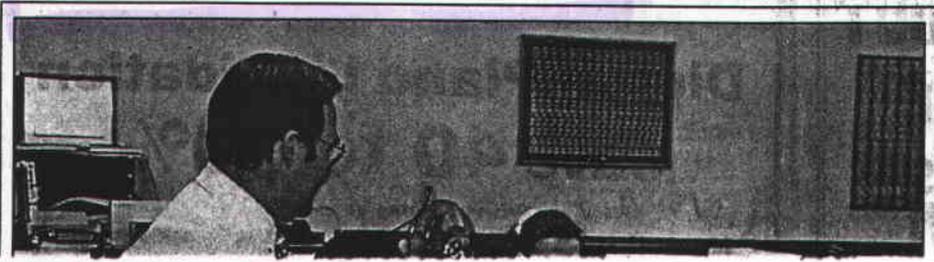
Organizations such as the infrastructure and resources committee were designed to specialize in roads and water lines, while additional committees, such as the economic

development for the pment.

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Levanger of a grand vision of course of

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## Commission approves restaurant tax

By KEVIN ASHBY  
Sun Advocate publisher

So far money for the Help county in be located

A restaurant tax for Carbon County eating establishments was implemented July 1, 1997.



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## Carbonville resident shares collection of antiques, unique lamps with community

After residing in Carbonville for more than 24 years, Lulu Twitchell takes a moment to discuss the reformation which has taken place on her property. The changes have resulted from many hours of remodeling and development. The Carbonville resident explains that she is an avid collector of antiques and lamps. For relaxation purposes, however, Twitchell has installed a jacuzzi in the back room with a remote control fireplace.

## BLM soliciting public comments - input on Lila Canyon:

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In addition to mining wages, an additional \$28.4 million in support service related consumption could occur. The support service jobs

would create a trickle effect that could cause a net increase in regional mine and mine related employment and result in a 1.24 percent decrease in the current unemployment

rate. The work force is readily available in Carbon and Emery counties. In addition, the infrastructure (schools, housing, churches, medical services, etc.) is more than adequate to absorb any or all of the anticipated increase if the entire work force were to immigrate into the area.

occur in the area. The typical coal mine surface facilities will be found at the Lila Canyon mine. Security shacks; mine substations office/bathroom with parking areas, a small shop, warehouse, an area for non-coal waste, sewer tank and drain field, water treatment plant refuse pile, conveyors, coal stockpiles, crusher, truck loadout, ventilation fan and sediment pond will all be located within the 40 acre mine site.

It is expected that the majority of new mine workers would be employed from local communities and only a slight increase in population will

The coal will be accessed by using rock slopes driven from the base of the cliffs up to the seam approximately 300 feet above the surface facilities in Lila Canyon.

## Commission:

(Continued from page 1A)  
of gas from Helper's production field.

Levanger indicates that the proposal was tabled due to noise considerations.

Concerns voiced by private landowner C.D. Butcher included fencing to keep cattle off roads, which would split his land allotment in half, calling for methods of egress for cattle to move from one side of the road to the other or development of a water source on both sides of the road.

"The planning commission was concerned with the noise it would impose upon the area and asked that Anadarko would give us some type of insurance or study from a sound engineer to evaluate the impact it would have on the local residents," points out Levanger.

Community input regarding environmental assessment is a crucial and essential part of the overall project. Comments should address issues of concern, alternatives and or mitigation.

The issue will be discussed in more detail in April.

Public comments will be received for BLM review throughout the assessment process.

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