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United States
Department of
Agriculture

Forest
Service

Manti-LaSal
National Forest

599 West Price River Dr.
Price, Utah 84501

orig mine file
cc S. Hunter RB
R. Daniels
DRN

J. Helrich

Reply to: 2820

Date: February 11, 1985

Dr. Diane Nielson
Division of Oil, Gas and Mining
4241 State Office Building
Salt Lake City, Utah 84114

RECEIVED

FEB 20 1985

**DIVISION OF OIL
GAS & MINING**

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#2

Dear Dr. Nielson:

The development and operation of the Genwal Coal Company's Crandall Canyon Mine is rapidly growing into an operation other than that depicted in the approved operating plan for this facility. As higher production rates are being reached the congestion at the mine site is worsening and is now to the point that positive action by the company to reverse this trend is imperative.

As the surface and mine facilities were being developed, the company adopted a stage construction concept and took interim steps to accelerate the mining operation at the expense of the surface facility and adjacent environment. The Forest objectives of providing for a coal operation in Crandall Canyon while ensuring continuance of the public's safe and unobstructed use of the remainder of the canyon has been lost in the current surface configuration of the mine. This conflict was understandable and tolerable for the short-term development stage of the project. However, we are now realizing a shift from development to production without a resolution of the congestion problem.

The particular items creating the congestion and potential public safety compromises are summarized as follows:

- a. There is no distinct separation between the mining facility and the thru road which provides access up canyon.
- b. The stage construction of the mine site has delayed the construction of the truck turnaround area within the mine site which is to be separate from the thru road.
- c. The utility pad which could provide space for storage of supplies, generators, and trailer office space is being used as a truck turnaround along with the thru road.
- d. Storage of supplies, positioning of generators and trailer space, and employee parking is haphazard and unconfined. Much of this equipment has been placed adjacent to the road opposite the lower coal storage and loading area, with the remainder around the perimeter of the makeshift turnaround area and on the thru road.



At the current and projected production rates, with the required support personnel and equipment, it is appropriate to require the operator to develop separate areas for turning trucks, storing supplies, and placing offices in accordance with the approved operating plan. We realize the operator's uncertainty as to the final configuration of the surface facilities, due to the potential of having to access the upper coal seams.

However, the approved operating plan included provisions for a truck turnaround and upper coal storage and loading area. Those areas should be developed as soon as climatic and ground conditions allow earthwork construction. Having these areas, the operator will be able to utilize the utility pad for its intended purpose as well as use the coal storage area for mine related activities such as employee parking. This in turn would allow the separation of the mine facilities and the thru road as intended and meet all of the Forest's objectives for Crandall Canyon.

Your support in requiring that these actions by the operator be pursued as soon as possible and definitely by September 1, 1985 will be greatly appreciated.

Sincerely,

W. H. Bailey

for

REED C. CHRISTENSEN
Forest Supervisor

cc: David Lof
Mining Field Specialist
Division of Oil, Gas and Mining
Salt Lake City, Utah