

orig. mine file
cd L. Boynton
DRN

United States
Department of
Agriculture

Forest
Service

Manti-LaSal
National Forest

599 West Price River Drive
Price, Utah 84501

Reply to: 2820

Date: August 6, 1985

Ms. Dianne Nielson, Director
Division of Oil, Gas and Mining
355 West North Temple
3 Triad Center - Suite 350
Salt Lake City, Utah 84180-1203

ACT 1015/032
#2

Dear Ms. Nielson:

During the past few weeks, the Manti-LaSal National Forest received documents from the Office of Surface Mining, the Division, and Genwal Coal Company. We were working under the assumption that only one agency was delegated the clearing house for sending out and receiving Federal, State, and private review responses for a particular mine plan. This way, the various agencies involved in the review process would be reviewing the same information. If indeed, the Division is the lead agency for the Crandall Canyon Mine, please inform us so that future correspondence can be sent to the Division. We will direct our comments mainly towards the conceptual plans submitted by Genwal Coal Company.

Comment #1 - The capacity of the oil and fuel storage area enclosed by the berm must meet the applicable State and Federal regulations on containment such as storage capacity, impermeable fuel resistant liners, berm height, etc.

Comment #2 - This particular mine site is severely limited on space. The existing topsoil stockpile had been previously contaminated while located within the mine site area. Because of this space limitation and the relative ease of contamination, the topsoil stockpile should not be located within the mine site work area.

Comment #3 - The plan states that parking for the convenience of other Forest users will be provided past the mine site.

The Environmental Assessment prepared by the Forest Service for the Mining and Reclamation Plan contains a stipulation on parking and is as follows:

- 2. Public parking must be separate from mine parking and allow vehicle turn-around.

The parking area must be of sufficient size to handle the turn-around of a pickup/horse trailer combination, and still maintain an uncongested parking area for several other standard car/pickup type vehicles.

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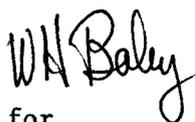
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Comment #4 - Splash from the peak flow falling into the cut ditch could cause a safety problem in the cold weather. The original plans called for an energy dissipator at the bottom of the pipe. We again recommend the design as called for in the original plans be implemented. The Forest Service concurs with what the Division of Oil, Gas and Mining has already stated in that the plans are conceptual in nature and only a superficial review can be conducted on the material submitted. The operator must submit, for our review, plans and designs that show adequate detail.

If we can be of further assistance, please contact us.

Sincerely,

A handwritten signature in cursive script, appearing to read "W.A. Baley".

for
REED C. CHRISTENSEN
Forest Supervisor