



State of Utah  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF OIL, GAS AND MINING

Michael O. Leavitt  
Governor  
Ted Stewart  
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James W. Carter  
Division Director

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September 21, 1993

Mr. R. Jay Marshall, Chief Engineer  
Genwal Coal Company  
P. O. Box 1201  
Huntington, Utah 84528

Re; Approval of Paving Portal Road Amendment, Genwal Coal Company, Crandall Canyon Mine, ACT/015/032-93E, Folder #3, Emery County, Utah

Dear Mr. Marshall:

The Division has reviewed your proposal to pave the portal road at the Crandall Canyon Mine. The amendment is hereby approved and you are authorized to proceed with the paving. Your submitted plan is now considered part of your approved MRP and will be distributed to other agencies. You must ensure that any road base material used in the construction is free of acid-forming or toxic materials in accordance with the enclosed memo.

Please call if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Daron R. Haddock".

Daron R. Haddock  
Permit Supervisor

Enclosure

cc: W. Western  
PORTPAVI.CRA





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TO: Daron Haddock, Permit Supervisor

FROM: Wayne H. Western, Reclamation Engineer *w h w*

DATE: September 20, 1993

RE: Paving of Portal Road at the Crandall Canyon Mine, Genwal Coal Company, Crandall Canyon Mine, ACT/015/032, Folder #2, Emery County, Utah

**SUMMARY:**

On September 13, 1993 the Division received a request from Genwal Coal Company to pave the portal road at their Crandall Canyon mine. Paving the portal road will not involve disturbing any additional acreage or construction of any new roads. The pavement will reduce dust and sediment load. I have analyzed their submittal and approved the request.

**OPERATOR'S PROPOSAL:**

Genwal Coal Company proposes to asphalt the portal road from the upper pad to the portal area. The pavement will reduce dust emissions and maintenance in addition to increasing access to the area.

The Operator had Blackhawk Engineering perform a hydrologic impact for the road pavement. Blackhawk's report indicated that no additional hydraulic structures would be needed to control runoff. There will be a slight increase in the amount of runoff due to the pavement but the existing structures will be more than adequate to handle the increase according to the report.

The Operator submitted revised copies of Plate 5-10 Road Profile and Cross Section. The update plate shows the profile of the access road and typical cross sections. The maximum grade of the access road is 7%.



**ANALYSIS:**

The Operator proposes paving the dirt portal access road. The pavement will be 4 inches of bituminous road base placed over 6 inches of gravel.

R645-301-534.120 requires the use of nonacid- or nontoxic-forming substance in road surfacing. The Operator has not supplied the Division with any information on the type or source of the subbase or pavement. The Division usually does not require the road base and pavement to be tested for acid- or toxic-forming properties provided that the material comes from commercial sources. The source of the materials should be mentioned in the submittal.

The report from Blackhawk Engineering states that there will be a slight increase in the runoff because of the pavement. The existing diversion structures should be adequate to handle the additional runoff.

**DEFICIENCIES:**

1. None.

**STIPULATIONS:**

1. The Operator needs to inform the Division of the source of the materials used for the road base.
2. If the road base comes from a source other than a commercial sand and gravel quarry then the Operator will be required to test the material for acid- and toxic-forming before placing the road base.