
LOCAL ENTITY LETTERS

Letters Included:

- Letter #270 - Emery City Councilperson
- Letter #300 - Sevier County Economic Development
- Letter #303 - Emery Town
- Letter #374 - Salina City Corporation
- Letter #376 - Emery Town Councilperson
- Letter #389 - Sevier County Special Service District No. 1
- Letter #391 - Sevier County
- Letter #392 - Six County Association of Governments
- Letter #394 - Sevier County Public Lands Advisory Committee
- Letter #409 - Emery County Public Lands Department

Letter
#270

Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, Utah 84701

January 17, 2002

Linda:

After reading the Quitcupah Creek Road Draft Environmental Impact Statement, rereading parts of it, talking with others and reading the article in the Emery County Progress following your presentation to the county commissioners, I have decided that I am leaning toward the Water Hollow option.

This option will cost more money, but then that's not the main issue. It will not impact any archaeological sites, and I feel that is important. These sites are hundreds of years old and need to be preserved. We enjoy going to the sites that we know about, looking at them, teaching our children and grandchildren about them. This is part of our heritage and needs to be preserved.

I would like to see a 4-wheeler/cattle trail go along side the road as it goes on up through the canyon. We enjoy riding this area, using it to go up onto the Old Woman through Jolley Mill, or going on up to the Acord Lake area, my parents have a cabin at Acord Lake and we love going there. We like to travel on over to the Duncan Mountains and then dropping off Link Canyon. We have made these loops on our 4-wheelers many times and for many years.

We also own horses and enjoy riding them and would like to see a corridor open for us to ride up through this canyon.

Access to this area for these forms of recreation needs to be preserved. I don't feel that it would add anything to the cost of building this roadway.

Sincerely,



Glenys C. Sitterud
Emery City Councilperson
Emery Co. Panning & Zoning Boardmember
Southeastern UT OHV Club Boardmember

270

Response 270-1

A fenced livestock trail would be constructed along 1.5 miles of the proposed road in Convulsion Canyon where the topography limits free movement of livestock. East of this, livestock would trail outside of the fenced corridor.

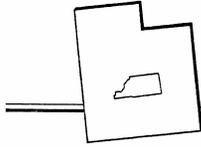
Response 270-2

Currently there is not a designated ATV trail in the canyon. There will be no ATV trail constructed beside the proposed road.

270-1

270-2

Letter
#300



Sevier County Economic Development

250 N. Main • Richfield, UT 84701
Phone: 435-893-0454 • Fax: 435-893-0495
Email: sevierutah@hotmail.com

February 6, 2002

Ms. Linda Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

Dear Ms. Jackson:

This letter is to express my support for the Quitcupah Creek Road proposal, specifically, Alternative D in the study draft.

Alternative D appears to carry the best balance of impact and mitigation to meet the needs of all parties involved. This office supports the effort to safely and efficiently move coal from the mine to its customers in Emery County. As you know, the coal mine operation is a major employer and provides a higher wage job than most other organizations. At the same time, this project and Alternative D protects important cultural sites and the environment.

Sincerely,

A handwritten signature in cursive script that reads "Malcolm R. Nash".

Malcolm R. Nash
Director

300-1

Response 300-1
Comments noted.

300

Letter
#303

EMERY TOWN

P.O. BOX 108
EMERY, UTAH 84522

February 11, 2002

RECEIVED
FEB 11 2002

Kay Erickson
Bureau of Land Management
150 East 900 North
Richfield, Utah 84701

Dear Mr. Erickson:

The purpose of this letter is to offer comments on behalf of Emery Town regarding the proposed Quitchupah Creek Road.

It is the position of the majority of the citizens of this town that Alternative A, No Action, is the preferred alternative. They feel that this is a very permanent solution to support an industry that will only be operating for the next 30 years or so. The destruction of archeological sites, disruption of wildlife, requiring trucking of cattle, and the general degradation of a beautiful pristine canyon are too high a price to pay when a perfectly acceptable alternative already exists, i.e., the Convulsion Canyon road down to I-70.

It is the opinion of many in this town that road down that unstable canyon would be at best difficult and very expensive to maintain. And long after mining ceases, the road would be a permanent scar on the landscape.

An alternative presented by a town councilman concerns the Muddy Creek area. He feels that since the mine wishes to put an opening into this area to drain water from the mine, he asks if a portal could be opened there and a road built from there down to Hwy 10. The road would be all on Forest Service or BLM land, bypassing the Hinkins property. It would also then bypass Emery Town. This would shorten coal haul even more.

This concludes our comments. Thank you for the opportunity to present our views.



Michael J. Williams, Mayor
Emery Town

303

Response 303-1
Comments noted.

Response 303-2
The design of the road would utilize additional granular fill to mitigate for the unstable soils per UDOT recommendations, see Borrow Material Areas in Chapter 2 of FEIS. This design should make for a stable road base. The scar from construction of the proposed road would be readily visible within Quitchupah Creek but would not be readily apparent from SR-10. The visual intrusion of the proposed road would meet visual standards for the Fishlake National Forest and the BLM Richfield Field Office. See Section 3.10 Visual Resources, Recreation, and Wilderness, in the FEIS for explanation of visual impact.

Response 303-3
A portal loadout facility in Muddy Creek is not feasible for the SUFCO Mine because the interior mine coal transport system is aligned west and south away from Link Canyon and Muddy Creek. See Section 2.6 of the FEIS.

303-1

303-2

303-3

Letter
#374



SALINA CITY CORPORATION

90 WEST MAIN · P.O. BOX 69 · SALINA, UTAH · 84654 · (435) 5297304
FAX (435) 529-1235

February 13, 2002

Ms. Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

Dear Ms. Jackson:

My office would like to enter our support for the Quitchupah Creek Road proposal. Based on our understanding of the project, the Water Hollow Road route (Alternative D) is the option with the lease conflict, and also has support of the only private landowner in the area.

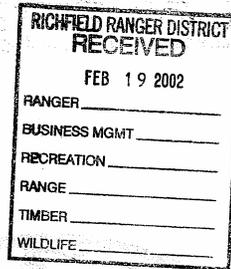
We wish to express our admiration of the public-private nature of this proposal. Under the plan, the Sevier County Special Services District would construct this public road. The SUFCO Mine would then be a toll user of the public road in order to pay for the construction and maintenance of the road. The end result is that the project is beneficial for several reasons:

- 1) The Quitchupah Creek Road reduces the total amount of trucks on roughly 50 miles (round trip) of SR-10 and I-70.
- 2) It is given that the coal contracts have been signed and the coal will be delivered to the Hunter Power Plant and the Savage loadout. The Quitchupah Creek Road directly addresses the efficiency and safety of the delivery of the coal along a portion of the route.
- 3) The State of Utah is blessed with some of the lowest cost electricity in the United States, as well as providing low cost power to Nevada and California. This is due to the availability of Utah's high quality, low sulfur coal. However, the rail system in central Utah is relatively undeveloped, and the delivery of Utah coal is largely dependent on the highway system. Again, the Quitchupah Creek Road directly addresses the efficiency of coal delivery with a relatively unique public/private partnership.

Thank you for the opportunity to comment on the Quitchupah Creek Road proposal.

Sincerely,

Marilyn S. Anderson
Salina City Mayor



374

374-1

Response 374-1
Comments noted.

Letter
#376

February 15, 2002

Linda L. Jackson
Public Affairs Officer, Fishlake National Forest
115 East, 900 North
Richfield, Utah 84701

Subject: Proposed coal haul road down the Quitchempah canyon.

The town of Emery is against the construction of any coal haul road down the Quitchempah Canyon because we are tired of all the truck traffic through town, and we believe that if the proposed road was built down the Muddy Creek canyon it would be beneficial to Sufco and the Town of Emery.

We understand that the Sufco Mine proposes to portal out in the Muddy Creek to de-water the mine. We think that this is the right thing to do because at the present time the normal flow of surface and ground water is being diverted in the Wildcat Knolls and Pines areas to the Quitchempah creek from the Muddy creek drainage. This will correct this problem caused by the mining of coal, and put the water in the mine back where it belongs.

I also feel that the area where this new portal will be would be an excellent place to load trucks taking coal to points east of the Sufco mine. There is a mild grade down the Muddy creek and the only Indian writings would not be impacted by a road as they are up on the side of the canyon. We also believe there would be little if not any public resistance to this road because there is a very old road there now that was used to access the old Reece Mine. Also this canyon is not used to move cattle to and from the Muddy mountains. If this road was routed slightly north of east near the mouth of the Muddy creek canyon it would intersect with SR-10 on the Moore flat and miss the ranch in the mouth of the canyon owned by David Hinkins hence staying on Forest Service and BLM public land the entire route. I have no idea as to the coal quantity or quality on the north side of the canyon where the old Reece Mine was located but a load-out facility located in the Muddy Creek would give Sufco the option of mining coal on the North side of Muddy creek canyon.

One of the proposed routes for a railroad line from south of Emery to Price is shown to cross to the west side of SR-10 just north of Emery and running parallel with SR-10 to an area near the Ferron dugway where it crosses back across SR-10 and is routed east of Ferron to points north. A road down the Muddy creek would intersect with this railroad route on the Moore Flat also.

I urge that this alternate plan be considered because I see this benefiting everyone.

SEARCHED	INDEXED
SERIALIZED	FILED
FEB 19 2002	
FBI - RICHFIELD	

Jon H. Sundstrom
Jon H. Sundstrom
Emery town council person
P.O. Box 562, Emery, Utah 84522

376

376-1

376-2

Response 376-1
Comments noted.

Response 376-2

Muddy Creek, a deep canyon on the north side of the Pines Tract, which is now being mined through the SUFCO Mine, was also considered as a possible portal site and coal transport route. The SUFCO Mine has applied for treated mine water discharge into Muddy Creek via a small portal located on the side of the canyon. There are two problems with enlarging this portal for loadout, 1) a route in the canyon is very rough and steep and would be located adjacent to a stream that provides culinary water, a problem for maintaining water quality, and 2) the mine plan as explained in the preceding discussion on a portal in Link Canyon makes this portal site economically unfeasible. See Section 2.6 in the FEIS.

Letter
#389

FEB.26.2002 11:48AM SUFCO MINE

NO.145 P.2/2

SEVIER COUNTY SPECIAL SERVICE DISTRICT NO. 1
250 NORTH MAIN
RICHFIELD, UT 84701

February 26, 2002

Ms. Mary C. Erickson
Forest Supervisor
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

RE: Quitchupah Creek Road EIS

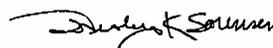
Dear Ms Erickson:

Sevier County Special Service District No.1 requested right-of-ways from both the USFS and BLM for improvement of an existing dirt road down Quitchupah Canyon. We appreciate the cooperation of the USFS and the BLM in the NEPA process and wish to express our opinion as to the desired course of action.

We initiated the activity on the Quitchupah Road NEPA process about four years ago. This project will provide benefit to the Sufco mine, trucking companies, counties and citizens of the area. Although the Water Hollow Alternative costs additional money, we believe it is the best route and support its selection as the preferred alternative for the EIS. This route mitigates most of the concerns of the private landowners and the Native Americans and still meets most of the needs of the mine and trucking operations. It would also avoid known cultural resources sites and allow traditional uses of Quitchupah Canyon. A cattle trail should be included in the design of the road on the Forest Service Lands to allow the traditional trailing of cattle. This trail could be located north of the road with the north side of the road being fenced from Broad Hollow to Water Hollow thus separating the trailing cattle and road traffic.

Sevier County Special Service District No. 1 strongly suggests selection of Alternative D, Water Hollow Route as the preferred alternative for the EIS.

Sincerely,


Wesley K. Sorensen
Chairman


Ralph Okerlund
Secretary


Duane D. Bresee
Treasurer

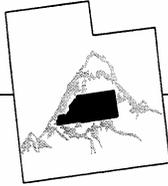
389

Response 389-1

A fenced cattle trail would be constructed on 1.5 miles of the west end of the road where topography limits free trailing movement. East of this, livestock would trail outside the fenced road corridor. See Section 3.8 of the FEIS.

389-1

Letter
#391



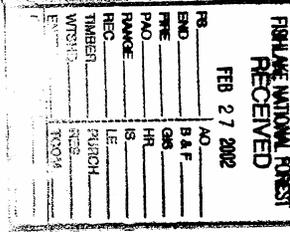
Sevier County

COMMISSIONERS:
Tex R. Olsen
Gary B. Mason
Ralph Okerlund

Administration Building
250 North Main
Richfield, Utah 84701
(435) 893-0400
FAX (435) 896-8888

Steven C. Wall - Clerk/Auditor
Gail DeMille - Assessor
Shawn M. Fuellenbach - Treasurer
Jayrene B. Nielsen - Recorder

February 26, 2002



Ms. Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

Dear Ms. Jackson,

The Sevier County Commission has, and will continue to support the idea of a developed road from the Convulsion Canyon Mine in Sevier County to State Route 10. We see a definite need for the road, which will be a county road, and a great opportunity to get it built without the use of public funds. We believe this to be a win-win situation for our public because of the willingness of the mine management to charge a toll for the construction of the road and the ability of the public to use the road for access to the Accord Lakes area, as well as access for employees and service personnel from Emery and Carbon Counties.

Our County Commission supports Alternative D, the Water Hollow route, and we encourage your agencies to look closely at this alternative. As you know, it is a longer and more expensive route but we believe the benefits outweigh the costs. The obvious benefits are, less archeological disturbance, and greater acceptance by private landowners and Native American groups. We believe this route will enhance the scenic opportunities, as it gets out of the bottom of the canyon and may well compliment the eventual development of the rock art sites along Quitcupah Creek.

The Commission believes that the impact to public lands (approximately 150 acres) is well worth the benefits of public safety, emergency response capability, economic benefits, greater convenience of travel for the public and new scenery availability. We believe that these opportunities fit well into the governance of the multiple use policy for public land management. The economic benefit alone is extremely important to our county and is well documented in the draft E.I.S.

We wish to thank you for the opportunity we have had to work with you on this project and to comment on this draft. We offer our availability and willingness to continue to work together to get this important project completed.

Sincerely,

Tex R. Olsen
Commissioner

Ralph Okerlund
Commissioner

Gary Mason
Commissioner

391

Visit Sevier County - The Hub of Scenic Southern Utah

391-1

Response 391-1
Comments noted.

Letter
#392



SIX COUNTY ASSOCIATION OF GOVERNMENTS

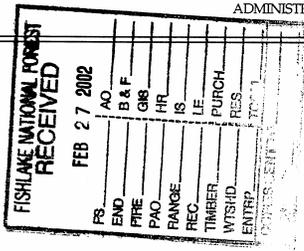
Sevier County Courthouse
250 North Main
Richfield, Utah 84701
Telephone: (435) 896-9222
Fax: (435) 896-6951

OFFICE OF EXECUTIVE DIRECTOR
PLANNING AND COMMUNITY DEVELOPMENT
AGING/HUMAN RESOURCES
ADMINISTRATIVE SERVICES

February 26, 2002

Ms. Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

Dear Ms. Jackson:



As you are aware the Six County Association of Governments comprise local officials of Juab, Millard, Piute, Sanpete, Sevier and Wayne counties. Through a united voice we would like to submit our support for the Quitchupah Creek Road proposal.

After a review of the project, we believe that the Water Hollow Road route, or Alternative D, is the option with the least conflict. This alternative also has the support of the only private landowner in the area.

We commend the public-private partnership of this project. It is our understanding that Sevier County would construct a public road, and after construction, SUFCO Mine would be a toll user of the road. Proceeds from the toll collection would be used to offset road construction and maintenance costs of the road. The end results of the project will be most beneficial.

The Quitchupah Creek Road reduces the amount of trucks on SR-10 and I-70 on a 50 mile round trip coal haul. With signed contracts, SUFCO will deliver coal to the Hunter Power Plant and Savage Load-out. The Quitchupah Creek Road directly addresses the safety of delivery along portions of the route. Additionally, the Road provides for much more efficient means of delivery. Finally, Utah has a high quality, low sulfur coal, and utilization of this coal in power generation has resulted in some of the lowest electricity costs in the United States. This low cost power also benefits Nevada and California. Because the rail system in central Utah is underdeveloped and no alternative means of transportation is available, coal must be transported on Utah's highway system. Again the Quitchupah Creek Road addresses this concern and provides a means of efficiency through a very unique public/private partnership.

We commend the efforts of those involved in developing this project. We feel the Quitchupah Creek Road project is a necessary project which will help a major industry of the area remain viable and profitable.

We appreciate the opportunity of providing these favorable comments on the Quitchupah Creek Road proposal. Should you need additional information or comments, please feel free to contact Mr. Russ Cowley, Executive Director at (435) 896-9222 Ext. 12.

Sincerely yours,

Joseph Bernini
Commissioner Joseph Bernini
SCAOG Chair

392

Juab • Millard • Piute • Sanpete • Sevier • Wayne

392-1

Response 392-1
Comments noted.

Letter
#394

Sevier County Public Lands Advisory Committee
250 North Main
Richfield, Utah 84701
435-893-0458

February 26, 2002

Ms. Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, UT 84701

FISHLAKE NATIONAL FOREST RECEIVED	
FEB 27 2002	
PS _____	AO _____
END _____	B & F _____
PINE _____	CBS _____
FRACO _____	HR _____
FRANSE _____	IS _____
FRIC _____	IE _____
TIMBER _____	PURCH _____
WATER _____	TRES _____
ENTHRP _____	TCOM _____
COMMENTS: _____	
REMARKS: _____	

Dear Ms. Jackson,

Our Committee would like to enter our support for the Quitchupah Creek Road proposal. Based on our understanding of the project, the Water Hollow Road route (Alternative D) is the option with the least conflict, and also has support of the only private landowner in the area.

We wish to express our admiration of the public-private nature of this proposal. Under the plan, the Sevier County Special Services District would construct this public road. The SUFCO Mine would then be a toll user of the public road in order to pay for the construction and maintenance of the road. The end result is that the project is beneficial for several reasons:

1. The Quitchupah Creek Road reduces the total amount of trucks on roughly 50 miles (round trip) of SR-10 and I-70.
2. It is a given that the coal contracts have been signed and the coal will be delivered to the Hunter Power Plant and the Savage loadout. The Quitchupah Creek Road directly addresses the efficiency and safety of the delivery of the coal along a portion of the route.
3. The State of Utah is blessed with some of the lower cost electricity in the United States, as well as providing low cost power to Nevada and California. This is due to the availability of Utah's high quality, low sulfur coal. However, the rail system in central Utah is relatively undeveloped, and the delivery of Utah coal is largely dependent on the highway system. Again, the Quitchupah Creek Road directly addresses the efficiency of coal delivery with a relatively unique public/private partnership.

Thank you for the opportunity to comment on the Quitchupah Creek Road proposal.

Sincerely,


Ralph Okerlund, Co-chair


Gary Mason, Co-chair

394

394-1

Response 394-1
Comments noted.

Letter
#409



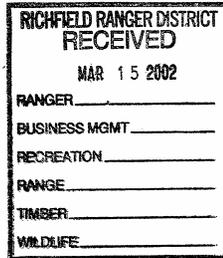
Public Lands Department

Val Payne, Director

February 26, 2002

Linda L. Jackson
Public Affairs Officer
Fishlake National Forest
115 East 900 North
Richfield, Utah 84701

Kay Erickson
Realty Specialist
Bureau of Land Management
Richfield Field Office
150 East 900 North
Richfield, Utah 84701



RE: Draft Environmental Impact Statement (DEIS) for the proposed Quitchupah Creek Road

On behalf of Emery County, I appreciate the opportunity to comment on the above referenced DEIS. Emery County acknowledges the stated purposes and needs for the proposed road, as defined in the DEIS. Additionally, the county is aware of the concerns associated with the project involving livestock operations, private property, cultural resources, wildlife, water resources, traditional recreational uses including OHV/ATV access, and the natural and historic ambiance of Quitchupah. Emery County recognizes that the major portion of the proposed project is outside of the county; however, the impacts resulting from the project and the associated transportation of coal directly effects Emery County and its citizens.

Emery County strongly supports the established livestock operations and activities associated with the allotments in Quitchupah and the surrounding area. The county is equally supportive of protection of private property interests, cultural resources and traditional uses related to the Quitchupah area. Therefore, Emery County recommends modification of Alternative D to include fencing and underpasses for livestock and wildlife, as described in the DEIS. Additionally, a fenced livestock trail should be established along the western portion of the project, in Convulsion Canyon, to facilitate movement of livestock and wildlife. As the DEIS states, "... ATV activity occurs in the

P.O. Box 1298, Castle Dale, Utah 84513 ▶ Telephone (435) 381-5552 ▶ Fax (435) 381-5644

409

Response 409-1

A fenced cattle trail would be constructed along 1.5 miles of the western portion of the proposed road where topography prohibits free movement of the cattle. From there the cattle would trail outside the fenced road corridor.

The livestock trail would not accommodate ATV traffic, nor would ATVs be able to utilize the area outside the fence.

409-1

<p>Letter #409</p>	<p>canyon although this area is not currently regulated as an official ATV use area by either the Forest Service or BLM." The livestock trail could accommodate ATV use if the regulatory agencies allow such use. Drift fences and corrals should be constructed as necessary to address the needs of the livestock permittees. Impacts unique to an individual permittee should be appropriately mitigated. Selection of a modified Alternative D will allow the traditional uses associated with Quitchupah to continue and will eliminate or greatly reduce the potential impacts to cultural resources. Alternative D involves only two parcels of private property and a single private property owner. The county believes that the concerns regarding private property will be addressed through the modified Alternative D.</p> <p>Emery County concludes that Alternative D, modified as described herein, is the only alternative which satisfies the purposes and needs identified in the DEIS while addressing the concerns which have been brought before the County regarding the proposed project.</p> <p>The following additional comments are offered:</p> <p>Statement at page xi regarding Alternative C reads, "This route.....allow loaded coal trucks to utilize their momentum gained while descending Quitchupah Creek Road to ascend the 0.6 percent grade." Statement at page xiv regarding Alternative C reads, "The route....loaded haul trucks would use the momentum gained descending Quitchupah Creek to ascend the 2.5 percent maximum grade....".</p> <p>The DEIS contains Statements, at page xiii and elsewhere, regarding reduced total dissolved solids (TDS), or decreased salinity in Quitchupah Creek resulting from the improved road. However, the DEIS does not address the potential for TDS and salinity to increase due to salt used during winter road maintenance operations.</p> <p>The discussion at page xiv, comparing Alternative C to Alternative B is confusing. Regarding Alternative B, the DEIS reads, "The route would reduce the round-trip haul by 50 miles...". Regarding Alternative C the DEIS reads, "Impacts are similar to those summarized under Alternative B, except the route would be slightly longer; however, it would save an additional 53 miles on the round-trip haul...". If the route is "slightly longer", additional miles cannot be saved. Also, the miles saved by the "longer" route would be a total of 53 miles, or an additional 3 miles, not be an additional 53.</p> <p>The information, at page 2-3, regarding the increase in the percentage of coal truck traffic on SR-10 (from 20% to 60%) should be included at page 3-110, rather than the current statement which simply indicates that recent percentage figures "have/will become inaccurate" due to "additional haul truck traffic to SR-10".</p> <p>The property owner identified at page 2-2 as Thomas C. Bunn, et al conflicts with Figure 2-2 which shows the property owner as Thomas E. Bunn, et al.</p> <p style="text-align: center;">409</p>	<p><u>Response 409-2</u> Comments noted.</p> <p><u>Response 409-3</u> Editorial changes made.</p> <p><u>Response 409-4</u> The final EIS has been revised to include a more extensive description of the BMPs associated with the proposed road design, construction, and maintenance. Further, it has been revised to include details on applicant-committed and agency-committed measures, which would help to reduce existing sediment/salinity impacts. Lastly, the EIS has incorporated an extensive monitoring plan, which would ensure that chronic sedimentation/erosion sources associated with the road project are fixed. All of these measures combined would minimize the potential for increasing the amount of total dissolved solids in Quitchupah Creek above current levels, in spite of some localized areas of increased erosion due to increased disturbance.</p> <p>Further, It is important to note that the Utah Division of Water Quality, in its West Colorado Watershed Management Unit Water Quality Assessment Report (Dec 2000), states that the probable sources for TDS in the 303(d) listed stretch of Quitchupah Creek downstream of the project area were natural and agricultural practices, not roads. While there are other contributors to watershed erosion and salinity loading to Quitchupah Creek, there is no intent in this project, nor does there need to be, to fix all prior existing problems in the Quitchupah Creek watershed. The existing character of the water, riparian, soil conditions, upland watershed uses (including ATV and livestock), and instream water rights were all documented in the affected environment section of the Draft EIS.</p> <p>The existing mine drainage from the SUFCO Mine is permitted under the UPDES wastewater discharge program and is generally of better quality in regard to TDS than the receiving waters it discharges to.</p> <p>However, the net effects of the proposed project on the stream would be monitored, and mitigation implemented as necessary should impacts be noted.</p> <p>Livestock impacts on riparian areas were noted in the Draft EIS, but given the primacy of the private landowners and the valid in-stream stockwatering rights, it is difficult to see how to mitigate TDS impacts by changing this. The proposed riparian fencing of several miles of Quitchupah Creek would, over time, help to reduce livestock impacts to riparian areas. Further, mitigation measures to reduce overall watershed erosion and stream sedimentation would require large scale watershed projects that would be beyond the scope of this road project. The old road would be reclaimed under Alternatives B&C as previously stated on page 2-12 in Section 2.2, Alternative B of the Draft EIS.</p>
<p>409-1 cont.</p>		
<p>409-2</p>		
<p>409-3</p>		
<p>409-4</p>		
<p>409-5</p>		
<p>409-6</p>		
<p>409-7</p>		

<p>Letter #409</p>	<p>Page 3-54, reference to Section 4.9 should be 3.9.</p> <p>Page 3-67, reference to Table 3.8-1 should be 3.9-1.</p> <p>Page 3-70, reference to Table 3.8-2 should be 3.9-2.</p> <p>At page 3-89, the reader is referred to Appendix B regarding the irrigation canal that would be affected at various locations between Stations 290+00 and 350+00. However, the location of the canal is not identified on Strip Maps 10 through 12 in the Appendix. Therefore, the reader must discern the location of the canal based on contour lines.</p> <p>Page 3-98, references to Table 3.12-1 should be 3.13-1.</p> <p>Page 3-108, references to Alternative A are incorrect.</p> <p>Page 3-110, Table 3.15-1, reference to SR-122 should be SR-155. The information presented at page 3-110 should indicate that the traffic volumes projected for the year 2020 will possibly occur much sooner, as discussed at pages xii and 3-114.</p> <p>Page 3-114, reference to Table 3.14-1 should be 3.15-1.</p> <p>Regarding the socioeconomic analysis of impacts to SR-10, Emery County understands the rationale stated at page 3-124, "In order to accurately compare the costs among alternatives associated with upgrading SR-10, it is necessary to focus on the segment of road, and associated costs, that would experience differences attributable to the four alternatives." Namely, the segment of SR-10 from I-70 to the northernmost junction of the proposed Qutichupah road. However, as the DEIS also states, "Any impacts occurring to the north of that point would be common to all alternatives." Therefore, a more complete and meaningful assessment of socioeconomic impacts to SR-10 should address the projected increase in coal truck volumes identified in the DEIS and the resultant impacts to SR-10.</p> <p>The DEIS states at page 3-122, "SR-10 is an old road built on poor soil materials that is narrow, follows the contour of the land in hilly terrain, and has weak to medium strength pavement structure. Under existing traffic the years to fatigue average nine with four years being the worst case." The DEIS also indicates, at page 2-3, that SR-10 north to Muddy Creek would need to be rebuilt and bridges replaced to accommodate the projected level of coal truck traffic which may reach 128,000 trips per year, as much as a 25% increase over existing traffic volumes. The projected fatigue of SR-10 from the proposed intersection of the Qutichupah road to the Hunter Plant should be addressed in the DEIS.</p> <p>The socioeconomic section of the DEIS is deficient in that the discussion of the "negative impacts to the these ranching operations", at page 3-128, does not</p>	<p><u>Response 409-4 cont.</u> A sand/salt mix would be used for winter maintenance. Chemicals, such as commonly used road salt, would be needed during the winter to insure safe driving conditions. However, best management practices would be applied to insure that they are used in an appropriate manner to minimize contributions to stream salinity. Newer chemical alternatives to salt, such as calcium magnesium acetate, have not been used extensively in Utah, but could be a possibility for use in the future should cost, safety, and environmental concerns allow.</p> <p><u>Response 409-5</u> Editorial changes made.</p> <p><u>Response 409-6</u> Editorial changes made.</p> <p><u>Response 409-7</u> Editorial changes made.</p> <p><u>Response 409-8</u> Editorial changes made.</p> <p><u>Response 409-9</u> Some of the work has been completed to maintain and upgrade SR10 to accommodate the increased coal truck traffic. This information is discussed in Alternative A No Action in Section 2.1. A more detailed discussion is included in Section 3.14 of the FEIS.</p> <p><u>Response 409-10</u> Information regarding SR-10 has been revised in Chapter 2 and Section 3.14.</p> <p><u>Response 409-11</u> The loss of AUMs is insignificant. About 1.5 miles of fenced livestock trail would be constructed on the west end of the proposed road where topography limits free trailing movement. East of this, livestock would trail outside the fenced corridor.</p>
<p>409-8</p>		
<p>409-9</p>		
<p>409-10</p>		
<p>409-11</p>		
	<p>409</p>	

**Letter
#409**

409-11
cont.

409-12

adequately address the socioeconomic impacts to the livestock operators. Impacts should be quantified.

Figure 3-6, the explanation info for Elk Habitat is incorrectly labeled.

Appendix B, Strip Maps are titled Plan and Profile; however, the profile view is not shown.

Strip Map 7, an area between Stations 220+00 and 224+50 is delineated. It appears that it may be proposed as a potential staging area; however, it is not consistent with the Explanation provided on the map.

Thank you for the opportunity to participate in the review of the DEIS. If you have questions, please call me at (435) 381-5552.

Sincerely,



Val Payne, Director
Emery County Public Lands Department

409

Response 409-12

Editorial changes made.