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Mr. Lauman
LMB
W. Hobbs
S. Linn

Moab District
Price River Resource Area
P. O. Drawer AB
Price, Utah 84501

3400
(SL-931206)
(U-13097)
(U-065)

ACT/007/006
#2

Mr. Robert Lauman
Chief Engineer
Plateau Mining Co.
P. O. Drawer PMC
Price, UT 84501

RECEIVED

JUL 19 1985

JUL 22 1985

Dear Mr. Lauman:

DIVISION OF OIL
GAS & MINING

Your proposal for minor modification of the Starpoint #2 Mine Plan, submitted June 6, 1985, has been reviewed by this office. The various items and modifications of the plan are herein discussed:

1. 2½ Left Bleeder: The three entry 2½ Left bleeder system is a necessary component of the ventilation system of the longwall district. In addition, 2½ Left will be utilized as the headgate entries for a longwall panel between 2½ Left and 3rd Left, in the event of two-entry approval by MSHA.
2. Two-entry Gateroads: It is believed by the Mining Engineer that the two-entry gateroad system will be of benefit in strata control, in the Hattis Seam in particular where a poor mudstone cap rock is present throughout. In addition, higher recovery of the coal resource will be achieved using the two-entry system than the present three-entry system. Less than half of the coal lost in the chain pillars in a three-entry system will remain in the two-entry system developed with yieldable pillars. Also, a 70 to 100 foot barrier pillar between 2½ Left and 3rd Left would not be recoverable if the three-entry system is utilized. BLN approval of the two-entry system will be concurrent with MSHA approval.
3. Middle Seam Gateroads in Distressed Zone: The longwall gateroads in the Middle Seam will be driven in the distressed zone directly beneath the Hattis longwall panels. This appears to be a logical solution for longwall mining in multiple seams, particularly when the interburden is no greater than 60 feet. A geotechnical study conducted by JFT Acapito, "Rock Mechanics Aspects of Two-Seam Mining at Plateau Mining Company", has indicated this to be the safest and most productive method for mining multiple seams. One trouble spot anticipated will be the driving of gateroads under the Hattis Seam longwall abutment barriers.

4. Middle Seam Reserves, North of L4009: The submitted Starpoint No. 2, Third Bed map (Middle Seam) does not address the manner of recoverability of reserves north of L4009. This is because of influences from the Mattis Seam 30 to 60 feet above. A plan for this area will be required in the future.

5. Graham Crossing - Two-Entry System: We are in favor of two-entry development of the rock slopes through the graben in order to access Federal coal lease U-13097, because of reduced costs and possibly reduced crossing times. DLM approval will be concurrent with MSHA approval.

This minor modification of the mine plan is therefore approved as proposed with the understanding that, and to summarize:

1. Upon approval of the two-entry gateroad system by MSHA, the 350 foot block between 2 $\frac{1}{2}$ Left Bleeder and 3rd Left would be recovered as a longwall panel after L4006, or if the two entry system is rejected by MSHA a 70 to 100 foot barrier would remain between 2 $\frac{1}{2}$ Left and 3rd Left using the three-entry system.
2. A plan will be forthcoming for the Middle Seam mineable reserves located north and south of the longwall district as determined feasible in the future.
3. The method for mining the Mattis Seam reserves between 2nd Left and 2nd Main North West will be determined in the future. Also, questionable reserves north of 2nd Main North West will be probed to determine mineability.

Sincerely yours,

/S/ MARK A. MACKIEWICZ

Area Manager
Acting

Enclosure:
Plateau Mining Proposal for Minor Modification

cc: 100 (U-066)
150 (U-221)
OSH, Denver
MMS, Salt Lake City

JClawson: 870:7/19/83
6245 log