

June 20, 2005

In early to mid summer of this year, Foundation Coal Corporation's Cumberland mine will conduct longwall mining operations underneath segments of Interstate 79 south of Waynesburg, Greene County. This will be the second of eight longwall panels planned beneath Interstate 79. The longwall panel should be completed by late summer to early fall. The Department of Environmental Protection and the Department of Transportation will monitor the mining operations prior to, during and after the panel has crossed under the Interstate. This website will continue to provide regularly updated reports on the progress of the undermining as well as a map showing the progress of the longwall panel.

December 27, 2004

Road repairs to the section of I-79 that was undermined by Foundation Coal Company's Cumberland Mine in the fall of 2004 are now complete. The section of road that was undermined has been milled and paved with asphalt, the guide rail repaired and the edges of the subsidence trough have been built up. Both the North and South Bound travel and passing lanes have been reopened and the speed limit through the area has been restored to 65 Miles per Hour. PennDOT plans to reevaluate the area next spring to determine if additional work is necessary.

Foundation Coal Company's Cumberland and Emerald Mines are scheduled to longwall mine beneath I-79 again in the summer of 2005. The California District Office will also be monitoring next year's mining operations.

November 15, 2004

Foundation Coal Company's Cumberland Mine has completed the mining of the first panel beneath Interstate 79, south of Waynesburg in Greene County. During this crossing, the width of the longwall beneath Interstate 79 was approximately 1400 feet (426 meters) wide and the average depth of cover was approximately 840 feet (256 meters).

Interstate 79 remained open throughout the undermining. Traffic flow was safely maintained at all times through single-lane restrictions, shoulder closures, and speed limit reductions. Cracking and heaving were observed in several areas along edges of the northbound and southbound travel lanes and the outside shoulder. PennDOT leveled areas that were heaved with a hydrostatic vibrating roller during the undermining. Penn DOT repaired several compression bumps on both of the northbound and southbound passing and travel lanes. Several sections of guide rail were bowed and twisted from the mining and will be replaced during the temporary road repairs.

Temporary roadway repairs in the undermined section have begun. Penn DOT expects the work to be completed by mid-November. Single lane restrictions will remain in place until the repairs are completed.