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Wednesday, May 5, 2021

Lucas J. West

Colorado Division of Reclamation, Mining and Safety

1313 Sherman Street, Room 215

Denver, Colorado 80203

RECEIVED

MAY 10 2021

**DIVISION OF RECLAMATION
MINING AND SAFETY**

Re: Miller Midwest, File No. P-2021-04, Notice of Deficiency

Mr. West,

Thank you for your recent correspondence. I have noted the sections and request, followed by our response. I am responding in email as well as standard mail to address your requests.

Item #1, Requests and Responses:

1a *"an accurate map of the site that shows the adit and any other structures located in the area."*

Please find attached Midwest Map #1. It is modified from a map that was submitted for federal grant approval in the 1960s. It is submitted as it shows the structures that were standing at that time. Currently the structures have no known historical value. They are not noted or preserved as historical structures. Further, in 1999, Colorado Geological Survey, in OFR 99-18 reported the structures at the Midwest were "Relatively modern".

Mountain States Historical and the Willow Creek Reclamation Committee documented the site in 2003, they documented the Midwest site as: *"the site currently consists of a mine tunnel, associated waste rock, and the remnants of a surface plant including several standing buildings and a mine rail line. The surface plant components are all less than 50 years old and the mining operation that erected them erased nearly all of the site's historic attributes."*

I've attached copies of both of these documents for your reference.

The point being that the structures have not been deemed to be historical and have been assessed numerous times by Forest Service, EPA, and Colorado Div. of Reclamation. With that in mind, we will take every possible precaution to safeguard the buildings. The work we intend to execute will not occur in a proximity that could damage the existing buildings.

1b. *"indicate the route used for ingress and egress, as well as any parking areas or lay down areas involved in the project."*

Please find attached Midwest Map #2. This map shows ingress and egress, it also defines parking areas and staging areas.

1c. *"indicate the area that the earthen backfill material will be stockpiled during the prospecting activity."*

Please see Midwest Map #1 and #2, both maps show where the material removed from the portal will be staged.

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Item 2, Project Description.

A. Item 3 of this section indicates that 150 tons material will be moved to gain access to the underground workings however recent discussions and photographs don't support that volume. Please provide an accurate estimate in Cubic Yards of the volume of material to be moved to gain access to the underground workings.

It would not be prudent to indicate a smaller volume as the current volume is unknown. From historical reports, the adit portal could be up to 75' in length. In the case that the entire portal has been filled, 2 tons of material per foot is reasonable. It is unknown if the entire portal has been filled, or just the entry. It is hopeful there will be much less material, but 150 tons is a maximum estimate. If 150 tons were extracted, each ton would account for approximately 11.4 cubic feet at 175lbs per cubic foot. The entire volume of 150 tons would account for 1,714 cubic feet. We intend to stack this material at least 8' tall, which would require a footprint of approximate 225 square feet. This volume will easily fit in the area noted for staging of the material removed from the adit.

B. Discussions with the US Forest Service (USFS) indicate that this is a high tourism area and prone to vandalism as well as attempted unauthorized entry of historic and permitted mines sites. In accordance with section 5 of application form, please discuss any and all measures that will be taken to prevent unauthorized entry during prospecting operations as well as when personnel is not present on the site.

This is somewhat trafficked area. Our experience in the area over the past 8 years leads us to the assumption of 4 vehicles per day during the summer season. Our plan is to block the ingress/egress with orange construction barrels. We will also provide signage stating- "Danger- Active Mining Operation" and "No Public Access".

Our worst-case scenario in relation to time is 7 days. This would account for excavating the portal, mapping and backfilling. Our best-case scenario is 3 days. During this time we would stay on site in a self-contained RV. This to make sure there is no unauthorized activity at the site.. We have no intent of keeping this portal open for any period of time, our intent is primarily verification of historical information that has been provided from 1982 and 1998.

Item 3, Operation and Reclamation Measures.

A. Item 5 states that the main portal closure will be reinforced, please provide more details on the reinforcements, or reconstruction of the portal closure that will be conducted as part of the reclamation efforts.

We have assisted in closures on other private property and public mining claims so we are somewhat familiar with what stands up to high traffic mine sites. Our plan for reinforcing the portal closure will a rebar cage in the backfill. This prevents any access from hand digging and requires some heavy equipment to re-open the portal. It also provides structural integrity to the portal. In the case that there is a door of some sort in the adit, we will leave that in place and put the rebar cage in front of door and then push dirt up to it.



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Please let me know if there is any other information we can provide. As stated previously, our overall goal with the project is to verify previous information that has been stated, but never mapped, photographed or shot with video. We feel this will greatly improve the value of the property and make it more attractive to large mining companies for lease or purchase. I'll look forward to hearing your responses and moving forward with this project.

Sincerely,

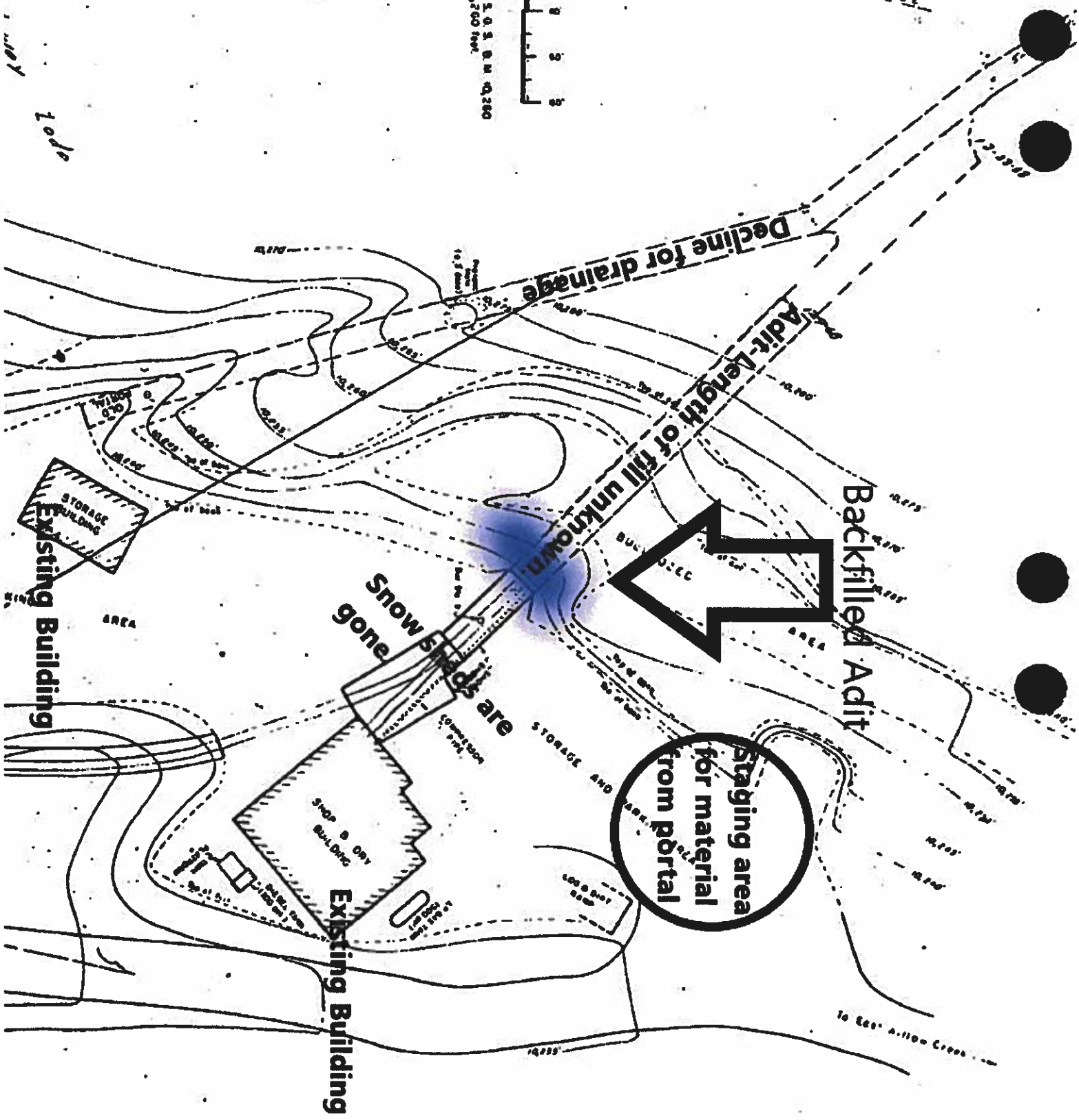
Tyler Miller
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CC:
Corey Shuman (GRE, Executive Contact)
Jessica Shuman (GRE, Executive Contact)
Patrick Moran, USFS

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Midwest
Map #1

NOTE: Elevations are based on U. S. G. S. B. M. 10,200 feet with assumed elevation 10,200 feet.





Ingress and Egress
point (through the
existing access
route)

Egote Shack

Parking Area

Main Cabinice
Building

Staging area for
extracted material