



Nicki Poulos  
Environmental Engineer I  
[npoulos@archrsc.com](mailto:npoulos@archrsc.com)  
Phone: 970.929.2219

**Mountain Coal Company, LLC**  
A subsidiary of Arch Resources, Inc.  
West Elk Mine  
5174 Highway 133  
Somerset, CO 81434

October 18, 2021

Mr. Leigh D. Simmons  
Colorado Division of Reclamation, Mining and Safety  
Office of Mined Land Reclamation  
1313 Sherman Street, Room 215  
Denver, Colorado 80203

**Re: Mountain Coal Company, LLC, West Elk Mine; Permit No. C-1980-007;  
Minor Revision No. MR-456 Revised Road and MVB Pad Locations for Longwall  
Panels SS3 and SS4, as well as Portable Creek Crossing Bridges**

Dear Mr. Simmons:

Mountain Coal Company, LLC (MCC) submits this letter and map entitled, "MR-456 Revised Road and Pad Locations for SS3 and SS4 Panel" for Minor Revision MR-456 to reduce and revise the Mine Ventilation Boreholes (MVB) pads and roads for longwall panels SS3 & SS4. MCC staff and US Forest Service personnel have completed field reviews of the currently approved pad locations and road alignments resulting in the proposed location adjustments.

As shown on the map, seven (7) pads (totaling about 3.5 acres) and 7,691 feet of road on Forest System lands will be eliminated with this revision. All MVB pads and roads for longwall panels SS3 & SS4 will be constructed on MCC's property. Three of the currently approved MVB pads will be moved slightly and three will remain in the same location. All MVB pads have been renamed. Two MVBs will be drilled on each of the eastern-most adjusted pad locations on both longwall panels. One MVB on each pad will be directionally drilled and the other will be a vertical hole. Because two holes will be on the same pad, MCC proposes these pads will each be 0.75 acres, rather than the usual 0.5 acre size. Approximately 492 feet of road will be constructed to access the new location of the proposed pad for MVBs SS4-1 and SS4-2

MCC has also purchased two portable steel bridges for crossing Prong Creek to access the proposed MVB pads. These bridges will be used on other stream crossings in the future. A description of the bridge is attached.

Please contact me at (970) 929-2219 or by e-mail should you have questions regarding this submittal.

Sincerely,

A handwritten signature in cursive script that reads "Nicki Poulos".

Nicki Poulos,  
Environmental Engineer

cc: Dan Gray – USFS  
Cathie Pagano - Gunnison Co.  
Jessica Wilczek- MCC

# Temporary Bridges

When a stream or waterway must be crossed without damaging the streambed or channel, it is important to select a structure that is practical, cost effective and will cause minimal soil erosion and sedimentation. The size and weight of the equipment that needs to cross the stream, as well as the span of the opening are also considerations.



Culverts and fords are often constructed, but can cause damage to the stream bed, must be maintained, and can be difficult and costly to remove. They are also not suitable during periods of high water.

**Portable, temporary bridges** make excellent stream crossing structures. Since they can be installed without extensive soil backfill, they reduce the impact on the stream bed and the water quality. Portable bridges can also be dismantled easily, causing minimal disruption to the area.

While the initial cost of portable bridges might be greater than other stream crossing structures, the fact that installation and removal are typically fast and easy and that they are reusable, means they can be a more efficient option in terms of time, labor and overall project cost.

One Size does not fit all: Matrax offers a range of temporary bridge options to meet the unique requirements and budgets of individual projects

## Engineer-rated Temporary Steel Bridges

Prefabricated bridges can be used in a wide range of applications. Engineer-rated, our bridges can accommodate heavy construction equipment safely. They have also been used as temporary solutions in areas where intense rain and flooding have compromised an existing bridge. Finally, they may be installed as an overlay on top of an existing bridge, to improve the load rating.

We can provide bridges engineer-rated to 45-ton, 94-ton, and 125-ton capacity. Our steel bridges can accommodate HL-93 requirements and DOT standards. Matrax offers sales and rentals. Call to speak with a sales engineer about the best approach for your project.