

LIGHTNING CREEK BYPASS ROAD CONSTRUCTION AND OPERATION PLAN

QML-0009 April 2010

BELLEKENO PROJECT



Table of Contents

1.0	INTRODUCTION
1.1	Other Authorizations2
1.2	Heritage/Community Consultation
2.0	LIGHTNING CREEK BYPASS CONSTRUCTION
2.1	Timing of Construction6
2.2	Protection of Riparian Areas and Aquatic Resources
3.0	HAUL ROADS9
3.1	Haul Road Design Criteria9
3.2	Haul Road Construction Guidelines 10
3.3	Haul Road Maintenance11
3.4	Dust Suppression
3.5	Haul Truck Cleanliness11
3.6	Ore/Tailings Spill Contingency Plan12
3.7	Haul Road Traffic Management12
3.8	Haul Road Access Control
3.9	Speed Limits
4.0	HIGHWAY ACCESS CONTROLS15
5.0	COMMUNICATIONS AND NOTIFICATION PROTOCOLS
6.0	REFERENCES

Table of Figures

Figure 1	Lightning Creek Bypass5	;
Figure 2	Haul Road Traffic Management14	ł

Attachments

Attachment A Keno City Bypass Engineering Drawings for Road and Bridge Attachment B Work within a Right-of-Way Permit Application

1.0 INTRODUCTION

During Alexco's public consultation with local Keno City residents during the design phase of the Bellekeno Mine, it became apparent that the potential for haul traffic noise and safety concerns in town was a significant concern. Alexco therefore originally proposed to construct a bypass road after ramping up to full 400 tonnes per day production, but later amended that commitment to construct the bypass prior to any ore haul to the mill or tailings backhaul to the mine. This corporate commitment became entrenched in the YESAA Decision Document.

The following Lightning Creek Bypass Road Construction and Operation Plan has been prepared to describe construction and operation of that road. Particular attention is paid to design and construction methods for haul road construction in order to maintain compliance with relevant legislation and regulations (Yukon Waters Act, Fisheries Act, Quartz Mining Act) in addition to the Decision Document (YESAA File 2009-0030) and the specific licences that have been granted for the project (QML-0009) and their subsequent conditions. The second focus of the plan is to describe measures taken for haul road design and operation which will be taken in order to ensure public and employee health and safety as well in addition to compliance with the Yukon Occupational Health and Safety Act and Regulations. This includes a detailed plan describing construction, traffic management for all haul roads between the mine and mill.

1.1 Other Authorizations

Several other authorizations required for this endeavor are as listed below:

- Type B Water Licence for the Lightning Creek bridge crossing;
- Land Use Permit, and;
- Work within a Highway Right-of-Way permit.

As of the date of this submission, all of these applications have been submitted and authorizations/licenses are expected shortly.

Pioneering of this route was authorized under MLU-LQ00240.

1.2 Heritage/Community Consultation

In the summer of 2009, R. McIntyre of Alexco conducted a walking tour of the proposed bypass route with key stakeholders to determine issues and concerns, if any. The participants on this site tour were:

- B. Hogan, Yukon Historical Sites
- R. ,Gotthardt, Yukon Archaeology Department
- N. Salvin, Yukon Government, Mining Lands Officer, Mayo District
- M.Bindig, Keno City resident & quartz claim owner
- B. Wagner, Keno City resident

On this inspection, there were no specific archaeological or historical artifacts identified, however the old refuse on the hillside below the Duncan Creek Road and on the Lightning Creek valley floor was noted as mostly trash, but possibly containing objects of interest. Care will be taken to reduce impact on these areas.

The Keno City residents had differing views on bypass routing, however they did not identify concerns with the bypass in general, as this road is being built in order to reduce impacts on Keno City. The Mayo Mining Lands Officer had no concerns.

There will be occasional light vehicle traffic within Keno City and possibly some heavy traffic during the construction phase. Alexco has secured a highway permit for these occasional events, and regularly advises Keno City residents when this is scheduled to occur. Alexco has committed that all ore haul traffic will be redirected through the Keno City Bypass at the commencement of production.

2.0 LIGHTNING CREEK BYPASS CONSTRUCTION

Alexco has made a corporate commitment that all effort is made in order to redirected mine traffic around Keno City to ensure that direct ore haulage traffic is routed around the community and interference with the local community is minimized. The Lightning Creek Bypass which will allow haul traffic to go around Keno City is the section of road connecting

the Sourdough Trail on the south side of Lightning Creek to the Duncan Creek Road across Lightning Creek. Figure 1 shows the proposed routing of traffic around the community, or "Lightning Creek Bypass".

An aerial view of the Lightning Creek Bypass route is shown on Figure 1 below. This figure also shows surface and subsurface tenure including placer and quartz claim boundaries, easements, and highway right-of-of ways for relevant portions of the proposed construction areas. Detailed engineer stamped conceptual engineering drawings of the bypass road construction showing plan and profile is attached and typical cross sections showing road width and safety berm are included as Attachment A. Also included in Attachment A is a drawing of the Lightning Creek clear span bridge sealed by a professional engineer.

Installation of a culvert to cross Lightning Creek was briefly entertained during the planning of the project but is no longer being considered because it was not considered during the YESAA assessment (2009-0030) of the project.



Drawn By: MD/EA	April 2010	Verified by: RM		
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2.1 *Timing of Construction*

Construction on the Lightning Creek Bypass road is set to commence in April and is expected to be complete by the end of June. This will be in accordance with timing for receipt of the Type B Water Licence for the Lightning Creek bridge crossing, the Land Use permit, and the Work within Highways Right of Way permit.

2.2 Protection of Riparian Areas and Aquatic Resources

A number of Best Management Practices (BMPs) will be followed during construction of the Lightning Creek Bridge in order to protect aquatic resources and minimize disturbance to riparian areas in Lightning Creek. These measures are summarized as follows:

- Temporary disturbance of riparian areas disturbed by access activities along the adjacent upland property will be minimized. Existing trails, roads, and cut lines will be used wherever possible to avoid disturbance to the riparian vegetation;
- Meander bends, braided streams, alluvial fans, active flood plains, or any other area that is inherently unstable and may result in the alteration of natural steam functions or erosion and scouring of the bridge structure will be avoided;
- Brushing within the road right-of-way (ROW) will be required for visibility at the bridge and the approaches but will be kept to a minimum and within the road right-of-way. When practicable, vegetation will be pruned or topped the instead of uprooted;
- Trees will be felled away from watercourses to reduce damage to stream banks and beds. To maintain bank stability, trees within 10 m of watercourses will be close cut and stumps left in place except along the trench line;
- The clear span bridge has been properly designed to address river and channel processes at flows above the ordinary high water mark;
- Approaches will be near perpendicular to the watercourse to minimize loss or disturbance to riparian vegetation;
- Storm water runoff from the bridge deck, side slopes and approaches will be directed into vegetated area to remove suspended solids, dissipate velocity and prevent sediment and other deleterious substances from entering the watercourse. Other measures may be directed by the water licence;

- Fording the water course is currently being considered by the Yukon Water Board for the Type B Lighting Creek Bridge crossing considered. Should fording be permitted in the water licence and deemed necessary by Alexco, the following conditions will be abided by;
- Any activities within the Lightning Creek (e.g. crossing of watercourse by machinery), will be scheduled to avoid disruption of sensitive fish life stages (i.e. Arctic grayling spawning).
- Machinery fording the watercourse to bring equipment required for construction to the opposite side is limited to a one-time event (over and back) and will occur only if an existing crossing at another location is not available or practical to use;
- If the fording is required, the stream bed at the fording site will be comprised of stable gravel or bedrock and the stream banks will be low and stable;
- If minor rutting occurs, stream bank and bed protection methods (e.g. swamp mats, pads) will be used provided they do not constrict flows or block fish passage;
- If fording is required, the one-time fording will be timed to prevent disruption to sensitive fish life stages by adhering to appropriate fisheries timing window, and;
- If fording is required, it will be undertaken during low flow conditions and not when flows are elevated due to local rain events or seasonal flooding;
- Stream bank approaches will not be graded;
- Effective sediment and erosion control measures, such as silt fencing, temporary diversion berms, clear crush check dams or straw bales, will be installed before starting work to prevent the entry of sediment into the watercourse. These sediment control measures will be regularly inspected during the course of construction and repairs made if necessary.
- Work that will disturb soils will be stopped during periods of high precipitation if it is likely to lead to sediment deposition into Lightning Creek;
- Machinery will be operated (above the ordinary high water mark) and in a manner that minimizes disturbance to the banks of the watercourse;
- Grading on steep watercourse approach slopes will be minimized. Approved access will be used where available to limit equipment and vehicle traffic on steep approaches;
- Machinery will arrive on site in a clean condition and will be maintained free of fluid leaks, invasive species and noxious weeds;

- Machinery will be washed, refuel and serviced at least 15m away from top-of-bank to prevent any deleterious substance from entering the water;
- Main fuel storage will be in Elsa; temporary fuel storage (tidy tanks) and lubricants will be kept at least 15m away from top-of-bank to prevent any deleterious substance from entering the water;
- An emergency spill kit will be kept on site in case of fluid leaks or spills from machinery.
- Banks will be restored to original condition if any disturbance occurs;
- Deleterious substances such as new concrete (i.e. it is pre-cast, cured and dried before use near the watercourse), grout, paint, ditch sediment and preservatives will be prevented from entering the watercourse;
- No debris will remain within the high-water mark or placed into a stream;
- All waste materials removed from the work site will be stabilized to prevent them from entering the watercourse. This may include covering spoil piles with biodegradable mats or tarps, berms or planting them with native grass or shrubs;
- After construction, disturbed areas will be re-vegetated by planting and seeding with native trees, shrubs or grasses and cover such areas with mulch to prevent erosion and to help seeds germinate. All seeding and/or planting trees shall follow the DFO guidance on Riparian Revegetation. If there is insufficient time remaining in the growing season, the site will be stabilized (e.g. cover exposed areas with erosion control blankets to keep the soil in place and prevent erosion) and vegetated the following spring;
- Effective sediment and erosion control measures will be maintained until re-vegetation of disturbed areas is achieved, and;
- Instream turbidity levels and sediment control measures shall be monitored during construction and following major storm events.

In addition to these BMPs, all DFO operational statements for the installation of clear-span bridges will be adhered to including:

- The bridge is placed entirely above the High Water Mark (HWM);
- There is no alteration of the stream bed or banks or infilling of the channel;

- The bridge is no greater than two vehicle lanes in width, does not include sidewalks and biking lanes and does not encroach on the natural channel width by the placement of abutments, footings or rock armouring below the HWM;
- The work does not involve the clearing of riparian vegetation removal of select plants with the road right-of-way can occur to meet operational and/or safety needs,
- The project does not require multiple bridge crossings over the same watercourse and;
- Measures to Protect Fish and Fish Habitat when Constructing Clear-Span Bridges will be adhered to.

3.0 HAUL ROADS

All haul roads between the Bellekeno Mine and the Flame and Moth mill will be subject to Part 15.42 and 15.43 of the Yukon Occupational Health and Safety Regulations, which set out minimum design criteria for safety considerations. In addition, mine haul road design guidelines developed by the University of Alberta (Tannant and Regensburg, 2001) and were also consulted in the development of these plans.

3.1 Haul Road Design Criteria

Civil design criteria for haul roads were developed for the project by Wardrop Engineering Inc. based on applicable portions of Federal and Territorial Government codes and regulations as well as industry standards and other reference documents (see Appendix C of the Construction Site Plan, Revision 1). The road design criteria are shown in Table 1. The design vehicle used as the basis of design criteria is shown in Table 2.

Haul Road	
Operating Width*	5.88 ¹ or 8.82 ² m
Design Speed	50 km/hr
Cross fall	2%
Maximum Grade	8%
Surface	200 mm
Base	300 mm
Sub-base	500 mm
Cut Side Slope	1.5 : 1
Fill Side Slope	2:1
Subgrade Compaction	>80%
Granular Compaction	>85%

Table 1 Road Design Criteria

* Excludes berms and ditches on both side of haul roads.

1. One way traffic.

2. Two way traffic.

Table 2 Design Vehicle Volvo A30E

Volvo A30E	Dimension	
Width	2.94 m	
Length	10.3 m	
Height	3.3 m	
Wheel Base	2.216 m	
Tire Pressure	267 kPa	
Weight	Loaded	Empty
Gross Vehicle Weight	51 060 kg	28 000 kg
Front Axle	14 990 kg	12 500 kg
Drive Axle	36 070 kg	15 560 kg

Suggested design criteria for the Lightning Creek Bypass road are included on the construction drawings by YES (attachment A).

3.2 Haul Road Construction Guidelines

General guidelines for haul road construction are as follows:

- Haul roads shall be all-weather construction;
- Safety berm will be constructed on all fills >3.0m;
- Height of safety berm will be 1.25m (0.75x the diameter of tire on Volvo A30E articulated haul truck);

- Breaks in the safety berm will not exceed the width of the blade of the equipment constructing and maintaining the breaks to allow for drainage and snow clearance;
- Sideslope will be maximum 2:1 if embankment is between 0-3 m;
- Sideslope will be maximum 1.5:1 if embankment is between >3 m;
- Travel width on two way traffic roads will be 3x haul truck width;
- Travel width on one way traffic roads (2x haul truck width) will be one way radio controlled;

• Alternating vehicular pull-outs will be used at each end of one way traffic road segments;

- Pull outs length equals 1.5 times the vehicle length;
- Pull outs width equals 1.5 times the operating width; and
- A clearly marked emergency runaway lane or retardation barrier capable of bringing a runaway vehicle to a stop will be provided and maintained below where road grade exceeds 5%.

3.3 Haul Road Maintenance

Periodic grading and resurfacing as deemed necessary will be employed in order to keep the haul roads in good repair. During the winter, haul roads will be plowed and sanded to ensure proper traction is maintained.

3.4 Dust Suppression

Water sprinkling and/or non petroleum dust suppression agents will be employed if required to control fugitive dust from haul road surfaces during the summer months. No hard surfacing of haul roads is being considered at this time. Backhauled tailings are will be at least 15% moisture and are not expected to create any fugitive dust. Run of mine ore from underground operations is wet, coarse grained and free of fines and will not create dust.

3.5 Haul Truck Cleanliness

Haul trucks will be subject to periodic maintenance at the Flame and Moth mill site. This maintenance will include washing, with care taken that all wash water be recycled or directed to the water treatment pond.

3.6 Ore/Tailings Spill Contingency Plan

In addition to spill hazards listed in the Spill Contingency Plan, ore and pyritic tailings which are hauled between the Flame and Moth Mill to the Bellekeno Mine for underground backfill are also considered as a potential spill hazard. Proposed preventative and mitigation measures include:

- Reduced speed limits to lower risk of haul truck collision which might result in a spill;
- Mine haul traffic will be routed around Keno City to lower risk of collisions;
- Mine haul roads traffic will be controlled except where public roads are used;
- Temporary stockpile areas for ore and pyrite tailings at the Flame and Moth mill will be lined and/or sloped and runoff will be directed to the collection/treatment pond;
- Pyrite tailings will not be stockpiled at the mine site, they will go straight underground for backfilling; and
- Any ore or pyrite tailings spill will be reported as per the Spill Contingency Plan and immediately picked up and taken, respectively, to the mill site for processing or the Bellekeno mine for underground backfill.

3.7 Haul Road Traffic Management

For the purposes of traffic management between the Bellekeno Mine and the Flame and Moth mill, there are three types of road as described in Table 3. An overview map of traffic management on haul roads is shown on Figure 2. Detailed maps showing traffic control systems and intersections are shown as insets on Figure 2.

Table 1

Traffic Type	Road Width	Traffic Management Measures	Speed Limit	Access Control	Road Maintenance
Private Haul Road, One Way Traffic	2x Haul Truck Width	Radio controlled with pullouts, stop signs	50 km/hr	Public access restricted with signage and monitoring	Alexco
Private Haul Road, Two Way Traffic	3x Haul Truck Width	Radio control, stop signs	50 km/hr	Public access restricted with signage and monitoring	Alexco
Public Road /Haul Road	3x Haul Truck Width	Radio control for Alexco vehicles, Restricted speed limits, stop signs.	30 km/hr	None	YG Highways, Alexco during winter season

Proposed traffic management measures including signage and speed limits have been submitted within a permit for work within a right of way to Yukon Government department of Highways. These proposed signs and access work may be modified as per YG Highways' instruction. This application is included as Attachment B.

Other aspects of traffic management including site access and company policy with respect to vehicle and employee transportation, public and contractor safety, and estimated traffic volume are discussed within the Traffic Management Plan, submitted in November 2009 for QML-0009.



3.8 Haul Road Access Control

For the purposes of traffic management between the Bellekeno Mine and the Flame and Moth, signs will be posted at all intersections which enter onto private haul roads. These signs indicate that road is not for public entry and only for authorized traffic. Traffic will be monitored by employees to ensure that only authorized vehicles are on the private haul road. Entrances to the mill site may be gated if deemed necessary.

3.9 Speed Limits

Speed limits will be enforced for mine traffic along haul routes and posted along the access and site roads (maximum 50 km/hr, reduced to 20 km/hr at blind corners and bridge crossings). In order to provide an additional level of public safety, portions of the haul route which are shared with public traffic (short segment of Sourdough Trail and Duncan Creek Road, see Figure 3) speed limits will be reduced to 30 km/hr. All haul and auxiliary vehicle traffic between the Bellekeno Mine and the mill site will be radio controlled for safety and speed control.

Employees and contractors will be educated on safety including traffic protocols and speed limits during mandatory orientation. Routine traffic inspections and/or speed indicator signs will be used to encourage safe and responsible driving and ensure that Alexco's traffic and safety protocol are adhered to.

Alexco will investigate and take appropriate modification of policy and/or disciplinary action in the event of any traffic incidents or complaints.

4.0 HIGHWAY ACCESS CONTROLS

Stop signs will be used at all points of ingress and egress to public roads. Permits for construction or modification of access have been secured for the intersections of the Christal Lake Road with the Silver Trail highway and the Duncan Creek road. These permits were presented as Attachments 1 and 2 of the Traffic Management Plan.

5.0 **COMMUNICATIONS AND NOTIFICATION PROTOCOLS**

Comprehensive communication and Emergency Response Protocol including radio protocol is described within the Emergency Response Plan. It should be noted that new employee and contractor orientation also includes emergency response, communication and notification protocols.

6.0 **REFERENCES**

- Tannant, Dwayne D., Regensburg, Bruce, 2001. Guidelines for Mine Haul Road Design. University of Alberta, School of Mining and Petroleum Engineering, Department of Civil and Environmental Engineering.
- Yukon Occupational Health and Safety Regulations, 2006. Yukon Workers' Compensation Health and Safety Board.



ALEXCO KENO HILL MINING CORP.

LIGHTNING CREEK BYPASS CONSTRUCTION AND OPERATION PLAN

BELLEKENO MINE DEVELOPMENT

KENO HILL SILVER DISTRICT

Yukon

Attachment A

Prepared by:



www.accessconsulting.ca



HORIZONTAL CURVE DATA						
RVE	DELTA	RADIUS	ARC LENGTH	TANGENT		
	12'12'14"	140.000	29.820	14.967		
	7*28'35"	175.000	22.836	11.434		
	13°26'12"	175.000	41.041	20.615		
	56°04'29"	60.000	58.721	31.953		
	42*13'04"	25.000	18.421	9.651		
	2°44'22"	200.011	9.564	4.783		
	26*08'52"	180.000	82.146	41.801		
	31*35'27"	100.000	55.136	28.289		
	29•19'31"	150.000	76.774	39.248		
0	77°09'53"	35.000	47.137	27.923		

VERTICAL CURVE DATA

70.000

60.000

	L	PT	STA	ELEV	Language
_		VPI	630.000	928.959	50.000
	40.000	EVC	655.000	929.362	
		VPI	710.000	930.250	40.000
		BVC	690.000	929.928	
	50.000	EVC	730.000	930.300	
		VPI	790.000	930.450	60.000
		BVC	760.000	930.375	
	80.000	EVC	820.000	930.150	
		VPI	870.000	929.650	100.000
		BVC	820.000	930.150	
	70.000	EVC	920.000	932.100	
		VPI	950.000	933.570	60.000
	· · · ·	BVC	920.000	932.100	
	60.000	EVC	980.000	933.143	
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ALEXCO KENO HILL MINING CORP.

LIGHTNING CREEK BYPASS CONSTRUCTION AND OPERATION PLAN

BELLEKENO MINE DEVELOPMENT

KENO HILL SILVER DISTRICT

Yukon

Attachment B

Prepared by:



www.accessconsulting.ca



Transportation Maintenance Branch W-12

POLICY NUMBER 3.3 Revised April 2008

INFORMATION SHEET FOR PERFORMANCE OF WORK WITHIN A HIGHWAY RIGHT-OF-WAY

PLEASE NOTE: Work may not proceed until a Permit has been issued by the Transportation Maintenance Branch, Department of Highways and Public Works.

LISTED BELOW IS THE APPLICATION INSTRUCTIONS AND PROCESS DESCRIPTION:

- 1. Provide the following list of required documents:
 - Signed and completed attached application form;
 - A map (scale 1:50,000), and/or air photo or detailed sketch indicating the location and extent of work.;
 - \$100.00 Application Fee (*Cheques payable to Government of Yukon*). If in Whitehorse come into the office located at 9029 Quartz Rd, Bldg. 275. We accept all major credit cards and or debit card.

All the above items are mandatory and the application process can not start without them.

- 2. In the communities contact the local Road Maintenance Foreman during normal working hours. Please provide the above required documents to the local Road Foreman. A joint site visit may be required.
- 3. In Whitehorse come into the office located at 9029 Quartz Rd, Bldg. 275 and bring all the required documents listed in section 1.
- 4. Insurance is a requirement for work in a highway right-of-way. A copy of Liability Insurance, in the amount of \$2 Million, naming the Government of Yukon *as "Additional Insured"* on the Insurance Policy, must be provided to the Transportation Maintenance Branch prior approval for the work.
- 5. Please note that depending on the extent and complexity of the work the application process could take more than 4 weeks to be approved.
- 6. If the work requires screening though Yukon Environmental and Socio-economic Assessment Board (YESAB) or other associated Permits such as Land Use Permits, copies of those authorizations will be required prior to the permit being issued.
- 7. Once the permit has been approved, applicant will be notified to read and sign the permit agreeing to the conditions. Copies of the permit are forwarded to the applicant and work may proceed. If the permit is denied, the applicant will be notified. The permit will contain an expiry date.
- 8. The applicant will be responsible to ensure the conditions of the permit are adhered to during the work

APPLICATION FOR PERFORMANCE OF WORK WITHIN THE RIGHT-OF-WAY (please Print)

I understand that this is an application only and approval to perform said work has not been given at this time. Receipt of the signed permit from the Transportation Maintenance Branch will constitute permission to hold said event, subject to the conditions attached to the permit.

Name of Applicant / Company:	Brad Thrall, Alexco Keno Hill Mining Corp.
Complete Mailing Address:	Suite 1150 - 200 Granville Street
	Vancouver, BC V6C 1S4
Phone Number & Fax Number:	(604) 633-4888
E-mail address:	bthrall@alexcoresource.com

Location of Work:

(If applicable, note side of road - right or left side is determined when looking in direction of increasing Kms)

Highway Name:	Kilometre Location	Right	Left	Road
	(from\to)			Surface
Duncan Creek Road SW of Keno City, see at	Х	Х		
Map Coordinates \ datum (if no km available): See attachment and Figure 1 and				

Description of Work and or equipment to be utilized:

The construction of a haul road within the Duncan Creek Road and Sourdough Trail ROW

Road Crossing of Duncan Creek Road See Attachment and Figure 1 and 2

Equipment: Dump trucks, cat, excavators

Type of Work: (check all that apply)

Installation of Utilities\Infrastructure		Road Maintenance (winter)	Х
Brushing\Clearing\Tree removal	Х	Road Maintenance (summer)	Х
Earthworks (road surface)	Х	Work on Roadway	Х
Earthworks (not road surface)	Х	Work off Roadway	Х

Traffic Details: (check if applicable)

Temporary Road Closure	Temporary Lane Closure	

Associated Permits and Screening: (check if applicable) YESAA #: 2009-0030 Other: Type:

Proposed Schedule:

Start Date:	March 29 th 2010	Duration:	Ongoing
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Applicant's Name:	Kurt Neunherz
Applicant's Signature:	
Date:	March 26, 2010





	Drawn By: MD/EA	March 2010	Verified by: RM
	L Plans\		