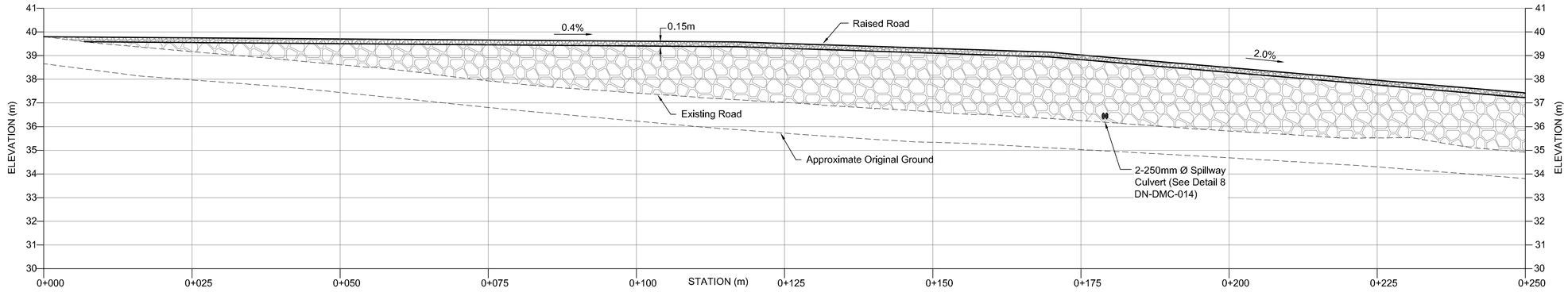
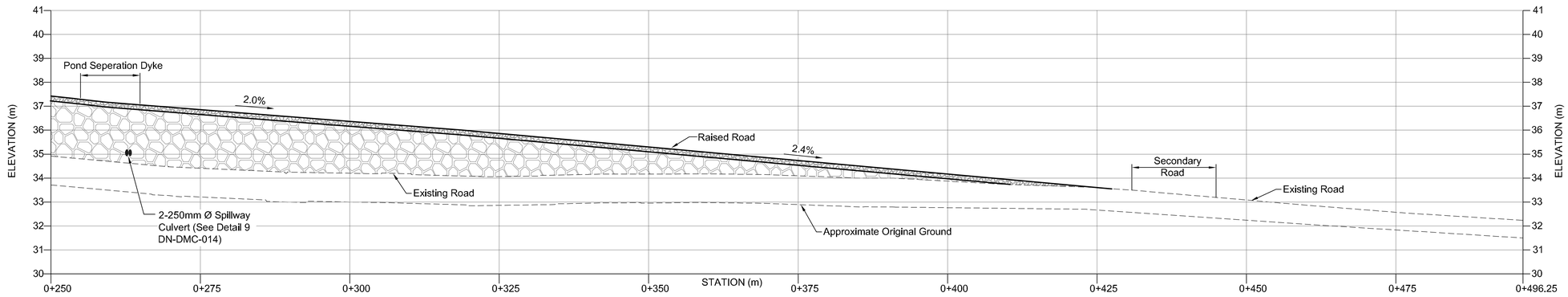


PROFILE ALONG ROAD RAISE (STA. 0+000 to 0+250)

0 4 8 12 16 20 Scale in Metres (Horizontal)

0 1 2 3 4 5 Scale in Metres (Vertical)

4X VERTICAL EXAGGERATION

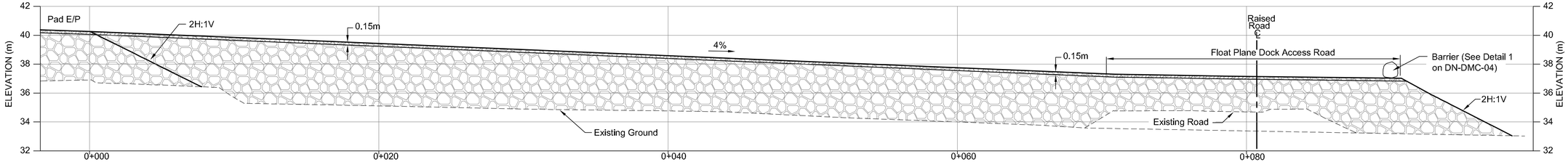


PROFILE ALONG ROAD RAISE (STA. 0+250 to 0+496.25)

0 4 8 12 16 20 Scale in Metres (Horizontal)

0 1 2 3 4 5 Scale in Metres (Vertical)

4X VERTICAL EXAGGERATION



PROFILE ALONG POND SEPARATION DYKE

0 1 2 3 4 5 Scale in Metres

Notes

1. All dimensions in meters unless noted otherwise.
2. All work is to be set out prior to the start of any construction, according to the Stake Out tables provided. Should there be any difference between the coordinates provided and the field location, the Engineer is to be notified immediately.
3. Prior to placement of any construction material, the receiving surface must be free of snow and ice.
4. The engineer must approve all surfaces prior to placement of any construction material.
5. An appropriately qualified subcontractor must install the liner in accordance with standard procedures. The Liner subcontractor must supply the Engineer with a Quality Assurance protocol.
6. The Contractor will inform the Owner and Engineer in advance of any specialist subcontractor and/or technicians that will be subcontracted to out specialized works. The Owner must approve all such subcontractors.
7. Geotextile overlaps shall be at least 500 mm if not sewed or heat bonded. If sewing or heat bonding is used the overlap can be reduced to 200 mm.
8. The Contractor will be responsible to store and handle on site liner and geotextile in accordance with manufacturers specifications.
9. Due care must be taken when placing fill material such that no damage occurs to the HDPE liner and/or geotextile. Any damage must be immediately reported to the Engineer.
10. Where the thickness of the road is greater than 3.0m allow for the placement of barriers.
11. The barriers are to consist of boulders larger than 1m in diameter, jersey-barriers (1.82 long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
12. Notes in this drawing apply to all other active drawings

LEGEND

- Existing ground surface
- 1 ½" Crushed Material
- Run of Quarry Material

REFERENCE DRAWINGS			
DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REVISIONS				
NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	29SEP10
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEERS STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN: MK | DRAWN: MDDS | REVIEWED: EMR

CHECKED: LW | APPROVED: EMR | DATE: Sept. 29, 2010

FILE NAME: DN–DMC–010.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008.027 | SRK DWG NO.: DN-DMC-012

DORIS NORTH PROJECT

DRAWING TITLE: Float Plane Dock Access Road and Dyke Profiles

NEMONT DRAWING NO.: HB+D-CIV-CIV-OND-0072 | SHEET: 13 OF 18 | REVISION NO.: 0

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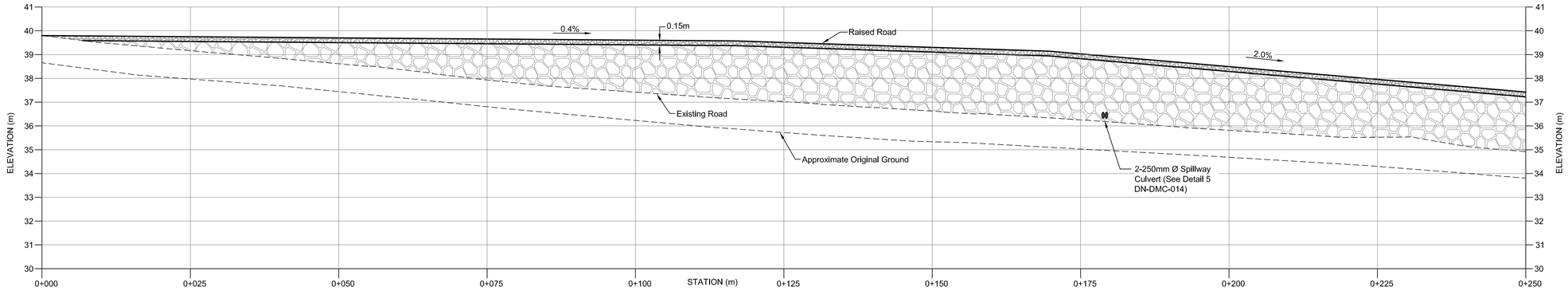
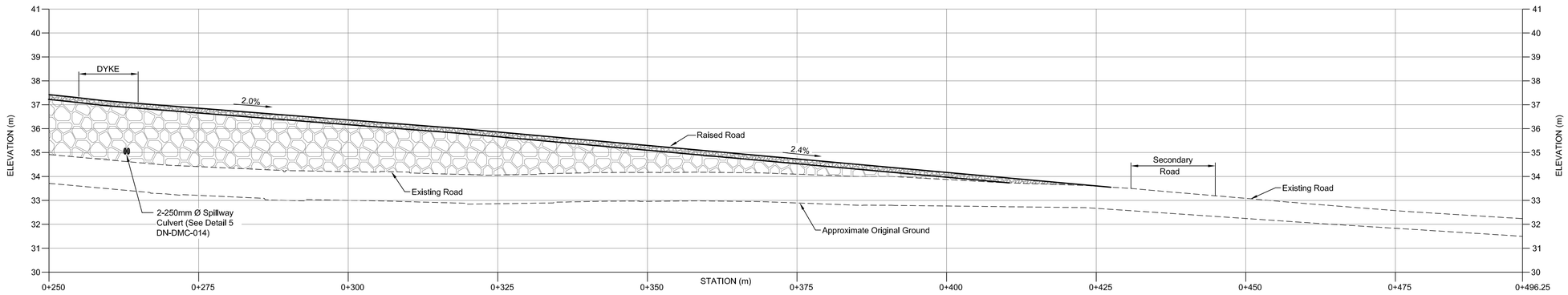


PROFILE ALONG ROAD RAISE (STA. 0+000 to 0+250)

0 4 8 12 16 20 — Scale in Metres (Horizontal)

0 1 2 3 4 5 — Scale in Metres (Vertical)

4X VERTICAL EXAGGERATION

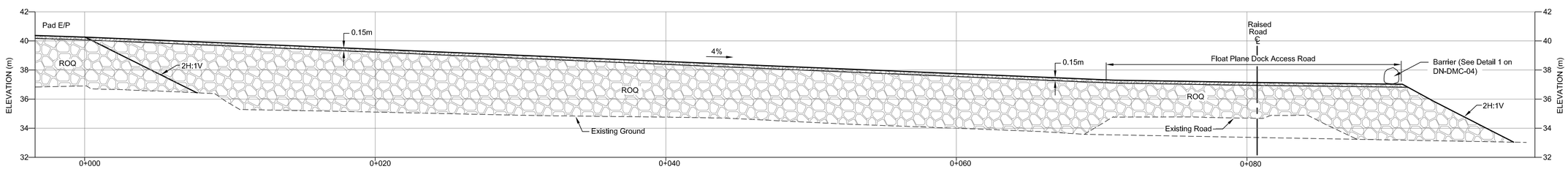


PROFILE ALONG ROAD RAISE (STA. 0+250 to 0+496.25)

0 4 8 12 16 20 — Scale in Metres (Horizontal)

0 1 2 3 4 5 — Scale in Metres (Vertical)

4X VERTICAL EXAGGERATION



PROFILE ALONG POND SEPARATION DYKE

0 1 2 3 4 5 — Scale in Metres

Notes

1. All dimensions in meters unless noted otherwise.
2. All work is to be set out prior to the start of any construction, according to the Stake Out tables provided. Should there be any difference between the coordinates provided and the field location, the Engineer is to be notified immediately.
3. Prior to placement of any construction material, the receiving surface must be free of snow and ice.
4. The engineer must approve all surfaces prior to placement of any construction material.
5. An appropriately qualified subcontractor must install the liner in accordance with standard procedures. The Liner subcontractor must supply the Engineer with a Quality Assurance protocol.
6. The Contractor will inform the Owner and Engineer in advance of any specialist subcontractor and/or technicians that will be subcontracted to out specialized works. The Owner must approve all such subcontractors.
7. Geotextile overlaps shall be at least 500 mm if not sewed or heat bonded. If sewing or heat bonding is used the overlap can be reduced to 200 mm.
8. The Contractor will be responsible to store and handle on site liner and geotextile in accordance with manufacturers specifications.
9. Due care must be taken when placing fill material such that no damage occurs to the HDPE liner and/or geotextile. Any damage must be immediately reported to the Engineer.
10. Where the thickness of the road is greater than 3.0m allow for the placement of barriers.
11. The barriers are to consist of boulders larger than 1m in diameter, jersey-barriers (1.82 long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
12. Notes in this drawing apply to all other active drawings

LEGEND

- Existing ground surface
- 1 ¼" Crushed Material
- Run of Quarry Material

REFERENCE DRAWINGS			REVISIONS				
DRAWING NO.	DRAWING TITLE	DRAWING NO.	NO.	DESCRIPTION	CHK'D	APP'D	DATE
DMC-010	Sedimentation and Pollution Ponds Grading Plan		A	ISSUED FOR REVIEW	LW	EMR	28JUL10

PROFESSIONAL ENGINEERS STAMP

SRK Consulting — Engineers and Scientists — Vancouver

DESIGN:	DRAWN:	REVIEWED:
MK	MDDS	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	JULY 28, 2010

FILE NAME: DN-DMC-010.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008.027 | SRK DWG NO.: DN-DMC-012

DORIS NORTH PROJECT

DRAWING TITLE: Float Plan Access Road and Dyke Profiles

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0072	13 OF 15	A

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NOTES

1. Soil classification for these works are based on the Unified Soil Classification System (USCS).
2. On bare tundra surfaces the maximum snow thickness allowed prior to fill placement shall be 102mm (4"). On all other surfaces complete snow removal is required. The Engineer must approve all surfaces prior to placement of any construction material.
3. Snow and ice on construction material must be removed prior to loading for construction use.
4. Due care must be taken when placing fill materials such that no damage occurs to the subgrade and/or liner system. Any damage must be immediately reported to the Engineer.
5. Geotextile shall be 12 oz. non-woven geotextile.
6. Liner shall be 60 mil textured HDPE liner.
7. Maximum lift thickness of ROQ is 1.85m. Staged construction will be required where fill thickness exceeds 1.85m.
8. In areas where staged construction is required, all snow shall be removed and the surface scarified prior to placing the next lift. The Engineer will approve such staged construction.
9. Run of Quarry, and Surfacing material has to be compacted after placement.
10. Compaction will be a field specification, based on trial compaction tests to be carried out by the Contractor to the satisfaction of the Engineer.
11. It is the Contractor's responsibility to create the construction materials as specified through appropriate crushing. Any deviations must be approved by the Engineer.
12. Construction fill material shall be from approved rock quarries, shall be non-acid generating, free of organic material or similar impurities, as well as snow and ice.
13. Construction fill material must be free of overburden soils. Such unsuitable material shall be disposed of in a designated on site disposal area as outlined in the Contractors' quarry development plan.
14. Construction fill material will not have to be washed to remove blast residues or fines, unless specifically instructed by the Engineer.
15. Rip Rap shall be clean with no fine grained material and a minimum boulder size of 1000mm.
16. Run of Quarry (ROQ) shall be well-graded, containing sufficient quantities of gravel, sand, and silt sized material. For fill thickness <0.85m the maximum boulder size shall not exceed 500mm. For fill thickness >0.85m the maximum boulder size shall not exceed 900mm.
17. Surfacing material shall be a well-graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 51mm (2") but no smaller than 32mm (1-1/4").
18. 3/4" Finishing material shall be well graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 32mm (1-1/4") but no smaller than 19mm (3/4")
19. The Contractor shall collect samples of the surfacing material directly from the crusher stockpile and submit for laboratory testing including but not limited to grain size distribution, and moisture content at least 1 sample every 8,000m³. The Engineer may conduct additional sampling and testing as deemed necessary.

Materials List and Quantities

Item	Quantity/Area/Volume		Description
3/4" Finishing Material	Liner Subgrade (0.3 m)	1,100 m^3	Volumes Derived by Eagle Point V7.2
	Overliner (0.3 m)	1,100 m^3	- Side slope 1.5H:1V for fill less than 2m
	Culvert	60 m^3	- Side slope 2H:1V for fill greater than 2m
	Total	2,260 m^3	-Fills are a min. 1.0m
Surfacing Material (1-1/4" Crush)	Berm Surfacing	100 m^3	- Volume derived by merging Topography/As-built to Pad Design surfaces
	Road surfacing	1,200 m^3	
	Total	1,300 m^3	
Run of Quarry Material	Berm	6,600 m^3	
	Road	14,000 m^3	
	Total	26,600 m^3	
Geotextile	Pollution Control Pond	8,200 m^2	12 oz. Non-Woven
	Total	8,200 m^2	
Liner	Pollution Control Pond	2,000 m^2	Textured HDPE 60 or equivalent
	Total	2,000 m^2	
Rip Rap		100 m^3	Spillway Aprons
	Total	100 m^2	
Culverts 4 in total		95 m	250mm Diameter Corrugated Steel Culvert
	Total	95 m	

SEDIMENTATION POND STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
SP-01	7,558,915.40	433,164.14	37.43
SP-02	7,558,965.46	433,119.21	40.26
SP-03	7,558,963.30	433,119.29	39.50
SP-04	7,558,930.28	433,088.97	39.50
SP-05	7,558,913.78	433,070.97	39.49
SP-06	7,558,906.68	433,072.64	39.38
SP-07	7,558,902.40	433,082.52	39.21
SP-08	7,558,919.76	433,151.32	34.24
SP-09	7,558,950.99	433,119.36	35.32
SP-10	7,558,924.38	433,094.87	35.33
SP-11	7,558,911.32	433,079.92	35.42
SP-12	7,558,910.20	433,083.15	35.34

POLLUTION CONTROL POND STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
PP-01	7,558,916.02	433,174.34	37.17
PP-02	7,558,971.42	433,124.60	40.27
PP-03	7,558,956.47	433,146.60	36.00
PP-04	7,558,980.84	433,189.66	36.00
PP-05	7,558,983.10	433,198.43	36.00
PP-06	7,558,982.91	433,234.79	36.00
PP-07	7,558,975.09	433,240.71	36.00
PP-08	7,558,921.36	433,241.22	36.00
PP-09	7,558,916.20	433,234.56	36.00
PP-10	7,558,923.81	433,178.43	33.28
PP-11	7,558,955.84	433,149.30	35.07
PP-12	7,558,979.05	433,191.02	34.88
PP-13	7,558,980.76	433,198.49	34.82
PP-14	7,558,980.92	433,233.79	35.00
PP-15	7,558,974.63	433,239.49	35.39
PP-16	7,558,961.93	433,238.83	35.00
PP-17	7,558,947.61	433,236.97	34.00
PP-18	7,558,923.98	433,235.81	33.31
PP-19	7,558,921.73	433,232.66	33.24

ROAD RAISE STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
RD-01	7,558,935.99	432,929.51	39.80
RD-02	7,558,923.63	432,921.02	39.80
RD-03	7,558,923.18	432,948.38	39.75
RD-04	7,558,910.31	432,940.63	39.75
RD-05	7,558,906.18	432,997.35	39.50
RD-06	7,558,887.56	432,989.00	39.50
RD-07	7,558,902.40	433,035.62	39.50
RD-08	7,558,879.29	433,035.66	39.50
RD-09	7,558,902.93	433,059.98	38.50
RD-10	7,558,883.06	433,061.75	39.17
RD-11	7,558,903.45	433,091.83	39.00
RD-12	7,558,888.55	433,093.64	39.00
RD-13	7,558,899.97	433,162.77	37.50
RD-14	7,558,901.05	433,183.38	37.00
RD-15	7,558,901.20	433,233.97	36.00
RD-16	7,558,917.58	433,260.20	35.50
RD-17	7,558,900.48	433,256.70	35.50
RD-18	7,558,912.91	433,279.21	35.00
RD-19	7,558,898.29	433,275.98	35.00
RD-20	7,558,890.48	433,345.81	33.50
RD-21	7,558,877.55	433,338.66	33.50
RD-22	7,558,878.02	433,365.99	33.00
RD-23	7,558,867.59	433,358.54	33.00
RD-24	7,558,857.68	433,390.74	33.00
RD-25	7,558,850.86	433,385.22	33.00
RD-26	7,558,849.04	433,399.29	32.22
RD-27	7,558,844.88	433,393.00	33.50

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DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	29SEP10
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

REVISIONS

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN: MK | DRAWN: MDDS | REVIEWED: EMR
CHECKED: LW | APPROVED: EMR | DATE: Sept. 29, 2010
FILE NAME: DN-DMC-010.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008.027 | SRK DWG NO.: DN-DMC-013

Doris North Project

DRAWING TITLE:
Material Specifications
(Sedimentation and Pollution Control Ponds)

NEMONT DRAWING NO.: HB+D-CIV-CIV-OND-0073 | SHEET: 14 OF 18 | REVISION NO.: 0

NOTES

1. Soil classification for these works are based on the Unified Soil Classification System (USCS).
2. On bare tundra surfaces the maximum snow thickness allowed prior to fill placement shall be 102mm (4"). On all other surfaces complete snow removal is required. The Engineer must approve all surfaces prior to placement of any construction material.
3. Snow and ice on construction material must be removed prior to loading for construction use.
4. Due care must be taken when placing fill materials such that no damage occurs to the subgrade and/or liner system. Any damage must be immediately reported to the Engineer.
5. Geotextile shall be 12 oz. non-woven geotextile.
6. Liner shall be 60 mil textured HDPE liner.
7. Maximum lift thickness of ROQ is 1.85m. Staged construction will be required where fill thickness exceeds 1.85m.
8. In areas where staged construction is required, all snow shall be removed and the surface scarified prior to placing the next lift. The Engineer will approve such staged construction.
9. Run of Quarry, and Surfacing material has to be compacted after placement.
10. Compaction will be a field specification, based on trial compaction tests to be carried out by the Contractor to the satisfaction of the Engineer.
11. It is the Contractor's responsibility to create the construction materials as specified through appropriate crushing. Any deviations must be approved by the Engineer.
12. Construction fill material shall be from approved rock quarries, shall be non-acid generating, free of organic material or similar impurities, as well as snow and ice.
13. Construction fill material must be free of overburden soils. Such unsuitable material shall be disposed of in a designated on site disposal area as outlined in the Contractors' quarry development plan.
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15. Rip Rap shall be clean with no fine grained material and a minimum boulder size of 1000mm.
16. Run of Quarry (ROQ) shall be well-graded, containing sufficient quantities of gravel, sand, and silt sized material. For fill thickness <0.85m the maximum boulder size shall not exceed 500mm. For fill thickness >0.85m the maximum boulder size shall not exceed 900mm.
17. Surfacing material shall be a well-graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 51mm (2") but no smaller than 32mm (1-1/4").
18. 3/4" Finishing material shall be well graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 32mm (1-1/4") but no smaller than 19mm (3/4")
19. The Contractor shall collect samples of the surfacing material directly from the crusher stockpile and submit for laboratory testing including but not limited to grain size distribution, and moisture content at least 1 sample every 8,000m³. The Engineer may conduct additional sampling and testing as deemed necessary.

Materials List and Quantities

Item	Quantity/Area/Volume		Description
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	Overliner (0.3 m)	1,100 m^3	- Side slope 1.5H:1V for fill less than 2m
	Culvert	60 m^3	- Side slope 2H:1V for fill greater than 2m
	Total	2,260 m^3	-Fills are a min. 1.0m
Surfacing Material (1-1/4" Crush)	Berm Surfacing	100 m^3	- Volume derived by merging Topography/As-built to Pad Design surfaces
	Road surfacing	1,200 m^3	
	Total	1,300 m^3	
Run of Quarry Material	Berm	6,600 m^3	
	Road	14,000 m^3	
	Total	26,600 m^3	
Geotextile	Pollution Control Pond	8,200 m^2	12 oz. Non-Woven
	Total	8,200 m^2	
Liner	Pollution Control Pond	2,000 m^2	Textured HDPE 60 or equivalent
	Total	2,000 m^2	
Rip Rap		100 m^3	Spillway Aprons
	Total	100 m^2	
Culverts 4 in total		95 m	250mm Diameter Corrugated Steel Culvert
	Total	95 m	

SEDIMENTATION POND STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
SP-01	7,558,915.40	433,164.14	37.43
SP-02	7,558,965.46	433,119.21	40.26
SP-03	7,558,963.30	433,119.29	39.50
SP-04	7,558,930.28	433,088.97	39.50
SP-05	7,558,913.78	433,070.97	39.49
SP-06	7,558,906.68	433,072.64	39.38
SP-07	7,558,902.40	433,082.52	39.21
SP-08	7,558,919.76	433,151.32	34.24
SP-09	7,558,950.99	433,119.36	35.32
SP-10	7,558,924.38	433,094.87	35.33
SP-11	7,558,911.32	433,079.92	35.42
SP-12	7,558,910.20	433,083.15	35.34

POLLUTION CONTROL POND STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
PP-01	7,558,916.02	433,174.34	37.17
PP-02	7,558,971.42	433,124.60	40.27
PP-03	7,558,956.47	433,146.60	36.00
PP-04	7,558,980.84	433,189.66	36.00
PP-05	7,558,983.10	433,198.43	36.00
PP-06	7,558,982.91	433,234.79	36.00
PP-07	7,558,975.09	433,240.71	36.00
PP-08	7,558,921.36	433,241.22	36.00
PP-09	7,558,916.20	433,234.56	36.00
PP-10	7,558,923.81	433,178.43	33.28
PP-11	7,558,955.84	433,149.30	35.07
PP-12	7,558,979.05	433,191.02	34.88
PP-13	7,558,980.76	433,198.49	34.82
PP-14	7,558,980.92	433,233.79	35.00
PP-15	7,558,974.63	433,239.49	35.39
PP-16	7,558,961.93	433,238.83	35.00
PP-17	7,558,947.61	433,236.97	34.00
PP-18	7,558,923.98	433,235.81	33.31
PP-19	7,558,921.73	433,232.66	33.24

ROAD RAISE STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
RD-01	7,558,935.99	432,929.51	39.80
RD-02	7,558,923.63	432,921.02	39.80
RD-03	7,558,923.18	432,948.38	39.75
RD-04	7,558,910.31	432,940.63	39.75
RD-05	7,558,906.18	432,997.35	39.50
RD-06	7,558,887.56	432,989.00	39.50
RD-07	7,558,902.40	433,035.62	39.50
RD-08	7,558,879.29	433,035.66	39.50
RD-09	7,558,902.93	433,059.98	38.50
RD-10	7,558,883.06	433,061.75	39.17
RD-11	7,558,903.45	433,091.83	39.00
RD-12	7,558,888.55	433,093.64	39.00
RD-13	7,558,899.97	433,162.77	37.50
RD-14	7,558,901.05	433,183.38	37.00
RD-15	7,558,901.20	433,233.97	36.00
RD-16	7,558,917.58	433,260.20	35.50
RD-17	7,558,900.48	433,256.70	35.50
RD-18	7,558,912.91	433,279.21	35.00
RD-19	7,558,898.29	433,275.98	35.00
RD-20	7,558,890.48	433,345.81	33.50
RD-21	7,558,877.55	433,338.66	33.50
RD-22	7,558,878.02	433,365.99	33.00
RD-23	7,558,867.59	433,358.54	33.00
RD-24	7,558,857.68	433,390.74	33.00
RD-25	7,558,850.86	433,385.22	33.00
RD-26	7,558,849.04	433,399.29	32.22
RD-27	7,558,844.88	433,393.00	33.50

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DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

REVISIONS

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN: MK | DRAWN: MDDS | REVIEWED: EMR
CHECKED: LW | APPROVED: EMR | DATE: JULY 28, 2010
FILE NAME: DN–DMC–010.dwg

NEWMONT NORTH AMERICA

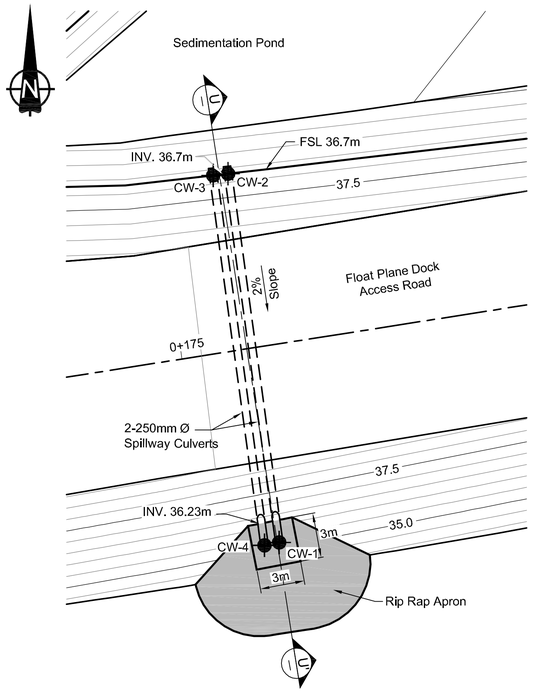
HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-013

Doris North Project

DRAWING TITLE:
Material Specifications
(Sedimentation and Pollution Control Ponds)

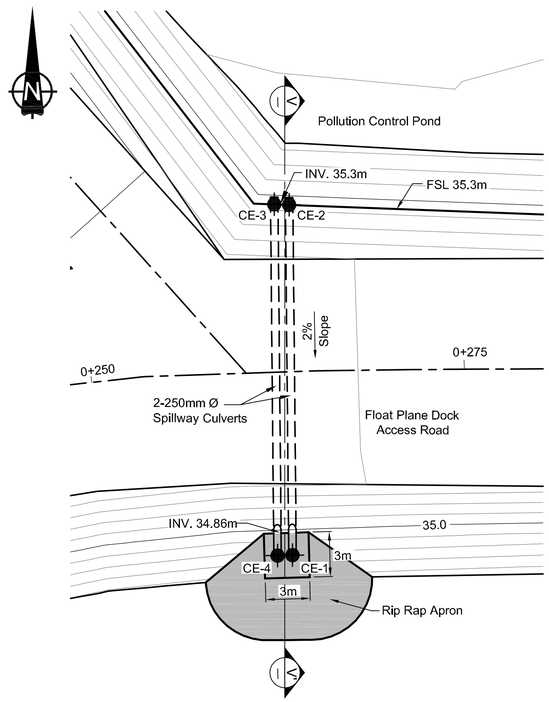
NEMONT DRAWING NO.: HB+D-CIV-CIV-OND-0073 | SHEET: 14 OF 15 | REVISION NO.: A



TYPICAL DETAIL 8 - SEDIMENTATION POND SPILLWAY CULVERT

8 DMC-010

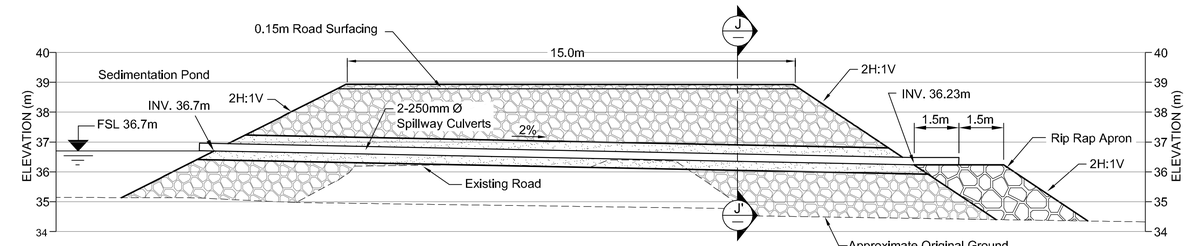
0 2 4 6 8 10
Scale in Metres



TYPICAL DETAIL 9 - POLLUTION CONTROL POND SPILLWAY CULVERT

9 DMC-010

0 2 4 6 8 10
Scale in Metres



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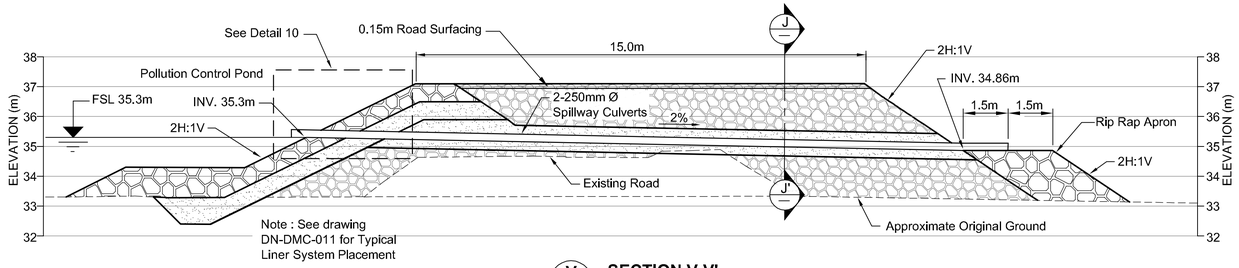

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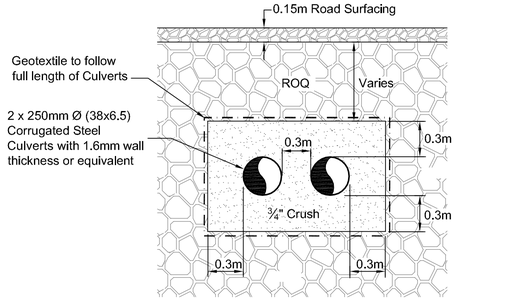
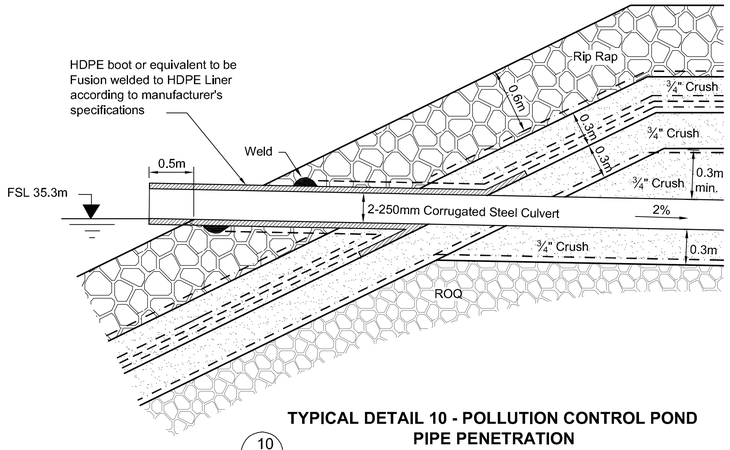


W — SECTION W-W' - CULVERT SECTION

NTS



TYPICAL DETAIL 10 - POLLUTION CONTROL POND PIPE PENETRATION

10 DMC-011

NTS

SPILLWAY CULVERT STAKE OUT TABLE			
ID	Northing	Easting	Approx. Elev. (m)
Sedimentation Pond Culvert			
CW-1	7,558,883.65	433,097.91	36.20
CW-2	7,558,908.36	433,094.49	36.71
CW-3	7,558,908.25	433,093.49	36.71
CW-4	7,558,883.45	433,096.93	36.20
Pollution Control Pond Culvert			
CE-1	7,558,896.19	433,178.92	34.83
CE-2	7,558,919.67	433,178.69	35.31
CE-3	7,558,919.71	433,177.69	35.31
CE-4	7,558,896.16	433,177.92	34.83

LEGEND

- ¾" Crushed Material
- 1 ¼" Crushed Material
- Run of Quarry Material
- Rip Rap
- Existing ground surface
- Textured 60mil HDPE Liner
- 12 oz. Non-woven Geotextile

REFERENCE DRAWINGS			
–	–		
DMC-010	Sedimentation and Pollution Ponds Grading Plan		
DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE

REVISIONS				
NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	29SEP10
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEERS STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN: MK | DRAWN: MDDS | REVIEWED: EMR
CHECKED: LW | APPROVED: EMR | DATE: Sept. 29, 2010
FILE NAME: DN–DMC–010.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

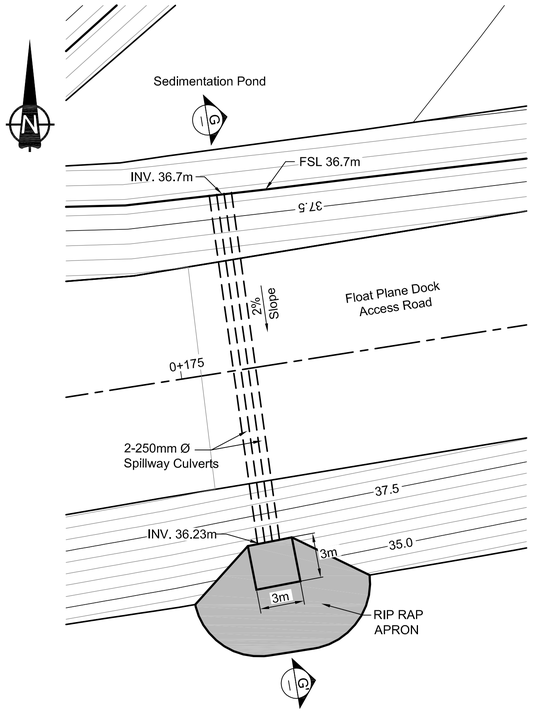
SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-014

DORIS NORTH PROJECT

DRAWING TITLE:
Sedimentation and Pollution Control Pond Typical Details

NEMONT DRAWING NO.: HB+D-CIV-CIV-OND-0080 | SHEET: 15 OF 18 | REVISION NO.: 0

J:\01_SITES\Hope Bay\MCAD\2010 Drawings\Doris North Conn\DN-DMC-010.dwg

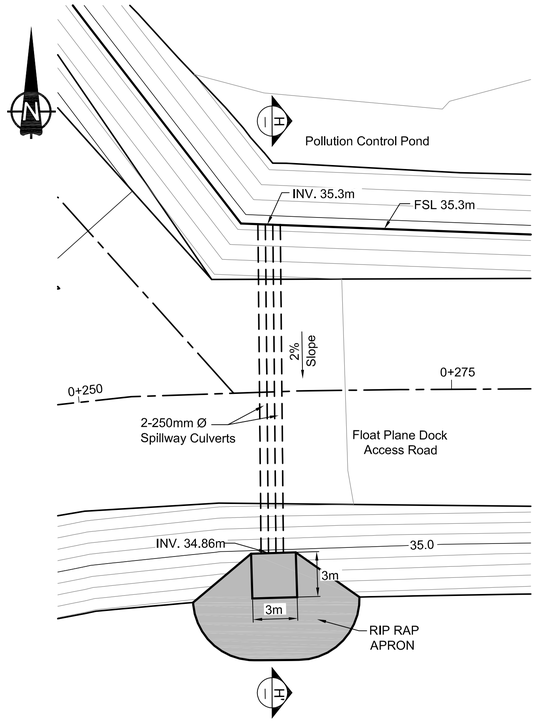


TYPICAL DETAIL 3 - SEDIMENTATION POND SPILLIWAY CULVERT

3 DMC-010

0 2 4 6 8 10

Scale in Metres

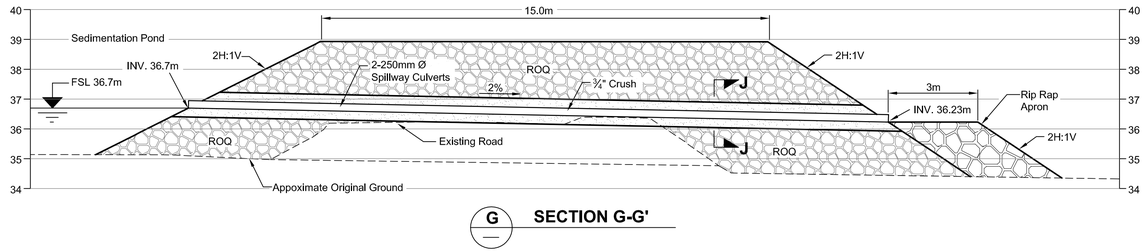


TYPICAL DETAIL 4 - POLLUTION CONTROL POND SPILLIWAY CULVERT

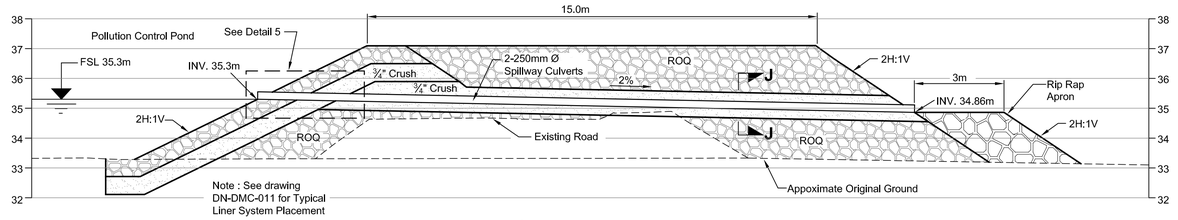
4 DMC-010

0 2 4 6 8 10

Scale in Metres



G — SECTION G-G'



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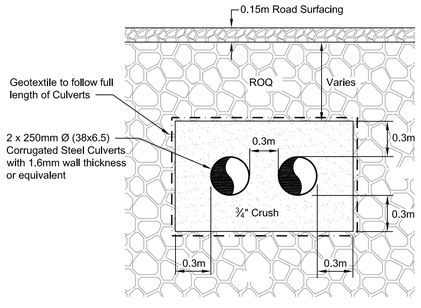
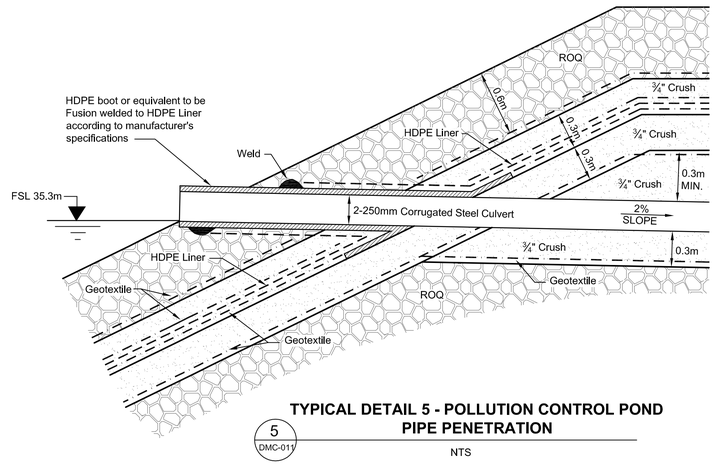


J — SECTION J-J' - CULVERT SECTION

NTS



TYPICAL DETAIL 5 - POLLUTION CONTROL POND PIPE PENETRATION

5 DMC-011

NTS

LEGEND

- ¾" Crushed Material
- 1 ½" Crushed Material
- Run of Quarry Material
- Existing ground surface
- Textured HDPE Liner
- 12 oz. Non-woven Geotextile

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		
DMC-010	Sedimentation and Pollution Ponds Grading Plan		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

REVISIONS

PROFESSIONAL ENGINEERS STAMP

SRK Consulting — Engineers and Scientists — Vancouver

DESIGN:	DRAWN:	REVIEWED:
MK	MDDS	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	JULY 28, 2010

FILE NAME: DN-DMC-010.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-014

DORIS NORTH PROJECT

DRAWING TITLE:

Sedimentation and Pollution Control Pond Liner and Spillway Culvert Typical Details

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0080	15 OF 15	A

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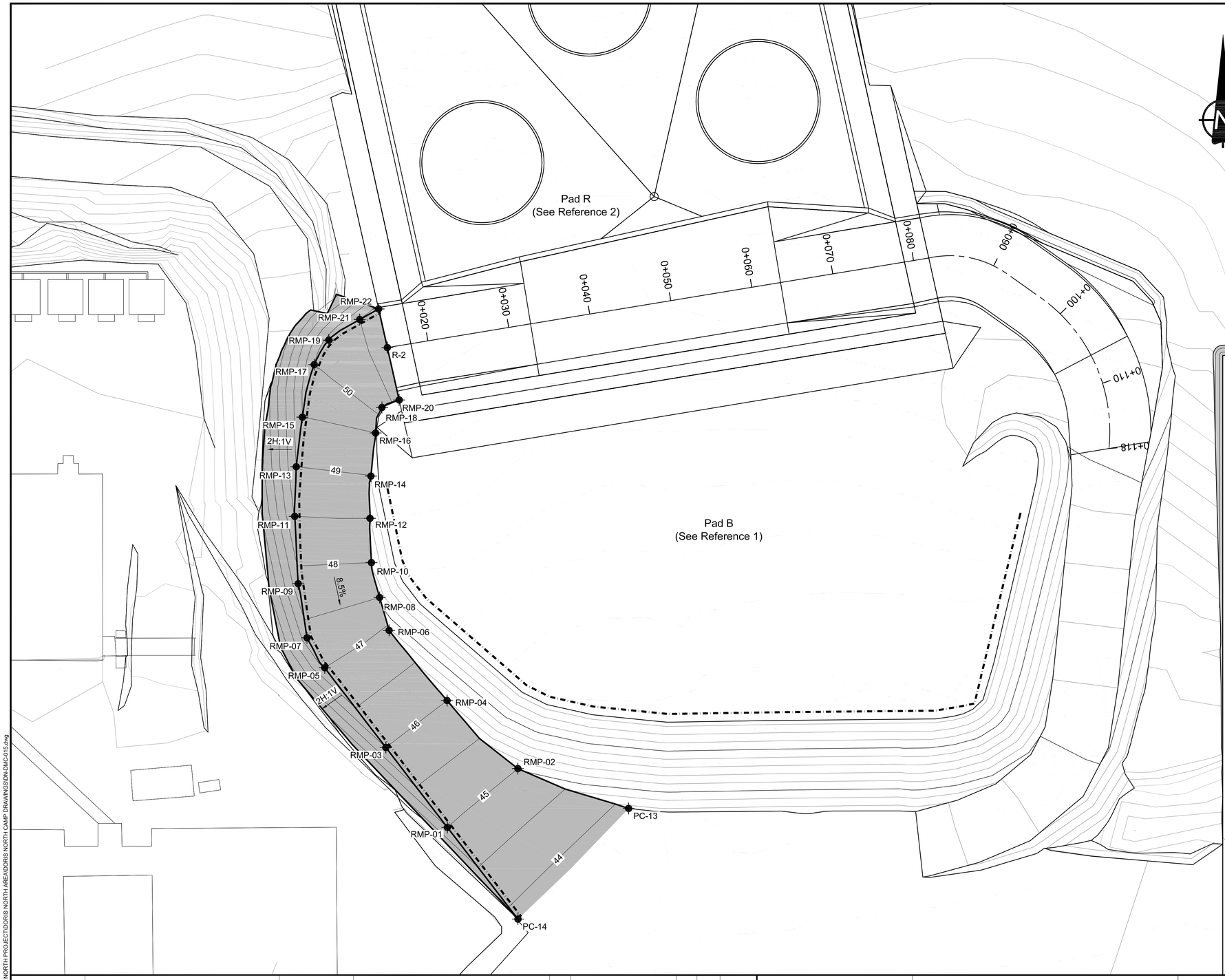

LEGEND

- New Raised Access Ramp
- Stake-out Point
- Existing Buildings
- Safety Berms (See Typical Berm Barrier Options Detail on Dwg DN-DMC-03)

NOTES

1. This drawing supersedes stakeout points PR-01 and PR-02; PB-23 to 25; and PC-13 and 14 on DN-DMC-01.

REFERENCES

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.
2. For detailed Pad R refer to Engineering Drawings for the Doris North Fuel Tank Farm, Doris Infrastructure Project, Nunavut, Canada, Revision 1, SRK 2010.

PAD R ACCESS RAMP STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
R-2	7,559,177.70	432,988.83	50.70
PC-13	7,559,121.58	433,018.22	43.81
PC-14	7,559,108.11	433,004.73	43.85
RMP-01	7,559,119.27	432,996.14	45.00
RMP-02	7,559,126.43	433,004.73	45.00
RMP-03	7,559,129.01	432,988.65	46.00
RMP-04	7,559,134.72	432,996.11	46.00
RMP-05	7,559,138.71	432,981.21	47.00
RMP-06	7,559,143.26	432,989.05	46.91
RMP-07	7,559,142.35	432,979.05	47.32
RMP-08	7,559,147.27	432,987.89	47.50
RMP-09	7,559,148.95	432,977.97	47.84
RMP-10	7,559,151.51	432,986.89	48.00
RMP-11	7,559,157.15	432,977.55	48.50
RMP-12	7,559,156.91	432,986.72	48.50
RMP-13	7,559,163.19	432,977.74	49.00
RMP-14	7,559,162.05	432,986.83	49.00
RMP-15	7,559,169.22	432,978.48	49.50
RMP-16	7,559,167.30	432,987.40	49.50
RMP-17	7,559,175.62	432,979.93	50.00
RMP-18	7,559,170.40	432,988.18	50.20
RMP-19	7,559,178.61	432,981.71	50.20
RMP-20	7,559,171.32	432,990.27	50.70
RMP-21	7,559,181.11	432,985.47	50.50
RMP-22	7,559,182.40	432,987.77	50.70

Materials List and Quantities

Item Description	Quantity / Area / Volume		
Run of Quarry Material	Ramp	1200 m³	Volumes derived by Eagle Point 7.2. - Side slopes 2H:1V Unless otherwise noted
Surfacing Material (1¼" Crush)	Ramp	150 m³	

0 2 4 6 8 10
Scale in Metres

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DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	ISSUED FOR CONSTRUCTION	LW	EMR	8AUG10

REVISIONS

PROFESSIONAL ENGINEERS STAMP

SRK Consulting
Engineers and Scientists
Vancouver

DESIGN:	DRAWN:	REVIEWED:
MK	MDDS	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	AUG 8, 2010

FILE NAME: DN-DMC-015.dwg

NEWMONT NORTH AMERICA

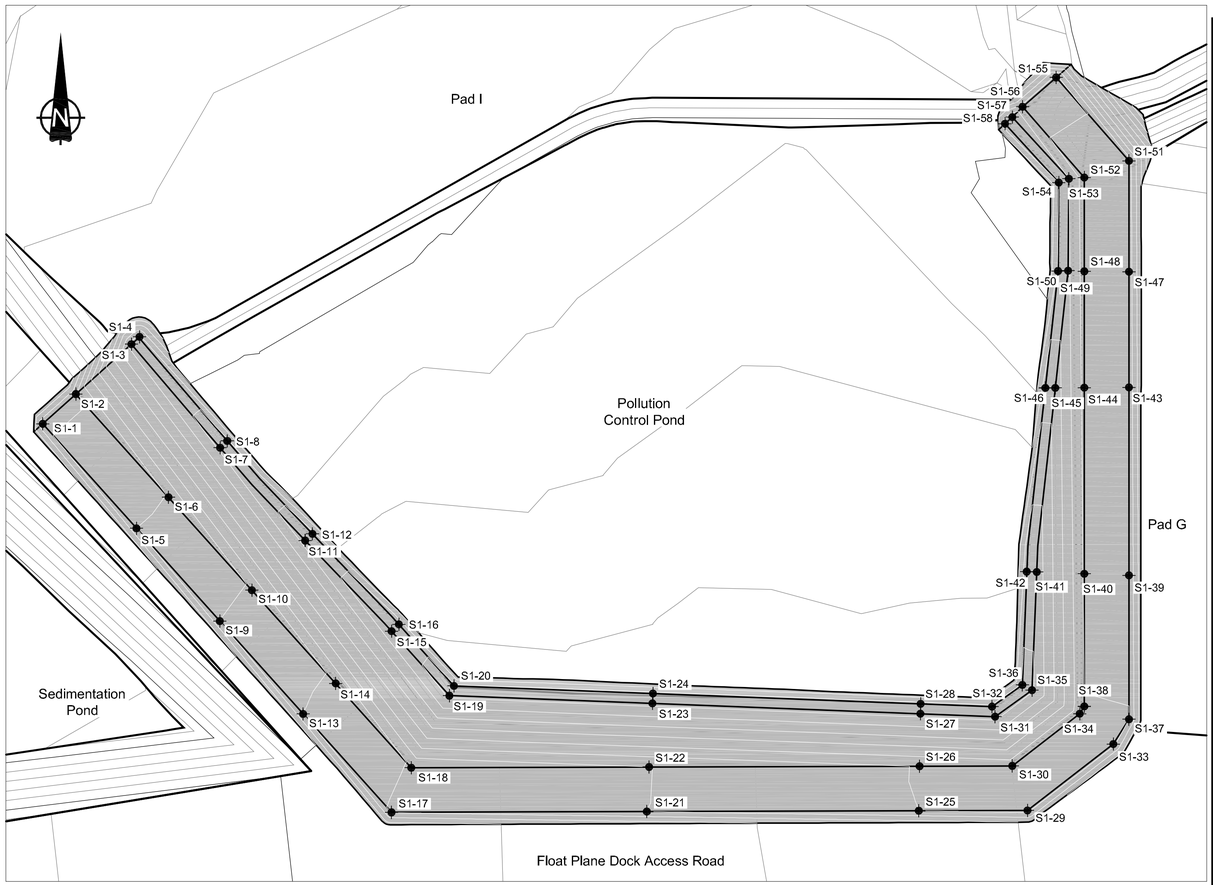
HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008.027 | SRK DWG NO.: DN-DMC-015

DORIS NORTH PROJECT

DRAWING TITLE:
PAD R - RAISED ACCESS RAMP

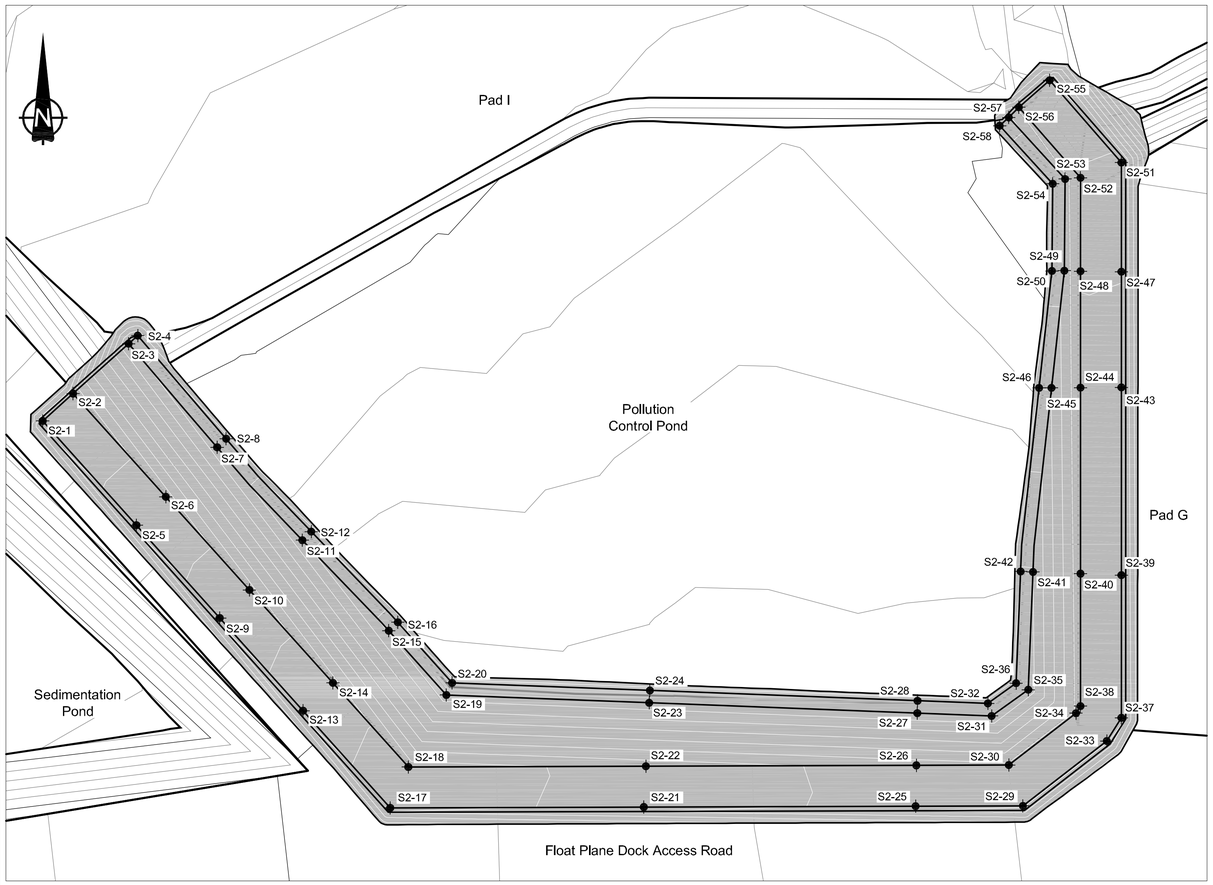
NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0082	16 OF 16	1



Surface 1 - Excavation/Below Liner System

SURFACE 1 - STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)
S1-1	7,558,950.31	433,137.14	38.06	S1-21	7,558,911.32	433,197.89	35.50	S1-41	7,558,935.41	433,237.11	32.69
S1-2	7,558,953.30	433,140.48	38.06	S1-22	7,558,915.80	433,198.13	35.50	S1-42	7,558,935.45	433,236.11	32.69
S1-3	7,558,958.32	433,146.07	34.28	S1-23	7,558,922.20	433,198.47	32.36	S1-43	7,558,953.97	433,246.39	35.15
S1-4	7,558,958.99	433,146.81	34.28	S1-24	7,558,923.20	433,198.52	32.36	S1-44	7,558,953.95	433,241.90	35.15
S1-5	7,558,939.80	433,146.57	37.50	S1-25	7,558,911.40	433,225.25	35.00	S1-45	7,558,953.93	433,238.98	33.72
S1-6	7,558,942.93	433,149.79	37.50	S1-26	7,558,915.89	433,225.33	35.00	S1-46	7,558,953.93	433,237.97	33.72
S1-7	7,558,947.91	433,154.99	33.87	S1-27	7,558,921.16	433,225.42	32.34	S1-47	7,558,965.60	433,246.39	35.20
S1-8	7,558,948.60	433,155.70	33.87	S1-28	7,558,922.16	433,225.44	32.34	S1-48	7,558,965.65	433,241.90	35.20
S1-9	7,558,930.47	433,154.95	37.00	S1-29	7,558,911.44	433,236.19	34.80	S1-49	7,558,965.71	433,240.27	34.42
S1-10	7,558,933.59	433,158.18	37.00	S1-30	7,558,915.92	433,234.65	34.80	S1-50	7,558,965.67	433,239.26	34.42
S1-11	7,558,938.57	433,163.54	33.28	S1-31	7,558,920.87	433,232.92	32.34	S1-51	7,558,976.75	433,246.39	35.26
S1-12	7,558,939.25	433,164.27	33.28	S1-32	7,558,921.88	433,232.62	32.34	S1-52	7,558,975.07	433,241.90	35.26
S1-13	7,558,921.14	433,163.33	36.50	S1-33	7,558,918.10	433,244.82	34.80	S1-53	7,558,974.96	433,240.34	34.49
S1-14	7,558,924.21	433,166.61	36.50	S1-34	7,558,921.16	433,241.44	34.80	S1-54	7,558,974.57	433,239.33	34.49
S1-15	7,558,929.46	433,172.23	32.63	S1-35	7,558,923.53	433,236.64	32.41	S1-55	7,558,985.15	433,239.06	34.80
S1-16	7,558,930.14	433,172.96	32.63	S1-36	7,558,924.06	433,235.66	32.41	S1-56	7,558,982.20	433,235.69	34.80
S1-17	7,558,911.24	433,172.22	35.97	S1-37	7,558,920.61	433,246.39	34.99	S1-57	7,558,981.16	433,234.66	34.10
S1-18	7,558,915.73	433,174.21	35.97	S1-38	7,558,921.90	433,241.90	34.99	S1-58	7,558,980.48	433,233.92	34.10
S1-19	7,558,922.98	433,178.04	32.38	S1-39	7,558,935.07	433,246.39	35.06				
S1-20	7,558,923.96	433,178.50	32.38	S1-40	7,558,935.24	433,241.90	35.06				



Surface 2 - Liner System

SURFACE 2 - STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)
S2-1	7,558,950.61	433,137.47	38.36	S2-21	7,558,911.77	433,197.92	35.80	S2-41	7,558,935.41	433,237.05	32.99
S2-2	7,558,953.35	433,140.53	38.36	S2-22	7,558,915.88	433,198.13	35.80	S2-42	7,558,935.46	433,235.81	32.99
S2-3	7,558,958.36	433,146.11	34.58	S2-23	7,558,922.26	433,198.47	32.66	S2-43	7,558,953.97	433,245.94	35.45
S2-4	7,558,959.19	433,147.04	34.58	S2-24	7,558,923.50	433,198.53	32.66	S2-44	7,558,953.95	433,241.83	35.45
S2-5	7,558,940.11	433,146.90	37.80	S2-25	7,558,911.85	433,225.25	35.30	S2-45	7,558,953.93	433,238.92	34.02
S2-6	7,558,942.97	433,149.86	37.80	S2-26	7,558,915.96	433,225.33	35.30	S2-46	7,558,953.92	433,237.67	34.02
S2-7	7,558,947.94	433,155.02	34.17	S2-27	7,558,921.22	433,225.42	32.64	S2-47	7,558,965.60	433,245.94	35.50
S2-8	7,558,948.81	433,155.92	34.17	S2-28	7,558,922.46	433,225.44	32.64	S2-48	7,558,965.65	433,241.83	35.50
S2-9	7,558,930.78	433,155.28	37.30	S2-29	7,558,911.88	433,236.04	35.10	S2-49	7,558,965.71	433,240.21	34.72
S2-10	7,558,933.60	433,158.27	37.30	S2-30	7,558,915.99	433,234.63	35.10	S2-50	7,558,965.68	433,238.96	34.72
S2-11	7,558,938.45	433,163.48	33.58	S2-31	7,558,920.93	433,232.90	32.64	S2-51	7,558,976.59	433,245.94	35.56
S2-12	7,558,939.40	433,164.53	33.58	S2-32	7,558,922.19	433,232.52	32.64	S2-52	7,558,975.05	433,241.83	35.56
S2-13	7,558,921.45	433,163.66	36.80	S2-33	7,558,918.41	433,244.48	35.10	S2-53	7,558,974.93	433,240.28	34.79
S2-14	7,558,924.25	433,166.66	36.80	S2-34	7,558,921.21	433,241.39	35.10	S2-54	7,558,974.45	433,239.03	34.79
S2-15	7,558,929.50	433,172.27	32.93	S2-35	7,558,923.57	433,236.58	32.71	S2-55	7,558,984.85	433,238.73	35.10
S2-16	7,558,930.35	433,173.18	32.93	S2-36	7,558,924.22	433,235.36	32.71	S2-56	7,558,982.15	433,235.63	35.10
S2-17	7,558,911.69	433,172.42	36.27	S2-37	7,558,920.74	433,245.94	35.29	S2-57	7,558,981.12	433,234.62	34.40
S2-18	7,558,915.80	433,174.25	36.27	S2-38	7,558,921.92	433,241.83	35.29	S2-58	7,558,980.28	433,233.70	34.40
S2-19	7,558,923.04	433,178.07	32.68	S2-39	7,558,935.09	433,245.94	35.36				
S2-20	7,558,924.26	433,178.64	32.68	S2-40	7,558,935.24	433,241.83	35.36				

0 4 8 12 16 20
Scale in Metres

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	29SEP10
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

REVISIONS

Original Drawings
Stamped and
Signed by Engineer

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting
Engineers and Scientists
Vancouver

DESIGN:	DRAWN:	REVIEWED:
LW	MDDS	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	Sept. 29, 2010

FILE NAME: DN-DMC-16-17_Sed_Poll_Pond surfaces 1-4.dwg

NEWMONT
NORTH AMERICA

HOPE BAY MINING LIMITED

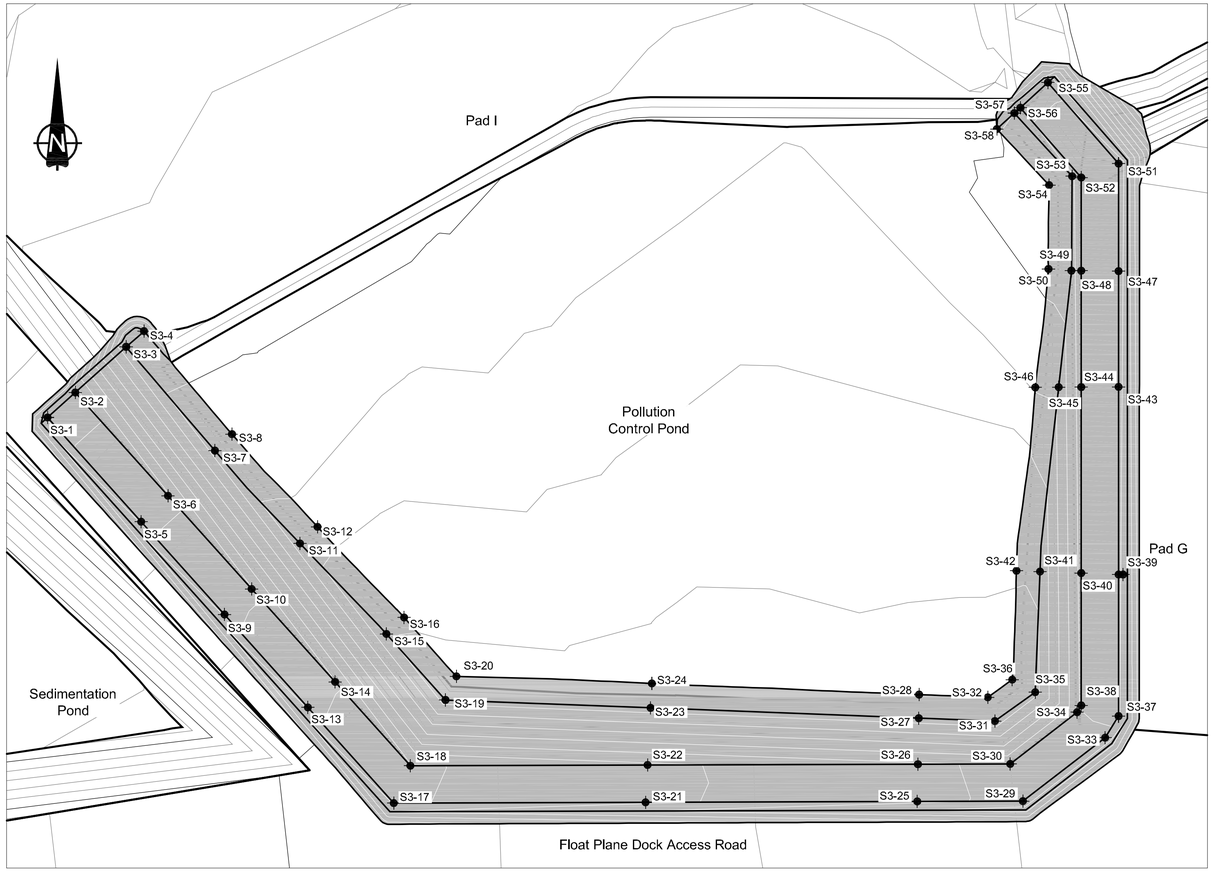
SRK JOB NO.: 1CH008.027 | SRK DWG NO.: DN-DMC-16

Doris North Project

DRAWING TITLE:
Pollution Control Pond
Surfaces 1 and 2

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0088	17 OF 18	0

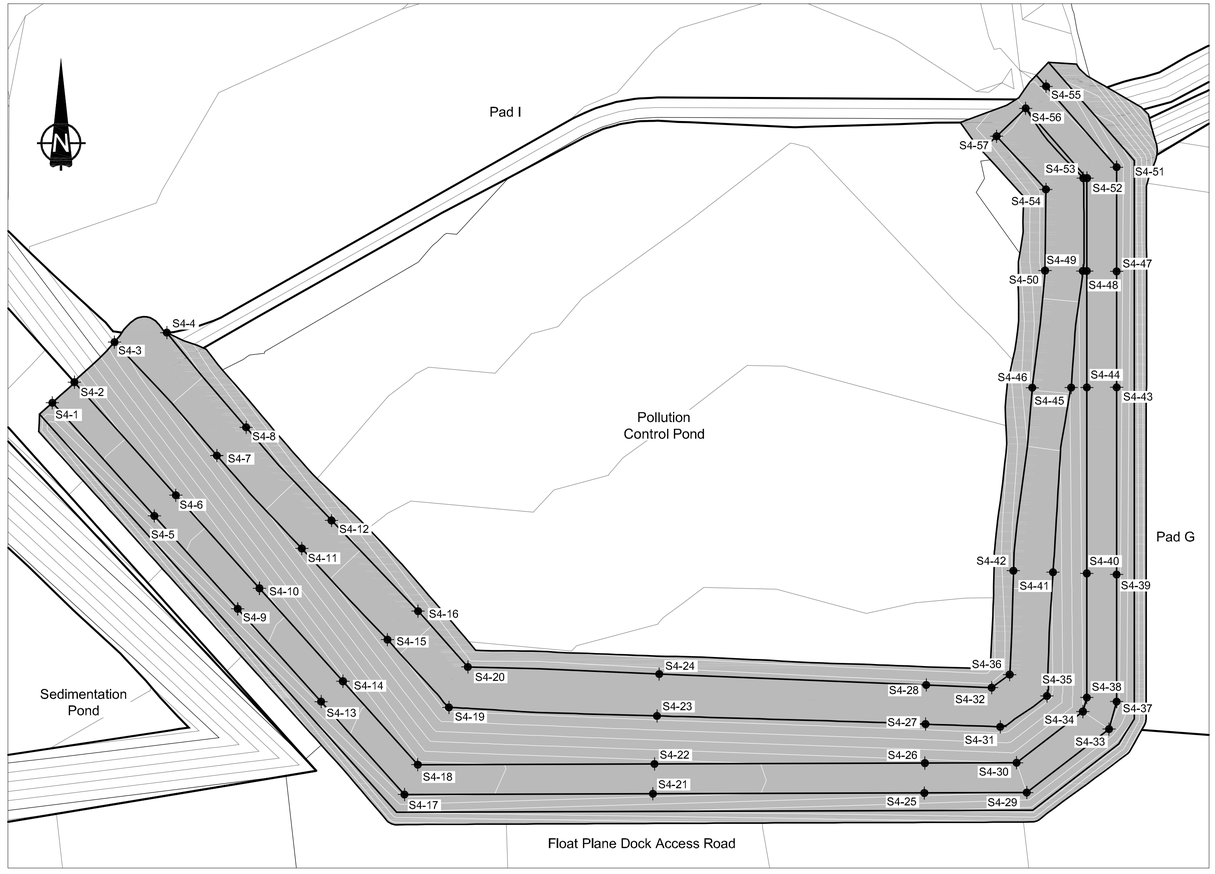
J:\01_SITES\Hope Bay\MCAD\2010 Drawings\Doris North Comp\DN-DMC-16-17_Sed_Poll_Pond surfaces 1-4.dwg



Surface 3 - Above Liner System

SURFACE 3 - STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)
S3-1	7,558,950.89	433,137.80	38.66	S3-21	7,558,912.20	433,197.94	36.10	S3-41	7,558,935.39	433,237.61	33.59
S3-2	7,558,953.40	433,140.58	38.66	S3-22	7,558,915.95	433,198.14	36.10	S3-42	7,558,935.48	433,235.24	33.57
S3-3	7,558,957.99	433,145.70	35.18	S3-23	7,558,921.70	433,198.44	33.26	S3-43	7,558,953.97	433,245.51	35.75
S3-4	7,558,959.57	433,147.49	35.18	S3-24	7,558,924.15	433,198.57	33.32	S3-44	7,558,953.95	433,241.76	35.75
S3-5	7,558,940.41	433,147.21	38.10	S3-25	7,558,912.28	433,225.26	35.60	S3-45	7,558,953.93	433,239.48	34.62
S3-6	7,558,943.02	433,149.91	38.10	S3-26	7,558,916.03	433,225.33	35.60	S3-46	7,558,953.92	433,237.14	34.54
S3-7	7,558,947.56	433,154.62	34.76	S3-27	7,558,920.66	433,225.41	33.24	S3-47	7,558,965.61	433,245.51	35.80
S3-8	7,558,949.21	433,156.34	34.76	S3-28	7,558,923.02	433,225.45	33.24	S3-48	7,558,965.65	433,241.76	35.80
S3-9	7,558,931.08	433,155.59	37.60	S3-29	7,558,912.31	433,235.89	35.40	S3-49	7,558,965.66	433,240.77	35.32
S3-10	7,558,933.65	433,158.32	37.60	S3-30	7,558,916.06	433,234.60	35.40	S3-50	7,558,965.82	433,238.46	35.23
S3-11	7,558,938.23	433,163.18	34.21	S3-31	7,558,920.36	433,233.07	33.24	S3-51	7,558,976.42	433,245.51	35.86
S3-12	7,558,939.90	433,164.95	34.21	S3-32	7,558,922.75	433,232.36	33.20	S3-52	7,558,975.02	433,241.76	35.86
S3-13	7,558,921.74	433,163.97	37.10	S3-33	7,558,918.70	433,244.16	35.40	S3-53	7,558,975.15	433,240.84	35.39
S3-14	7,558,924.30	433,166.71	37.10	S3-34	7,558,921.26	433,241.33	35.40	S3-54	7,558,974.25	433,238.52	35.30
S3-15	7,558,929.12	433,171.87	33.57	S3-35	7,558,923.27	433,237.13	33.31	S3-55	7,558,984.57	433,238.40	35.40
S3-16	7,558,930.78	433,173.65	33.57	S3-36	7,558,924.53	433,234.81	33.28	S3-56	7,558,982.04	433,235.64	35.40
S3-17	7,558,912.12	433,172.61	36.57	S3-37	7,558,920.86	433,245.51	35.59	S3-57	7,558,981.49	433,235.03	35.00
S3-18	7,558,915.87	433,174.28	36.57	S3-38	7,558,921.94	433,241.76	35.59	S3-58	7,558,979.89	433,233.27	34.98
S3-19	7,558,922.49	433,177.81	33.30	S3-39	7,558,935.10	433,245.51	35.66				
S3-20	7,558,924.86	433,178.92	33.30	S3-40	7,558,935.24	433,241.76	35.66				



Surface 4 - Top of Rip Rap

SURFACE 4 - STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)	ID	Northing	Easting	Elevation (m)
S4-1	7,558,952.41	433,137.60	39.26	S4-21	7,558,913.09	433,197.99	36.70	S4-41	7,558,935.37	433,238.22	34.56
S4-2	7,558,954.47	433,139.82	39.26	S4-22	7,558,916.09	433,198.15	36.70	S4-42	7,558,935.52	433,234.24	34.56
S4-3	7,558,958.51	433,143.85	36.68	S4-23	7,558,920.92	433,198.40	34.30	S4-43	7,558,953.96	433,244.61	36.35
S4-4	7,558,959.46	433,149.11	36.15	S4-24	7,558,925.13	433,198.62	34.30	S4-44	7,558,953.94	433,241.61	36.35
S4-5	7,558,941.03	433,147.85	38.70	S4-25	7,558,913.18	433,225.28	36.20	S4-45	7,558,953.94	433,240.05	35.57
S4-6	7,558,943.12	433,150.01	38.70	S4-26	7,558,916.18	433,225.33	36.20	S4-46	7,558,953.92	433,236.14	35.57
S4-7	7,558,947.09	433,154.14	35.78	S4-27	7,558,920.09	433,225.40	34.21	S4-47	7,558,965.62	433,244.61	36.40
S4-8	7,558,949.93	433,157.09	35.78	S4-28	7,558,923.87	433,225.50	34.21	S4-48	7,558,965.65	433,241.61	36.40
S4-9	7,558,931.69	433,156.24	38.20	S4-29	7,558,913.21	433,235.58	36.00	S4-49	7,558,965.65	433,241.22	36.21
S4-10	7,558,933.75	433,158.42	38.20	S4-30	7,558,916.23	433,234.69	36.00	S4-50	7,558,965.69	433,237.41	36.21
S4-11	7,558,937.76	433,162.68	35.21	S4-31	7,558,919.82	433,232.91	34.20	S4-51	7,558,976.09	433,244.61	36.46
S4-12	7,558,940.58	433,165.67	35.21	S4-32	7,558,923.76	433,232.05	34.20	S4-52	7,558,974.99	433,241.64	36.46
S4-13	7,558,922.35	433,164.62	37.70	S4-33	7,558,919.59	433,243.85	36.00	S4-53	7,558,974.99	433,241.26	36.30
S4-14	7,558,924.40	433,166.82	37.70	S4-34	7,558,921.36	433,241.22	36.00	S4-54	7,558,973.86	433,237.51	36.30
S4-15	7,558,928.59	433,171.30	34.58	S4-35	7,558,922.93	433,237.61	34.28	S4-55	7,558,984.22	433,237.52	36.00
S4-16	7,558,931.46	433,174.37	34.58	S4-36	7,558,925.08	433,233.86	34.28	S4-56	7,558,982.01	433,235.47	36.00
S4-17	7,558,913.02	433,173.01	37.17	S4-37	7,558,922.36	433,244.61	36.19	S4-57	7,558,979.21	433,232.54	36.00
S4-18	7,558,916.02	433,174.34	37.17	S4-38	7,558,922.77	433,241.61	36.19				
S4-19	7,558,921.77	433,177.48	34.30	S4-39	7,558,935.14	433,244.61	36.26				
S4-20	7,558,925.84	433,179.38	34.30	S4-40	7,558,935.25	433,241.61	36.26				

0 4 8 12 16 20
Scale in Metres

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	29SEP10
A	ISSUED FOR REVIEW	LW	EMR	28JUL10

REVISIONS

Original Drawings
Stamped and
Signed by Engineer

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting
Engineers and Scientists
Vancouver

DESIGN: LW | DRAWN: MDDS | REVIEWED: EMR
CHECKED: LW | APPROVED: EMR | DATE: Sept. 29, 2010
FILE NAME: DN-DMC-16-17_Sed_Poll_Pond surfaces 1-4.dwg

NEWMONT
NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-17

Doris North Project

DRAWING TITLE:
Pollution Control Pond
Surfaces 3 and 4

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0089	18 OF 18	0

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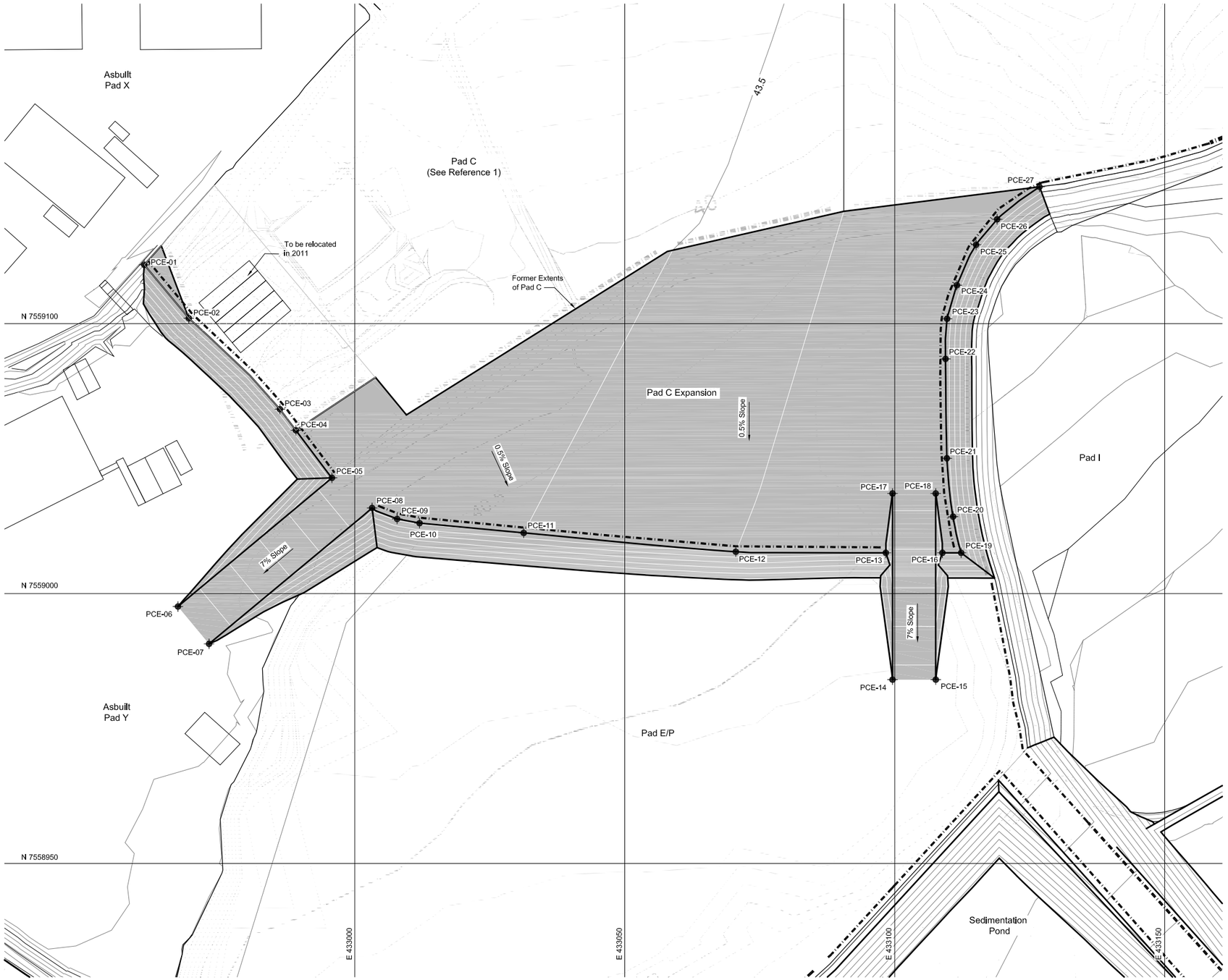

LEGEND

- Pad C Expansion
- Pad C (to be completed in 2011)
- Stake-out Point
- Existing Buildings
- Safety Berms (See Typical Berm Barrier Options Detail on Dwg DN-DMC-03)

NOTES

1. This drawing supersedes stakeout points PC-01 TO PC-08 on DN-DMC-01.

REFERENCES

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.

PAD C EXPANSION STAKE-OUT TABLE

ID	Northing	Easting	Elevation (m)
PCE-01	7,559,060.90	432,961.02	44.00
PCE-02	7,559,051.01	432,969.28	43.94
PCE-03	7,559,034.16	432,986.14	43.82
PCE-04	7,559,030.25	432,989.09	43.79
PCE-05	7,559,021.44	432,995.78	43.74
PCE-06	7,558,997.60	432,967.26	41.13
PCE-07	7,558,990.69	432,973.02	41.13
PCE-08	7,559,015.86	433,003.21	43.68
PCE-09	7,559,013.83	433,007.85	43.65
PCE-10	7,559,013.05	433,012.00	43.62
PCE-11	7,559,011.25	433,031.29	43.50
PCE-12	7,559,007.76	433,070.58	43.00
PCE-13	7,559,007.55	433,098.36	42.68
PCE-14	7,558,984.06	433,099.59	40.31
PCE-15	7,558,984.06	433,107.61	40.31
PCE-16	7,559,007.55	433,108.83	42.68
PCE-17	7,559,018.54	433,099.59	42.72
PCE-18	7,559,018.54	433,107.59	42.72
PCE-19	7,559,007.55	433,112.30	42.68
PCE-20	7,559,014.26	433,110.81	42.71
PCE-21	7,559,025.06	433,109.66	42.76
PCE-22	7,559,043.47	433,109.41	42.85
PCE-23	7,559,050.90	433,109.70	42.89
PCE-24	7,559,057.12	433,111.52	42.92
PCE-25	7,559,064.61	433,115.07	42.95
PCE-26	7,559,069.34	433,118.97	42.97
PCE-27	7,559,075.35	433,126.82	43.00

Materials List and Quantities

Item Description	Quantity / Area / Volume		
Run of Quarry Material	Pad C Expansion	14,500 m³	Volumes derived by Eagle Point 7.2. - Side slopes 2H:1V Unless otherwise noted
Surfacing Material (1¼" Crush)	Pad C Expansion	1,000 m³	

0 4 8 12 16 20
Scale in Metres

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
1	ISSUED FOR CONSTRUCTION	JK	LW	8SEPT10

REVISIONS

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEERS STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN:	DRAWN:	REVIEWED:
JK	MDDS	LW
CHECKED:	APPROVED:	DATE:
JK	LW	Sept. 8, 2010

FILE NAME: DN–DMC–015.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 SRK DWG NO.: DN-DMC-016

DORIS NORTH PROJECT

DRAWING TITLE:

PAD C EXPANSION

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0091	17 OF 17	0

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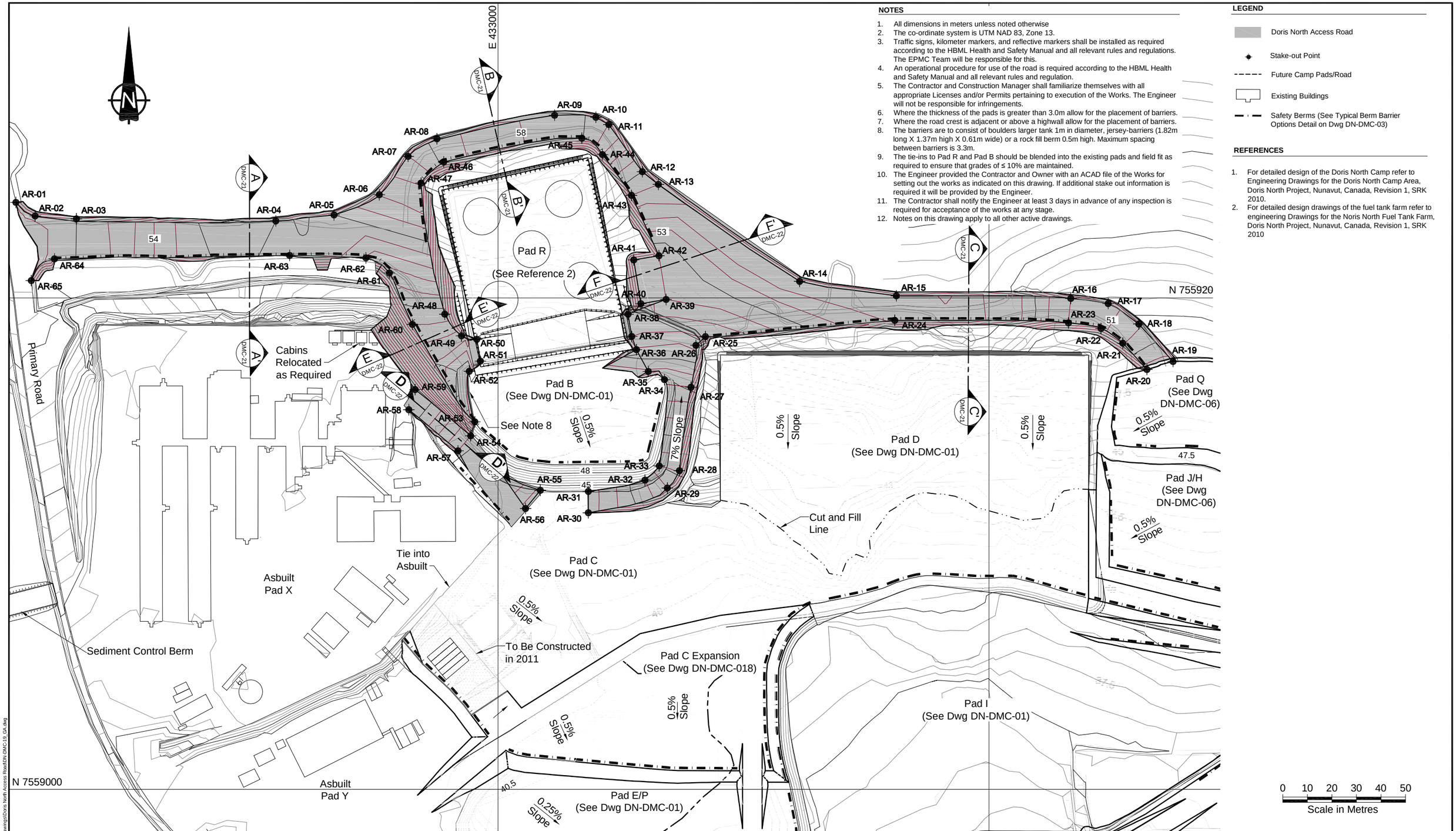

NOTES

1. All dimensions in meters unless noted otherwise
2. The co-ordinate system is UTM NAD 83, Zone 13.
3. Traffic signs, kilometer markers, and reflective markers shall be installed as required according to the HBML Health and Safety Manual and all relevant rules and regulations. The EPMC Team will be responsible for this.
4. An operational procedure for use of the road is required according to the HBML Health and Safety Manual and all relevant rules and regulation.
5. The Contractor and Construction Manager shall familiarize themselves with all appropriate Licenses and/or Permits pertaining to execution of the Works. The Engineer will not be responsible for infringements.
6. Where the thickness of the pads is greater than 3.0m allow for the placement of barriers.
7. Where the road crest is adjacent or above a highwall allow for the placement of barriers.
8. The barriers are to consist of boulders larger tank 1m in diameter, jersey-barriers (1.82m long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
9. The tie-ins to Pad R and Pad B should be blended into the existing pads and field fit as required to ensure that grades of ≤ 10% are maintained.
10. The Engineer provided the Contractor and Owner with an ACAD file of the Works for setting out the works as indicated on this drawing. If additional stake out information is required it will be provided by the Engineer.
11. The Contractor shall notify the Engineer at least 3 days in advance of any inspection is required for acceptance of the works at any stage.
12. Notes on this drawing apply to all other active drawings.

LEGEND

- Doris North Access Road
- Stake-out Point
- Future Camp Pads/Road
- Existing Buildings
- Safety Berms (See Typical Berm Barrier Options Detail on Dwg DN-DMC-03)

REFERENCES

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.
2. For detailed design drawings of the fuel tank farm refer to engineering Drawings for the Noris North Fuel Tank Farm, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010

0 10 20 30 40 50
Scale in Metres

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
–	–		

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	CLIENT	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	HBML	24SEPT10

REVISIONS

Original Drawings
Stamped and
Signed by Engineer

PROFESSIONAL ENGINEERS STAMP

SRK Consulting
Engineers and Scientists
Vancouver

DESIGN:	DRAWN:	REVIEWED:
JBK	JBK	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	SEPT 24, 2010

FILE NAME: DN–DMC–19_GA.dwg

NEWMONT
NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-19

Doris North Project

DRAWING TITLE:
Doris North Access Road
General Arrangement

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0109	20 OF 24	0

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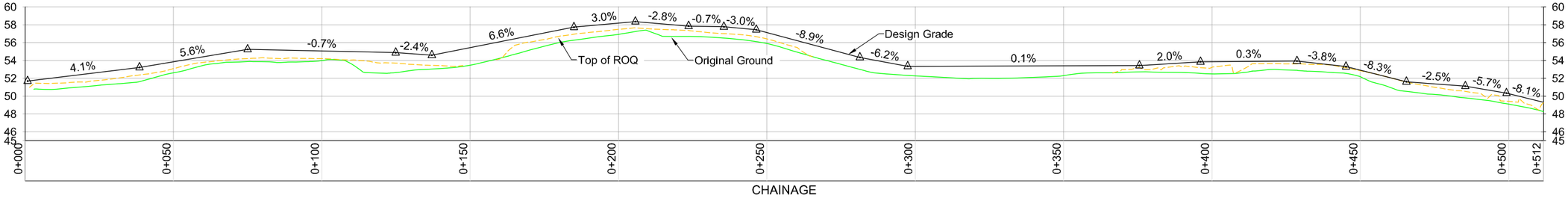
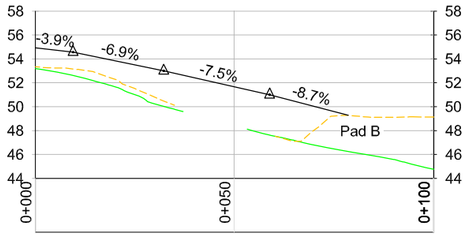


PROFILE
NORTH ROAD

0 5 10 15 20 25
Horizontal Scale in Metres
Vertical Exaggeration 3X

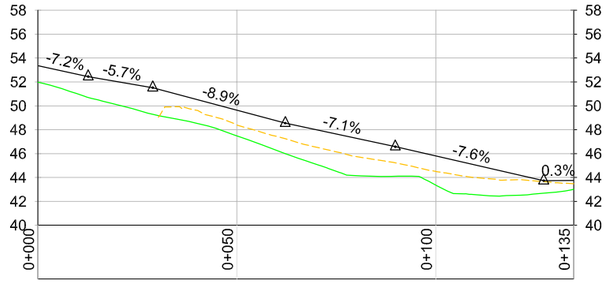
LEGEND

- Design Grade
- Top of Existing ROQ
- Original Ground
- Point of Vertical Intersection
- 6.1% Grade
- 0+100 Route Centerline



PROFILE
WEST RAMP

0 5 10 15 20 25
Horizontal Scale in Metres
Vertical Exaggeration 3X



PROFILE
EAST RAMP

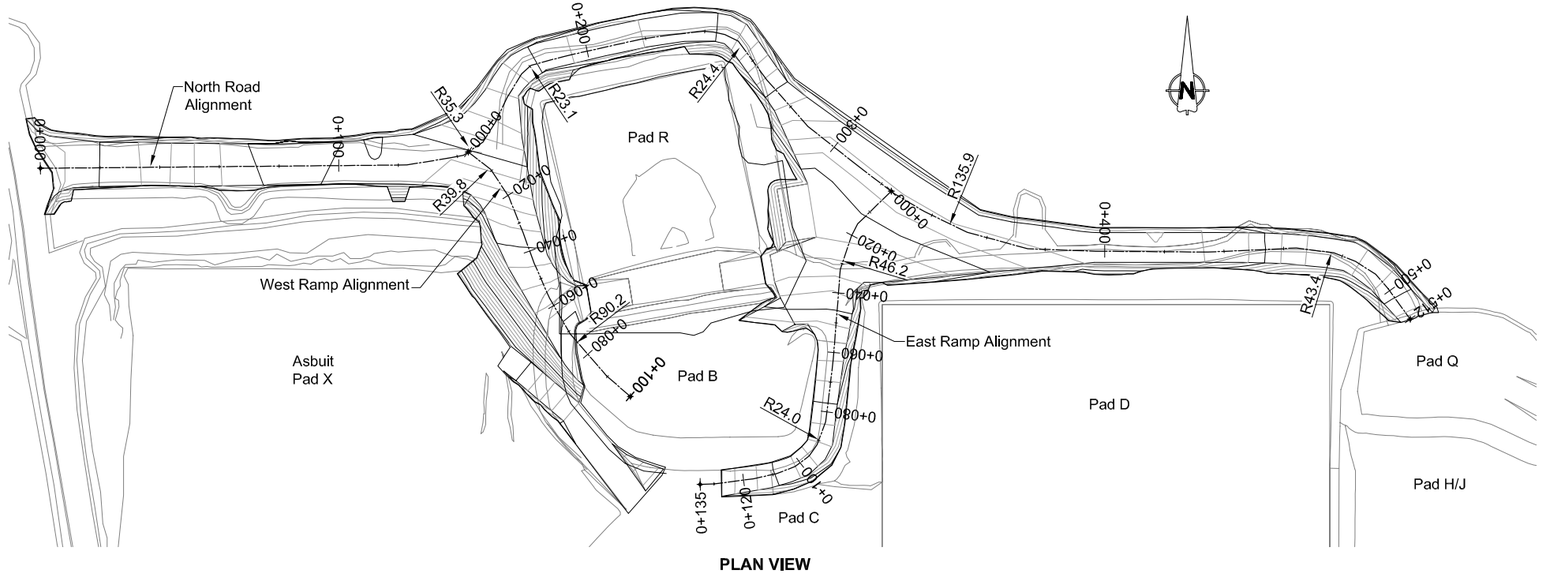
0 5 10 15 20 25
Horizontal Scale in Metres
Vertical Exaggeration 3X

REFERENCE

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.
2. For detailed design drawings of the fuel tank farm refer to engineering Drawings for the Doris North Fuel Tank Farm, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.

NOTES

1. All dimensions in meters unless noted otherwise
2. The tie-ins to Pad R and Pad B should be blended into the existing pads and field fit as required to ensure that grades of less than or equal to 10% are maintained.
3. Where the thickness of the pads is greater than 3.0m allow for the placement of barriers.
4. Where the road crest is adjacent or above a highwall allow for the placement of barriers.
5. The barriers are to consist of boulders larger tank 1m in diameter, jersey-barriers (1.82m long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
6. Notes on this drawing apply to all other active drawings.



PLAN VIEW
WINDY CAMP TO PATCH 14

0 10 20 30 40 50
Scale in Metres

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	24Sep10

REVISIONS

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN:	DRAWN:	REVIEWED:
JBK	NV	LW
CHECKED:	APPROVED:	DATE:
LW	EMR	Aug. 24, 2010

FILE NAME: NORTH ROAD Plan&Profile.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 SRK DWG NO.: DN-DMC-20

Doris North Project

DRAWING TITLE:
Doris North Access Road Profiles

NEWMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0110	21 of 24	0

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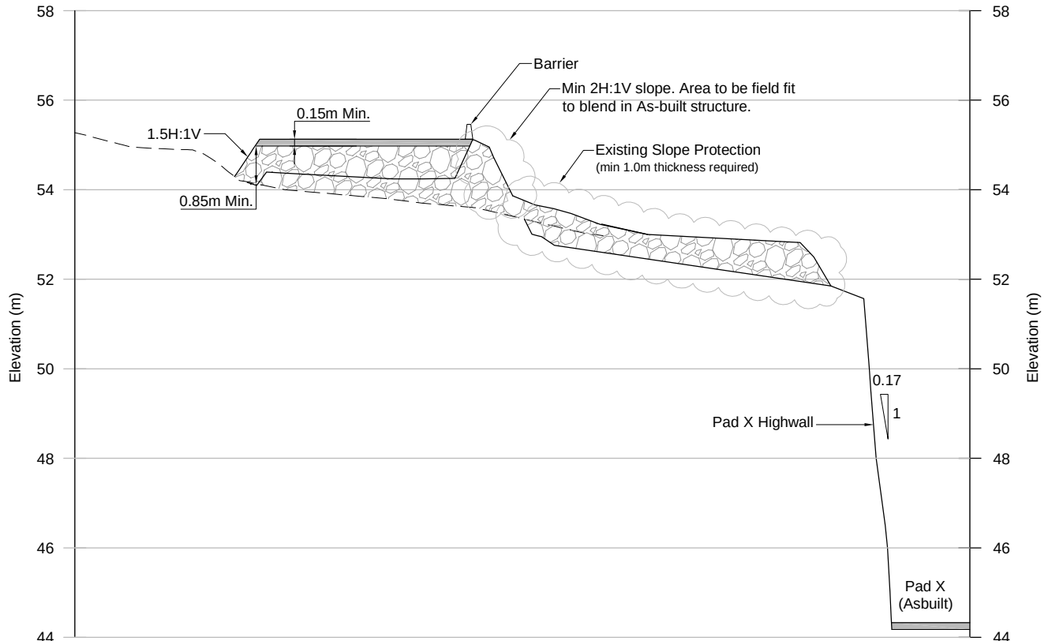
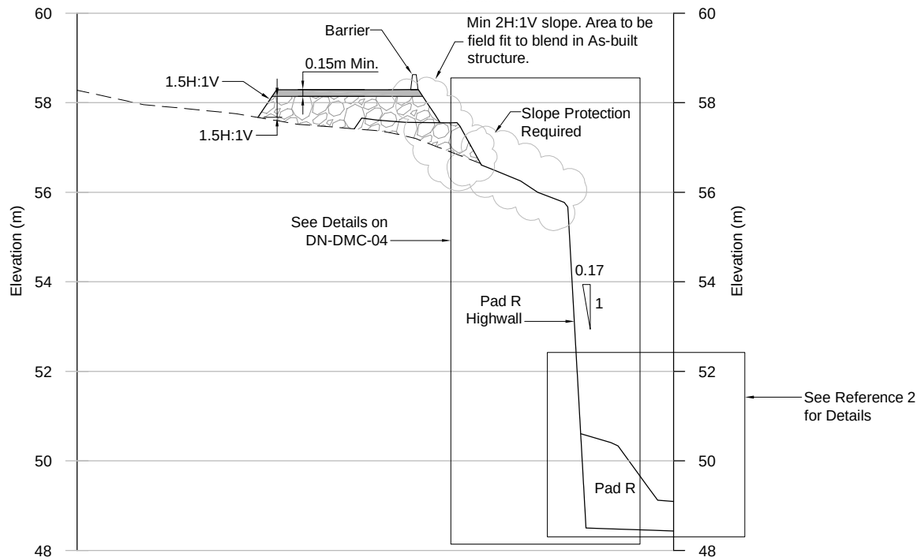


A **SECTION**

Horizontal Scale in Meters: 0 2 4 6 8 10

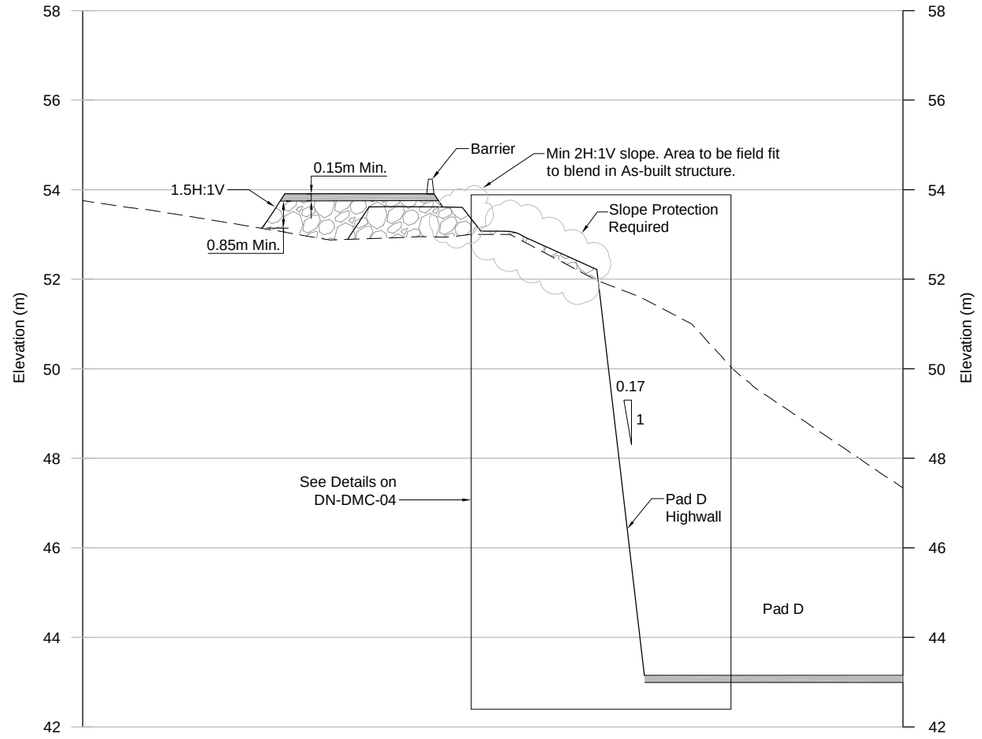
3X Vertical Scale in Meters: 0 0.67 1.33 2 2.67 3.33



B **SECTION**

Horizontal Scale in Meters: 0 2 4 6 8 10

3X Vertical Scale in Meters: 0 0.67 1.33 2 2.67 3.33



C **SECTION**

Horizontal Scale in Meters: 0 2 4 6 8 10

3X Vertical Scale in Meters: 0 0.67 1.33 2 2.67 3.33

LEGEND

- Original Ground
- Existing Ground
- Surfacing Material
- Run of Quarry Material

REFERENCE

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.
2. For detailed design drawings of the fuel tank farm refer to engineering Drawings for the Doris North Fuel Tank Farm, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.

NOTES

1. All dimensions in meters unless noted otherwise.
2. Minimum design thickness of 1.0m must be maintained for all sections of the roads
3. Where the thickness of the roads is greater than 3.0m allow for the placement of barriers.
4. Where the road crest is adjacent or above a highwall allow for the placement of barriers.
5. The barriers are to consist of boulders larger than 1m in diameter, jersey-barriers (1.82 long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
6. Notes in this drawing apply to all other active drawings.

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE
REFERENCE DRAWINGS			

NO.	DESCRIPTION	CHK'D	APP'D	CLIENT	DATE
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REVISIONS					

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEERS STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN:	DRAWN:	REVIEWED:
JBK	LR	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	SEPT. 24, 2010

FILE NAME: North Road Section A-C.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 SRK DWG NO.: DN-DMC-21

Doris North Project

DRAWING TITLE: Doris North Access Road Sections (1 of 2)

NEMONT DRAWING NO.	SHEET	REVISION NO.
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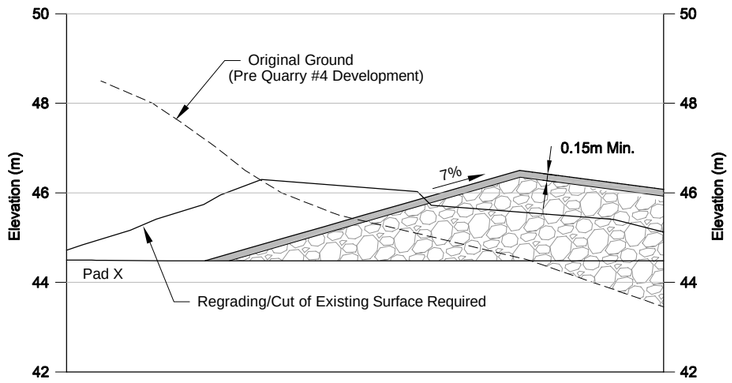
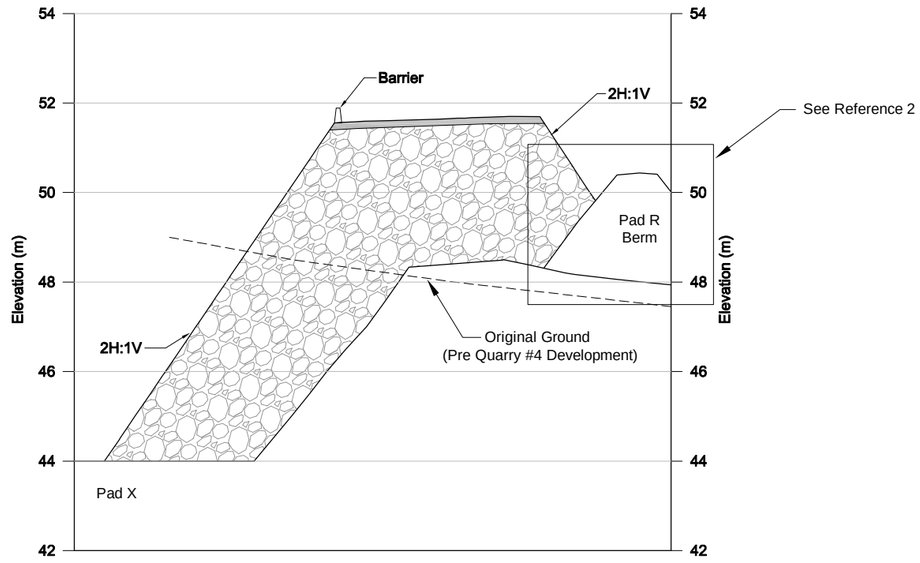


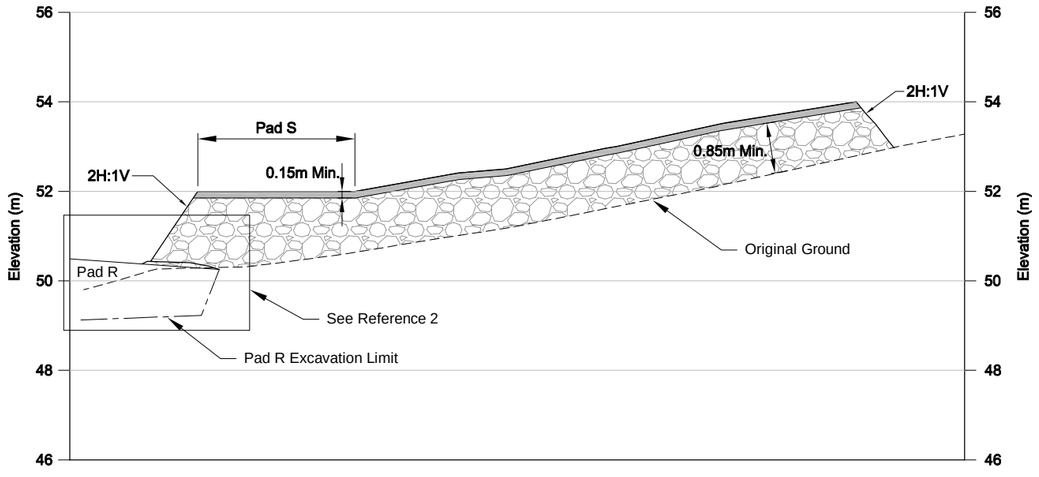
D SECTION

0 2 4 6 8 10
Horizontal Scale in Meters
0 0.67 1.33 2 2.67 3.33
3X Vertical Scale in Meters



C SECTION

0 2 4 6 8 10
Horizontal Scale in Meters
0 0.67 1.33 2 2.67 3.33
3X Vertical Scale in Meters



F SECTION

0 2 4 6 8 10
Horizontal Scale in Meters
0 0.67 1.33 2 2.67 3.33
3X Vertical Scale in Meters

LEGEND

- Original Ground
- Existing Ground
- Surfacing Material
- Run of Quarry Material

REFERENCE

1. For detailed design of the Doris North Camp refer to Engineering Drawings for the Doris North Camp Area, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.
2. For detailed design drawings of the fuel tank farm refer to engineering Drawings for the Doris North Fuel Tank Farm, Doris North Project, Nunavut, Canada, Revision 1, SRK 2010.

NOTES

1. All dimensions in meters unless noted otherwise.
2. Minimum design thickness of 1.0m must be maintained for all sections of the roads.
3. Where the thickness of the roads is greater than 3.0m allow for the placement of barriers.
4. Where the road crest is adjacent or above a highwall allow for the placement of barriers.
5. The barriers are to consist of boulders larger than 1m in diameter, jersey-barriers (1.82 long X 1.37m high X 0.61m wide) or a rock fill berm 0.5m high. Maximum spacing between barriers is 3.3m.
6. Notes in this drawing apply to all other active drawings.

DRAWING NO.	DRAWING TITLE	DRAWING NO.	DRAWING TITLE

REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	DATE
0	ISSUED FOR CONSTRUCTION	LW	EMR	24Sep10

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Original Drawings Stamped and Signed by Engineer

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LW	EMR	Sep. 24, 2010

FILE NAME: North Road Section D-F.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 SRK DWG NO.: DN-DMC-22

Doris North Project

DRAWING TITLE:
Doris North Access Road
Sections (2 of 2)

NEWMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0112	23 of 24	0

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NOTES

1. Soil classification for these works are based on the Unified Soil Classification System (USCS).
2. On bare tundra surfaces the maximum snow thickness allowed prior to fill placement shall be 102mm (4"). On all other surfaces complete snow removal is required. The Engineer must approve all surfaces prior to placement of any construction material.
3. Snow and ice on construction material must be removed prior to loading for construction use.
4. Due care must be taken when placing fill materials such that no damage occurs to the subgrade and/or culverts. Any damage must be immediately reported to the Engineer.
5. Maximum lift thickness is 1.85m. Staged construction will be required where fill thickness exceeds 1.85m.
6. In areas where staged construction is required, all snow shall be removed and the surface scarified prior to placing the next lift. The Engineer will approve such staged construction.
7. Run of Quarry, and Surfacing material has to be compacted after placement.
8. Compaction will be a field specification, based on trial compaction tests to be carried out by the Contractor to the satisfaction of the Engineer.
9. It is the Contractor's responsibility to create the construction materials as specified through appropriate crushing. Any deviations must be approved by the Engineer.
10. Construction fill material shall be from approved rock quarries, shall be non-acid generating, free of organic material or similar impurities, as well as snow and ice.
11. Construction fill material must be free of overburden soils. Such unsuitable material shall be disposed of in a designated on site disposal area as outlined in the Contractors' quarry development plan.
12. Construction fill material will not have to be washed to remove blast residues or fines, unless specifically instructed by the Engineer.
13. Run of Quarry (ROQ) shall be well-graded, containing sufficient quantities of gravel, sand, and silt sized material. For fill thickness <0.85m the maximum boulder size shall not exceed 500mm. For fill thickness >0.85m the maximum boulder size shall not exceed 900mm.
14. Surfacing material shall be a well-graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 51mm (2") but no smaller than 32mm ($1\frac{1}{4}$").
15. $\frac{3}{4}$" Finishing material shall be well graded manufactured crush product produced from ROQ material. The screen size shall be no greater than 32mm ($1\frac{1}{4}$") but no smaller than 19mm ($\frac{3}{4}$")
16. ROQ material shall be visually inspected by the Engineer on a routine basis and the Contractor will be advised if the material does not meet the specification in Note 17.
17. The Contractor shall collect samples of the surfacing material directly from the crusher stockpile and submit for laboratory testing including but not limited to grain size distribution, and moisture content at least 1 sample every 8,000m^3. The Engineer may conduct additional sampling and testing as deemed necessary.
18. Sample collection and testing of ROQ, and surface material for geochemical suitability is required and will be carried out by the Site Environmental Manager in accordance with procedures developed by SRK.

Materials List and Quantities

Item	Quantity / Area / Volume		Description
1. Run of Quarry Material	Pad R Access Road	11,700 m³	Volumes derived by Eagle Point 7.2. - Side slopes 1.5H:1V for fill less than 2m - Side slopes 2H:1V for fill greater than 2m - Fills are min. 1.0m - Volumes derived by merging Topography/ As-built to Pad Design Surfaces.
	Pad D Access Road	1,500 m³	
	Total Fill:	13,200 m^3	
2. Surface Grade Material	Pad R Access Road	1,300 m³	
	Pad D Access Road	500 m³	
	Total Fill:	1,800 m³	

ACCESS ROAD STAKE OUT POINTS		
ID	Easting	Northing
AR-01	432803.63	7559238.90
AR-02	432811.44	7559233.38
AR-03	432828.27	7559232.20
AR-04	432909.50	7559231.36
AR-05	432933.21	7559233.81
AR-06	432951.65	7559242.03
AR-07	432963.38	7559257.66
AR-08	432975.13	7559264.81
AR-09	433023.04	7559274.40
AR-10	433039.87	7559273.56
AR-11	433045.13	7559270.60
AR-12	433058.79	7559251.40
AR-13	433065.32	7559246.24
AR-14	433122.86	7559206.76
AR-15	433162.25	7559200.89
AR-16	433233.30	7559199.81
AR-17	433248.53	7559197.72
AR-18	433261.02	7559189.40
AR-19	433274.97	7559174.15
AR-20	433264.31	7559170.89
AR-21	433254.49	7559181.59
AR-22	433245.62	7559187.57
AR-23	433232.37	7559189.85
AR-24	433161.61	7559190.89
AR-25	433084.47	7559184.26
AR-26	433080.63	7559180.71
AR-27	433078.60	7559163.67
AR-28	433073.89	7559129.71
AR-29	433068.96	7559122.64
AR-30	433036.79	7559112.56
AR-31	433036.79	7559121.25
AR-32	433059.86	7559125.87
AR-33	433065.66	7559131.64

ACCESS ROAD STAKE OUT POINTS		
ID	Easting	Northing
AR-34	433067.81	7559166.75
AR-35	433061.21	7559170.08
AR-36	433056.40	7559178.96
AR-37	433054.47	7559184.34
AR-38	433052.97	7559193.39
AR-39	433068.46	7559199.40
AR-40	433058.20	7559197.66
AR-41	433055.28	7559215.48
AR-42	433065.54	7559217.21
AR-43	433054.35	7559241.77
AR-44	433042.53	7559258.38
AR-45	433034.15	7559265.04
AR-46	432977.87	7559255.37
AR-47	432968.65	7559246.75
AR-48	432978.32	7559193.40
AR-49	432985.12	7559184.58
AR-50	432991.35	7559183.18
AR-51	432992.82	7559174.32
AR-52	432988.30	7559170.16
AR-53	432990.55	7559149.57
AR-54	432988.87	7559143.89
AR-55	433017.22	7559121.69
AR-56	433011.21	7559114.29
AR-57	432983.70	7559137.78
AR-58	432963.66	7559154.51
AR-59	432966.24	7559162.70
AR-60	432965.11	7559189.27
AR-61	432955.74	7559210.18
AR-62	432946.20	7559216.32
AR-63	432915.10	7559217.32
AR-64	432819.33	7559215.91
AR-65	432809.89	7559207.09

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REFERENCE DRAWINGS

NO.	DESCRIPTION	CHK'D	APP'D	CLIENT	DATE
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REVISIONS

Original Drawings Stamped and Signed by Engineer

PROFESSIONAL ENGINEER'S STAMP

SRK Consulting Engineers and Scientists Vancouver

DESIGN:	DRAWN:	REVIEWED:
JBK	MDDS	EMR
CHECKED:	APPROVED:	DATE:
LW	EMR	SEPT 24, 2010

FILE NAME: DN-DMC-NORTH ACCESS RD Specs.dwg

NEWMONT NORTH AMERICA

HOPE BAY MINING LIMITED

SRK JOB NO.: 1CH008 027 | SRK DWG NO.: DN-DMC-23

Doris North Project

DRAWING TITLE:

Material Specifications
Doris North Access Road

NEMONT DRAWING NO.	SHEET	REVISION NO.
HB+D-CIV-CIV-OND-0113	24 OF 24	0

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Attachment 2 – Stability Assessment

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Vancouver, B.C. V6E 3X2
Canada

vancouver@srk.com
www.srk.com

Tel: 604.681.4196
Fax: 604.687.5532

Memo

To:	Project File	**Date:**	December 1, 2010
cc:		**From:**	Murray McGregor, Maritz Rykaart
Subject:	Doris North Project Waste Rock Pile Stability Analysis	**Project #:**	1CH008.027.0300

This memo presents the results of a slope stability analyses for the waste rock pile at the Doris North Mill site. The stability analysis was carried out using the Morgenstern-Price method as applied in SLOPE/W. The model is set up using three materials: marine silt and clay, run of quarry foundation pad, and run of mine waste rock. Loading of the waste rock pile will occur at a rate that could outpace freezeback into the waste rock pile and therefore the entire waste rock pile is conservatively assumed to be unfrozen. The typical active layer thickness for uncovered marine silt and clay is about 1 m. However, for the purpose of this analysis, conservative active layer thickness of 2 m was used to compensate for the presence of the rockfill pad over the tundra soils which change the thermal regime.

Table 1 summarizes the material properties used in the analysis taken from the previous Doris Creek Bridge Abutments stability analysis.

Table 1: Material Properties

Parameter		Run of Quarry Foundation Pad	Waste Rock	Marine Silt and Clay Foundation
Saturated Unit Weight (kN/m^3)		20	20	18.5
Degree of Saturation		30%	30%	85%
Porosity		0.30	0.30	0.52
Volumetric Water Content		0.090	0.090	0.442
Unfrozen	Apparent Cohesion c' (kPa)	0	0	0
	Friction angle, φ ^{0}	40	39	30
Frozen	Apparent Cohesion c' (kPa)	5	n/a	112
	Friction angle, φ ^{0}	40	n/a	26

The analysis is carried out using a critical cross-section of the waste rock pile, taking into consideration the foundation slope and ultimate pile height. This typical section, complete with assigned material zones are presented in Figure 1 (note the overall slope angle is 2H:1V).

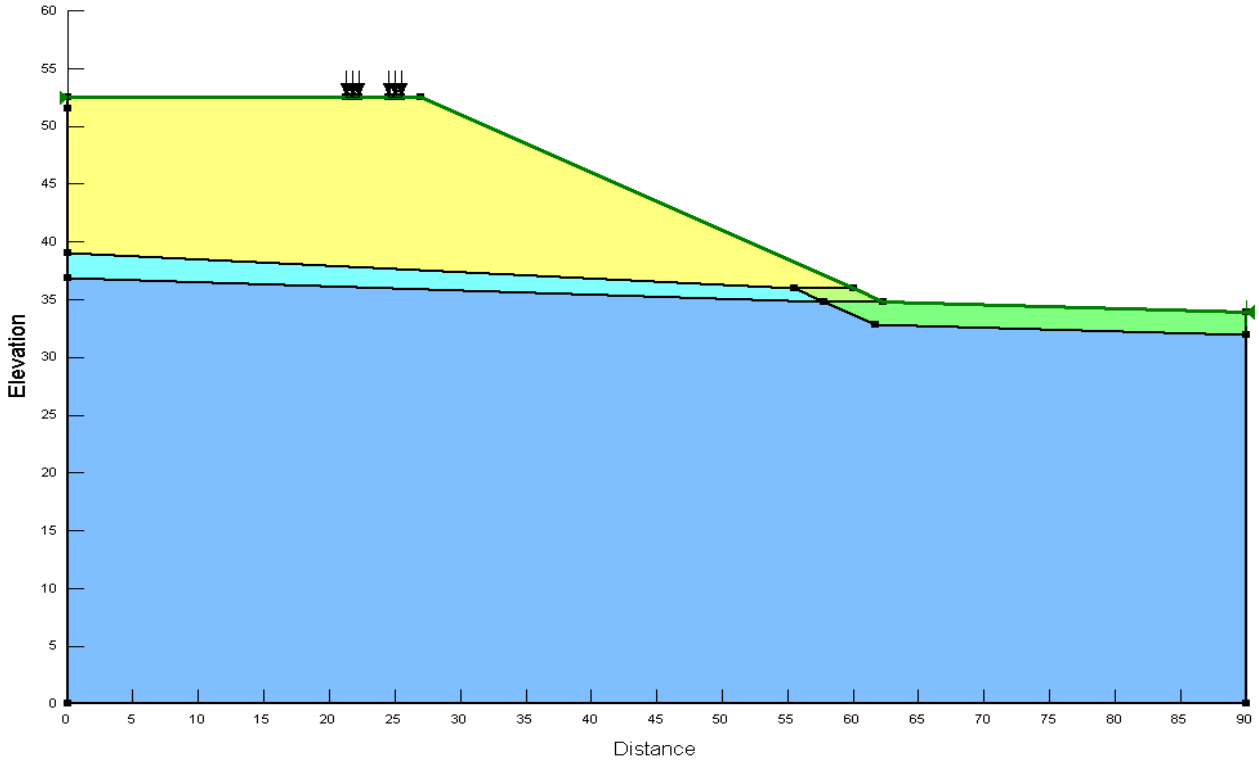


Figure 1: Critical Section of the Waste Rock Pile used in the Slope Stability Analysis

The critical slip surface was evaluated under two conditions; for a free standing waste rock pile without consideration of haul truck wheel loads at the crest, and with wheel loads. A sample calculation for haul truck wheel loading is included as Appendix A. Both rotational slip surfaces and blocks failure modes were considered in each case.

The Project site is located in a stable seismic zone of Canada with low peak ground accelerations. The waste rock piles are temporary, as they will be hauled back underground for ground support within 2 to 4 years of being stockpiled. For these reasons the stability analysis under seismic conditions was not assessed.

Graphic results for the critical slip surfaces of each analysis are presented in Appendix B. In each case where haul truck wheel loads are included, a load induced failure occurs near the crest of the pile. For the case where no wheel loads are considered, the critical slip surface appears as a shallow skin failure along the outer edge of the pile.

Table 2: Calculated Factors of Safety from SLOPE/W Models

Condition	Calculation Method	Factor of Safety	Critical Slip Surface Location
Haul Truck Wheel Loads Considered	Entrance and Exit	1.315	Load induced failure occurs near the crest of the pile.
	Block Specified	1.343	
Free Standing Waste Pile	Entrance and Exit	1.621	Shallow skin failure along the outer edge of the pile
	Block Specified	1.630	

A dump stability rating for the waste rock pile was completed in accordance with the guidelines set by the British Columbia Mine Waste Rock Pile Research Committee in their 1991 publication of "*Mined Rock and Overburden Piles: Investigation and Design Manual"*. For frozen foundation conditions the stability rating of the waste rock pile is 300 (Class I Stability), while for unfrozen foundation conditions the stability rating increases to 500 (Class II Stability). Details of the rating are provided in Appendix C.

The level of stability analysis presented in this memo is in accordance with the stated stability rating assessed for the waste rock pile.

The client should implement measures to ensure proper setback distances for haul trucks from the operating crest of the waste rock pile. Installation of thermistors to monitor foundation frost conditions is recommended to warn against possible onset of unfrozen conditions.

Appendix A
Sample Calculation of Haul Truck Wheel Loading

SRK Consulting
Engineers and Scientists

Project No. 1CH008.027 Site Vancouver

Prepared by Murray McGregor Date Nov. 23, 2010

Approved by _____ Date _____

Subject Vehicle Loading on Waste Rock Piles Calculation Sheet 1 of 1

From Manufacturer Website:

CAT 773 Gross Operating Weight: 222,000 lbs = 100,698 kg

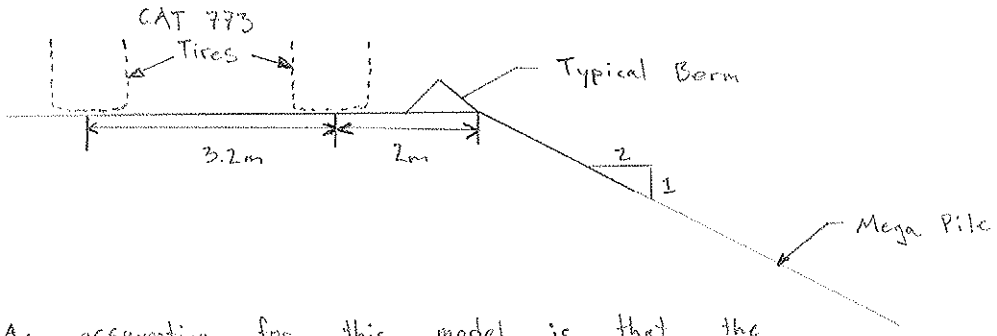
Load Weight Distributions: Front 35% Rear 65%

Rear Tire Load: $(100{,}698\ kg)(65\%)\left(\frac{1\ tire}{Axle\ (2)}\right)\left(\frac{9.81\ N}{kg}\right) = 321\ kN$

Centerline Front Tire Width: 10.5 ft ≅ 3.2m

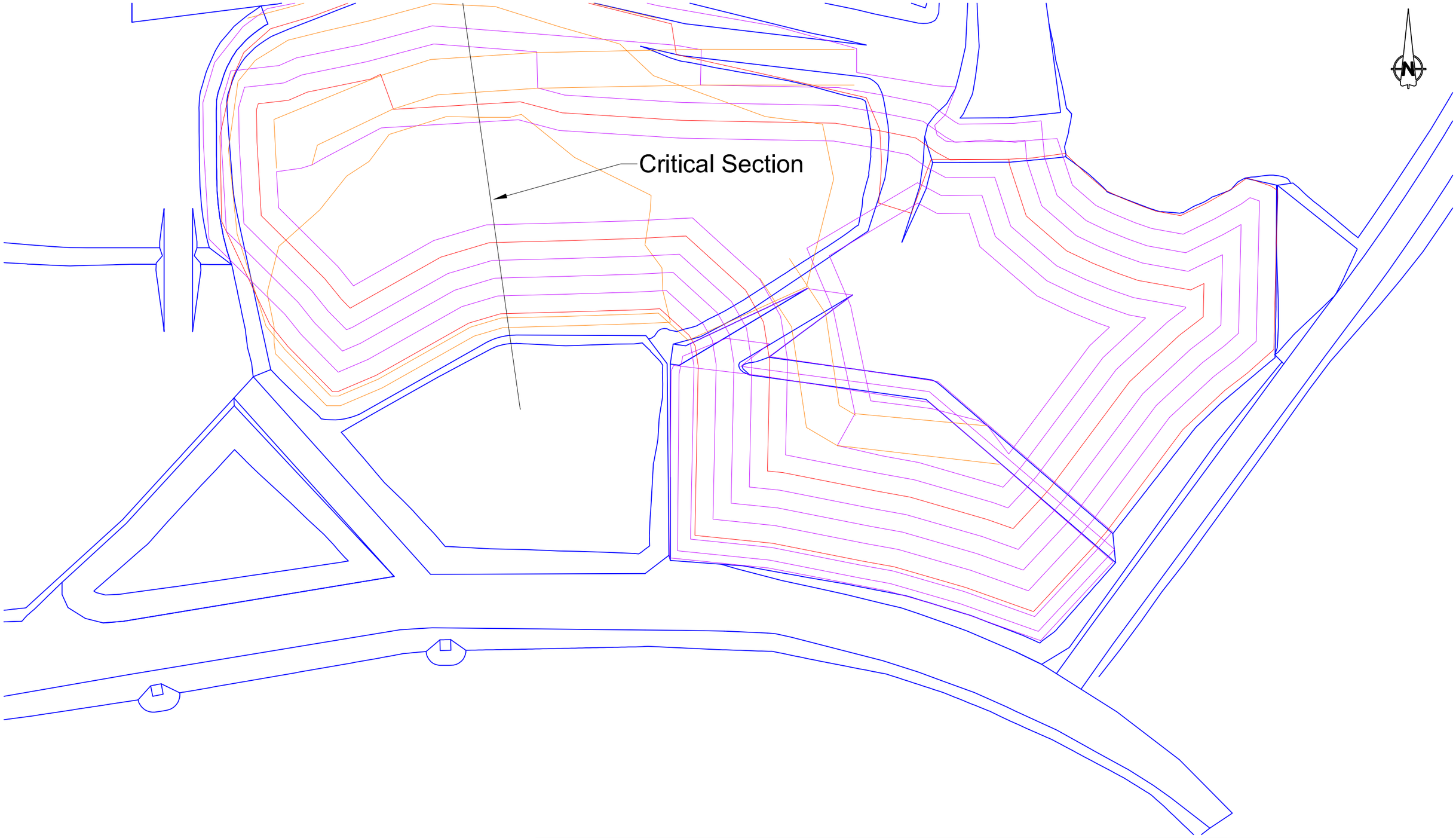
Offset from Slope Edge: (Berm width) + (½ tire width) ≅ 2m

Typical Berm Width = 1 meter minimum



An assumption for this model is that the tires act as equal pressure loads over $1m^2$ areas.

Appendix B
Graphic Results of Critical Slip Surfaces



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REVISIONS

HOPE BAY MINING LTD.

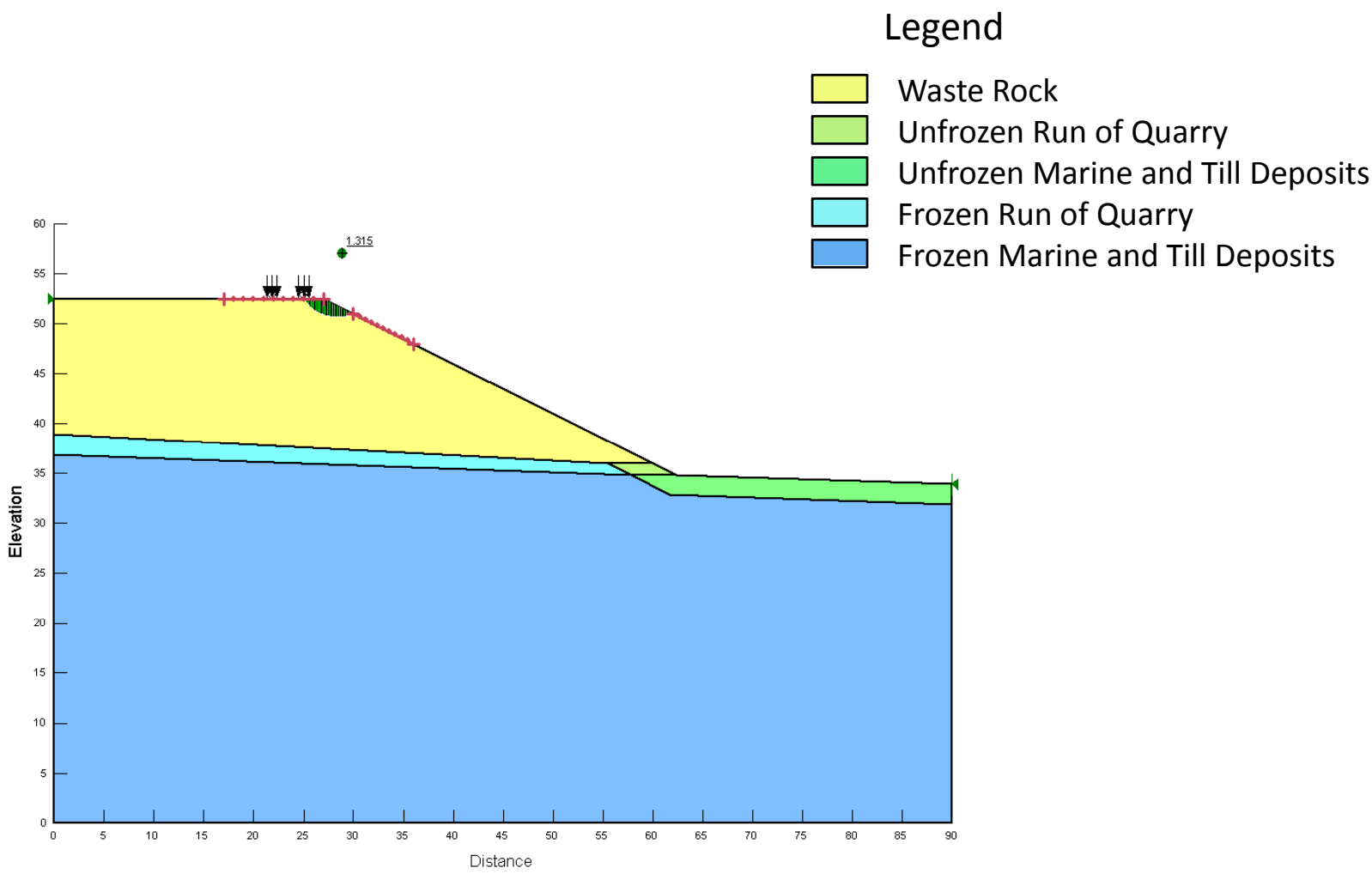
Doris North Project

Waste Pile using all containment area.

17/11/2010	–	1

Doris North Waste Pile Section Defined by Entry and Exit

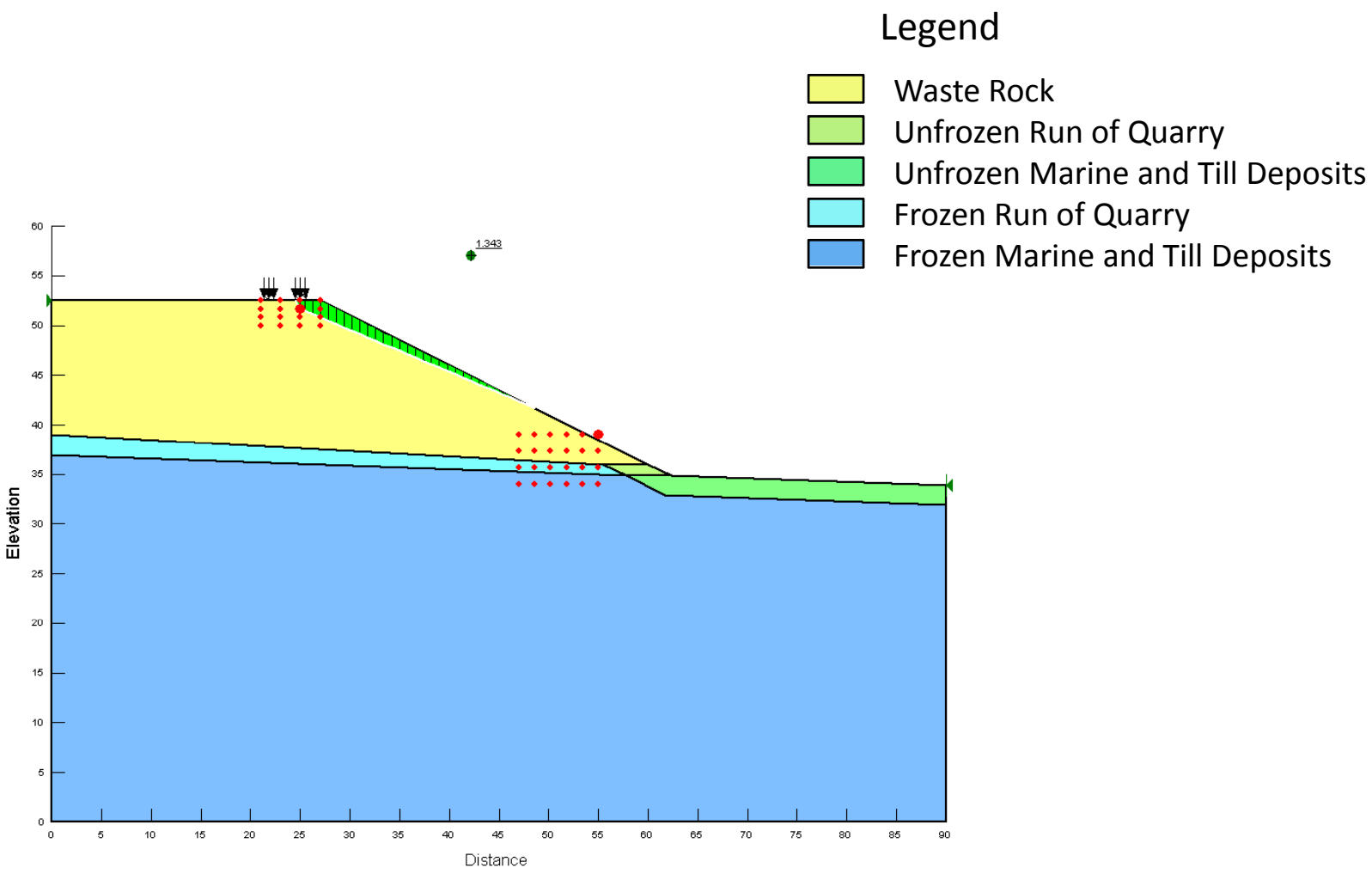
(Morgenstern-Price Method with Haul Truck Loading)



DNwastestability.AppendixB.MJM

Doris North Waste Pile Section Defined by Blocks

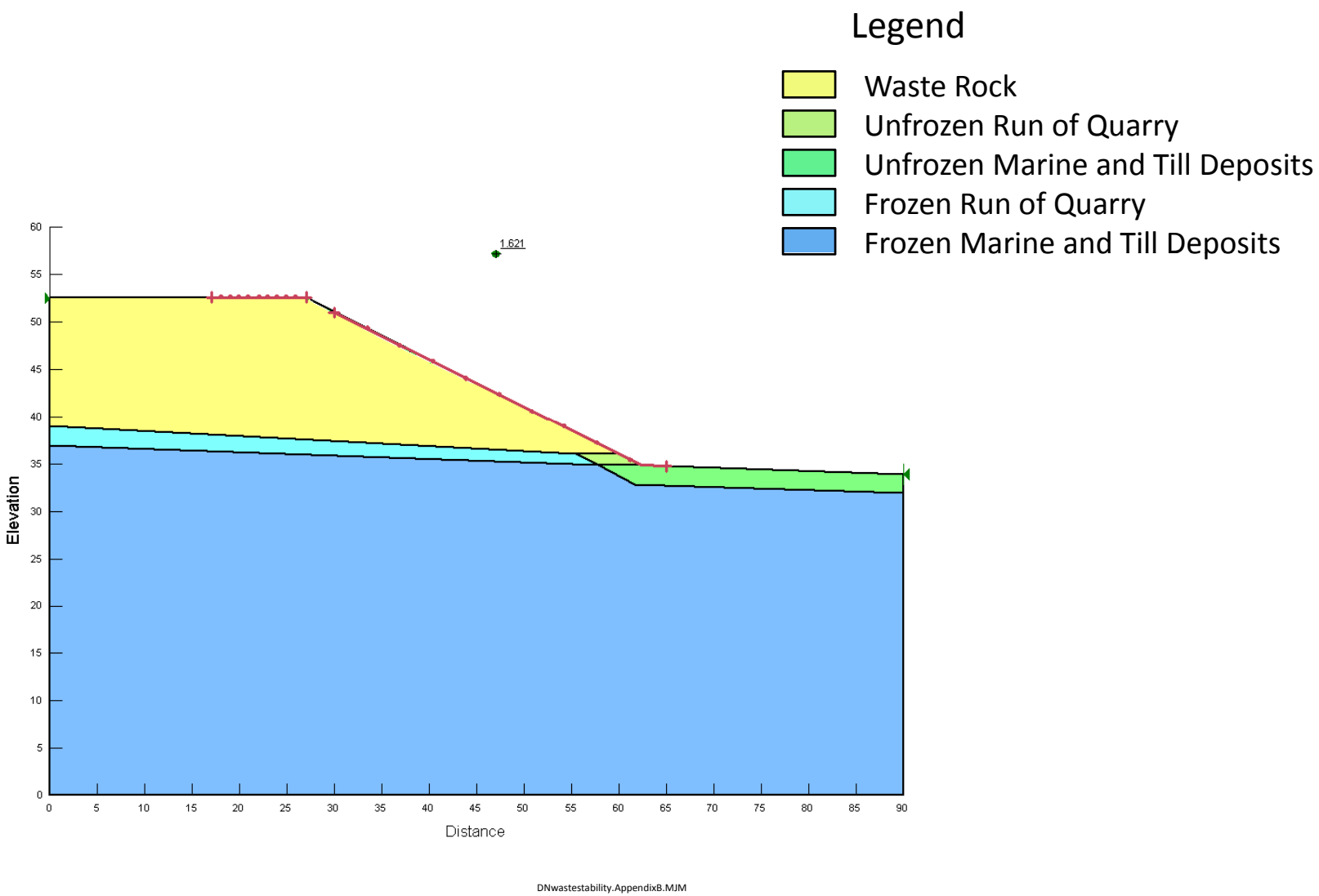
(Morgenstern-Price Method with Haul Truck Loading)



DNwastestability.AppendixB.MJM

Doris North Waste Pile Section Defined by Entry and Exit

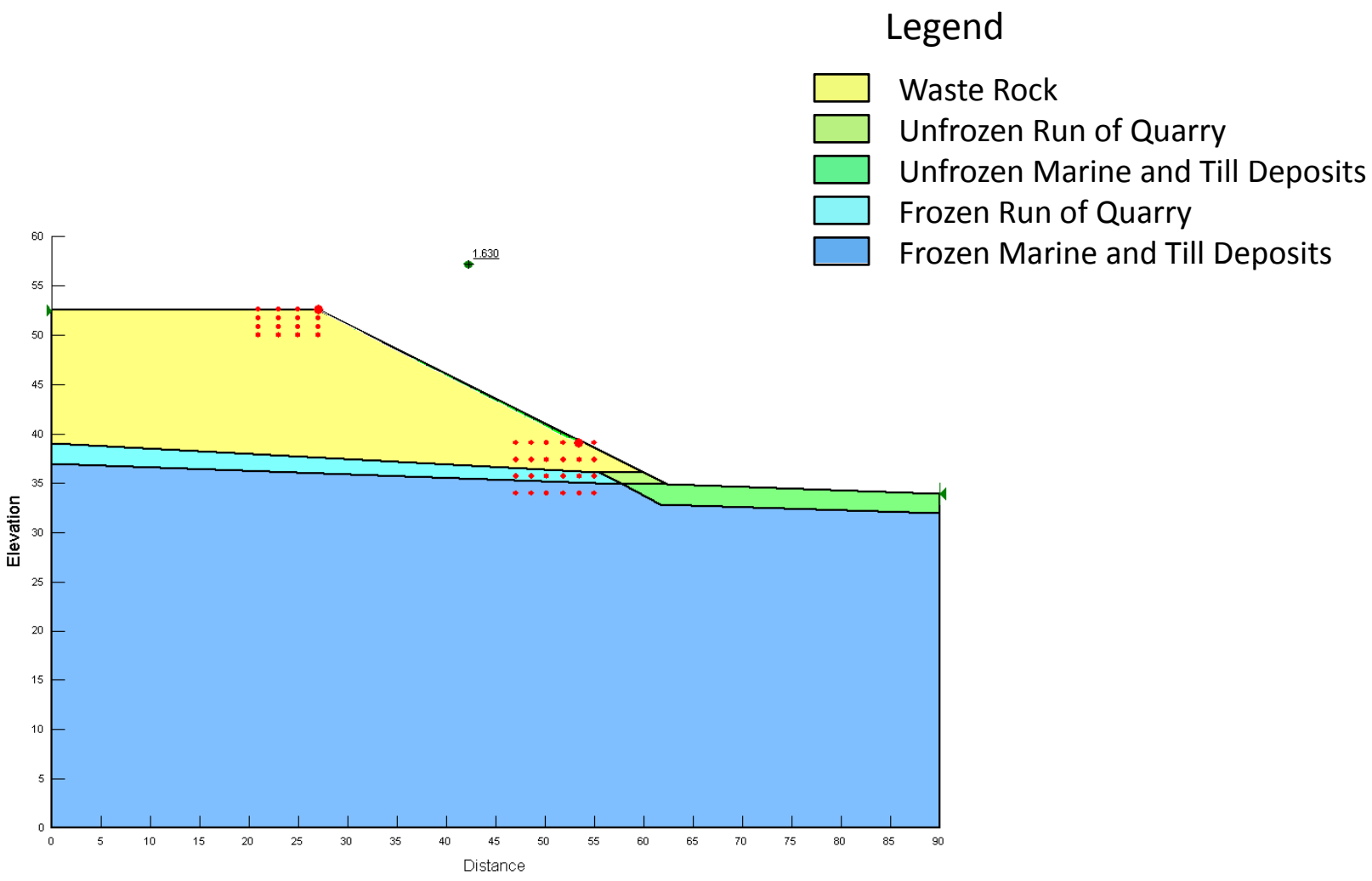
(Morgenstern-Price Method without Haul Truck Loading)



DNwastestability.AppendixB.MJM

Doris North Waste Pile Section Defined by Blocks

(Morgenstern-Price Method without Haul Truck Loading)



DNwastestability.AppendixB.MJM

Appendix C
Waste Rock Pile Stability Ratings

SRK Consulting
Engineers and Scientists

Project No. 1CH008.027 Site Vancouver

Prepared by Murray McGregor Date Nov. 30, 2010

Approved by _____ Date _____

Subject Doris North Waste Rock Pile Stability Rating Sheet 1 of 1

Stability Factor	Description	Points
Dump Height	Maximum 21 m	0
Dump Volume	532,00 tonnes (m^3/1.8 tonnes) = 290,000m^3	0
Dump Slope	2:1 = 28.6° Moderate	50
Foundation Slope	1% < 10°	0
Confinement	Unconfined	100
Foundation Type	Competent (frozen) / Weak (unfrozen)	200
Dump Material Quality	Strong - High	0
Construction Method	Lifts < 25m - Favourable	0
Piezometric / Climate	Moderate percipitation (Intermediate)	100
Dumping Rate	5m^3/lineal meter/day (Low)	0
Seismicity	Low	0

Maximum dumping rate:

= 81,000 tonnes /quarter

= 27,000 tonnes /month

= 14,500 m^3/month

= 490 m^3/day

Dump span ≅ 100m

= 4.9 m^3/lineal meter/day

Frozen Total	300
Unfrozen Total	500

Attachment 3 – Waste Quantity Projections

Table 1: Geochemical Classification and Management Recommendations for Proposed Waste Management Units

Unit	Quantity (tonnes)	No. of Samples	Characteristics	Classification Based on NP/AP (% of samples)			Classification Based on TIC/AP (% of samples)			% Samples with S >0.25%	Classification based on Segregation Criteria*** (% of samples/quantity of rock)		Notes	Management
				non-PAG	uncertain	PAG	non-PAG	uncertain	PAG		non-Mineralized	Mineralized		
Basalt	203,000	98	Sulphur content highly variable, with less than 0.5% in 95% of samples, and localized concentrations up to 6.8% (10 cm vein). NPs were greater than 30 kg $CaCO_3$ eq/tonne in 95% of the samples. TICs were typically elevated.	96%	2%	2%	91%	3%	6%	8%	92% 159,000 tonnes	8% 14,000 tonnes	Descriptions for all uncertain and PAG samples noted elevated sulphides.	Low Risk: separate any high sulphide material.
Gabbro	a minor subunit within basalt*	41	Sulphur content low with values between 0.01 and 0.32% in 95% of samples, with a maximum value of 0.74%. NP and TIC were consistently low with median values of 17 and 0.5 kg $CaCO_3$ eq/tonne.	85%	10%	5%	8%	25%	67%	12%	0% n/a	100% *30,000 tonnes	Data set is biased toward the spatially clustered samples from 06TDD614.	Moderate Risk due to low NP: store in mineralized pile.
Diabase	143,000	34	Sulphur content consistently low, with all values less than 0.1%. NP and TIC are also low, with median values of 12 and 1.5 kg $CaCO_3$ eq/tonne.	100%	0%	0%	62%	24%	15%	0%	100% 203,000 tonnes	0% n/a	Given the consistently low AP, should be managed as non-PAG.	Low Risk: confirm lithology.
Buffer Zone	58,000	24	Sulphur content highly variable, with median values of 0.15%, 95th percentile values of 1.4%, and maximum values of 4.2%. NP and TIC were greater than 89 and 127 kg $CaCO_3$ eq/tonne in 95% of the samples.	96%	4%	0%	100%	0%	0%	29%	71% 41,000 tonnes	29% 17,000 tonnes	Most PAG or uncertain samples contained sulphide or were logged as quartz veins.	Low Risk: separate any high sulphide material.
Alteration Zone	102,000	45	Sulphur content highly variable, with median values of 0.2%, 95th percentile values of 1.9%, and maximum values of 3.4%. NP and TIC were typically high, but larger number of samples had lower NP values than observed in the buffer zone or the basalt.	87%	11%	2%	93%	3%	3%	46%	0% n/a	100% 102,000 tonnes	Most PAG or uncertain samples contained sulphide or were logged as quartz veins.	Moderate Risk: store in mineralized pile.
Stopes	n/a**	17	Sulphur content highly variable, with median values of 0.27%, 95th percentile values of 2.3%, and maximum values of 5.4%. NP and TIC were highly variable, ranging from negligible to as high as 400 kg $CaCO_3$ eq/tonne	41%	41%	18%	25%	38	38%	53%	n/a	n/a	Most PAG or uncertain samples contained or were logged as quartz veins.	n/a: all material from the stopes will be processed.
Totals	506,000										403,000 tonnes	163,000 tonnes		

Notes: * The gabbro is not defined in the geological model but is considered a minor component of the zone defined as basalt. A search of the geological database indicated that 6% of the core in the deposit area was gabbro. Therefore, conservatively neglecting core that is from ore zones, approximately 30,000 tonnes of gabbro could be present. This is taken from the block model quantities for basalt.

** all of the rock in the stopes is ore and will be processed.

***Segregation criteria based on rock type and then visual percent sulphides. For diabase, gabbro, alteration zone and stopes, rock type is the only criteria considered. For basalt and buffer zone rock the percent of samples with greater than 0.25% sulphur based on lab analyses was used to estimate the percent of material in each category.