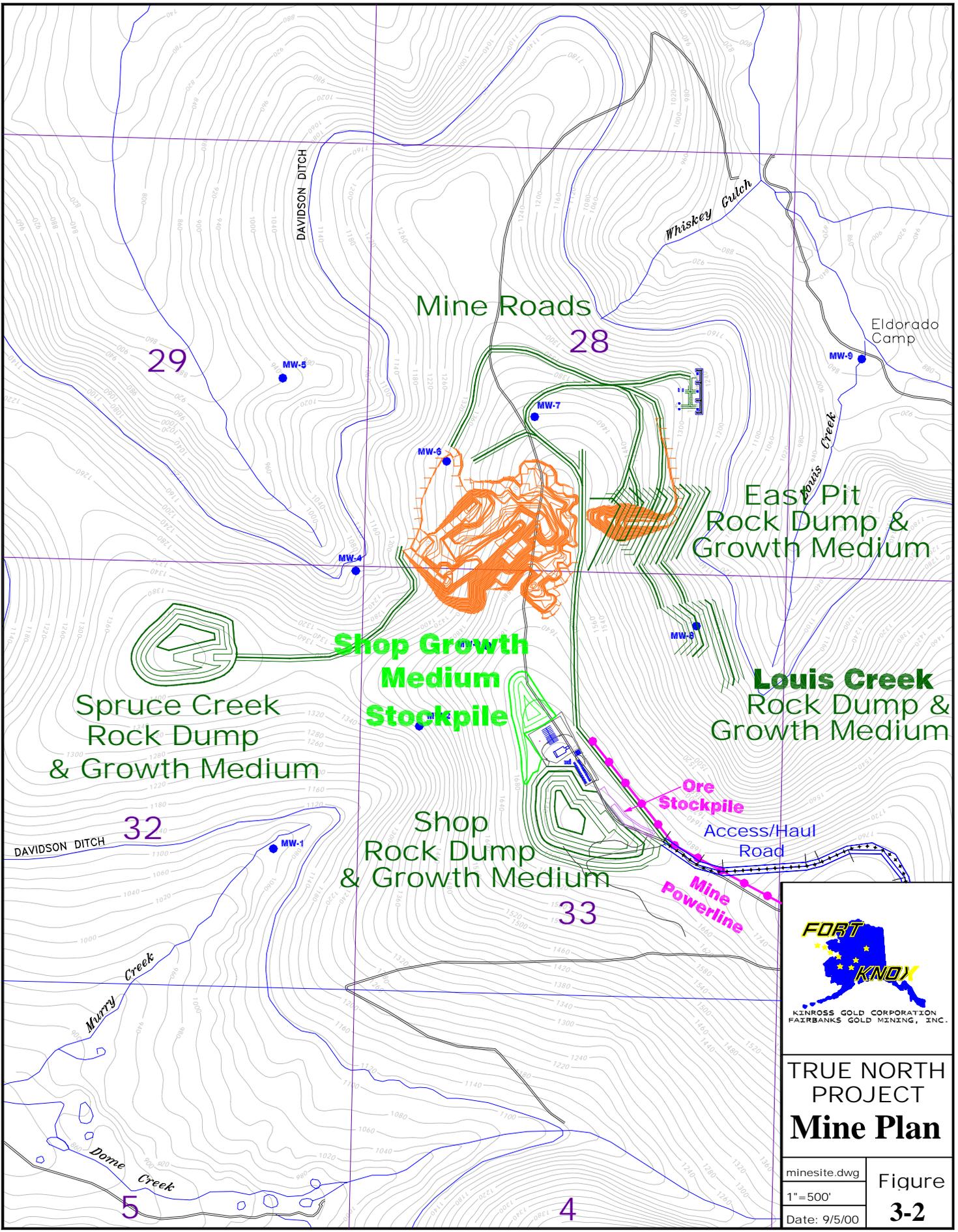


<p style="text-align: center;">True North Project</p>	
<p style="text-align: center;"><b>FIGURE 3-1</b> <b>True North Project</b> <b>General Arrangement</b></p>	<p>Scale: 1" = 1 Mile</p> <p>Date: 9/14/00</p>



**TRUE NORTH PROJECT**  
**Mine Plan**

minesite.dwg  
 1"=500'  
 Date: 9/5/00

Figure  
**3-2**

The ore stockpile will be located near the maintenance complex. Ore will be hauled to this location during inclement weather or when ore transport to Fort Knox is not possible, and stockpiled for reloading into ore haul trucks for transportation to Fort Knox.

To the extent possible, development rock will be used as fill material in construction of project facilities and roads. Unusable or excess rock, for which there is no immediate opportunity for backfill, will be placed in rock dumps for possible use at mine closure to return the site to a safe and stable condition consistent with the Tanana Basin Area Plan (TBAP) (Figure 3-2). The East pit will be completely backfilled. Where mine planning and sequencing allow, portions of the Hindenburg Pit will be backfilled. Mine plans including opportunities for backfilling of the Hindenburg Pit will be discussed during routine inspections.

FGMI anticipates mining two 12-hour shifts per day, seven days a week, 365 days a year, at an average of 30,000 combined tons of ore and development rock per day.

### **3.4.3 Growth Media Stockpiles for Reclamation**

Topsoil and overburden (growth medium) suitable to establish a viable vegetative cover at mine closure will be stockpiled for temporary storage until concurrent reclamation activities begin and/or until final closure.

To the extent practicable topsoil from the surface horizon containing higher concentrations of organic matter will be stockpiled separately from suitable growth medium from deeper soil horizons that contain little or no organic matter.

### **3.5 Access/Haul and Exploration Roads**

Existing road access to the mine is from the Steese Highway to Cleary Summit, then approximately 6.5 miles of gravel road skirting the south side of Pedro Dome. The Steese Highway is a secondary highway that is maintained year-around by the Alaska Department of Transportation and Public Facilities (ADOT&PF). The new access road is described in Section 2.2.3.

Among other safety considerations contained in the True North Transportation Plan, FGMI will install warning lights approximately 800-feet north and south of the Steese Highway intersection.

### **3.6 Fuel Supply, Storage, and Distribution**

Fuel will be delivered to the site via trucks from various Alaska suppliers to a central fuel storage area (Figure 2-3). All fuel vessels will have secondary containment and have leak detection and collection systems. All tanks and dispensing stations will be in containment areas designed to hold at least 110% of the volume of the largest tank. Dispensing lines will have automatic shutoff devices and spill response supplies will be stored and maintained on-site.

Proposed fuel and waste oil storage tank sizes and locations are as follows:

<u>Type</u>	<u>Location</u>	<u>Total Gallons</u>
2-Diesel fuel storage	near shop	20,000
Heating oil storage	near shop	10,000
Unleaded fuel dispensing	near shop	4,000
Diesel fuel dispensing	near shop	4,000
Waste oil storage	near shop	10,000

### **3.7 Shop Maintenance Complex & Office Buildings**

The maintenance complex for the mobile mine fleet will be an 80-foot x 120-foot building (Figure 3-3 & 3-4). The maintenance complex will be used primarily for general preventative maintenance and small repairs. The Fort Knox mobile shop will be used for major over-hauls as needed. Adjoining one end of the maintenance complex will be a 30-foot by 40-foot wash bay. An oil water separator will be installed to collect oily sludge from the wash bay water prior to leach field disposal (Figure 3-3).

Two trailers will serve as office buildings and two trailers will function as lineout facilities for mine crews. The lineout facility will be used as a lunch room/conference room and contain bathroom and shower facilities (Figure 3-3). A fresh water holding tank will be placed adjacent to the lunchroom trailers.

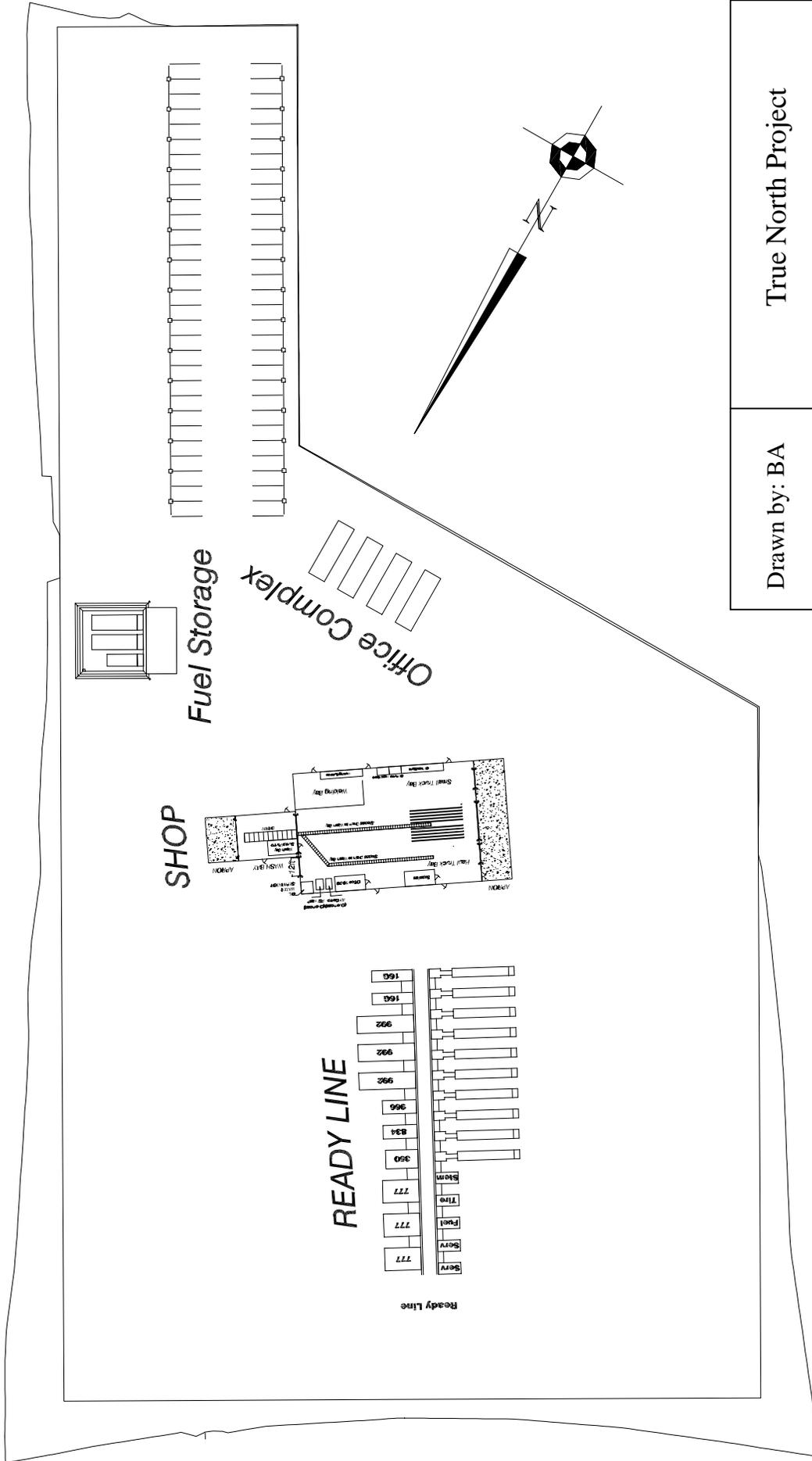
### **3.8 Refuse**

All wooden pallets and cardboard from blasting supplies will be disposed of in the proposed on-site burn pit. Burning will be conducted once a week. A burn permit will be applied for prior to burning from the Alaska Division of Forestry during the months of May through September.

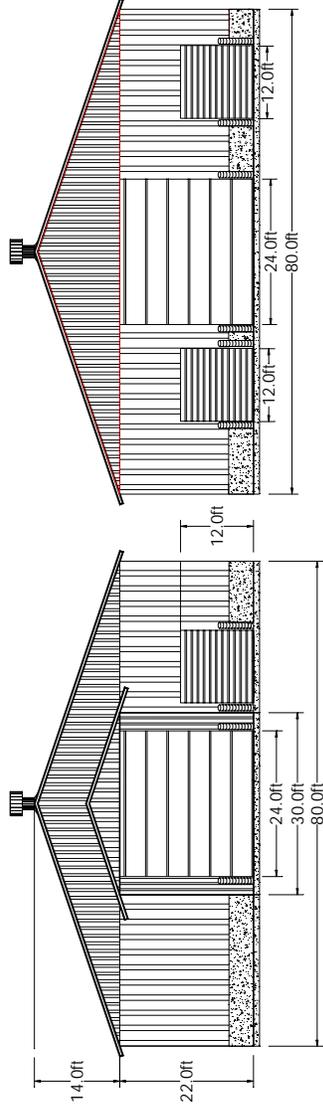
Putrescible waste from sack lunches will be disposed of in dumpsters to prevent attracting wildlife.

All waste material either listed as or meeting the characteristics of hazardous waste will be shipped off-site and disposed of according to applicable state, federal, and local regulations. All used oil filters will be drained, and disposed of either by recycling for scrap metal or by shipping to the Fairbanks North Star Borough (FNSB) solid waste landfill. Waste petroleum oils will be stored on-site for reuse as fuel for space heaters or transported off-site for recycling.

FGMI's waste minimization strategy is to recycle all materials where possible and promote innovative approaches to waste management. Refuse that cannot be recycled will be stored in dumpsters to be disposed of in the FNSB solid waste landfill.

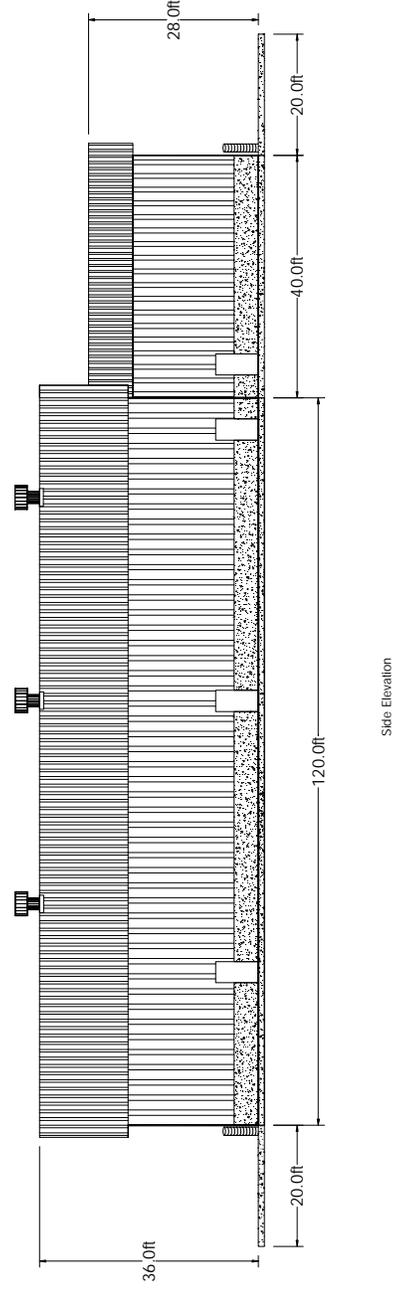


Drawn by: BA	True North Project	
Direction as noted	<b>FIGURE 3-3</b> True North Project Building Plan	
Date: 9/6/00		



Front Garage Doors Arrangement

Rear Garage Doors Arrangement



Side Elevation



Alaska Gold Corporation  
FAIRBANKS GOLD MINING, INC.

TRUE NORTH  
PROJECT  
Bldg. Plan

Rev: 7/15/07	FIGURE 3-4
Scale: 1"=10'	
Drawn by: B. B. B. B.	

### **3.9 Domestic Sewage**

A septic tank and leach field, as approved by ADEC, will be used for domestic sewage treatment. Effluent will flow into a common leach field (Figure 3-3).

Sludge from the septic tanks will be periodically removed by a commercial pumping service and disposed of in accordance with the Alaska Department of Environmental Conservation (ADEC) approved procedures. Self-contained, vault toilets, regularly serviced by a commercial pumping company, will be used in the open pit and other remote areas of the mine.

### **3.10 Communication**

The primary methods of communication at the True North Project will be on-site telephone systems and radios in motorized mining and hauling equipment (including the ore haul trucks operated by the transportation contractor). The Fort Knox Mine security office will monitor all radio traffic and coordinate responses to accidents/emergency situations, as well as routine warnings for blasting, and hazardous materials transportation, and unsafe road conditions.

### **3.11 Explosives Storage**

All explosives handling and storage will comply with applicable state and federal regulations. All explosives will be stored in appropriate enclosures located off a major haul road near the pit (Figure 3-5 & 3-6).

Caps, detonating cord, primers, and boosters will be stored in locked storage magazines. Bulk ammonium nitrate will be stored in two silos containing a combined total of approximately 100-tons. Blasting agents such as bagged Ammonium Nitrate and fuel oil (ANFO) and water resistant products will be stored in one or more secure trailers constructed for this purpose.

### **3.12 Fire Control and Suppression**

Emergency response personnel will coordinate fire control and suppression. All personnel during their MSHA training will receive instruction in fire and emergency procedures.

In addition to an on-site fire truck, mine heavy equipment will be available for fire control and suppression. Available mine equipment will include a 9,000-gallon water truck with pumps and hoses, tracked dozers, graders, and a loader.

Automatic and/or manually activated fire suppression systems will be installed on all heavy equipment. Handheld extinguishers will be installed in all heavy equipment and small vehicles. Buildings will meet fire suppression codes.