GOVERNMENT OF YUKON ENERGY, MINES AND RESOURCES - ASSESSMENT AND ABANDONED MINES

Mount Nansen Tailings Dam Design Summary

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WorleyParsons Canada

Suite 600, 4321 Still Creek Drive Burnaby, BC V5C 6S7 CANADA Phone: +1 604 298 1616 Facsimile: +1 604 298 1625 www.worleyparsons.com

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		J. Gentles	A. Timmis	A. Timmis			
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Any questions concerning the information or its interpretation should be directed to J. Gentles or A. Timmis.

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APPENDIX 1 ISSUED FOR CONSTRUCTION (IFC) DRAWINGS



1. INTRODUCTION

Mount Nansen (the Site) is a former gold and silver mine located in the Yukon (YT), approximately 45 km west of Carmacks, YT and 180 km north of Whitehorse, YT. The property is located within the traditional territory of the Little Salmon Carmacks First Nation. The Mount Nansen road, connecting the Site to the North Klondike Highway in Carmacks, is maintained by the Government of Yukon - Department of Highways and Public Works.

A report prepared by WorleyParsons Canada Services Ltd. (WorleyParsons) entitled "Mount Nansen Tailings Dam - Dam Safety Review", Revision 1, dated November 13, 2013 (the DSR) recommended improvements to the tailings dam crest and emergency spillway (the improvements). The improvements are intended to facilitate settlement monitoring, provide sufficient freeboard at the tailings dam, and improve the performance of the emergency spillway. WorleyParsons was retained by Government of Yukon Energy, Mines and Resources: Assessment and Abandoned Mines (AAM) to provide engineering services for design and construction of the proposed improvements.

2. DESIGN SUMMARY

Drawings illustrating the detailed design of the Mount Nansen Tailings Dam: dam crest regrading and emergency spillway improvements (the improvements) are attached in Appendix 1.

2.1 Overview

The improvements include the following components:

- Regrading of the crest of the tailings dam to provide 1.0 m of freeboard above the maximum level during an inflow design flood (IDF) event, with a return period of 200 years;
- Reestablishment of the access road across the emergency spillway; and
- Reconstruction of the emergency spillway to adjust the invert elevation, to improve hydraulic performance, and to provide erosion protection.

Drawings illustrating these components are included in Appendix 1.

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2.2 Design Criteria

Per the DSR, the proposed improvements were designed based on the criteria presented in Table A.

Table A Design Criteria

Criteria	Value	Section of DSR
IDF Flow - Emergency Spillway	1.3 m ³ /s	6.2.3
Freeboard	1.0 m	6.2.4
Dam Crest Elevation	1,099.6 m	6.2.4
Emergency Spillway Invert at Upstream End	1,098.3 m	6.2.4
Emergency Spillway Slope	Approximately 0.5 %	6.2.4
Spillway Invert at Downstream End	Field Fit	N/A

2.3 Design Elements

The following sections discuss the three components of the improvements. The design of these components was completed using an AutoCAD Civil3d model (included as a digital attachment) based on 2012 LiDAR and survey data provided by AAM.

2.3.1 Tailings Dam Crest

The design regrading of the tailings dam crest includes a 5.0 m wide top surface with a 0.0% grade and a finished elevation of 1,099.6 m. The dam crest consists of 150 mm of compacted 20 mm minus crushed surfacing aggregate (or similar material found on site) over top of compacted native fill (free of organics, frozen or wet soil, and rocks larger than 150 mm in diameter) placed with 1.5H to 1.0V side slopes. The regraded tailings dam crest will extend from Station 0+010 (Work Point [WP] 1) north to Station 0+260 (WP2) where it will transition to the access road.

2.3.2 Access Road

The design of the access road includes a 4.0 m wide top surface with a maximum grade of 12.5% and a maximum finished elevation of 1,098.2 m (across the bottom of the emergency spillway). The access road consists of 150 mm of compacted 20 mm minus crushed surfacing aggregate (or similar material found on-site) over top of compacted native material cut with side slopes of 2.0H to 1.0V. The access road extends from Station 0+260 (WP2) north to Station 0+56.9 (WP6) where it ties in to the existing access road.

2.3.3 Emergency Spillway Sections

The design of the emergency spillway includes the following four sections.

Section No. 1

Section No. 1 consists of excavation of the existing spillway to an elevation of 1,098.29 m. The excavated channel includes a 5.0 m bottom (minimum width), 3.0H to 1.0V side slopes, and a 0.0% grade. Section No. 1 extends from Station 0+000 (WP7) east to Station 0+040 (WP8).

Section No. 2

Section No. 2 consists of excavation of the existing spillway to an upstream elevation of 1,098.29 m and a downstream elevation of 1,098.25 m. The excavated spillway channel includes a 5.0 m bottom (minimum width), 3.0H to 1.0V side slopes, and a 0.5% grade. Section No. 2 includes riprap armouring and filter fabric (discussed below) placed so that the channel maintains a minimum depth of 1.3 m (measured from the top of the riprap at the bottom of the channel to the top of the armoured slope). Section No. 2 extends from Station 0+040 (WP8) east to Station 0+050 (WP9). A minimum of 1,000 mm of freeboard is required from the top of the riprap at the bottom of the channel to the dam crest.

Section No. 3

Section No. 3 consists of cut or fill of the existing spillway to an upstream elevation of 1,098.25 m. This section of the spillway is to be field fit with a tie-in just short of the existing combined spillway's low flow channel. Based on available data, Section No. 3 was designed to include a 5.0 m bottom (minimum width, 3.0H to 1.0V side slopes, and an estimated maximum grade of 3.7%). Section No. 3 includes riprap armouring and filter fabric placed so that the channel maintains a depth of between 1.0 m to 1.3 m (measured from the top of the riprap at the bottom of the channel to the top of the armoured slope). Section No. 3 extends form Station 0+050 (WP9) east to the combined spillway.

As the length and downstream elevation of this portion of the spillway will be determined in the field, it was necessary to estimate flow depths based on the channel cross-section and a range of channel slopes using Manning's equation. The following channel depths (measured from the top of the riprap) are required so that a minimum of 600 mm of freeboard is available during the passage of the IDF:

- Channel slope 3.7% channel depth = 1.0 m
- Channel slope 1.5% channel depth = 1.1 m
- Channel slope 0.5% channel depth = 1.2 m

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Access Road Crossing

The design include the reestablishment of the access road across the emergency spillway between spillway Stations 0+057 and 0+061 at an elevation of 1,098.20. This location is similar to Section No. 3, but with channel side slopes of 6.0H to 1.0V. The access road is to be reinstated with longitudinal slopes on either side of the spillway of 8.0H to 1.0V (12.5% grade).

2.3.4 Riprap

The riprap armouring included in the design for the emergency spillway using the shear-stress method developed by Dr. Pierre Julien (2002). This method indicated that the riprap used to armour the spillway should have the following properties:

- Rock gradation as follows:
 - No rock greater than 175 kg or 500 mm (equivalent spherical diameter);
 - At minimum, 50% of the rock (D₅₀) should be larger than 5 kg or 150 mm (equivalent spherical diameter);
- Riprap should be placed in a layer no less than 300 mm or the maximum rock diameter, whichever is greater;
- Nilex 4553 non-woven geotextile (or approved equivalent) should be installed beneath the riprap, as follows:
 - Overlap geotextile a minimum of 600 mm at adjacent edges;
 - Overlaps should be in the direction of flow (i.e., upstream piece laid over downstream piece);
 - Geotextile should be anchored a minimum of 500 mm deep around the top edge; and
- Gaps between rocks should be filled in with smaller rocks so as not to expose the geotextile.

2.4 Summary

Table B Design Parameter Summary - Tailings Dam Crest

Parameter	Description
Crest Elevation	1,099.6 m (1.0 m above the estimated water surface elevation in the tailings pond during the IDF)
Crest Width	5.0 m
Side Slopes	1.5H to 1.0V
Length	260 m

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Table C Design Parameter Summary - Emergency Spillway

Parameter	Description
Capacity	Designed to convey the 200-year IDF (1.3 m ³ /s)
Upstream Invert Elevation	1,098.29 m
Downstream Invert Elevation	TBD in the field
Bottom Width	Minimum 5.0 m
Side Slopes	Section Nos. 1 to 3: 3.0H to 1V
	Access road crossing 6:0H to 1V
Armouring	Riprap with D_{50} = 150 mm and no rock greater than 500 mm (equivalent spherical diameters
	Riprap placed over top of non-woven geotextile with 600 mm overlap and 500 mm anchoring at the edges
Lengths	Section No. 1 = 40 m
	Section No. 2 = 10 m
	Section No. 3 TBD in the field

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Appendix 1 Issued for Construction (IFC) Drawings





