EAGLE GOLD PROJECT

ROAD CONSTRUCTION PLAN

Version 2013-01

MAY 2013

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1 INTRODUCTION

1.1 PROJECT SUMMARY

StrataGold Corporation (SGC), a directly held wholly owned subsidiary of Victoria Gold Corp. has proposed to construct, operate, close and reclaim a gold mine in central Yukon. The Eagle Gold Project (the Project) is located 85 km from Mayo, Yukon using existing highway and access roads. The Project will involve open pit mining at a production rate of approximately 10 million tonnes per year (Mt/y) ore, an average strip ratio (amount of waste: amount of ore) of 1.45:1.0 and gold extraction using a three stage crushing process, heap leaching, and a carbon adsorption, desorption, and recovery system over a 10 year mine life.

1.2 PROJECT SCHEDULE

To support the phased licensing of the Project, construction has been planned in two stages. Stage 1 construction will be carried out pending approval of a “Part 1” Quartz Mining Licence and prior to receipt of the Type A Water Use Licence. Stage 2 construction will be carried out upon receipt of the Type A Water Use Licence. In general, Stage 1 represents construction activities that are “non-water” related and do not require a Type A Water Use Licence or other authorizations issued by Federal Departments pursuant to the *Fisheries Act* and *Navigable Waters Protection Act.* Stage 2 includes all remaining construction of infrastructure and facilities that involves the use of water, alteration of watercourses and/or discharge of a waste to waters. Project Development and Operational plans will be submitted to Yukon Government for review via an updated General Site Plan concomitant with the application for a Type A Water Use Licence to the Yukon Water Board.

The start of Stage 1 Construction is planned for 2013 pending receipt of the Quartz Mining Licence and will continue throughout 2014 until receipt of the Type A Water Use Licence. For planning purposes, SGC anticipates receipt of the Type A Water Use Licence in mid-2014. Stage 2 construction will commence upon receipt of a Type A Water Use Licence and updated Quartz Mining Licence to enable additional construction activities and operations. A summary of the Project schedule is provided in Table 1.2-1. This construction schedule is tentative and dependent upon receipt of the regulatory approvals, project financing, contractor availability and seasonal limitations.

Table 1.2-1: Tentative Project Schedule

Phase	Schedule
Construction	Q3 2013 – Q4 2015
Operations (9.2 years)1	Q1 2016 – Q1 2025
Reclamation and Closure (10 years)2	Q2 2025 – Q2 2035
Post-Closure Monitoring (5 years or as required)	Q3 2035 – Q3 2040

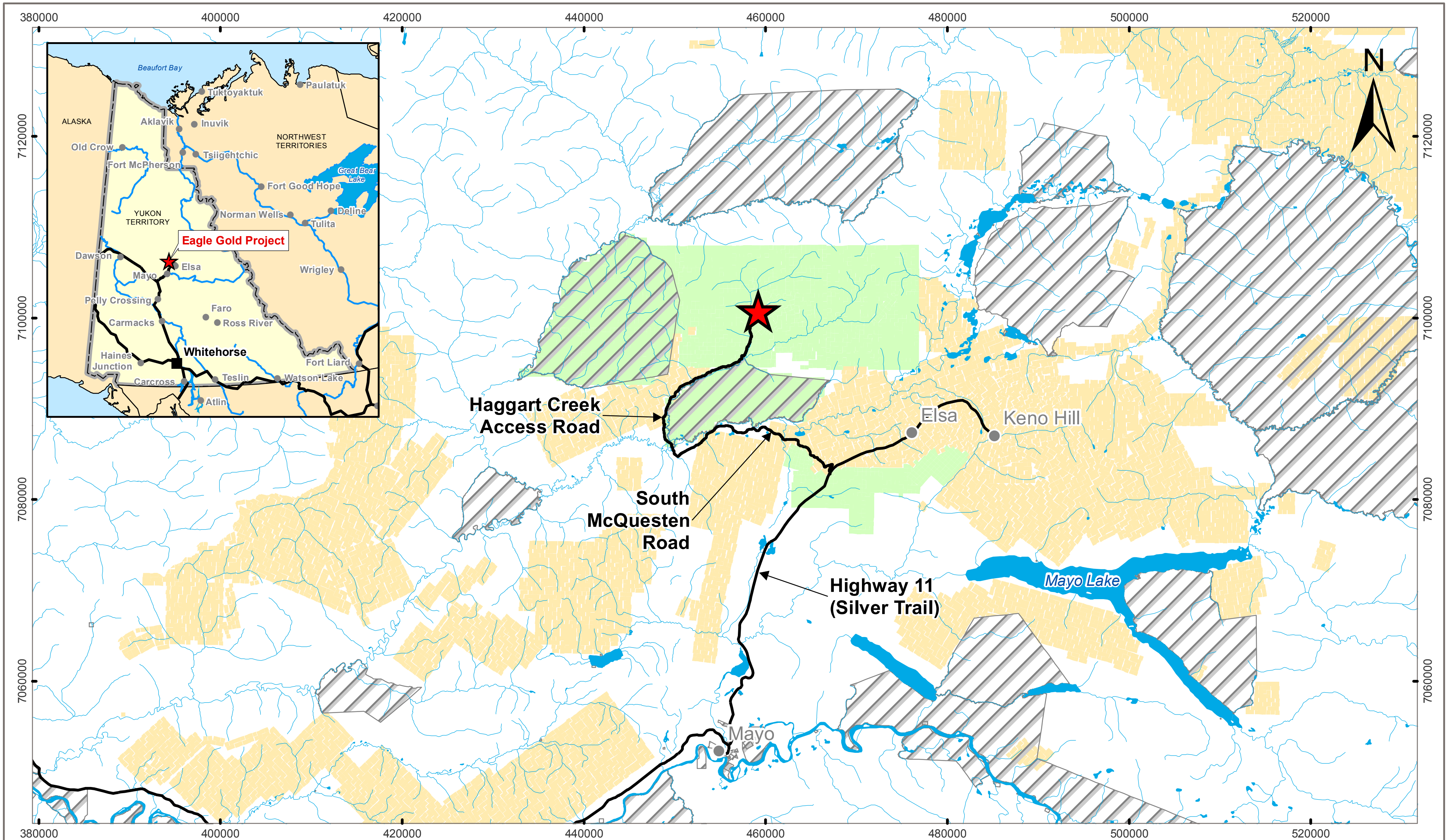
NOTE:

[1] limited to active mining operations (ore loading) and does not include residual leaching phase prior to HLF draindown.

[2] includes draindown of HLF to steady state seepage – estimated to be approximately 10 years conservatively estimated to allow for active water treatment. Reclamation earthworks such as re-contouring, revegetation and facility capping will be complete within 2-3 years of start of reclamation phase.

1.3 SCOPE AND OBJECTIVES

This Road Construction Plan describes the design and construction of new site haul roads and service roads within the Project footprint. The site is accessible by existing public roads (the South McQuesten Road and Haggart Creek Road) which will require minor upgrades to support Project traffic volumes and loads. Upgrades to the existing access road will be completed under permits independent of the QML; however, details of those activities are presented herein. Figure 1.3-1 shows the location of the Eagle Gold Project property.



LEGEND

- Eagle Gold Project Site
- Victoria Gold Claims
- Other Mineral Claims
- Nacho Nyak Dun Settlement Land
- Town / Village
- Road
- Watercourse
- Waterbody

NOTES
1. Data Sources: Government of Canada, StrataGold Corp, Yukon Geomatics.

STATUS
ISSUED FOR REVIEW

Scale: 1:600,000

10 5 0 10

Kilometres

PROJECTION	DATUM
UTM Zone 8	NAD83

FILE NO.
V23201707

CLIENT
StrataGold Corporation

eba
A TETRA TECH COMPANY

EAGLE GOLD PROJECT YUKON TERRITORY

Property Location Map

PROJECT	DWN	CKD	APVD	REV
Eagle Gold	SL	IS	IS	0

OFFICE	DATE
EBA_VANC	May 15, 2013

Figure 1.3-1

2 SITE DESCRIPTION

The Project is located approximately 45 km north-northeast of the Village of Mayo, Yukon (by flight) and has year round road access using an existing series of paved and gravel roads (Figure 2.1-1). The driving distance to the Project site from Mayo is 85 km. Access to the Project site from the Silver Trail Highway (Highway 11) will be via the existing South McQuesten Road (SMR) and the Haggart Creek Road (HCR). Together, the SMR and HCR comprise a 45 km road, which is divided by the South McQuesten River. The section of the road between the Silver Trail and the South McQuesten River is referred to as the SMR (km 0 to 22.9), whereas the section of the road between the river and the mine site is referred to as the HCR (km 23 to 45). Both roads are public roads, regulated under the Yukon *Highways Act*; however, the SMR is maintained during summer only by the Yukon Government Department of Highways and Public Works (HPW), whereas the HCR is considered a "public unmaintained" road.

2.1 HISTORY

Placer gold mining began in the Dublin Gulch area in 1895, and tungsten was identified in placer concentrates in 1904. In 1916, the Geological Survey of Canada discovered bedrock sources of scheelite in Dublin Gulch. Since 1970 there has been essentially continuous exploration on the Property, first for tungsten and then for gold. Approximately 110,000 oz. of placer gold has been recovered from the Dublin Gulch area since production documentation was first initiated in 1978.

The chain of tenure leading to the current ownership began in 1977, when Queenstake Resources Ltd. staked the Mar claims to cover tungsten-bearing skarns in the Ray Gulch area. Canada Tungsten Mining Corp. optioned the ground and carried out exploration for both tungsten and gold between 1977 and 1986. The Eagle Zone, the most significant of the known gold occurrences, is located approximately 3 km to the west-southwest of the tungsten occurrences and became the subject of significant exploration interest during this period.

In 1991, Ivanhoe Goldfields acquired the Dublin Gulch claims from Queenstake Resources Ltd. and commenced exploration for "Fort Knox Type" intrusive-hosted gold mineralization that continued until 1993.

In 1993, Ivanhoe Goldfields estimated "Inferred and Potential" Resources within the Eagle Zone of 98.6 Mt with an average grade of 1.19 g/t Au. This historic estimate is considered relevant, but not compliant with the prescribed guidelines of NI 43-101 and is included here for purposes of historical reference only.

In 1995, First Dynasty acquired the Property through acquisition of Ivanhoe Goldfields. In 1996, First Dynasty transferred the Property to New Millennium Mining Ltd., a wholly owned subsidiary.

In 2002, First Dynasty changed its name to Sterlite Gold Ltd. In 2004, SGC acquired the Property from Sterlite Gold Ltd. as part of a larger transaction that included the Clear Creek Property.

Victoria Gold Corp. acquired the property in June 2009, through a Plan of Arrangement with SGC (the then Property owner) and, as a result, SGC is now a directly held-wholly owned subsidiary of Victoria Gold Corp.

Since the completion of the Plan of Arrangement, Victoria Gold Corp. has completed several years of exploratory drilling, environmental baseline data collection, pre-feasibility and feasibility studies and is in receipt of a positive decision document issued in accordance with the *Yukon Environmental and Socio-Economic Assessment Act*.

2.2 GENERAL ENVIRONMENTAL CONDITIONS

2.2.1 Climate

The Dublin Gulch area is characterized by a continental-type climate with moderate annual precipitation and a large temperature range. Summers are short and can be hot, while winters are long and cold with moderate snowfall. Autumn and winter temperature inversions do occur at the site, as expected in mountainous regions.

Rainstorm events can occur frequently during the summer and may contribute between 30 and 40% of the annual precipitation. Higher elevations are snow-free by mid-June. Frost may occur at any time during the summer or fall. The estimated mean annual precipitation at the Project site ranges from 389 to 528 mm about half of which falls as snow.

2.2.2 Geomorphology

The majority of Project area was un-glaciated during the last glacial period, and has not been glaciated for more than 200,000 years. The Project area displays physiographic characteristics of the unglaciated areas of the region, with narrow, V-shaped valleys and rounded upland surfaces. The valleys are deep and narrow to the head of streams, where they rise steeply and end abruptly.

Despite the extensive time since glaciation, evidence of glacial-ice action is still visible. This historic glaciation is responsible for the formation of the tributaries of Dublin Gulch, including, from east to west, Cascallen, Bawn Boy, Olive, Ann, Stewart, Eagle, Suttles and Platinum gulches. Within these gulches, the post-glacial terrain has been modified by gravity, water, and freeze-thaw mechanics, as evidenced by the many headscarps of landslides, and observed rock and debris slides. Most of the landslides are historic, but there are a few areas of ongoing rock fall that continue to modify the terrain, particularly in the Stewart, Bawn Boy, and Olive gulches.

The topography of the Property area is characterized by rolling hills and plateaus ranging in elevation from approximately 800 MASL to a local maximum of 1,650 MASL at the summit of Potato Hills, and is drained by deeply-incised creeks and canyons. The ground surface is covered by residual soil and felsenmeer. Outcrops are rare, generally less than two percent of the surface area, and are limited to ridge tops and creek walls. Patchy permafrost occurs on north-facing slopes.

2.2.3 Vegetation

Two ecological zones have been recognized for the Project: the higher elevation Subalpine zone and the lower Forested zone. The Subalpine zone occurs on the ridge tops and high plateaus above 1,225 MASL. Tree cover is discontinuous or absent at this elevation. Dwarf birch, willows, ericaceous shrubs, herbs, mosses and lichens dominate the vegetation.

The forested zone includes the valley bottoms, and the slopes of the mountains below the treeline. The elevation of this zone is from the lowest point in the Project area up to the Subalpine zone. In the valley bottoms, forests are dominated by open canopy stands of black spruce. However, white spruce is found along creeks, rivers, and the well-drained slopes. On the mid to lower slopes, continuous stands of subalpine fir occur along with minor components of white spruce, Alaska birch, trembling aspen, and black spruce. On the upper slopes, open subalpine fir stands are predominant with trees becoming smaller and more spread out with increasing elevation.

2.3 GEOLOGIC CONDITIONS

Geologic conditions at the Project site have been strongly influenced by the geotectonic forces that produced the Eagle Gold deposit. The folding, faulting and plutonic activities have resulted in relatively weak rock mass with relatively poor mechanical properties. The latitude of the Property has complicated matters further with frost fracturing and permafrost.

The Property is located on the northern limb of the McQuesten Antiform and is underlain by Proterozoic to Lower Cambrian-age Hyland Group metasediments and the Dublin Gulch intrusion, a granodioritic stock. The stock has been dated at approximately 93 Ma, and is assigned to the Tombstone Plutonic Suite. The Dublin Gulch stock is comprised of four phases, the most significant of which is granodiorite.

At least four periods of faulting have been documented in the Dublin Gulch area including low-angle thrusting and bedding-plane faults and normal faults with north, northeast, northwest, and easterly trends. North-trending faults are inferred to have displaced portions of the Dublin Gulch stock and one of these is interpreted to form the eastern boundary of the Eagle Zone.

The Eagle Zone is the principal concentration of mineralization within the Property. Within the Eagle Zone, gold occurs in extensional quartz veins that are most abundant on the hanging and footwall contacts of the narrowest portion of the Dublin Gulch granodiorite near its known western limits.

Geologically the deposit can be simplified and described as an intrusive suite, predominantly granodiorite in composition, emplaced within a metasediment package, predominantly phyllitic in nature. The granodiorite has been subdivided into three units, an oxidized unit, an altered unit and an unaltered unit. Alteration tends to be dominated by albite, potassium feldspar, sericite, carbonate and chlorite and only occurs very locally around veining. While mineralization is associated with the intrusive stock, it is not spatially limited to the intrusive. Gold-bearing veins are found in all of the main geological units including the metasediments.

2.3.1 Overburden

Overburden soils encountered on the sloping ground at the Project site typically consist of a veneer of organic soils overlying a blanket of colluvium, which overlies weathered bedrock.

Overburden soil conditions are distinctly different in the Dublin Gulch valley bottom from those encountered above the valley bottom in Ann Gulch and south of Dublin Gulch along the southern edge of the proposed heap leach facility. In the uplands above the valley bottom, the upper soil unit consists of a thin horizon of organic soil, rootlets, woody debris and plant matter ranging from 0.1 to 2.7 m in thickness and averaging approximately 0.3 m. The organic cover above the valley bottom overlies colluvium ranging in thickness from 0.2 to 15.2 m, and averaging approximately 2.9 m. The colluvium consists of loose to compact angular gravel with occasional cobbles in a silt and sand matrix, derived from transported weathered metasedimentary bedrock. The colluvium may also include variable amounts of organics, which are often observed in distinct layers within the colluvium.

The overburden soils in the valley bottom have been reworked by historical placer mining activities. Placer tailings (fill) are observed from the ground surface to bedrock, with thicknesses ranging between 2.4 and 16.5 m, and an average thickness of approximately 6.6 m. The material encountered is generally a well graded, loose to dense, silty sand and gravel, ranging to sand and gravel with some silt and occasional cobbles and boulders. Loose and moist zones have been encountered within the placer tailings. There is little to no vegetative cover on the placer tailings.

Glacial till is generally only encountered on the lower flanks of the north and west-facing slopes located north and west of the proposed open pit, above Dublin Gulch and Haggart Creek. The till is often overlain by colluvium. Placer tailings (fill) cover most of the valley bottom of Dublin Gulch and Haggart Creek. Alluvial soils are occasionally encountered along undisturbed valley-bottom areas.

2.3.2 Bedrock

Bedrock is found in the uplands above Dublin Gulch immediately below colluvium at depths ranging between 0.0 and 16.8 m below existing grade (average depth to bedrock at 3.5 m where observed). Bedrock is found in the valley bottom at depths ranging between 1.5 and 16.5 m below existing grade, with an average depth to bedrock at 6.2 m where observed.

2.3.3 Groundwater

Groundwater flow in the bedrock occurs in fractures and fault zones, while preferentially flowing through more permeable (and porous) sediments within the surficial deposits. General orientation of groundwater flow contours mimic the topography of the Site as groundwater flows from the highest areas to lowest.

Across the project site groundwater generally is found deeper at higher elevations (i.e., generally more than six metres below ground) and shallow to artesian at lower elevations and in valley bottoms. Springs and seeps have been observed in a few locations where valley bottoms have narrowed. These are typically associated with the re-emergence of a stream from channel deposits and some of the larger springs have caused surface depressions by destabilizing the soils locally.

Groundwater recharge occurs at higher elevations throughout the Dublin Gulch-Eagle Creek drainage basin and ultimately discharges to surface water (in some cases as seeps and springs) at lower elevations in the valley or directly to surface streams, or ultimately into Haggart Creek. The main groundwater flow in conjunction with the highest groundwater elevations is expected to occur during the snowmelt in late spring (e.g., May to June) after thawing of the shallow sediment.

Groundwater levels within the lower Dublin Gulch Valley were observed to have delayed trends related to higher groundwater levels after spring freshet or rainfall events and lower groundwater levels during dry summer periods.

2.3.4 Permafrost

The Project site is located in a region of discontinuous permafrost. Frozen ground distribution within the Project area is controlled by factors such as soil texture, soil moisture, aspect, vegetation and snow depth. Permafrost is encountered on the plateau and in the lower valley bottoms adjacent to Haggart Creek and Dublin Gulch. In some areas, permafrost was found within the upper 50 cm of the soil profile. In many instances, however, the presence of ice was not readily detected and the presence of permafrost was inferred through evidence of cryoturbation and tilted trees. Non-frozen soils including Brunisols, minor areas of Luvisols (on fine textured till), and Gleysols (on poorly and imperfectly drained materials) were also found in the Project area. The majority of the soil textures in the area are sandy-silt to silty-sand loam matrix with angular or tabular coarse fragments ranging from gravel to boulders.

2.3.5 Geological Hazards

The Project site includes discontinuous permafrost some steep slopes and geological hazards. Each have been considered in the planning and design of mine site infrastructure and can be overcome by the application of standard construction practices including but not limited to:

- Avoiding areas of known unstable and potentially unstable terrain;
- Reducing geohazards using engineered solutions such as stripping or excavating unstable materials, grading to reduce slope gradients, scaling off overhanging rock, and diverting water from steep slope faces;
- Controlling drainage to direct surface and groundwater away from geohazards;
- Stabilizing, restoring, and re-vegetating slopes after construction to increase stability and minimize the rates of surface water runoff or groundwater infiltration;
- Reducing loads on slopes, particularly those identified as unstable and potentially unstable;
- Preventing undercuts or overloads on dangerous slopes; and
- Removing potential debris from a site using grading or excavating procedures, or diverting water from debris by means of surface drains and/or subsurface galleries or sub-drains so that it cannot mobilize.

To address specific conditions encountered on the Project site, a terrain suitability classification system was developed and incorporated into the design process for infrastructure. The classification system involves five stability classes ranging from stable to unstable. The areas selected for roadway development are primarily within locations that have been classed as: Stable (contains slopes 0-26% that are well drained or contains slopes <15% that are very poor to moderately-well drained, and have negligible potential for mass movement); Generally Stable (contains areas of slopes 40-60% that are well drained or contains slopes 15-40% that are imperfect to moderately-well drained, and mass movement is unlikely to occur); or Moderately Stable (contains areas of slopes 40-60% with moderate to poor drainage or slopes 20-40% with poor drainage and/or north facing slopes where piping/water saturation may occur). Based on the alignment for site roadways, a 60 m section of road from the truck shop to the open pit is within an area classified as Potentially Unstable (contains areas where fine-textured colluvium, or weathered bedrock >70%, may apply to glaciofluvial and fine-textured colluvium and weathered bedrock regions with slopes of 50-70% typically rapid to well drained, contains areas where rockfall initiation is ongoing, may contain areas where shallow surface landslides occur, or solifluction may occur).

The mitigation measures detailed above will be applied as required to ensure road stability throughout the Project life.

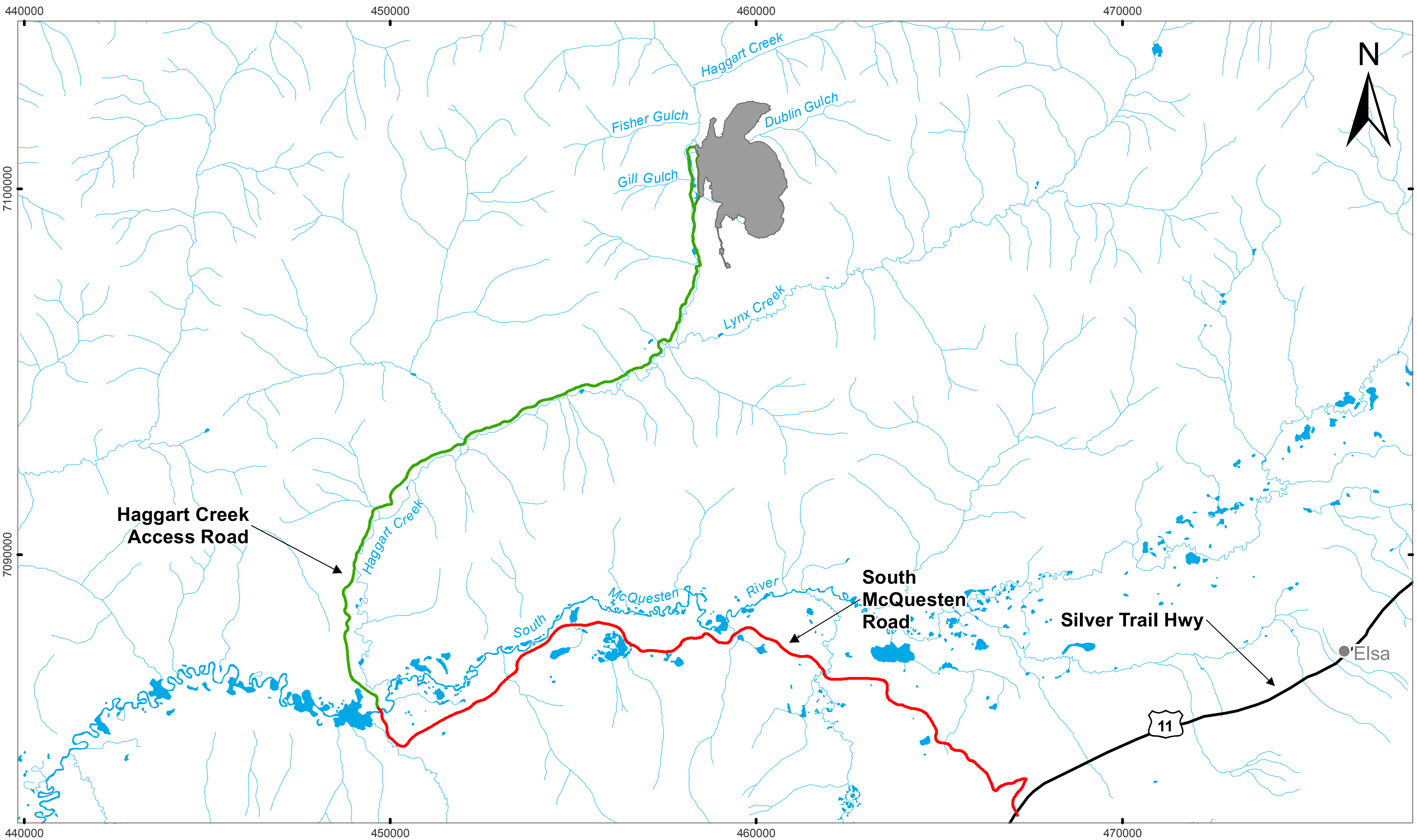
2.3.6 Hydrology

The majority of the Project site lies within the Dublin Gulch watershed, but there are overlaps with the Eagle Creek and Haggart Creek drainage basins. Elevations in the vicinity of the Project range from 765 MASL also near the confluence of Dublin Gulch and Haggart Creek, to 1,525 MASL at the base of the Potato Hills (which forms the eastern boundary of the Dublin Gulch watershed). Dublin Gulch is a tributary to Haggart Creek that flows to the South McQuesten River.

Dublin Gulch, Eagle Creek, and Haggart Creek are perennial streams. Several of the tributaries in the Project area are intermittent streams (i.e. the stream becomes dry at sections along the watercourse where flow goes subsurface) or ephemeral streams (i.e. the stream channel has little to no groundwater storage and flow is in response to snowmelt or heavy rains).

The hydrology of the region is generally characterized by large snowmelt runoffs during the freshet in May, which quickly taper off to low summer stream flows interspersed with periodic increases in stream flow associated with intense rainfall events during July and August. The pattern of low stream flows punctuated by high stream flows associated with rainfall events continues throughout the summer to autumn when freeze up begins in October.

In larger streams, baseflows are maintained below river/creek ice throughout the winter by groundwater contributions. Smaller streams tend to dry up during the late summer or fall, as flow generally goes subsurface when the groundwater table drops to seasonally low levels. Aufeis (or overflow) ice may build in certain places of these streams if groundwater emerges from the channel during winter.



LEGEND

- Haggart Creek Road
- South McQuesten Road
- Eagle Gold Project Site
- Town / Village
- Highway
- Watercourse
- Waterbody

NOTES
1. Data Sources: Government of Canada, StrataGold Corp, Yukon Geomatics.

Scale: 1:150,000

2 1 0 2 4

Kilometres

STATUS
ISSUED FOR REVIEW

PROJECTION UTM Zone 8	**DATUM** NAD83
FILE NO. V23201707	
CLIENT StrataGold Corporation	eba A TETRA TECH COMPANY

EAGLE GOLD PROJECT
YUKON TERRITORY

Project Access Road

PROJECT	DWN	CKD	APVD	REV
Eagle Gold	SL	IS	IS	0

OFFICE EBA_VANC

DATE May 14, 2013

Figure 2.1-1

3 SITE PREPARATION CONSIDERATIONS

3.1 VEGETATION CLEARING AND GRUBBING

Site clearing will be limited to those areas needed to safely construct and operate the site roadways. Before clearing, wildlife habitat features (e.g., mineral licks, dens, nest trees, snags, rocky outcrops, small ponds/seepages) will be identified and evaluated to determine if they can be maintained.

Trees will be cleared and harvested using best management practices and methods suitable to the terrain and timber size. The majority of timber will be harvested by mechanical methods (i.e., feller bunchers; skidders; tracked bulldozers). Hand falling (chainsaws) may be used in specific areas (i.e., steep slopes, riparian areas).

Timber will be removed from the cleared areas within the mine site, road, and transmission line corridor and placed in temporary piles. These temporary timber stockpiles will be chipped or ground in-situ prior to hauling wood chips or mixed material to the reclamation material storage areas on site. Timber and brush will be processed using standard methods including whole tree drum chippers, tub grinders or horizontal wood grinders. Mixed wood and topsoil feedstock will provide a blend of organic material that will be transported to the reclamation storage areas for storage.

Topsoil and organic matter will be stripped and hauled to designated reclamation material storage areas. Further detail with reclamation uses for this material is provided in the appended Decommissioning and Reclamation Plan (Appendix D to the General Site Plan – Stage 1 Construction).

3.2 SITE PREPARATION

The surface and sub-surface data collected for the Project indicates that the site roadways will have a nominal cut-fill balance and that minimal quantities of material will need to be stripped below the fill (assuming fill placement immediately following clearing and grubbing). Care will be taken to ensure only the minimum amount of vegetative clearing and organic cover is removed to limit the amount of subgrade materials exposed to potential degradation and thaw along the proposed roadways, and to reduce the potential for soil erosion and deposition in riparian and wetland ecosystems.

Care will be taken to avoid disturbing subgrade materials that will remain in place. Areas of colluvium or weathered rock subgrade that become softened or loosened during construction will be removed and replaced with compacted engineered fill (structural fill).The shallow overburden materials, including organic soils and colluvium, will be removed in road areas as required to expose undisturbed native subgrades of competent overburden including highly to completely weathered rock.

Bulk earthworks for roadway construction will generate several types of material that will be unsuitable for immediate use, or may not be suitable for any use, thus necessitating temporary storage or permanent disposal. The development of the following materials requiring storage or disposal is anticipated:

- Topsoil – these materials will be segregated and stored in the designated reclamation material storage areas. The current estimate of topsoil removal for roadway development is approximately 60,000 m^3.
- Colluvium – the excavated colluvium materials may be suitable for re-use as general grading fill provided they do not contain deleterious materials, such as organic inclusions or excess ice. Current

estimates indicate that approximately 31,000 m^3 of colluvium will require permanent disposal or storage for re-use in reclamation. Approximately 341,000 m^3 will be used as cut-to-fill for the on-site roads.

- Ice-rich material – care will be taken to segregate frozen materials removed during site grading activities. These materials will be unsuitable for immediate re-use but may be suitable for re-use in reclamation following thawing and draining of excess water. These materials will be placed in the designated ice-rich material storage area. An ice-rich materials management plan has been developed to support Stage 1 and Stage 2 Construction (Appendix G of the General Site Plan – Stage 1 Construction). The plan presents methods for managing ice-rich materials during construction of the Project. The plan provides the sources and estimated volumes of topsoils and ice-rich materials.
- Waste rock – some of the weathered rock material will be unsuitable for re-use as construction fills without further processing. The unsuitable material will be transported to the northeast reclamation material stockpile area for further handling and processing. In general, such material consists of soft or loose rock often with deleterious materials and may include excess fines or excess ice. Current estimates indicate approximately 4,000 m^3 of unsuitable rock material will need to be excavated, removed and disposed of. Approximately 41,000 m^3 of rock will be used as cut-to-fill for the on-site roads.

3.2.1 Main Haul Roads

There will be two roadways designated as main haul roads for the Project; from the truck shop to the open pit and WRSAs, and from the primary crusher to the open pit. The main haul roads will nominally be 31 m wide and gravel surfaced.

The overburden along the proposed alignment of the main haul roads is of moderate thickness (approximately 1.5 to 7 m), with limited presence of frozen ground. Most of the unfrozen excavated overburden is expected to be suitable for re-use as road grade fill. Excavations deeper than 5 m may encounter highly weathered rock. Excavations deeper than 10 m and 15 m are anticipated to encounter moderately-weathered to fresh rock.

3.2.2 Secondary Roads

Construction and operations phases will require secondary roads, which will range between 6 and 8 m in width and gravel surfaced.

The overburden for secondary roads from the main access road along Haggart Creek, between the substation and truck shop to the bottom of the Temporary Ore Storage Pad, is thick and likely frozen and ice rich. Ripping may be required for excavation of frozen overburden for road grade preparation in this area.

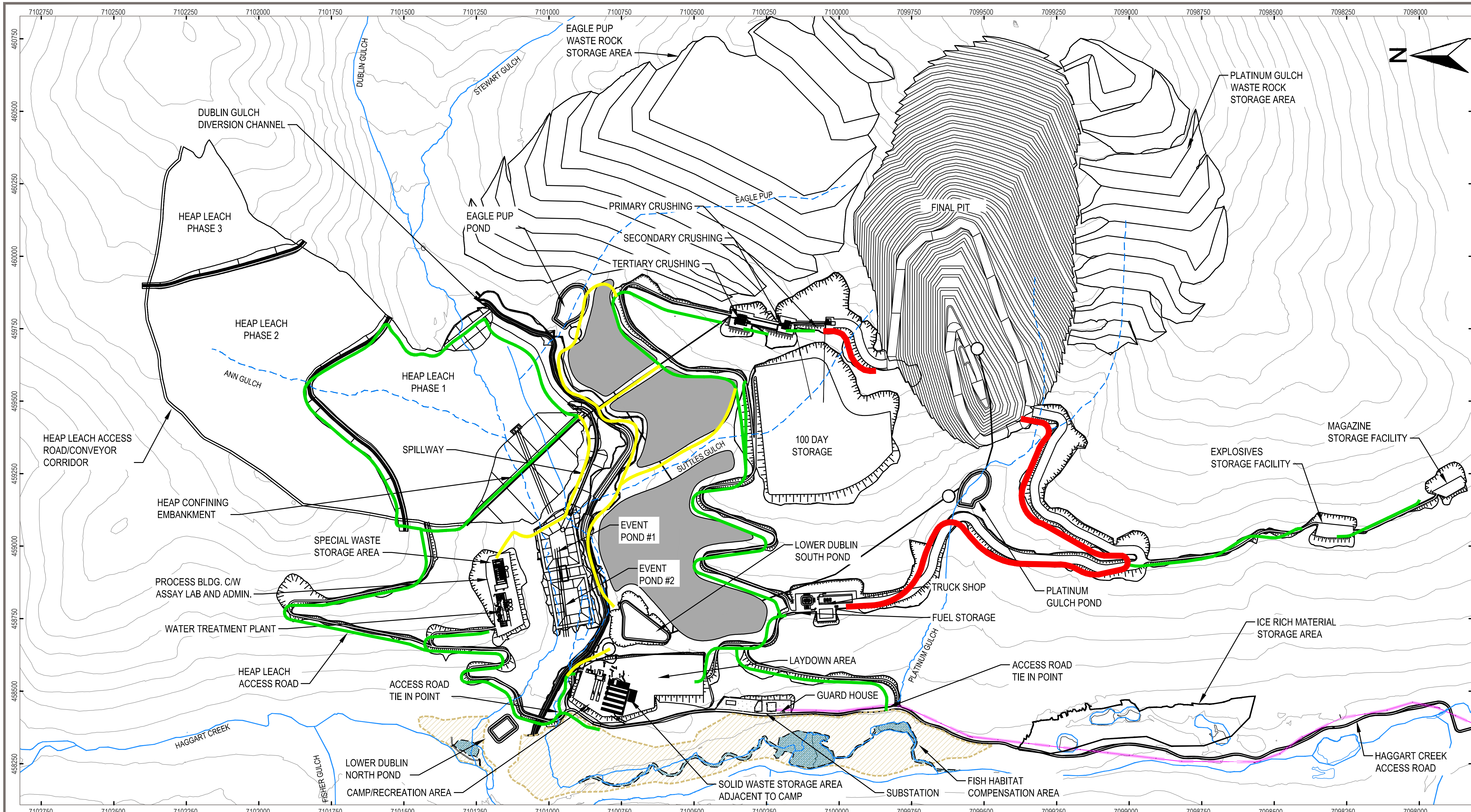
For the secondary road to the heap leach facility, the overburden along the valley floor portion is thick (typically 10 m to 20 m) and comprised of placer tailings, which are expected to be generally suitable for road subgrade. For the portion of road upslope towards the heap pad, the overburden is typically of moderate thickness (0 to 9 m), but highly variable.

Frozen ground is present in some areas and non-frozen overburden will generally be granular colluvium that is expected to be easily excavated and generally suitable for reuse as grading fill for the road subgrade. Bedrock depth is variable, typically between 5 m and 10 m in depth.

3.2.3 Temporary Construction Trails

Temporary construction trails will be required to support construction activities and are not intended for sustained use throughout the life of the Project. The temporary construction trails will range between 6 and 8 m in width and will only require vegetation clearing and grubbing to such an extent as to provide safe passage during the construction phase.

The location and extent of site roads are provided in Figure 3.2-1.



LEGEND

- Site Infrastructure & Facilities
- Haggart Creek Access Road
- Main Haul Roads (31 m width gravel surface)
- Secondary Roads (6-8 m width gravel surface)
- Watercourses
- Watercourses (to be diverted or infilled)
- Fish Habitat Compensation Area
- Reclamation Materials Stockpile Areas
- Transmission Line
- Temporary Construction Trails

SCALE 1:12,500

100 0 100 300 500m

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- 25 m Contour intervals Shown.

STATUS
ISSUED FOR REVIEW

CLIENT
StrataGold Corporation

PROJECTION UTM Zone 8 | DATUM NAD 83

eba
A TETRA TECH COMPANY

EAGLE GOLD PROJECT
YUKON TERRITORY

Stage 1 Construction - Road Construction

FILE NO.	DWN	CKD	REV
V23201707	SF	TG	0
OFFICE	DATE		
EBA-VANC	May 15, 2013		

Figure 3.2-1

4 ROAD DESIGN AND SPECIFICATIONS

4.1 HAUL AND SECONDARY SITE ROADS

A network of site roads will be constructed throughout the mine site. Site roads will include mine haul roads, secondary access roads and temporary construction trails. The scope of the Road Construction Plan for Stage 1 construction activities includes all haul and secondary site roads and temporary construction trails shown in Figure 3.2-1.

The following are the design standards and criteria that will be used for site road construction. Detailed design and 'Issued for Construction' drawings for all haul and secondary roads will be prepared by the site contractor. Preliminary drawings for all haul and secondary roads are provided in Figure 4.1-1 to Figure 4.1-10. Preliminary drawings for temporary construction trails have not been provided as they will be constructed based on conditions observed in the field and are not intended for sustained use.

Major roads will include mine haul roads from the open pit to the primary crusher, and haul roads from the open pit to and from the truck shop and waste rock storage areas.

The other secondary site access roads will interconnect the following facilities and areas:

- open pit
- process plant
- main substation
- primary, secondary, and tertiary crushers
- truck shop and warehouse facilities
- permanent operation and construction camp and recreation area
- fresh/fire water tanks
- explosives and magazine storage
- HLF
- laydown area
- mine water treatment plant

Secondary roads will also connect to the mine fleet haul roads and will provide access to the pit for the explosive supply trucks.

All roads will be constructed with a maximum road grade of 10%.

Roadside swales will be designed with the capacity to convey the 1 in 10-year storm of 24-hour duration. As a general guideline, these swales will achieve a minimum sustained grade of -0.5% to ensure drainage and to prevent standing water accumulation. Culverts will be designed to convey the peak flow generated by the 1 in 100-year storm over a 24-hour duration.

All road construction materials will utilize local sources with cut-and-fill operations undertaken where possible to provide an economical and balanced operation. Constructed cuts and fills will be sloped in accordance with geotechnical recommendations, to provide low maintenance, and stable earthworks. Typical cut slopes are expected to range from 2.5H:1V in colluvium materials to 1.75H:1V in rock; engineered fills will likely approximate 2H:1V. The recommended slope geometry for cut slopes are summarized in Table 4.1-1.

Table 4.1-1: Recommended Permanent Cut Slope Angles

Slope Material	Maximum Cut Slope Angle [1]	Maximum Cut Slope Height	Notes
Colluvium	2.5H:1V	10 m	-
Till	2H:1V	10 m	-
Highly to completely weathered rock (excavatable)	2H:1V	10 m	-
Type 3 rock (generally excavatable)	1.5H:1V	10 m	May have to decrease to as flat as 1.75H:1V to avoid undercutting adverse geologic structure, if it is encountered
Type 2 rock (generally rippable)	1H:1V	10 m	May have to decrease to as flat as 1.75H:1V to avoid undercutting adverse geologic structure, if it is encountered
Type 1 rock (may require blasting)	0.5H:1V	10 m	May have to decrease to as flat as 1.75H:1V to avoid undercutting adverse geologic structure, if it is encountered

NOTE:
[1] Maximum cut slope angles assume the slope is < 10 m high, unsaturated, and without adverse geologic structure.

The ramp widths used in the design of haul roads will be 3.5 times the maximum truck width, plus allowance for a berm and ditch. A width of 31 m was calculated for 136 t class haul trucks and designed at a maximum gradient of 10%, with flat turning surfaces at switchback locations to reduce road maintenance and wear to the haul trucks.

Ramp widths at the base of the pit are single carriageways and steepened to 12% to minimize overall waste stripping volumes. The ramp configuration for haul trucks is shown in Figure 4.1-11 and a typical section for site secondary access roads is shown in Figure 4.1-12.

4.1.1 Road Base

The road sub-base and base requirements will be governed by the quality of the subgrade; overall road thickness is expected to be approximately 1 m. This is an engineered material, consisting of a well-graded, hard, durable, clean (less than 5% fines), screened and crushed sand and gravel or rock, with a maximum particle size of 38 mm. Material should be free of flat and elongated pieces and have a minimum of 50% fractured particle faces.

4.1.2 Road Surfacing Material

Road surfacing material will consist of well-graded hard, durable, angular screened and crushed sand and gravel or rock with less than 15% fines, and maximum particle size of 25 mm.

Where construction activities are to be undertaken during periods of freezing weather, fill will not be placed upon frozen material, snow or ice. Earth fill placement, including non-durable rock fill placement, will be temporarily suspended if freezing conditions exist. If the ambient air temperature is less than zero degrees Celsius for more than four (4) hours over the preceding twenty-four (24) hours, the temperature of the fill will be measured to determine if the fill is frozen. Placement criteria may change upon approval of a geotechnical engineer with cold regions experience.

Placement of coarse durable rock fill, which does not require water for compaction, can proceed in freezing conditions.

The design criteria for the site haul roads and access roads are provided in Table 4.1-2.

Table 4.1-2: Design Criteria for Roads

	Major Haul Roads	Site Access Roads
Travelled Surface Width	31 m	6-8 m
Design Speed	30 km/hr	30 km/hr
Cross fall	2%	2%
Max. grade	10%	10%
Surface	gravel	gravel
Fill side slope	2H:1V or shallower	2H:1V or shallower

The reference specification, code or standard that will be used for design and construction of the site roads include:

- Design of Surface Mine Haulage Roads - Bureau of Mines Information Circular 8758.
- Manual of Geometric Design Standards for Canadian Roads and Streets, Transportation Association of Canada.
- BC Supplement to TAC Geometric Design Standards manual.
- Yukon *Occupational Health and Safety Act*, Part 15 – Surface and Underground Mines or Projects
- Drainage Manual Volume 2, RTAC.
- Storm Water Planning: a guidebook for British Columbia, Ministry of Environment.

4.2 ACCESS ROAD TO EAGLE GOLD PROJECT

Access to the Project site from the Silver Trail Highway will be via the existing South McQuesten Road (SMR) and the Haggart Creek Road (HCR). Together, the SMR and HCR comprise a 45 km road, which is divided by the South McQuesten River. The section of the road between the Silver Trail and the South McQuesten River is referred to as the SMR (km 0 to 22.9), whereas the section of the road between the river and the mine site is referred to as the HCR (km 23 to 45).

Both roads are public roads, regulated under the *Yukon Highways Act;* however, the SMR is maintained during summer only by the Yukon Government Department of Highways and Public Works (HPW), whereas the HCR is considered a “public unmaintained” road. Figure 2.1-1 depicts the existing alignment of the SMR and HCR.

The site secondary roads will tie into the HCR at the locations depicted in Figure 3.2-1. There will be a gate and guardhouse located at the site entrance, also shown on Figure 3.2-1, to restrict unauthorized access.

4.2.1 Access Road Upgrading

In 2009, HPW upgraded the SMR by completing brushing, grading, culvert installation, and miscellaneous drainage improvements. Additional upgrades of the South McQuesten Bridge abutments were completed in August 2010. It is anticipated that further upgrades to the South McQuesten Bridge and the Haldane Bridge will be required during the project life to meet the projected load and volume estimates for the construction and operations phases. The South McQuesten and Haldane Bridges are rated for 44 tonnes in summer and 22 tonnes for temperatures below -35°C.

Maintenance of the HCR is currently being completed by SGC independently of the Project to support year round exploration activities and is undertaken in accordance with existing permits.

The following upgrades are proposed for the HCR in support of the Project and will be conducted in accordance with permit terms provided by HPW and best management practices:

- Upgrade from the existing one to two lane (depending on location) unimproved resource road to a two-way single-lane radio controlled resource access road utilizing the existing grade
- Drainage improvements
- Watercourse crossing upgrades/construction
- Construction of a parking area at the South McQuesten River
- Construction of pullouts approximately 100 to 300 m to allow vehicles moving in opposite directions to pass each other and for vehicles to stop if necessary
- Signage in the parking area to describe road use protocol for drivers accessing the mine site as well as for the general public
- Signage along the road, including kilometre markers visible from both directions and speed limit signs.

SGC will implement the following to maximize road and transport safety:

- Work with the Department of Highways and Public Works to ensure both public and private portions of the access road are properly maintained and upgraded as required
- Enforce speed limits for all Project vehicles
- Ensure trucking/hauling contractors have appropriate driver training, radio contact capabilities, vehicle maintenance requirements, and spill response capabilities
- Ensure all hazardous materials are transported and handled in accordance with the *Transportation of Dangerous Goods Act* and *Regulations*
- Require bulk carriers to carry two-way radios to communicate with the mine site
- Identify wildlife migration corridors and crossings along the road and provide signage in high risk areas
- Plow wildlife crossing and escape points in the access road snow banks (i.e. 0.5m or less at regular intervals)

Watercourse Crossings

Four watercourse crossings on the site access road have been identified as areas where modifications may be required. These modifications will improve road safety, particularly during extreme winter conditions, by ensuring that anticipated vehicle and equipment loads required to support the Project can safely access the site.

Watercourse Crossing 1 - Haldane Bridge Km 8+400

The Haldane Bridge is a one lane wide 12.8 m long single span girder type bridge, which crosses Haldane Creek. HPW have identified the need for rehabilitation works to ensure the long-term stability of the bridge and received a positive decision document on February 25, 2013 (YESAB Project Number 2012-0217) for the scope of work. The proposed works involve replacement of the abutment walls with steel bin type walls and reusing the steel girders and existing timber deck and is projected to take 15 to 20 days for completion.

The proposed design live load for the Haldane Bridge will be sufficient to support the Project.

The work is scheduled to take place during the 2013 summer construction season; however, circumstances and budget constraints may result in the work taking place in a subsequent year. Discussions are ongoing with HPW to determine the impact of the rehabilitation work on access to the Project site.

Watercourse Crossing 2 - South McQuesten Bridge Km 23+000

The South McQuesten Bridge is a one lane wide 27.5 m long single span Bailey type bridge with steel bridge girders and timber decking. In 2009, an assessment by HPW was undertaken and the bridge substructure was found to be in poor condition and required repair to maintain a safe crossing. HPW completed the replacement of the bridge abutments and deck, raised the approach and lengthened the bridge to address the structural concerns with the substructure and deck. The rehabilitation work undertaken by HPW did not replace the bridge superstructure and as such, the design live load was not significantly altered. The structure is considered appropriate for the current level of activity but a more robust structure will be required to support the traffic volumes and loads anticipated during the construction and operations phases of the Eagle Gold Project.

To provide safe access during Stage 1 Construction, an Oilfield Portable Bridge capable of supporting construction equipment may be installed on temporary abutments above the existing South McQuesten Bridge. All work required to support this temporary upgrade method can be completed within the existing South McQuesten Road Right-of-Way, will not impact the navigability of the watercourse, and will not require instream works or riparian vegetation clearing.

Preliminary engineering design to support applications for the construction of a second permanent watercourse crossing at this location is underway. It is anticipated that abutments will be installed within the existing right-of-way downstream of the South McQuesten Bridge. The Oilfield Portable Bridge deck and superstructure used for the temporary crossing would then be transferred to the new abutments to complete the construction. The replacement of the bridge decking and superstructure on the existing abutments is also being considered as an alternative. Once preliminary designs have been completed and approved by HPW, SGC will prepare and submit a Project Proposal to YESAB and seek approval pursuant to the *Navigable Waters Protection Act* and *Regulations,* the *Waters Act* and *Regulations,* the *Fisheries Act,* and the *Highways Act* and *Regulations.*

Watercourse Crossing 3 - Swede Creek Crossing Km 32+650

The current crossing at Swede Creek utilizes a corrugated steel pipe (CSP) to convey the flows of Swede Creek into Haggart Creek. The existing CSP is short, resulting in a narrow driving surface and sloughing of the embankment material into both Swede Creek and Haggart Creek. An initial hydrological analysis has indicated that the diameter of the CSP does not meet design standards and is insufficient for safely conveying the 1:100 year flood event.

On April 14, 2011, Victoria Gold Corp. was issued a positive Decision Document for YESAB Project Number 2010-0226 relating to the ongoing exploration work and supporting activities on the Dublin Gulch Property. The scope of the project assessed included the upgrade of the Swede Creek Crossing to allow the installation of properly sized arched culvert. Approvals pursuant to the *Navigable Waters Protection Act* and *Regulations,* the *Waters Act* and *Regulations,* the *Fisheries Act,* and the *Highways Act* and *Regulations* to enable the work to take place have not yet been sought; however, a revised design utilizing a clear span bridge has been prepared and, once finalized, will be used to complete the regulatory process so the construction work can take place.

It is anticipated that the installation of a clear span bridge at the Swede Creek Crossing will take place during low flow conditions during the 2013 construction season.

Watercourse Crossing 4 - Haggart Creek Crossing Km 41+750

The current crossing at Haggart Creek consists of two CSPs, which convey the flows of Haggart Creek under the road surface. The crossing is well armoured with riprap and under normal flow conditions is adequate for ongoing use during the construction and operations phase of the project. An initial hydrological analysis has indicated that the two CSPs are not sufficient to safely convey the 1:100 year flood event; however, the crossing itself would likely withstand a flood event. Vehicle crossings may be restricted during a flood event and as such, alternative options for upgrading the crossing are being investigated.

The upgrade of the Haggart Creek Crossing to include an overflow culvert constructed in the dry was assessed under YESAB Project Number 2010-0226 relating to the ongoing exploration work and supporting activities on the Dublin Gulch Property. SGC is continuing to assess if an upgrade is required to support Stage 1 Construction and if upgrades are deemed necessary approvals pursuant to the *Navigable Waters Protection Act* and *Regulations,* the *Waters Act* and *Regulations,* the *Fisheries Act,* and the *Highways Act* and *Regulations* to enable the work to take place have not yet been sought

Realignment

The original road construction resulted in stretches of the HCR having steep slopes both above and below the road grade. These areas of the HCR will be modified such that the high side is pulled down to provide sufficient width for ditching, and where possible, pullouts. Where suitable, the pulled down material will be used as fill.

Radio Control One-lane Access Road Upgrades

The HCR is anticipated to become a two-way one-lane radio controlled access road. Currently the average width of the HCR is greater than a single lane but less than a standard two-lane road in most locations. After upgrade, the width of the HCR will effectively be 5 m throughout. The 5 m width will include a single 3 m wide travelled road lane with two 1 m wide shoulders. The design considered specific geometric parameters and Transportation Association of Canada (TAC) design standards for Low Volume Roads (LVR 50), as well as acceptable engineering practices for two-way one-lane access roads.

South McQuesten Parking Area

During community engagement for the environmental assessment, local residents and members of the First Nation of Na-Cho Nyak Dun (FNNND) identified the need for a parking area at the South McQuesten Bridge that could accommodate five to six vehicles and be used for vehicle and trailer parking while locals access the river. An area on the north side of the South McQuesten River and the west side of the SMR will be cleared, filled and graded to provide the parking area.

4.2.2 Construction Staging Areas

Construction staging areas will be required to support the upgrade of the HCR.

Three locations have been identified for staging/laydown areas. Each staging area is delineated on Figure 4.2-1. The proposed staging areas include:

- **Station 22+950**—this staging area is located on the south side of the South McQuesten River and the west side of the SMR. This area will be re-graded and utilized as a parking area after completion of the road upgrades.
- **Station 32+400**—this staging area is located south of Secret Creek adjacent to the HCR. This area is currently void of vegetation and has been used in the past by placer miners as a camp.
- **Station 41+700**—this staging area is located north of where the HCR crosses Haggart Creek on the east side of the HCR. This area has been extensively placer mined in the past and has many cleared areas.

4.2.3 Traffic Volume

During construction, increased vehicle and truck traffic will be required for the Project on the SMR and HCR. The largest vehicles will be B-Train vehicles, trucks with long loads (steel members, crane components), and trucks with wide loads (truck boxes, tanks, pre-fabricated camp modules). Loads will be adjusted for seasonal load restrictions, and volumes would coincide with construction and operational needs.

Estimated traffic volume during construction is:

- 2,500 total semi-trailer round-trips; and
- 7,500 to 10,000 total pickup truck (<5 tonne truck) round-trips (10 to 20 pickup truck round-trips per day on average during peak construction).
- 10 passenger car or pickup trucks per day during peak construction (trip numbers would depend on the location of the construction camp).

Estimated traffic volume during operations:

- Crew shift changes are expected to occur approximately every two weeks. Personnel will travel from Mayo to the mine site by bus. This will involve approximately 100 – 120 bus roundtrips per year; and
- Total truckloads are estimated at 3,000 trucks per year (round-trips). As with the estimate for the construction phase, these numbers do not account for potential seasonal load limits, which would determine potential truck size and load types.

4.2.4 Construction Control Measures

SGC will implement the following measures to control soil erosion and disturbance from road construction activities:

- Minimize the extent of clearing, grubbing, and grading
- Restrict vehicle and construction traffic in the vicinity of water courses to existing roads, and restrict crossing to existing bridges where possible, using appropriate temporary crossing methods where needed (e.g. temporary bridges and/or ice bridges)
- Flag environmentally sensitive areas before clearing and construction begins
- Re-vegetate where soil stabilization and erosion control is required
- Protect stockpiles from erosion with tarps, sumps, or berms
- Time construction activities to avoid key fish migration periods and high risk weather and flow
- Minimize the time that in-stream works occur
- Implement a rigorous erosion and sediment control program

4.2.5 Operational Access Control

Public vehicle access will not be allowed at the mine site. Emergency response organizations that service the access road will be trained in terms of the types of materials transported and appropriate response.

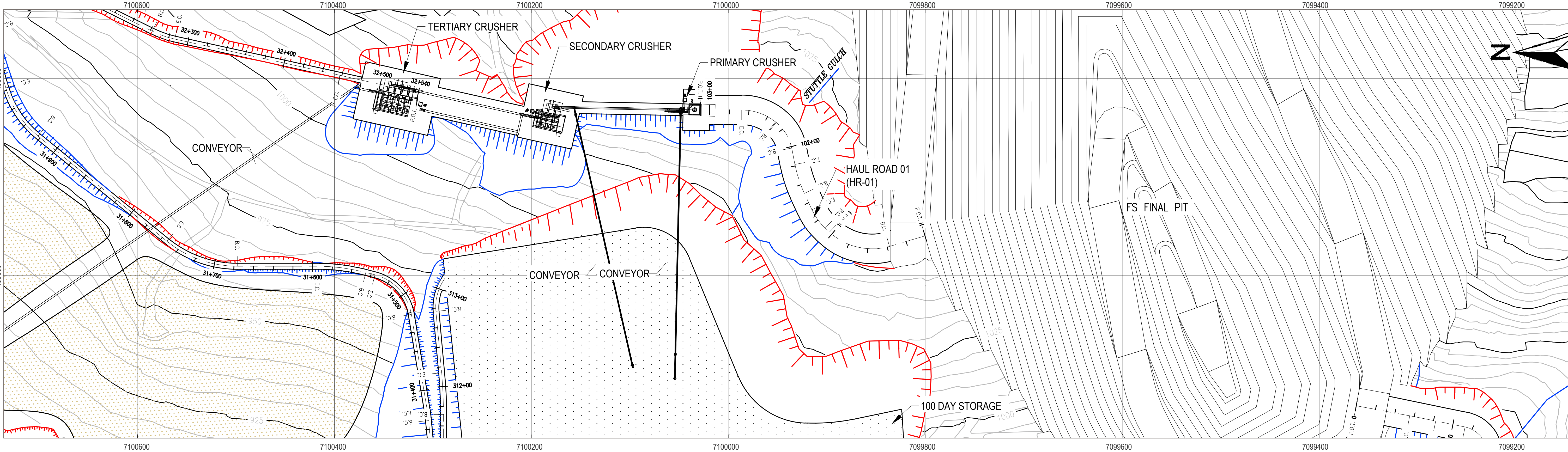
Where sections of the access road require single lane alternating traffic, temporary signage, pull-outs and radio controlled measures or traffic control personnel will be employed for the safe operation of two-way traffic through the single-lane section. Prior to commencement of radio control use on the HCR, a Radio Use Policy will be established.

SGC will ensure that regular known users of the Haggart Creek Road (i.e. placer mining operators and the Registered Trapping Concession 81 holder) and the FNNND have the means and knowledge to use the one-lane two-way radio controlled access road. This will include posting the radio frequency used for traffic control on signage at the South McQuesten River Bridge and where appropriate through communications with other road users. There will be measures to mitigate potential hazards associated with construction-related truck movements, including any oversized loads. Procedures will also be included for road maintenance requirements and monitoring.

4.2.6 Temporary and Permanent Access Closure

Precautionary measures will be taken to limit access during any temporary closures, including placement of barriers, traffic control signs and gates as necessary.

The Haggart Creek Road will remain in place at closure. Following closure of the HLF and site facilities, the main access road within the Project footprint will be permanently closed and reclaimed. However, it is proposed that a single lane road will remain to provide access to the Potato Hills. The road will be left in a semi-permanent, deactivated condition, which will allow the road to remain passable and be environmentally stable.



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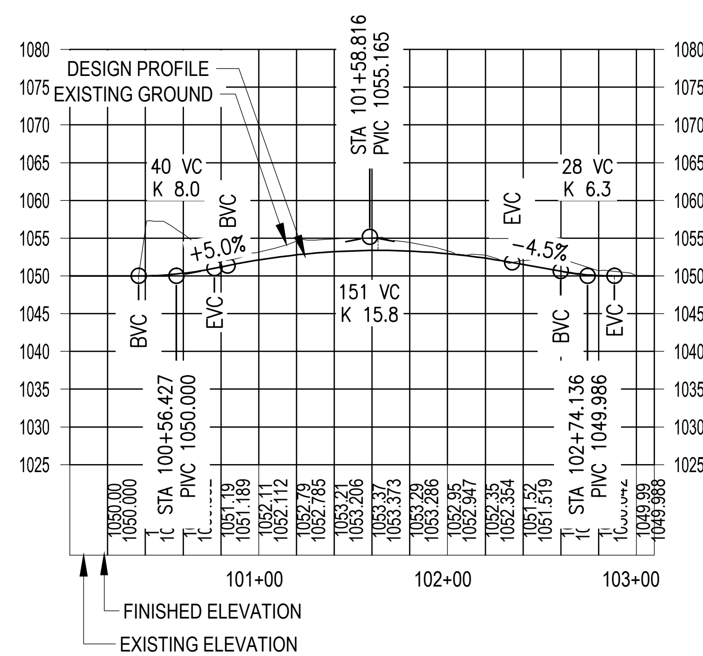

PROFILE - HAUL ROAD 01 (HR-01)
1:4000
4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
- Culvert Locations and sizes shall be designed by others.
- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

STATUS
ISSUED FOR REVIEW

CLIENT
StrataGold Corporation

PROJECTION UTM Zone 8 DATUM NAD 83

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EAGLE GOLD PROJECT
YUKON TERRITORY

Civil Plan and Profile
Haul Road 01 (HR-01)

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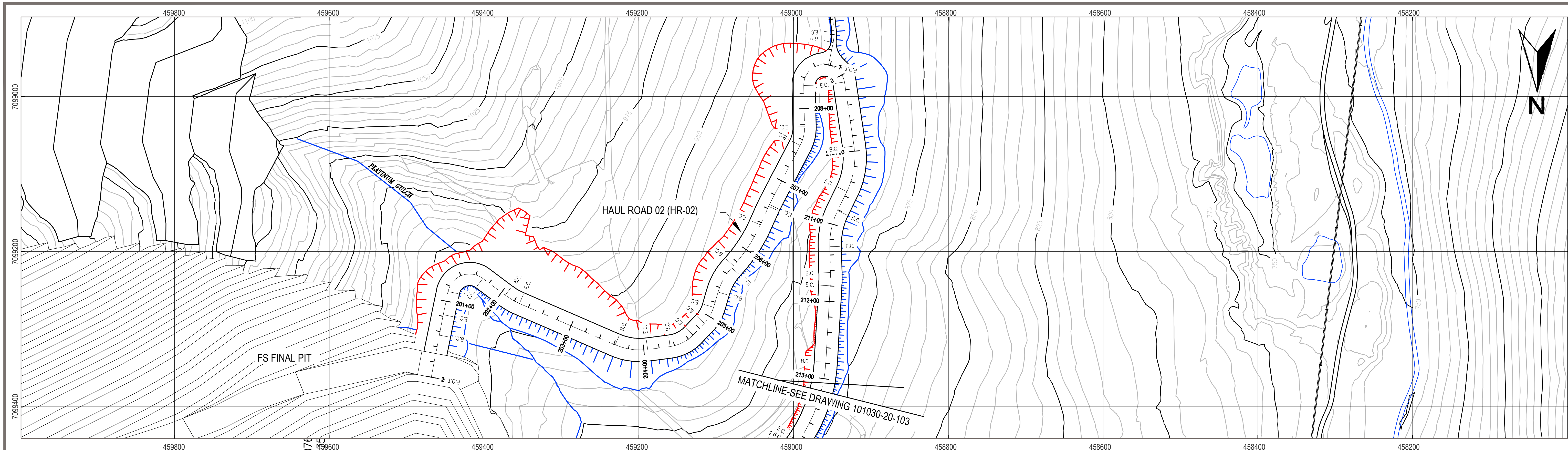
EBA-VANC	May 15, 2013		

Figure 4.1-1



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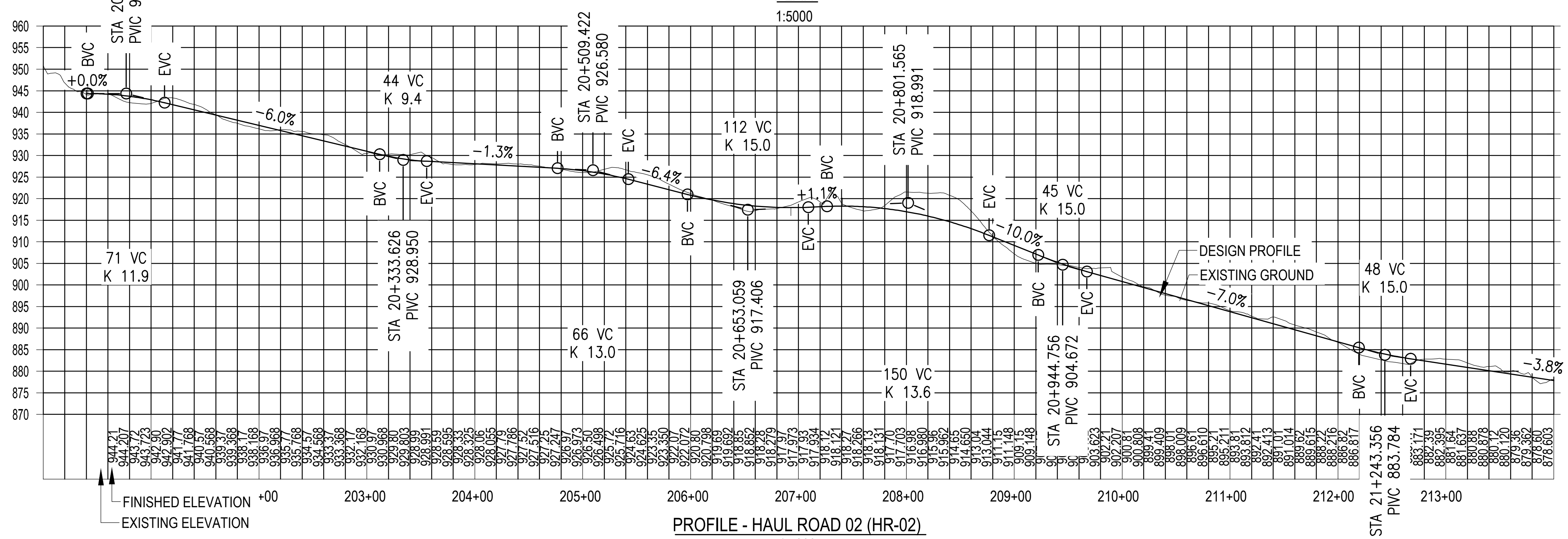

PROFILE - HAUL ROAD 02 (HR-02)

1:5000

4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
- Culvert Locations and sizes shall be designed by others.
- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

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Civil Plan and Profile
Haul Road 02 (HR-02)
Sheet 1 of 2

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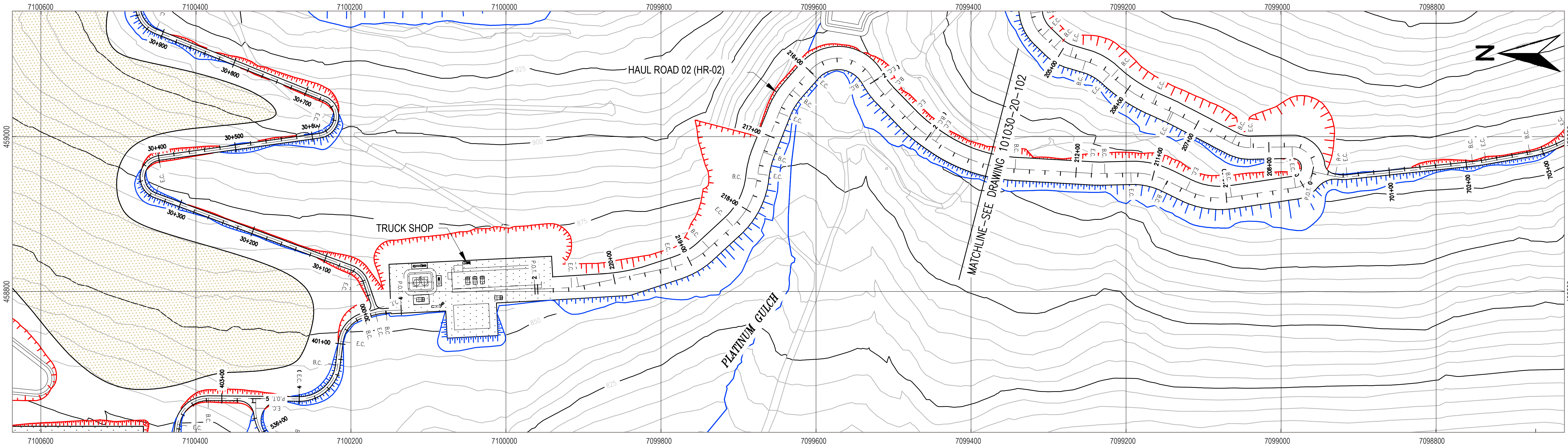
EBA-VANC	May 15, 2013

Figure 4.1-2



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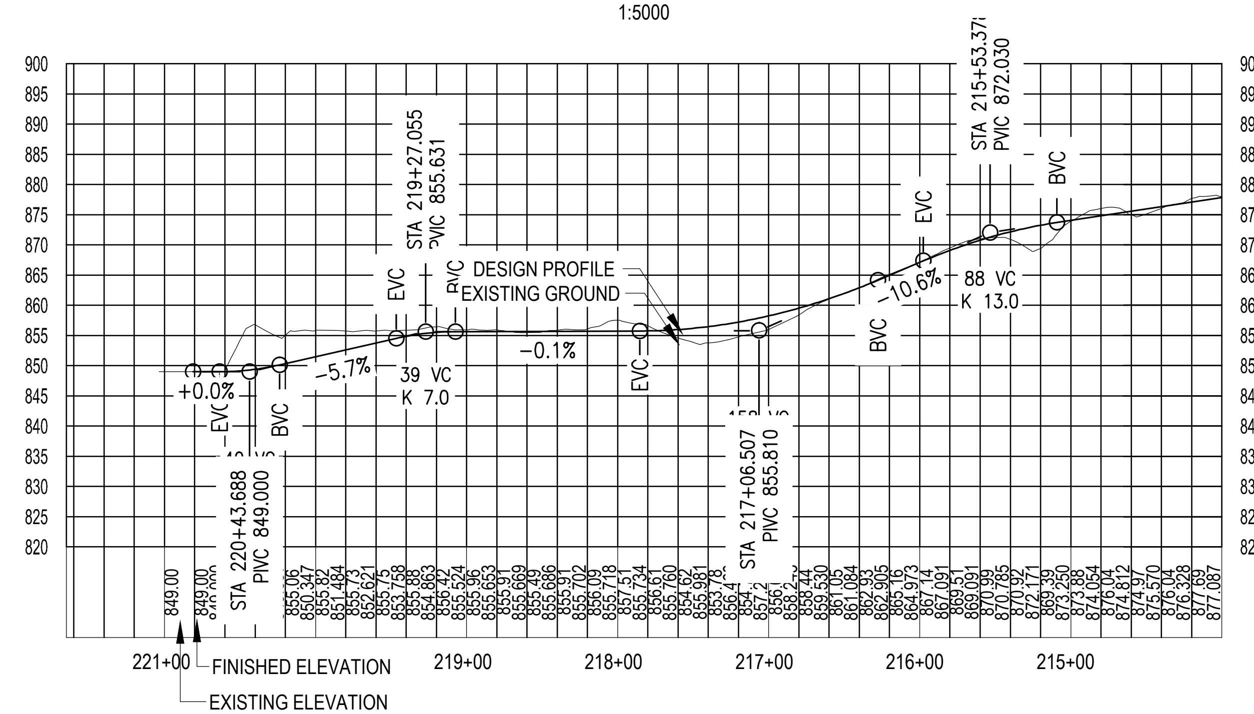

PROFILE - HAUL ROAD 02 (HR-02)
1:5000
4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
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- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

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Civil Plan and Profile
Haul Road 02 (HR-02)
Sheet 2 of 2

PROJECTION	UTM Zone 8	DATUM	NAD 83

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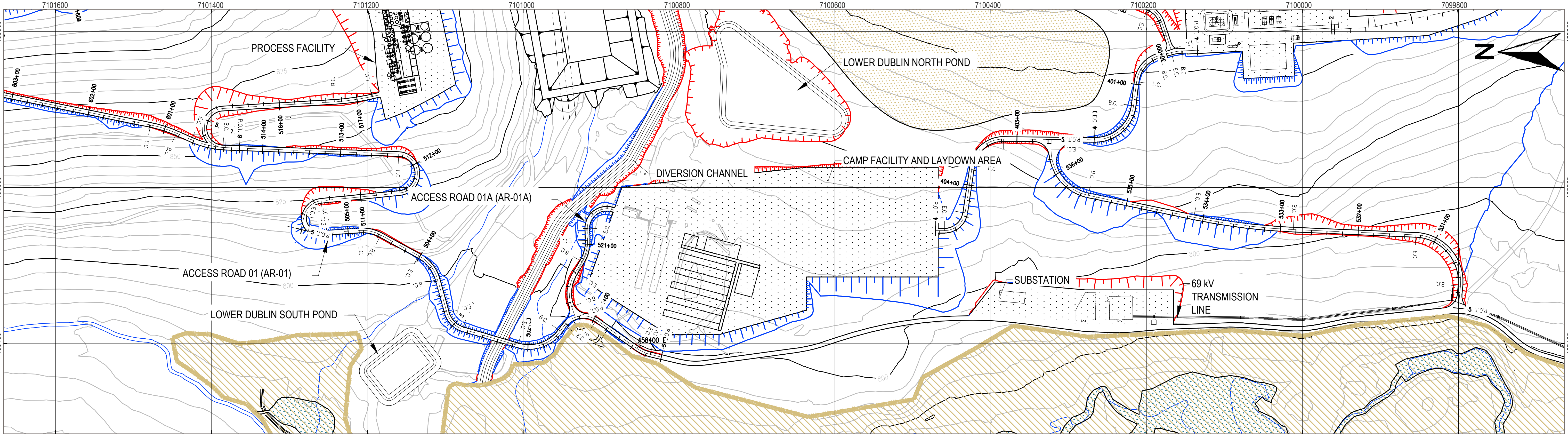
Figure 4.1-3



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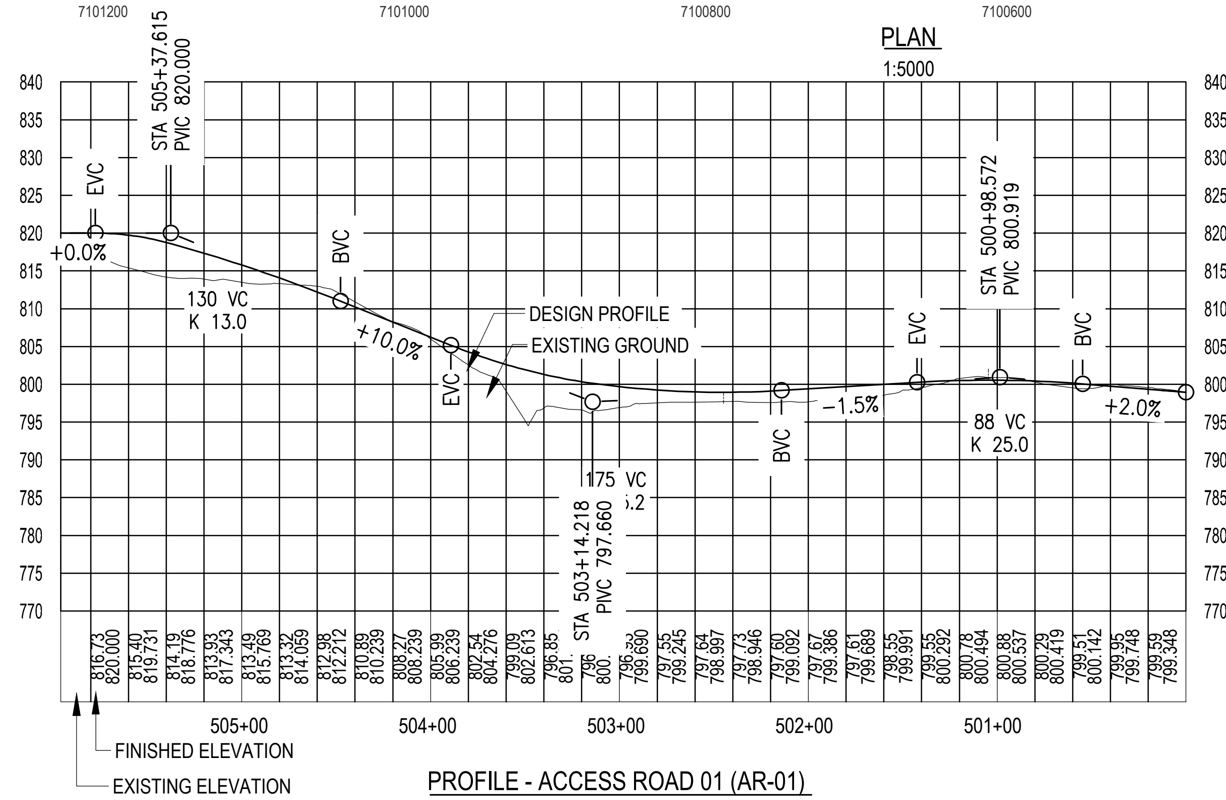

PROFILE - ACCESS ROAD 01 (AR-01)
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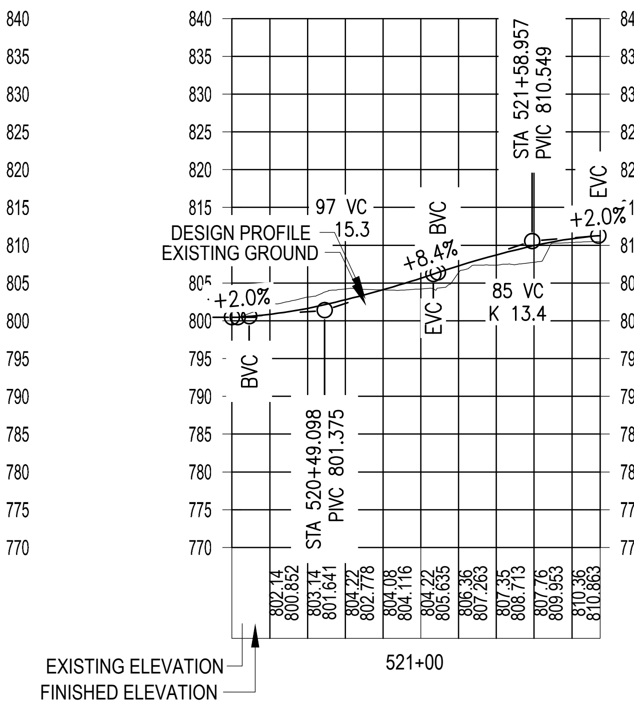
4X VERTICAL EXAGGERATION



PROFILE - ACCESS ROAD 01A (AR-01A)
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4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
- Culvert Locations and sizes shall be designed by others.
- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

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EAGLE GOLD PROJECT
YUKON TERRITORY

Civil Plan and Profile
Access Road 01 and 01A (AR-01/01A)

PROJECTION	UTM Zone 8	DATUM	NAD 83

FILE NO.	DWN	CKD	REV
V23201707	SF	TG	0
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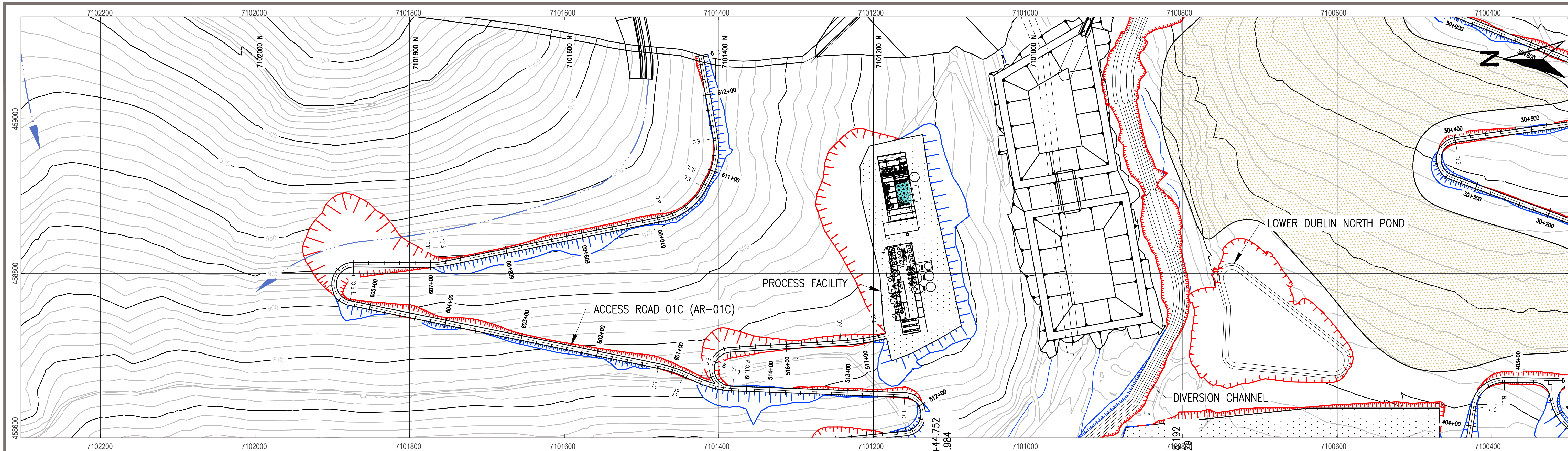
Figure 4.1-4



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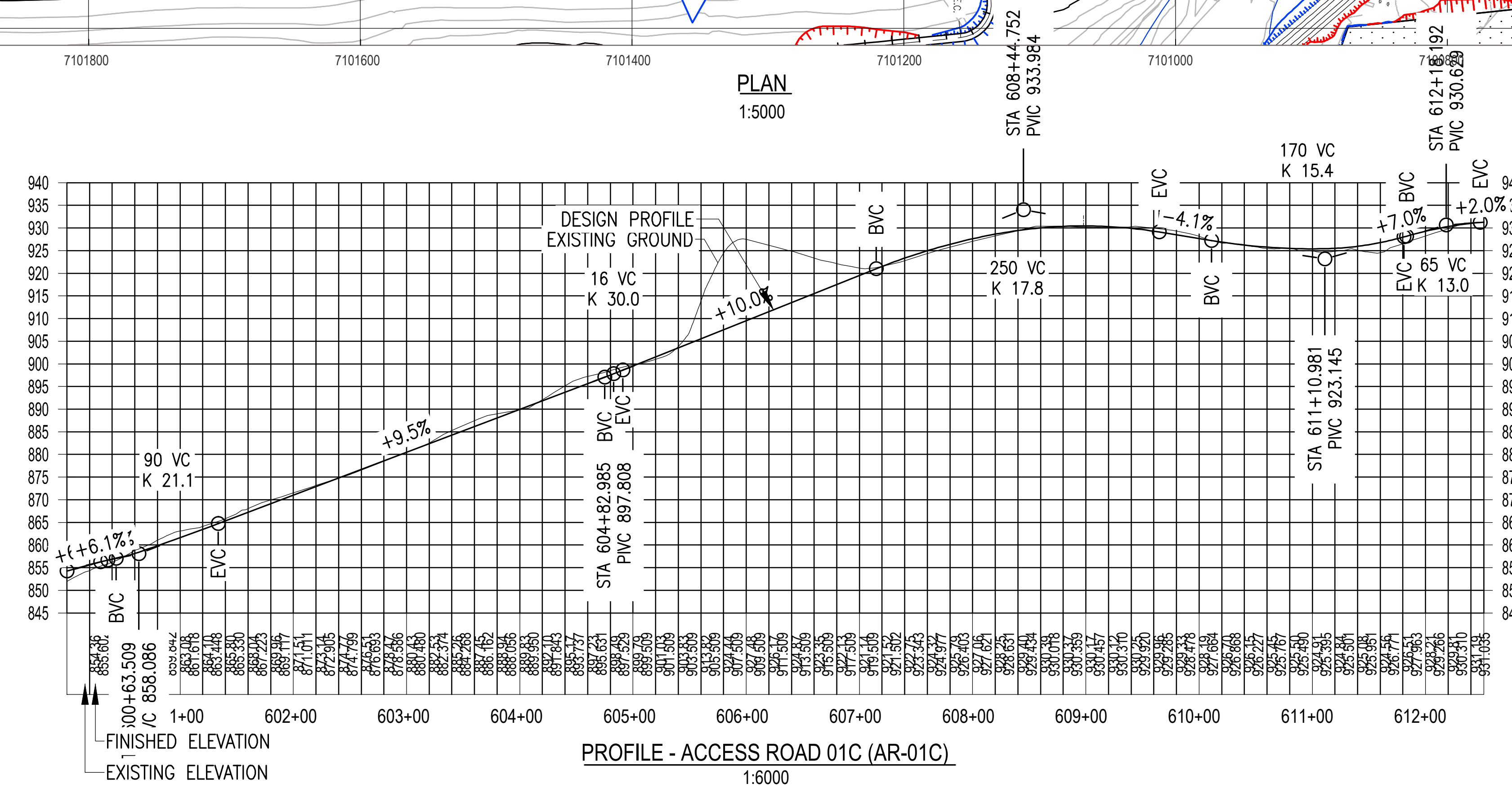

PROFILE - ACCESS ROAD 01C (AR-01C)

1:6000

4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
- Culvert Locations and sizes shall be designed by others.
- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

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YUKON TERRITORY

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Access Road 01C (AR-01C)

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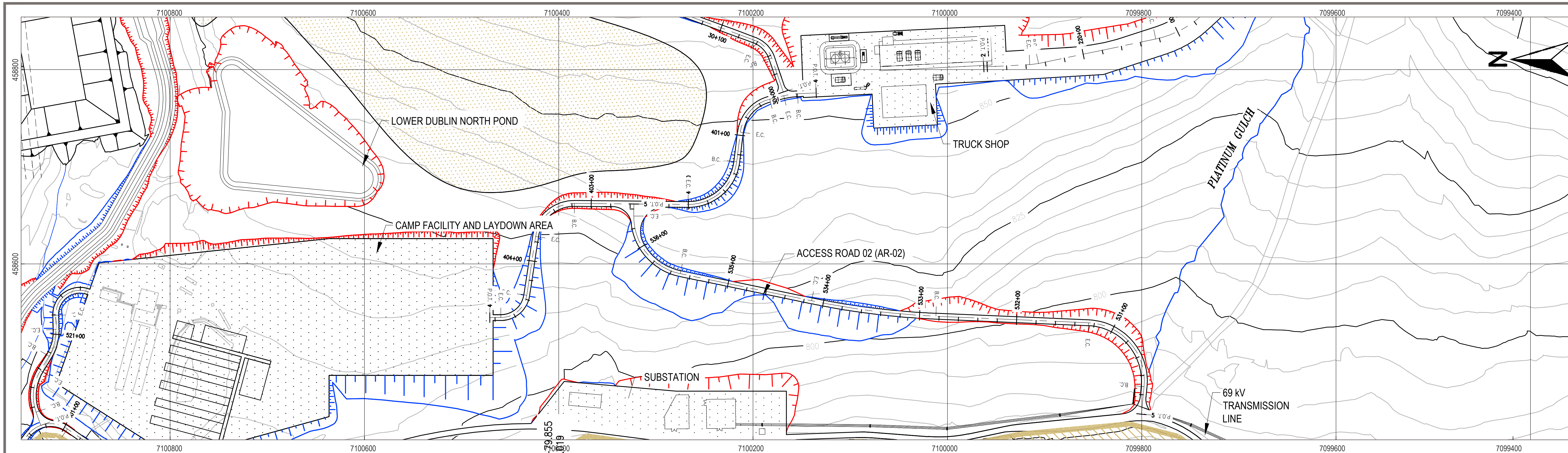
Figure 4.1-5



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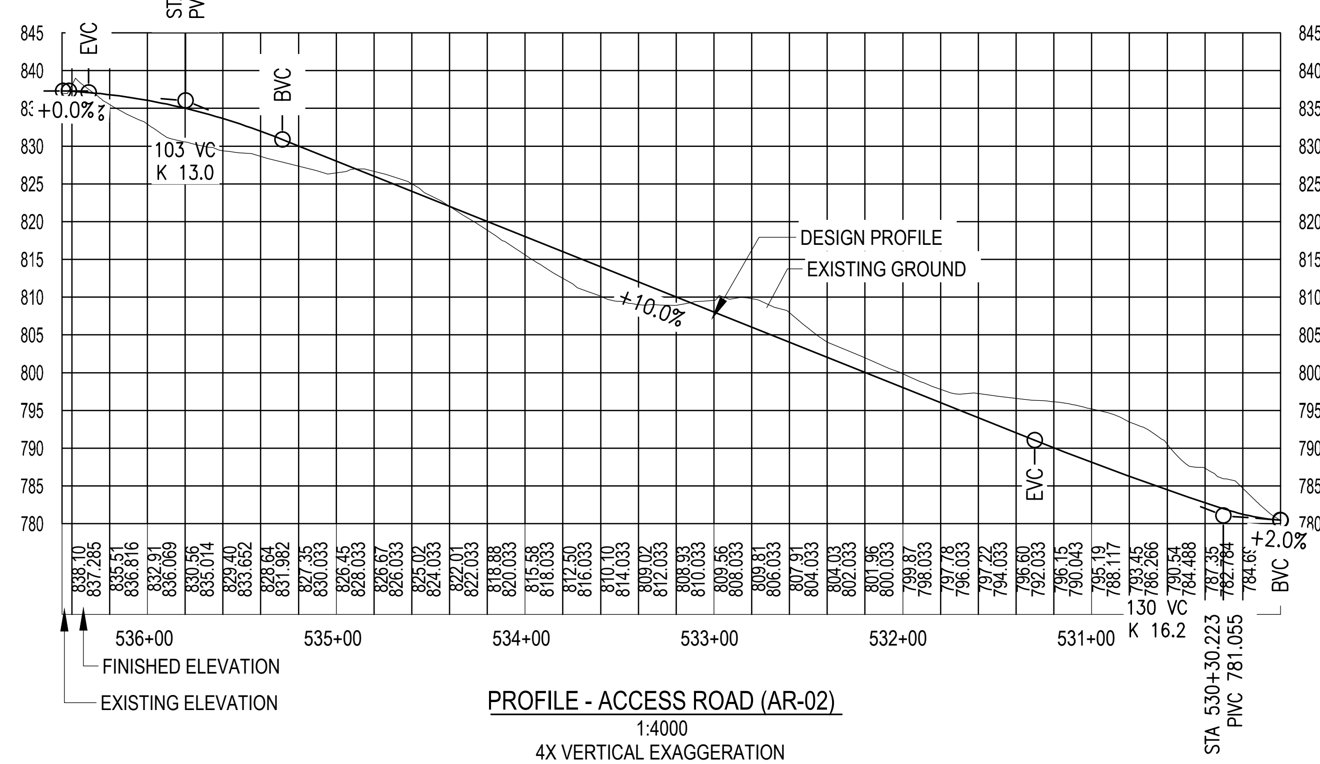

PROFILE - ACCESS ROAD (AR-02)
1:4000
4X VERTICAL EXAGGERATION

NOTES
- All elevations are in meters.
- Contour data received from Underhill (February 2011) UTM NAD 83.
- Contours are shown at 5.0 m intervals.
- Culvert Locations and sizes shall be designed by others.
- Potential rock fall and avalanche protection to be determined in the field by geotechnical engineer.

STATUS
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PROJECTION UTM Zone 8
DATUM NAD 83

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EAGLE GOLD PROJECT
YUKON TERRITORY

Civil Plan and Profile
Access Road 02 (AR-02)

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Figure 4.1-6