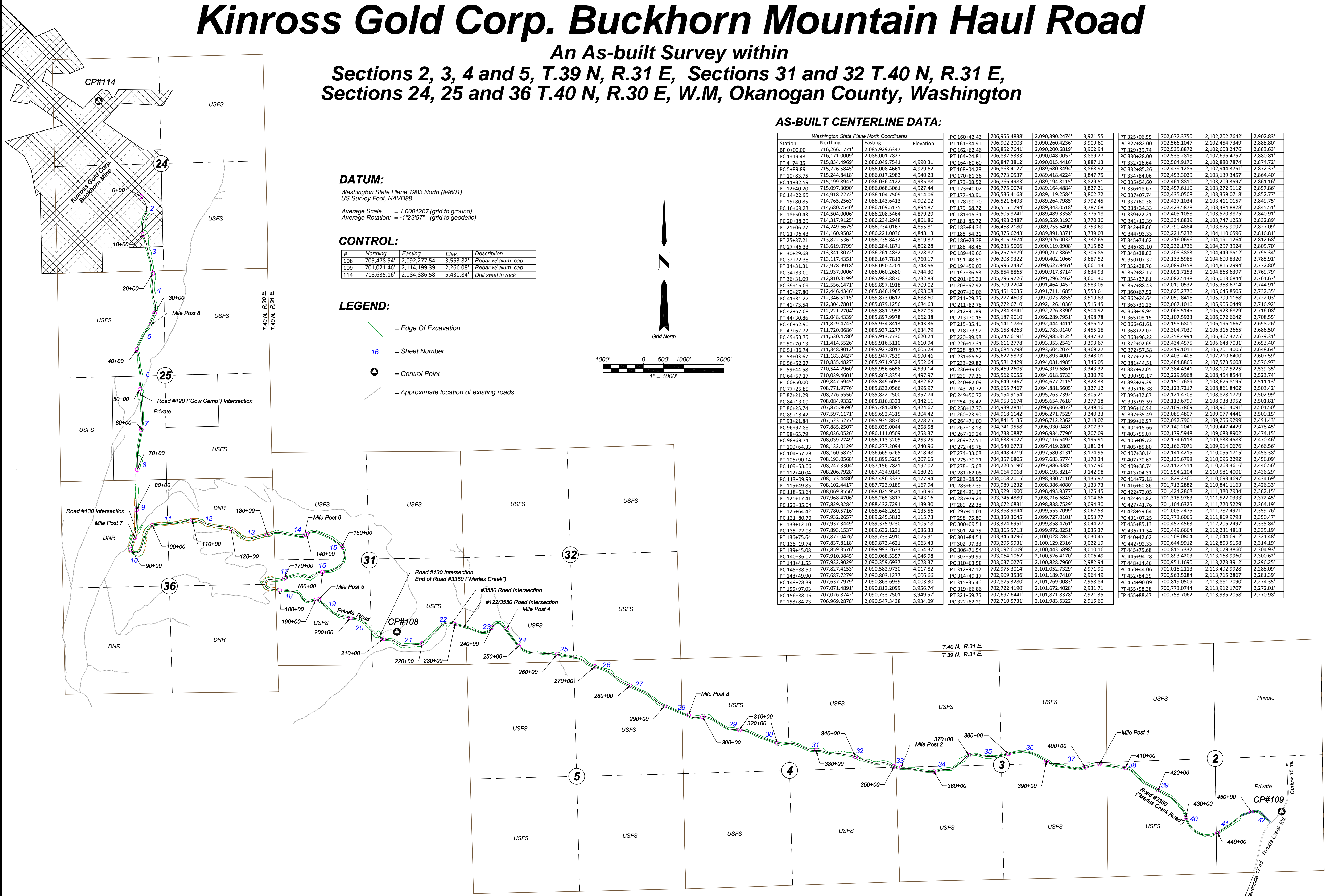


# Kinross Gold Corp. Buckhorn Mountain Haul Road

An As-built Survey within

Sections 2, 3, 4 and 5, T.39 N, R.31 E, Sections 31 and 32 T.40 N, R.31 E,  
Sections 24, 25 and 36 T.40 N, R.30 E, W.M, Okanogan County, Washington



### AS-BUILT CENTERLINE DATA:

| Washington State Plane North Coordinates |                |           |              | Station      | Station        | Station   | Station      |
|--|----------------|-----------|--------------|--------------|----------------|-----------|--------------|
| Northing                                 | Easting        | Elevation |              |              |                |           |              |
| 716,266.1771                             | 2,085,929.6347 |           | BP 0+00.00   | 716,171.0009 | 2,086,001.7827 |           | PT 1+19.43   |
| 715,834.4969                             | 2,086,049.7541 | 4,990.31' | PT 1+19.43   | 715,726.5845 | 2,086,008.4661 | 4,979.62' | PC 5+89.89   |
| 715,244.8418                             | 2,086,017.2983 | 4,940.23' | PT 10+83.75  | 715,199.8947 | 2,086,036.4122 | 4,935.88' | PC 11+32.59  |
| 715,097.3090                             | 2,086,068.3061 | 4,927.44' | PT 12+40.20  | 714,918.2272 | 2,086,104.7999 | 4,914.06' | PC 14+22.95  |
| 714,680.7540                             | 2,086,169.5175 | 4,894.87' | PT 16+69.23  | 714,504.0006 | 2,086,208.5464 | 4,879.29' | PT 18+50.43  |
| 714,317.9125                             | 2,086,234.2948 | 4,861.86' | PT 20+38.29  | 714,249.6675 | 2,086,234.0167 | 4,855.81' | PT 21+06.77  |
| 714,160.9502                             | 2,086,221.0036 | 4,848.13' | PC 21+96.43  | 713,822.5362 | 2,086,235.8432 | 4,819.87' | PT 25+37.21  |
| 713,619.0799                             | 2,086,384.1871 | 4,802.28' | PC 27+46.33  | 713,341.3072 | 2,086,261.4832 | 4,778.87' | PT 30+19.68  |
| 713,117.4351                             | 2,086,167.7813 | 4,760.17' | PC 32+72.38  | 712,978.9918 | 2,086,090.4201 | 4,748.56' | PC 34+31.31  |
| 712,937.0006                             | 2,086,060.2680 | 4,744.30' | PC 34+83.00  | 712,810.3199 | 2,085,983.8870 | 4,732.83' | PC 36+31.09  |
| 712,556.1471                             | 2,085,857.1918 | 4,709.02' | PT 39+15.09  | 712,346.5115 | 2,085,873.0612 | 4,688.60' | PC 41+31.27  |
| 712,048.4339                             | 2,085,897.9978 | 4,662.38' | PT 44+30.86  | 711,829.4743 | 2,085,934.8413 | 4,643.36' | PC 46+52.86  |
| 711,829.4743                             | 2,085,934.8413 | 4,643.36' | PC 46+52.86  | 711,720.0666 | 2,085,913.7730 | 4,620.24' | PC 49+53.75  |
| 711,414.5526                             | 2,085,916.5110 | 4,610.94' | PC 50+70.13  | 711,348.9012 | 2,085,927.8017 | 4,605.28' | PC 51+36.74  |
| 711,183.2427                             | 2,085,947.7539 | 4,590.46' | PC 53+03.67  | 710,835.4827 | 2,085,971.9324 | 4,562.64' | PT 59+44.58  |
| 710,544.2960                             | 2,085,956.6658 | 4,539.14' | PT 64+57.17  | 709,847.6945 | 2,085,849.6553 | 4,482.62' | PC 67+25.85  |
| 709,847.6945                             | 2,085,849.6553 | 4,482.62' | PC 67+25.85  | 708,276.6556 | 2,085,822.2500 | 4,357.74' | PC 82+21.29  |
| 708,276.6556                             | 2,085,822.2500 | 4,357.74' | PC 82+21.29  | 708,084.9332 | 2,085,816.8333 | 4,342.11' | PC 86+25.74  |
| 708,084.9332                             | 2,085,816.8333 | 4,342.11' | PC 86+25.74  | 707,875.9696 | 2,085,781.3085 | 4,324.67' | PC 89+18.42  |
| 707,875.9696                             | 2,085,781.3085 | 4,324.67' | PC 89+18.42  | 707,523.6277 | 2,085,935.8876 | 4,278.25' | PC 93+21.84  |
| 707,523.6277                             | 2,085,935.8876 | 4,278.25' | PC 93+21.84  | 707,885.2507 | 2,086,039.0044 | 4,258.58' | PC 96+97.88  |
| 707,885.2507                             | 2,086,039.0044 | 4,258.58' | PC 96+97.88  | 708,036.0526 | 2,086,111.0509 | 4,253.37' | PT 98+65.79  |
| 708,036.0526                             | 2,086,111.0509 | 4,253.37' | PT 98+65.79  | 708,039.2749 | 2,086,113.3205 | 4,253.25' | PC 98+69.74  |
| 708,039.2749                             | 2,086,113.3205 | 4,253.25' | PC 98+69.74  | 708,132.0129 | 2,086,277.2094 | 4,240.96' | PC 100+64.33 |
| 708,132.0129                             | 2,086,277.2094 | 4,240.96' | PC 100+64.33 | 708,160.5873 | 2,086,669.6265 | 4,218.48' | PC 104+57.78 |
| 708,160.5873                             | 2,086,669.6265 | 4,218.48' | PC 104+57.78 | 708,193.0568 | 2,086,899.5265 | 4,207.65' | PC 106+90.14 |
| 708,193.0568                             | 2,086,899.5265 | 4,207.65' | PC 106+90.14 | 708,247.3604 | 2,087,156.7821 | 4,192.02' | PC 109+53.06 |
| 708,247.3604                             | 2,087,156.7821 | 4,192.02' | PC 109+53.06 | 708,206.7928 | 2,087,434.9149 | 4,180.26' | PC 112+40.04 |
| 708,206.7928                             | 2,087,434.9149 | 4,180.26' | PC 112+40.04 | 708,173.4480 | 2,087,496.3337 | 4,177.94' | PC 113+09.93 |
| 708,173.4480                             | 2,087,496.3337 | 4,177.94' | PC 113+09.93 | 708,102.4417 | 2,087,723.9189 | 4,167.94' | PT 115+49.85 |
| 708,102.4417                             | 2,087,723.9189 | 4,167.94' | PT 115+49.85 | 708,069.8556 | 2,088,025.9521 | 4,150.96' | PC 118+53.64 |
| 708,069.8556                             | 2,088,025.9521 | 4,150.96' | PC 118+53.64 | 707,968.4706 | 2,088,265.3817 | 4,143.16' | PT 121+17.41 |
| 707,968.4706                             | 2,088,265.3817 | 4,143.16' | PT 121+17.41 | 707,829.3284 | 2,088,432.7291 | 4,139.30' | PC 123+35.04 |
| 707,829.3284                             | 2,088,432.7291 | 4,139.30' | PC 123+35.04 | 707,859.3576 | 2,089,993.2633 | 4,054.32' | PT 139+45.08 |
| 707,859.3576                             | 2,089,993.2633 | 4,054.32' | PT 139+45.08 | 707,910.3845 | 2,090,068.5357 | 4,046.98' | PC 140+36.02 |
| 707,910.3845                             | 2,090,068.5357 | 4,046.98' | PC 140+36.02 | 707,932.9029 | 2,090,359.6937 | 4,028.37' | PT 143+41.55 |
| 707,932.9029                             | 2,090,359.6937 | 4,028.37' | PT 143+41.55 | 707,827.4153 | 2,090,582.9730 | 4,017.82' | PC 145+88.50 |
| 707,827.4153                             | 2,090,582.9730 | 4,017.82' | PC 145+88.50 | 707,687.7279 | 2,090,803.1277 | 4,006.66' | PT 148+49.90 |
| 707,687.7279                             | 2,090,803.1277 | 4,006.66' | PT 148+49.90 | 707,637.7979 | 2,090,863.6939 | 4,003.30' | PC 149+28.39 |
| 707,637.7979                             | 2,090,863.6939 | 4,003.30' | PC 149+28.39 | 707,071.4891 | 2,090,813.2099 | 3,956.74' | PT 155+97.03 |
| 707,071.4891                             | 2,090,813.2099 | 3,956.74' | PT 155+97.03 | 707,026.8742 | 2,090,733.7501 | 3,949.57' | PC 156+88.16 |
| 707,026.8742                             | 2,090,733.7501 | 3,949.57' | PC 156+88.16 | 706,969.2878 | 2,090,547.3438 | 3,934.09' | PT 158+84.73 |
| 706,969.2878                             | 2,090,547.3438 | 3,934.09' | PT 158+84.73 |              |                |           |              |

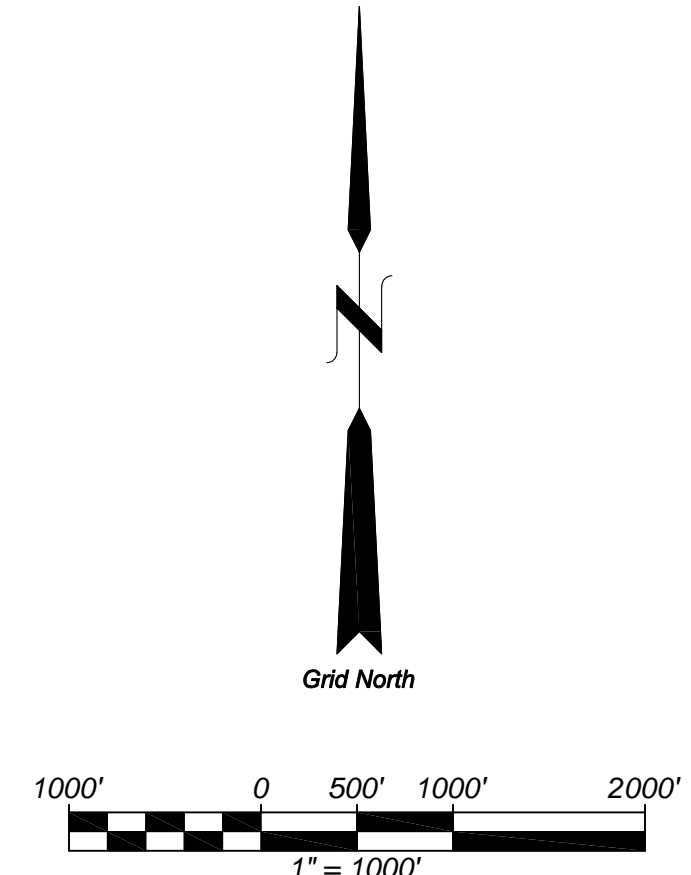
**DATUM:**  
Washington State Plane 1983 North (#4601)  
US Survey Foot, NAVD88

Average Scale = 1.0001267 (grid to ground)  
Average Rotation = -1°23'57" (grid to geoidic)

**CONTROL:**

| #   | Northing    | Easting       | Elev.     | Description         |
|-----|-------------|---------------|-----------|---------------------|
| 108 | 705,478.54' | 2,092,277.54' | 3,553.82' | Rebar w/ alum. cap  |
| 109 | 701,021.46' | 2,114,199.39' | 2,266.08' | Rebar w/ alum. cap  |
| 114 | 718,635.16' | 2,084,886.58' | 5,430.84' | Drill steel in rock |

- LEGEND:**
- Edge Of Excavation
  - 16 = Sheet Number
  - Control Point
  - Approximate location of existing roads



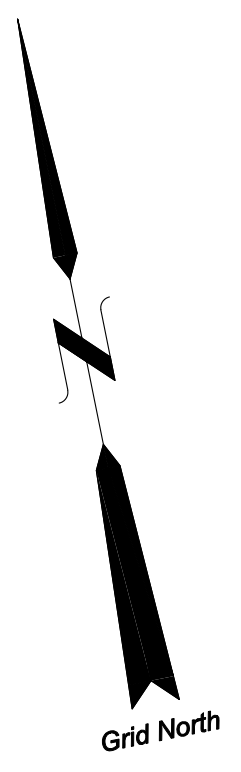
Grant D. Tolton  
Professional Land Surveyor  
Certified Federal Surveyor (C.F.S.)  
4 Mid-Mountain Lane  
Republic, WA 99166  
(509) 775-3363  
www.mid-mtn.com

**MID-MOUNTAIN SURVEYORS, INC.**  
Since 1963

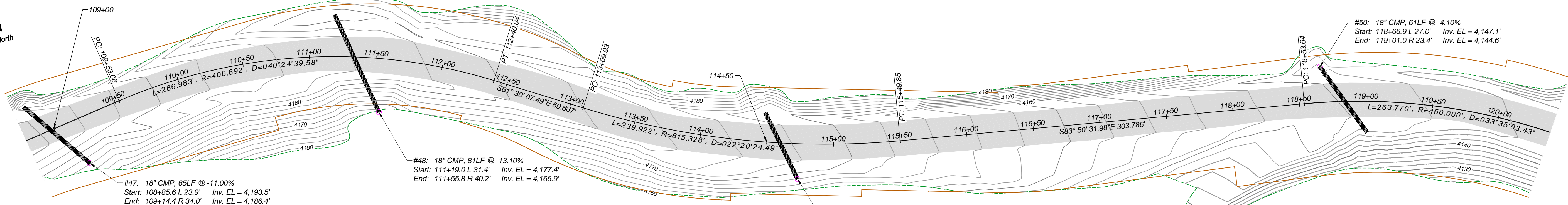
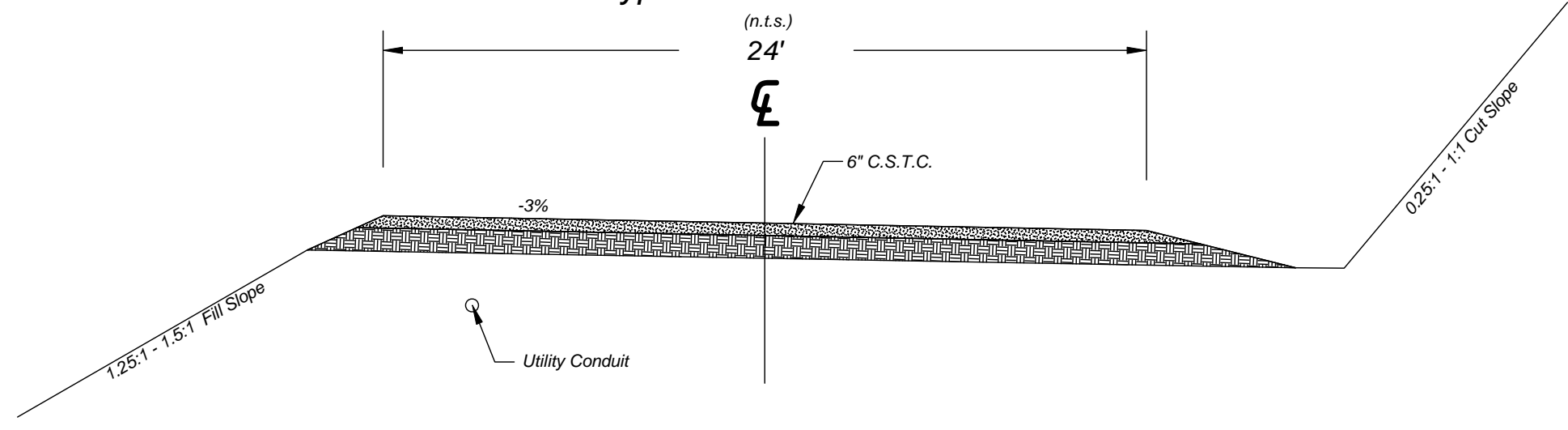
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SCALE: 1" = 1000' SHEET 1 OF 42

**Buckhorn Mountain Haul Road**  
As-built Survey

1

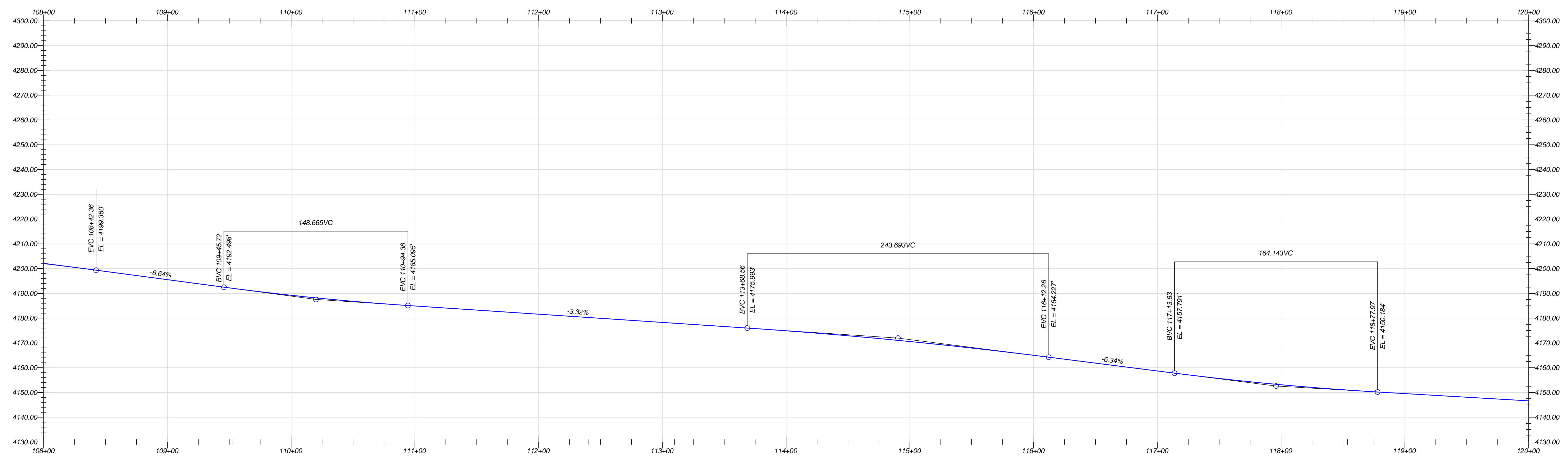
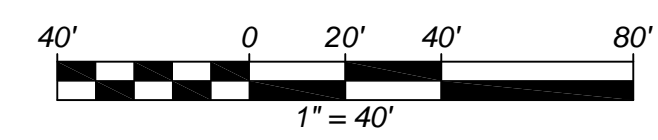


Typical Cross Section



LEGEND:

- = 18" Culvert
- = 30" Culvert
- = Gravel Driving Surface
- = Edge Of Excavation
- = Centerline Finish Grade
- = DNR Easement

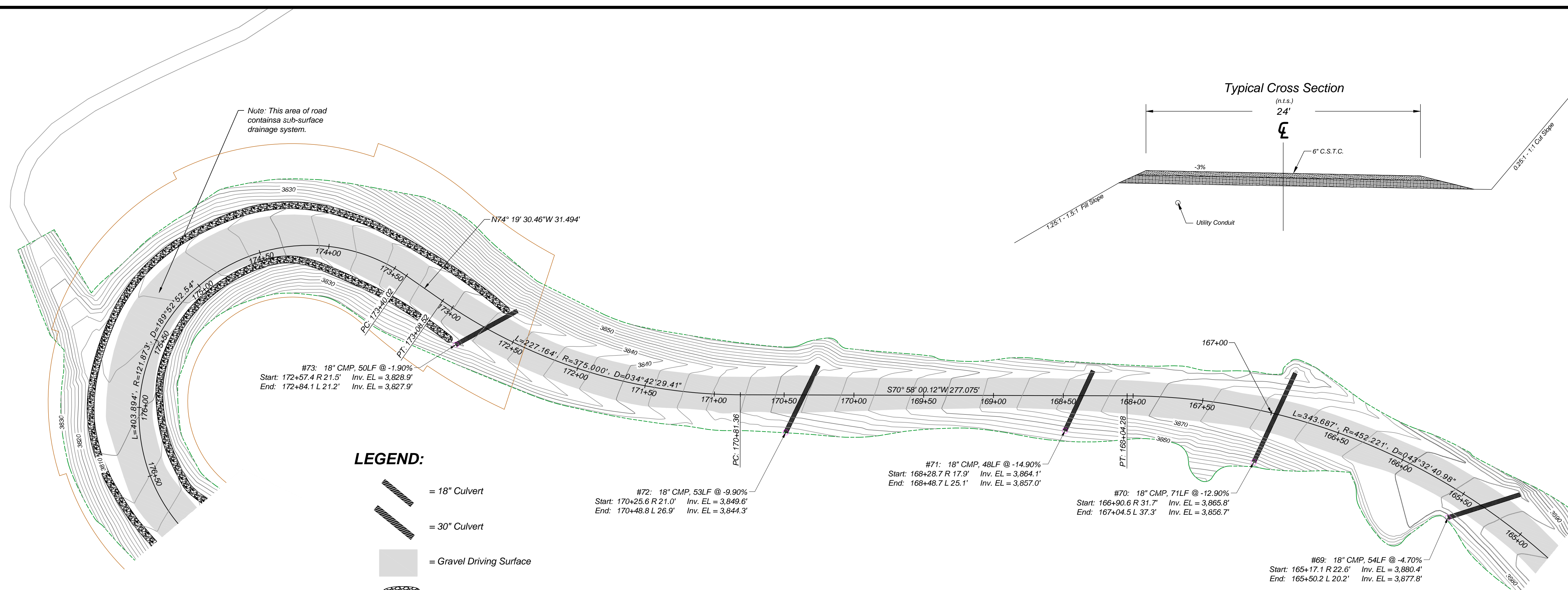
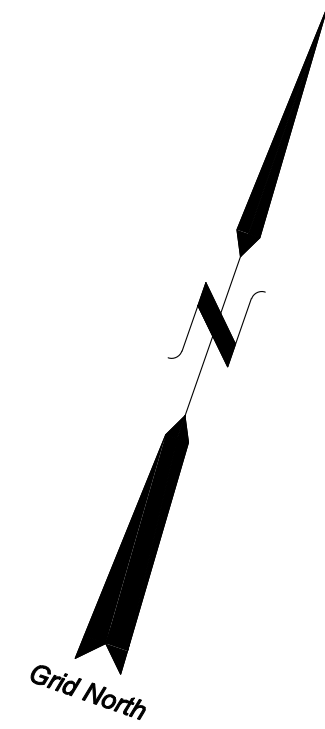


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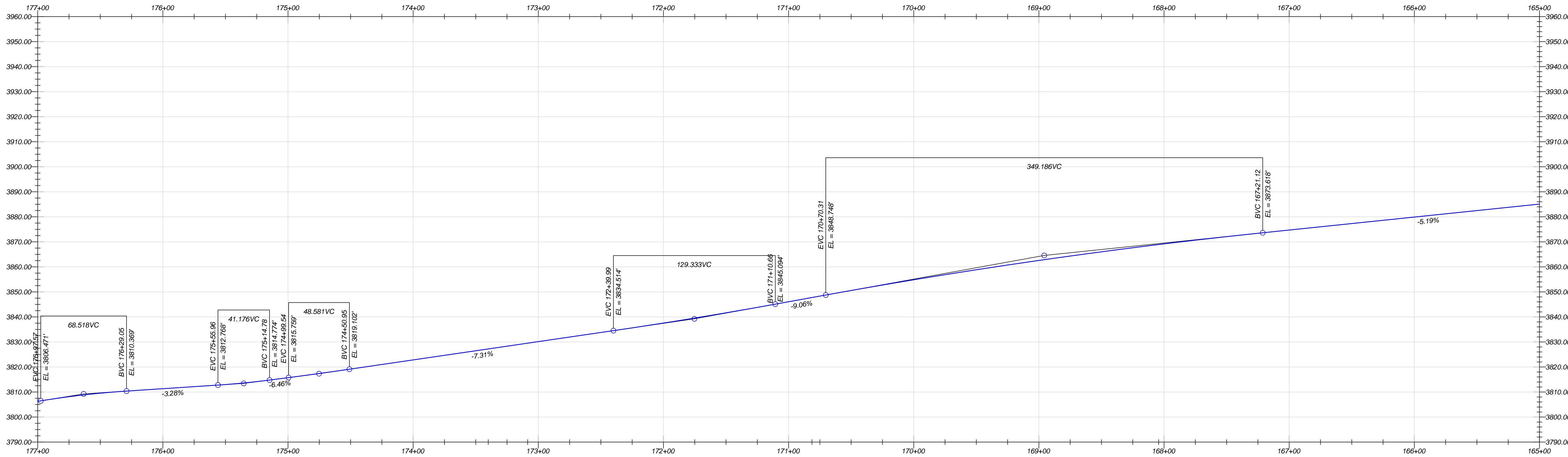
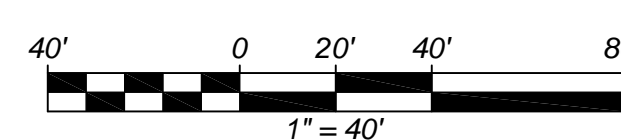
**MID-MOUNTAIN SURVEYORS, INC.**  
Since 1983

|   |                    |
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| DRAWN BY:<br>B.G.T.   | JOB NO.:<br>08-080 |
| CHECKED BY:<br>G.D.T.   | SCALE:<br>1" = 40' |
| SHEET 12 OF 42  |                    |

**Buckhorn Mountain Haul Road**  
As-built Survey



- LEGEND:**
- = 18" Culvert
  - = 30" Culvert
  - = Gravel Driving Surface
  - = Riprap
  - = Edge Of Excavation
  - = Centerline Finish Grade
  - = DNR Easement



Typical Cross Section

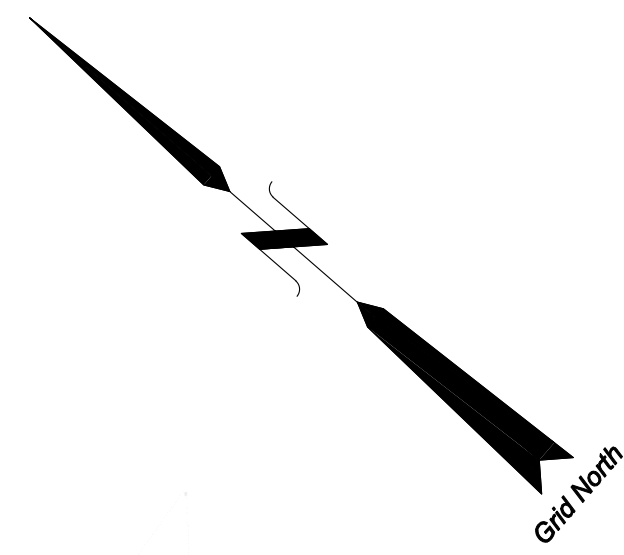
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Since 1983

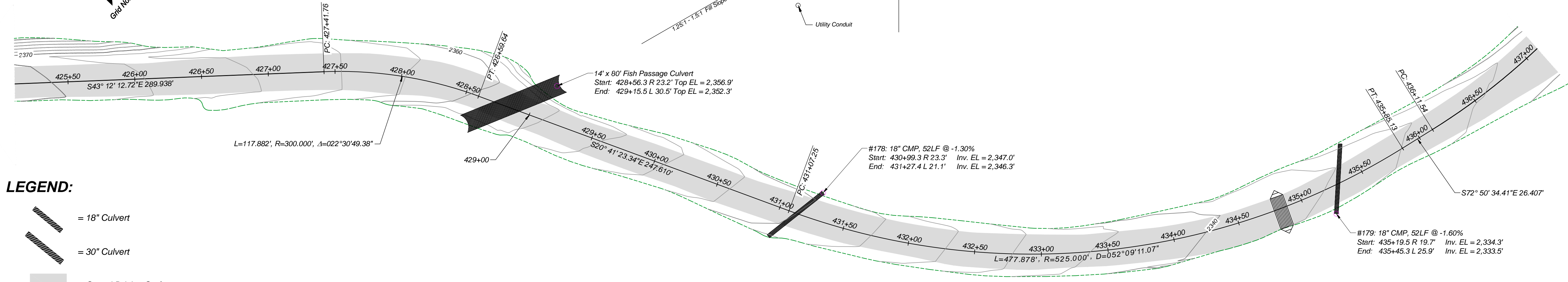
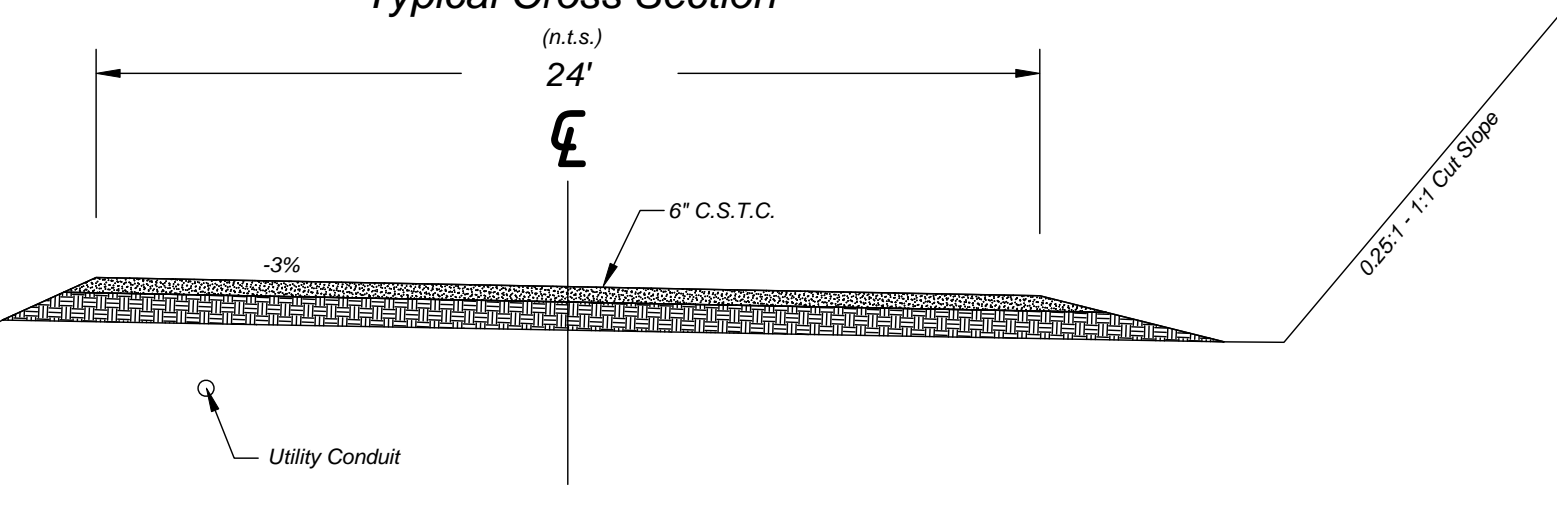
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| CHECKED BY:    | G.D.T.   |
| DATE:          | 2/10/2009                                      |
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| SCALE:         | 1" = 40'                                       |
| SHEET 17 OF 42 |  |

# Buckhorn Mountain Haul Road

As-built Survey

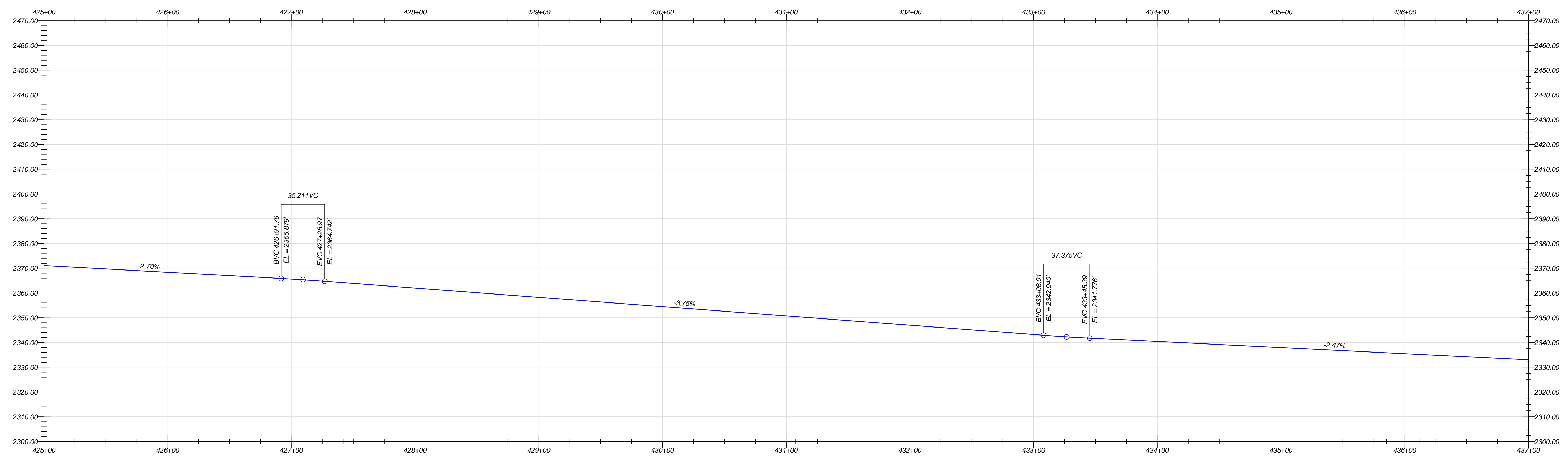
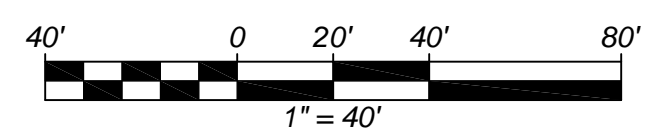


Typical Cross Section



LEGEND:

- = 18" Culvert
- = 30" Culvert
- = Gravel Driving Surface
- = Edge Of Excavation
- = Centerline Finish Grade
- = Cattle Guard



|             |  |
|-------------|--|
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| CHECKED BY: | G.D.T.   |
| DATE:       | 2/10/2009                                      |
| JOB NO.:    | 08-080   |
| SCALE:      | 1" = 40'                                       |
|             | SHEET 40 OF 42                                 |