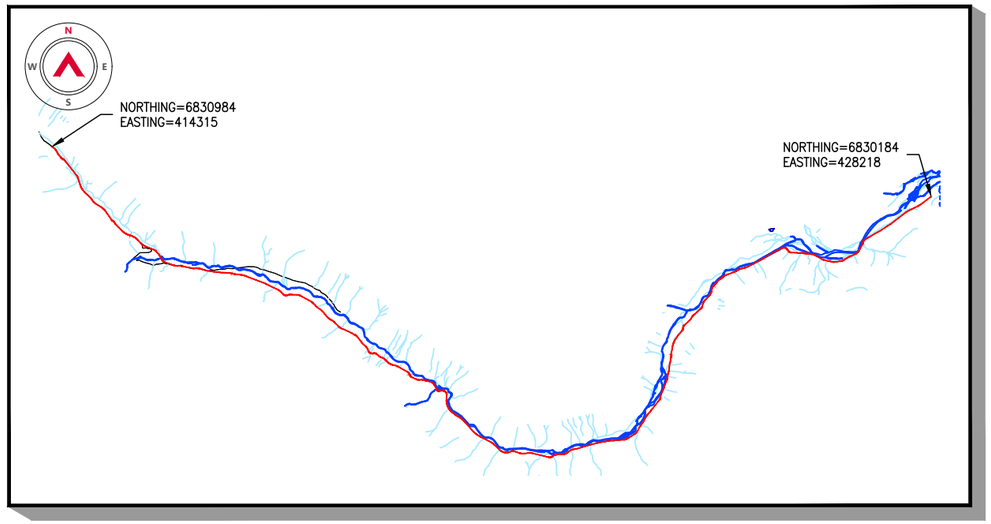


KEY PLAN
Scale: N.T.S.

CANADIAN ZINC CORPORATION

PRAIRIE CREEK
ALL SEASON ROAD
SERIES 100
km 20+900 to km 39+000

DRAWING LIST		
DRAWING NO	**DRAWING TITLE**	**REVISION**
18GP0151-000-1100-100	PROPOSED TYPICAL ROAD DESIGN TEMPLATES	A
18GP0151-000-1100-101	GENERAL NOTES AND TYPICALS	A
18GP0151-100-1920-200-217	PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000	A
18GP0151-100-1920-300-360	CROSS SECTION DRAWINGS km 20+900 to km 39+000	A

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

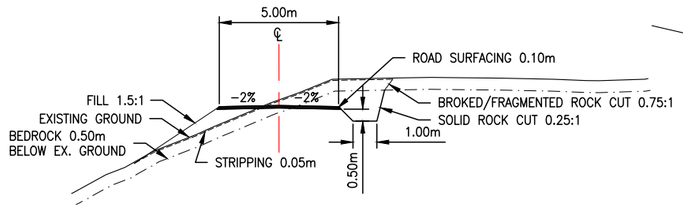
Allnorth

DESCRIPTION: ISSUED FOR REVIEW
ISSUE DATE: 18/12/10

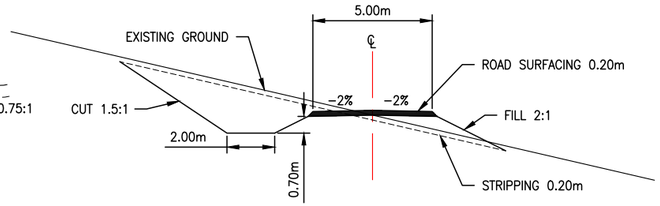
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PROJECT NO:	18GP0151	DSGN:	TMM	DATE:	18/10/29
DRAWING SIZE:	ANSI "B"	CHKD:	EK	DATE:	18/12/10
SCALE:	AS NOTED	APVD:	DDW	DATE:	18/12/10
DWG NO: 18GP0151-100-1920				REV:	A

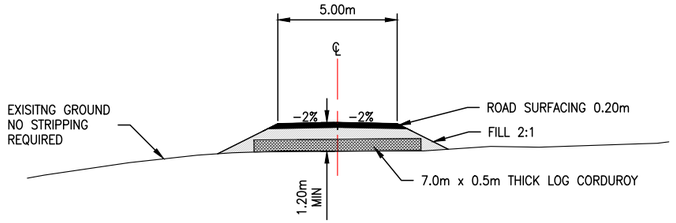
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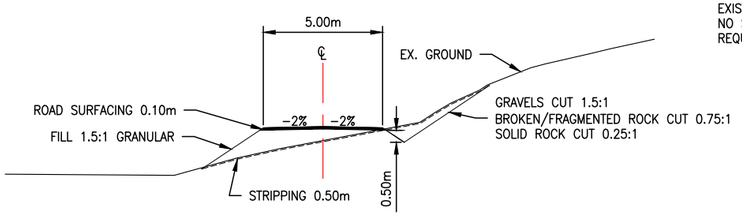
TYPICAL ROAD SECTION IN ROCK THRU-CUT
SCALE: 1:250
TEMPLATE #1



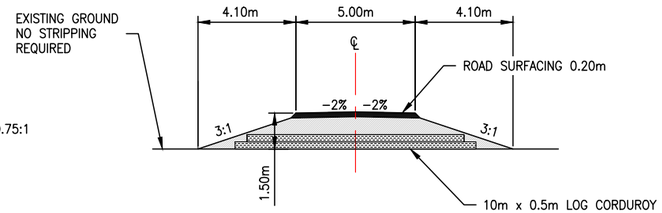
TYPICAL ROAD SECTION IN GENTLE SLOPE TERRAIN
SCALE: 1:250
TEMPLATE #4



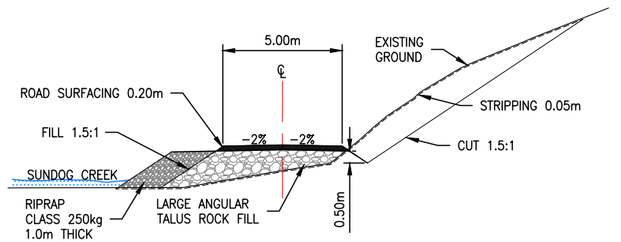
TYPICAL ROAD SECTION IN OVERLAND AREAS
SCALE: 1:250
TEMPLATE #7



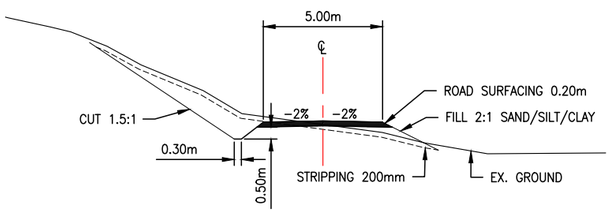
TYPICAL ROAD SECTION IN NEW CONSTRUCTION WITH ROCK-BASED FILLS
SCALE: 1:250
TEMPLATE #2



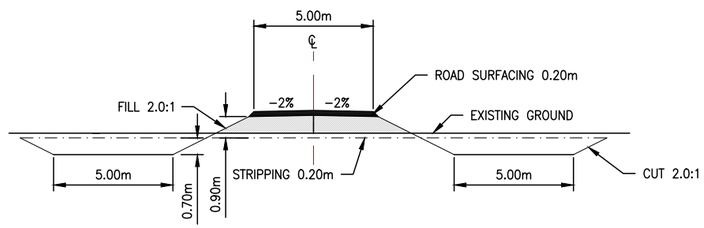
TYPICAL ROAD SECTION IN OVERLAND ICE RICH
SCALE: 1:250
TEMPLATE #5



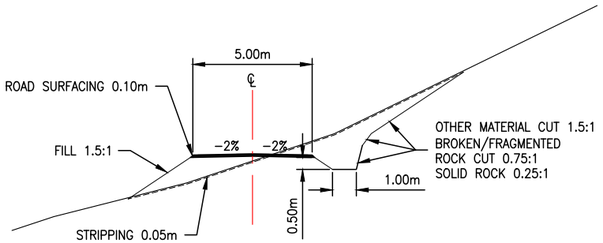
TYPICAL ROCK BUTTRESS SECTION
SCALE: 1:250
(LOWER SUNDOG CREEK - CONCEPT)
TEMPLATE #8



TYPICAL ROAD SECTION IN NEW CONSTRUCTION
SCALE: 1:250
TEMPLATE #3



TYPICAL ROAD SECTION IN FLOODPLAIN AREAS
SCALE: 1:250
TEMPLATE #6



TYPICAL ROAD SECTION IN ROCK AREAS
SCALE: 1:250
TEMPLATE #9

REFERENCE DRAWINGS

DRAWING NO	DRAWING DESCRIPTION/TITLE	REF
-	-	1

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	2018/12/10	ISSUED FOR REVIEW	GDF	DDW

CLIENT:
CANADIAN ZINC CORPORATION
Allnorth

CLIENT NO:		DRWN: DMM	DATE: 18/12/10
PROJECT NO:	18GP0151	DSGN: JDS	DATE: 18/12/11
DRAWING SIZE:	ANSI "B"	CHKD: GDF	DATE: 18/12/10
SCALE:	AS NOTED	APVD: DDW	DATE: 18/12/10

PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:
PROPOSED TYPICAL ROAD DESIGN TEMPLATES

DWG NO: **18GP0151-000-1100-100**
REV: **A**

Date: 2018/12/09 11:08 AM | User: Boyd Pardy | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Roads\Typical Sections-Details\18GP0151-000-1100-100-101_181208 | Layout: 100 | Paper Size: 558.8mm x 431.8mm

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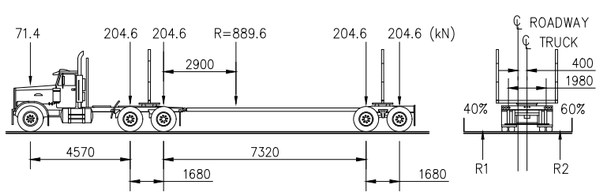
1. DESIGN SPECIFICATIONS
   - –DESIGN BASED UPON LIDAR & 2018 SURVEY DATA
   - –DESIGNED FOR L100 TRUCK CONFIGURATION: SEE LOADING DIAGRAM BELOW.
   - –DESIGN SPEED: 40 KM/HR WITH SPEED REDUCTIONS.
   - –FINISHED ROAD SURFACE: 5m WITH 2% CROSS SLOPE
   - –RIGHT OF WAY WIDTH: VARIABLE, MINIMUM 15m
   - –TURNOUT SPACING: MAXIMUM 350m
   - –DITCH DIMENSIONS VARY, AS SHOWN ON THE TYPICAL ROAD TEMPLATES.
   - –CUT AND FILL SLOPES VARY, AS SHOWN ON THE TYPICAL ROAD TEMPLATES.

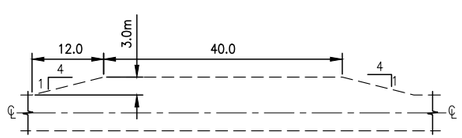
2. CULVERT NOTES
   - –CULVERTS ON EXISTING DRAINAGES TO MATCH DRAINAGE PATH. IF DRAINAGE SLOPE IS >3% OUTLET POOL. MAXIMUM CULVERT SLOPE 10%.
   - –WHERE THE SLOPE OF THE WATERCOURSE IS LESS THAN 10%, LAY PIPE CLOSE TO NATURAL GROUND SLOPE.
   - –WHERE THE SLOPE OF THE WATERCOURSE IS GREATER THAN 10%, LAY THE PIPE THROUGH THE FILL ON A GRADE OF 10% AND CARRY THE WATER DOWN THE FILL SLOPE AND PROTECT PORTIONS OF THE FILL SLOPE WITH BROKEN ROCK.
   - –CULVERT INLET AND OUTLET ARMOURING TO BE CLASS 10kg RIPRAP AND HAVE A MINIMUM DEPTH OF 350mm, UNLESS OTHERWISE NOTED.
   - –CULVERT BEDDING MATERIAL SHALL CONSIST OF WELL GRADED(<75mm) FREE DRAINING, COARSE GRANULAR MATERIAL AND BE APPROVED BY THE ENGINEER.
   - –SITE SPECIFIC CONDITIONS MAY GOVERN CULVERT INSTALLATION PROCEDURES AND THEREFORE WILL BE APPROVED BY THE ONSITE ENGINEER PRIOR TO INSTALLATION. IN SENSITIVE TERRAIN, THE FOUNDATION CAN BE SUBCUT AND BACKFILLED WITH THAW STABLE FILL TO REDUCE THAW SETTLEMENT OVER THE CULVERT.
   - –MINIMUM CROSS–DRAIN CULVERT DIAMETER TO BE 500mm. MINIMUM STREAM CROSSING CULVERT TO BE 600mm. MINIMUM SPACING TO BE CONFIRMED IN THE FIELD BY ENGINEER

3. NON–CLASSIFIED DRAINAGES (NCD'S) ARE TO BE FIELD LOCATED.
4. SURFACING TO BE HIGH FINES SURFACING AGGREGATE (HFSA) OR APPROVED EQUIVALENT.
5. NO GEOTECHNICAL REPORT HAS BEEN PERFORMED TO DATE.

LOADING DIAGRAM L-100 OFF HIGHWAY G.V.W. = 90 680kg:

DESIGN IN ACCORDANCE WITH CAN/CSA–S6–14 WITH MODIFIED LOADING AS FOLLOWS:





TURNOUT DETAIL
SCALE: 1:1000

REFERENCE DRAWINGS

DRAWING NO	DRAWING DESCRIPTION/TITLE	REF
-	-	1

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A	2018/12/10	ISSUED FOR REVIEW	GDF	DDW

CLIENT:
CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:		DRWN: DMM	DATE: 18/12/10
PROJECT NO:	18GP0151	DSGN: JDS	DATE: 18/12/11
DRAWING SIZE:	ANSI "B"	CHKD: GDF	DATE: 18/12/10
SCALE:	AS NOTED	APVD: DDW	DATE: 18/12/10

PROJECT:

PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

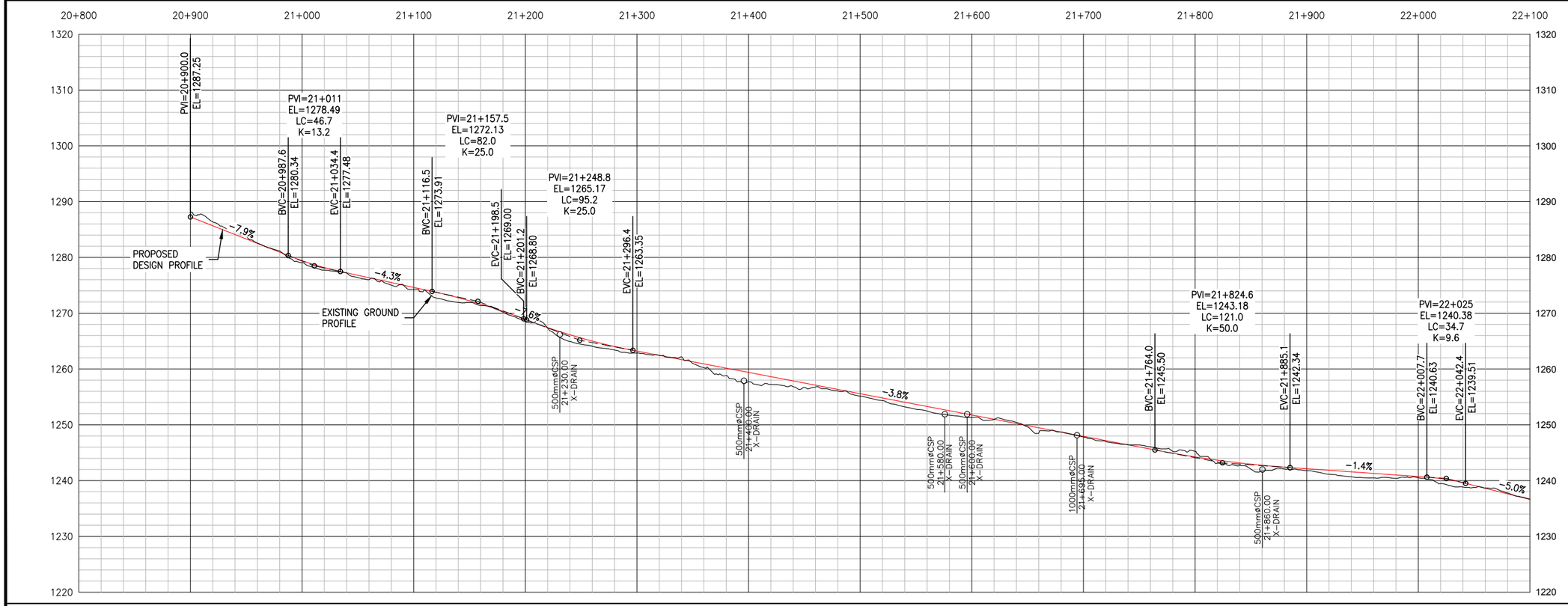
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18GP0151-000-1100-101	A

Date: 2018/12/09 11:08 AM | User: Boyd Purdy | File: P:\GP\2018\100\18GP0151 Canadian Zinc Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Roads\Typical Sections-Details\18GP0151-000-1100-101_181208 | Layout: 101 | Paper Size: 558.8mm x 431.8mm



TEMPLATE #2



CHAINAGE: 20+800 20+900 21+000 21+100 21+200 21+300 21+400 21+500 21+600 21+700 21+800 21+900 22+000 22+100

LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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CLIENT NO:	-	DRWN:	TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
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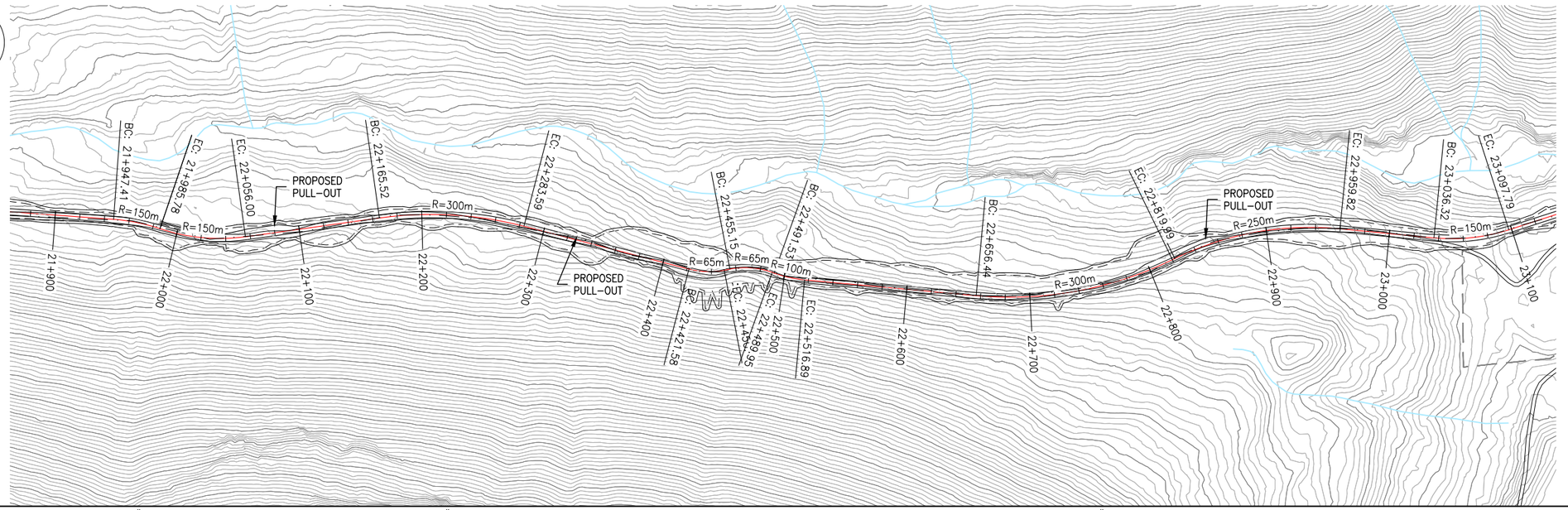
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

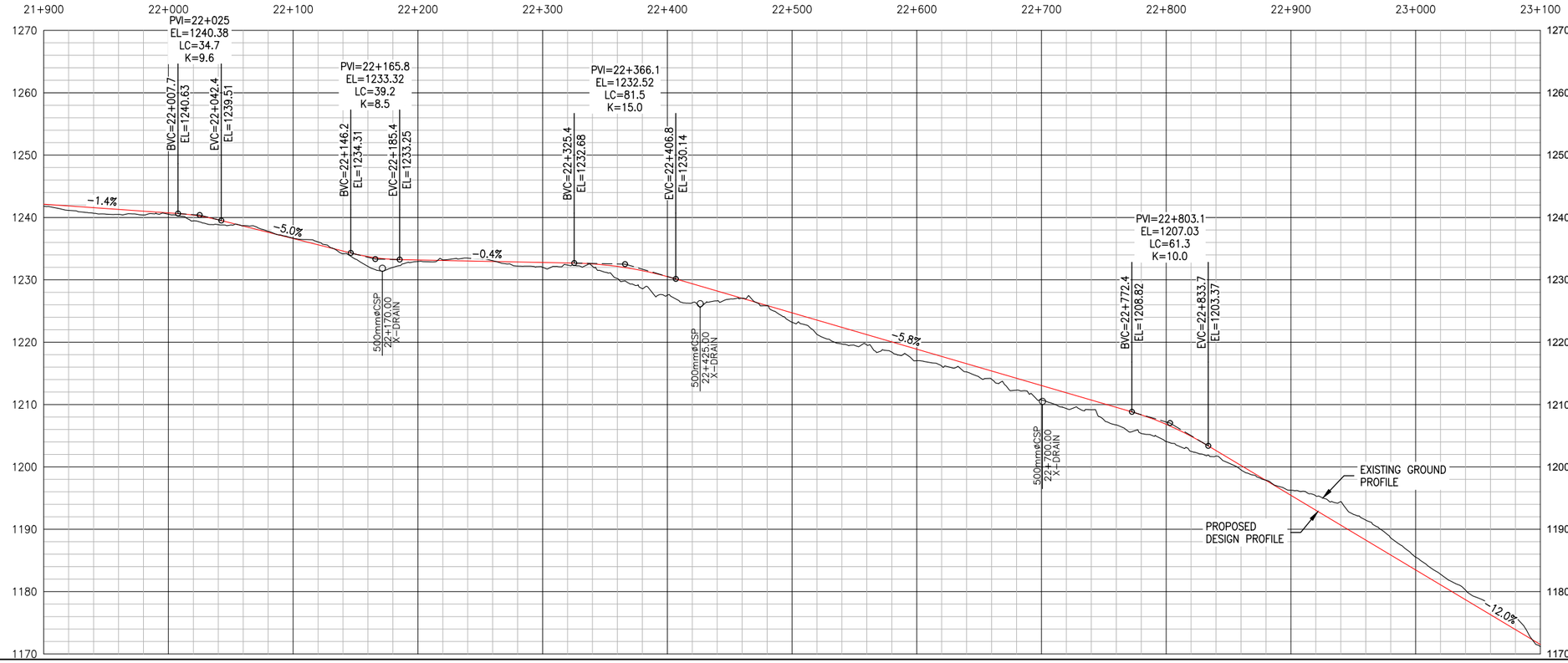
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PLAN AND PROFILE
DRAWINGS
km 20+900 to km 39+000

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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:

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CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
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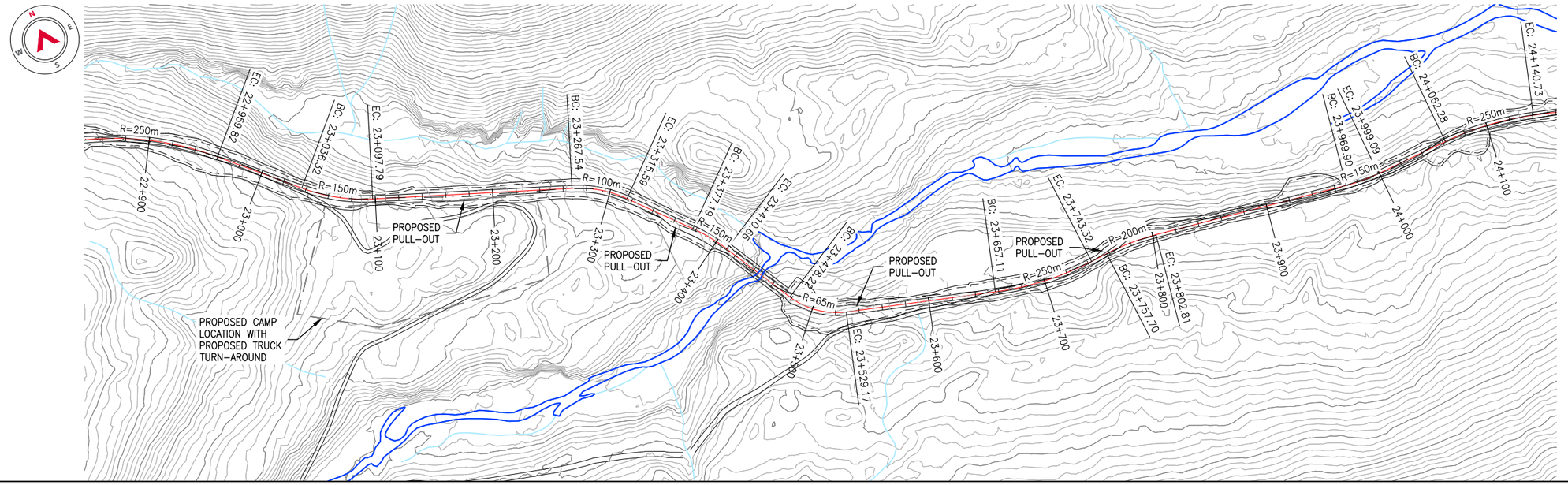
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

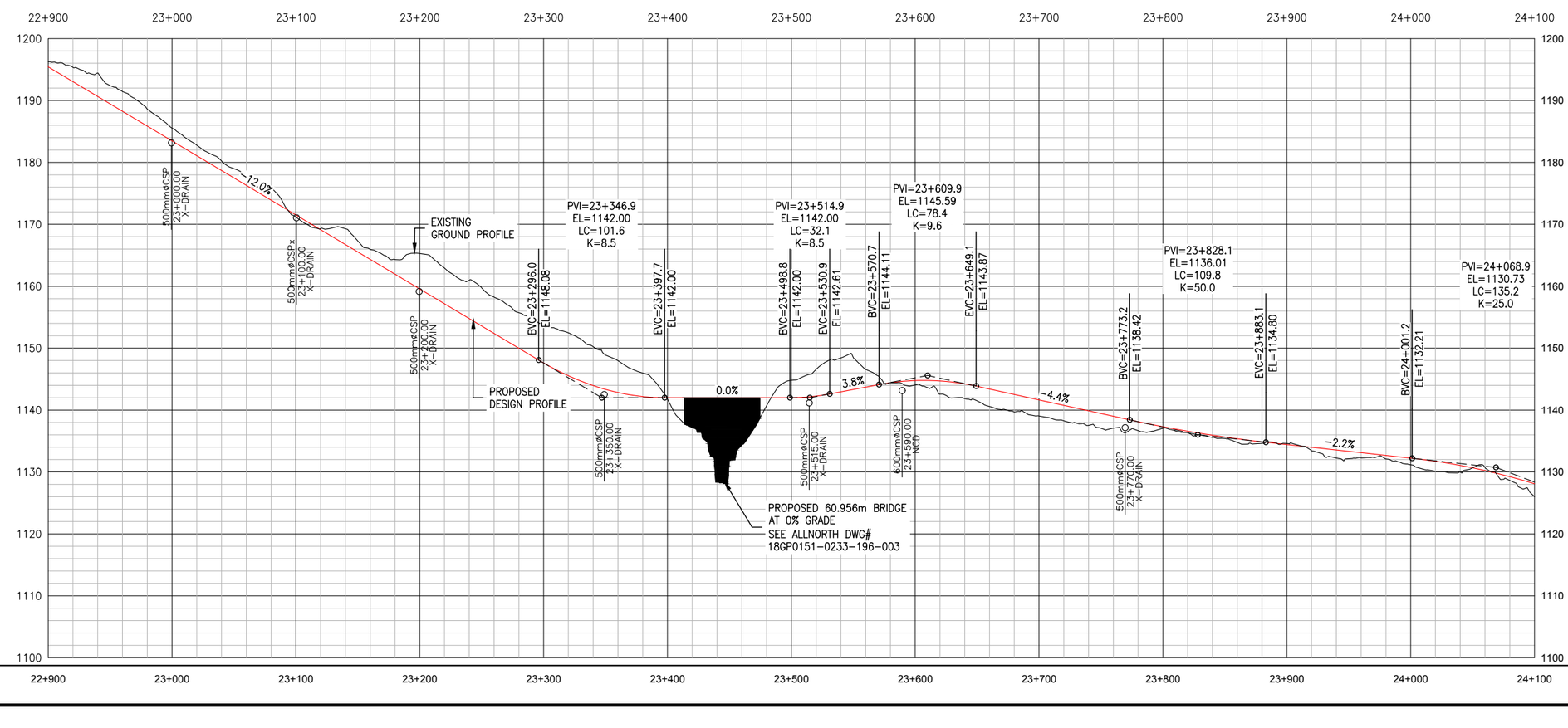
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km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-201**
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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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CLIENT: CANADIAN ZINC CORPORATION

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PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
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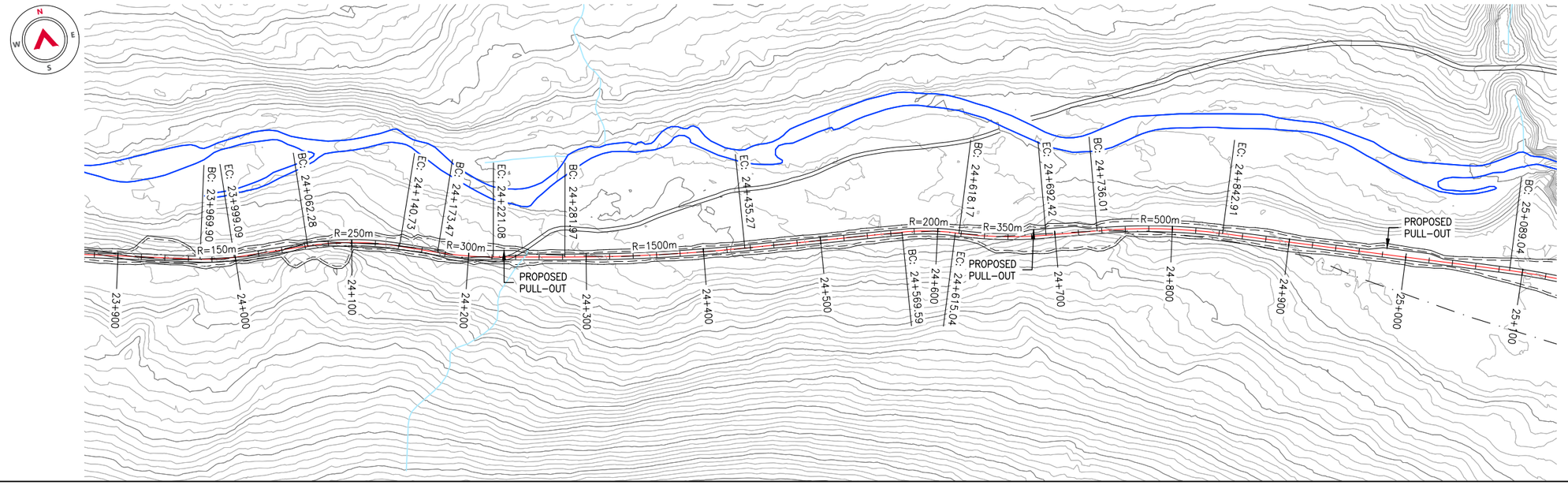
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

TITLE:

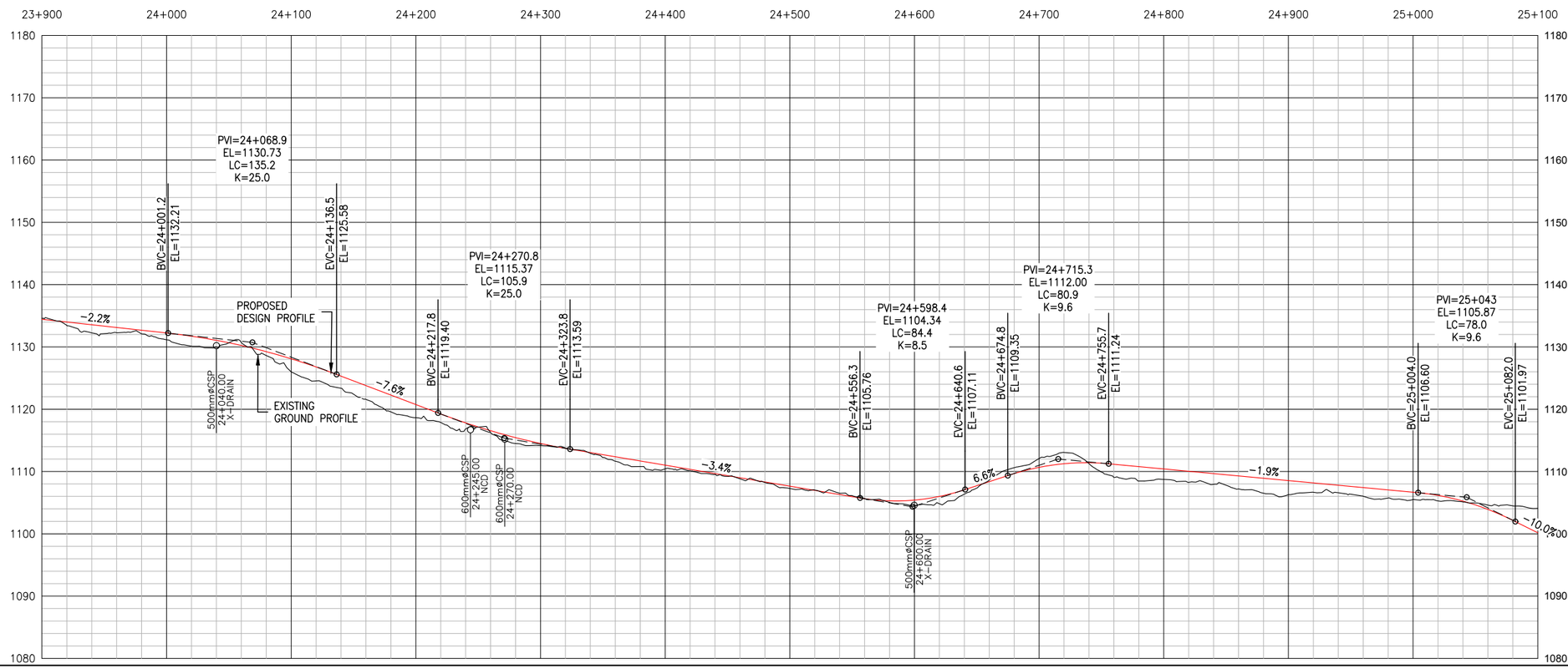
PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

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Date: 2018/12/20 10:25 AM | User: Tena Major | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Roads\LIDar Series 100\Production Dwgs\PP\18GP0151-100-1920-200-217-R1 | Layout: 202 | Paper Size: 558.8mm x 431.8mm



TEMPLATE #2



LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW		DATE: 18/12/10

PROJECT:

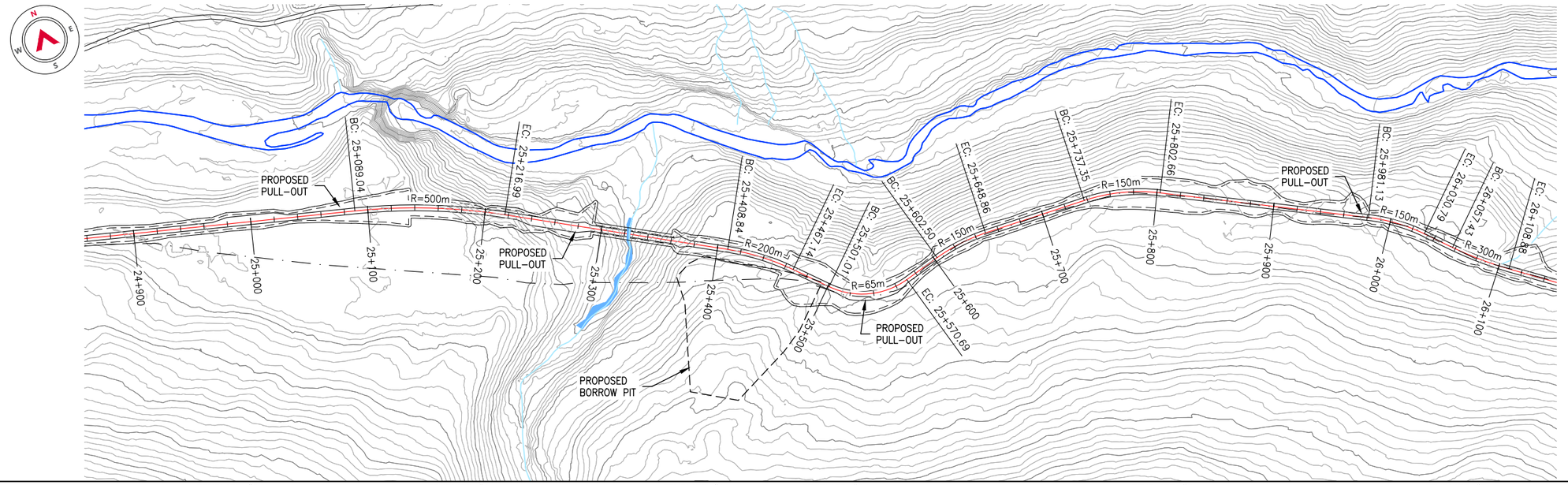
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

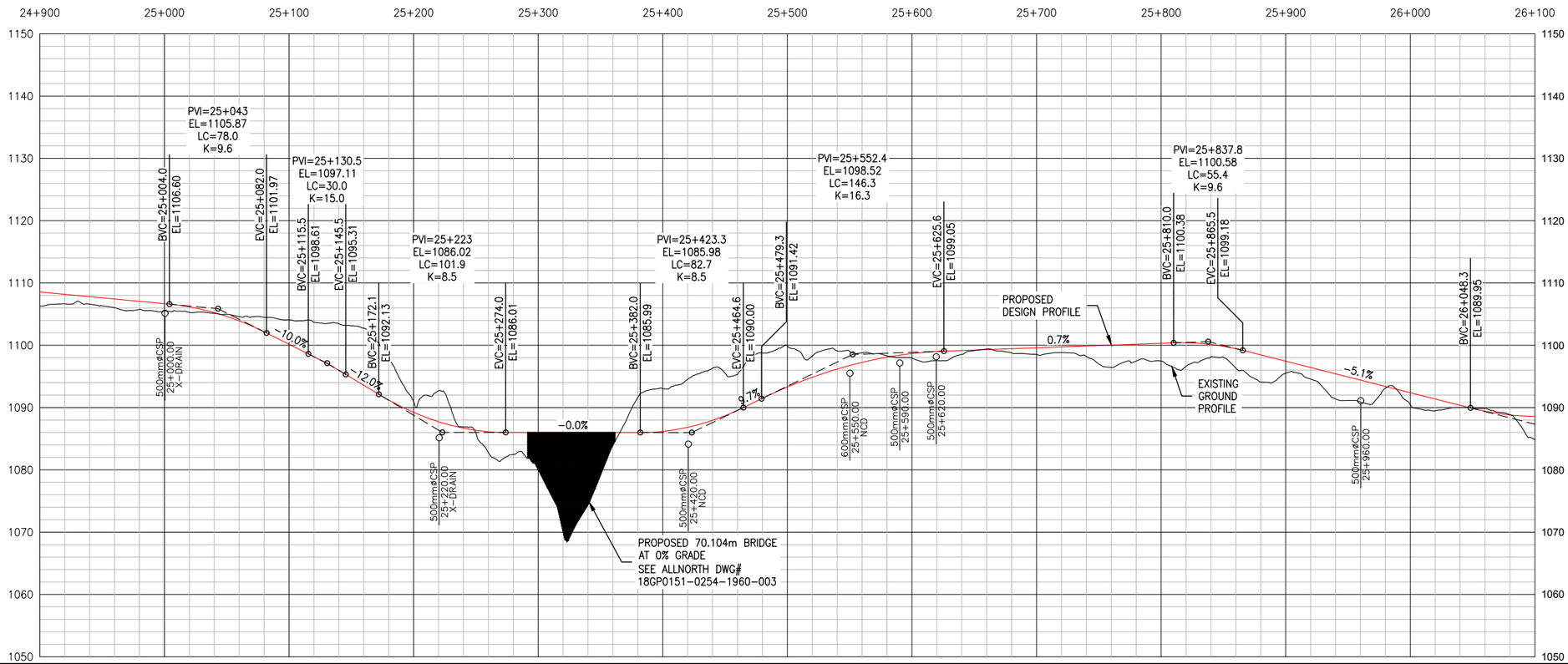
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PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

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Date: 2018/12/20 10:27 AM | User: Tena Major | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Road\XL\Dar Series 100\Production Dwgs\PP\18GP0151-100-1920-200-217-R1 | Layout: 203 | Paper Size: 558.8mm x 431.8mm





LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
CANADIAN ZINC CORPORATION

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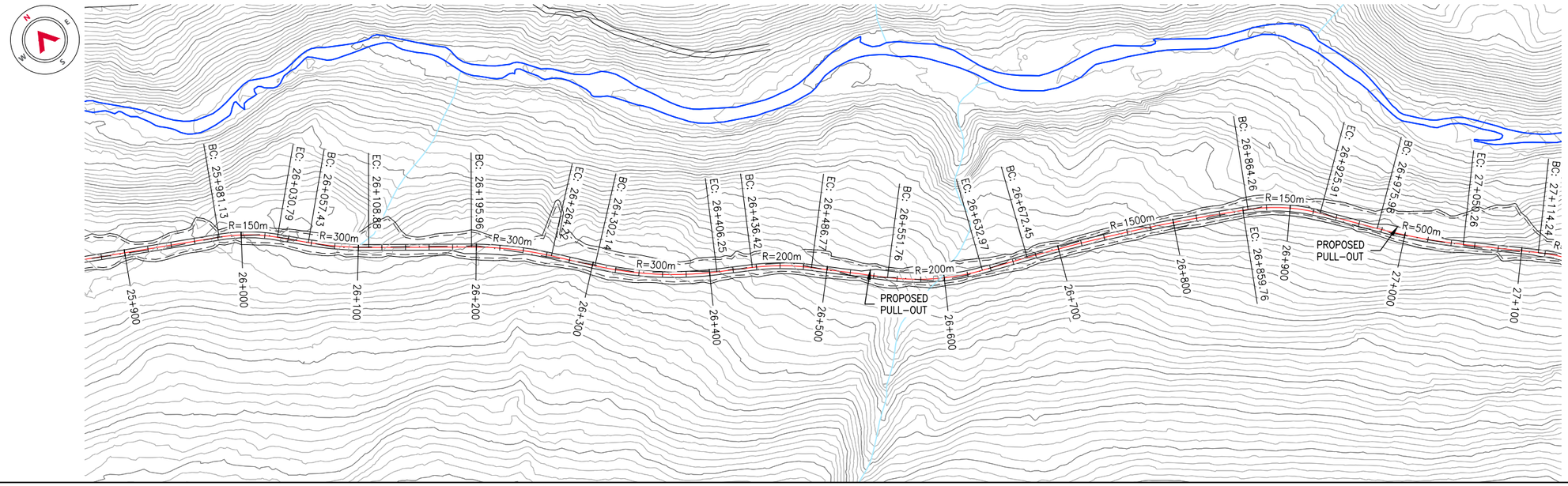
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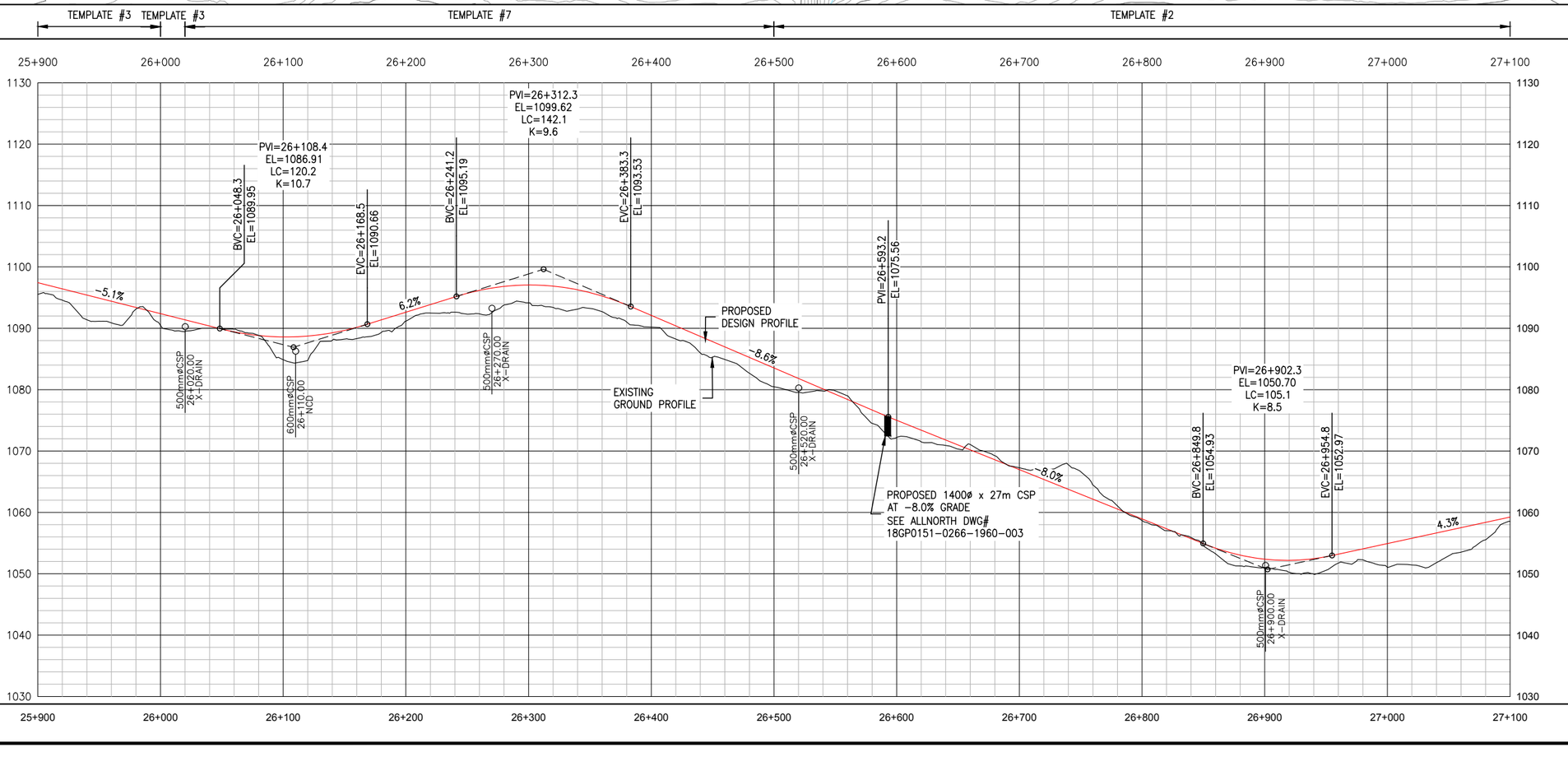
PROJECT:
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

TITLE:
PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-204** REV: **A**

Date: 2018/12/20 10:29 AM | User: Teena Major | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Roads\LIDar Series 100\Production Dwgs\PP\18GP0151-100-1920-200-217-R1 | Layout: 204 | Paper Size: 558.8mm x 431.8mm





LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:

CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM	DATE: 18/10/29	
PROJECT NO:	18GP0151	DSGN: TMM	DATE: 18/10/29	
DRAWING SIZE:	ANSI "B"	CHKD: EK	DATE: 18/12/10	
SCALE:	H: 1:4000 V:1:800	APVD: DDW	DATE: 18/12/10	

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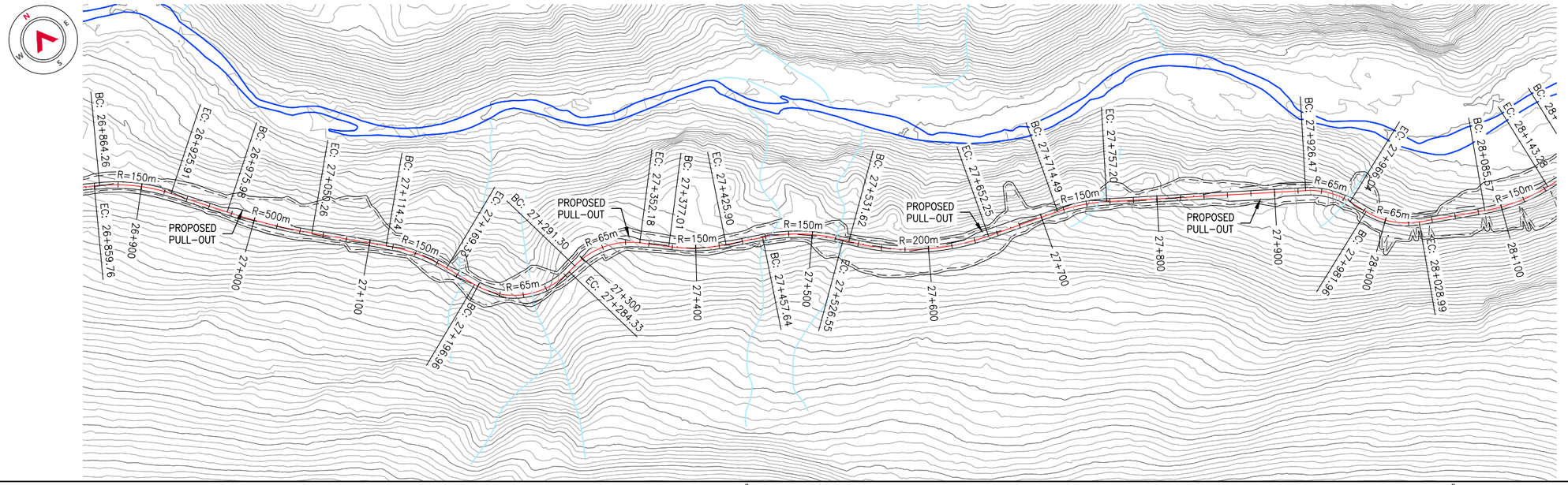
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

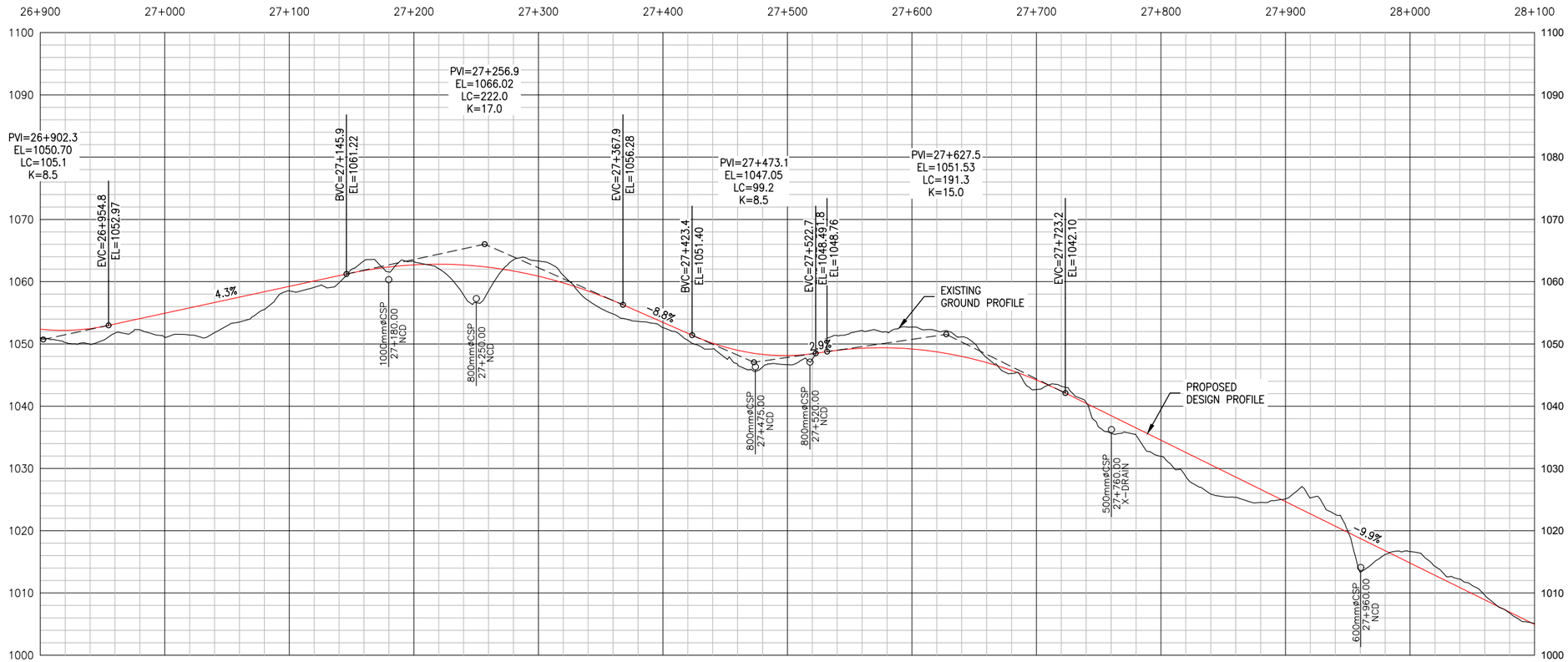
TITLE:

PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-205** REV: **A**

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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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Allnorth

CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW		DATE: 18/12/10

PROJECT:

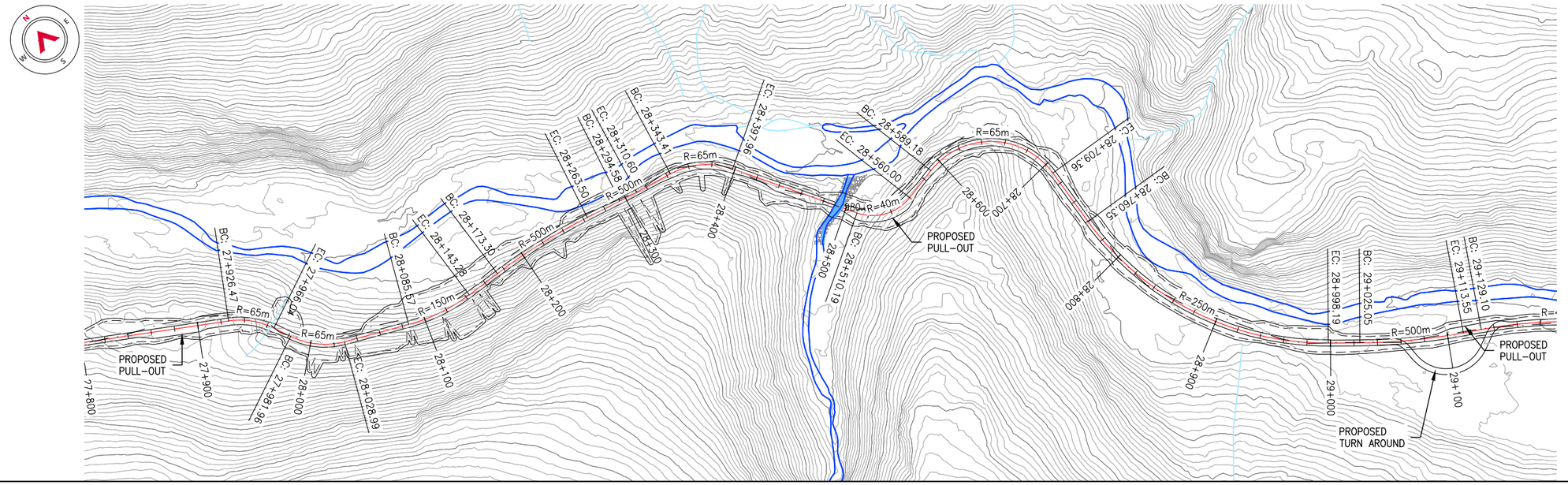
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

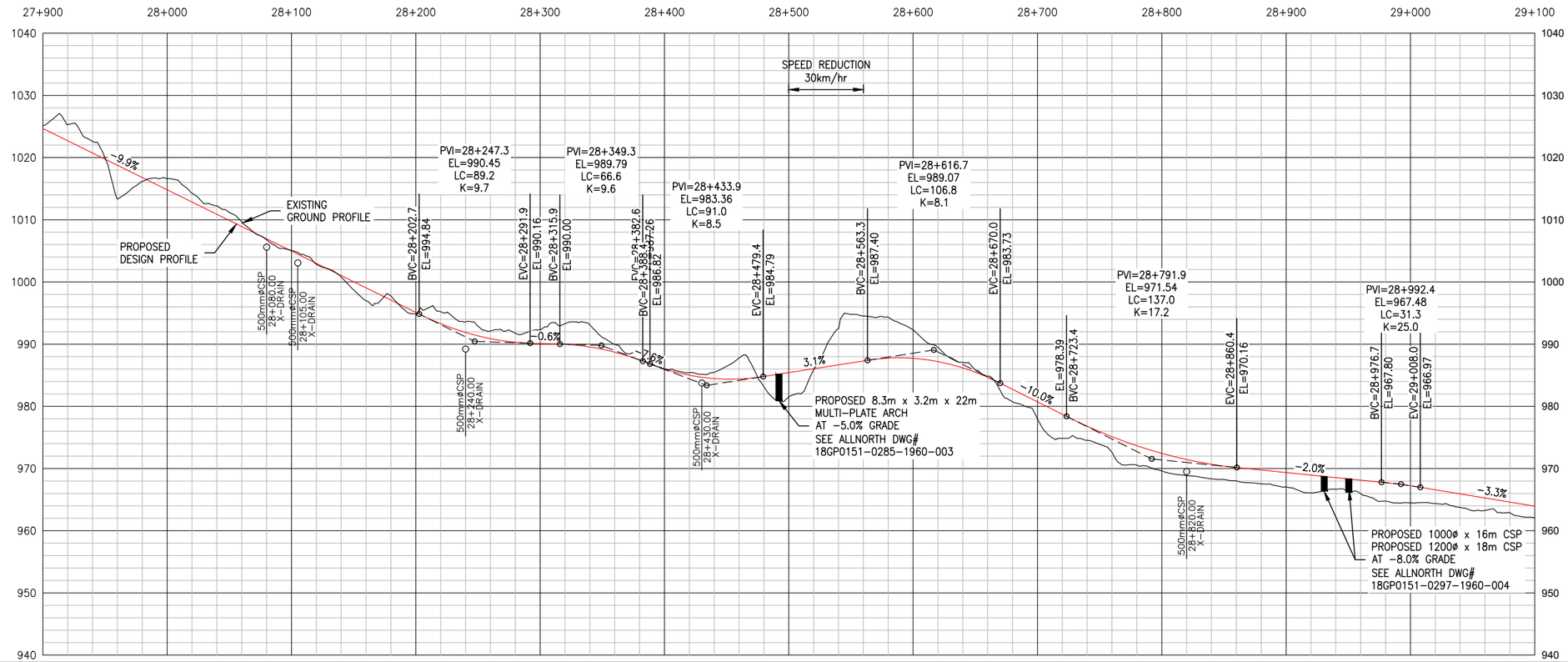
TITLE:

PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-206** REV: **A**

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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- 8+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

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CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
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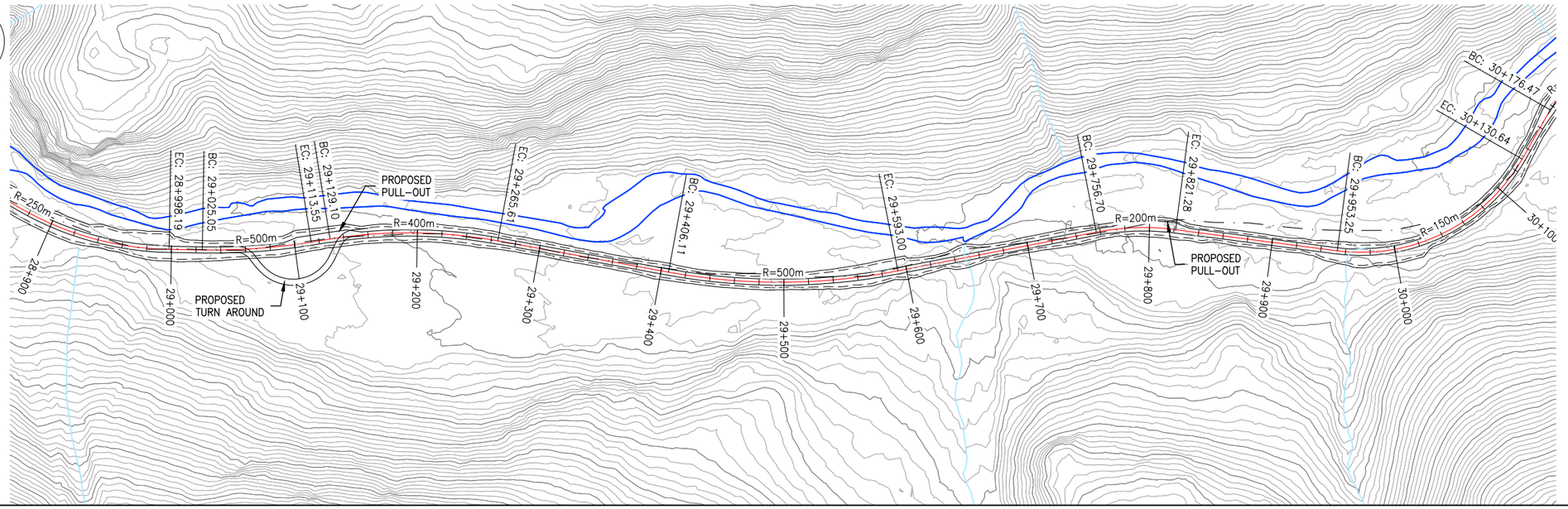
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

TITLE:

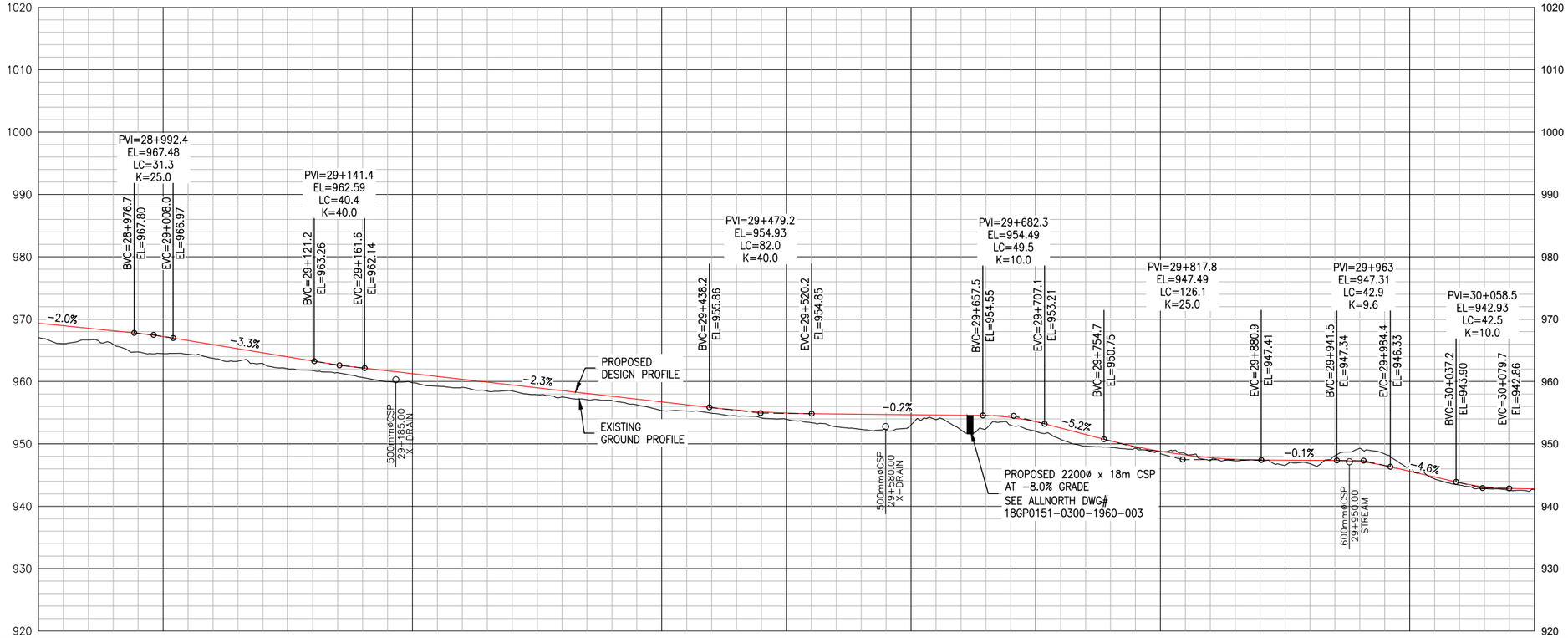
PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

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TEMPLATE #3 TEMPLATE #2



LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

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CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW		DATE: 18/12/10

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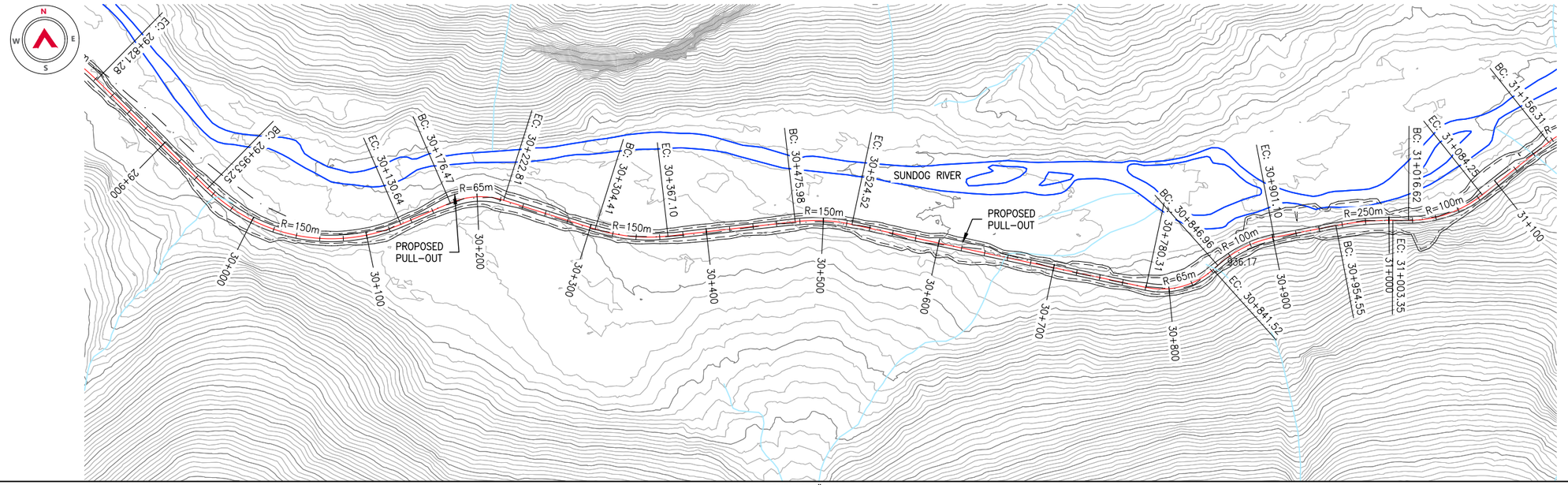
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

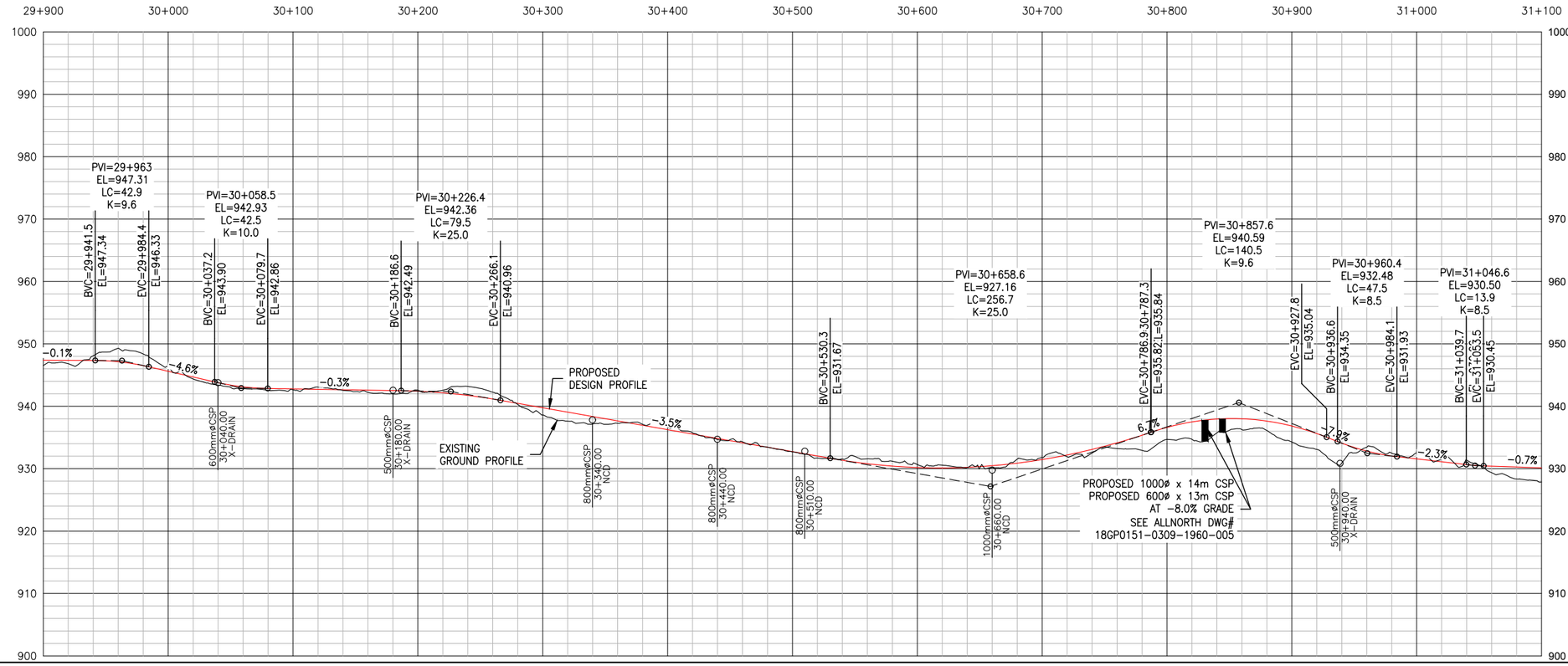
TITLE:

PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

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CHAINAGE: 29+900 30+000 30+100 30+200 30+300 30+400 30+500 30+600 30+700 30+800 30+900 31+000 31+100

LEGEND

EXISTING
- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED
- 1+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

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Allnorth

CLIENT NO:	-	DRWN: TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM	DATE: 18/10/29
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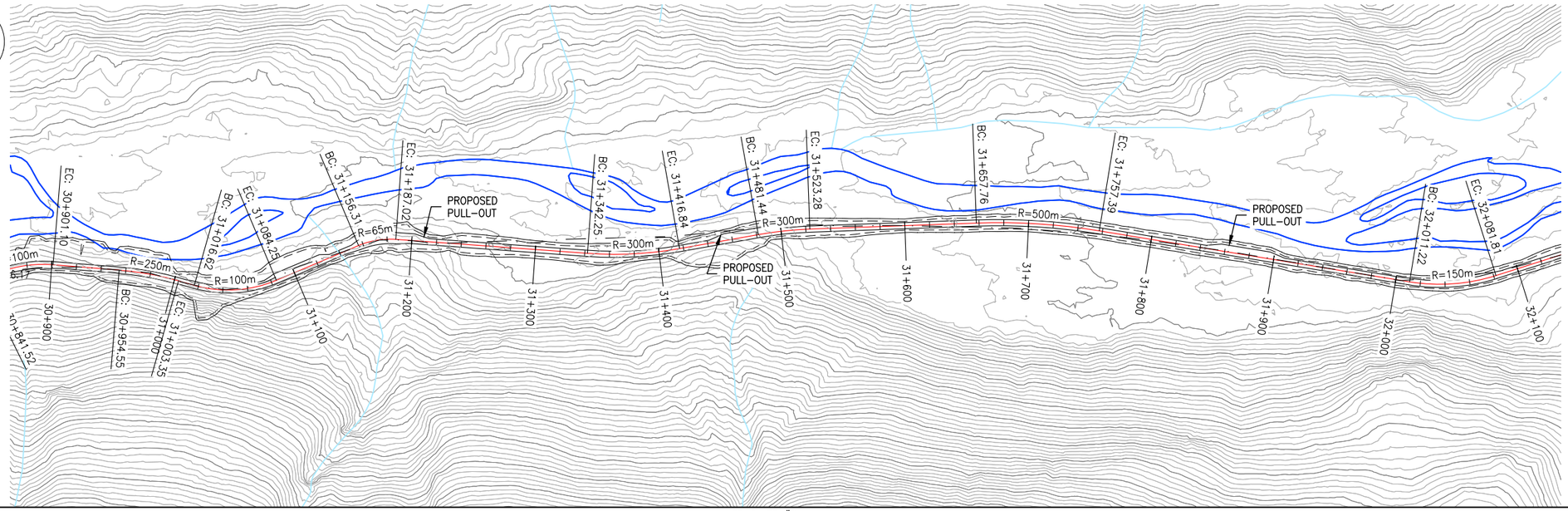
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

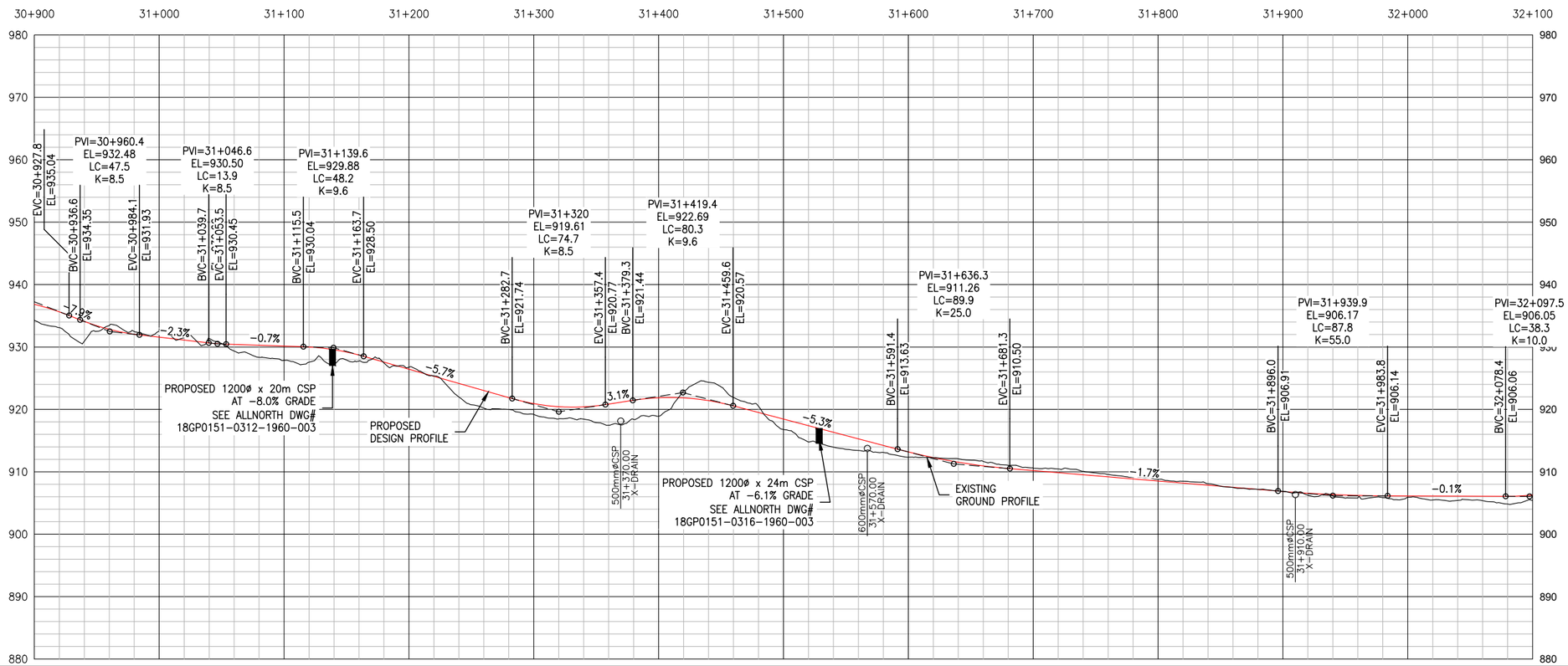
PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-209** REV: **A**

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TEMPLATE #2



CHAINAGE: 30+900 31+000 31+100 31+200 31+300 31+400 31+500 31+600 31+700 31+800 31+900 32+000 32+100

LEGEND

EXISTING
- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED
- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

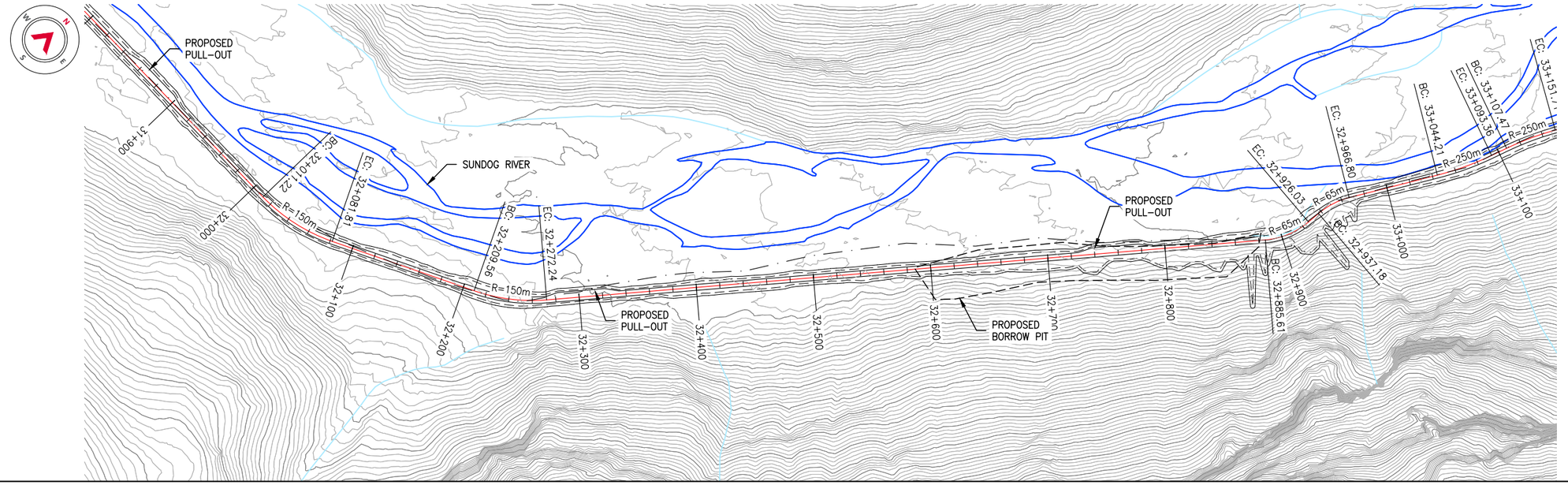
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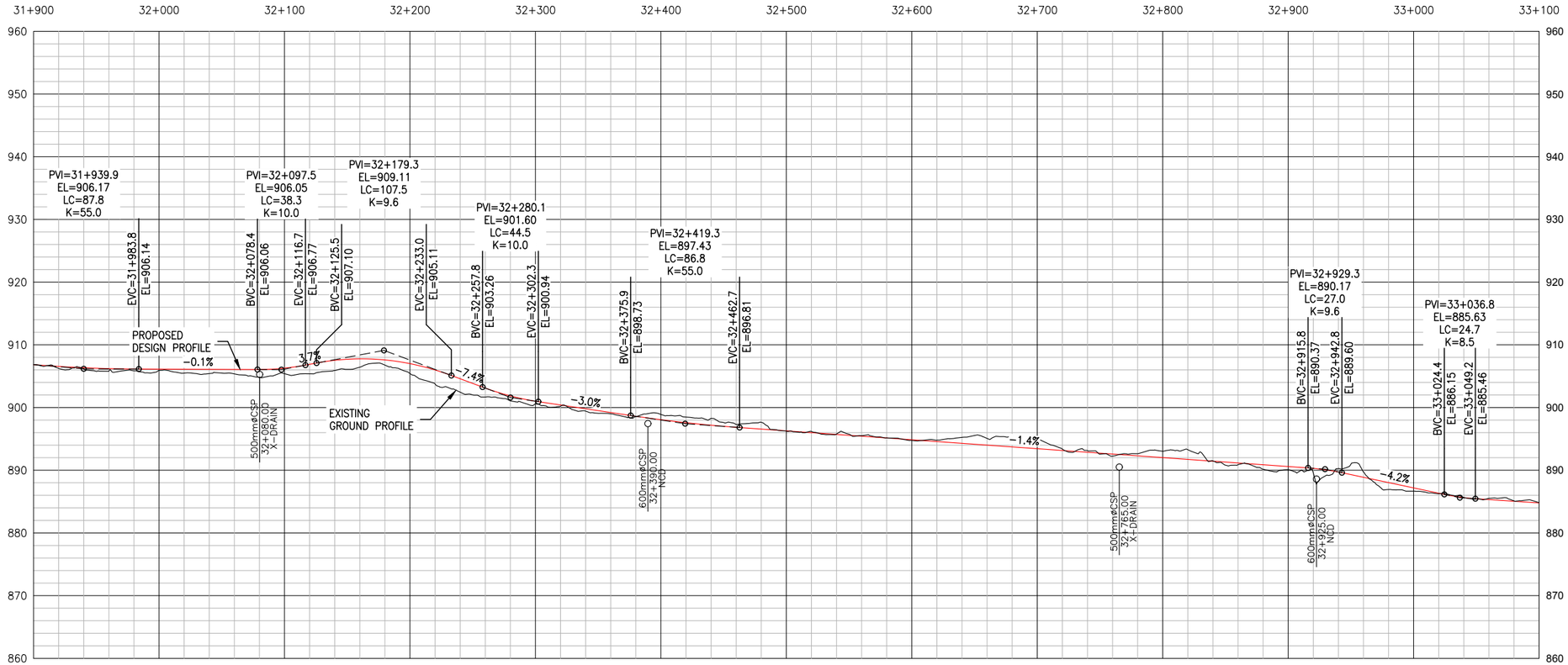
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:
PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-210** REV: **A**

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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
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Allnorth

CLIENT NO:	-	DRWN: TMM	DATE:	18/10/29
PROJECT NO:	18GP0151	DSGN: TMM	DATE:	18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK	DATE:	18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW	DATE:	18/12/10

PROJECT:

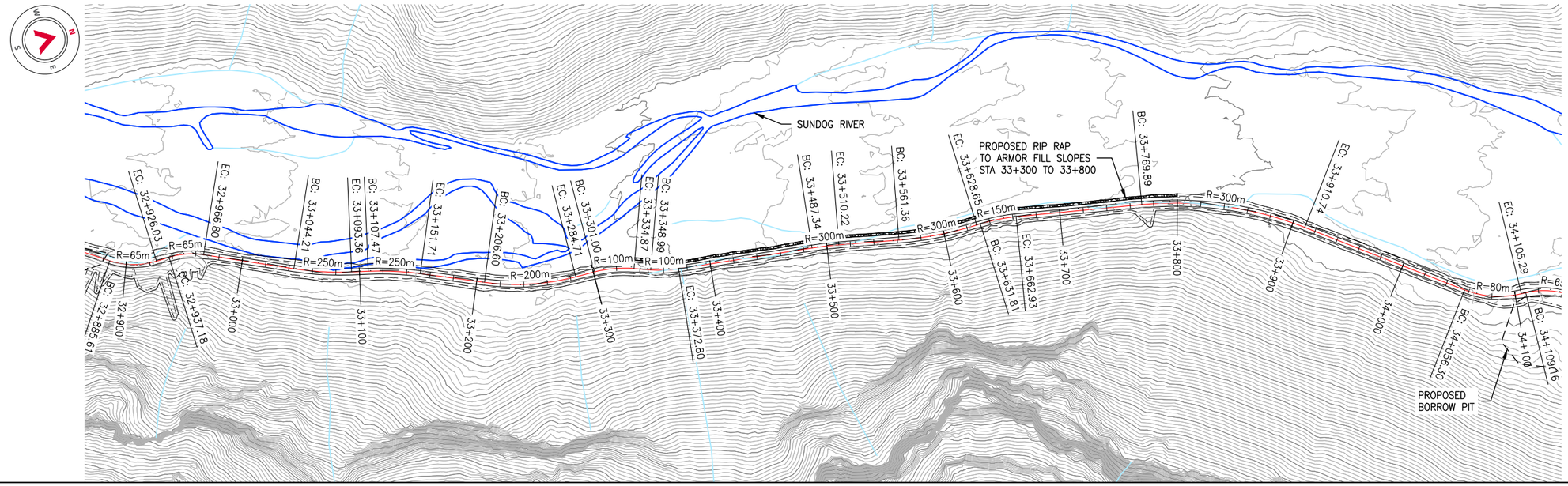
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

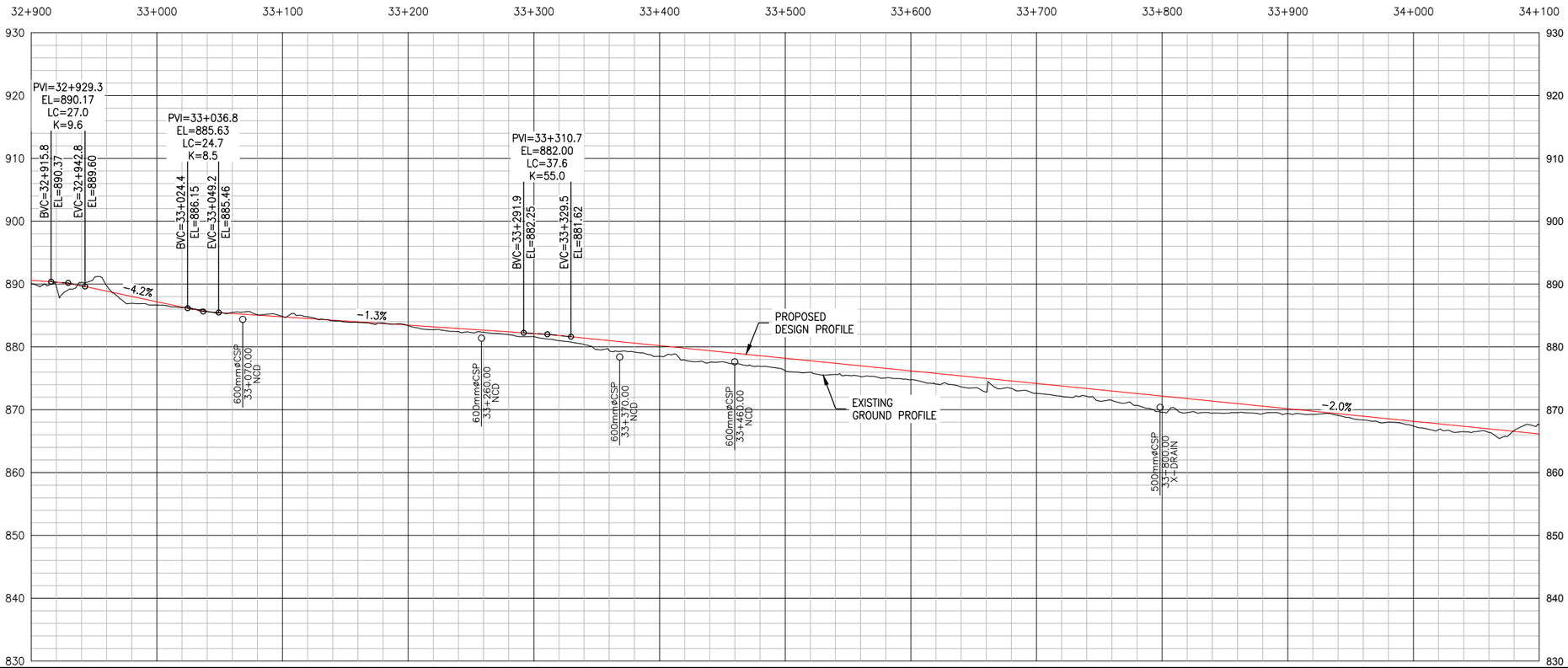
PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-211**
REV: **A**

Date: 2018/12/20 10:59 AM | User: Tena Major | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Roads\LiDar Series 100\Production Dwgs\PP\18GP0151-100-1920-200-217-R1 | Layout: 211 | Paper Size: 558.8mm x 431.8mm



TEMPLATE #9 | TEMPLATE #8 | TEMPLATE #2



CHAINAGE: 32+900 | 33+000 | 33+100 | 33+200 | 33+300 | 33+400 | 33+500 | 33+600 | 33+700 | 33+800 | 33+900 | 34+000 | 34+100

LEGEND

EXISTING
- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED
- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
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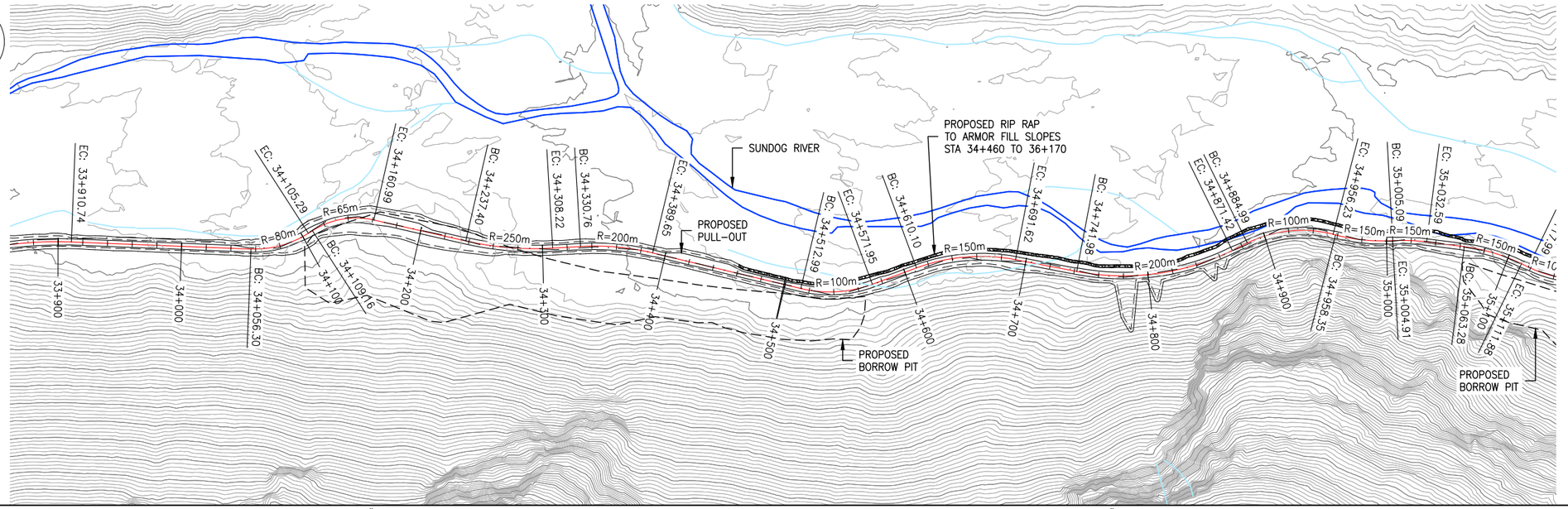
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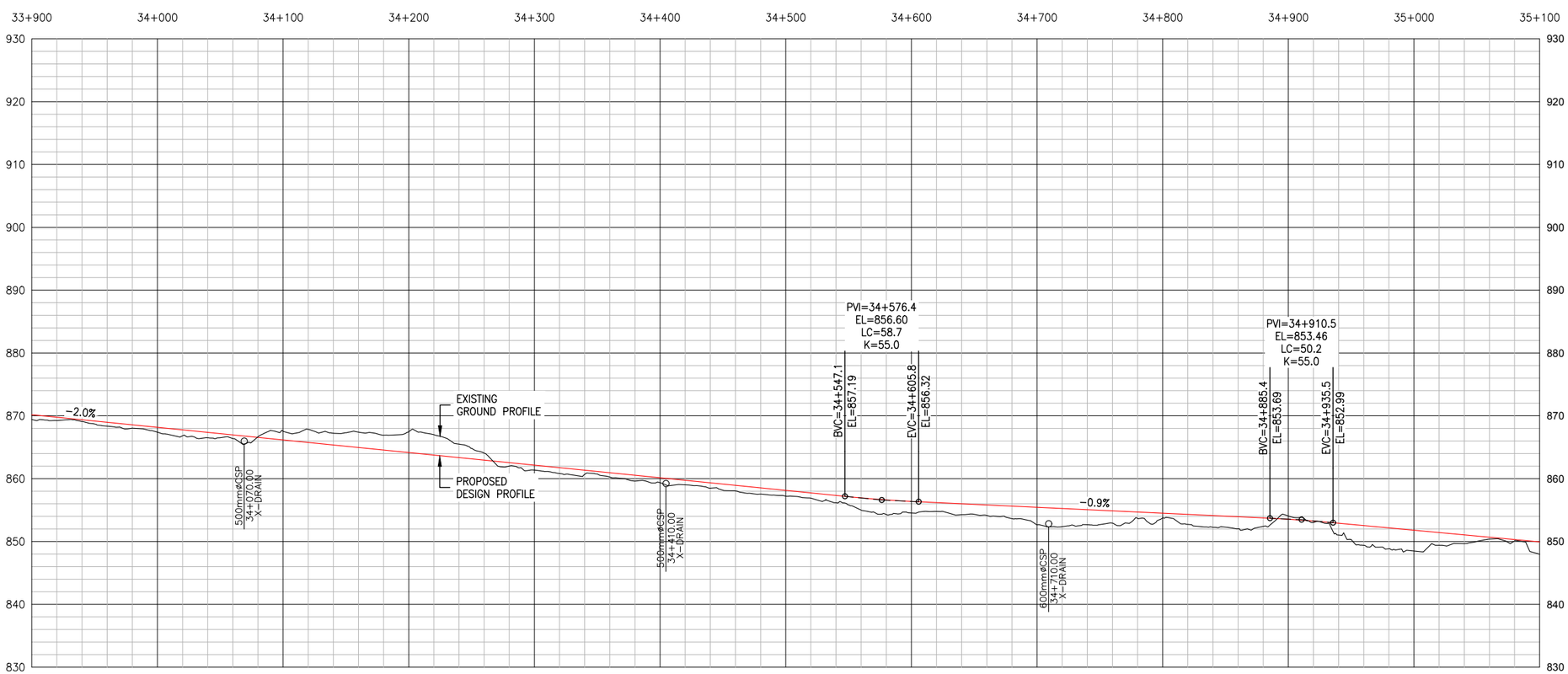
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:
PLAN AND PROFILE
DRAWINGS
km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-212** REV: **A**

Date: 2018/12/20 10:43 AM | User: Tena Major | File: P:\GP\2018\100\18GP0151 Canadian Zinc-Preliminary Road and Bridge Design\1000-Drawings\1011-Civil\01-Production\Road\LIDar Series 100\Production Dwgs\PP\18GP0151-100-1920-200-217-R1 | Layout: 212 | Paper Size: 558.8mm x 431.8mm





LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM	DATE:	18/10/29
PROJECT NO:	18GP0151	DSGN: TMM	DATE:	18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK	DATE:	18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW	DATE:	18/12/10

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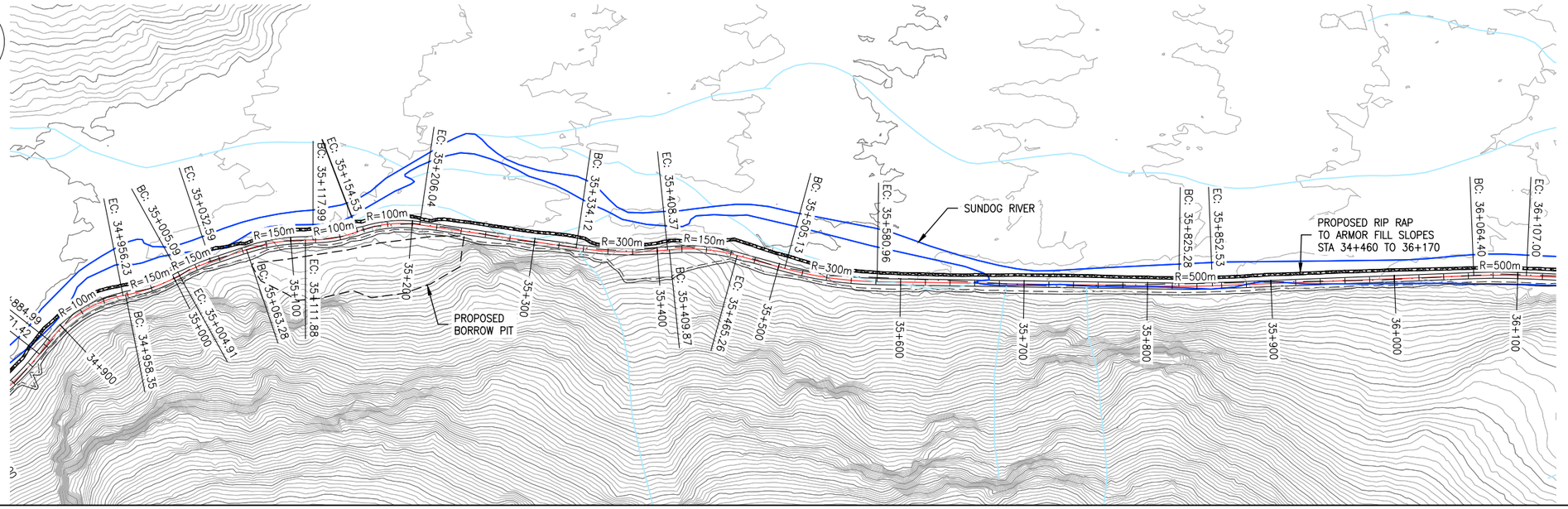
PRAIRIE CREEK ALL SEASON ROAD km 0+000 to km 170+000

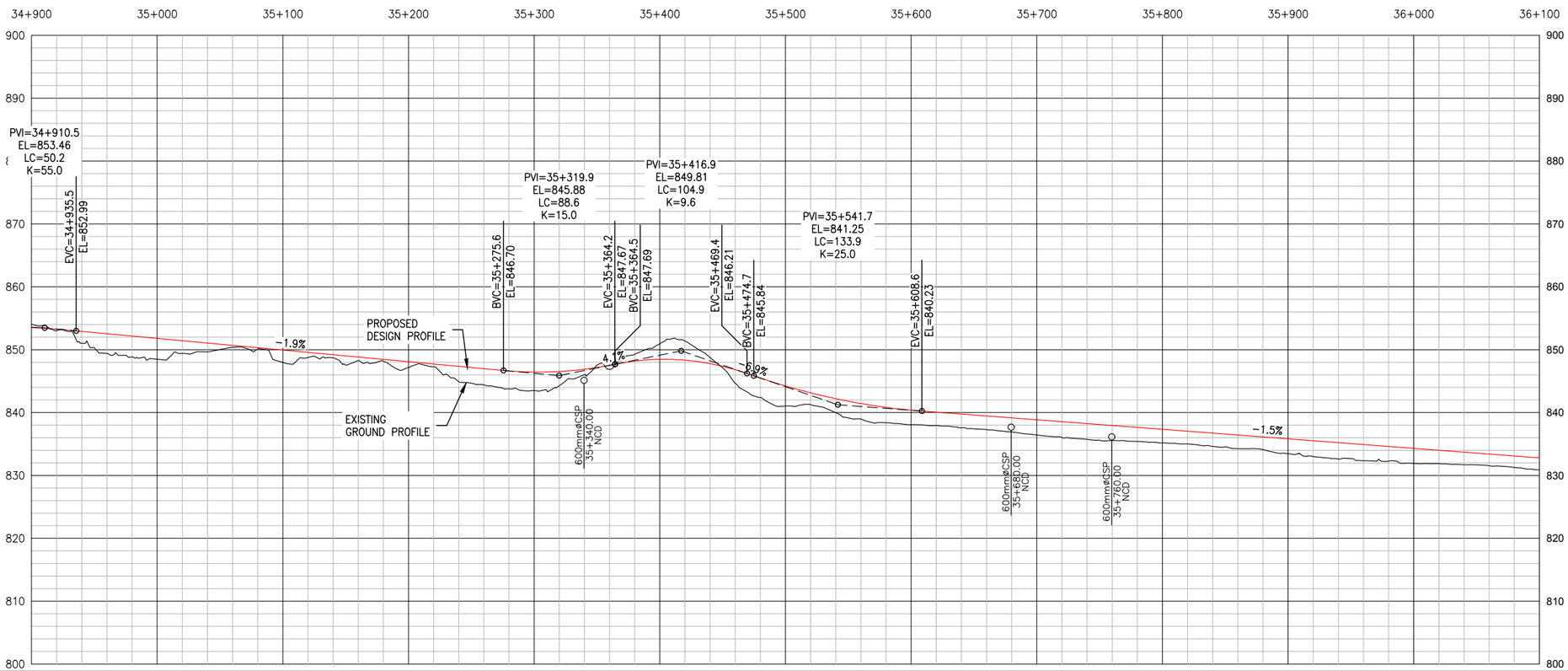
TITLE:

PLAN AND PROFILE DRAWINGS km 20+900 to km 39+000

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LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL (0+000)
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO: -	DRWN: TMM	DATE: 18/10/29	
PROJECT NO: 18GP0151	DSGN: TMM	DATE: 18/10/29	
DRAWING SIZE: ANSI "B"	CHKD: EK	DATE: 18/12/10	
SCALE: H: 1:4000 V:1:800	APVD: DDW	DATE: 18/12/10	

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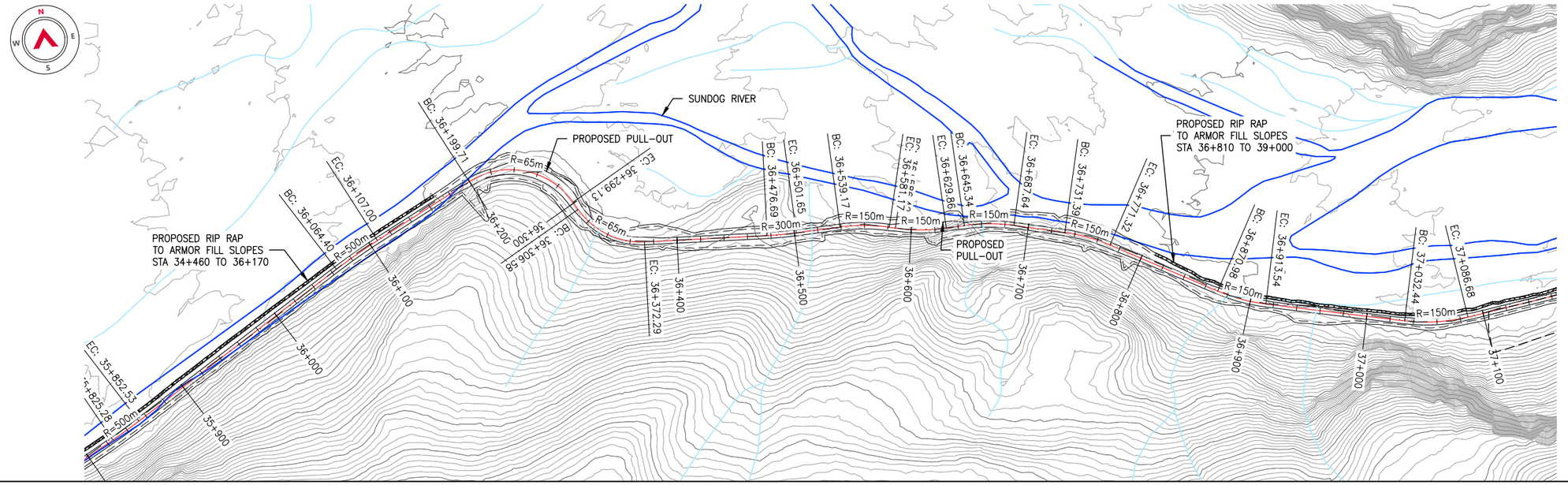
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

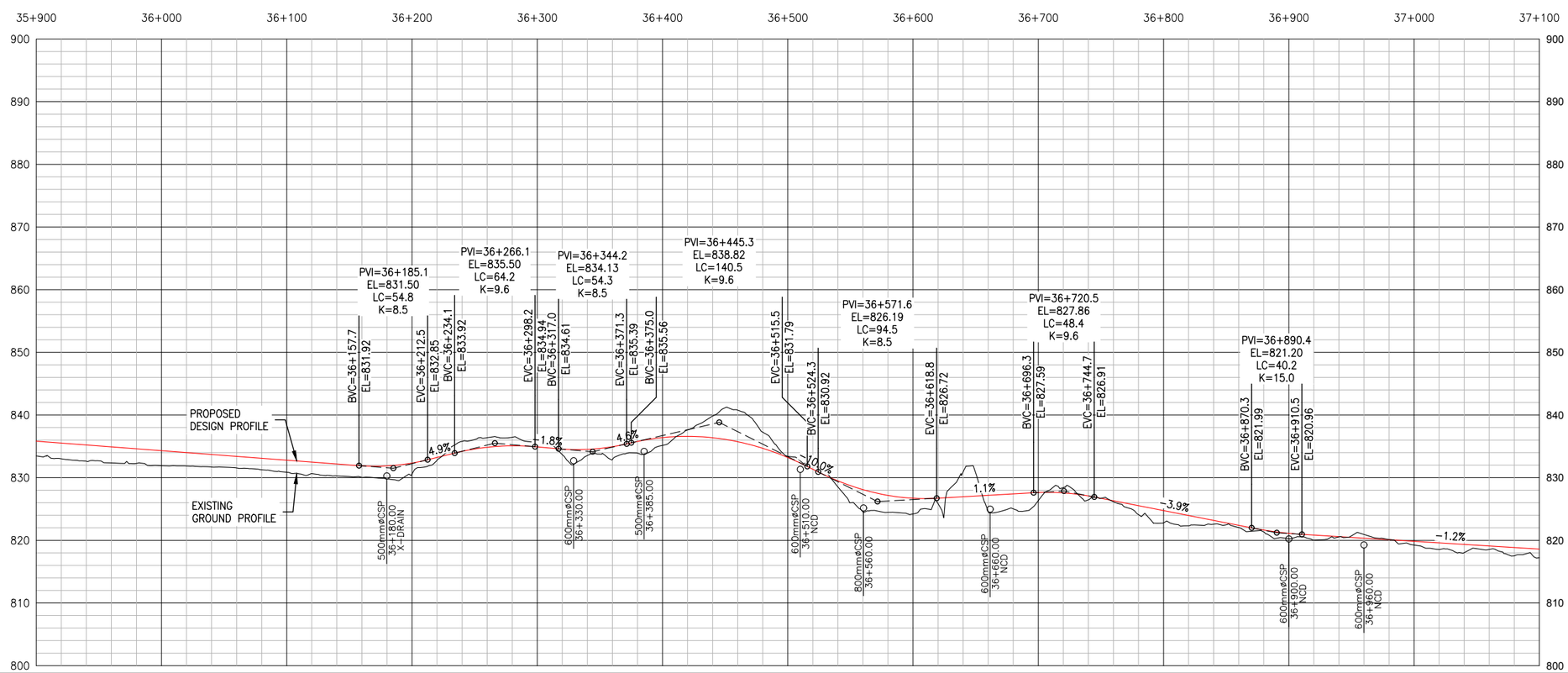
TITLE:

PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

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CHAINAGE:

LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- 0+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:

CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW		DATE: 18/12/10

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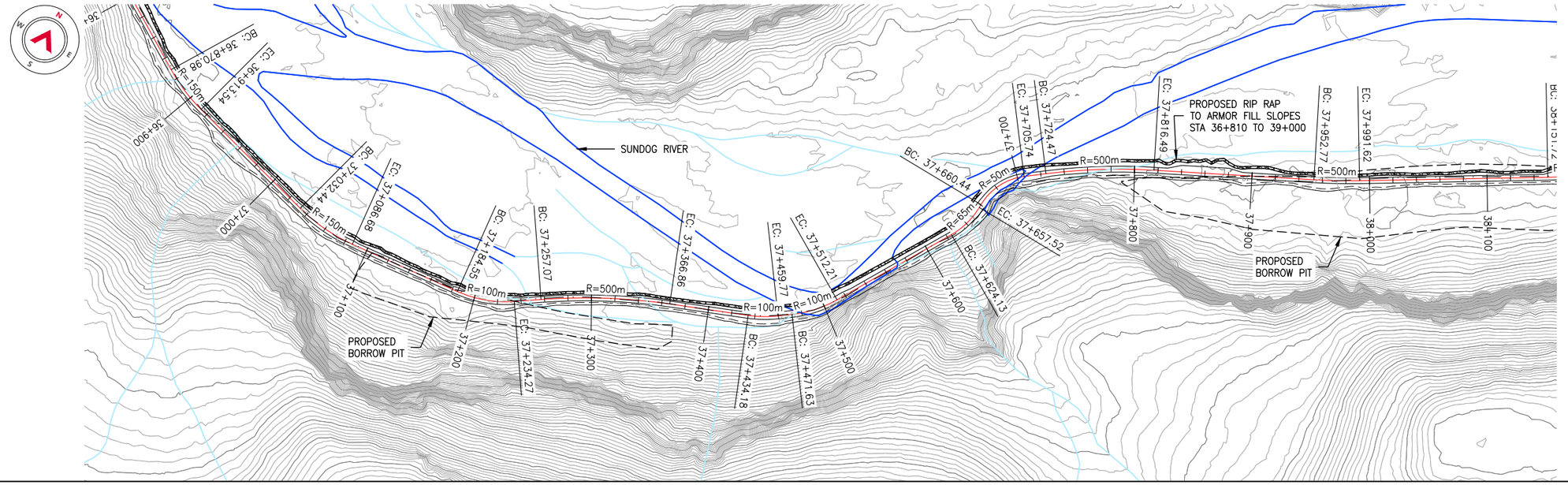
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

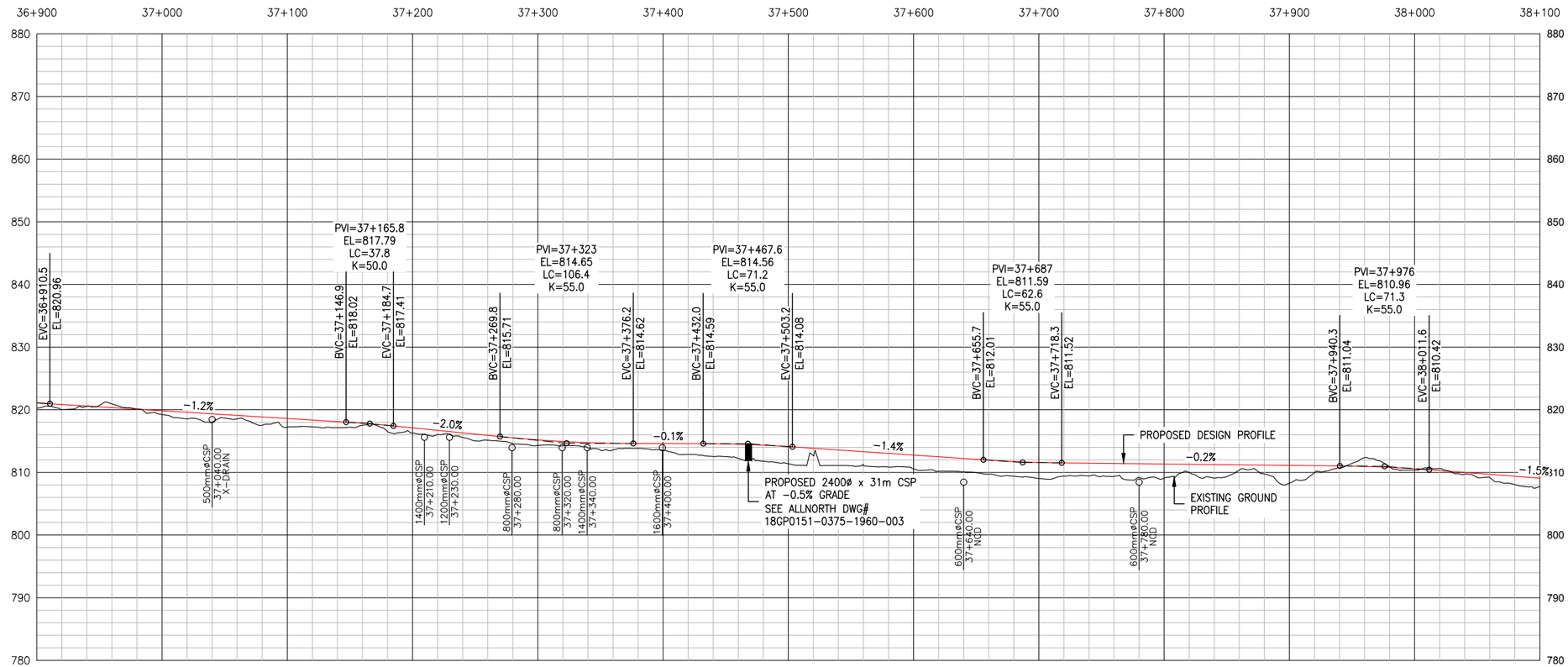
PLAN AND PROFILE
DRAWINGS
km 20+900 to km 39+000

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TEMPLATE #8



CHAINAGE:

LEGEND

EXISTING

- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED

- PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM		DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM		DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD: EK		DATE: 18/12/10
SCALE:	H: 1:4000 V:1:800	APVD: DDW		DATE: 18/12/10

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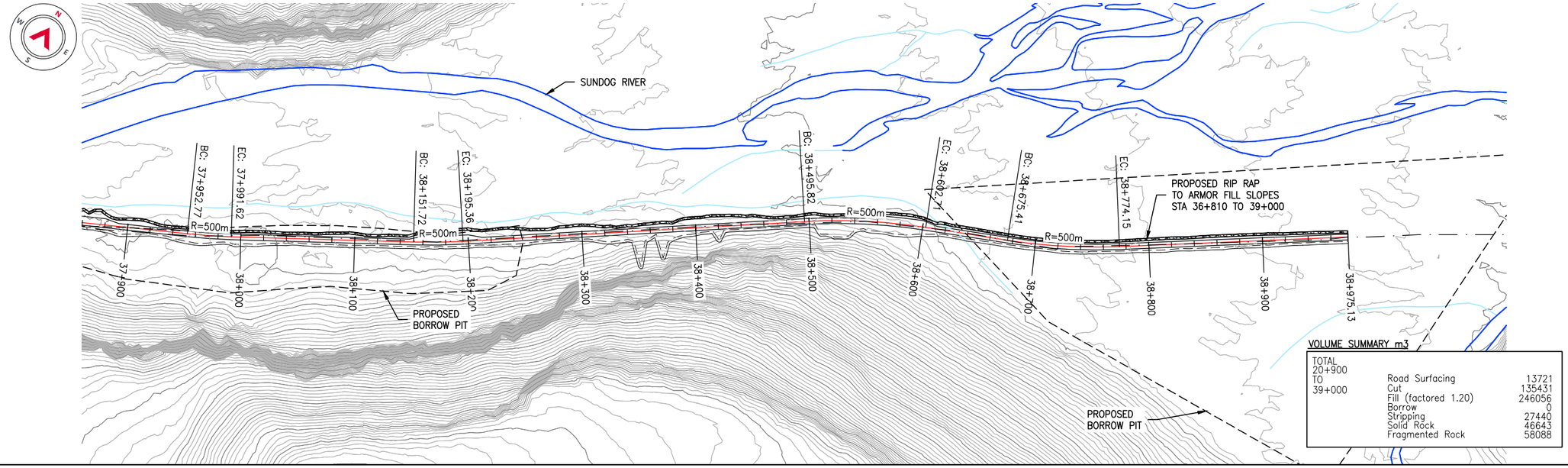
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

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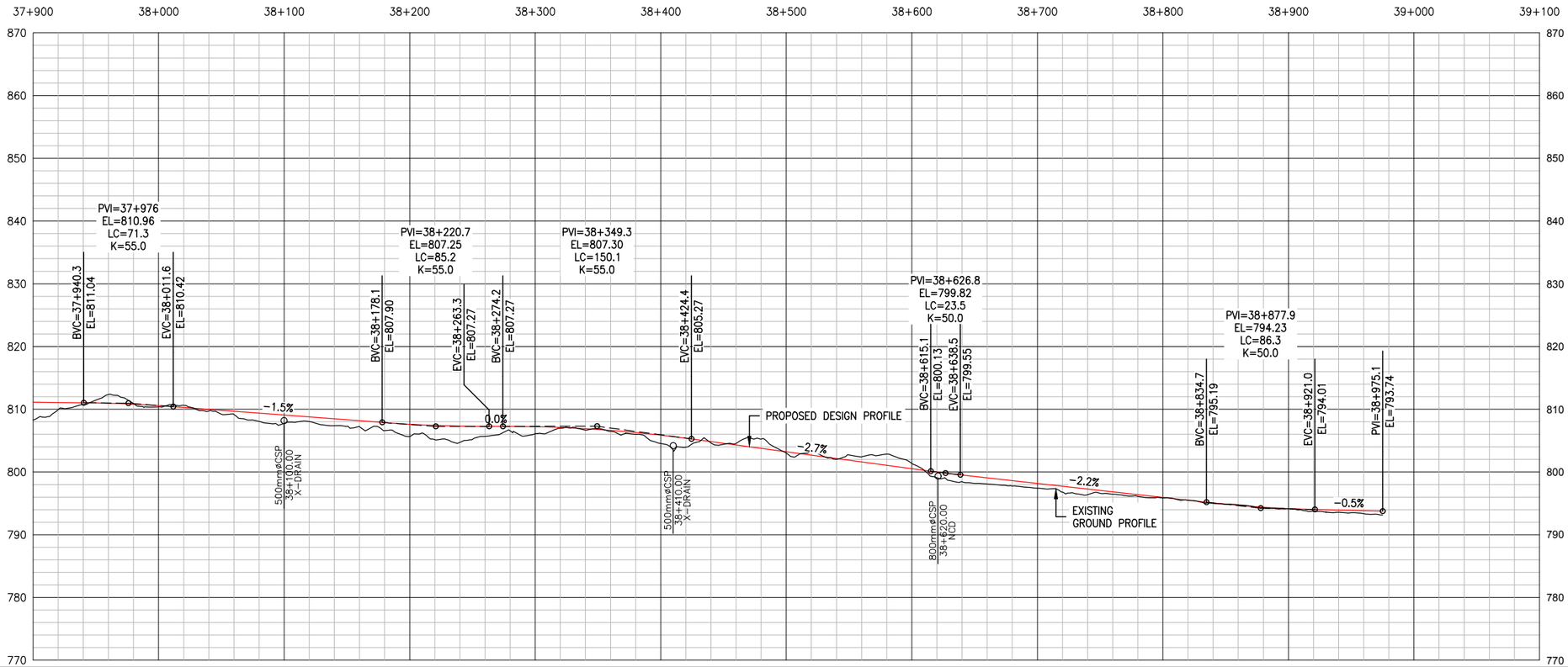
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VOLUME SUMMARY m3

TOTAL 20+900 TO 39+000	
Road Surfacing	13721
Cut	135431
Fill (factored 1.20)	246056
Borrow	0
Stripping	27440
Solid Rock	46643
Fragmented Rock	58088

TEMPLATE #8



CHAINAGE: 37+900 38+000 38+100 38+200 38+300 38+400 38+500 38+600 38+700 38+800 38+900 39+000 39+100

LEGEND

EXISTING
- EXISTING ROADS
- EXISTING PLINE
- MAJOR WATERCOURSES
- MINOR WATERCOURSES

PROPOSED
- 8+000 PROPOSED DESIGN CL
- PROPOSED ROAD EDGES
- PROPOSED CUT/FILL LINES
- PROPOSED RIGHT OF WAY LINES

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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT: CANADIAN ZINC CORPORATION

Allnorth

CLIENT NO:	-	DRWN: TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN: TMM	DATE: 18/10/29
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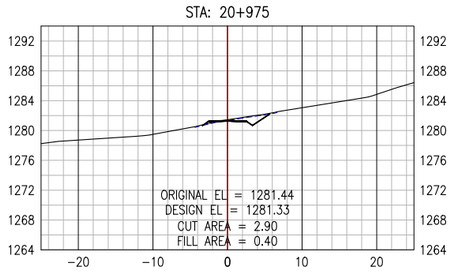
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

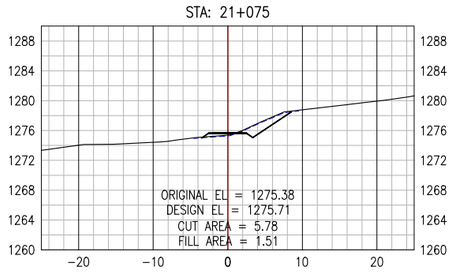
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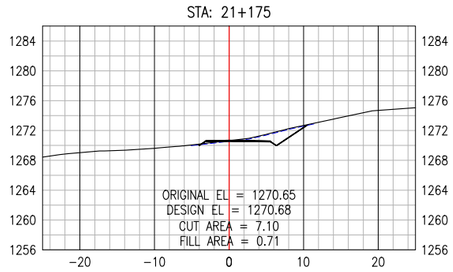
PLAN AND PROFILE DRAWINGS
km 20+900 to km 39+000

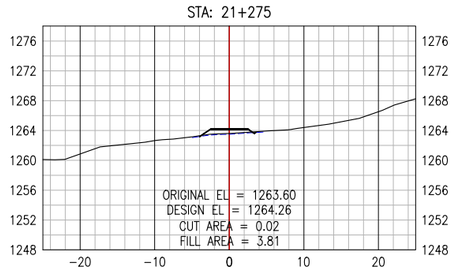
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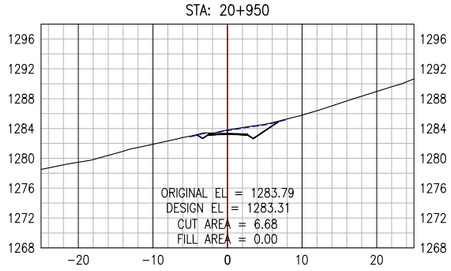
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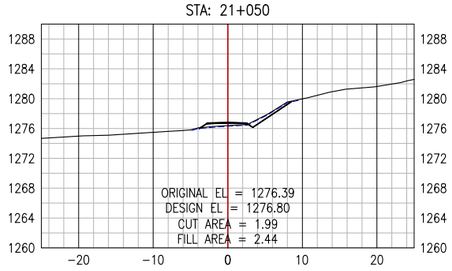


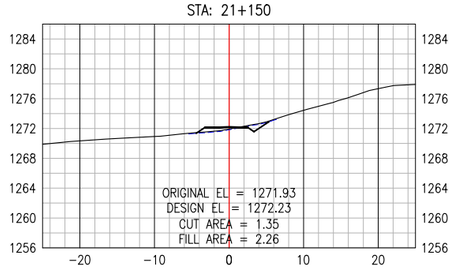


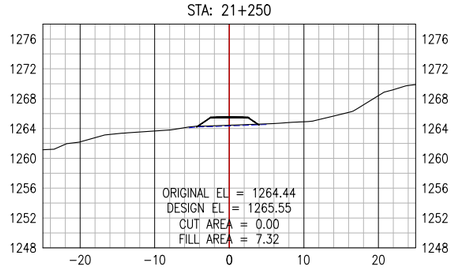


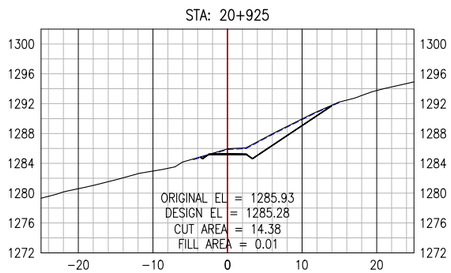


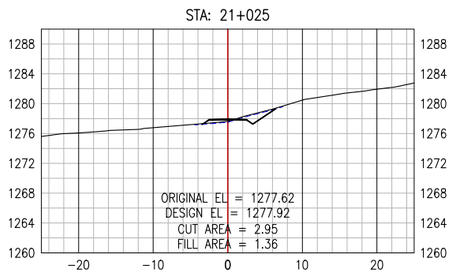


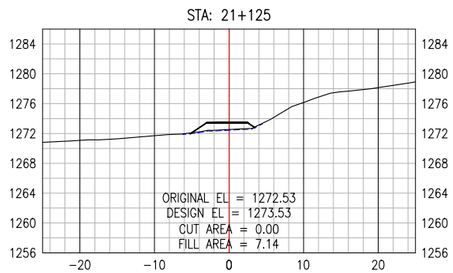


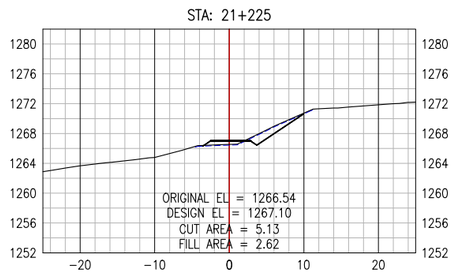


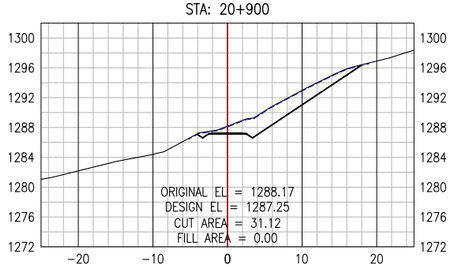


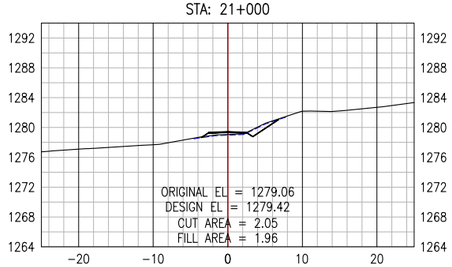


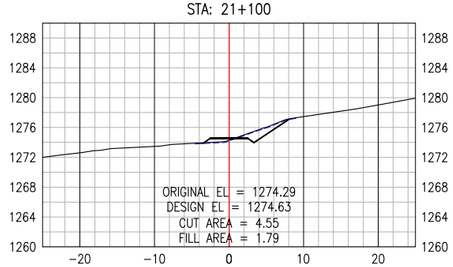


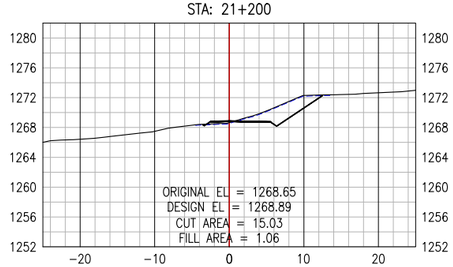












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A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

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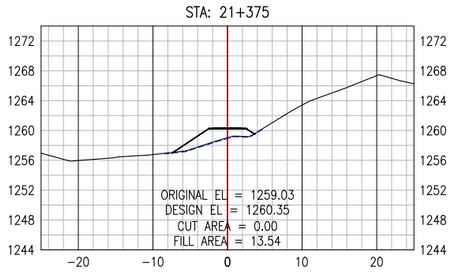
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SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

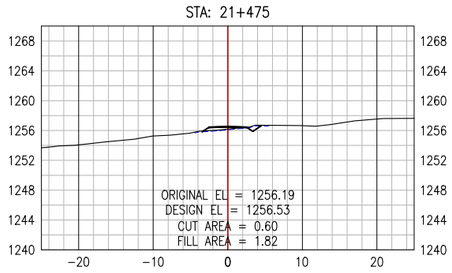
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

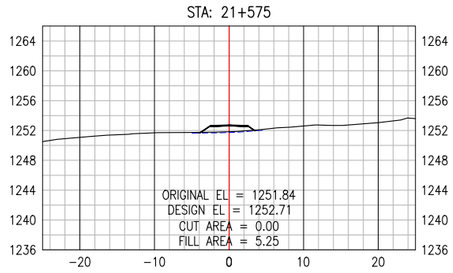
TITLE:
CROSS SECTION DRAWINGS
km 20+900 to km 39+000

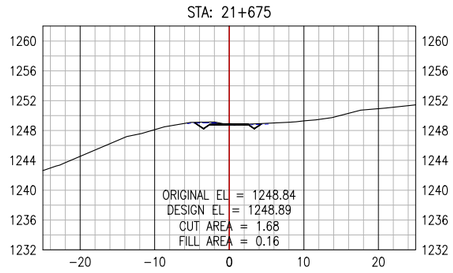
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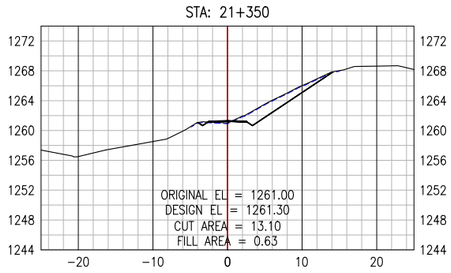
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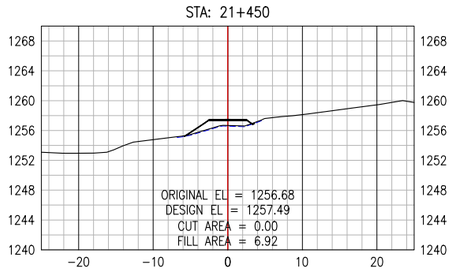


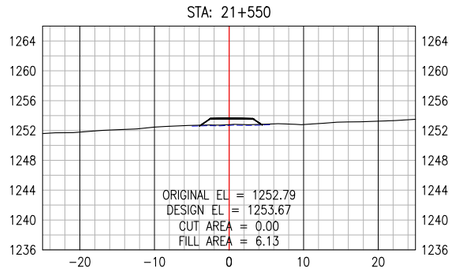


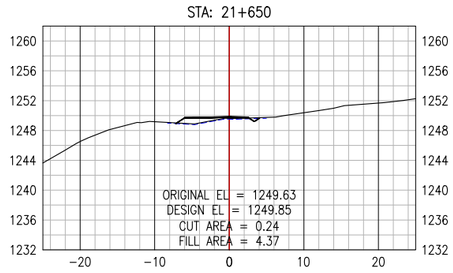


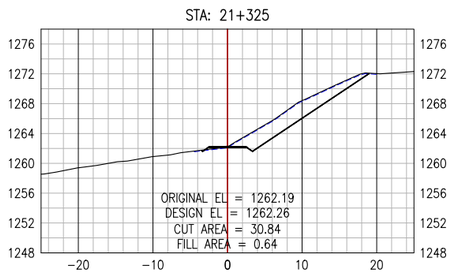


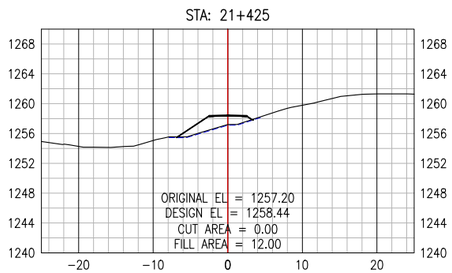


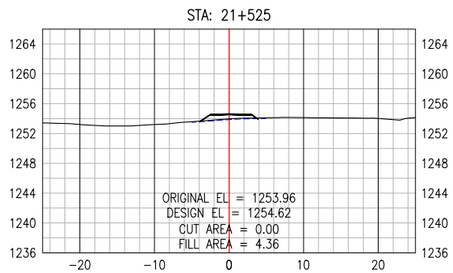


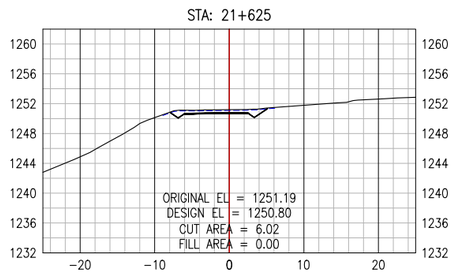


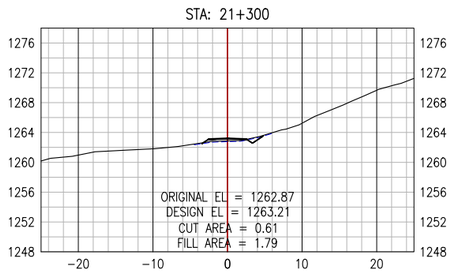


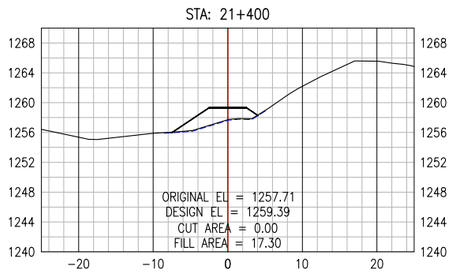


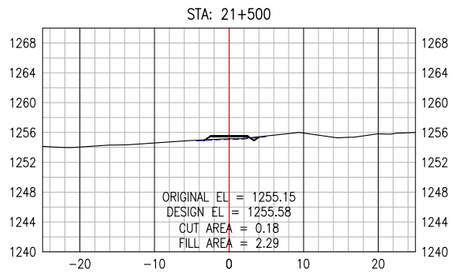


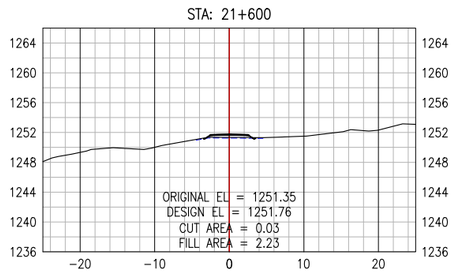












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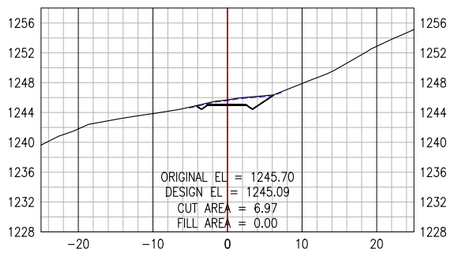
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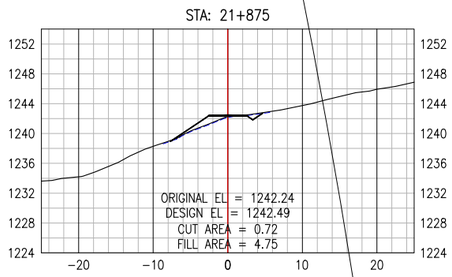
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ALL SEASON ROAD
km 0+000 to km 170+000

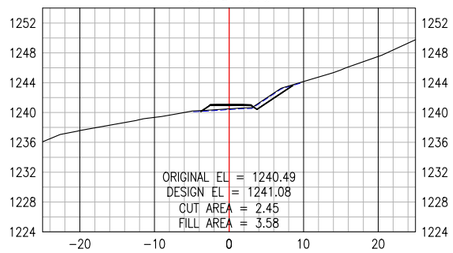
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

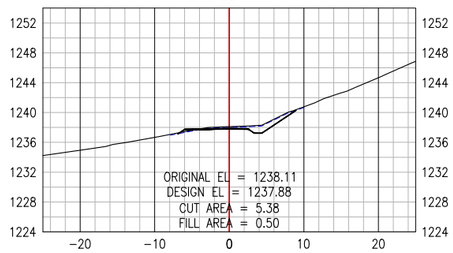
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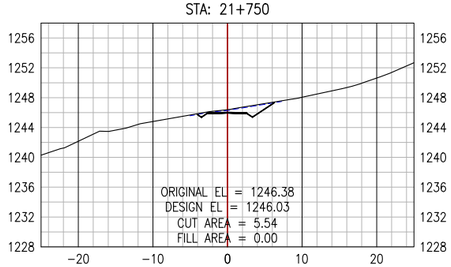
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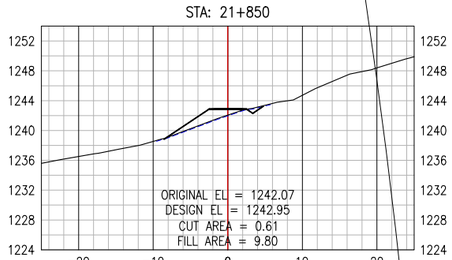


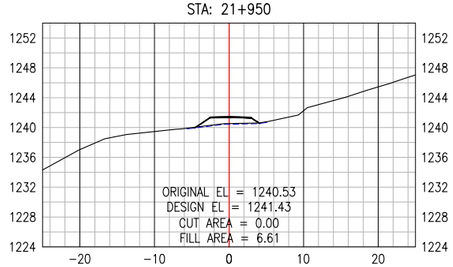


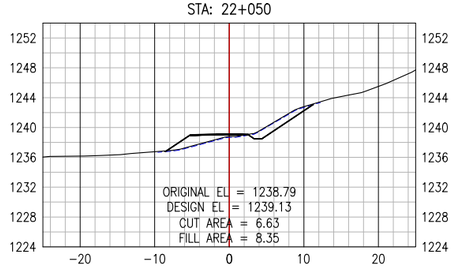


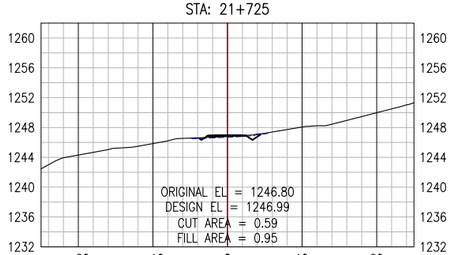


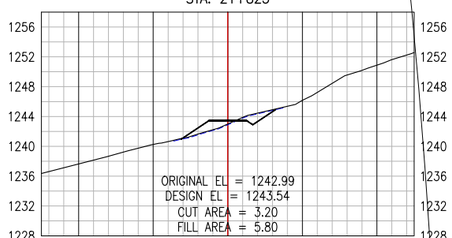


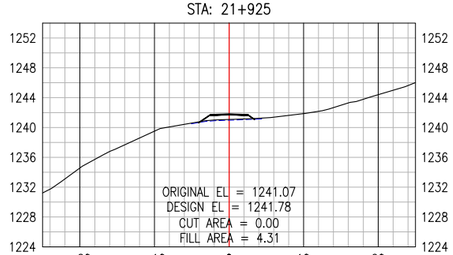


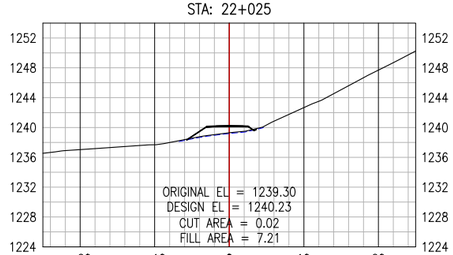


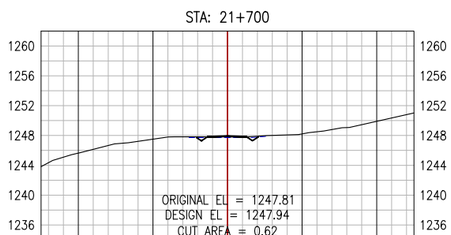


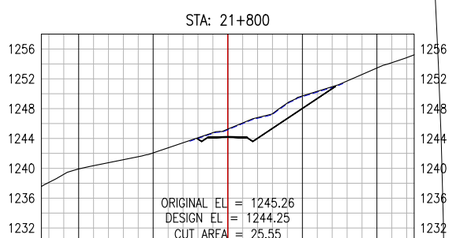


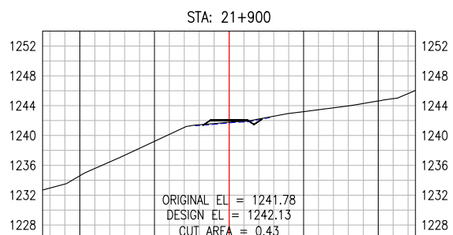


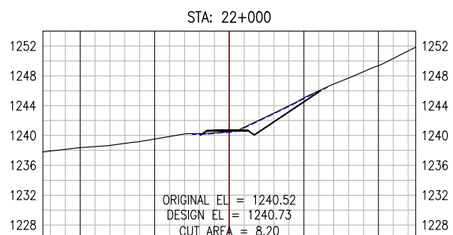












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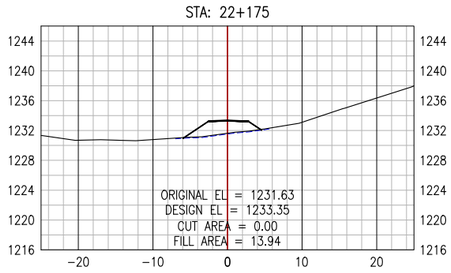
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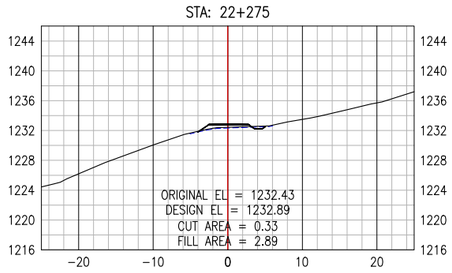
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ALL SEASON ROAD
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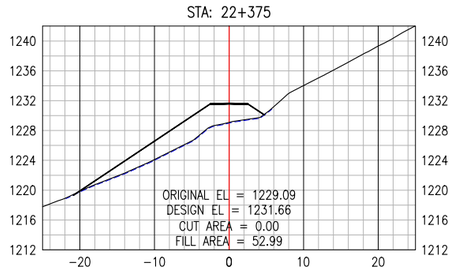
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km 20+900 to km 39+000

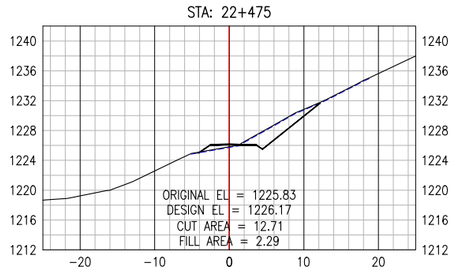
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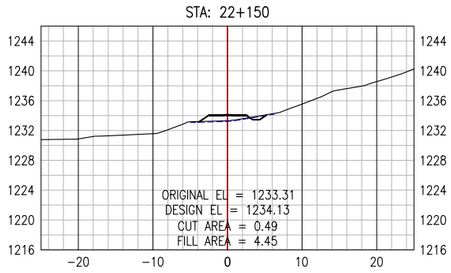
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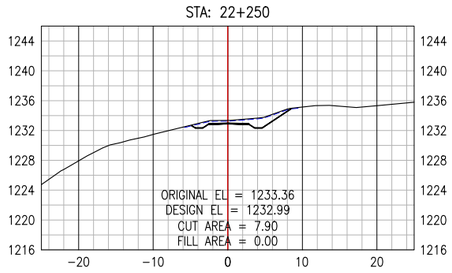


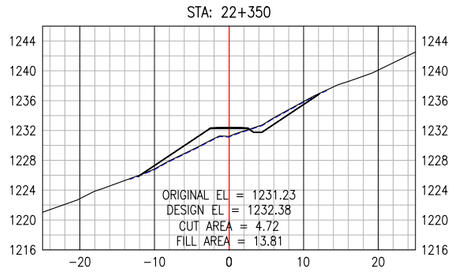


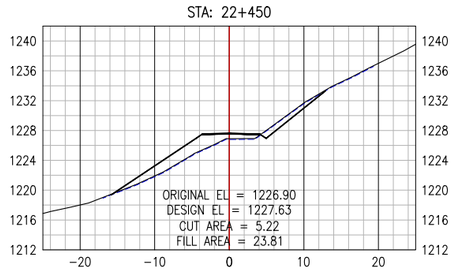


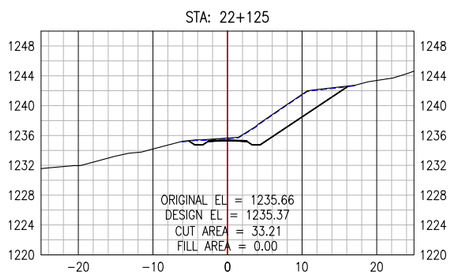


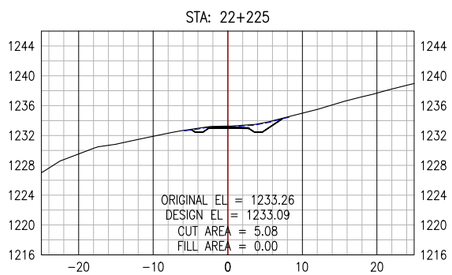


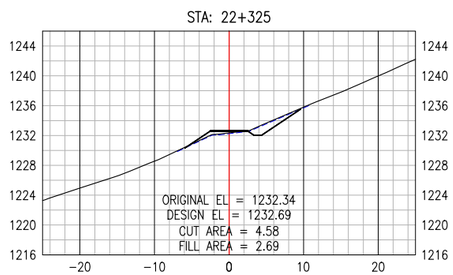


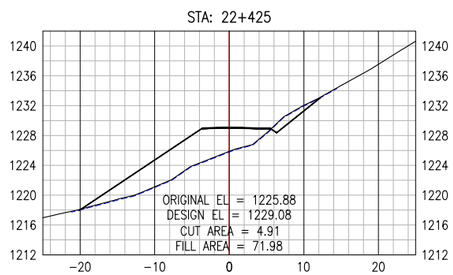


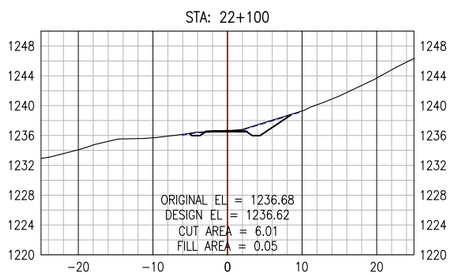


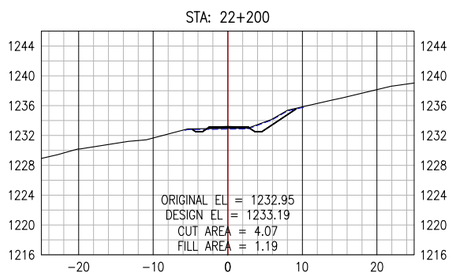


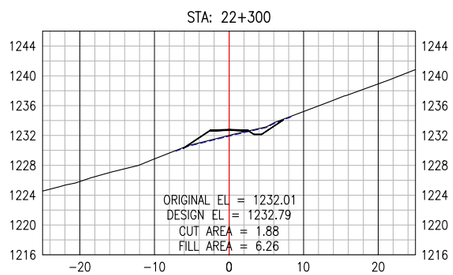


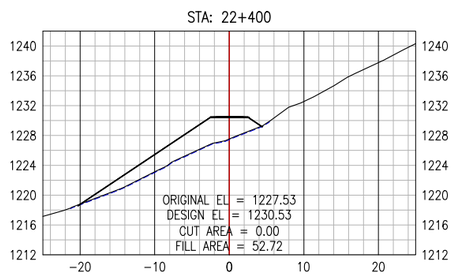












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CLIENT:
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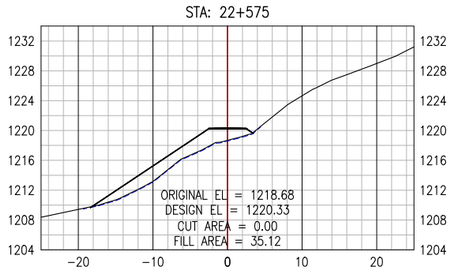
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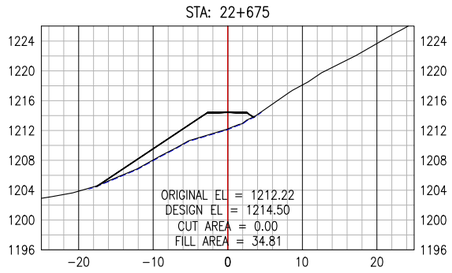
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ALL SEASON ROAD
km 0+000 to km 170+000

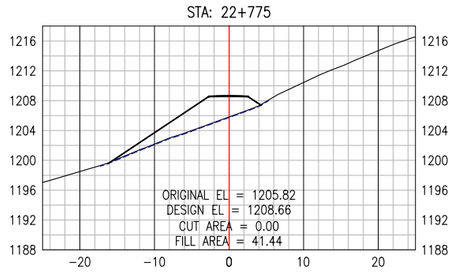
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km 20+900 to km 39+000

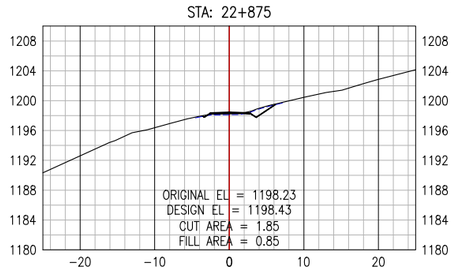
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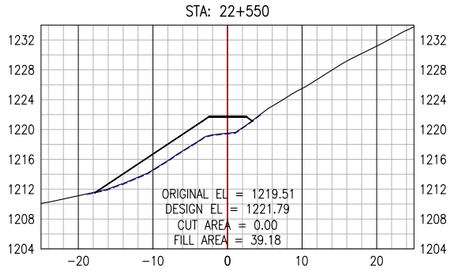
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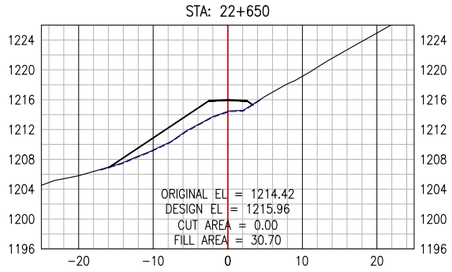


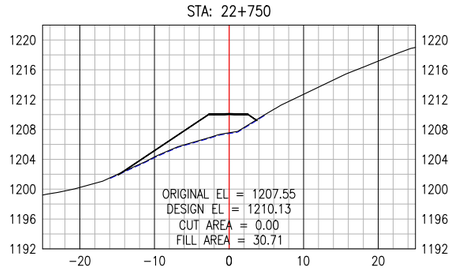


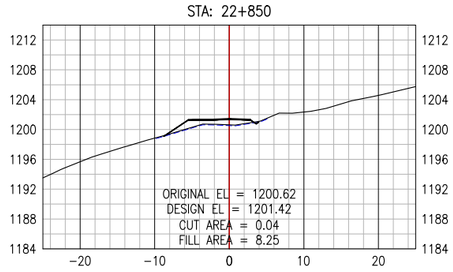


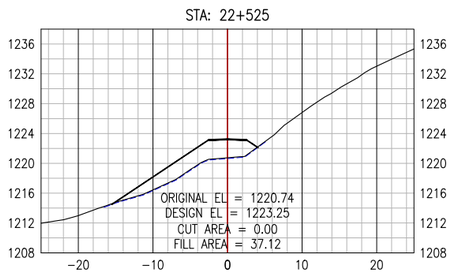


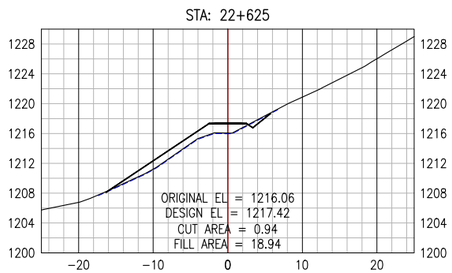


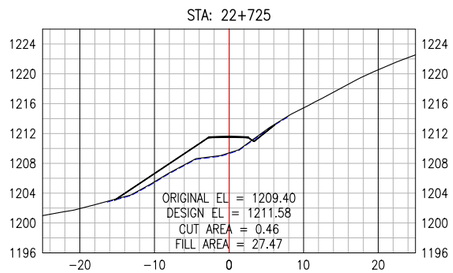


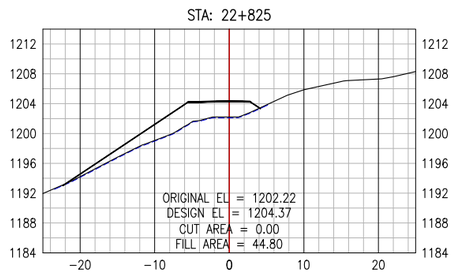


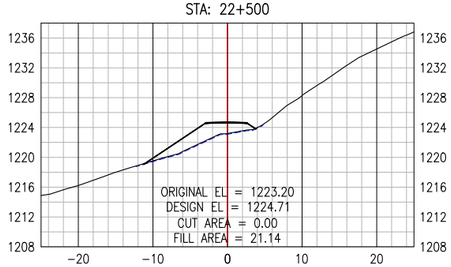


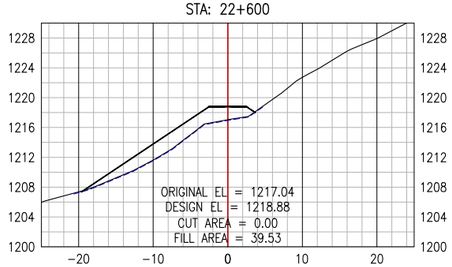


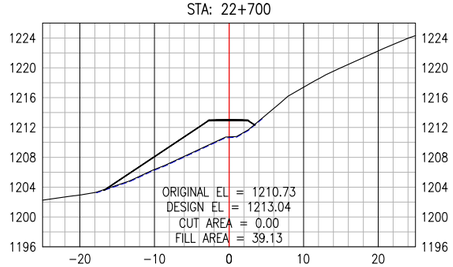


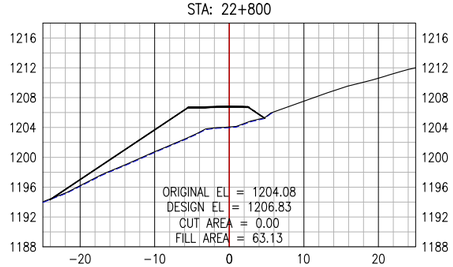












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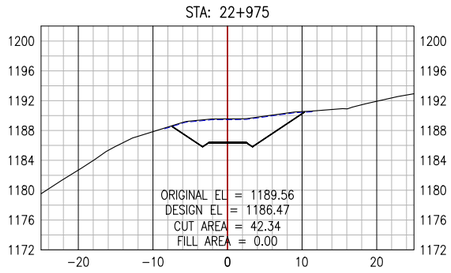
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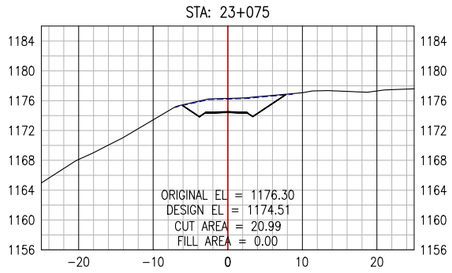
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ALL SEASON ROAD
km 0+000 to km 170+000

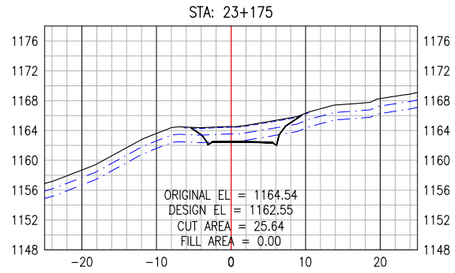
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km 20+900 to km 39+000

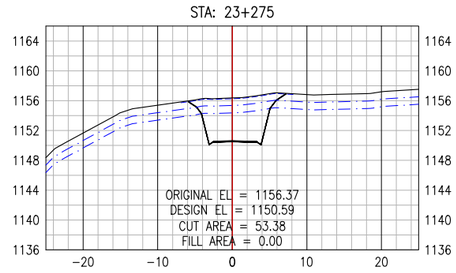
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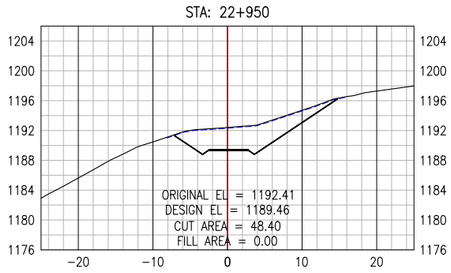
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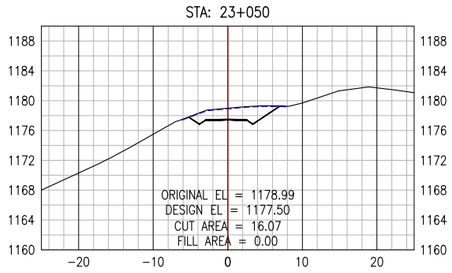


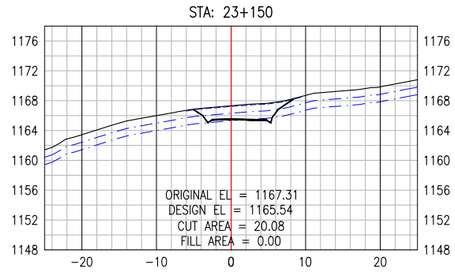


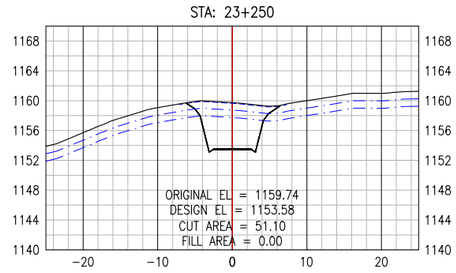


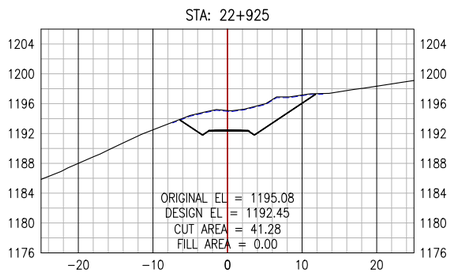


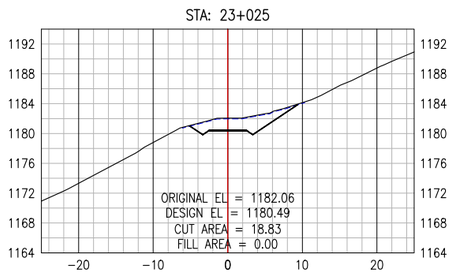


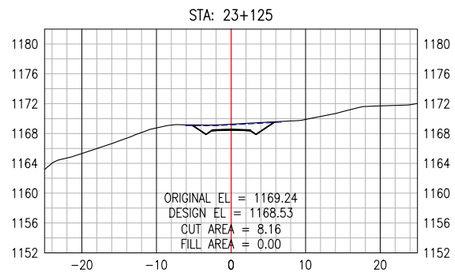


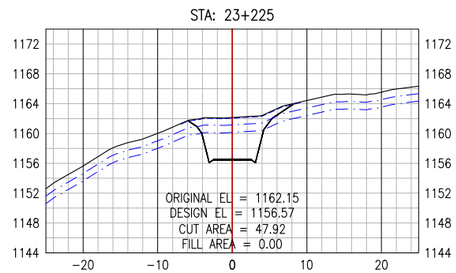


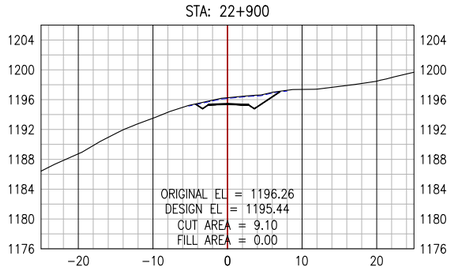


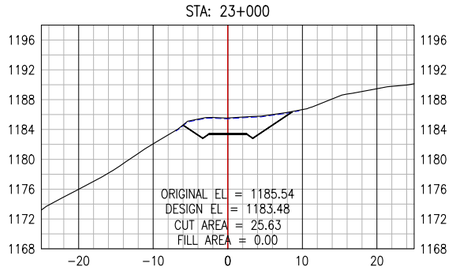


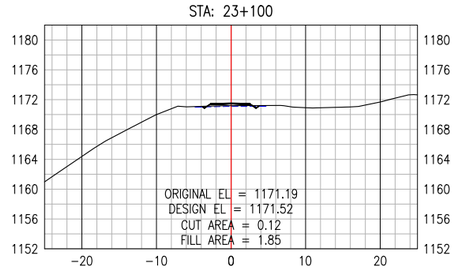


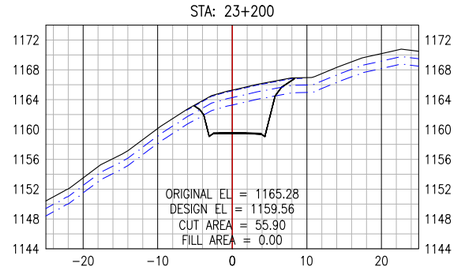












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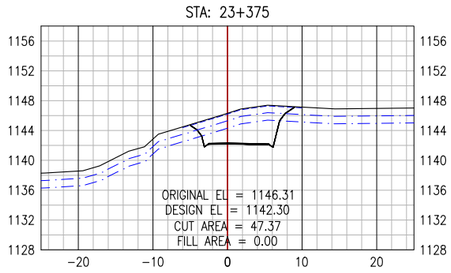
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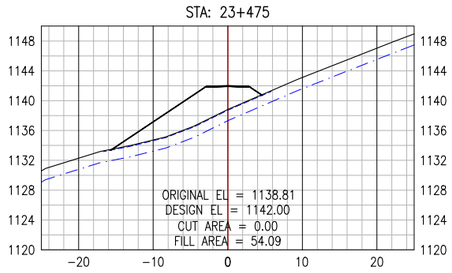
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ALL SEASON ROAD
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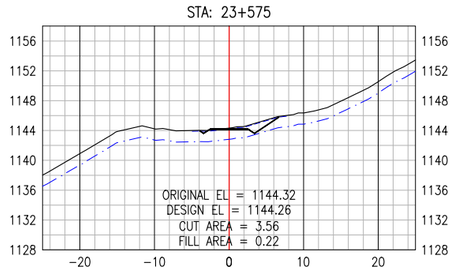
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km 20+900 to km 39+000

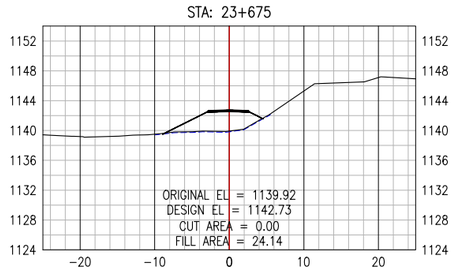
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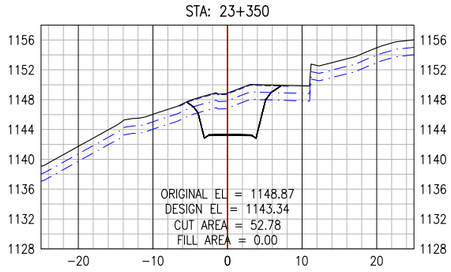
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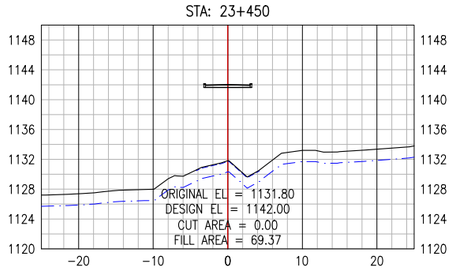


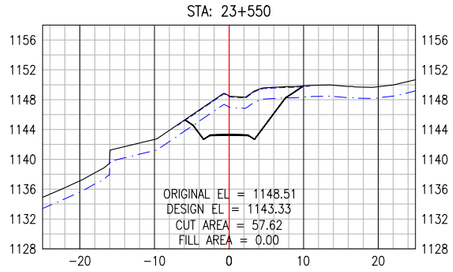


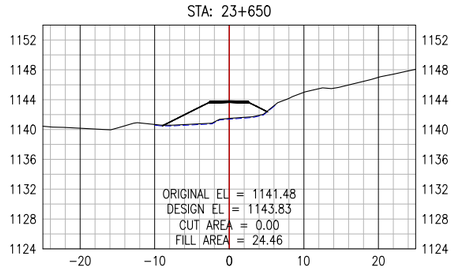


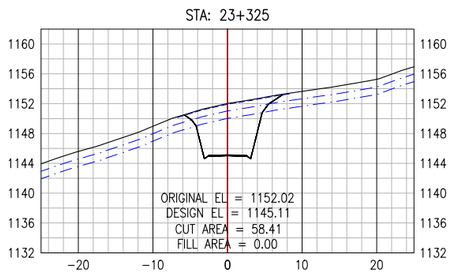


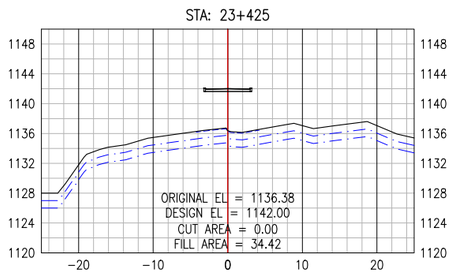


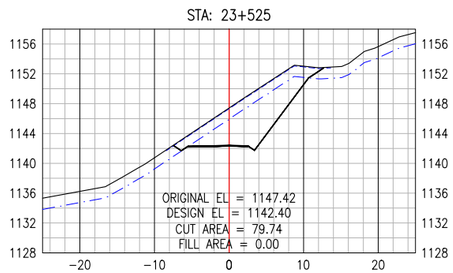


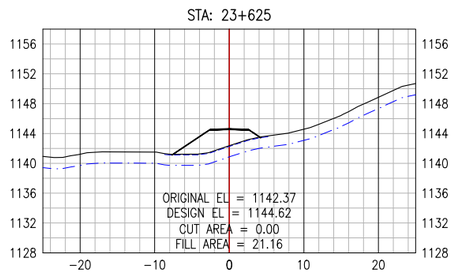


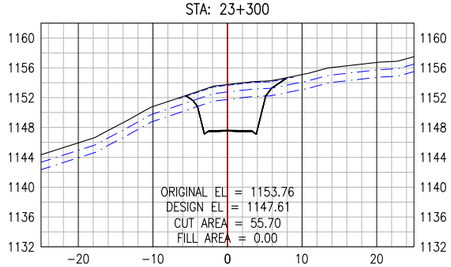


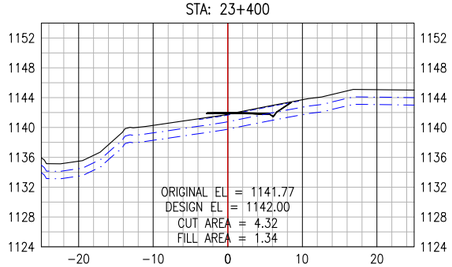


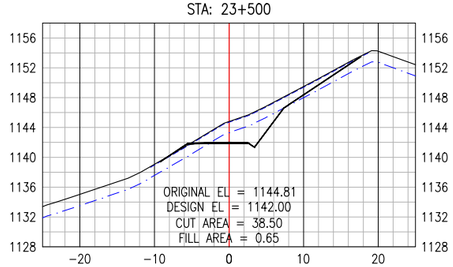


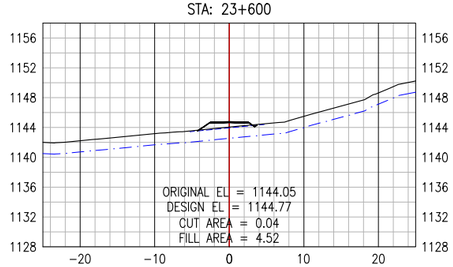












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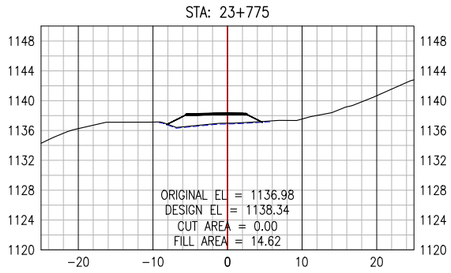
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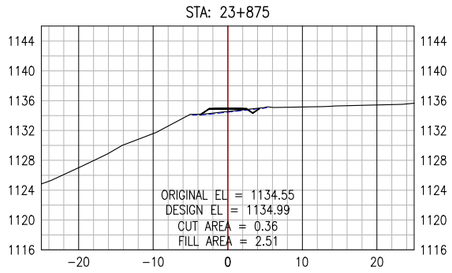
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ALL SEASON ROAD
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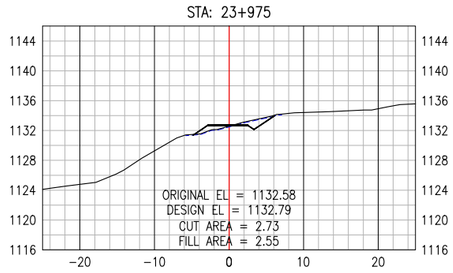
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km 20+900 to km 39+000

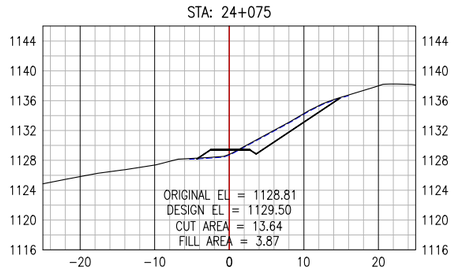
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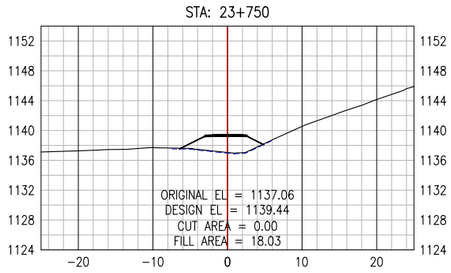
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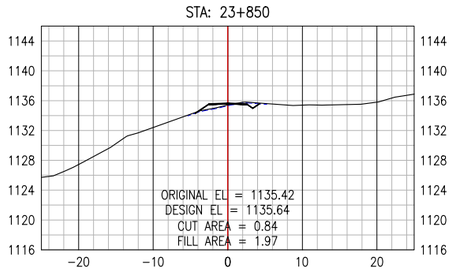


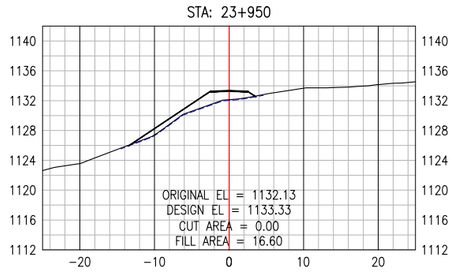


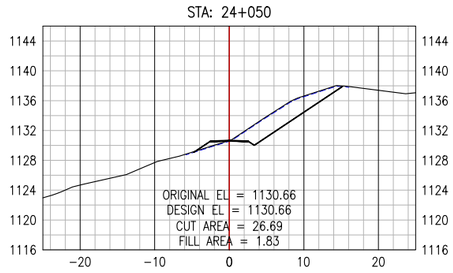


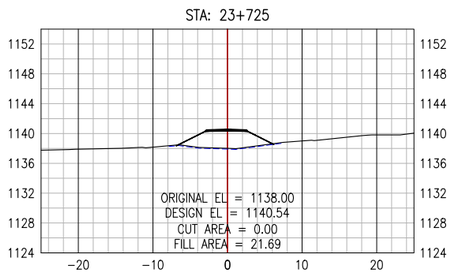


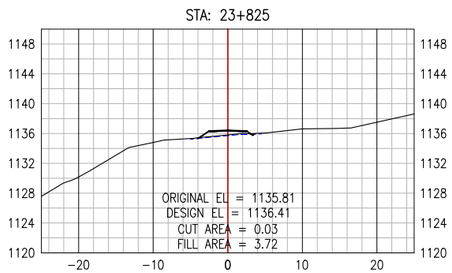


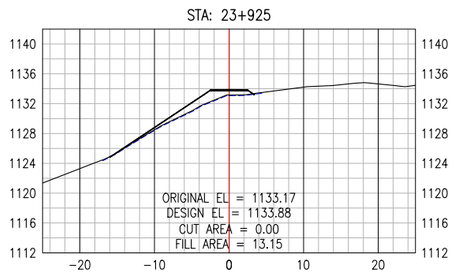


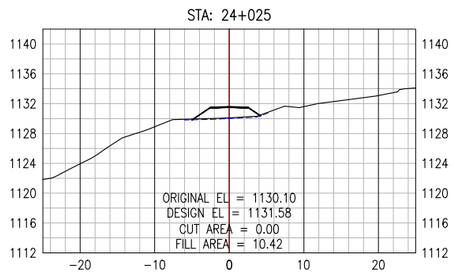


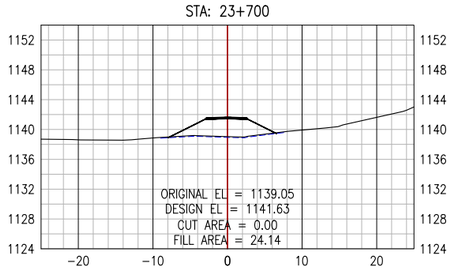


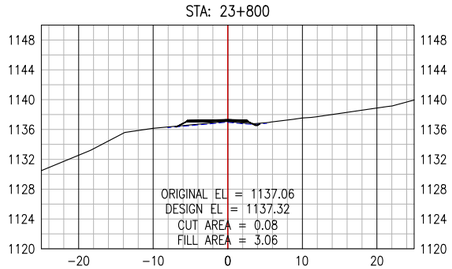


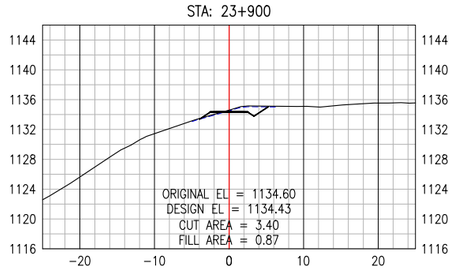


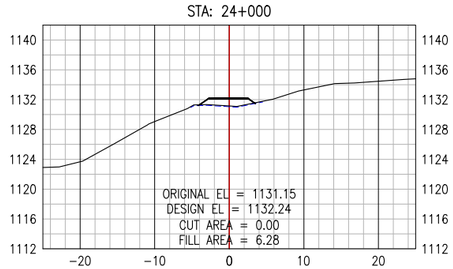












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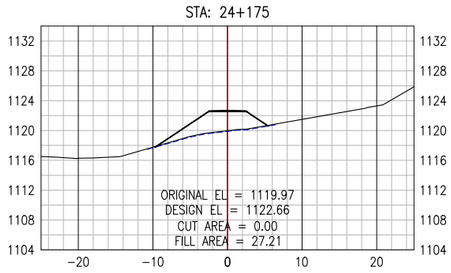
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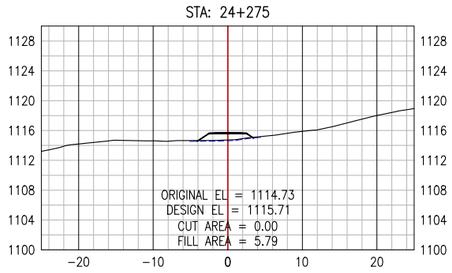
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ALL SEASON ROAD
km 0+000 to km 170+000

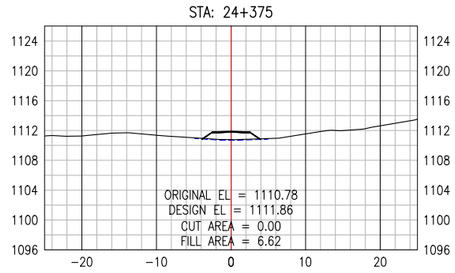
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

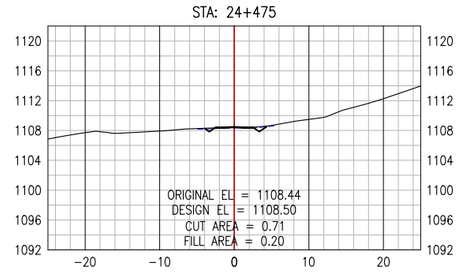
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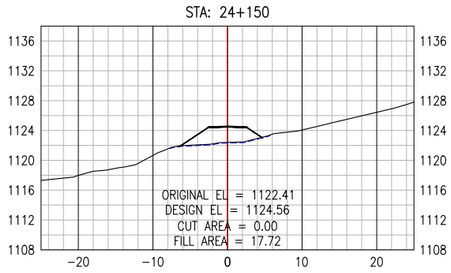
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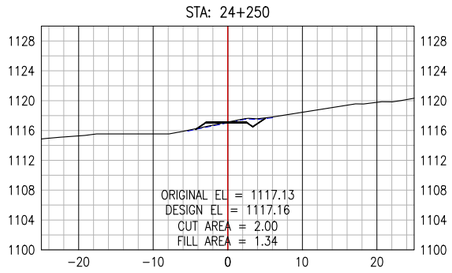


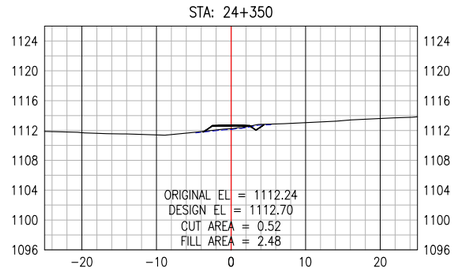


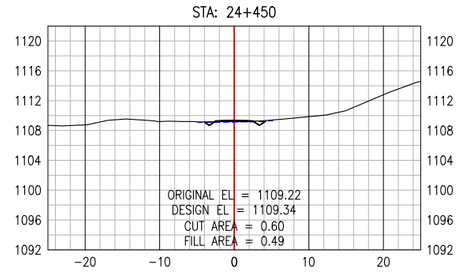


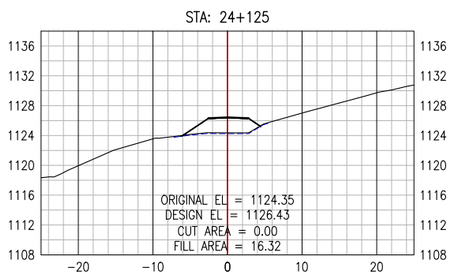


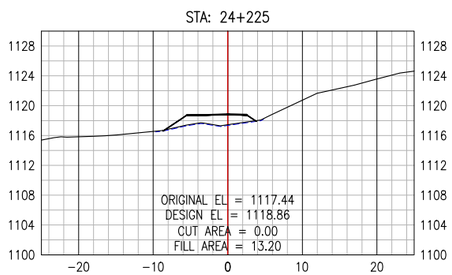


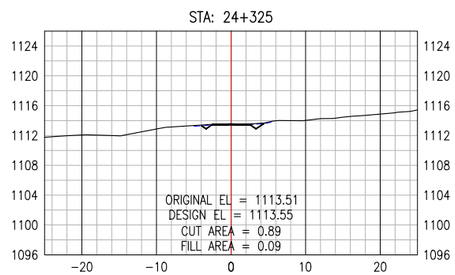


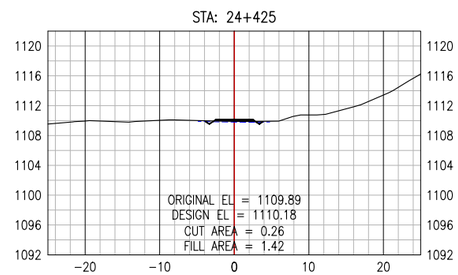


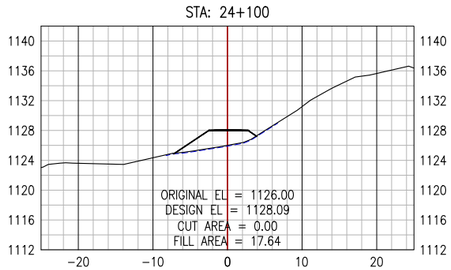


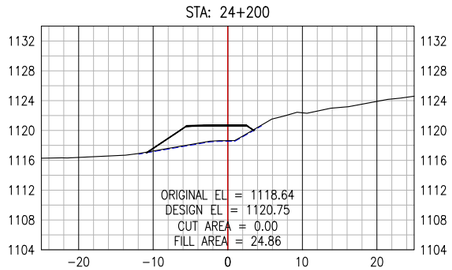


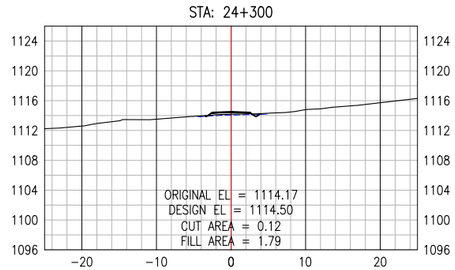


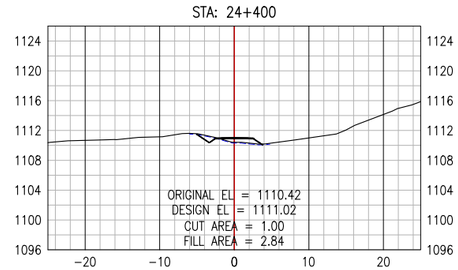












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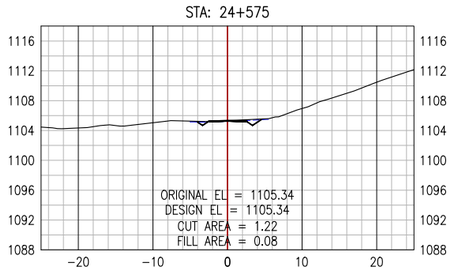
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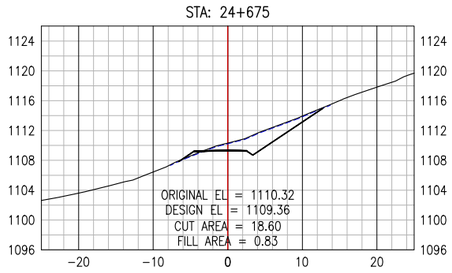
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ALL SEASON ROAD
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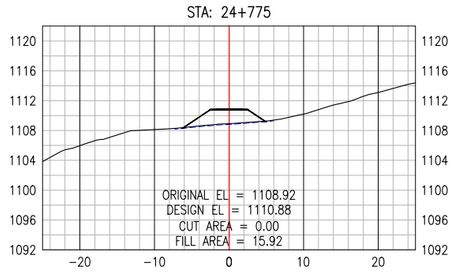
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km 20+900 to km 39+000

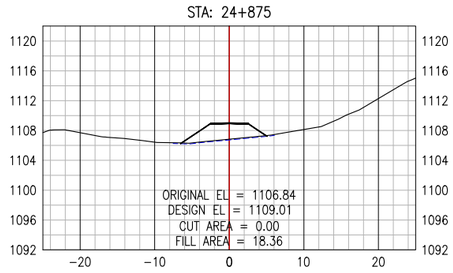
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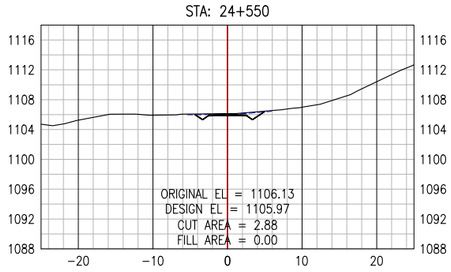
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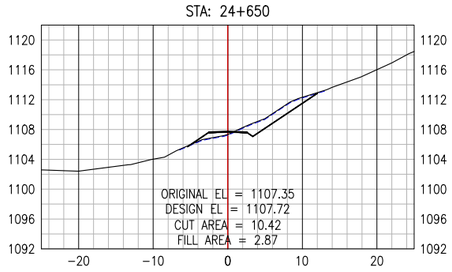


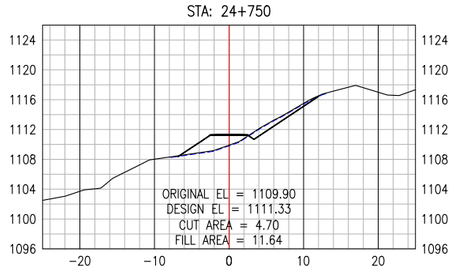


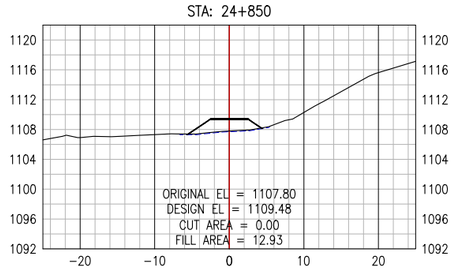


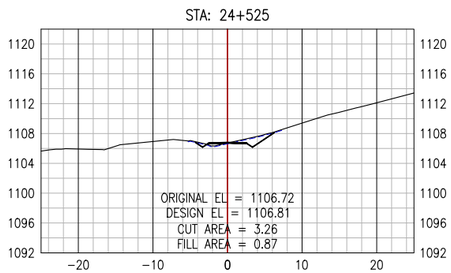


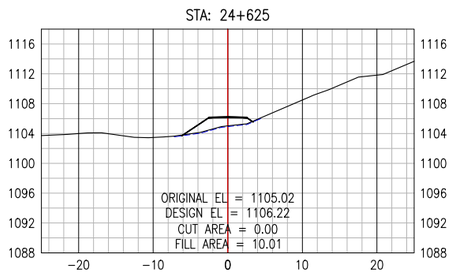


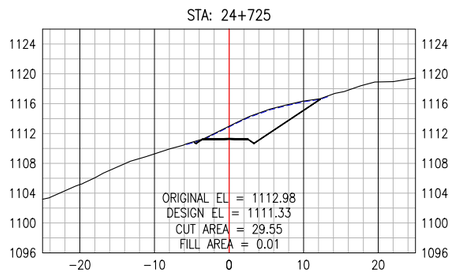


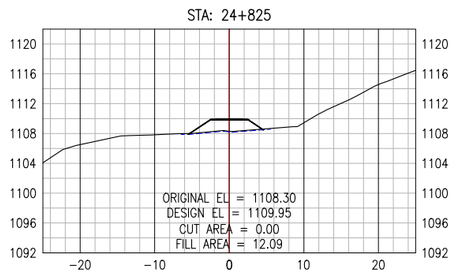


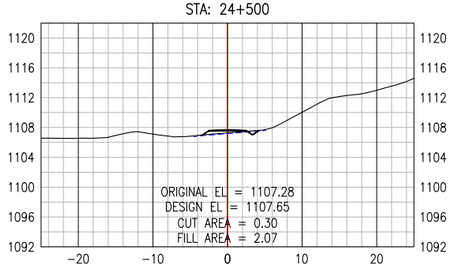


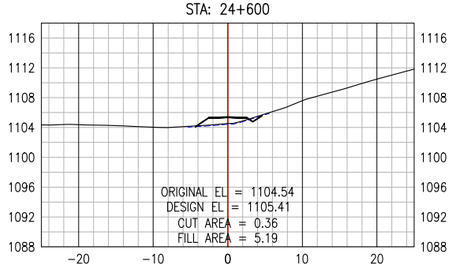


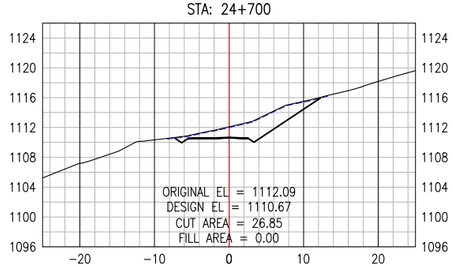


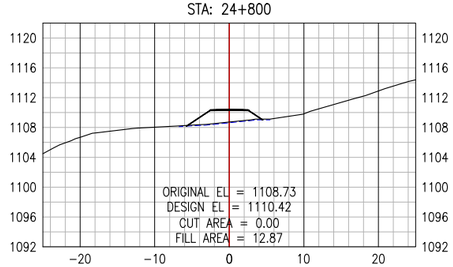












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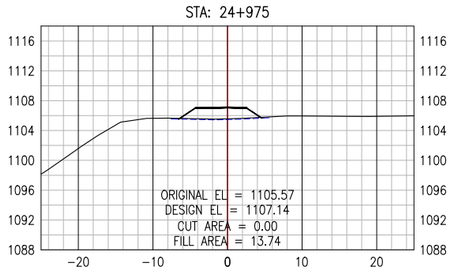
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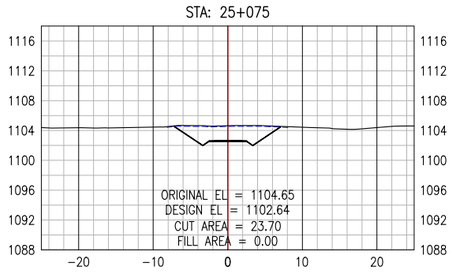
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ALL SEASON ROAD
km 0+000 to km 170+000

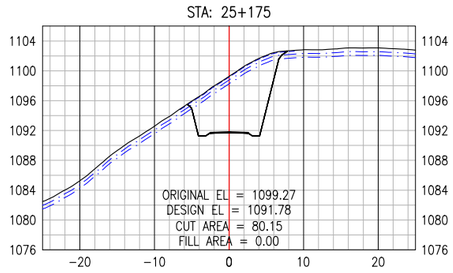
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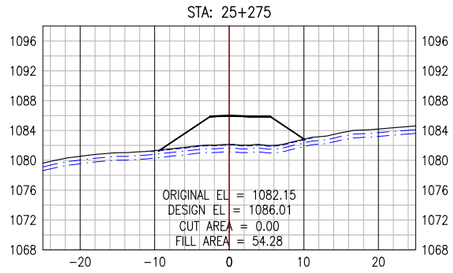
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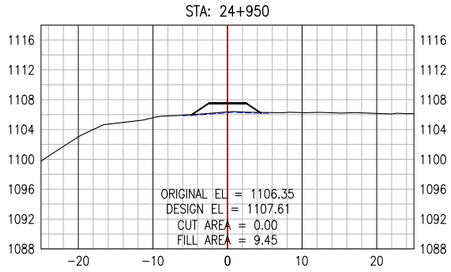
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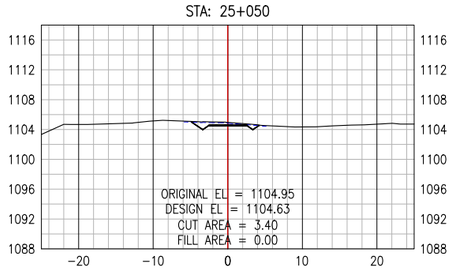


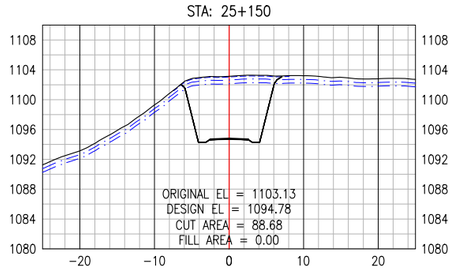


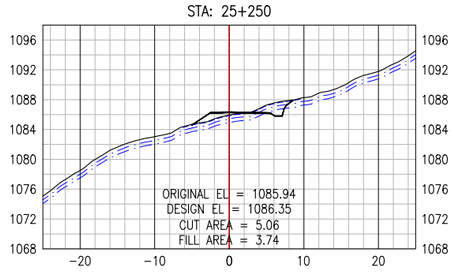


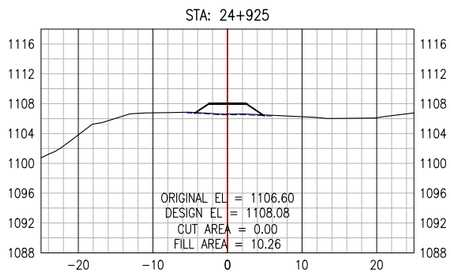


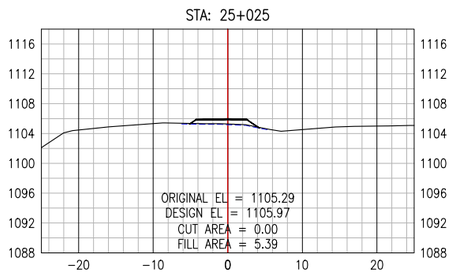


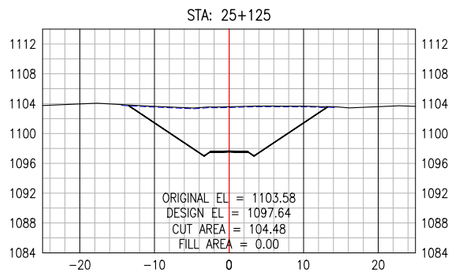


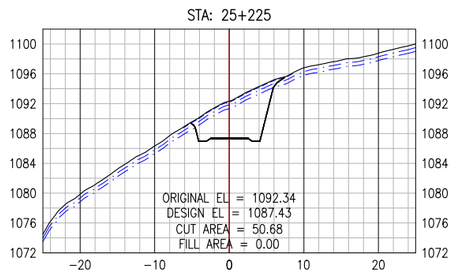


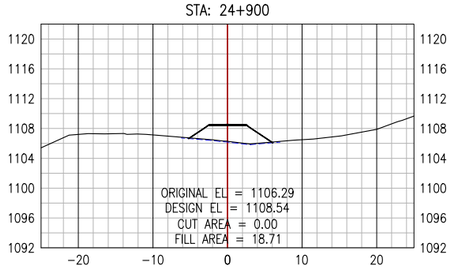


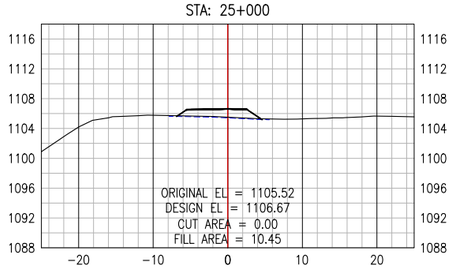


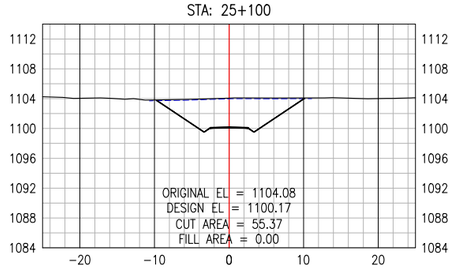


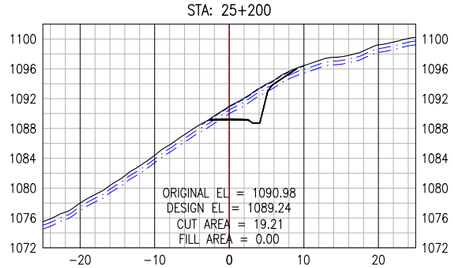












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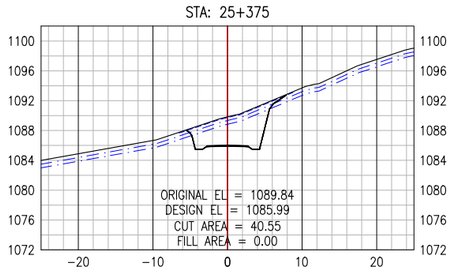
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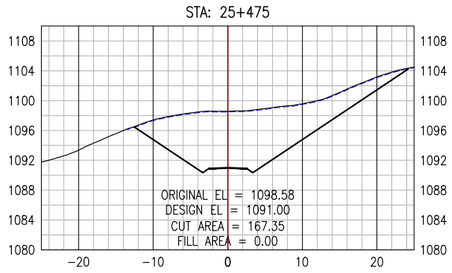
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ALL SEASON ROAD
km 0+000 to km 170+000

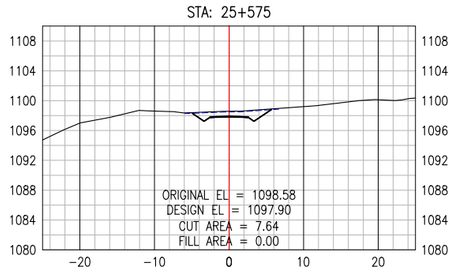
TITLE:
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km 20+900 to km 39+000

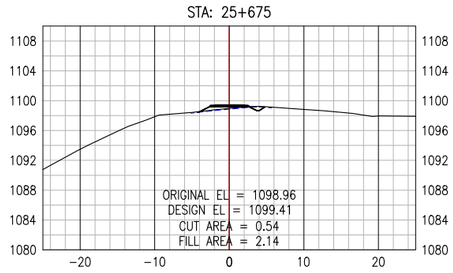
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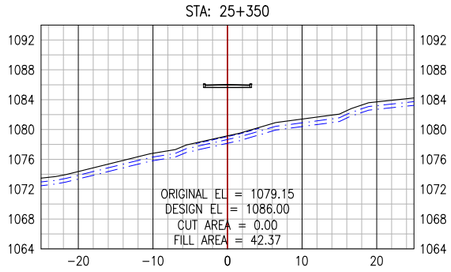
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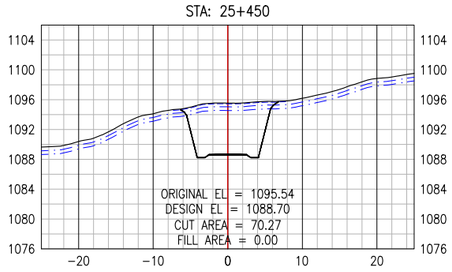


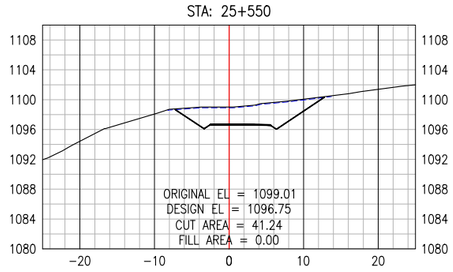


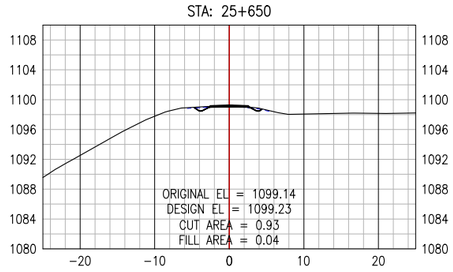


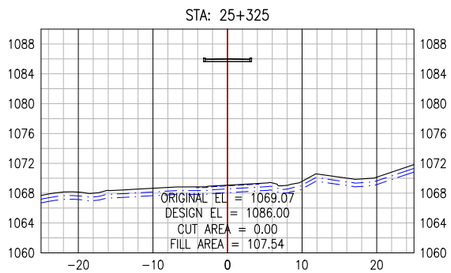


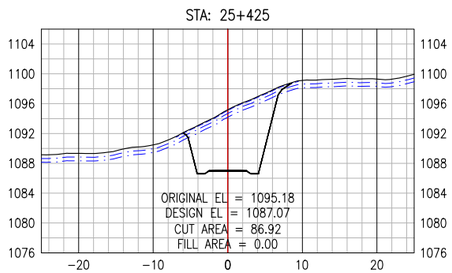


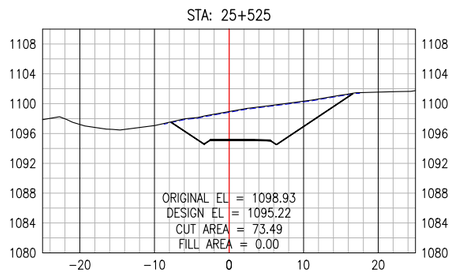


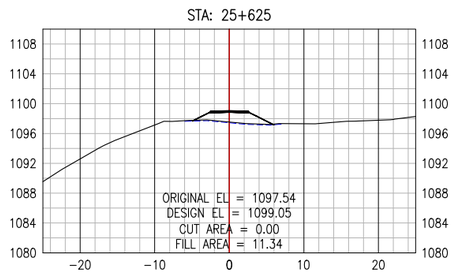


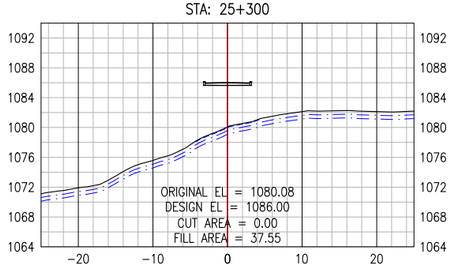


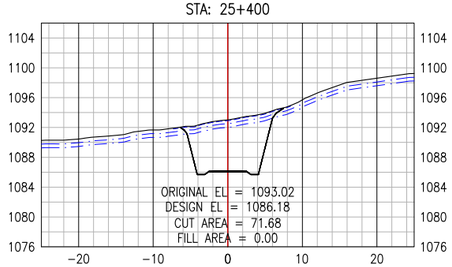


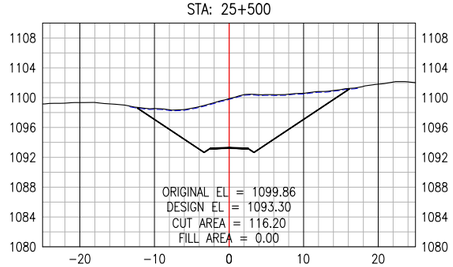


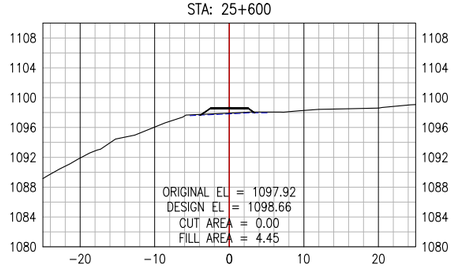












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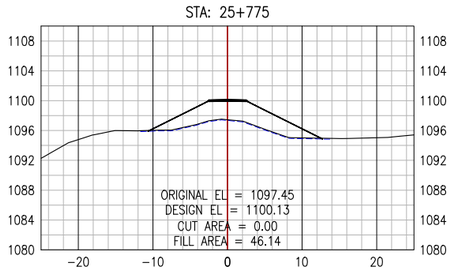
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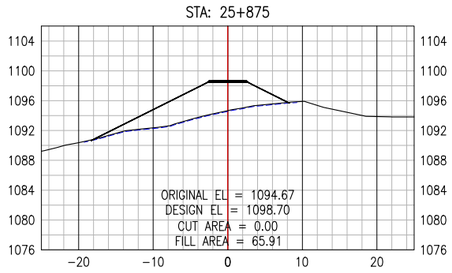
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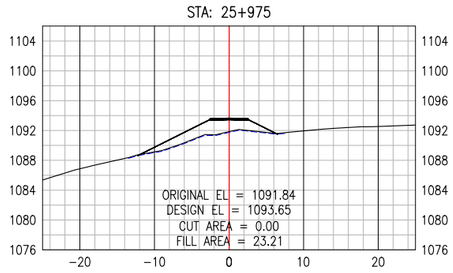
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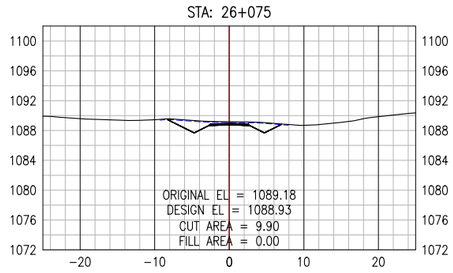
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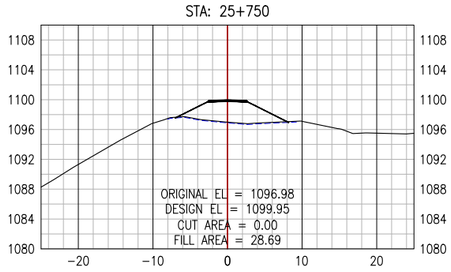
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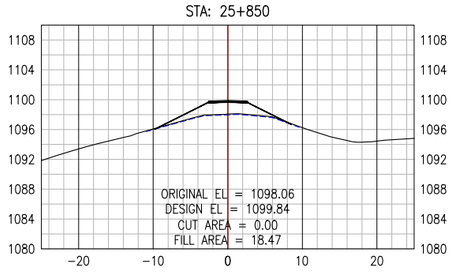


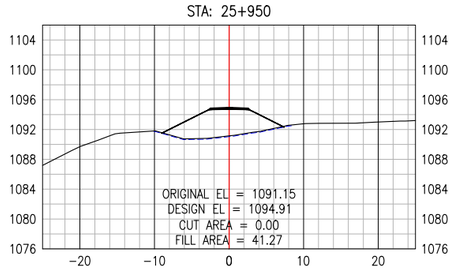


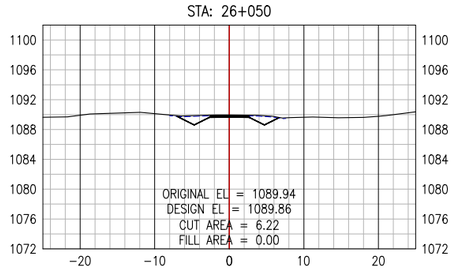


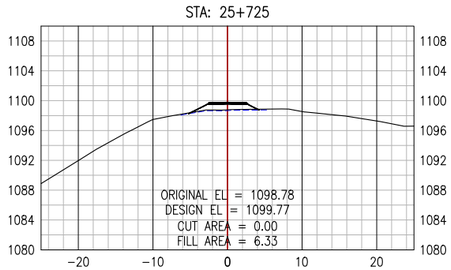


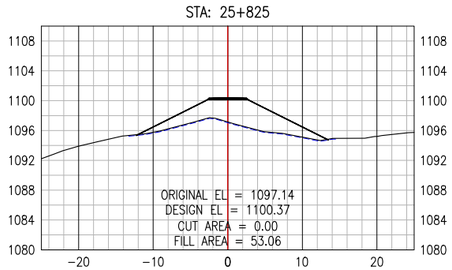


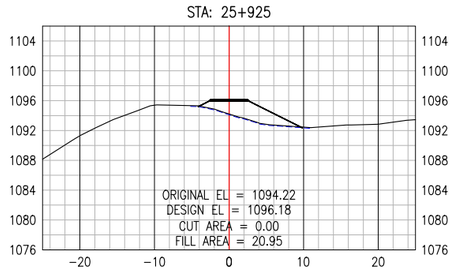


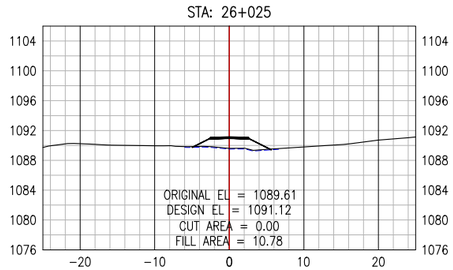


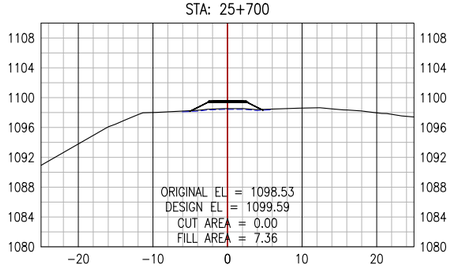


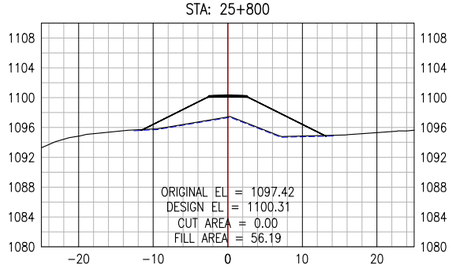


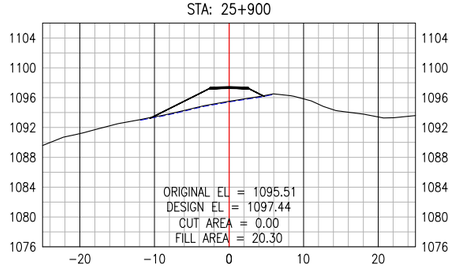


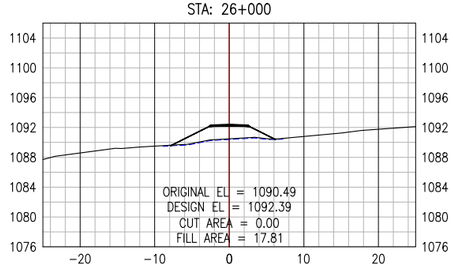












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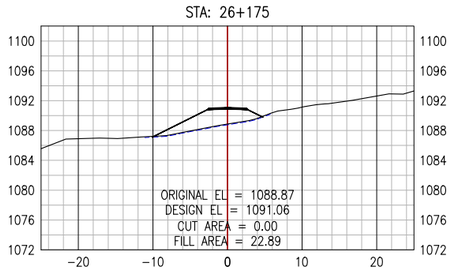
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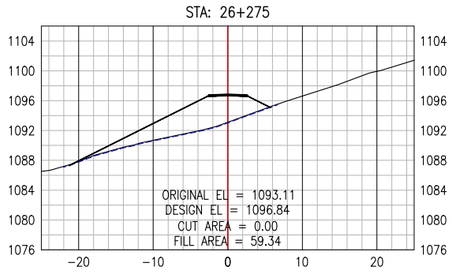
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ALL SEASON ROAD
km 0+000 to km 170+000

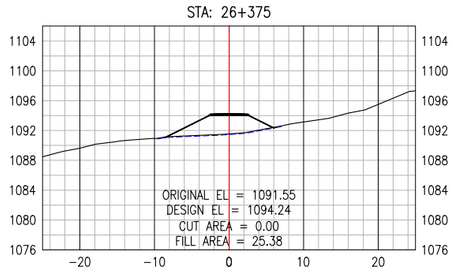
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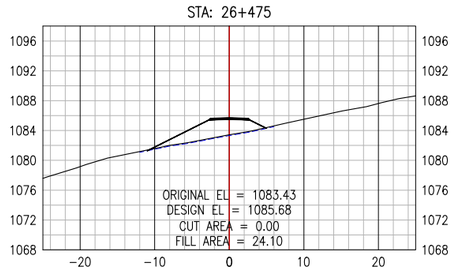
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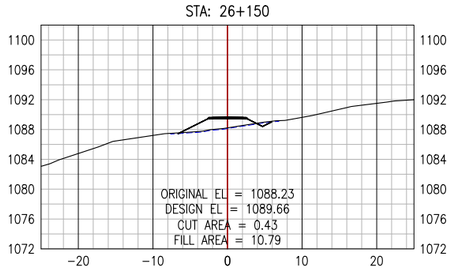
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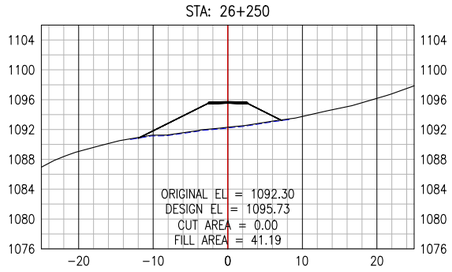


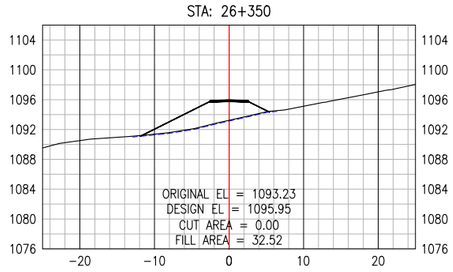


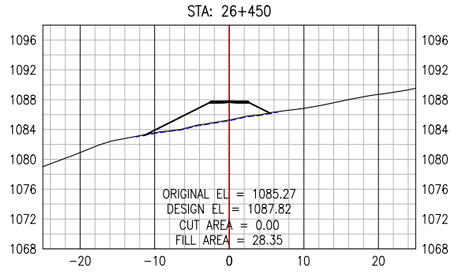


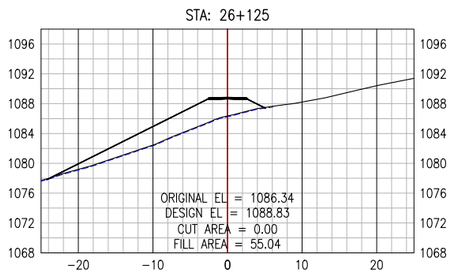


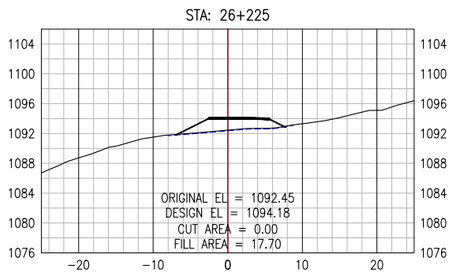


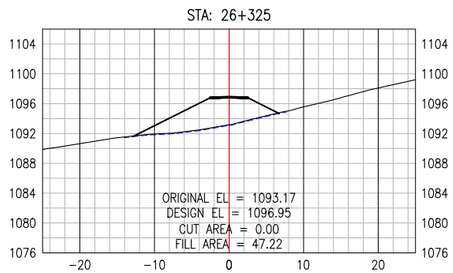


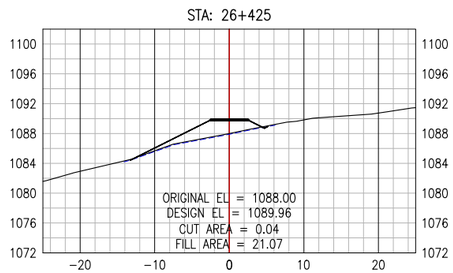


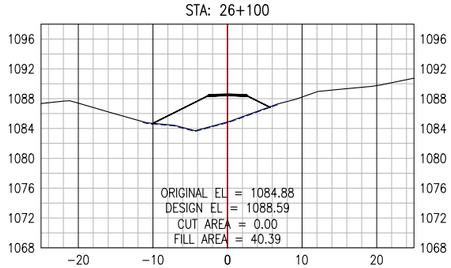


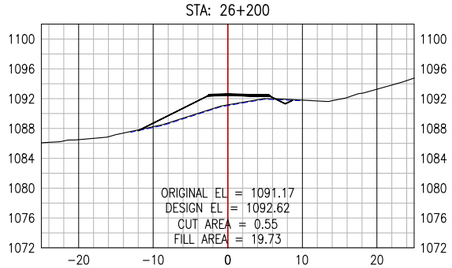


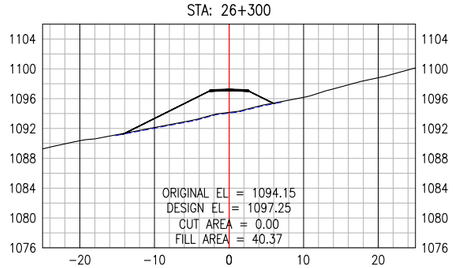


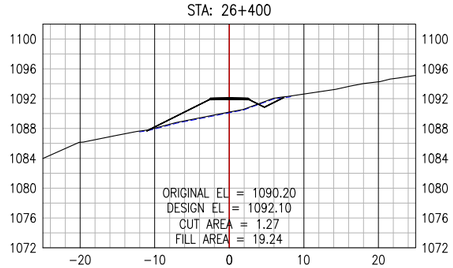












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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
CANADIAN ZINC CORPORATION

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CLIENT NO:	-	DRWN:	TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD:	EK	DATE: 18/12/10
SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

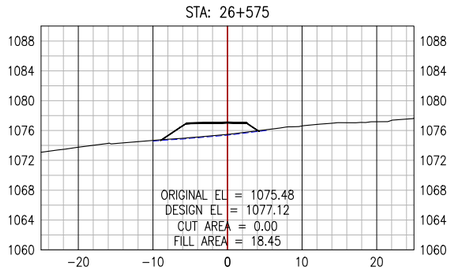
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

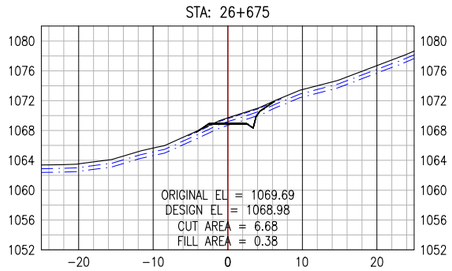
TITLE:
CROSS SECTION DRAWINGS
km 20+900 to km 39+000

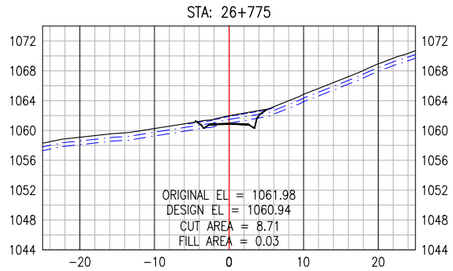
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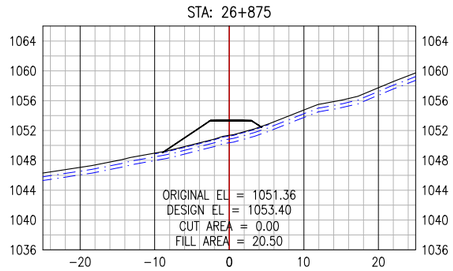
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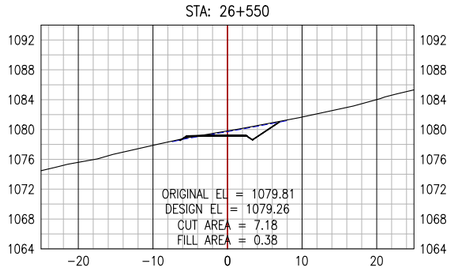
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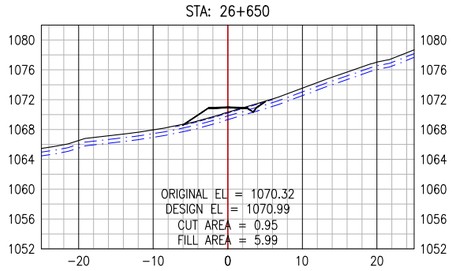


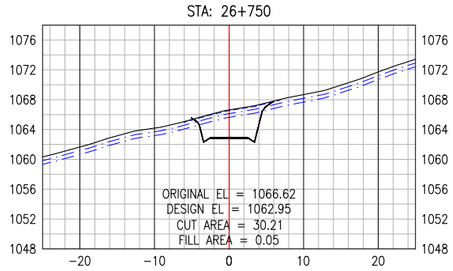


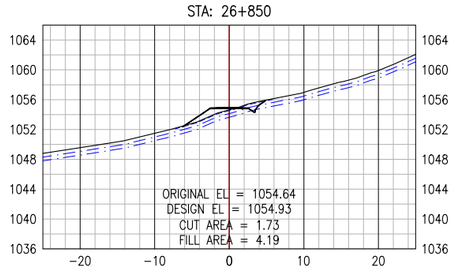


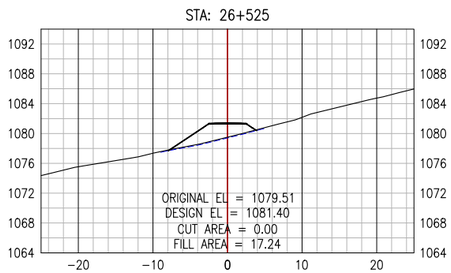


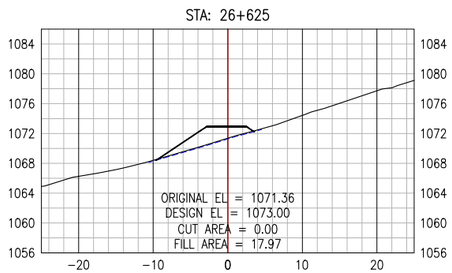


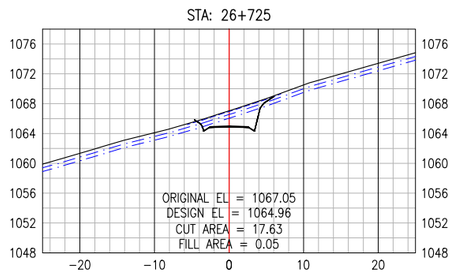


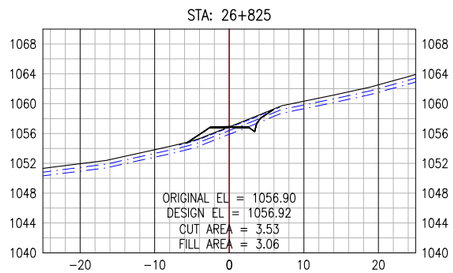


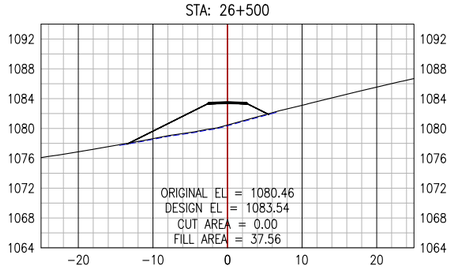


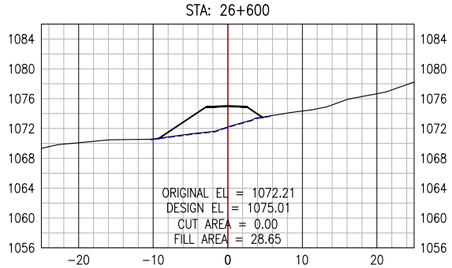


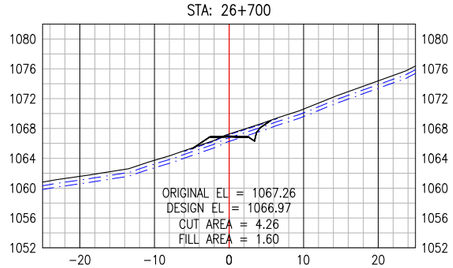


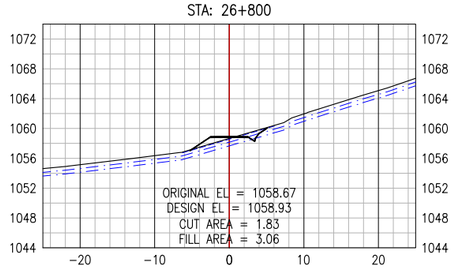












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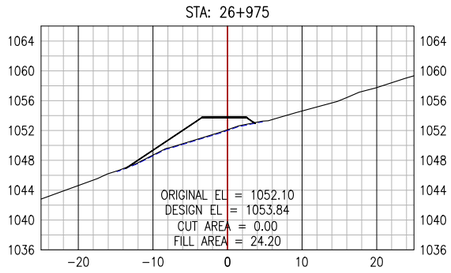
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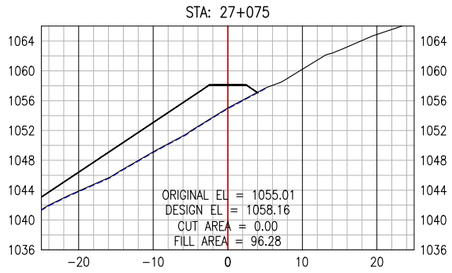
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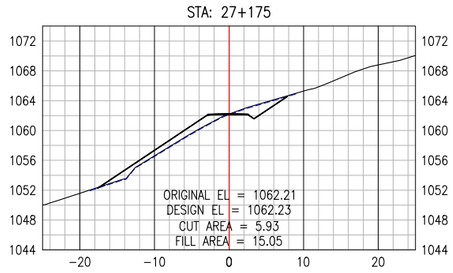
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

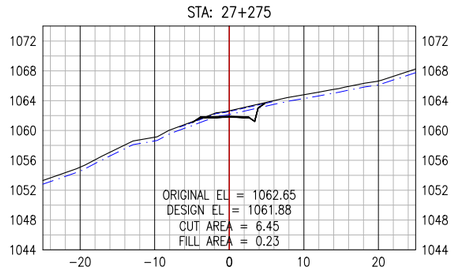
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

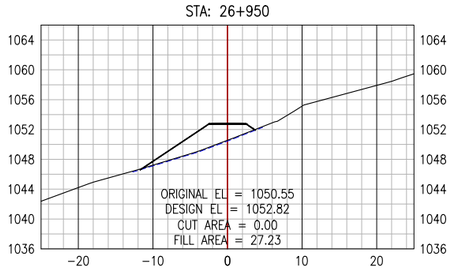
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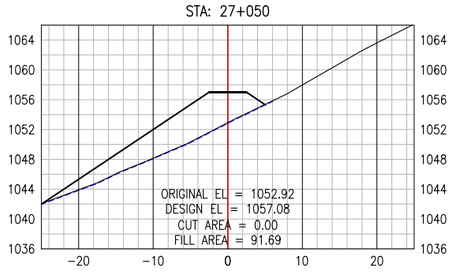


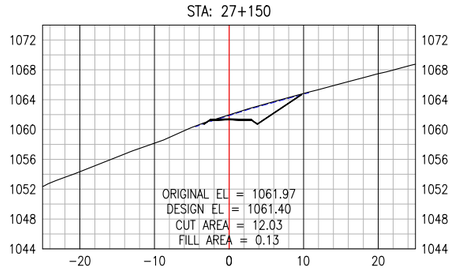


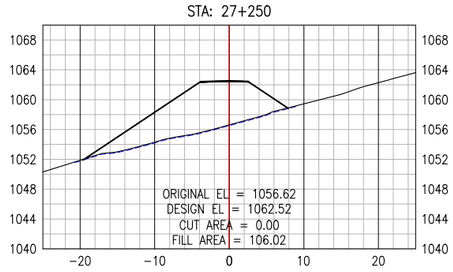


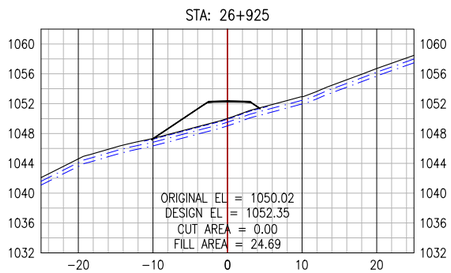


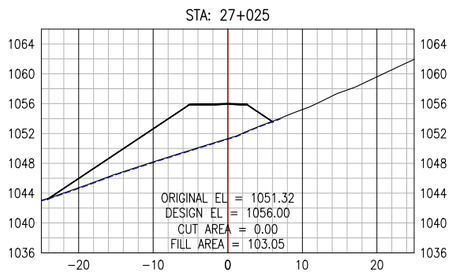


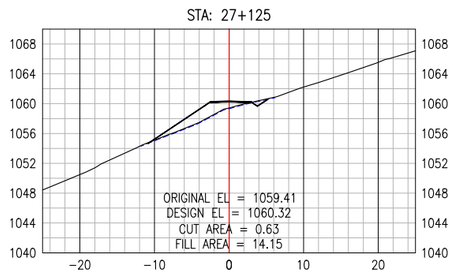


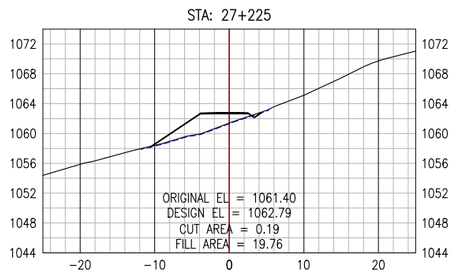


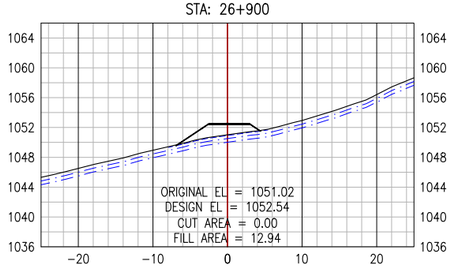


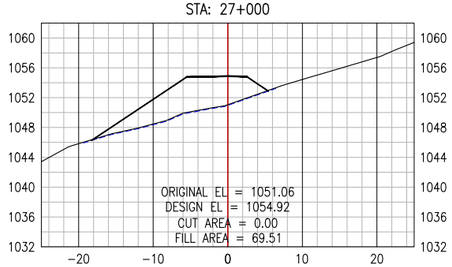


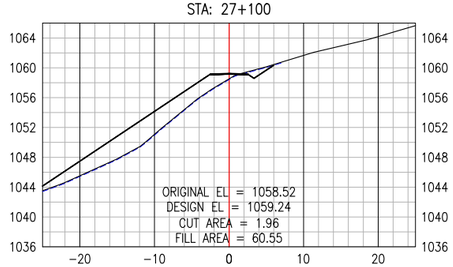


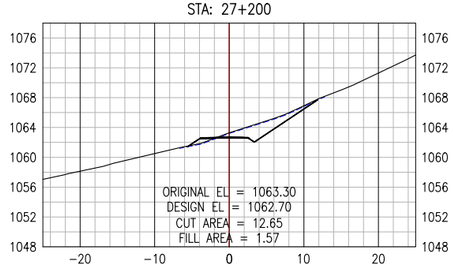












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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
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CLIENT:
CANADIAN ZINC CORPORATION

Allnorth

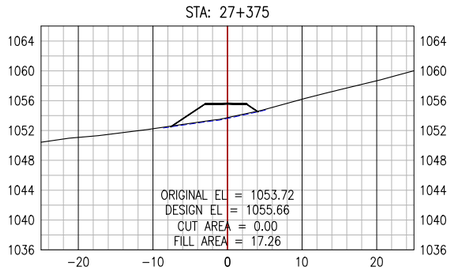
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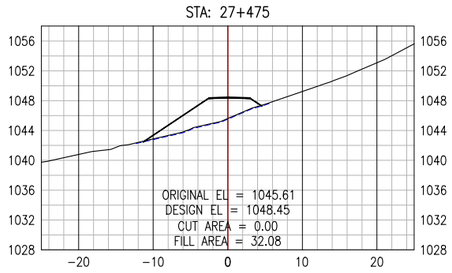
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

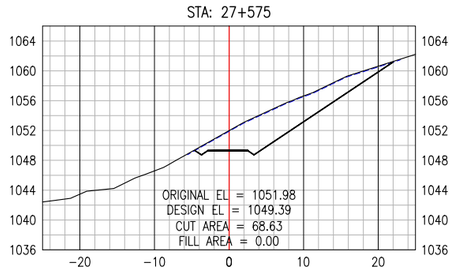
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

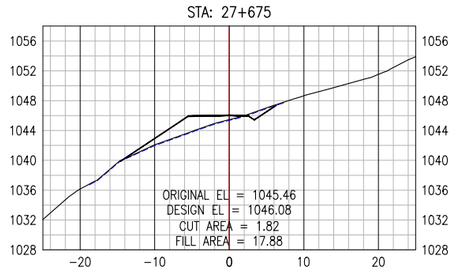
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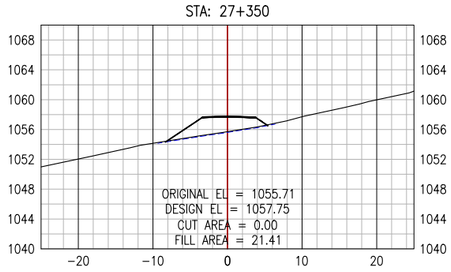
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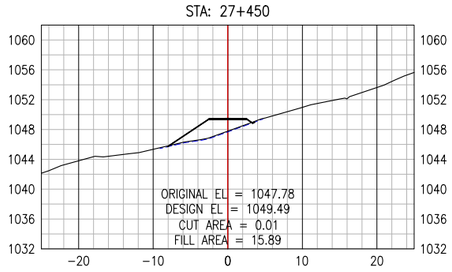


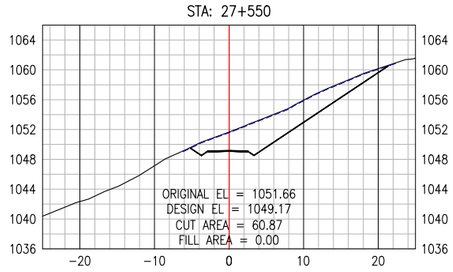


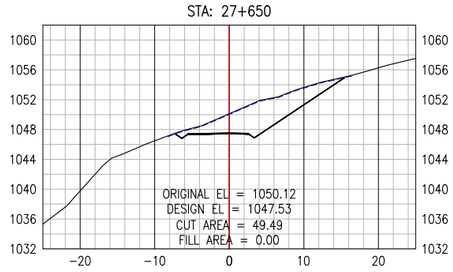


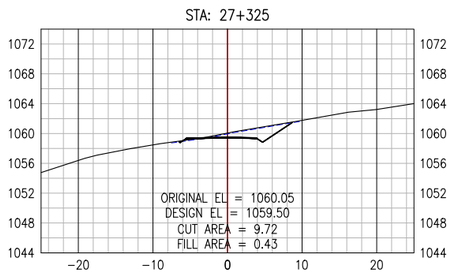


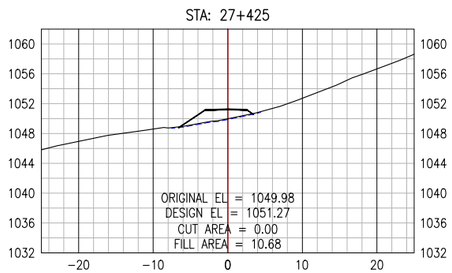


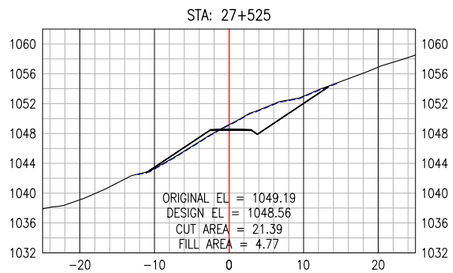


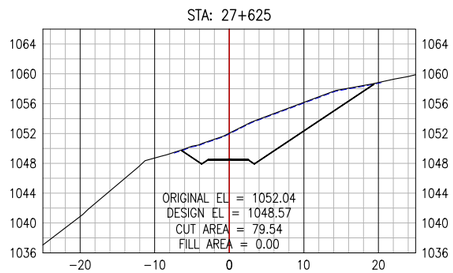


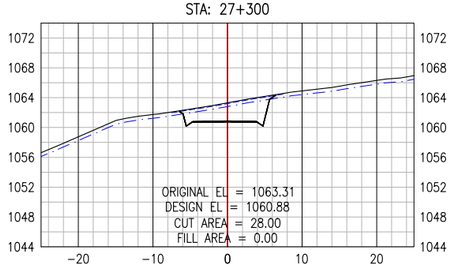


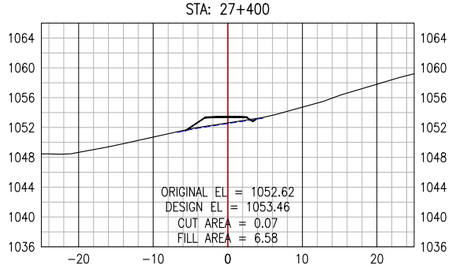


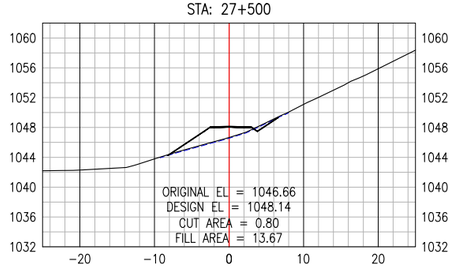


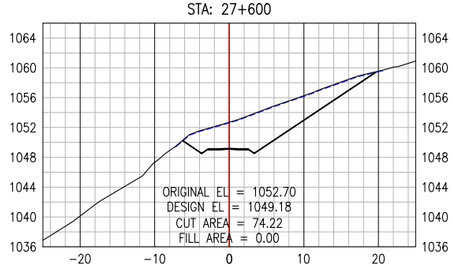












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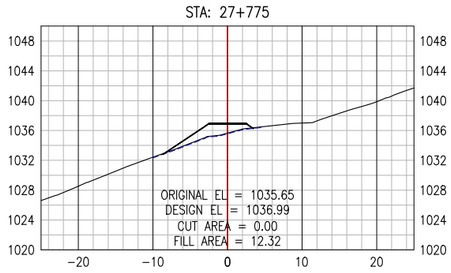
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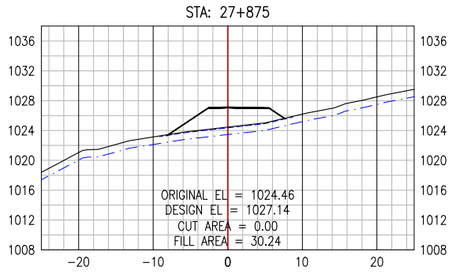
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ALL SEASON ROAD
km 0+000 to km 170+000

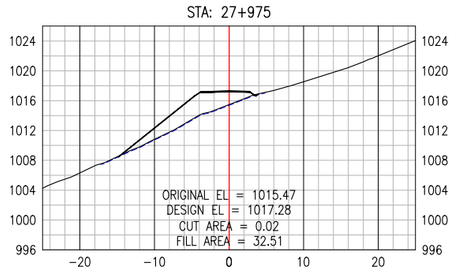
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

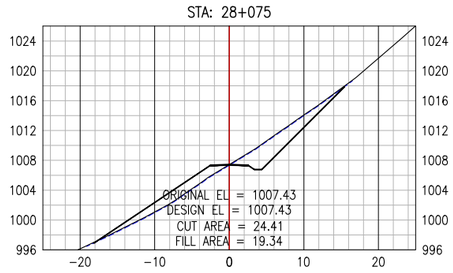
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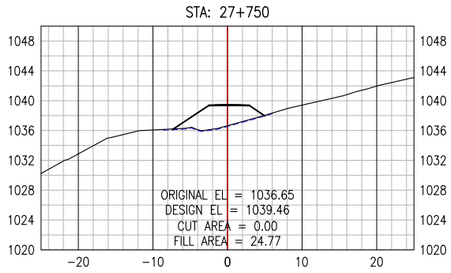
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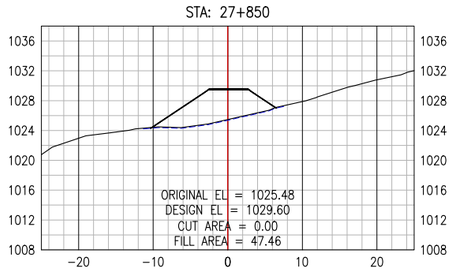


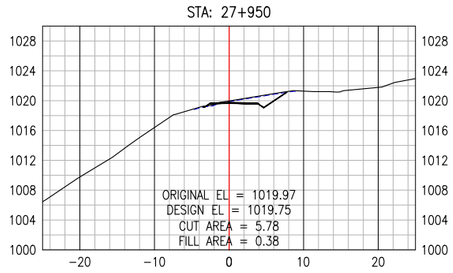


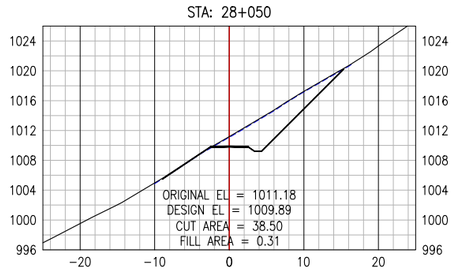


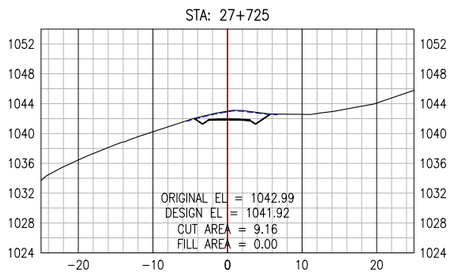


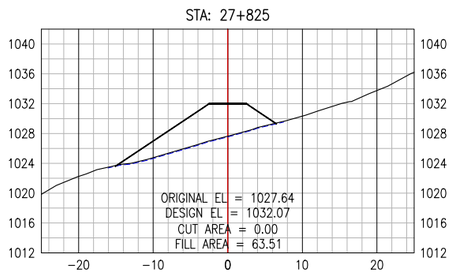


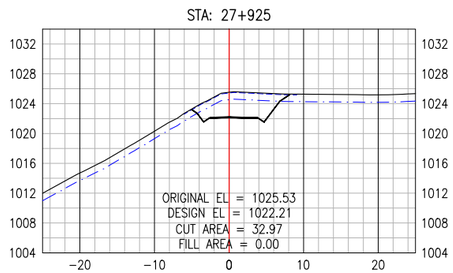


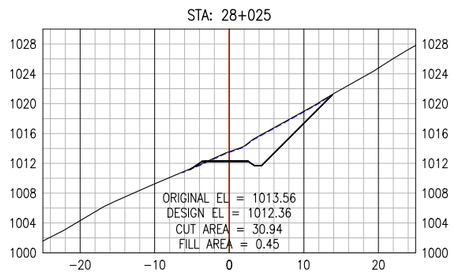


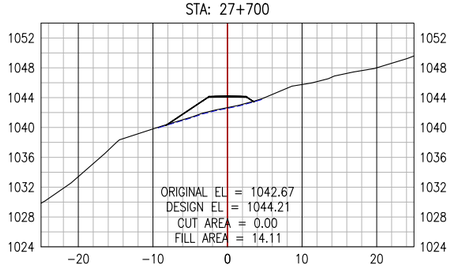


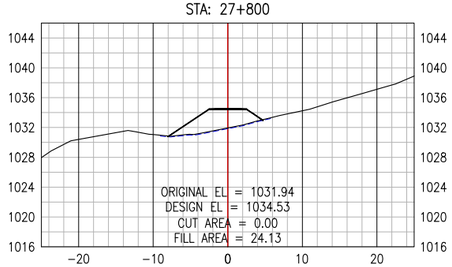


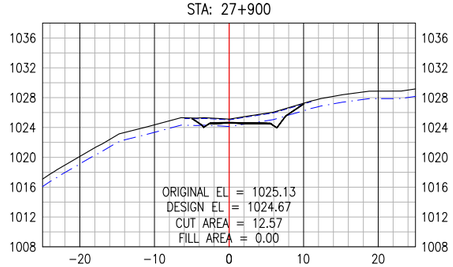


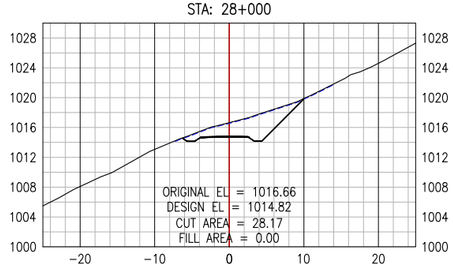












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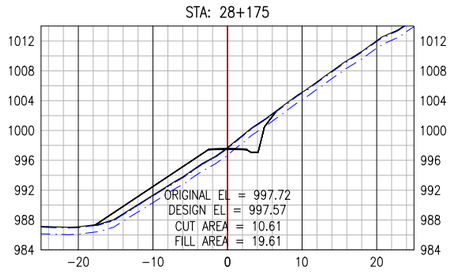
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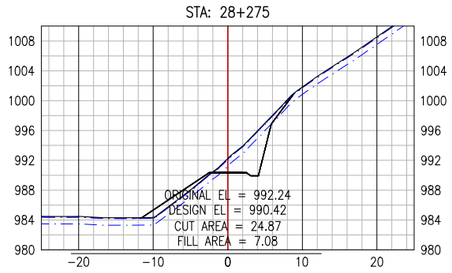
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ALL SEASON ROAD
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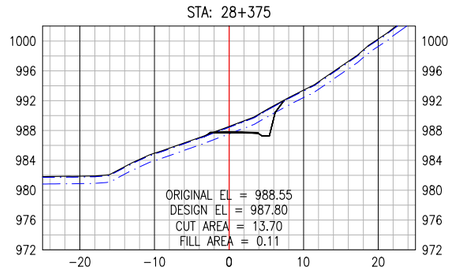
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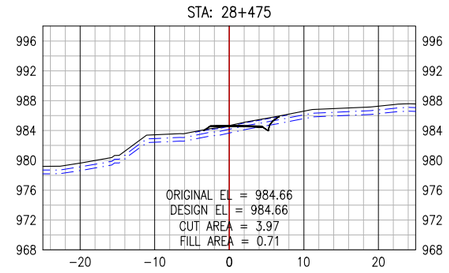
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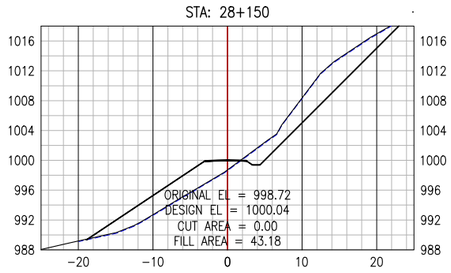
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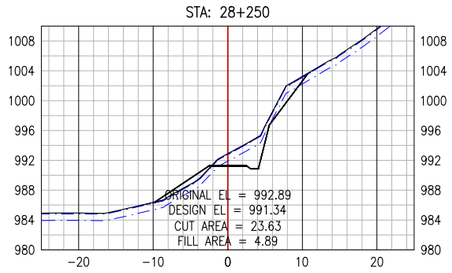


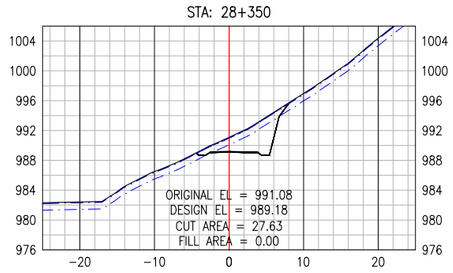


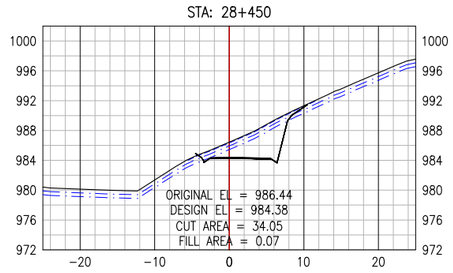


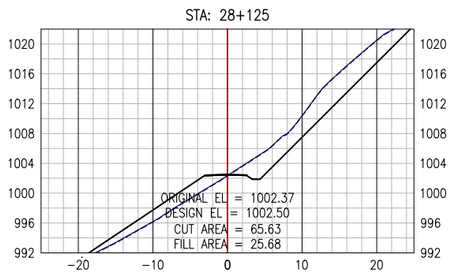


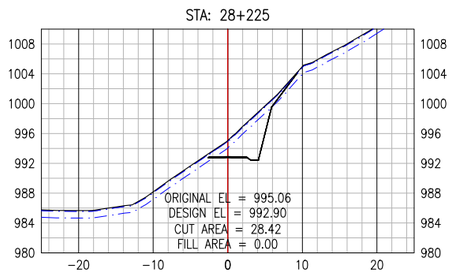


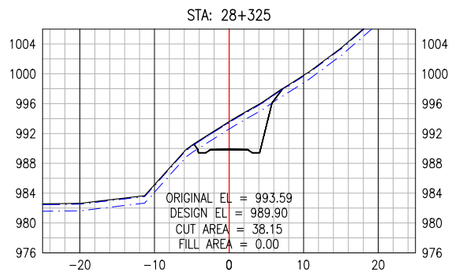


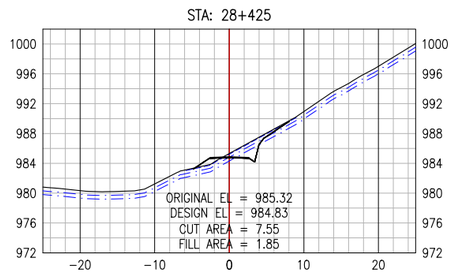


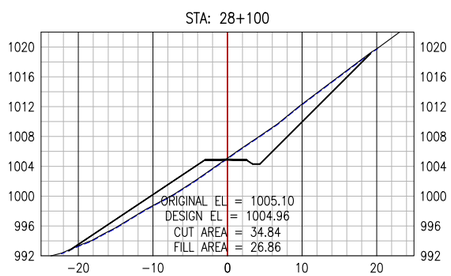


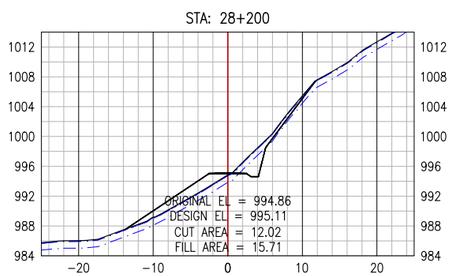


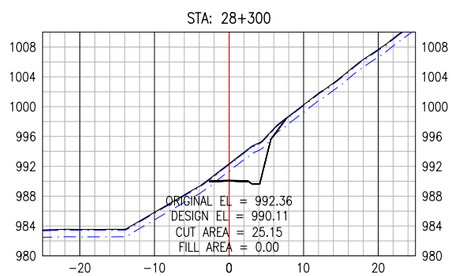


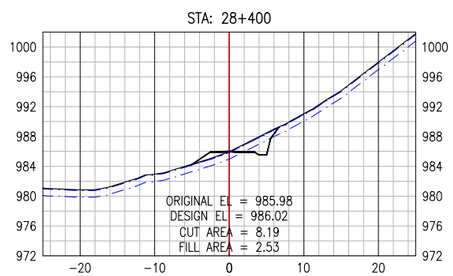












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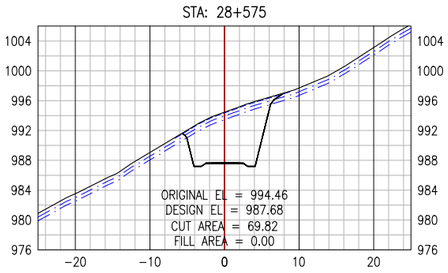
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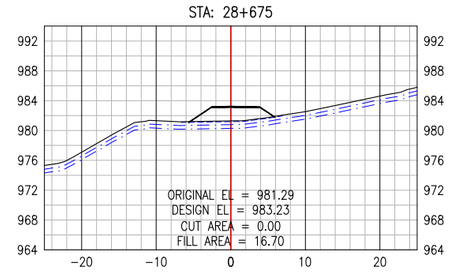
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

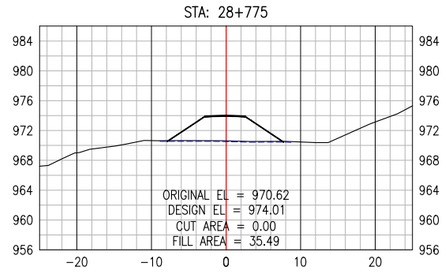
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

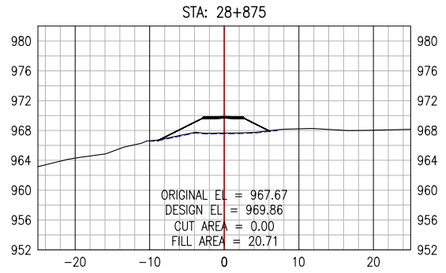
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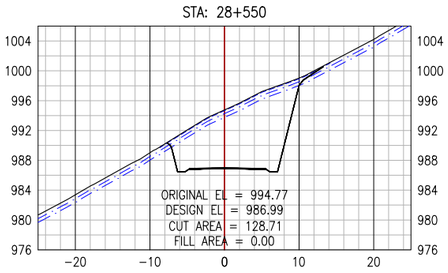
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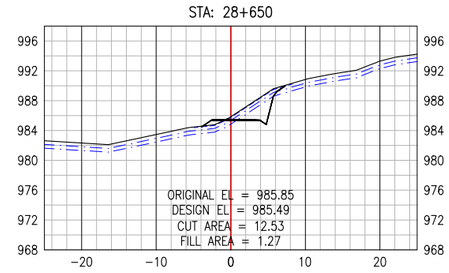


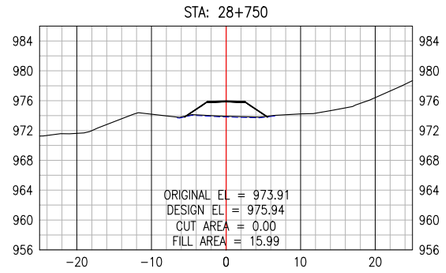


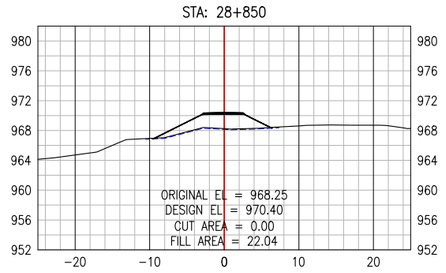


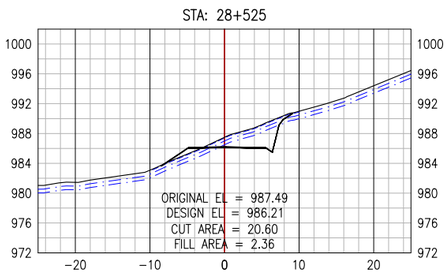


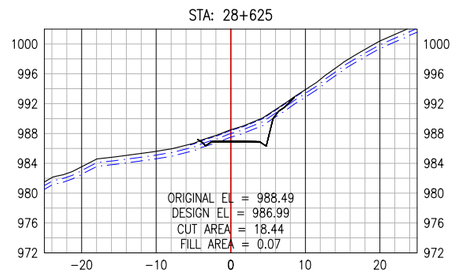


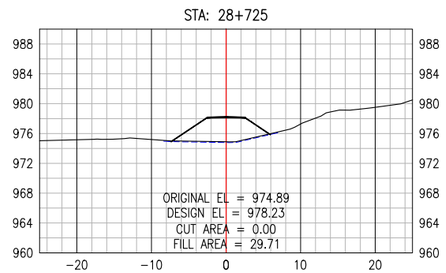


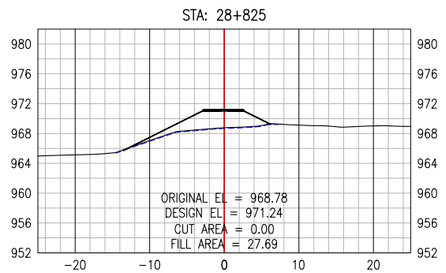


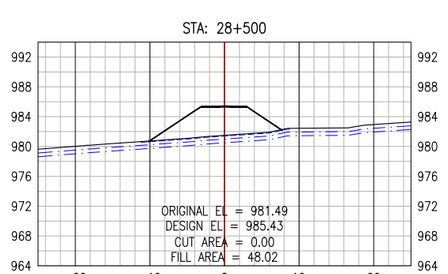


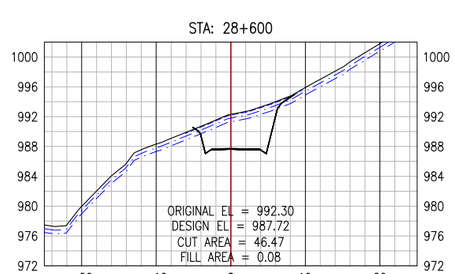


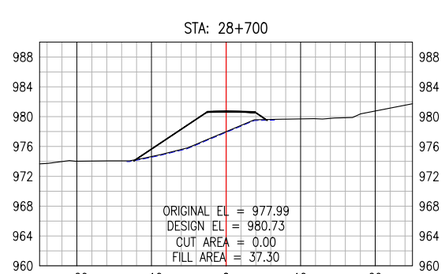


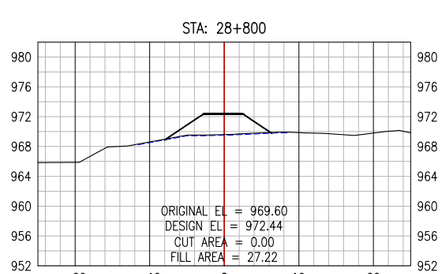












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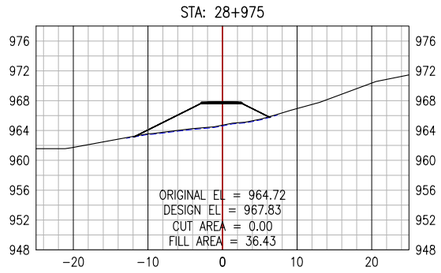
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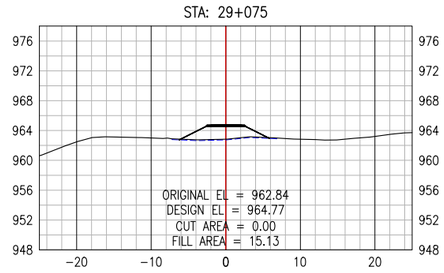
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ALL SEASON ROAD
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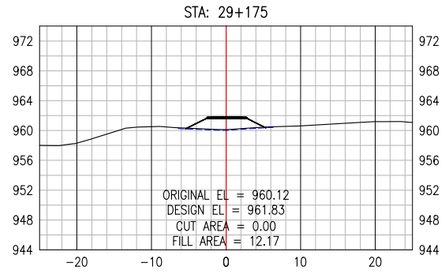
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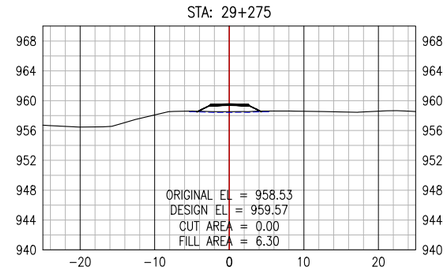
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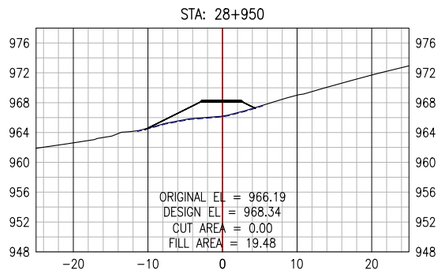
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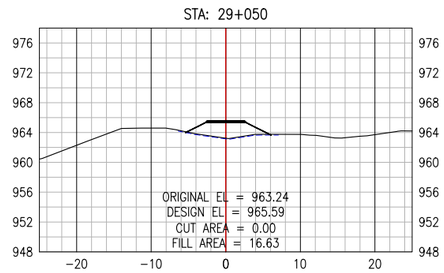


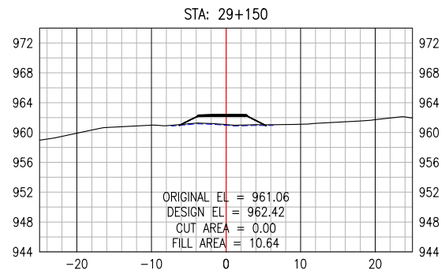


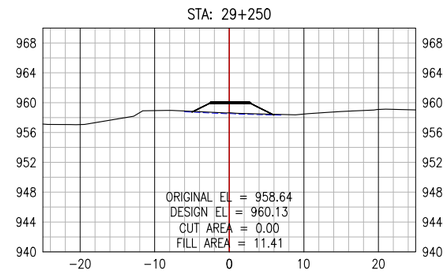


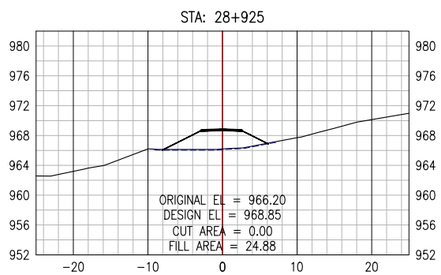


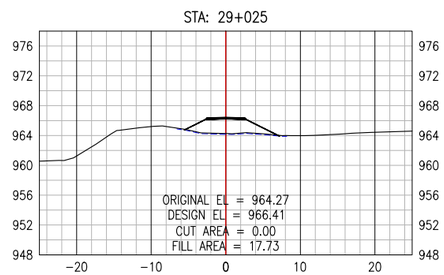


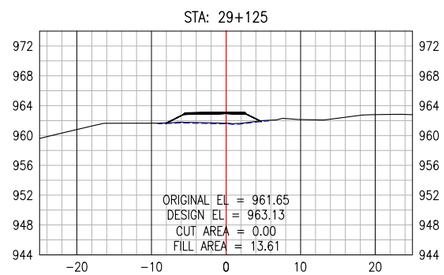


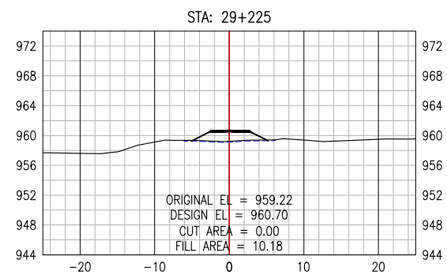


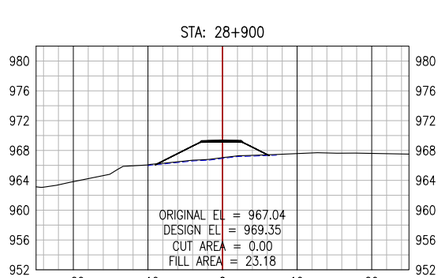


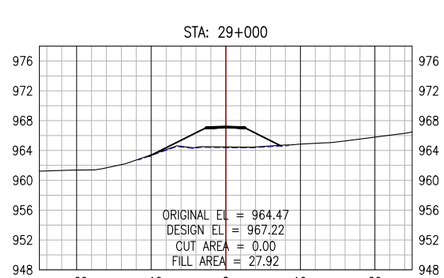


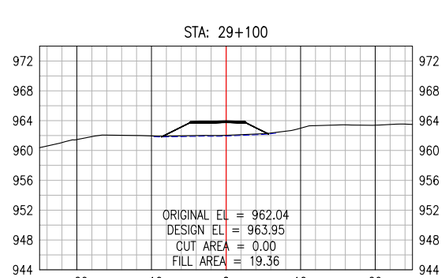


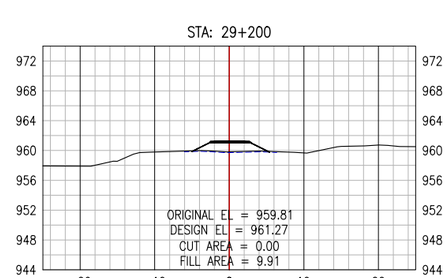












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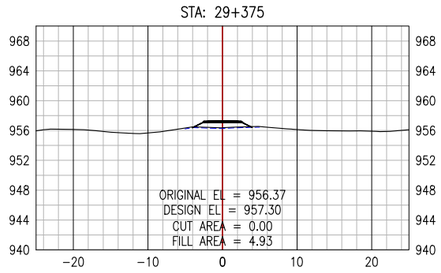
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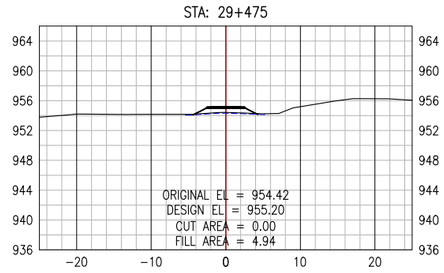
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ALL SEASON ROAD
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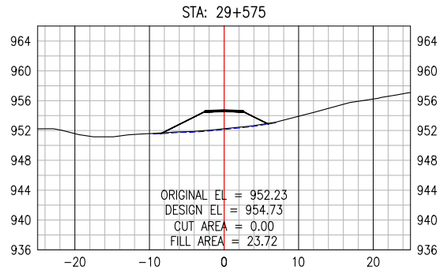
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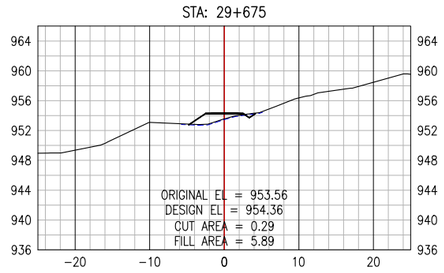
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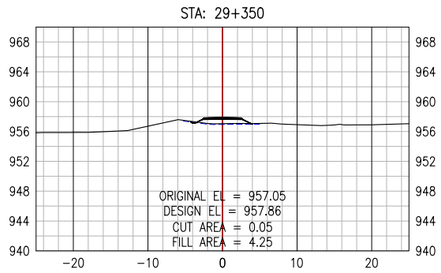
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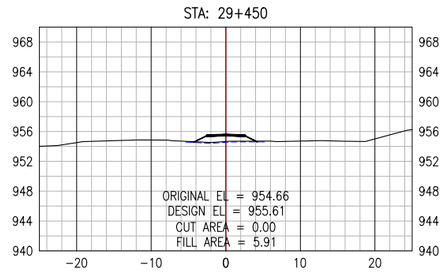


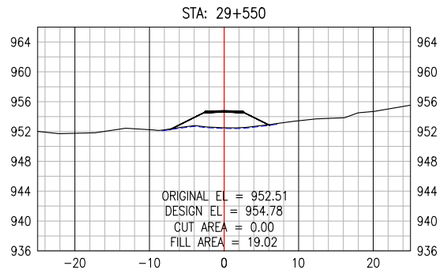


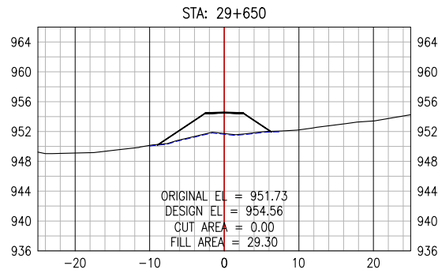


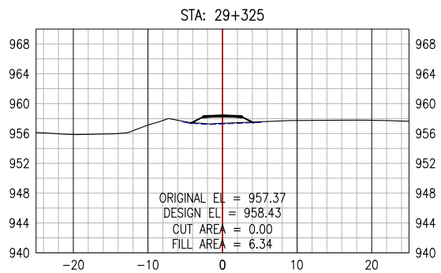


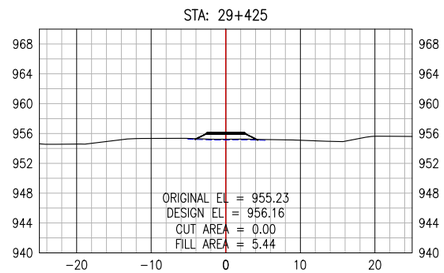


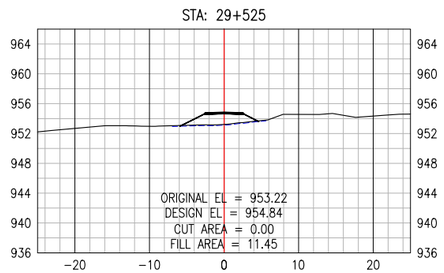


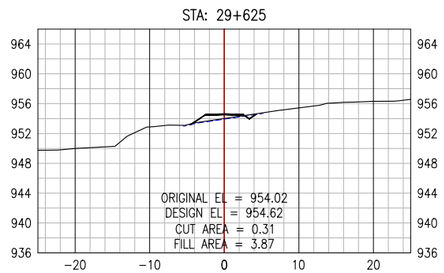


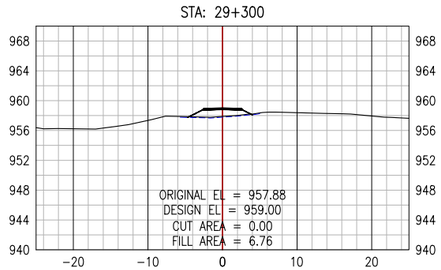


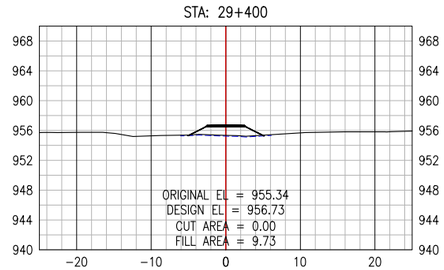


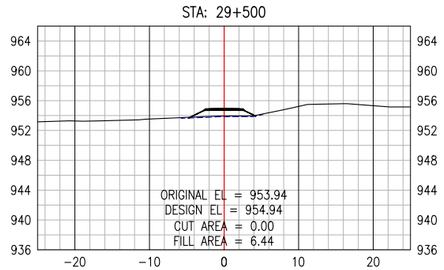


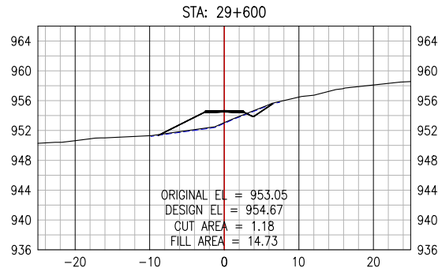












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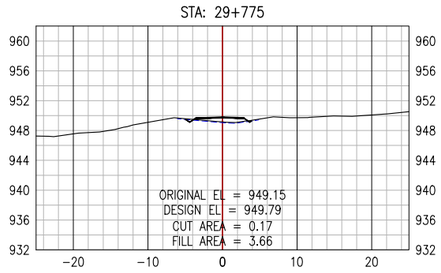
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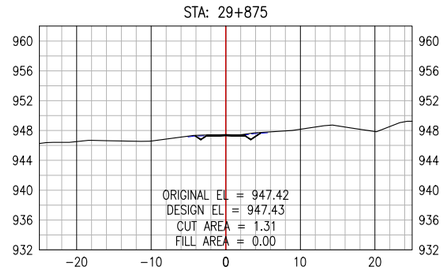
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ALL SEASON ROAD
km 0+000 to km 170+000

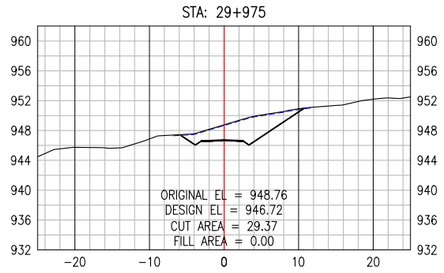
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

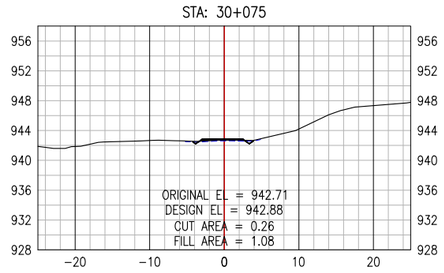
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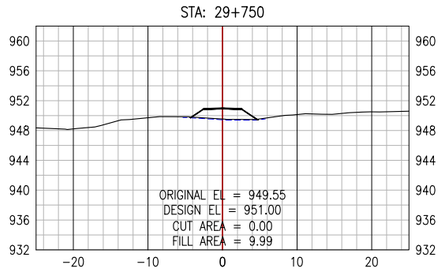
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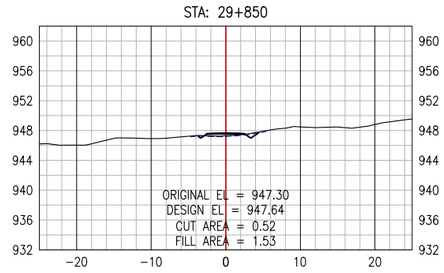


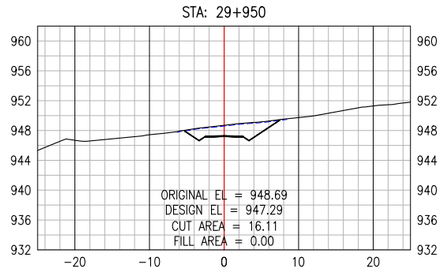


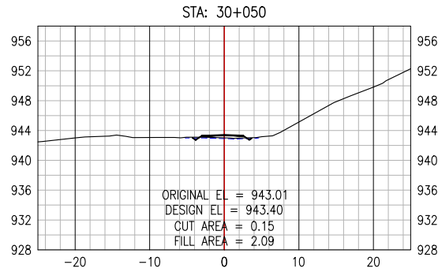


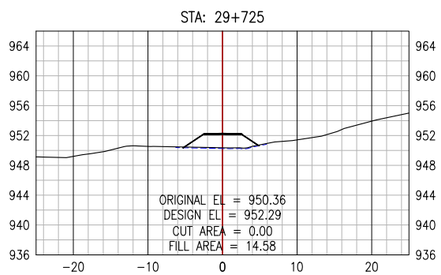


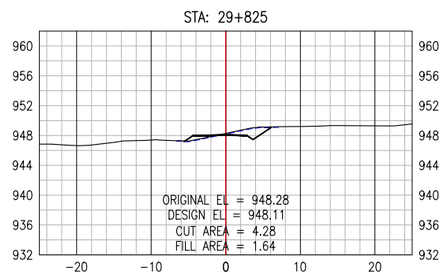


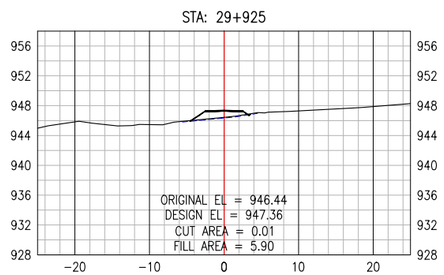


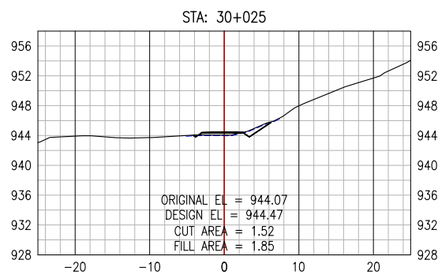


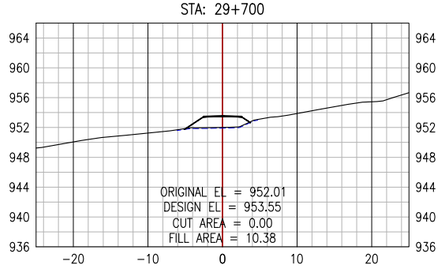


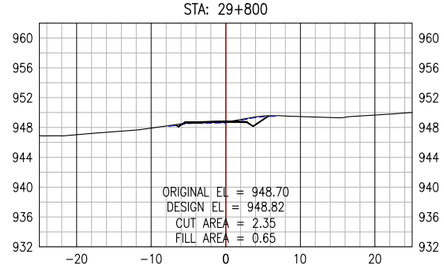


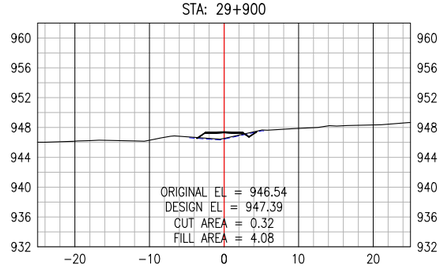


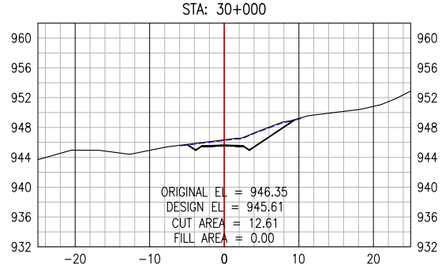












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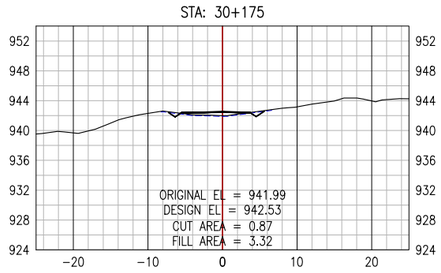
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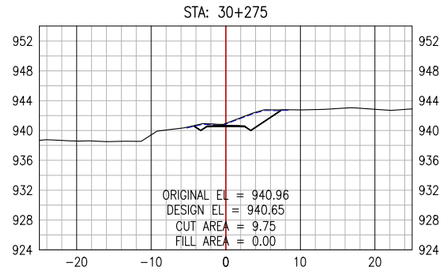
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

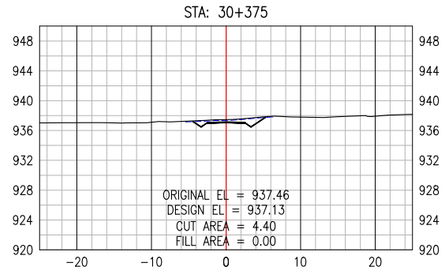
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

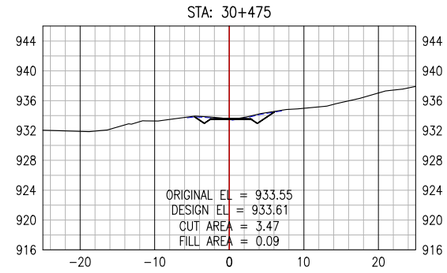
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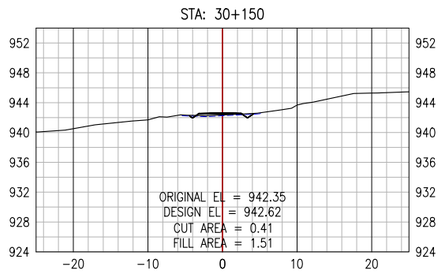
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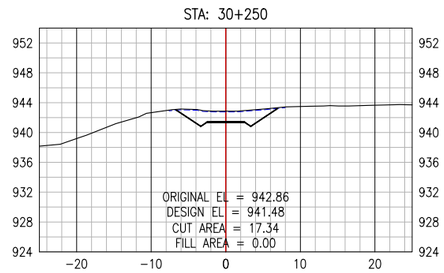


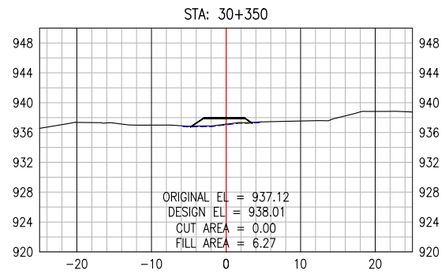


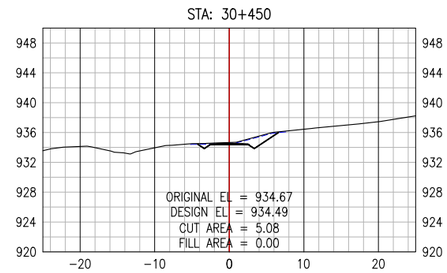


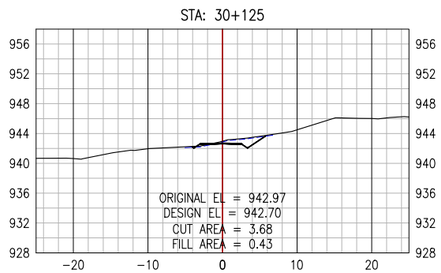


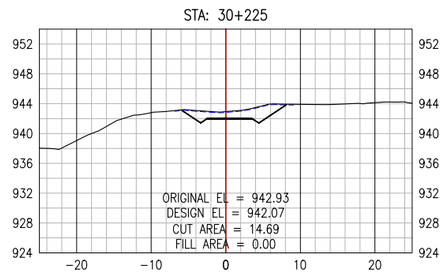


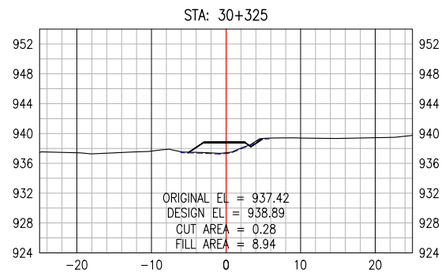


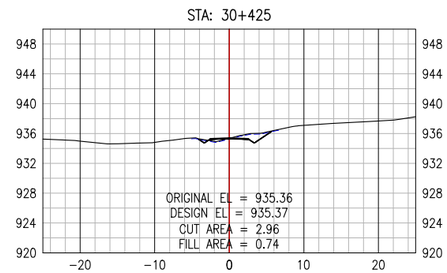


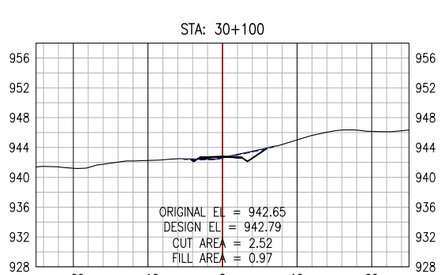


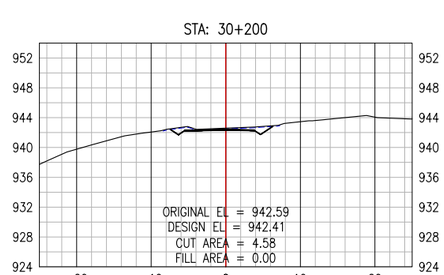


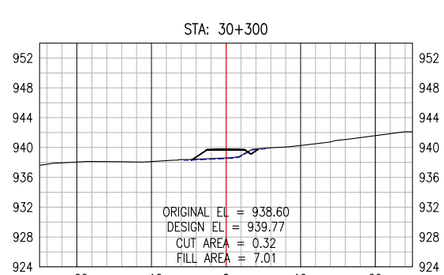


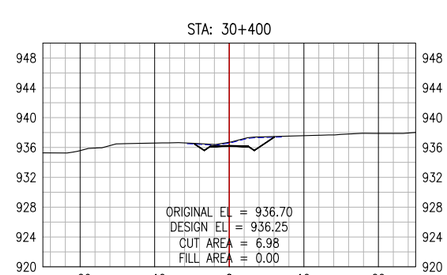












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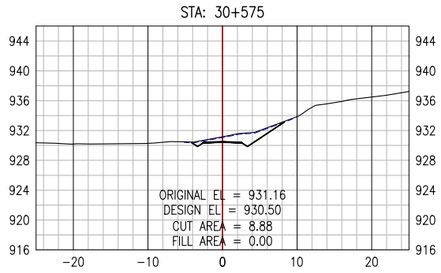
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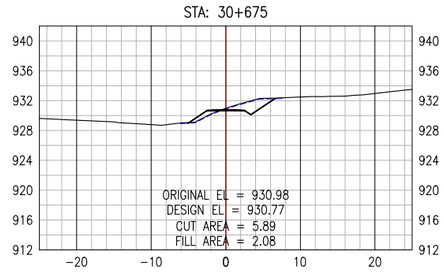
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ALL SEASON ROAD
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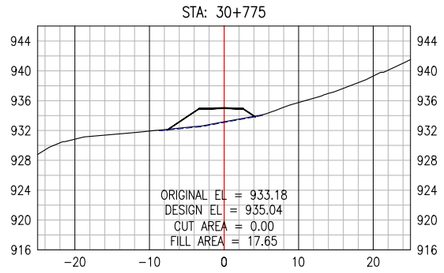
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

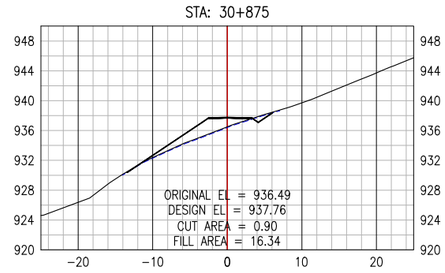
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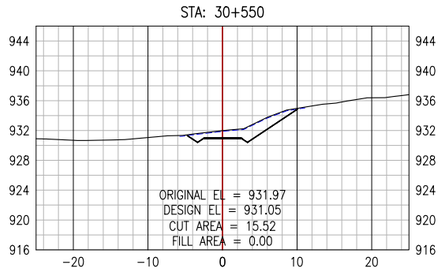
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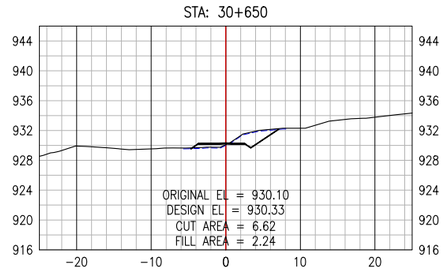


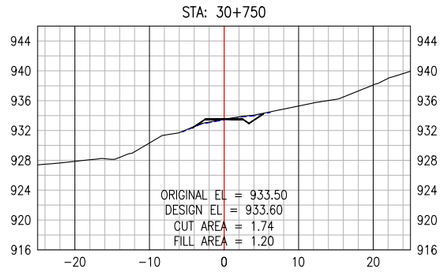


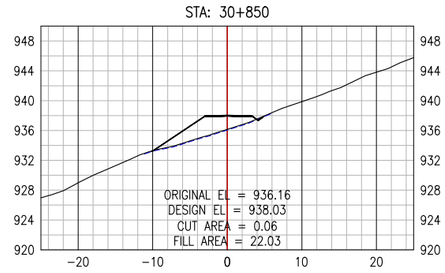


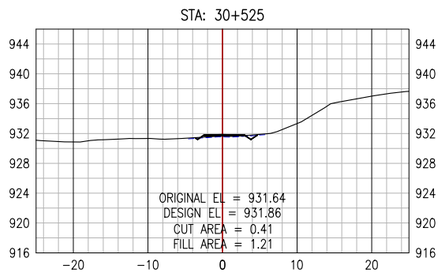


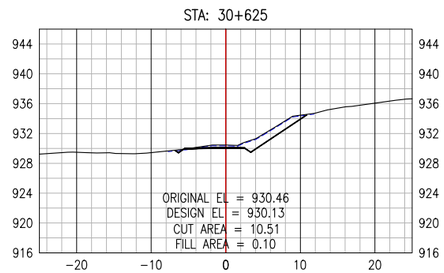


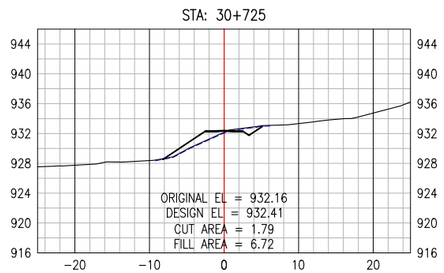


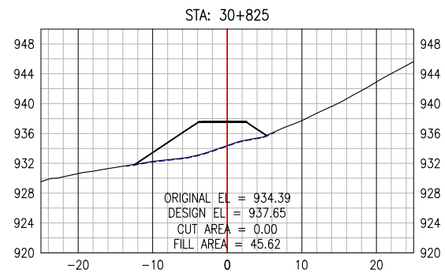


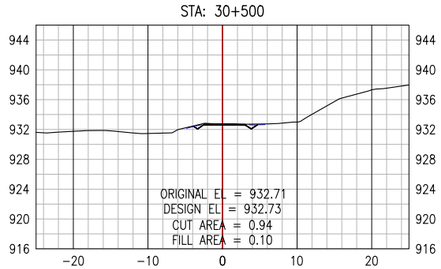


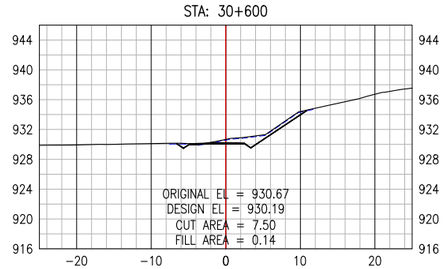


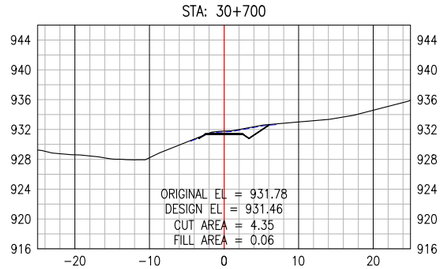


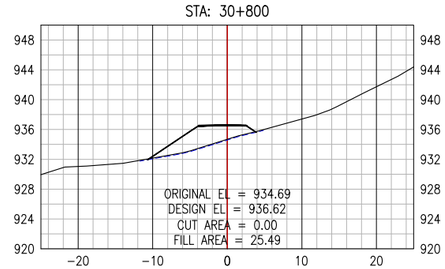












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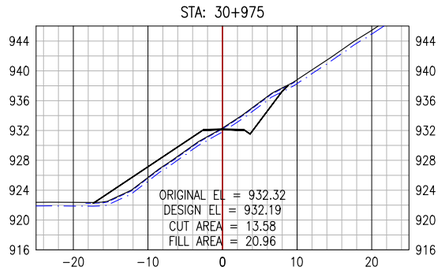
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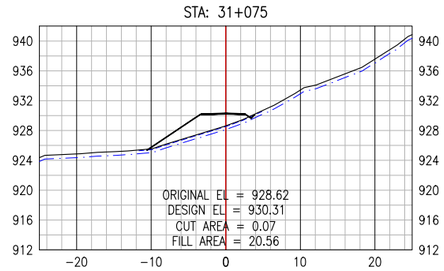
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

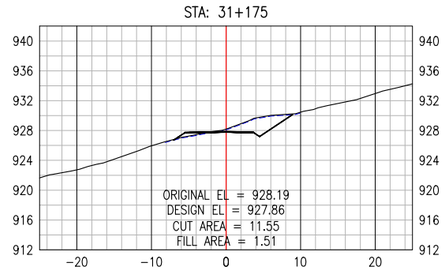
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

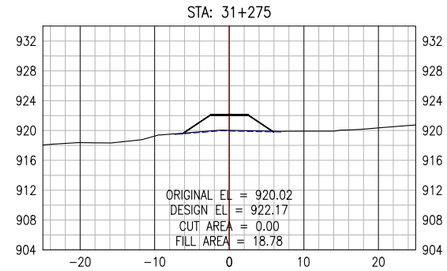
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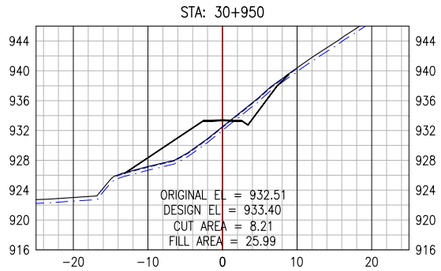
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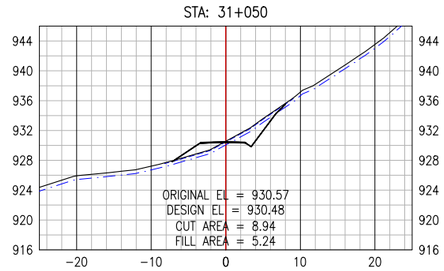


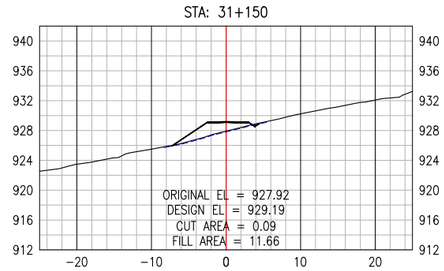


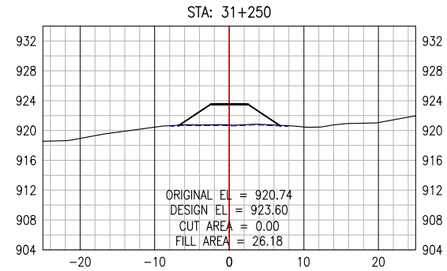


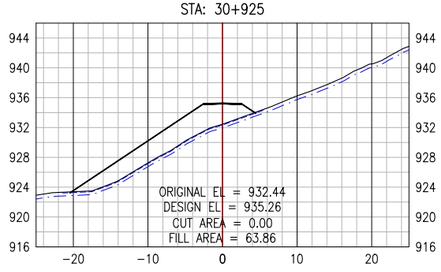


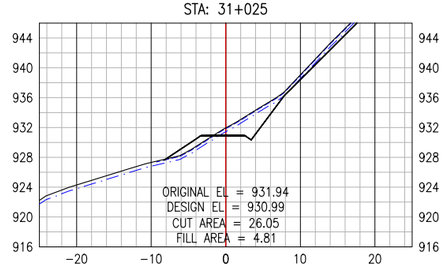


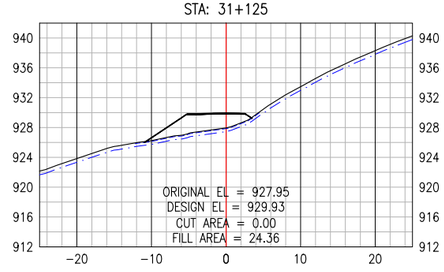


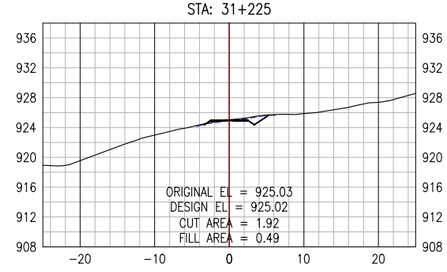


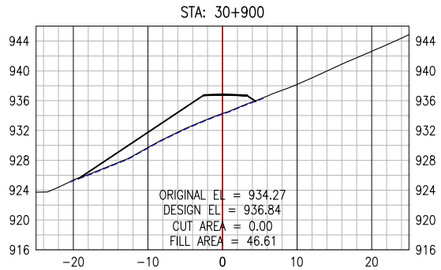


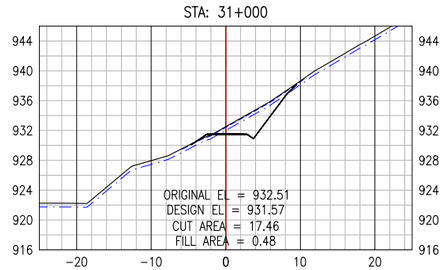


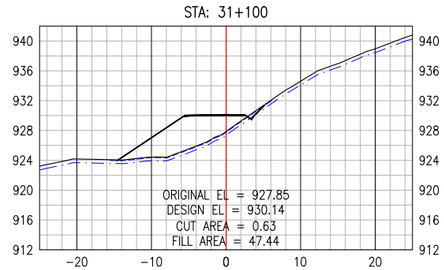


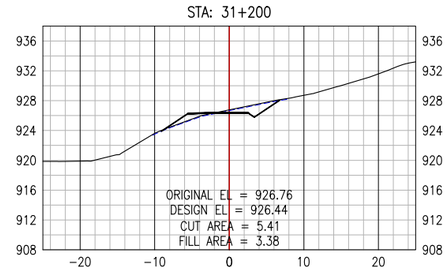












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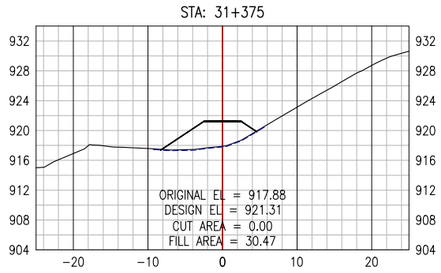
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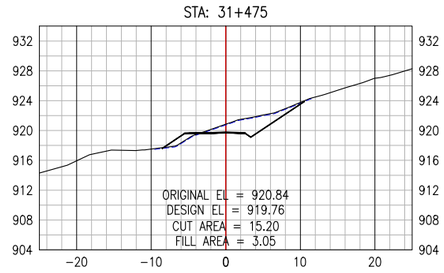
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

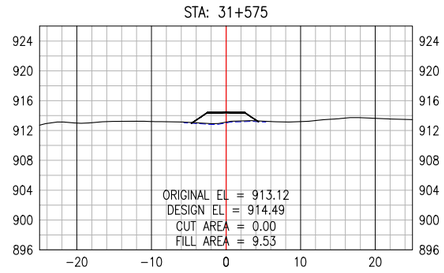
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

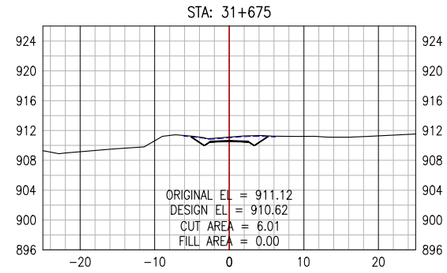
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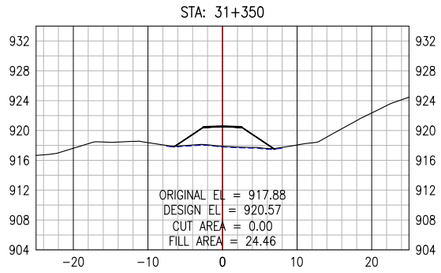
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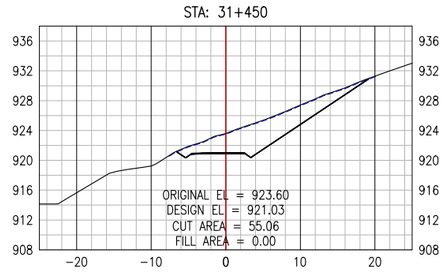


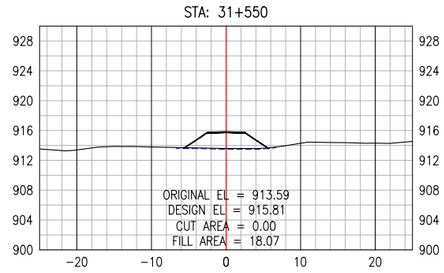


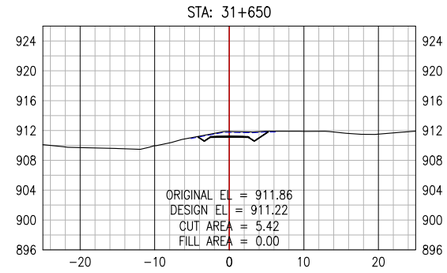


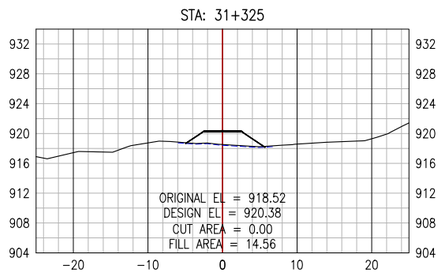


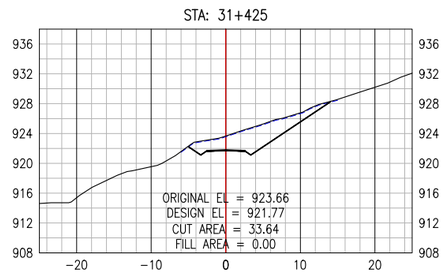


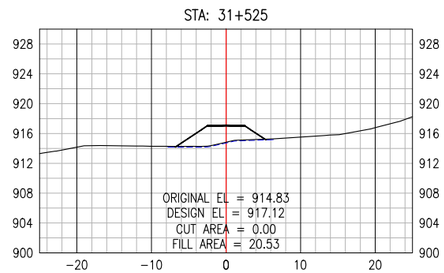


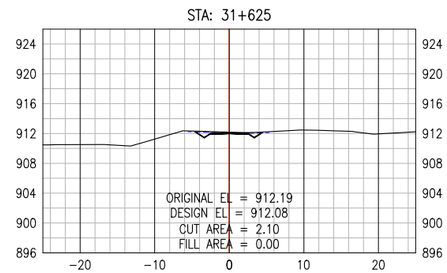


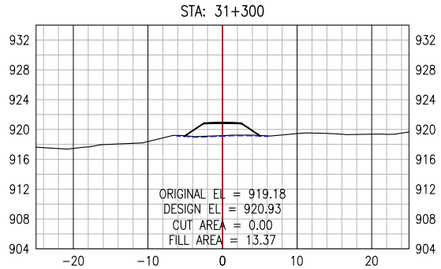


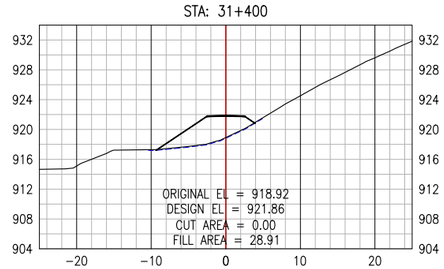


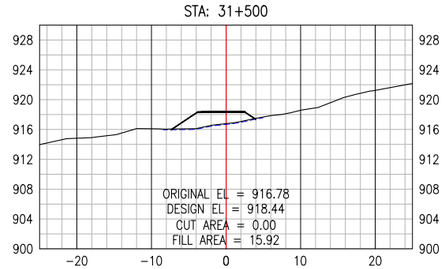


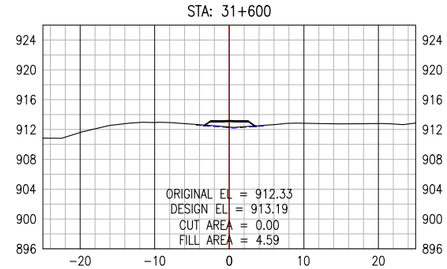












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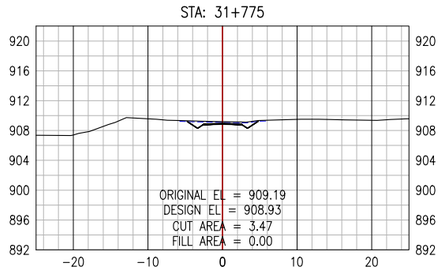
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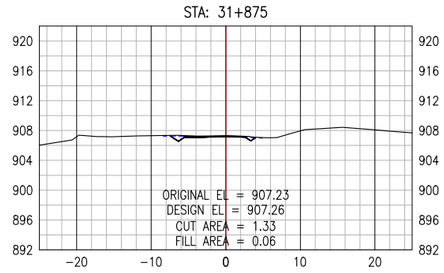
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ALL SEASON ROAD
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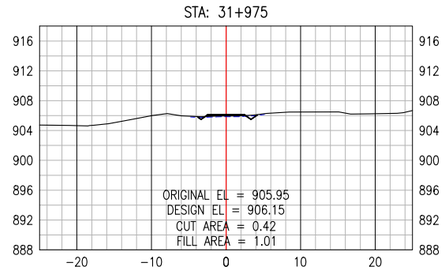
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km 20+900 to km 39+000

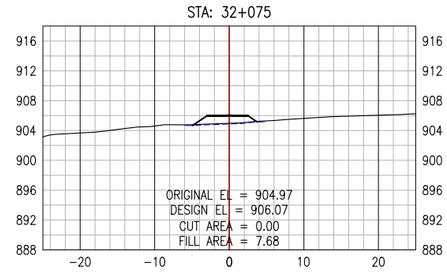
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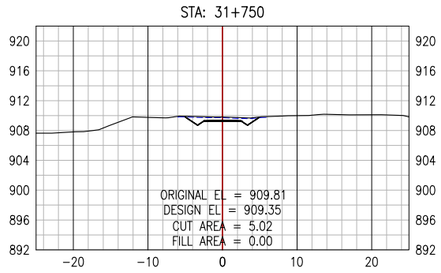
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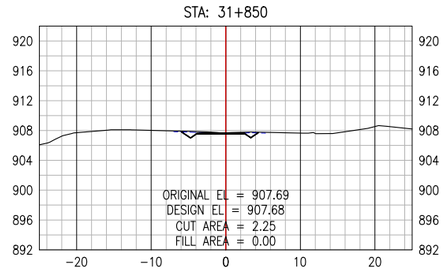


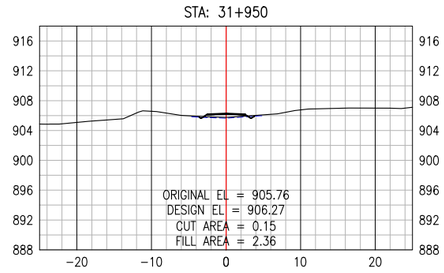


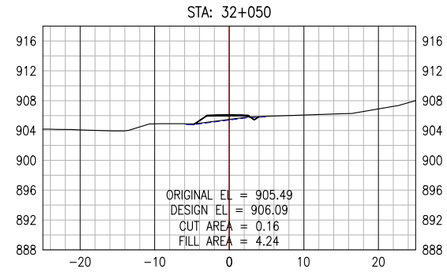


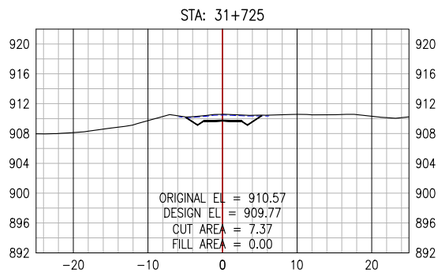


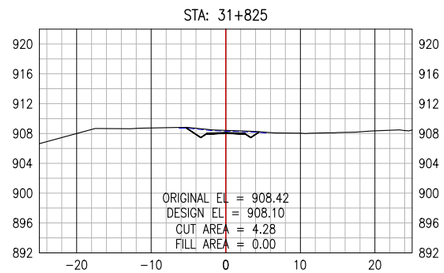


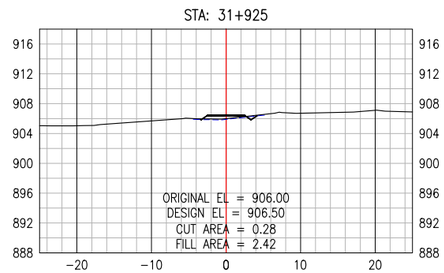


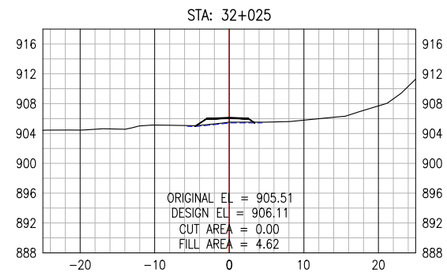


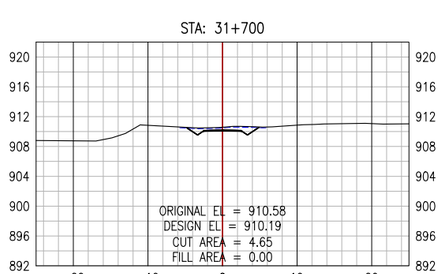


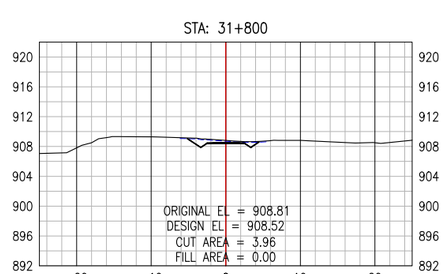


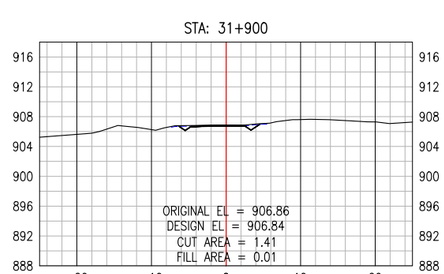


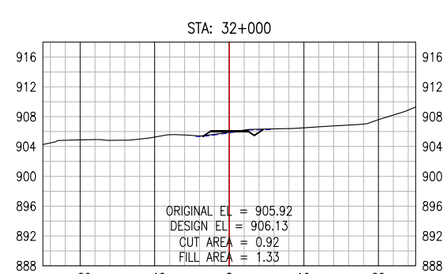












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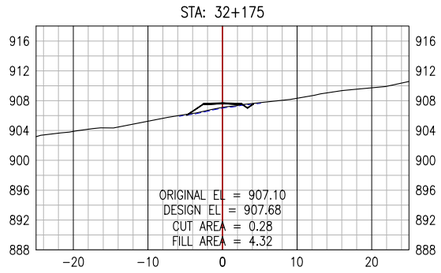
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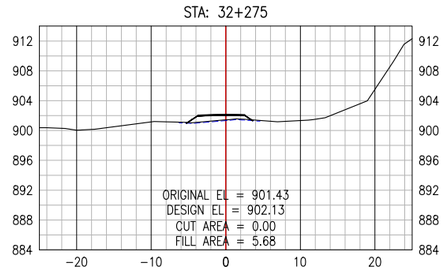
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

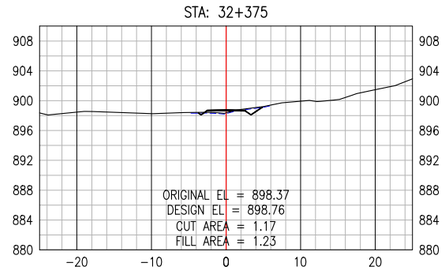
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

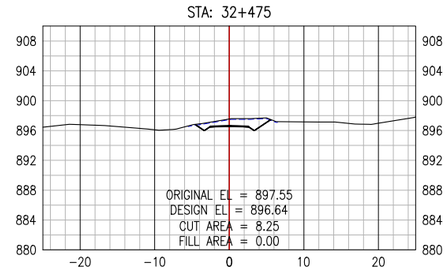
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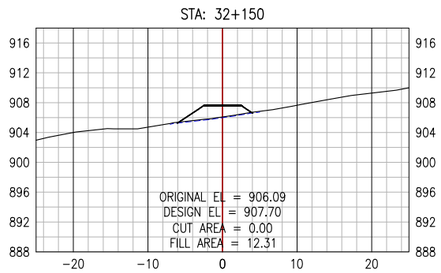
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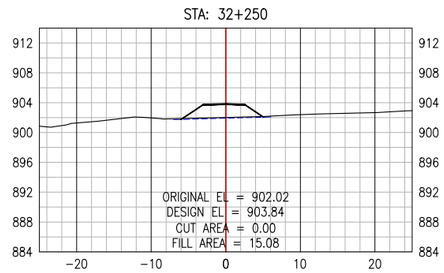


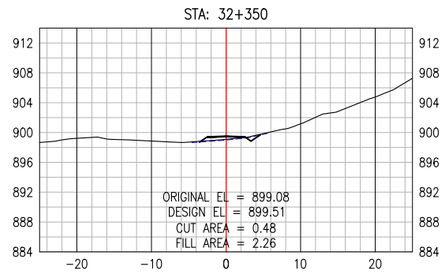


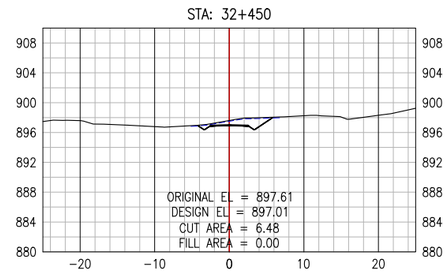


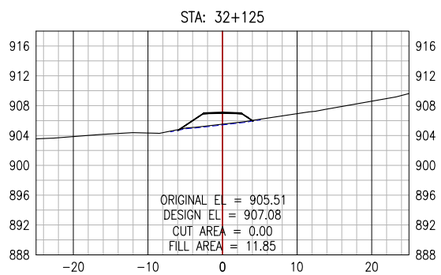


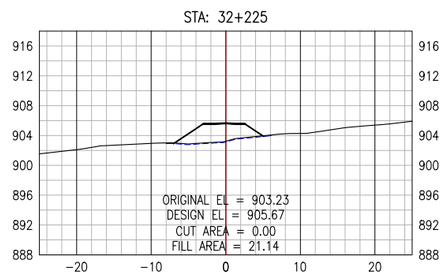


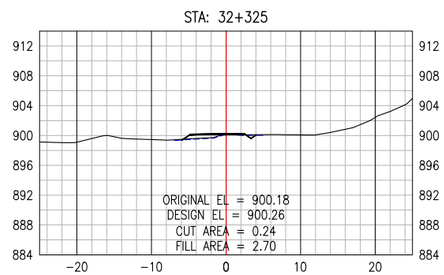


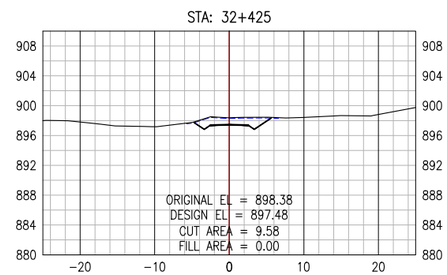


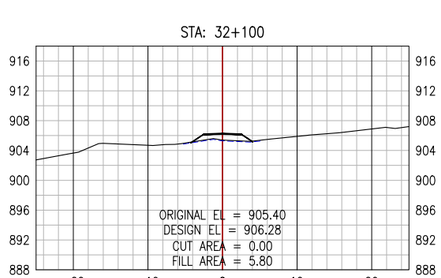


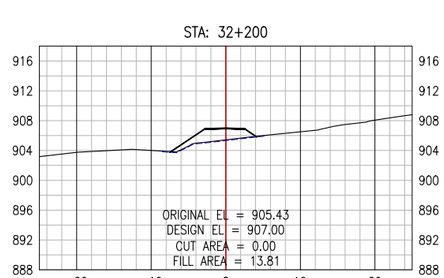


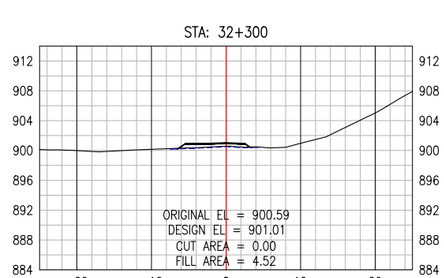


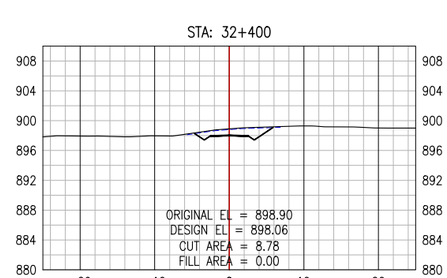












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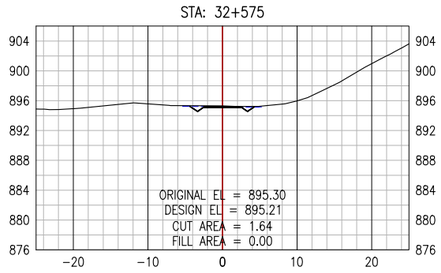
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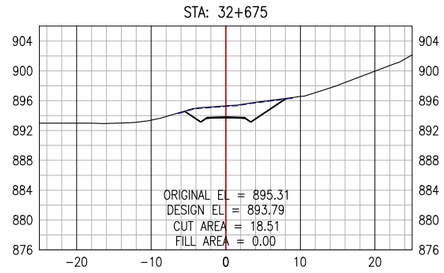
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

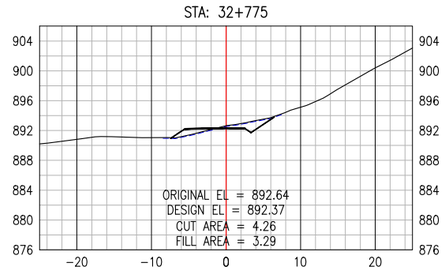
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km 20+900 to km 39+000

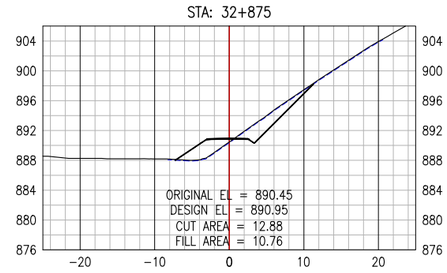
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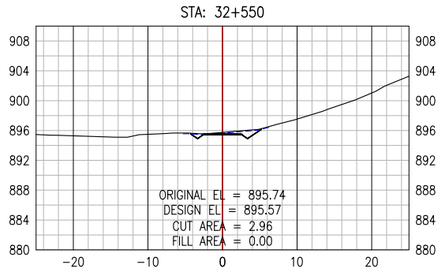
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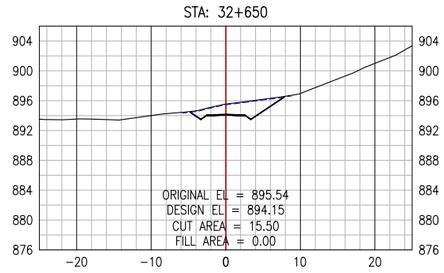


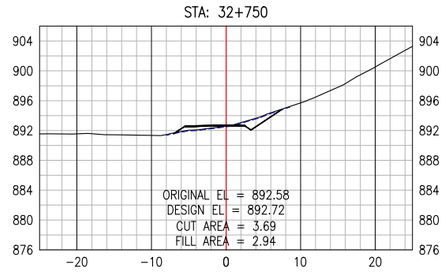


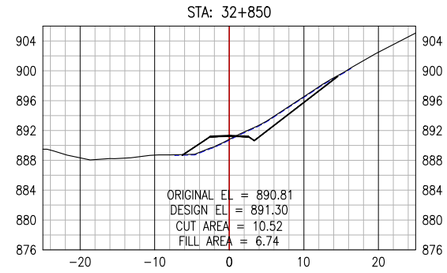


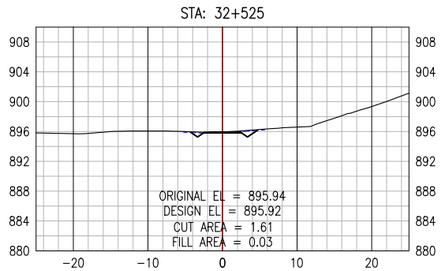


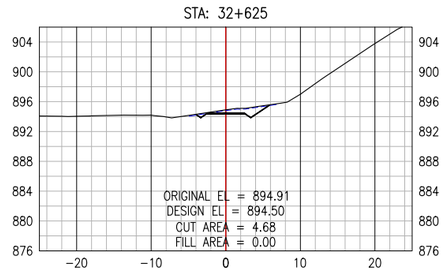


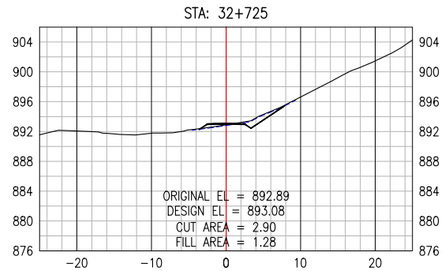


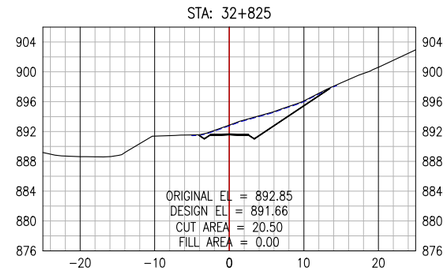


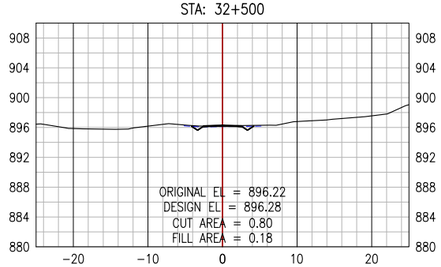


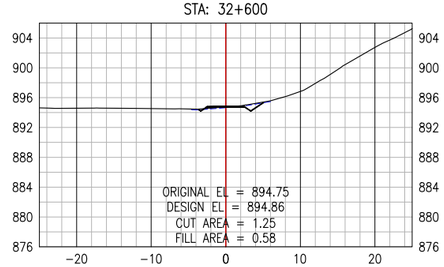


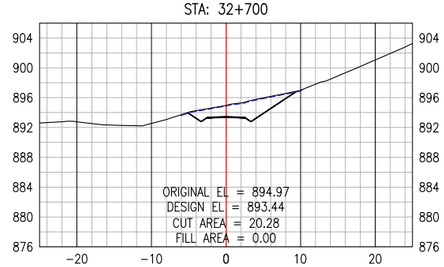


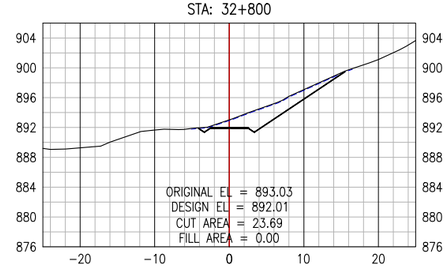












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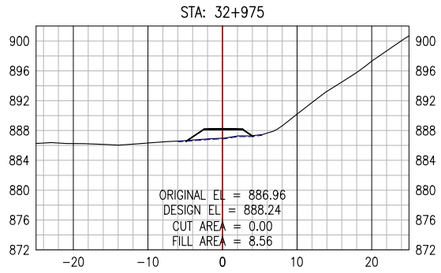
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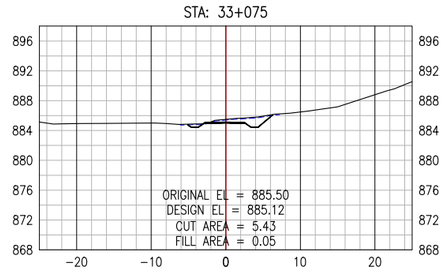
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ALL SEASON ROAD
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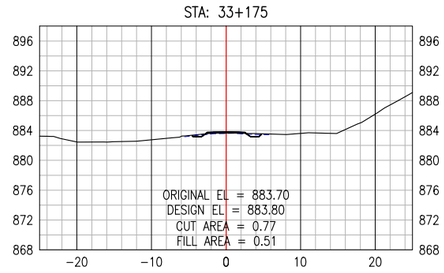
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CROSS SECTION DRAWINGS
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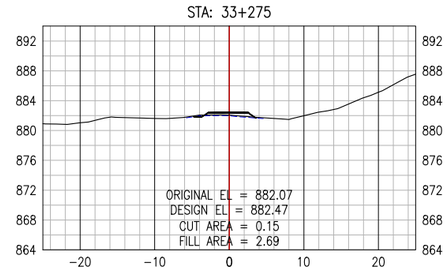
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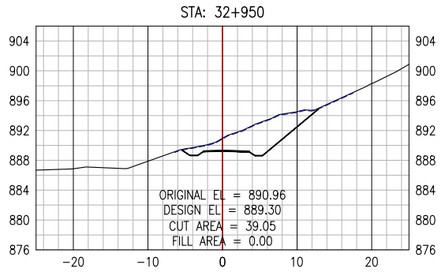
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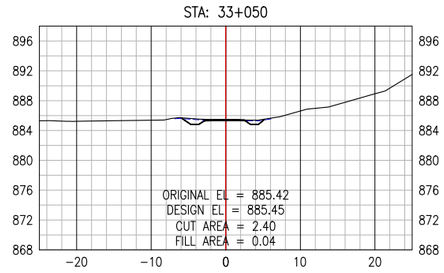


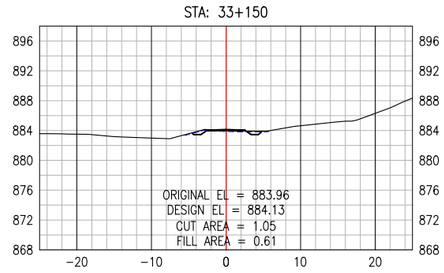


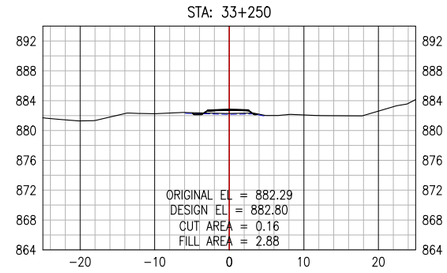


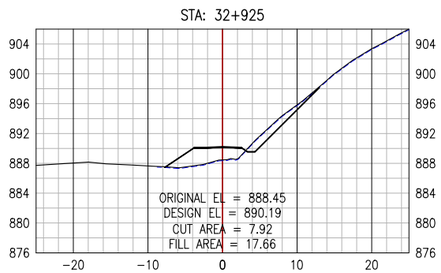


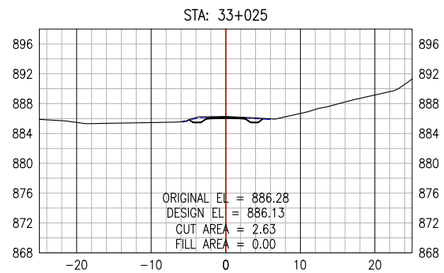


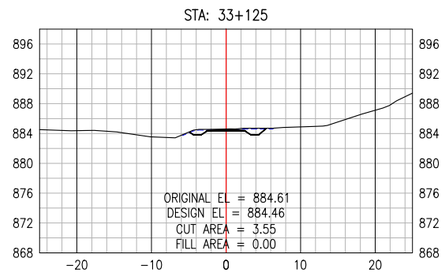


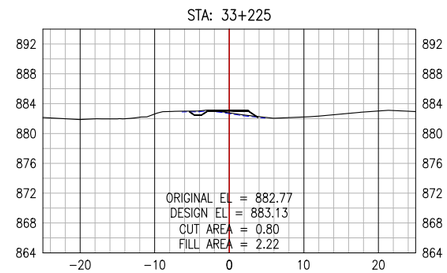


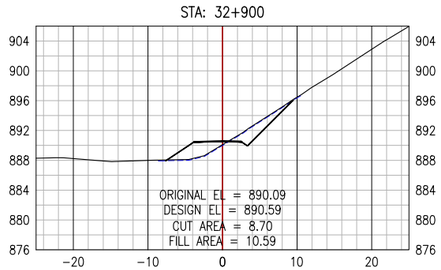


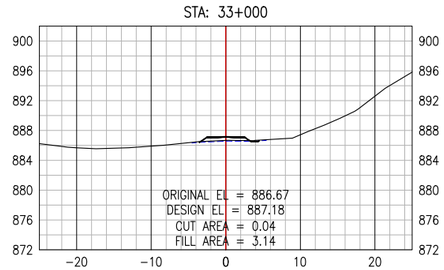


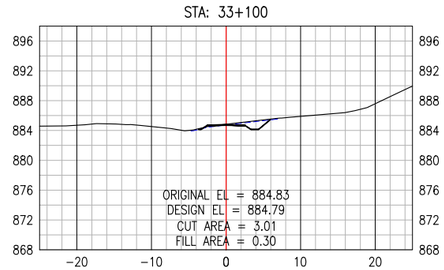


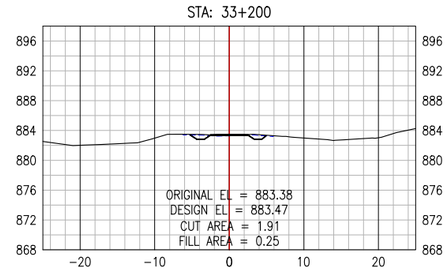












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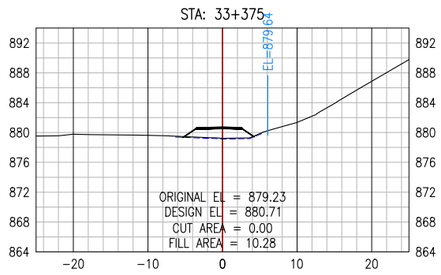
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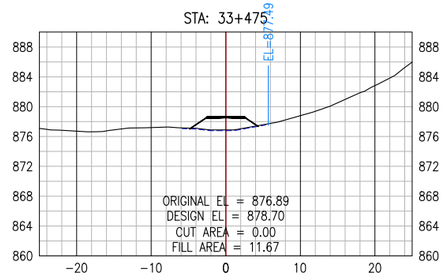
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ALL SEASON ROAD
km 0+000 to km 170+000

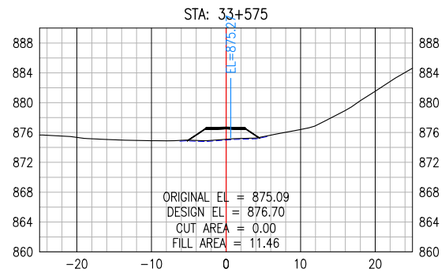
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

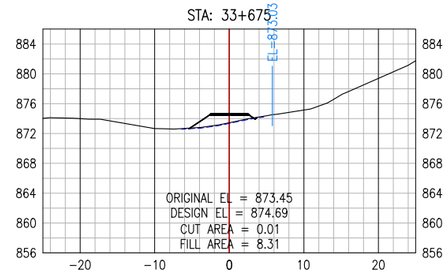
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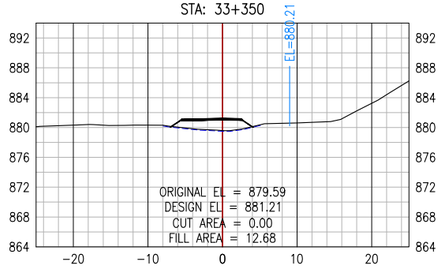
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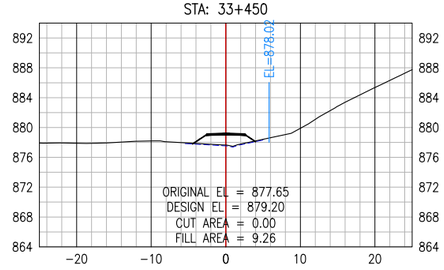


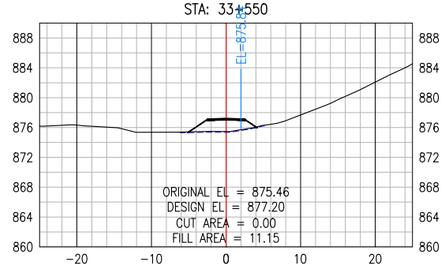


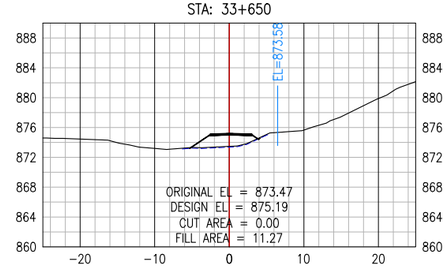


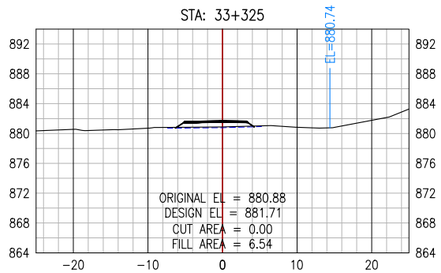


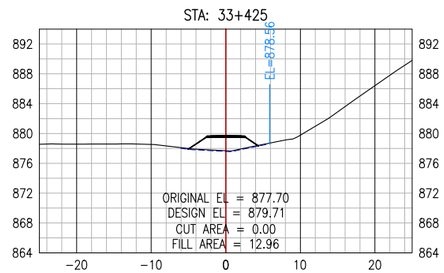


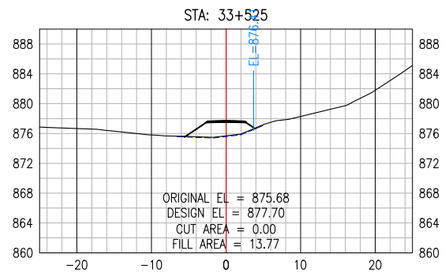


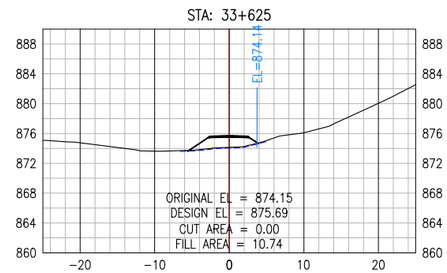


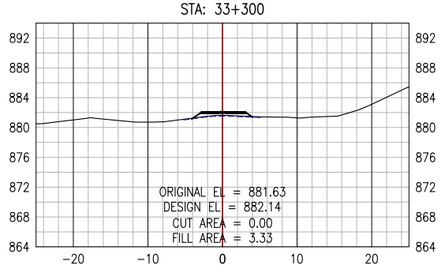


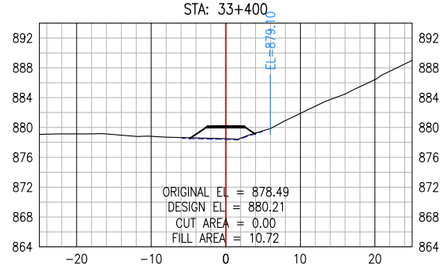


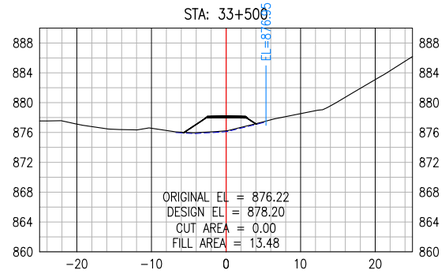


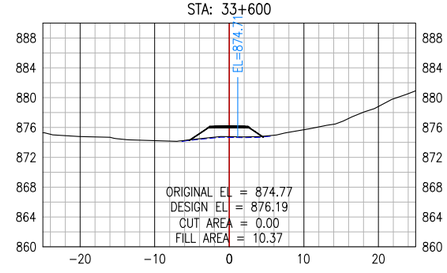












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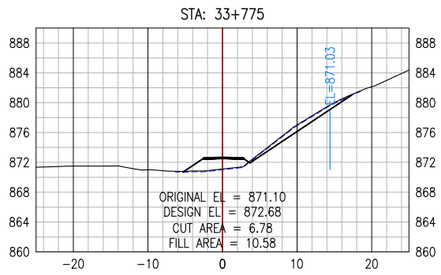
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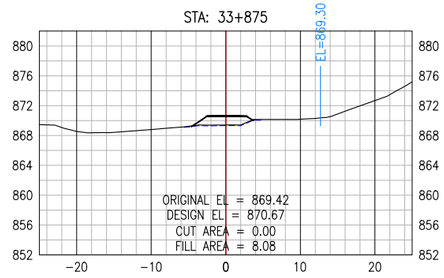
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

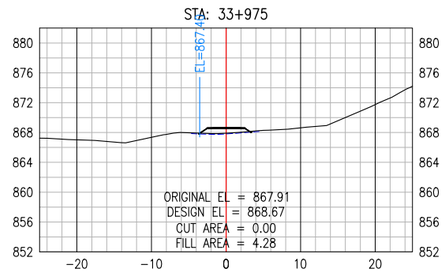
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km 20+900 to km 39+000

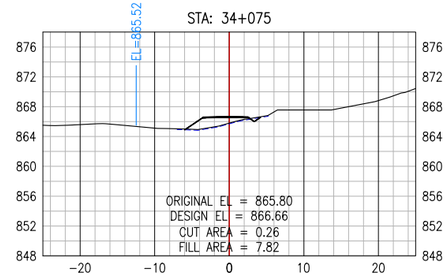
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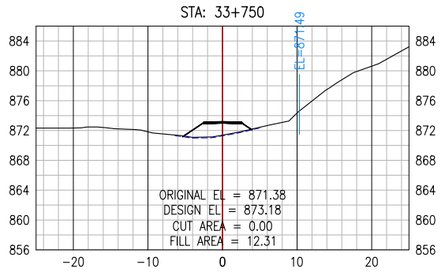
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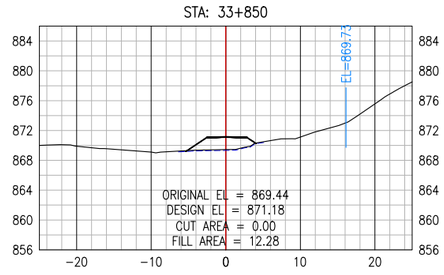


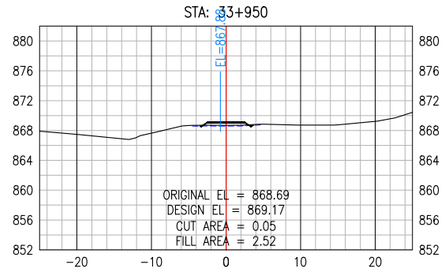


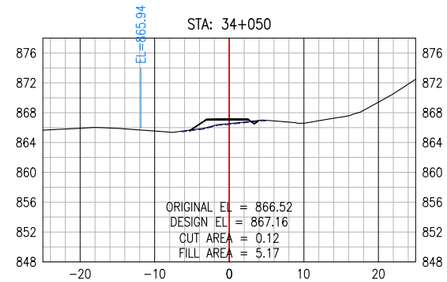


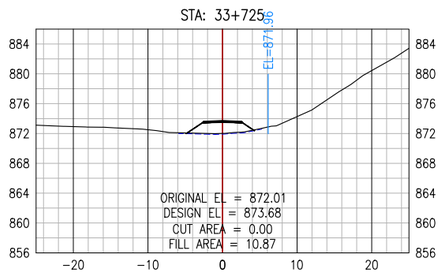


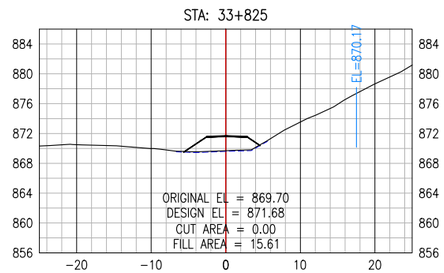


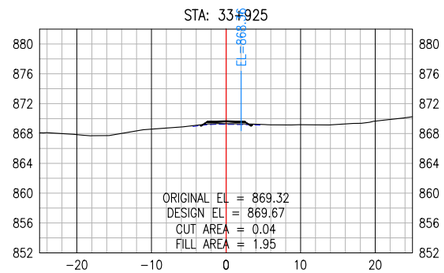


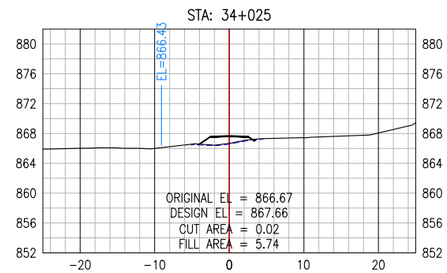


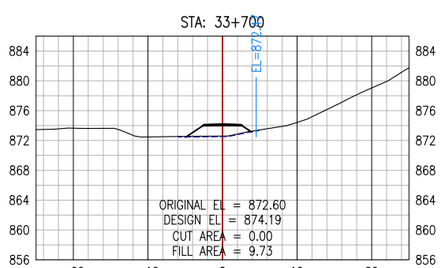


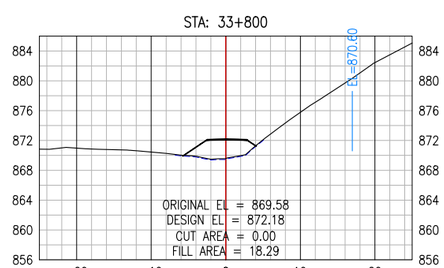


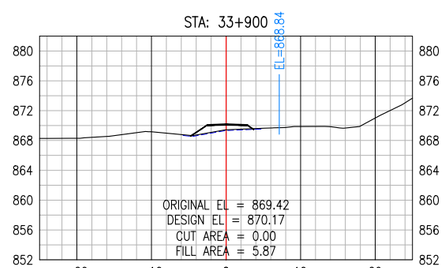


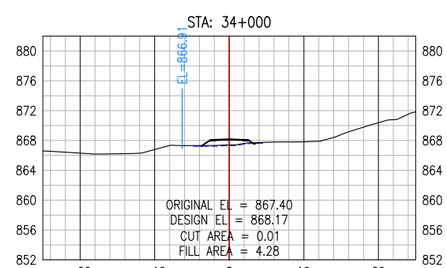












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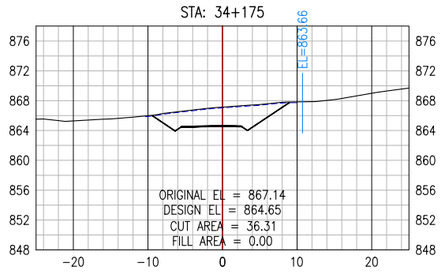
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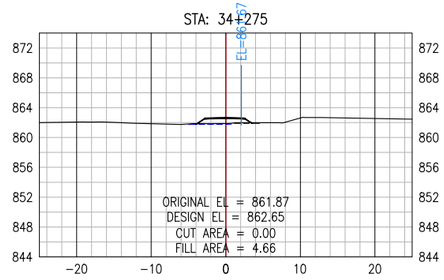
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ALL SEASON ROAD
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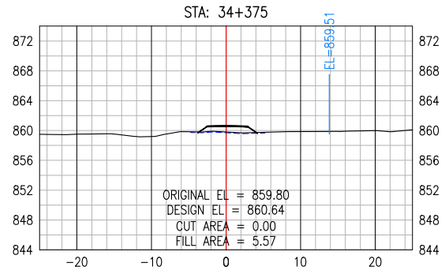
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km 20+900 to km 39+000

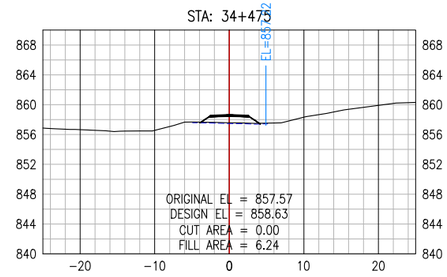
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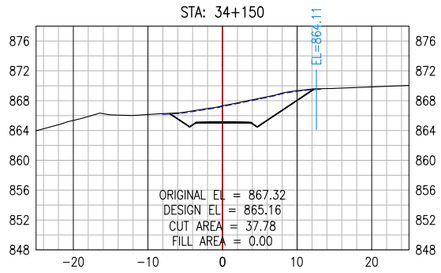
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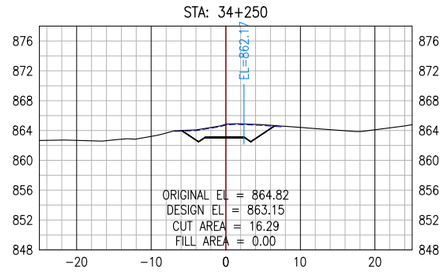


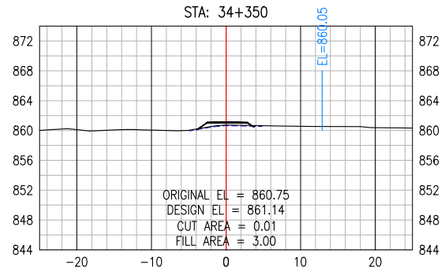


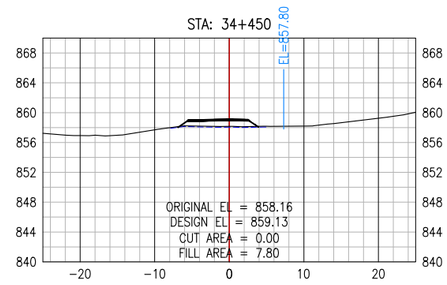


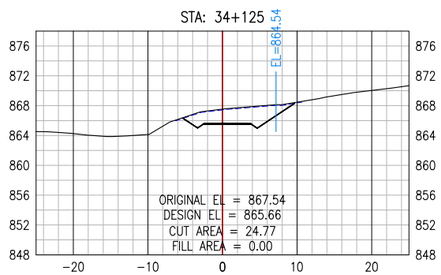


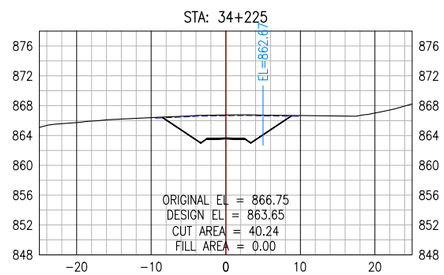


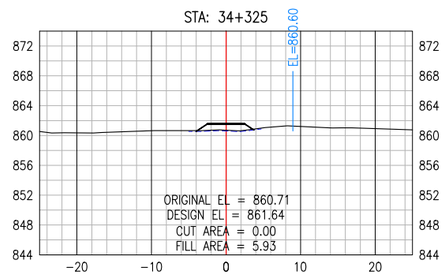


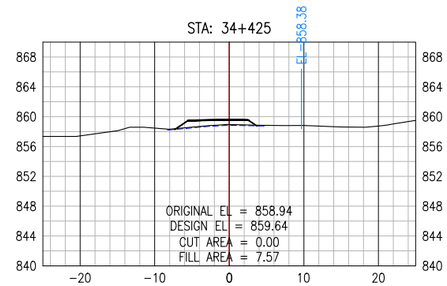


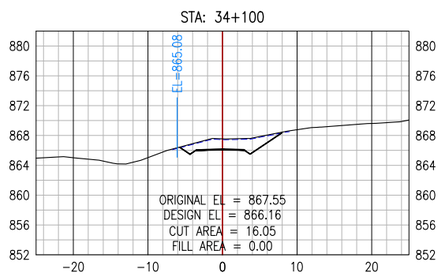


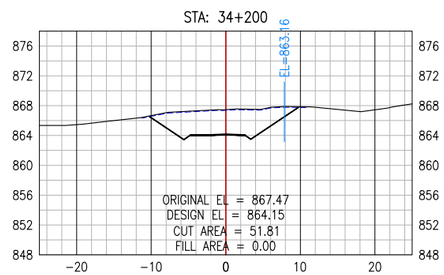


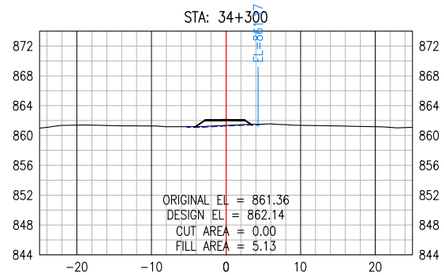


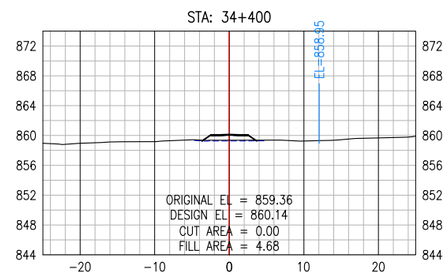












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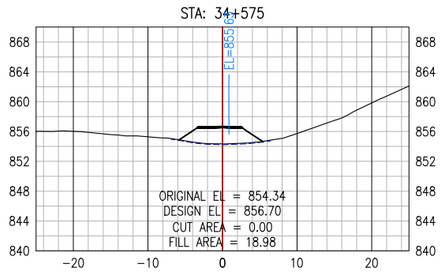
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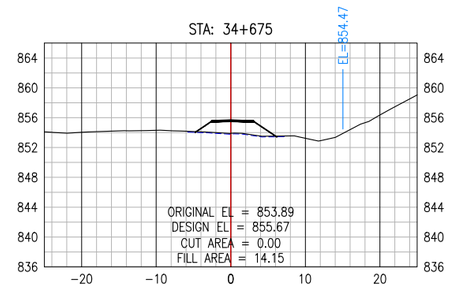
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ALL SEASON ROAD
km 0+000 to km 170+000

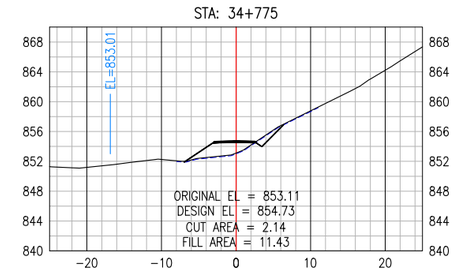
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

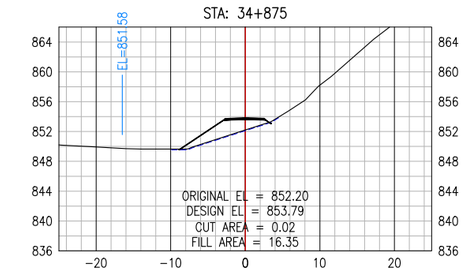
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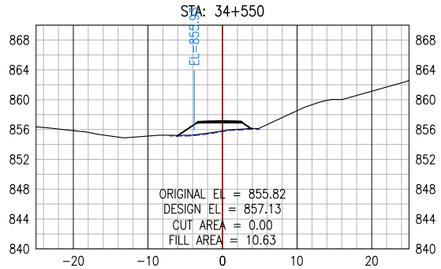
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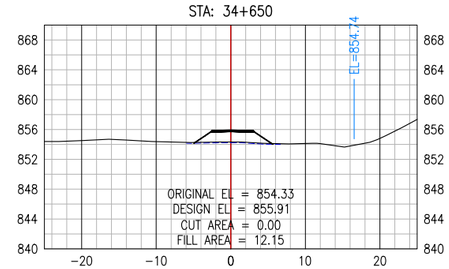


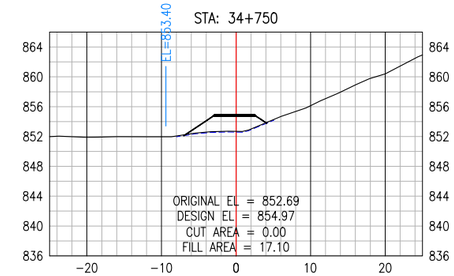


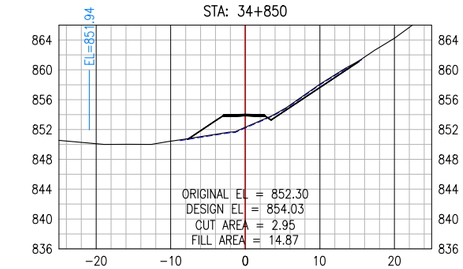


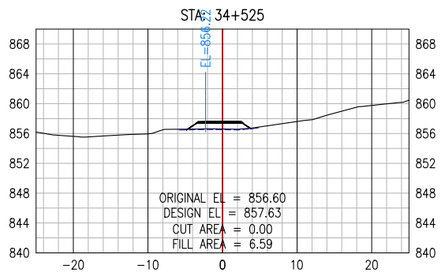


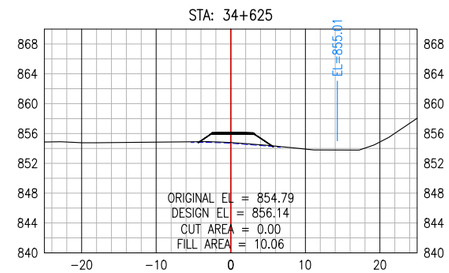


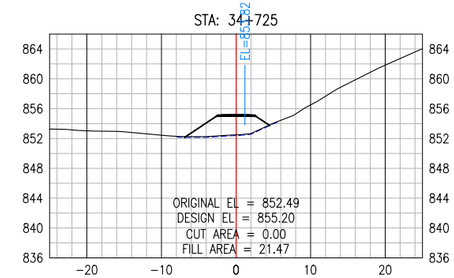


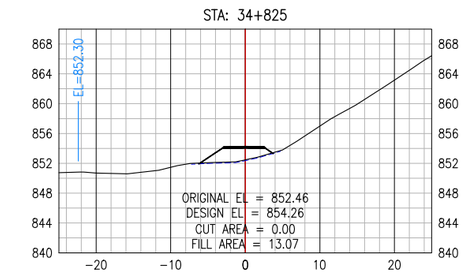


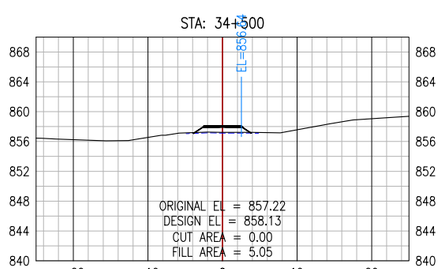


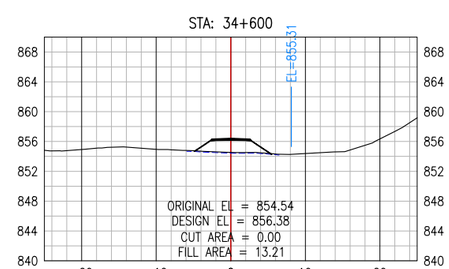


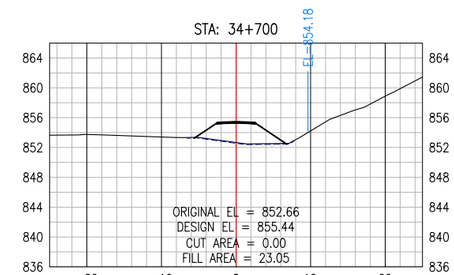


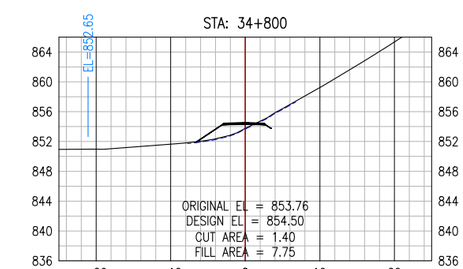












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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
CANADIAN ZINC CORPORATION

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CLIENT NO:	-	DRWN:	TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD:	EK	DATE: 18/12/10
SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

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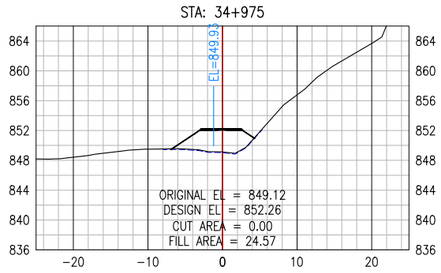
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

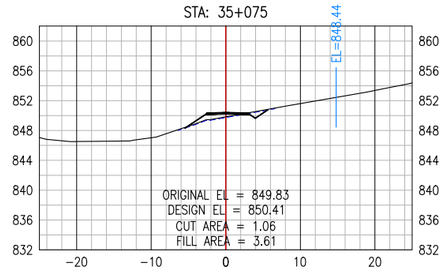
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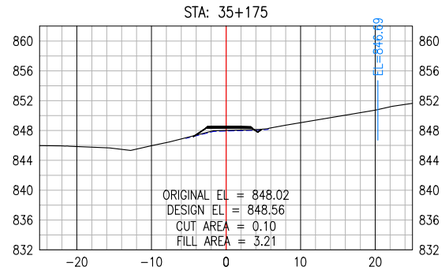
CROSS SECTION DRAWINGS
km 20+900 to km 39+000

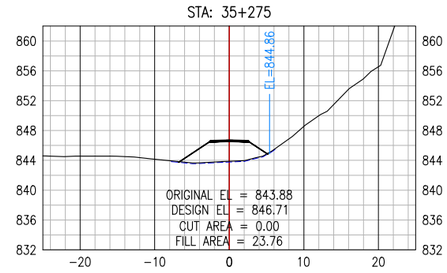
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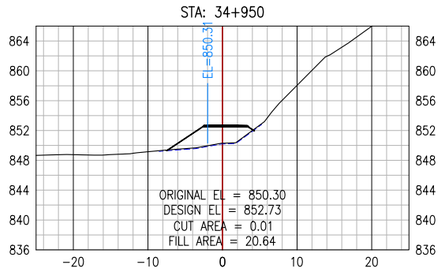
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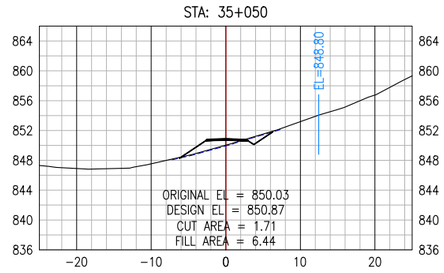


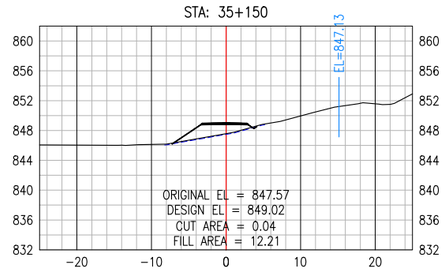


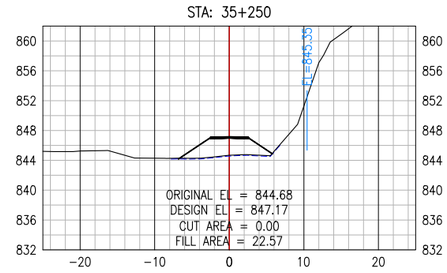


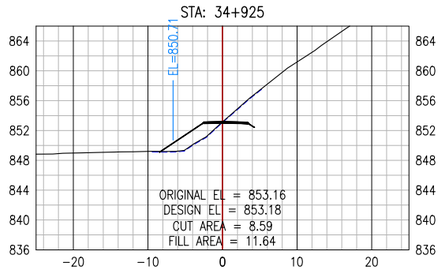


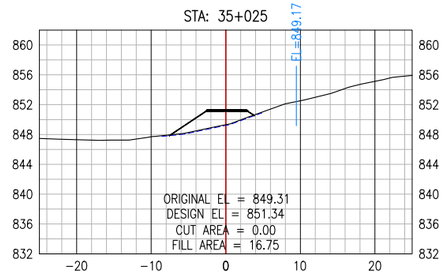


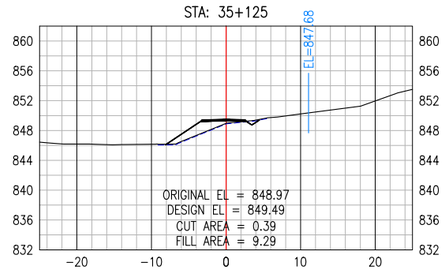


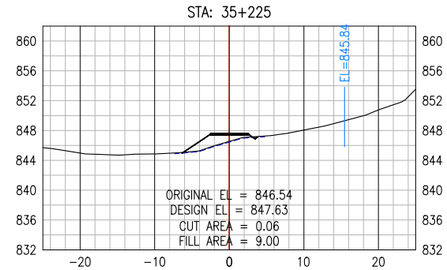


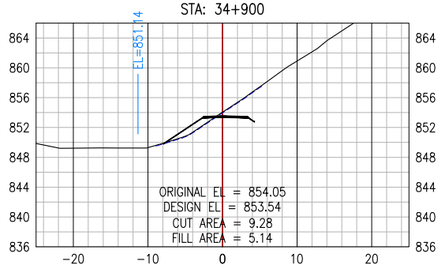


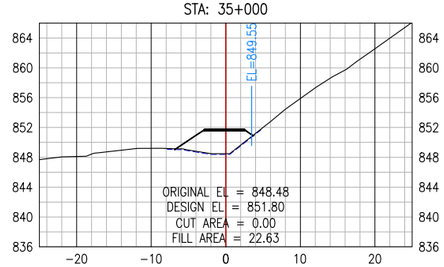


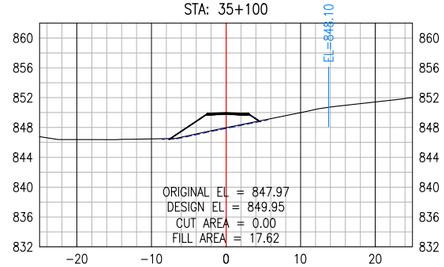


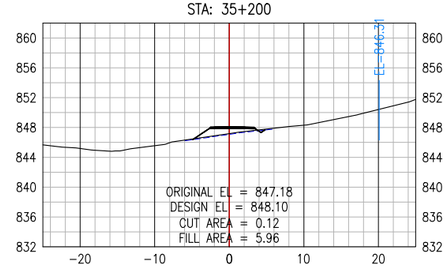












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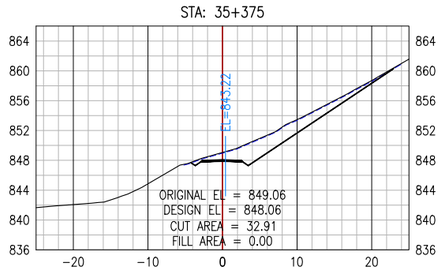
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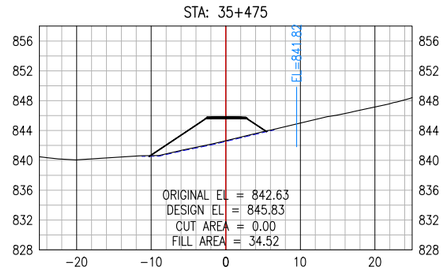
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ALL SEASON ROAD
km 0+000 to km 170+000

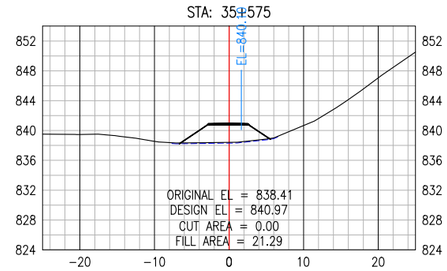
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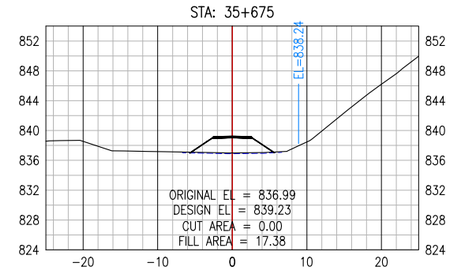
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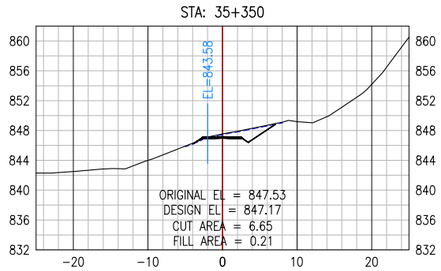
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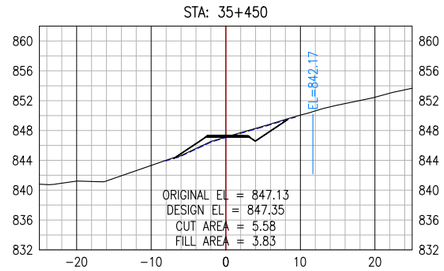


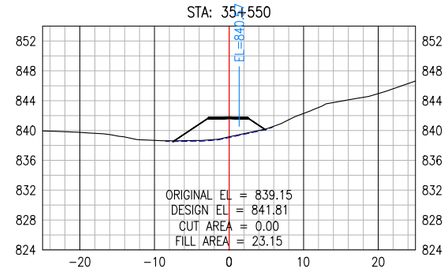


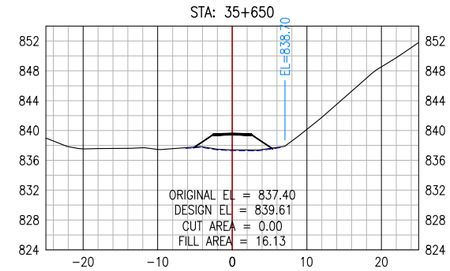


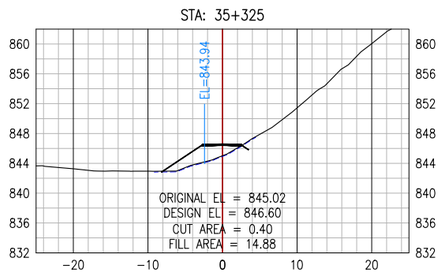


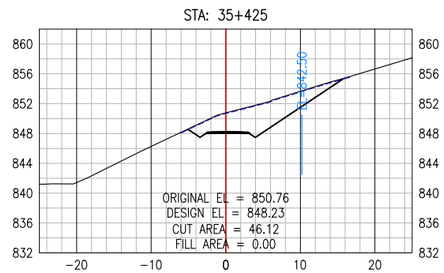


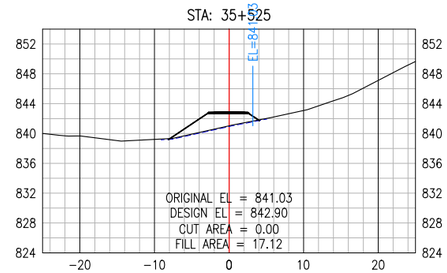


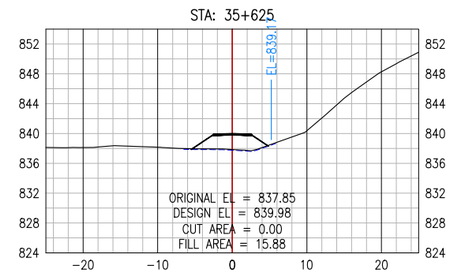


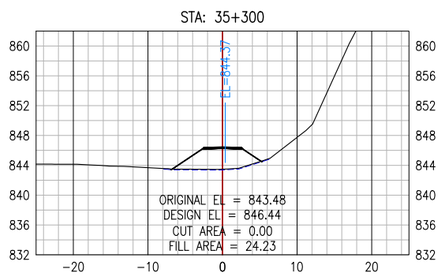


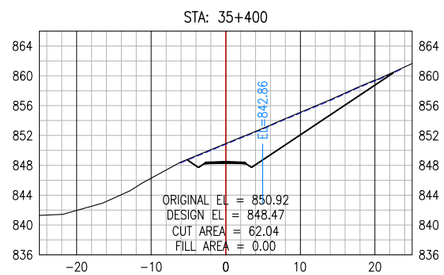


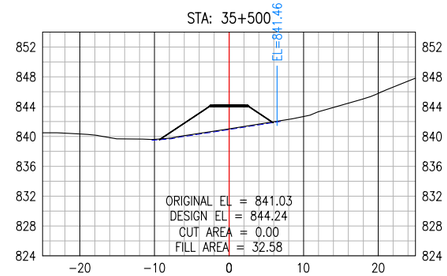


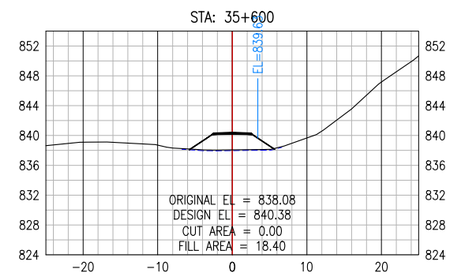












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CLIENT:
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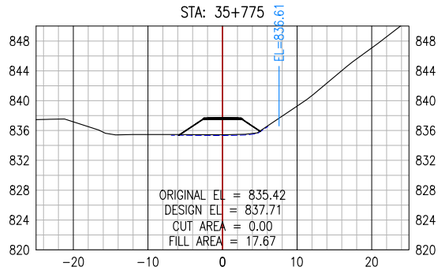
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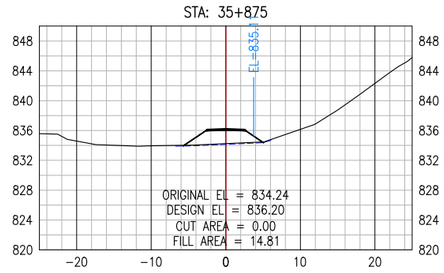
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PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

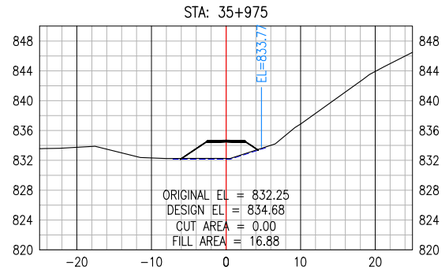
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

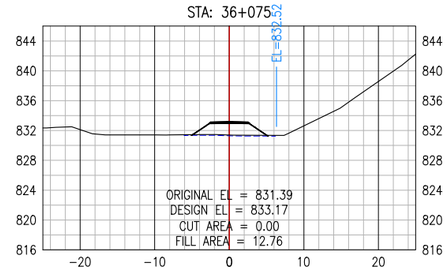
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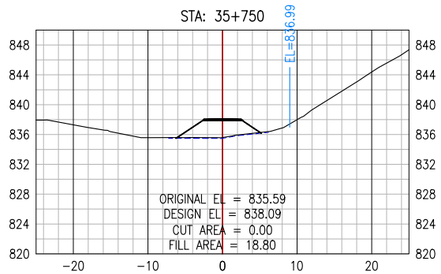
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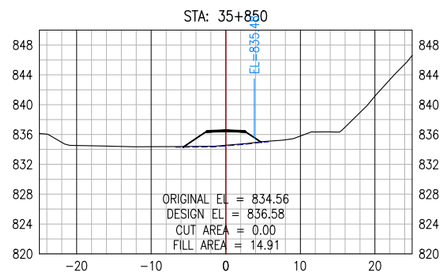


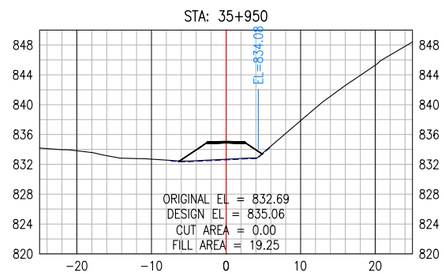


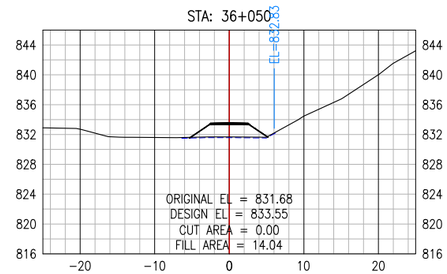


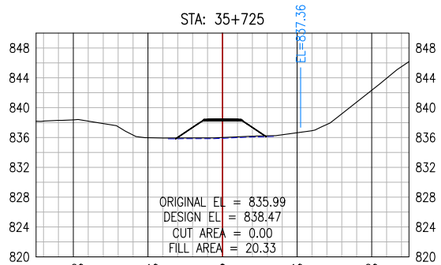


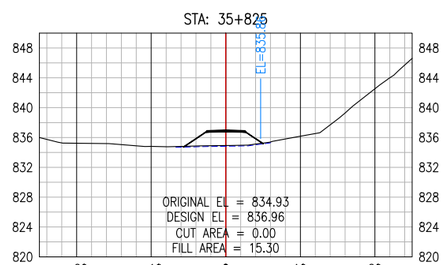


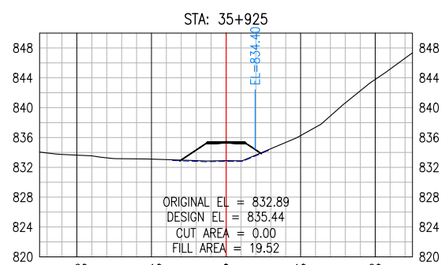


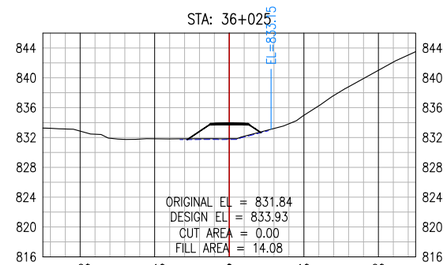


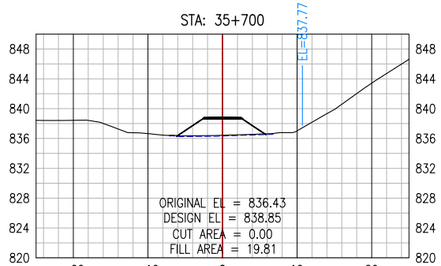


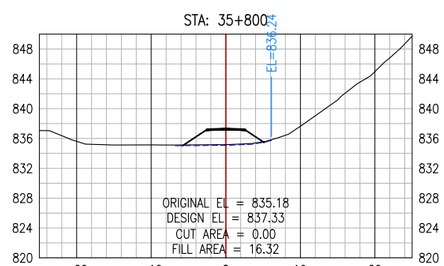


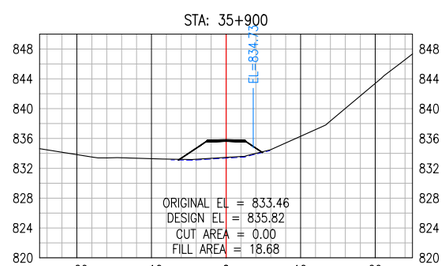


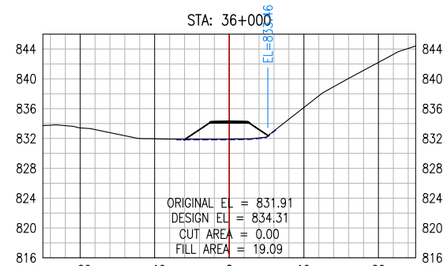












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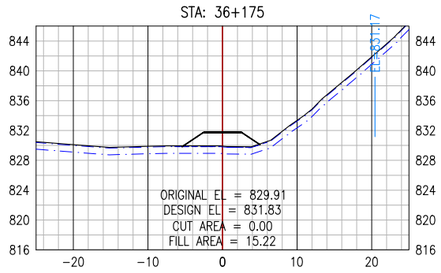
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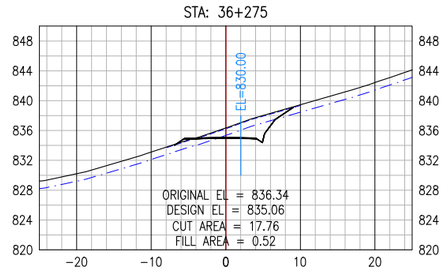
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

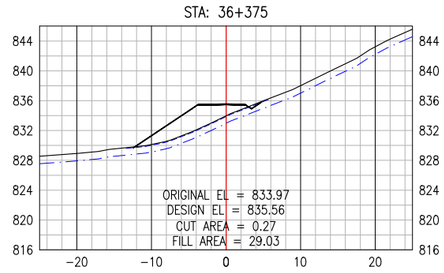
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

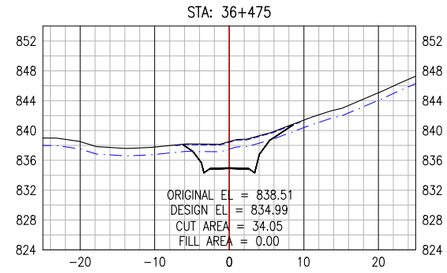
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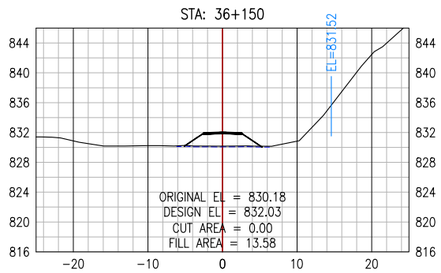
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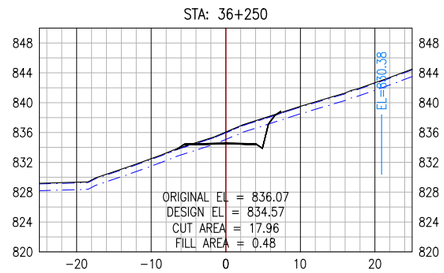


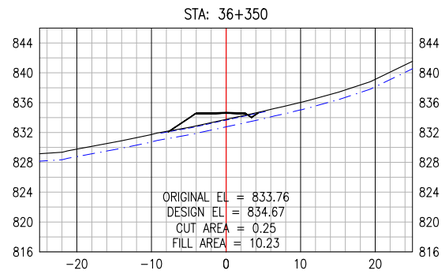


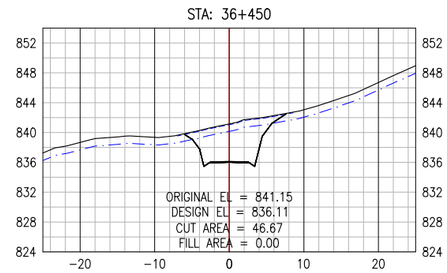


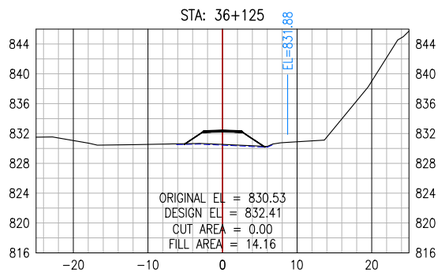


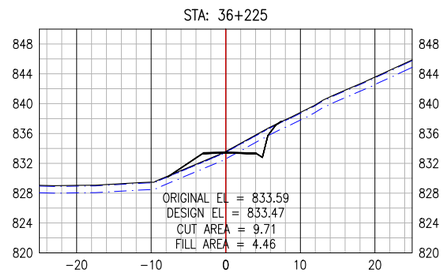


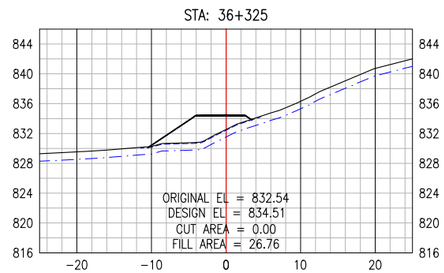


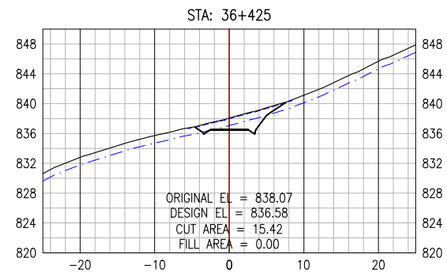


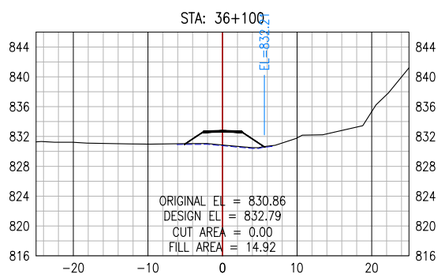


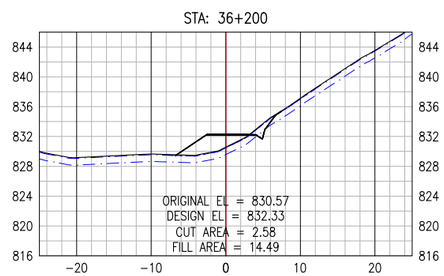


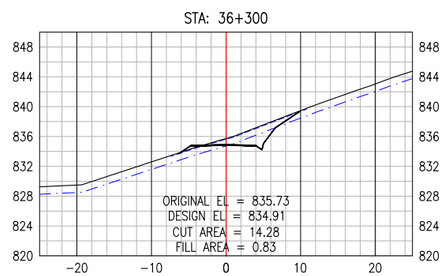


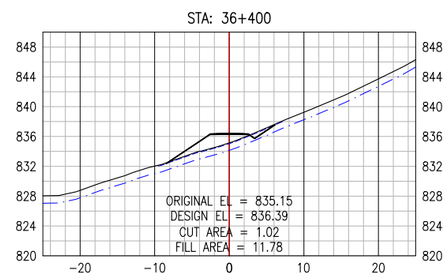












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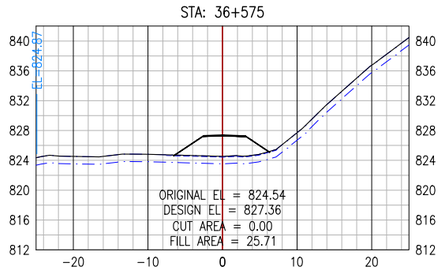
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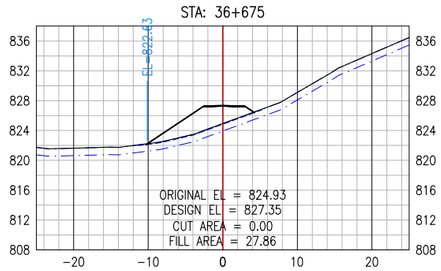
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ALL SEASON ROAD
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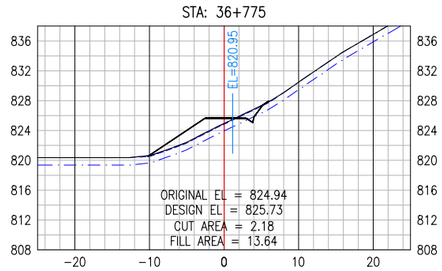
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CROSS SECTION DRAWINGS
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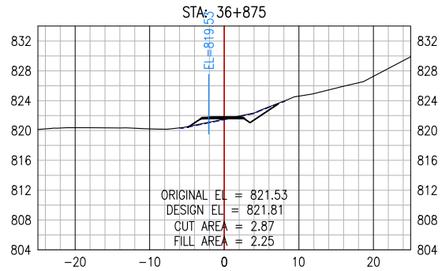
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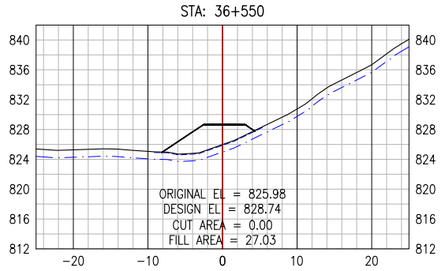
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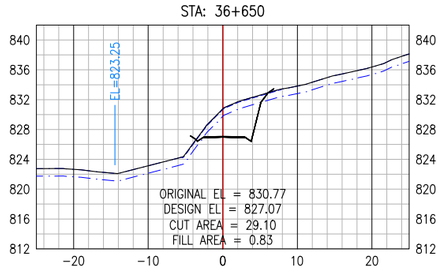


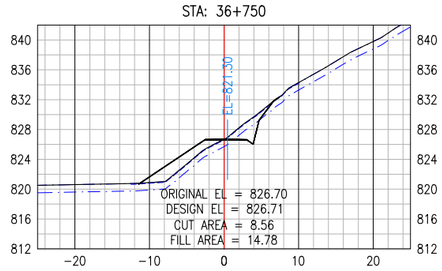


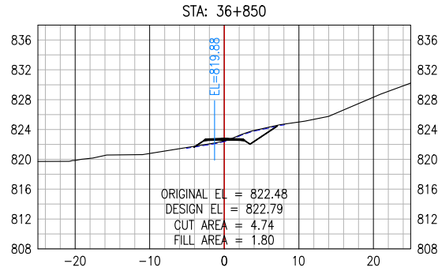


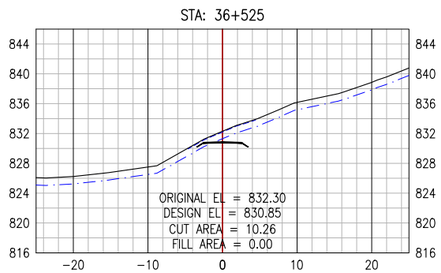


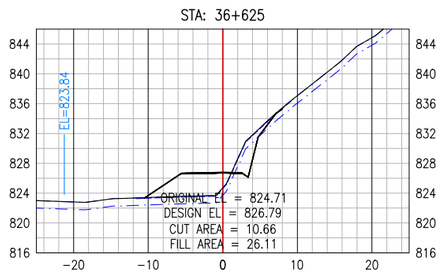


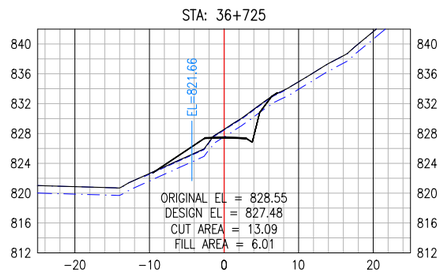


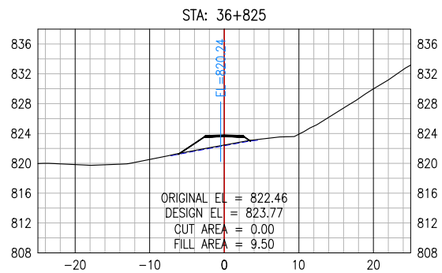


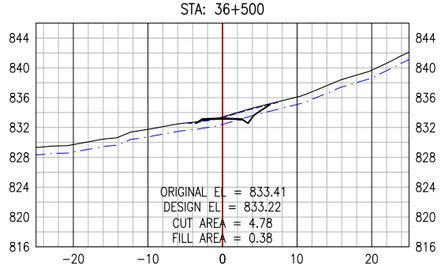


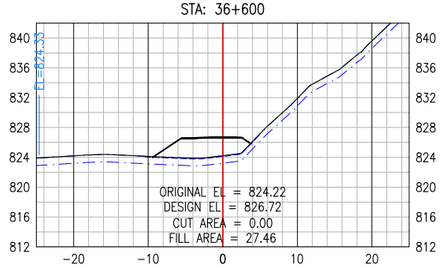


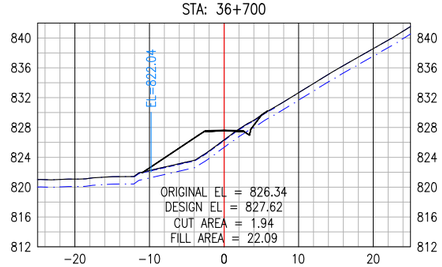


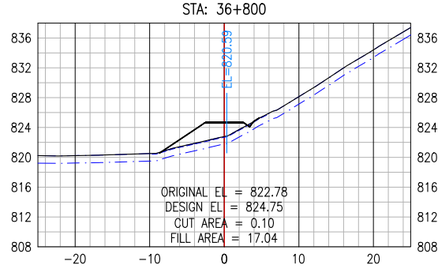












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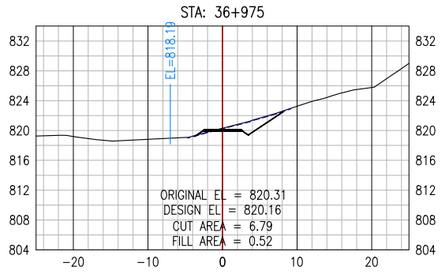
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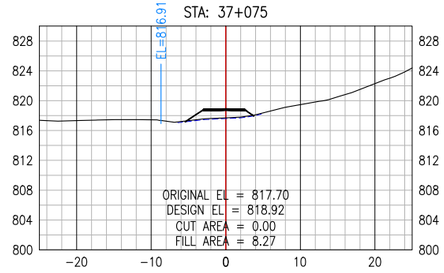
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ALL SEASON ROAD
km 0+000 to km 170+000

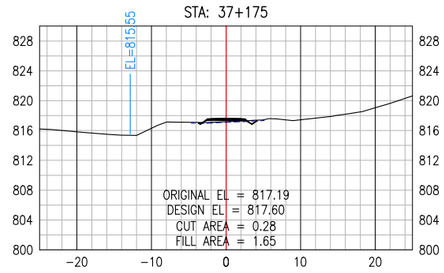
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

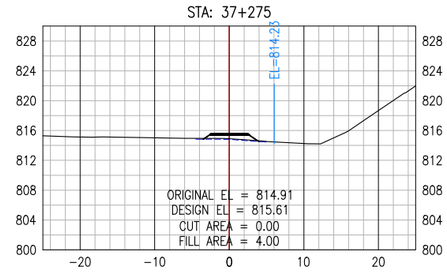
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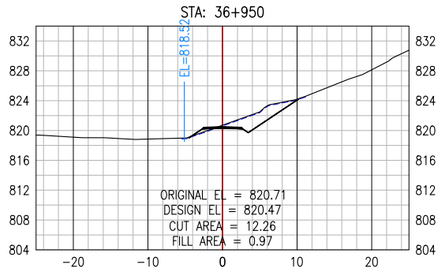
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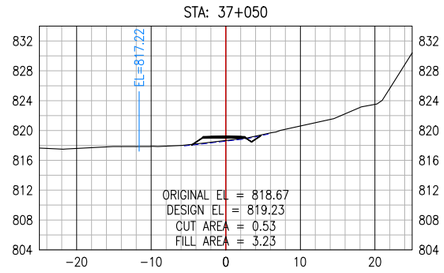


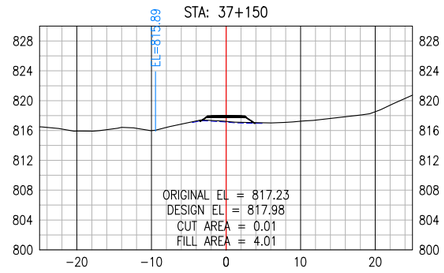


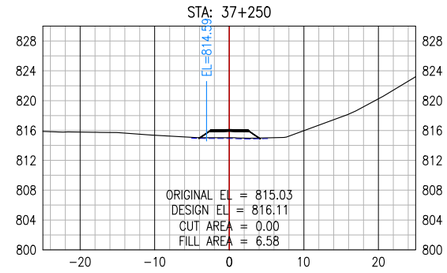


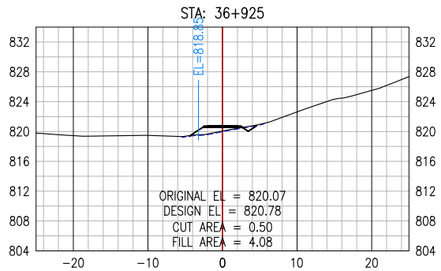


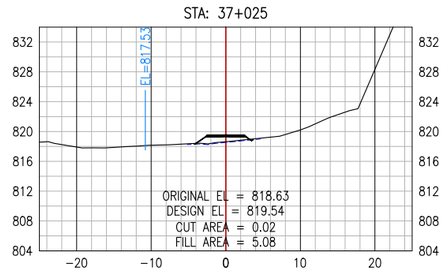


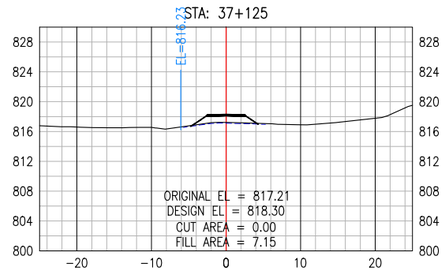


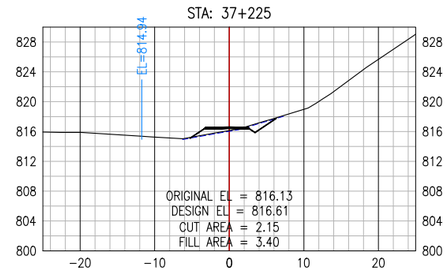


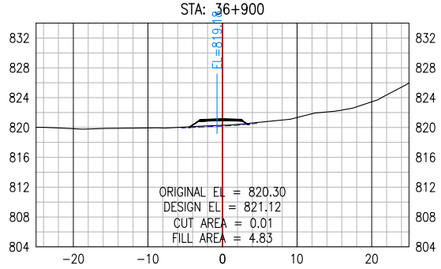


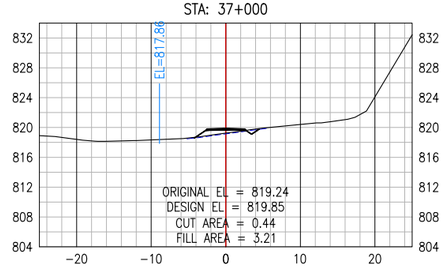


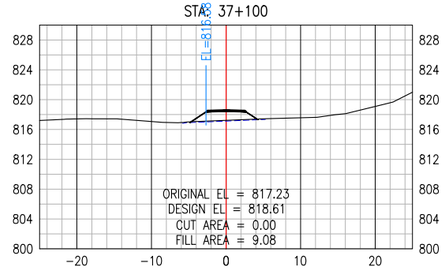


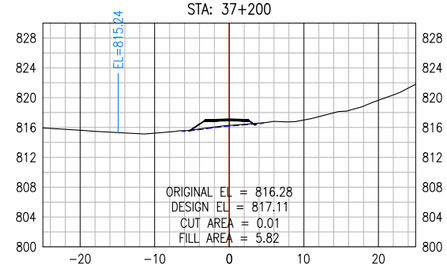












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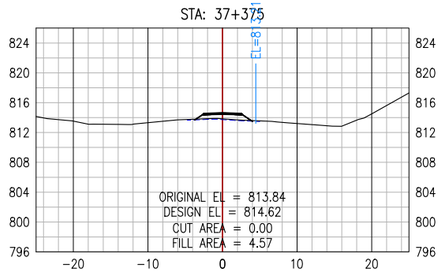
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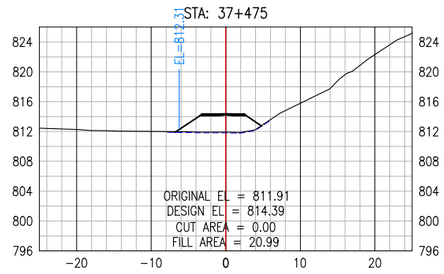
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ALL SEASON ROAD
km 0+000 to km 170+000

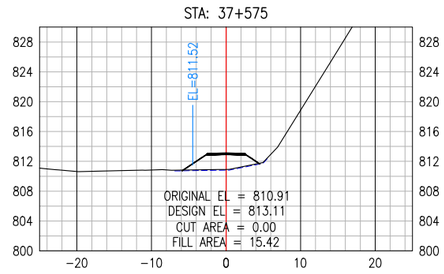
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km 20+900 to km 39+000

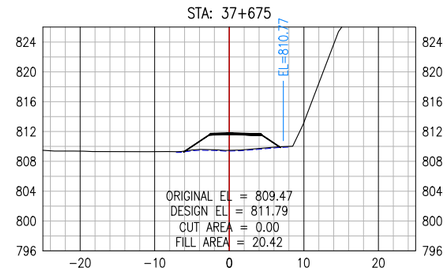
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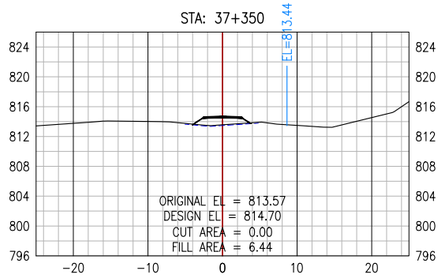
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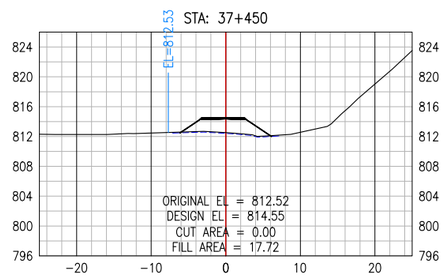


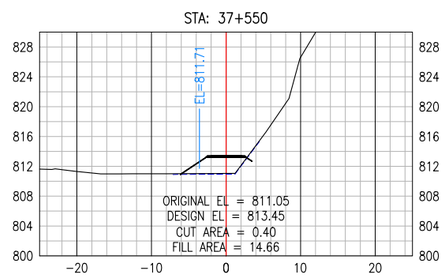


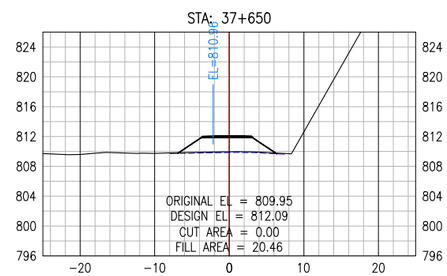


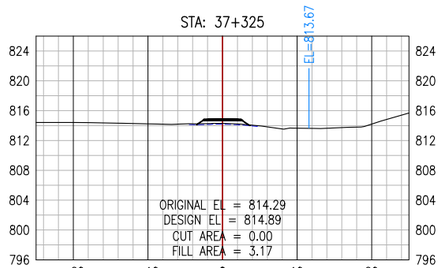


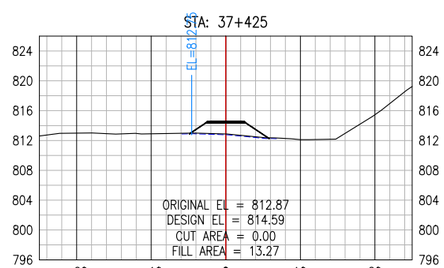


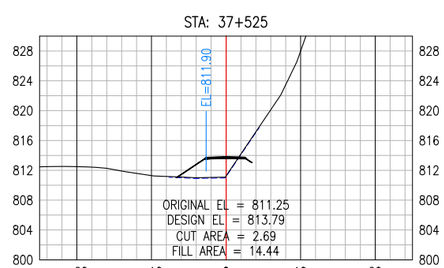


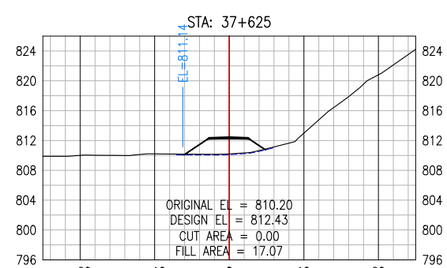


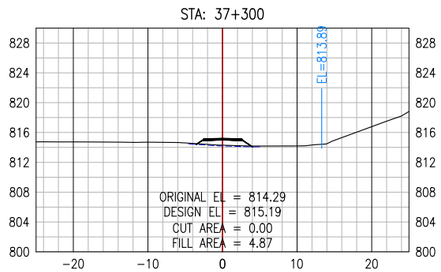


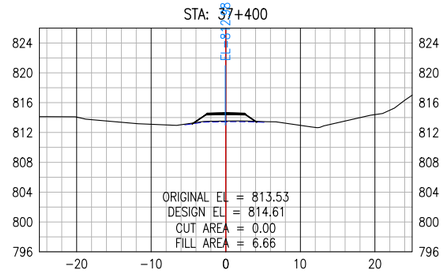


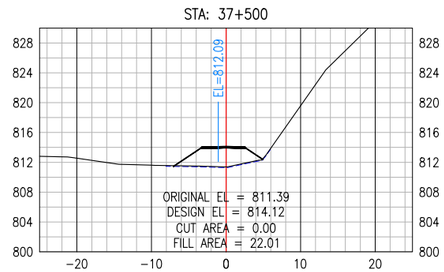


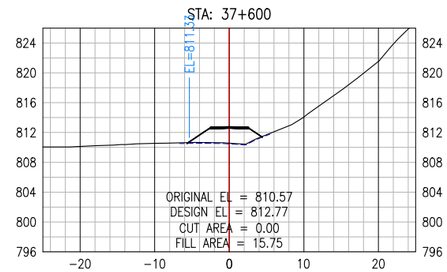












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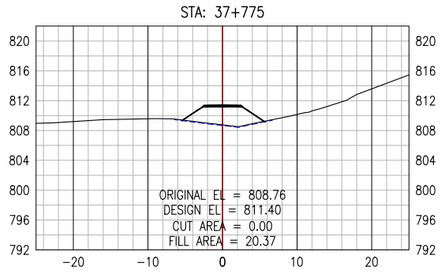
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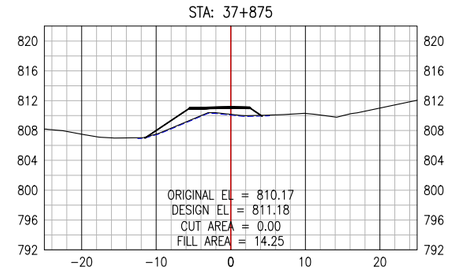
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ALL SEASON ROAD
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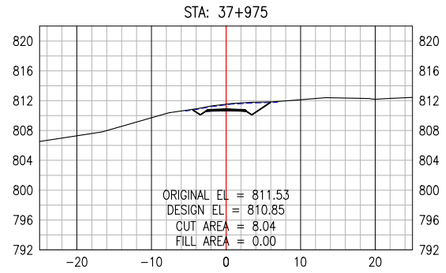
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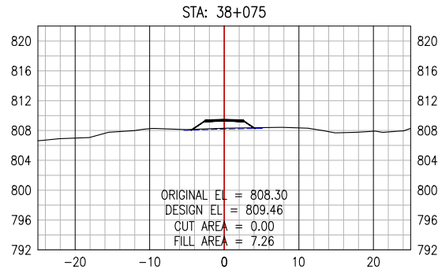
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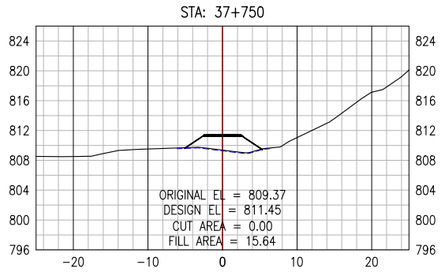
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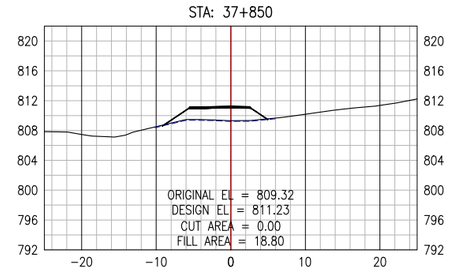


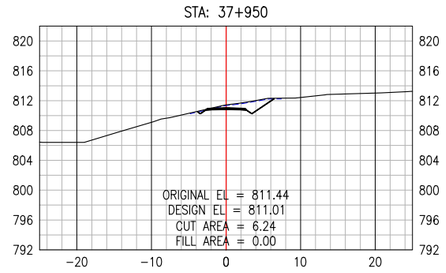


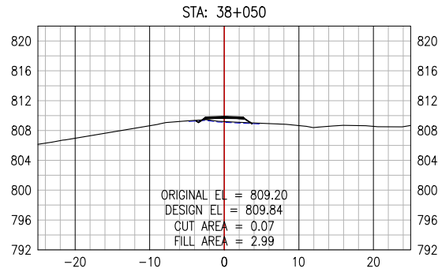


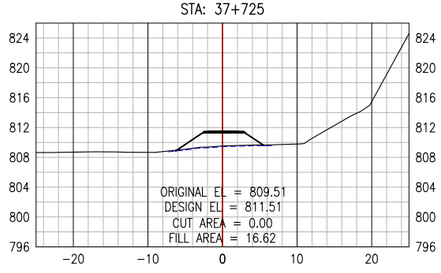


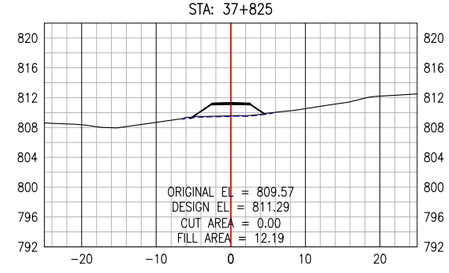


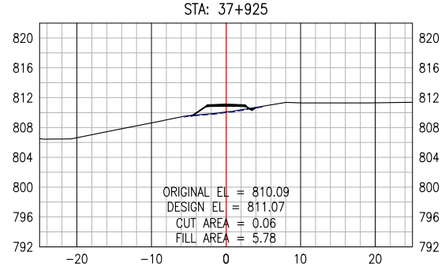


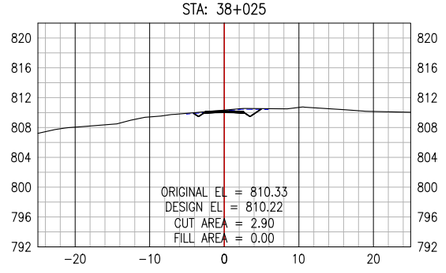


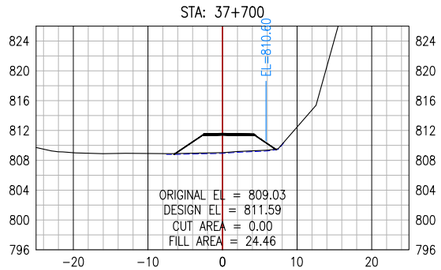


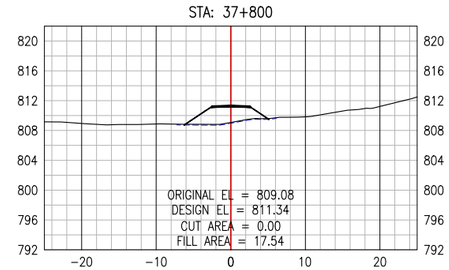


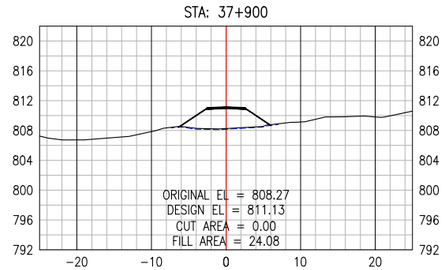


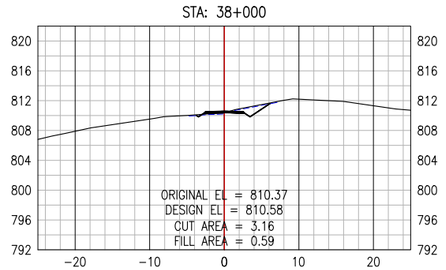












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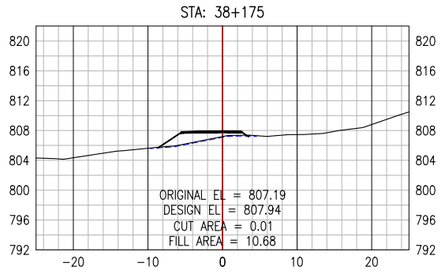
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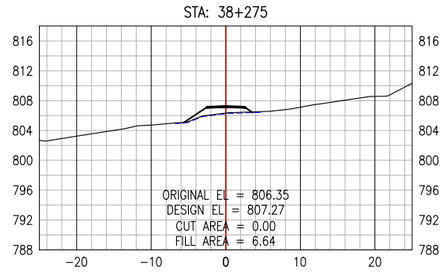
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ALL SEASON ROAD
km 0+000 to km 170+000

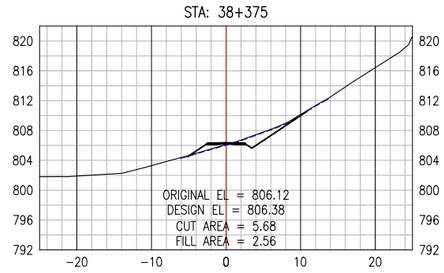
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CROSS SECTION DRAWINGS
km 20+900 to km 39+000

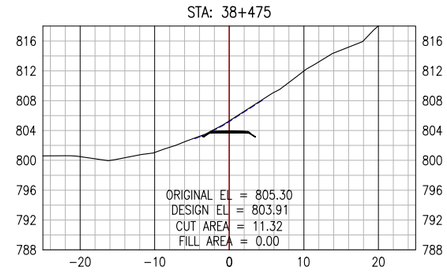
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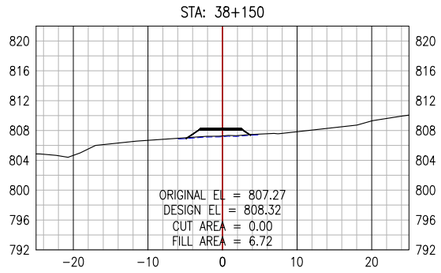
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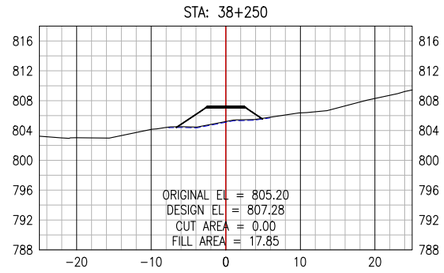


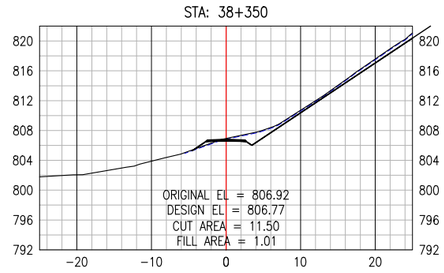


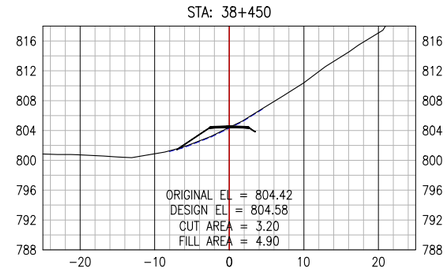


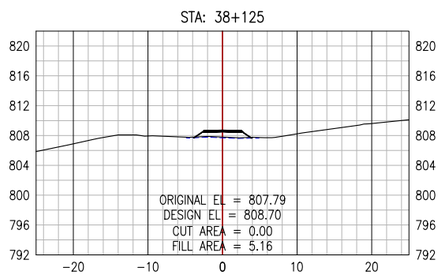


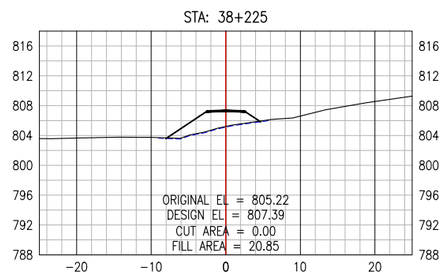


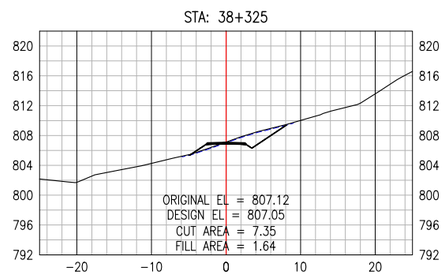


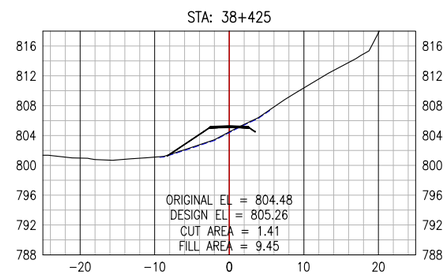


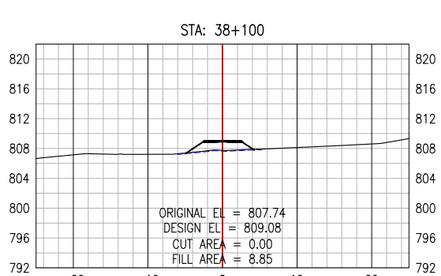


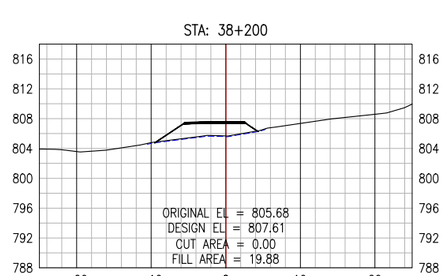


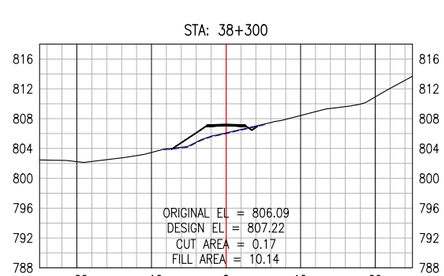


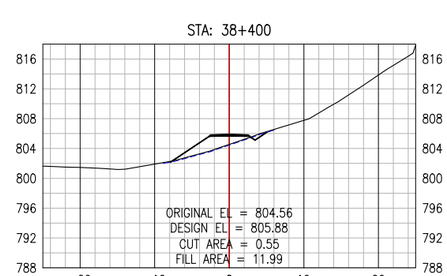












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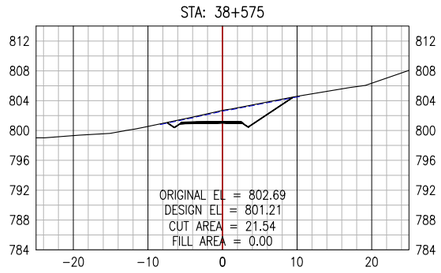
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PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
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SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

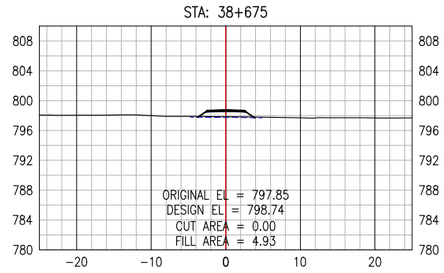
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

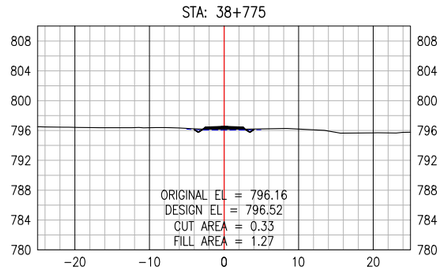
TITLE:
CROSS SECTION DRAWINGS
km 20+900 to km 39+000

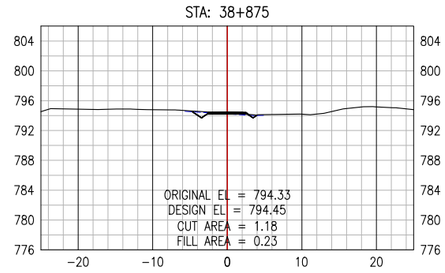
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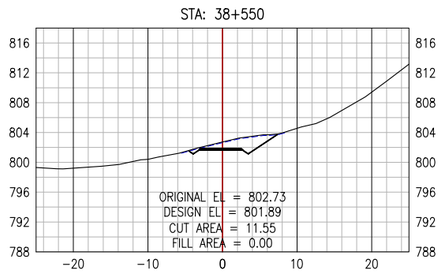
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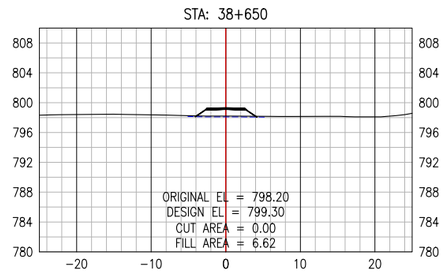


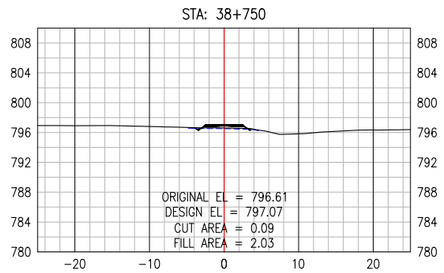


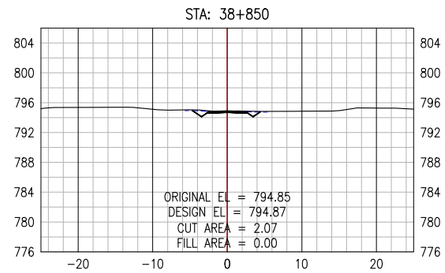


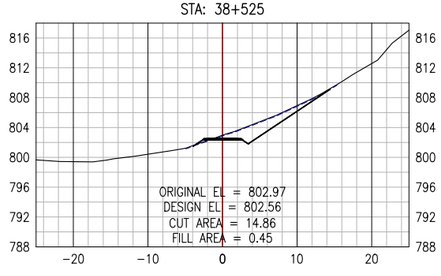


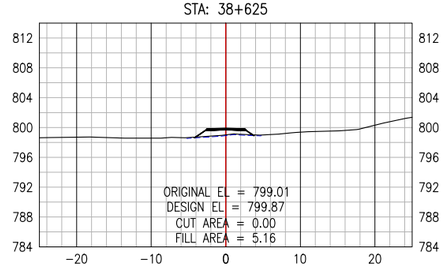


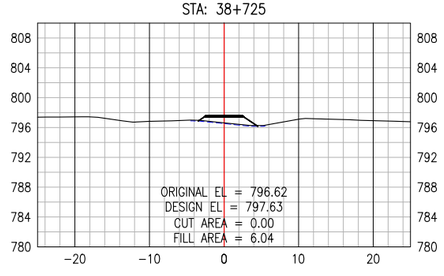


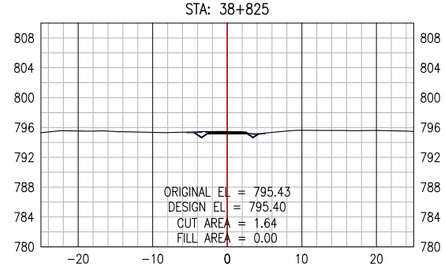


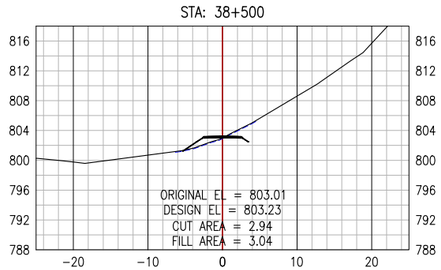


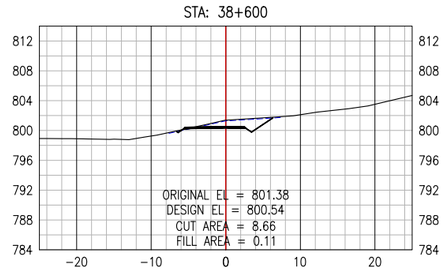


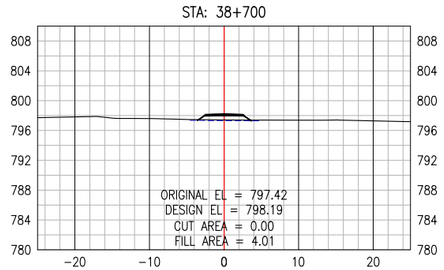


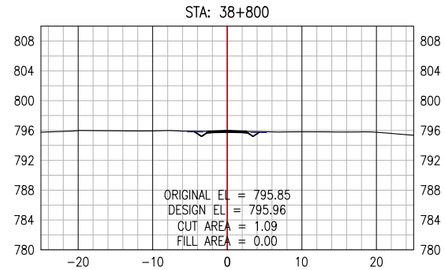












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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

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CLIENT NO:	-	DRWN:	TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD:	EK	DATE: 18/12/10
SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

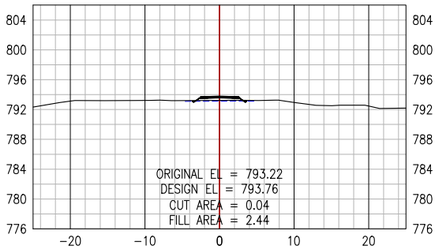
PROJECT:
PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:
CROSS SECTION DRAWINGS
km 20+900 to km 39+000

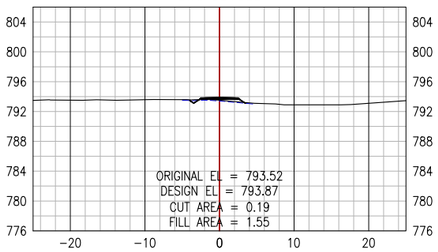
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REV: **A**

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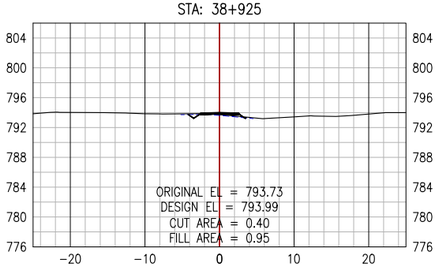
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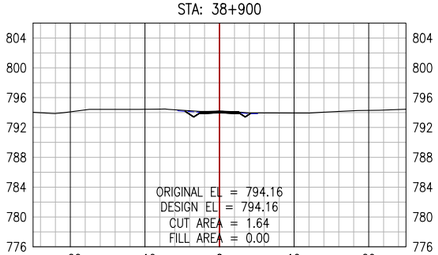
STA: 38+950



STA: 38+925



STA: 38+900



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REV	YY/MM/DD	DESCRIPTION	DRWN	APVD
A	18/12/10	ISSUED FOR REVIEW	TMM	DDW

CLIENT:
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CLIENT NO:	-	DRWN:	TMM	DATE: 18/10/29
PROJECT NO:	18GP0151	DSGN:	TMM	DATE: 18/10/29
DRAWING SIZE:	ANSI "B"	CHKD:	EK	DATE: 18/12/10
SCALE:	1:800	APVD:	DDW	DATE: 18/12/10

PROJECT:

PRAIRIE CREEK
ALL SEASON ROAD
km 0+000 to km 170+000

TITLE:

CROSS SECTION DRAWINGS
km 20+900 to km 39+000

DWG NO: **18GP0151-100-1920-345**
REV: **A**

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