Yellowjacket Joint Venture
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Mr. Loren Kelly
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Re: Yellowjacket Gold Mine Project – Traffic Control Plan

1.0 Introduction

The Yellowjacket Gold Mine Project is a small mine that on completion in 2015 will have only an approximately 18 hectares of total disturbed area, of which the main operational site is quite confined within a 7.5 hectare area.

The proposed mine will be developed in such a manner that there will be a minimum amount of traffic interaction. The small area and close proximity of the stockpile to plant has further reduced potential traffic conflicts within the operation, given that the most extensive traffic operation is the loader operation that feeds the process plant from the mineralized stockpile. The loader haulage will typically be around 60 m from the 25K tonne stockpile, but could expand to 260 m from the 15K secondary mineralized stockpile, assuming the material is not trucked to the 25 K stockpile. As for mining haulage, the distances between the face of the mine and the stockpiles have been kept to a minimum, in order to maximize mining efficiency. The truck haulage distance will average 350 m during 2009 to 2011, and 600 m during 2012 to 2015.

The mining cycle will consist of stripping the previously mined placer (surficial) gravels to expose bedrock, followed by mining (excavation) of the bedrock to a depth of approximately 15 metres using an excavator and articulating rock trucks. The bedrock mining will be annual and surficial stripping every second year. It is anticipated that it will take only 4 to 6 weeks a year to complete the mining cycle.

The bedrock production is based on a maximum 50,000 tonnes per year of mineralized material with an associate waste fraction of 10,000 to 18,000 tonnes per year. The surficial (alluvial) gravels that will be mined on alternating years have a total production of 66,000 to 87,000 tonnes per mining year.

It is projected that the complete mining and processing operational period will be 4 to 6 months per year, giving the actual time frame of mining to be around only 20% of the time.

1.1 Mining Fleet

Based on the production rates above the following mobile equipment and vehicles are expected to be on-site:

Mobile Equipment	Quantity	Comments
Excavator, John Deere 330C	1	Stripping placer pay / bedrock excavation
Dozer, Cat Dozer, Cat D9T	2	Stripping / pushing placer gravel
Articulating Rock Truck, Volvo A30E	2-3	Stripping placer pay / bedrock excavation
Excavator, John Deere 590D	1	Part time, clean up
Wheel loader, Case 821E	1	Feeding mill / sluicing operation
Wheel loader, Case 621E	1	Part time, feeding crusher
Skid Steer Loader (Bobcat)	1	Mill clean up, general clean up
Maintenance Truck, 1 ton with mechanics	1	On call basis
Trucks, 4 WD pickups/crew cabs	2	Site access, transport
Suburban	1	Emergency Transport Vehicle

All mobile equipment and vehicles on-site will have two-way radios, and numerous hand-held radios will also be available for staff. Radio protocols such as consistent communication between vehicles and people walking in areas will help prevent collisions and/or various other types of accidents. In addition to radios, all equipment will have reverse alarms on them to notify other traffic that equipment is backing up. Small vehicles (e.g., pickups) will have long antenna with a light on top to ensure that large vehicle operators can be easily see the equipment.

Routine daily traffic will include pickups and mechanic trucks. When necessary, the Yellowjacket JV will hire a grader to keep roads smooth and in good condition, and a water truck for dust suppression during dry periods.

1.2 Access Roads

The access road for the 2012 to 2015 pits to the 25K tonne stockpile is the longest road on the project it being 600 metres. Generally, the project access roads have been constructed fairly level expect for the pit ramps, which have been designed at a maximum gradient of 10% and are 11 metres in width to allow for dual haulage traffic. The down slope side of the 10% roads will have a 1.7 m high berm constructed from local materials. The up-slope side of the road will have a gradually sloped ditch, which is part of the travel width constructed in natural materials to handle storm-water runoff.

1.3 Traffic Control

The intersection of the Yellowjacket Gold Project access road and the Surprise Lake Road will be marked in both directions with large easily visible signage indicating a

different traffic pattern and the possibility of trucks turning. If required, any brush that may be obscuring the main turnoff will be removed to improve sightlines.

The property entrance to the Yellowjacket mine from the Surprise Lake road will have a locked gate and only be accessible by authorized personnel. All visitors to the mine will be required to report to the first aid office, which will be located at the entrance gate. The gate will be monitored 24 hours per day by the first aid attendant. First aid and security/office trailers, equipped with satellite telephone and radios are located adjacent to the gate.

Speed limits in active mining areas will be maintained at 20 km/hr, unless in the case of an emergency. The speeds will be posted using traffic signs. On-site are also stop signs and yield area signs where the loader will tend to operate during the life of mine.

The operation will utilize Right-Hand Drive with loaded trucks and loaders having the right-of-way throughout the project site.

Training will occur for new operators, and the traffic plan and operator concerns will be reviewed and updated as necessary at weekly safety meetings.

There will be limited traffic within the mine, but all operators will be expected to follow the posted signage. Every mine vehicle will have a radio installed in it and vehicle operators will be able to communicate with each other and the first aid/security office via radio.

Pit traffic will include rock haul trucks, mine support equipment including dozers and excavators, and service and light vehicles. The following rules of the road will be established to include vehicles right-of-way within the mine area:

- explosives trucks (if required) have the right-of-way over all pit traffic, followed by;
- road maintenance equipment;
- waste and mineralized material haul trucks;
- service vehicles including fuel trucks;
- dozers and other heavy equipment; and
- pick-up trucks

The loader at the process plant will be working in mostly in isolation. However, if and when the loader is working with other equipment, the operators will maintain movements as per normal two way traffic. If necessary, a short-term site specific plan can be developed to prevent interference between equipment, such as pick-ups (smaller vehicles), which will be restricted from entering the loader operating areas unless the loader ceases work.

With the limited number of planned equipment on-site, it is anticipated that there will be limited if any traffic congestion.

The following Figure 1.0 shows the existing site layout with projected pit sequences, stockpiles, tailings facility, processing plant and ancillary infrastructure. The drawing as well shows the projected traffic flow patterns for the project.

Regards,

Charles “Chuck” Downie
Yellowjacket Joint Venture

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Surprise Lake Road

Tailings Pond (2010 - 2015)

Pine Creek

Tailings Pond (2009)

Gate

Site Office and First Aid

Existing Tailings Pond (2008)

Gravity Plant

Mineralized Material Stockpile (25k t)

Mineralized Material Stockpile (15k t)

Temporary Waste Rock Stockpile (25k t)

Phase 1 Waste Dump

Phase 2 Waste Dump

Phase 3 Waste Dump

A

A'

PHASE 1 INTERNAL PIT RAMP WILL INITALLY BE OPERATED AS SINGLE LANE TRAFFIC WITH PULLOUTS ALONG THE HIGHWALL IN 2009

FUTURE PHASE RAMP SYSTEMS WILL BE EVALUATED FOR DUAL TRAFFIC PATTERNS ONLY IF REQUIRED FOR OPERATIONS

N

50 25 0 50 100 150

Meters

Traffic Flow Direction

20 Kph Sign

Stop Sign

Yield Area

PRZ:TSX-V

Prize Mining Corporation

Yellowjacket Property

Figure 1.0 - Traffic Flow Pattern (End 2015)

Projection - NAD 83 UTM Zone 08N

Scale - 1: 2,000 27/03/2009

Legend

+ Point Elevations (m)

Pit Design

CLASS, CODE

TRACE, LIMIT

CREST, BERM

TOE, BERM

CREST, FLOOR

TOE, FLOOR

CREST, RAMP

TOE, RAMP

TRACE, RAMP

Pit Outline - Phase 1

Pit Outline - Phase 2

Pit Outline - Phase 3

Pit Outline - Phase 4

Tailings Pond

Tailings Pipeline

Plant

Existing

Settling Pond

Site Office

Gravity Plant

Tailings Pond

Roads

Class

Pine Creek Road

Access Road

Other Road

Diversion Ditch

Stockpile Area 1; Stockpile Area 2

Reclamation

Waste

CREST

TOE