Julian, we previously submitted maps showing the ASR alignment and expected initial winter road deviations. One such deviation wasn't clear concerning the north bank of the Liard River. The attached drawing provides some clarity.

The north bank of the Liard River at the crossing location has a distinct low 'cliff', some 3-4 m high. We will need to notch this for the ASR, with the cut material used in ramp construction. For the winter road, we propose to utilize an adjacent draw which is connected to an upstream debris flow channel. The draw connects to the toe of the cliff line more or less at grade. Using it will avoid the need for notching to gain winter access.

David Harpley  
VP, Environment and Permitting Affairs  
NorZinc (Canadian Zinc)  
Home Office 604 594 3855, Corporate Office 604 688 2001 X30, Cell 778 227 8489