

July 8, 2021

ELECTRONIC DELIVERY

Mr. Elliott Russell
Environmental Protection Specialist
Colorado Department of Natural Resources
Division of Reclamation, Mining and Safety
Office of Mined Land Reclamation
1313 Sherman Street, Room 215
Denver, Colorado 80203

**RE: Permit No. M-1980-244; Cripple Creek & Victor Gold Mining Company; Cresson Project;
Technical Revision 128 – Ironclad Facilities Access Road Re-Alignment**

Mr. Russell,

Newmont Corporation's Cripple Creek and Victor Gold Mining Company (CC&V) hereby submits this Technical Revision (TR) 128 to Permit M-1980-244, proposing the realignment of the access road from County Road (CR) 82 to the Ironclad Facilities. This realignment is necessary to maintain access to the Ironclad Facilities as the current access road will be removed in future approved mining phases of the Globe Hill (GH) Pit. The removal of the current access road is anticipated to occur in 2023. The access road re-alignment and other related considerations are summarized below. Issued for construction (IFC) drawings for the access road re-alignment are included as Attachment 1.

Background

The sequence of mining operations approved in the current mining plan under Amendment No. 13 includes mining of the GH Pit in the North Cresson Mine Area through the year 2031. Future mining in this area will remove the access road which currently extends south from CR 82, along the east side of the GH Pit, to the Ironclad Facilities. The access road re-alignment will re-route access from CR 82, east around the north side of the Wildhorse Extension (WHEX) Pit, to the existing WHEX Pit haul road. This road will be constructed entirely within the Affected Lands Boundary, and is necessary for continued access to the Ironclad Facilities.

Access Road Construction

The location of the access road re-alignment is shown on Drawing A05, *Site Plan*, provided in the attached IFC drawing package. Drawings A10, A12, A14, and A16 show segments of the new access road alignment plan and profile. Generally, the re-alignment is located south and parallel to CR 82, around the northeastern side of the WHEX Pit. The new roadway alignment is approximately 7,000 feet long (1.3 miles) in total and 26 feet wide. The amount of material required to place for structural fill to create the desired road alignment will be approximately 25,600 cubic yards. Cut material from construction will be utilized for approximately 24,500 cubic yards of the desired fill, with approximately 1,100 cubic yards of fill material purchased and delivered to site by a third party contractor. The access road will be constructed utilizing both CC&V's internal resources and equipment as well as a third party contractor.

The alignment will generally remain within the existing fence line and south of the existing WHEX Pit overlook turnout, located along CR 82. Existing fencing will be relocated to accommodate the new road alignment as necessary to maintain the commitments of TR 91.

Drawings A20 and A30 show access road intersection construction details for the CR 82 and existing haul road intersections, respectively. Upgrades to CR 82 are not anticipated as the proposed access road will not increase any traffic to the public road, as discussed with Teller County Department of Transportation (TCDOT). The proposed access road will be constructed to meet requirements of a driveway, as specified by the TCDOT. Once construction is complete TCDOT will complete an inspection for approval to issue a Teller County Driveway Permit. The CR 82 intersection will tie into the existing asphalt apron connecting the current access road with CR 82. The new access road will be equipped with 1.5-foot high safety berms on both sides of the entire alignment.

Dust control measures will be implemented during construction to mitigate the potential for dust emissions. Dust control will be achieved primarily through periodic watering of the roadways, as described in the mining plan, and may also include the use of magnesium chloride surfactant or other suitable dust suppressants, mixed with other suitable remedies to control dust as necessary.

Stormwater Controls

Four new culverts will be constructed to manage stormwater for the access road re-alignment. The location of these culverts are shown on Drawing A05 and details for each culvert are provided in Drawing A40. Riprap aprons, approximately 10 feet long and 6 feet wide, will be constructed at the effluent end of the culverts to mitigate erosion. A non-woven geotextile will be placed underneath the riprap apron. These culverts and riprap aprons were designed to manage approved surface water calculations in accordance with the Stormwater Management Plan. The Stormwater Management Plan maps and inspection templates will be updated accordingly upon construction completion.

Access Road Warranty Estimate

CC&V used Newmont's Standard Reclamation Cost Estimator (SRCE) to estimate reclamation costs for this TR. Table 1 presents a summary of direct and indirect costs for reclamation, including road removal, culvert removal, and fence removal. There are no changes to the reclamation methods defined in Amendment No. 13. The access road re-alignment will increase reclamation costs by \$144,667.05.

Table 1.

DIRECT COSTS			
Component	Sub-task	Sub Total	Task Total
Road Removal	Grading Costs	\$ 16,771.00	\$ 107,533.00
	Cover Placement Cost	\$ 37,523.00	
	Ripping/Scarifying Cost	\$ 6,076.00	
	Revegetation Cost	\$ 47,163.00	
Culvert Removal	-	-	\$ 4,612.00
Total Direct Cost:			\$ 112,145.00
INDIRECT COSTS			
Task	%	Sub Total	Task Total
All in DRMS indirect costs	29%	\$ 32,522.05	\$ 32,522.05
Total Indirect Cost			\$ 32,522.05

TR 128 Total Financial Warranty	\$ 144,667.05
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A-13 Update	Current Bond Held	\$ 209,491,188.00
	Current Liability Amount	\$ 208,531,301.00
	Surplus Warranty Amount	\$ 959,887.00
TR-128 Update	Current Bond Held	\$ 209,491,188.00
	TR-128 Liability Amount	\$ 208,675,968.05
	Surplus Warranty Amount	\$ 815,219.95

Schedule

Construction is planned to begin immediately upon approval of this TR as weather permits, but may be pushed out to the construction season of 2022.

The technical revision fee payment in the amount of \$1,029 was made electronically via the DRMS webpage on July 8, 2021. Should you require further information please do not hesitate to contact Katie Blake at 719-689-4048 or Katie.Blake@Newmont.com or myself at Justin.Raglin@Newmont.com.

Regards,



Justin Raglin
Sustainability & External Relations Manager
Cripple Creek and Victor Gold Mining Company

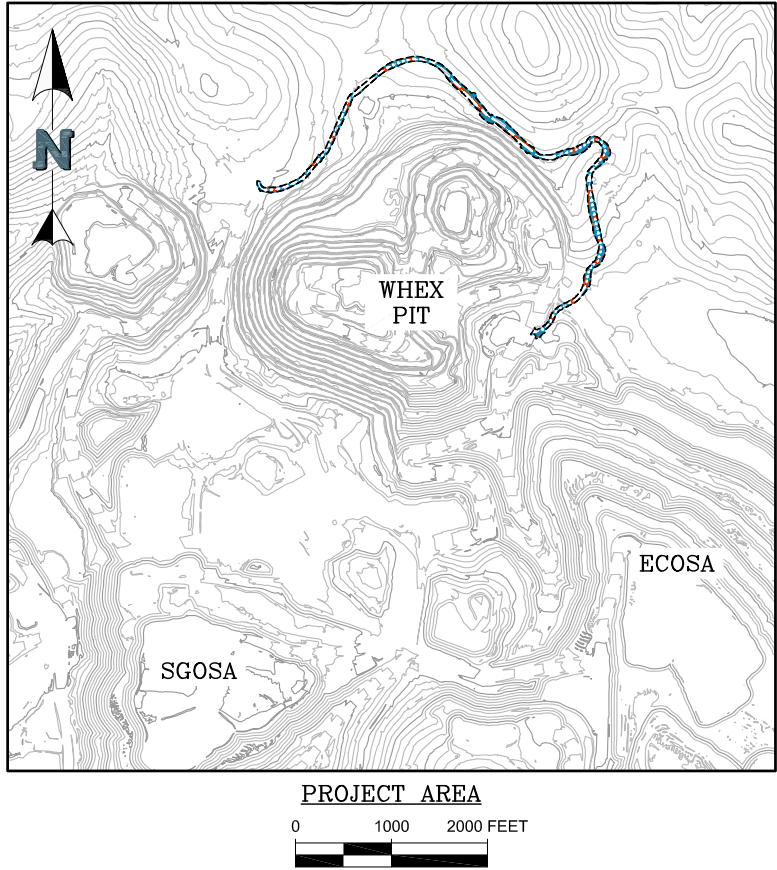
EC: E. Russell – DRMS
M. Cunningham – DRMS
M. Crepeau – Teller County
L. Morgan – Teller County
J. Raglin – CC&V
K. Blake – CC&V
J. Ratcliff – CC&V
P. Staub – Geosyntec
J. Gillen - Geosyntec

Enc (1)

File: S:\CrippleCreek\na.cc.admin\Environmental\New File Structure\2-Correspondence\DNR\DRMS\2021\Outgoing

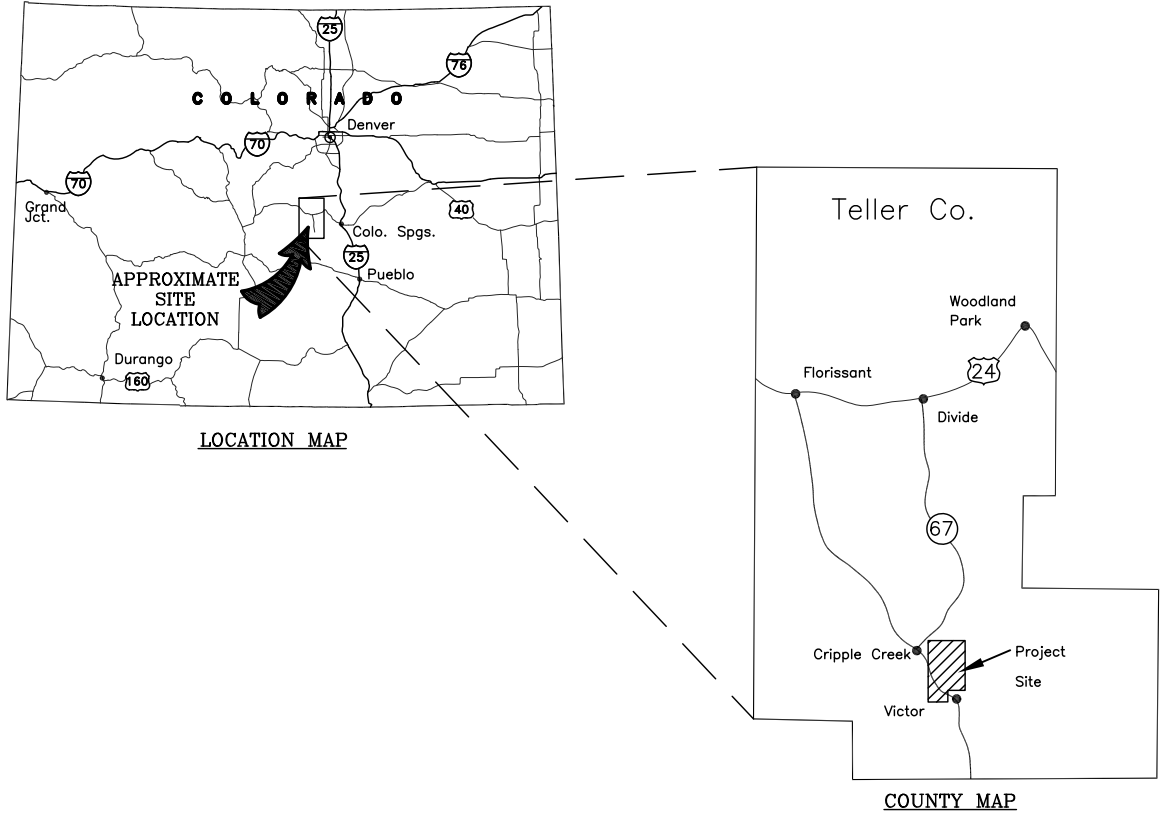
ATTACHMENT 1
IFC Drawings: Access Road Realignment

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CC&V ACCESS ROAD RE-ALIGNMENT ISSUED FOR CONSTRUCTION APRIL 29, 2021

DRAWING LIST		
REV	TITLE	DWG #
0	COVER SHEET	A00
0	SITE PLAN	A05
0	ACCESS ROAD PLAN AND PROFILE (1 OF 3)	A10
0	ACCESS ROAD PLAN AND PROFILE (2 OF 3)	A12
0	ACCESS ROAD PLAN AND PROFILE (3 OF 3)	A14
0	ACCESS ROAD ALIGNMENT TABLE	A16
0	COUNTY ROAD INTERSECTION PLAN VIEW	A20
0	HAUL ROAD INTERSECTION PLAN VIEW	A30
0	ACCESS ROAD STORM WATER MANAGEMENT	A40



OWNER:

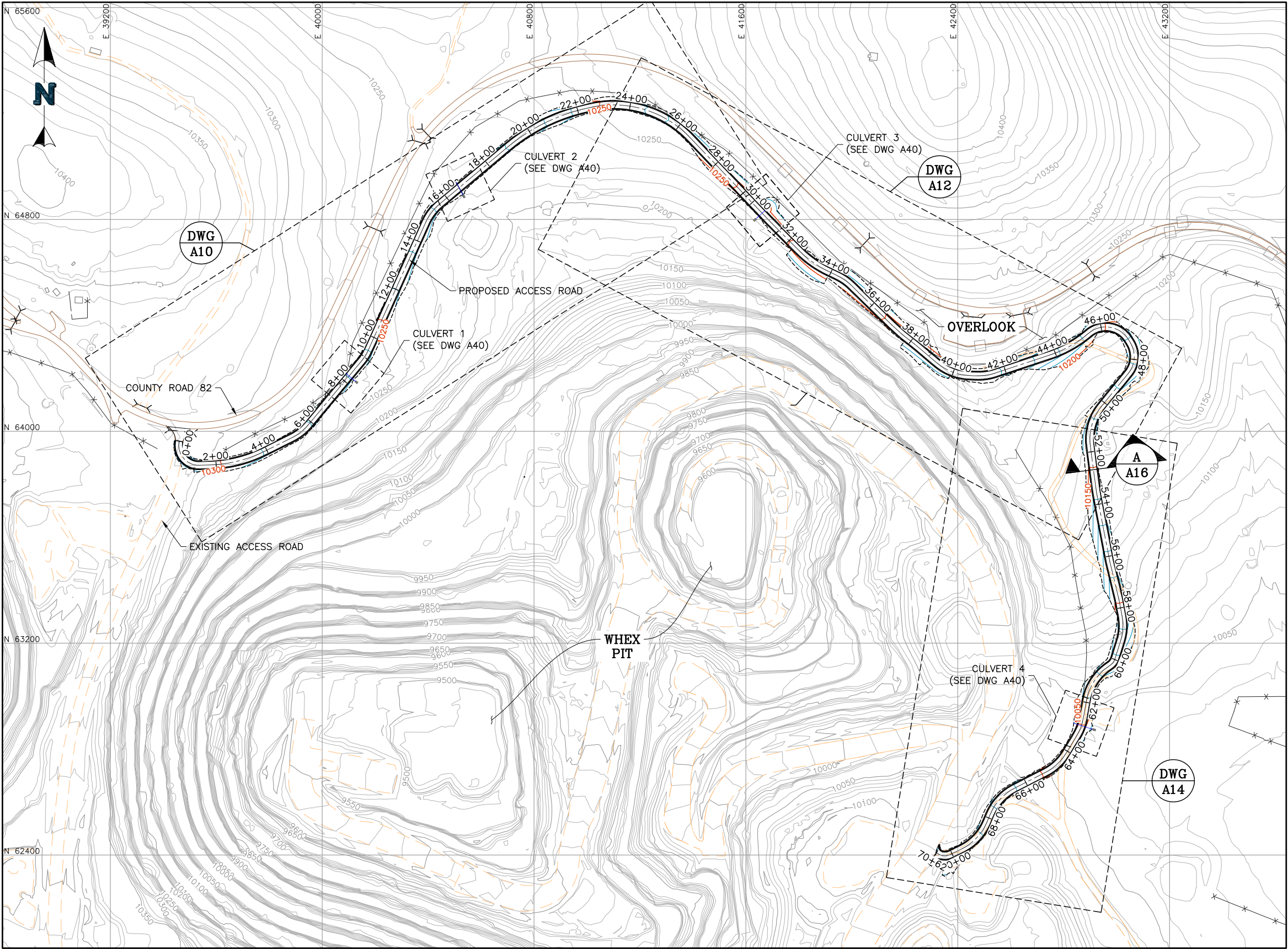
NewmontTM
CRIPPLE CREEK & VICTOR
1632 COUNTY ROAD 82
CRIPPLE CREEK, CO 80813
Phone: (719) 689.4284

PREPARED BY:

NewFields

9400 Station Street, Suite 300, Lone Tree, CO 80124
Phone: (720) 508.3300 www.newfields.com





- LEGEND:**
- EXISTING GROUND CONTOURS
 - PROPOSED GROUND CONTOURS
 - EXISTING ROADS
 - EXISTING FENCE
 - EXISTING CULVERT
 - PROPOSED CULVERT

- NOTES:**
- PROPOSED CONTOURS REPRESENT FINISHED GRADE..
 - PROPOSED SIGNAGE BY OTHERS.

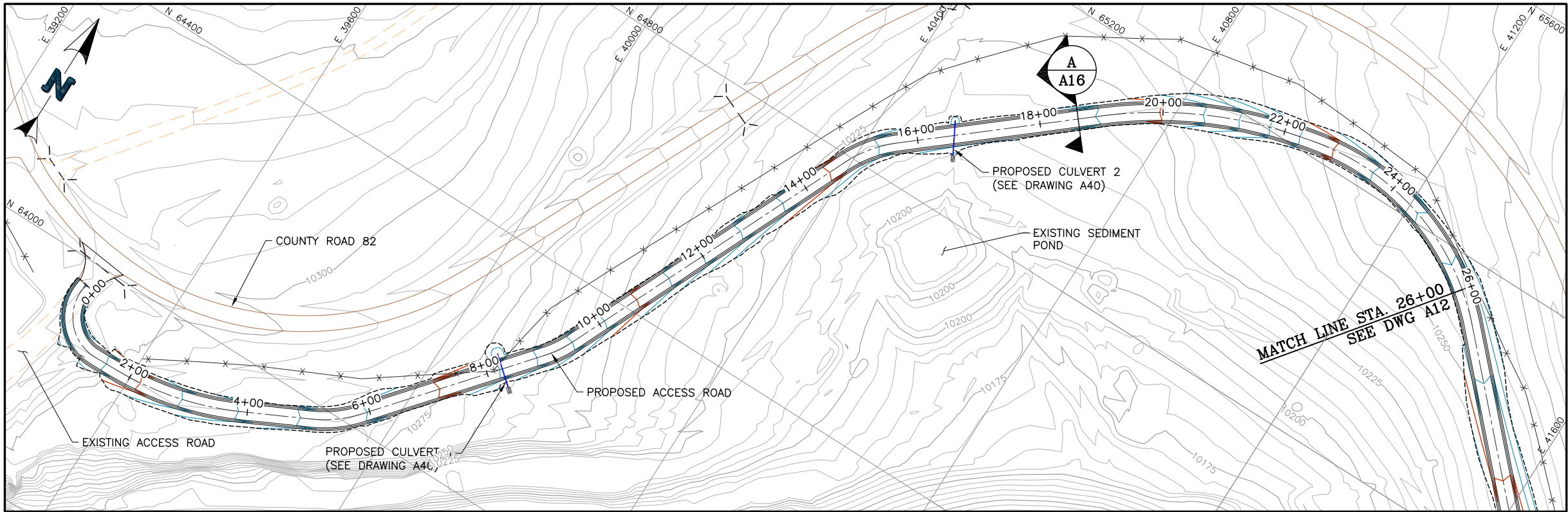


Reference:
NEWMONT PROVIDED THE 2020 FLYOVER DATA TO NEWFIELDS ON JAN. 13, 2021 IN THE FOLLOWING FILES: "ORD-20494-Z8B2L0_Cripple Creek-Topo_Plan-sheet-1_finals.DWG" and "ORD-20494-Z8B2L0_Cripple Creek-Topo_Plan-sheet-2_finals.DWG"

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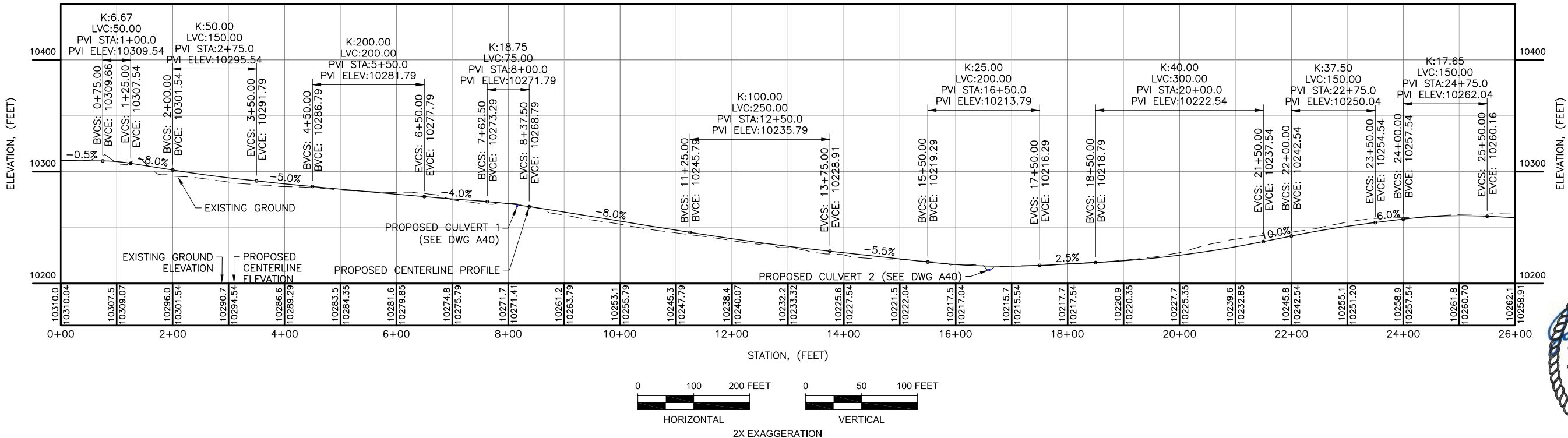
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DESIGNED BY:	JDS	
DRAWN BY:	JDS	

PROJECT	CC&V ACCESS ROAD RE-ALIGNMENT	
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SITE PLAN	FILENAME	106.052.001M
	DRAWING NO.	A05
	REVISION	0



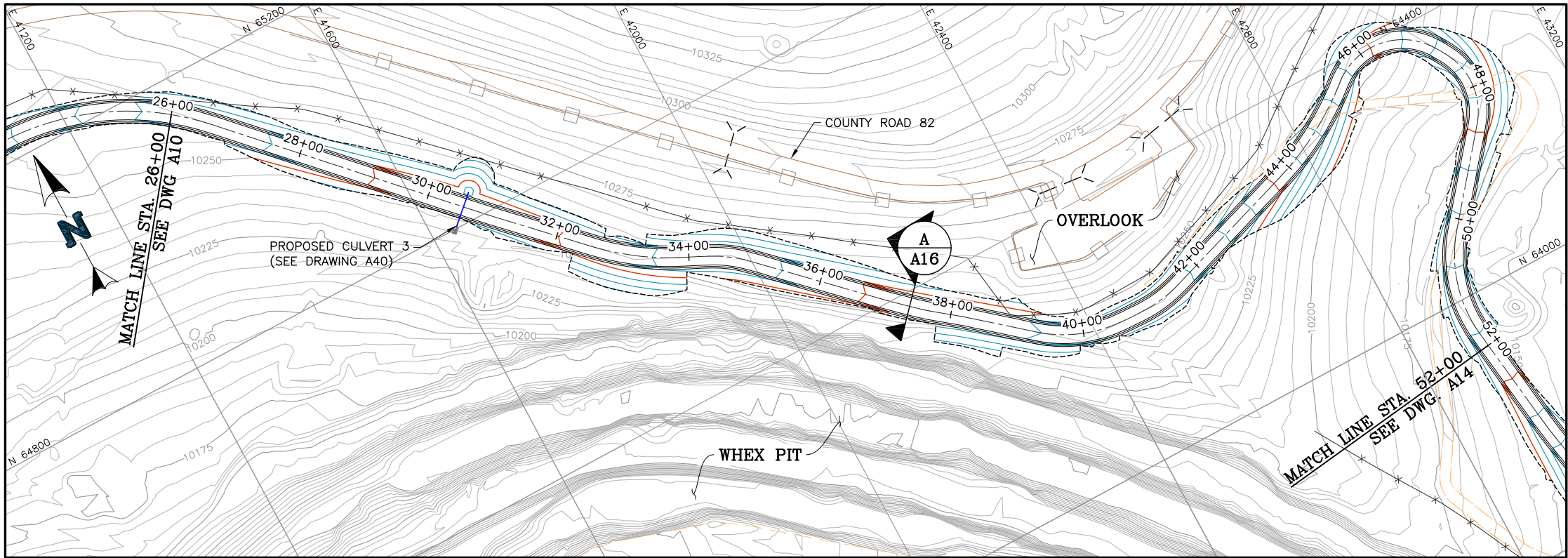
- LEGEND:**
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 - PROPOSED GROUND CONTOURS
 - EXISTING ROADS
 - EXISTING FENCE
 - EXISTING CULVERT
 - PROPOSED CULVERT

- NOTES:**
- PROPOSED CONTOURS REPRESENT FINISHED GRADE.
 - CENTERLINE ALIGNMENT TABLE IS ON DWG A16.
 - PROPOSED SIGNAGE BY OTHERS.



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				CHECKED BY: JNM		NEWFIELDS PRODUCED THE INFORMATION PRESENTED ON THIS DRAWING THROUGH THE USE OF AVAILABLE TECHNICAL INFORMATION AND EXPERIENCE. RECEIVING THIS DRAWING DOES NOT GUARANTEE ANY RIGHTS TO EITHER SUCH TECHNICAL INFORMATION OR EXPERIENCE. ANY MODIFICATION OR ADAPTATION OF THE DATA OR DRAWING SHALL BE AT USER'S RISK AND WITHOUT ANY LIABILITY OR LEGAL RESPONSIBILITY TO NEWFIELDS.		PROJECT CC&V ACCESS ROAD RE-ALIGNMENT		FILENAME 106.052.003P	
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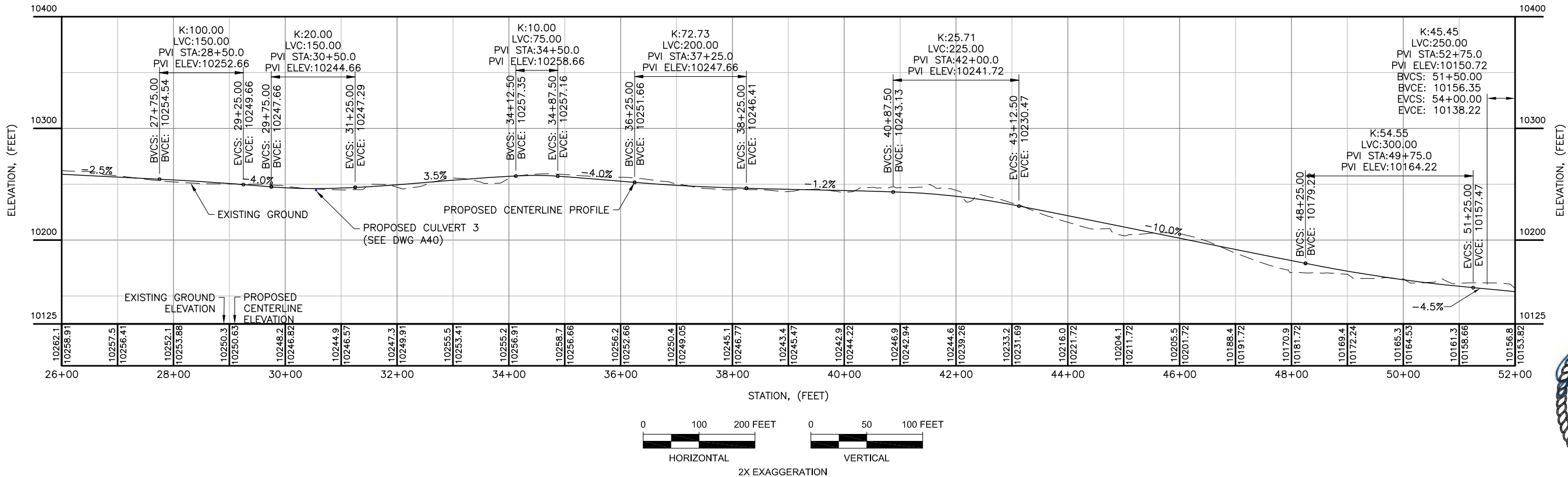
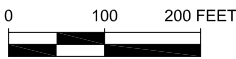


LEGEND:

- EXISTING GROUND CONTOURS
- PROPOSED GROUND CONTOURS
- EXISTING ROADS
- EXISTING FENCE
- EXISTING CULVERT
- PROPOSED CULVERT


NOTES:

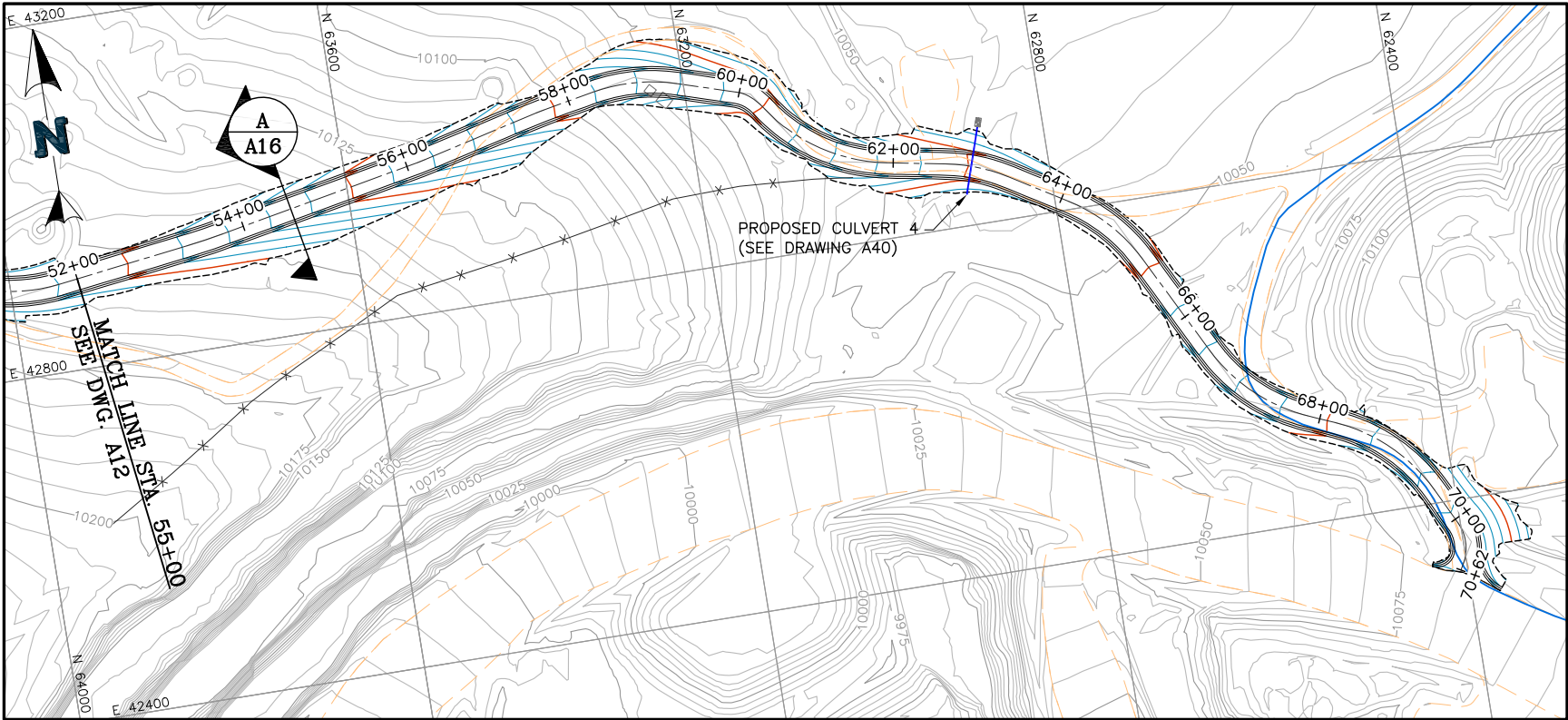
- PROPOSED CONTOURS REPRESENT FINISHED GRADE.
- CENTERLINE ALIGNMENT TABLE IS ON DWG A16.
- PROPOSED SIGNAGE BY OTHERS.



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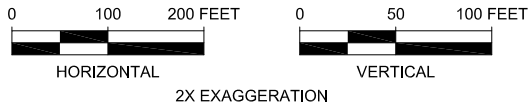
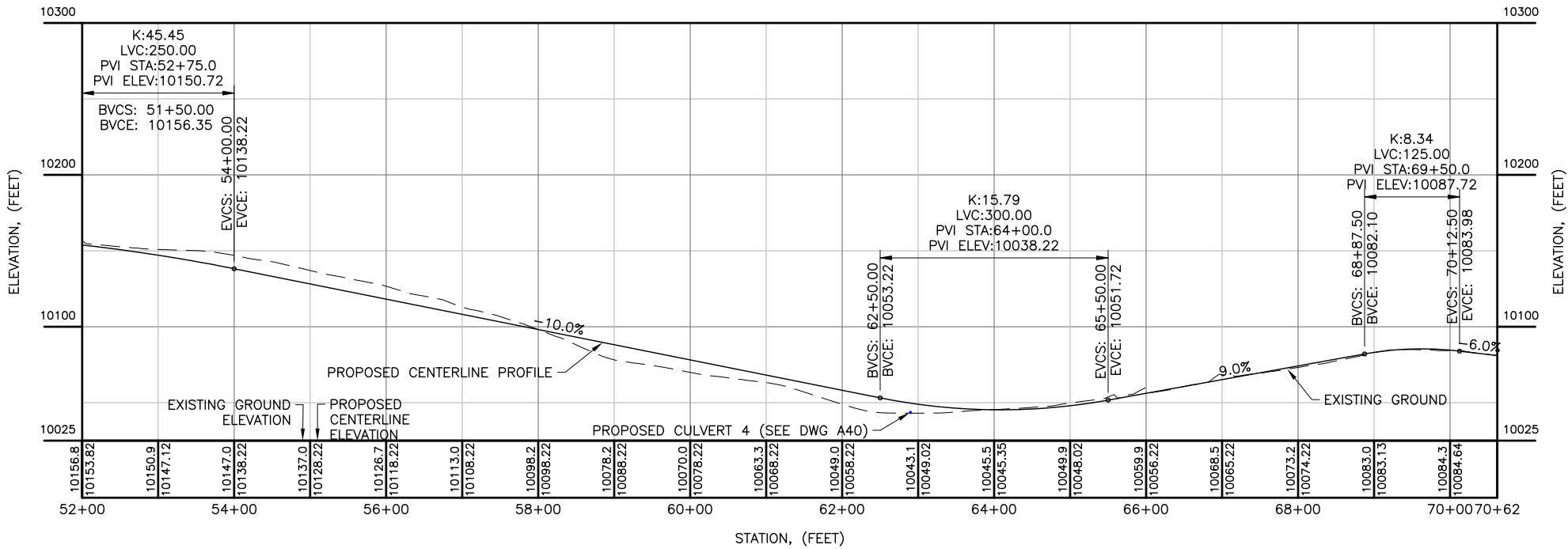
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- LEGEND:**
- EXISTING GROUND CONTOURS
 - PROPOSED GROUND CONTOURS
 - EXISTING ROADS
 - EXISTING FENCE
 - EXISTING CULVERT
 - PROPOSED CULVERT
 - EXISTING BURIED WATERLINE

- NOTES:**
- PROPOSED CONTOURS REPRESENT FINISHED GRADE.
 - CENTERLINE ALIGNMENT TABLE IS ON DWG A16.
 - PROPOSED SIGNAGE BY OTHERS.



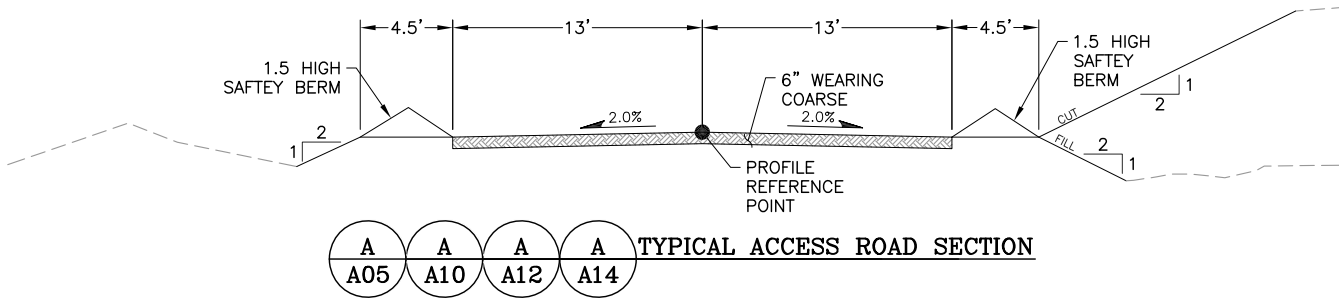
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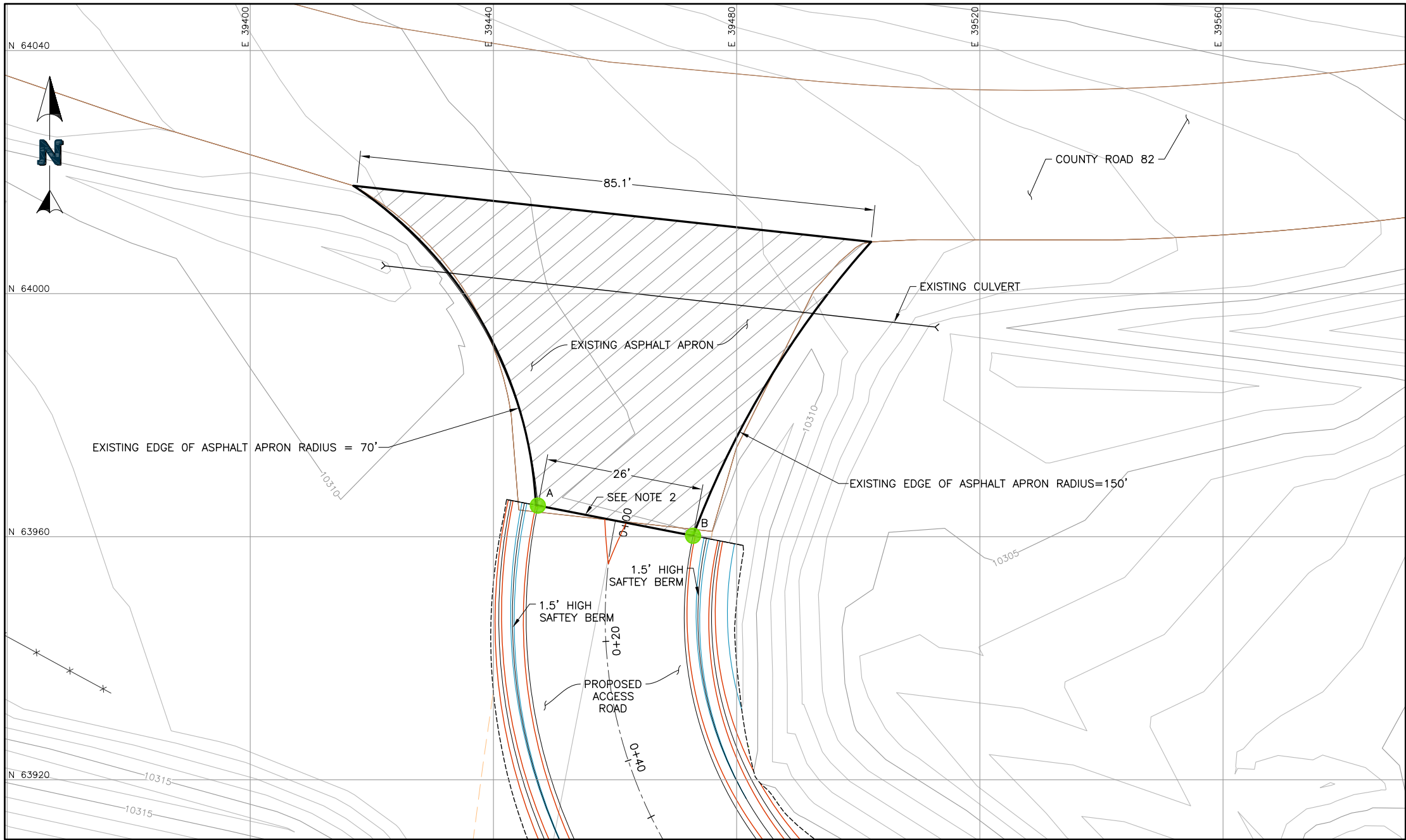
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BP	0+00.00	63,962.63	39,460.06			
PC	0+01.67	63,960.99	39,459.74	102-35-22	134.29	75.00
PT	1+35.96	63,871.73	39,535.47			
PC	1+75.22	63,872.82	39,574.70	024-46-02	216.14	500.00
PT	3+91.35	63,924.65	39,782.80			
PC	5+04.21	63,974.78	39,883.92	023-46-24	82.98	200.00
PT	5+87.20	64,025.80	39,948.62			
PC	8+95.13	64,262.18	40,145.96	015-38-40	54.61	200.00
PT	9+49.74	64,308.33	40,174.84			
PC	14+75.13	64,787.50	40,390.31	025-50-03	90.18	200.00
PT	15+65.30	64,858.79	40,444.28			
PC	18+97.75	65,072.28	40,699.13	026-53-20	328.51	700.00
PT	22+26.26	65,217.56	40,990.41			
PC	22+46.26	65,222.08	41,009.89	059-27-10	415.06	400.00
PT	26+61.32	65,108.34	41,389.92			
PC	30+91.16	64,797.12	41,686.41	001-14-29	4.33	200.00
PT	30+95.50	64,794.02	41,689.44			
PC	32+52.39	64,682.79	41,800.09	019-27-00	135.79	400.00
PT	33+88.17	64,604.47	41,910.21			
PC	34+27.62	64,587.37	41,945.76	018-36-19	64.94	200.00
PT	34+92.57	64,550.28	41,998.72			
PC	37+01.02	64,404.68	42,147.91	001-57-36	6.84	200.00
PT	37+07.86	64,399.99	42,152.89			
PC	37+54.24	64,368.75	42,187.16	004-29-19	15.67	200.00
PT	37+69.91	64,358.66	42,199.14			
PC	38+12.49	64,332.53	42,232.77	002-10-19	7.58	200.00
PT	38+20.07	64,327.77	42,238.67			
PC	39+29.46	64,257.41	42,322.43	038-03-28	132.85	200.00
PT	40+62.31	64,210.68	42,444.19			
PC	40+90.09	64,209.73	42,471.96	020-14-00	70.63	200.00
PT	41+60.72	64,219.69	42,541.51			
PC	43+76.04	64,287.17	42,745.98	021-47-52	171.20	450.00
PT	45+47.24	64,370.10	42,894.57			
PC	45+47.83	64,370.48	42,895.02	098-34-43	172.05	100.00
PT	47+19.88	64,346.17	43,044.67			

ALIGNMENT TABLE						
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PT	48+57.29	64,218.76	43,044.34			
PC	50+15.94	64,095.70	42,944.21	046-40-57	162.95	200.00
PT	51+78.89	63,943.20	42,901.07			
PC	53+31.46	63,791.95	42,921.11	003-20-09	43.67	750.00
PT	53+75.13	63,748.86	42,928.10			
PC	56+12.84	63,515.42	42,972.98	002-40-17	9.33	200.00
PT	56+22.17	63,506.31	42,974.95			
PC	57+60.20	63,372.11	43,007.30	002-52-49	10.05	200.00
PT	57+70.26	63,362.28	43,009.41			
PC	58+29.71	63,303.86	43,020.42	028-00-46	97.78	200.00
PT	59+27.50	63,207.21	43,014.80			
PC	59+95.67	63,142.13	42,994.48	038-10-53	33.32	50.00
PT	60+28.99	63,115.82	42,975.05			
PC	60+35.17	63,112.32	42,969.97	045-09-28	157.63	200.00
PT	61+92.80	62,983.43	42,886.45			
PC	62+60.76	62,916.58	42,874.22	020-58-43	73.23	200.00
PT	63+33.98	62,848.53	42,848.30			
PC	64+08.01	62,785.31	42,809.80	031-34-15	110.20	200.00
PT	65+18.21	62,711.27	42,730.05			
PC	66+46.85	62,652.70	42,615.53	039-49-17	139.00	200.00
PT	67+85.85	62,553.07	42,522.62			
PC	68+17.81	62,523.67	42,510.09	040-39-42	141.94	200.00
PT	69+59.75	62,422.73	42,414.56			
PC	70+05.38	62,402.55	42,373.64	055-45-07	48.65	50.00
EP	70+54.03	62,403.88	42,326.90			



						APPROVED BY: JNM	DISCLAIMER NEWFIELDS PRODUCED THE INFORMATION PRESENTED ON THIS DRAWING THROUGH THE USE OF AVAILABLE TECHNICAL INFORMATION AND EXPERIENCE. RECEIVING THIS DRAWING DOES NOT GUARANTEE ANY RIGHTS TO EITHER SUCH TECHNICAL INFORMATION OR EXPERIENCE. ANY MODIFICATION OR ADAPTATION OF THE DATA OR DRAWING SHALL BE AT USER'S RISK AND WITHOUT ANY LIABILITY OR LEGAL RESPONSIBILITY TO NEWFIELDS.		CLIENT	CRIPPLE CREEK & VICTOR GOLD MINING COMPANY		
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							JDS	A16	0			

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LEGEND:

- EXISTING GROUND CONTOURS
- PROPOSED GROUND CONTOURS
- EXISTING ROADS
- EXISTING FENCE
- EXISTING CULVERT
- SETTING OUT POINT A

NOTES:

- PROPOSED CONTOURS REPRESENT FINISHED GRADE.
- BEGINNING OF ACCESS ROAD WILL TIE INTO THE EXISTING ASPHALT APRON.
- CENTERLINE ALIGNMENT TABLE IS ON DWG A16.
- PROPOSED SIGNAGE BY OTHERS.


SETTING OUT DATA

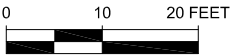
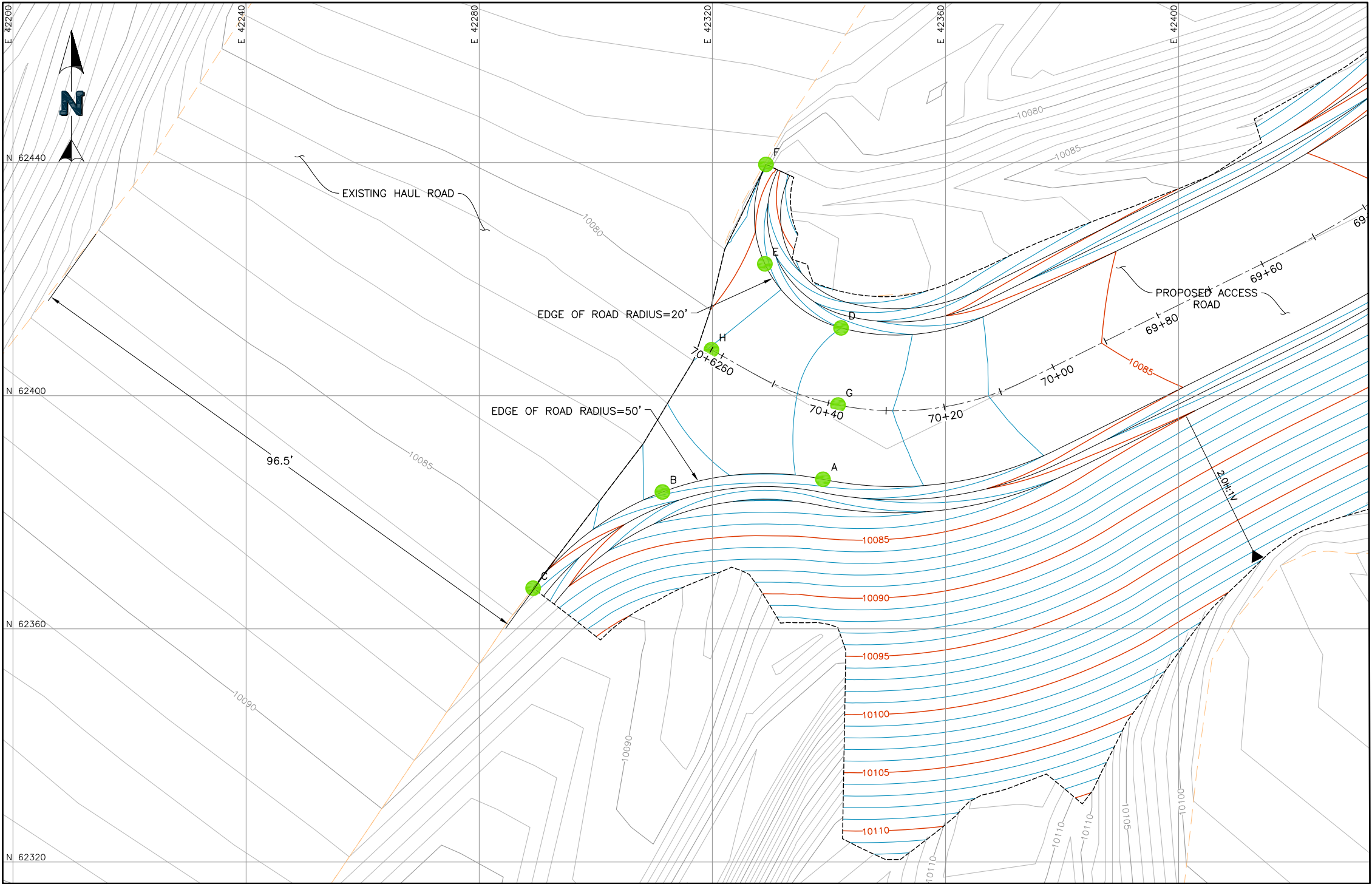
POINT	NORTHING	EASTING	ELEVATION
A	63,965.11	39,447.30	10,309.78
B	63,960.16	39,472.82	10,309.78



Reference:

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						DESIGNED BY: JDS		TITLE			
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REV	DATE	DESCRIPTION			TECH	ENG					



LEGEND:

- EXISTING GROUND CONTOURS
- PROPOSED GROUND CONTOURS
- EXISTING ROADS
- SETTING OUT POINT


NOTES:

- PROPOSED CONTOURS REPRESENT FINISHED GRADE.
- CENTERLINE ALIGNMENT TABLE IS ON DWG A16.
- PROPOSED SIGNAGE BY OTHERS.

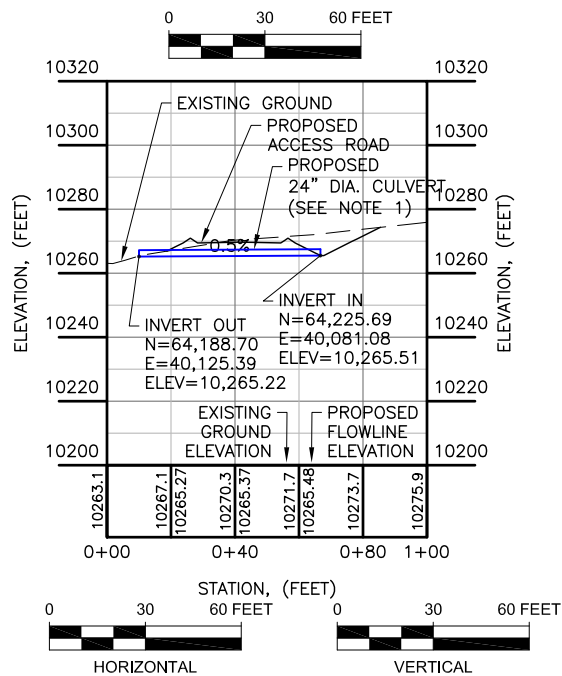
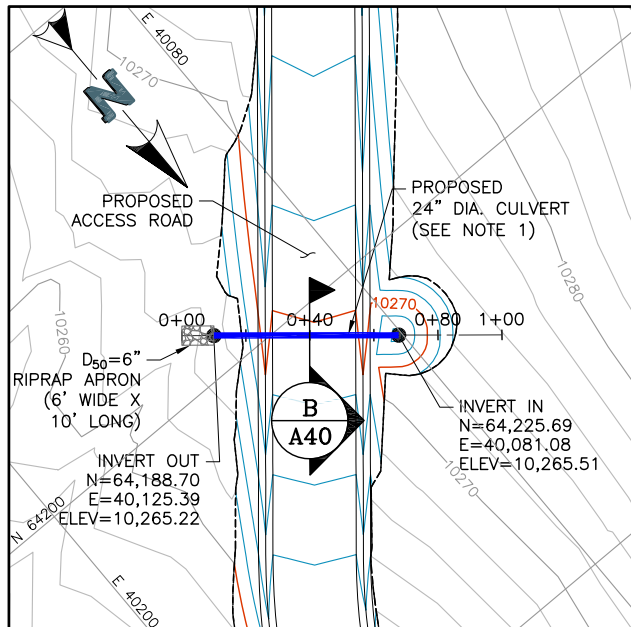
SETTING OUT DATA			
POINT	NORTHING	EASTING	ELEVATION
A	62,385.66	42,338.97	10,082.18
B	62,383.47	42,311.42	10,082.67
C	62,366.98	42,289.24	10,085.43
D	62,411.62	42,342.08	10,082.00
E	62,422.62	42,329.01	10,080.54
F	62,439.69	42,329.19	10,078.20
G	62,398.40	42,341.56	10,082.43
H	62,407.88	42,319.83	10,081.03



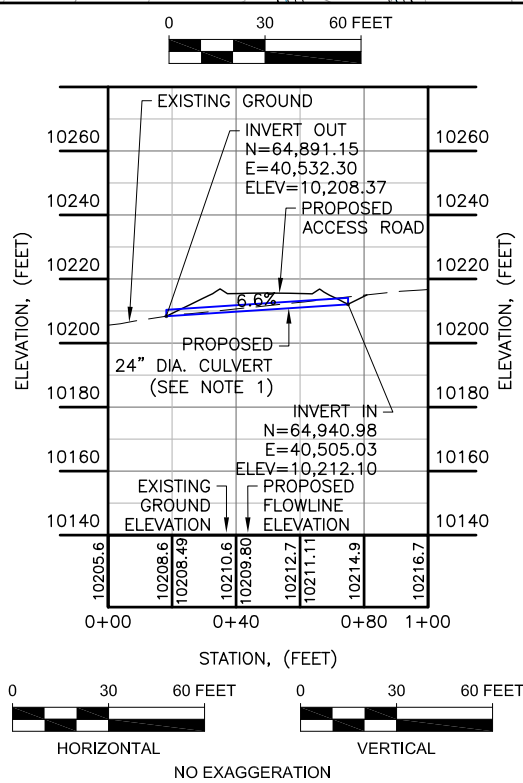
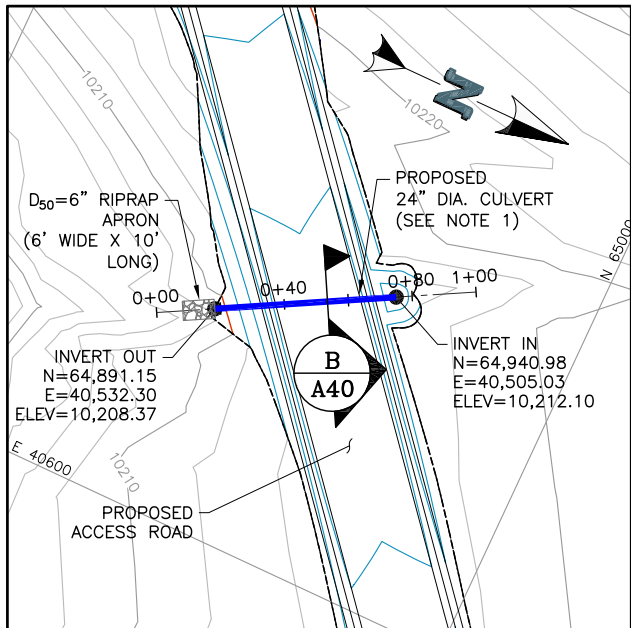
Reference:
NEWMONT PROVIDED THE 2020 FLYOVER DATA TO NEWFIELDS ON JAN. 13, 2021 IN THE FOLLOWING FILES: "ORD-20494-Z8B2L0_Cripple Creek-Topo_Plan-sheet-1_finals.DWG" and "ORD-20494-Z8B2L0_Cripple Creek-Topo_Plan-sheet-2_finals.DWG"

						APPROVED BY: JNM	DISCLAIMER NEWFIELDS PRODUCED THE INFORMATION PRESENTED ON THIS DRAWING THROUGH THE USE OF AVAILABLE TECHNICAL INFORMATION AND EXPERIENCE. RECEIVING THIS DRAWING DOES NOT GUARANTEE ANY RIGHTS TO EITHER SUCH TECHNICAL INFORMATION OR EXPERIENCE. ANY MODIFICATION OR ADAPTATION OF THE DATA OR DRAWING SHALL BE AT USER'S RISK AND WITHOUT ANY LIABILITY OR LEGAL RESPONSIBILITY TO NEWFIELDS.		CLIENT	CRIPPLE CREEK & VICTOR GOLD MINING COMPANY		
						CHECKED BY: JNM			PROJECT	CC&V ACCESS ROAD RE-ALIGNMENT		
						DESIGNED BY: JDS						
0	4/29/2021	ISSUED FOR CONSTRUCTION			JDS	JMM			TITLE		HAUL ROAD INTERSECTION PLAN VIEW	
REV	DATE	DESCRIPTION			TECH	ENG	DRAWN BY: JDS			FILENAME 106.052.011M		
										DRAWING NO.	REVISION	
										A30	0	

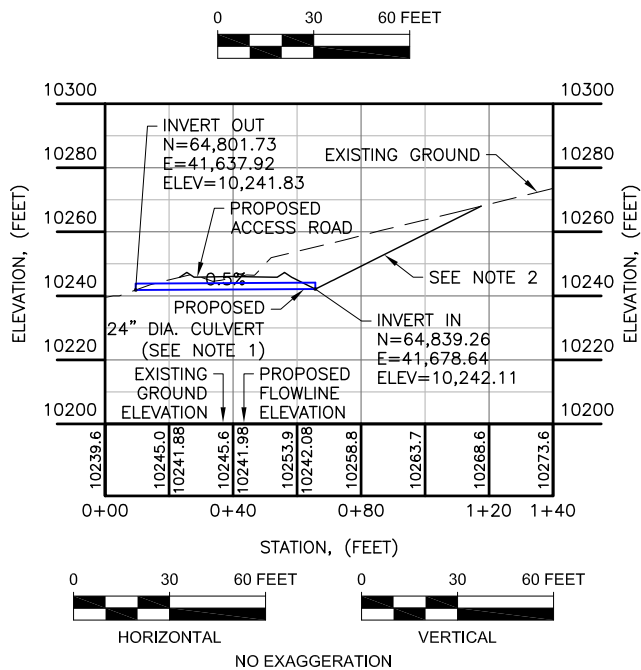
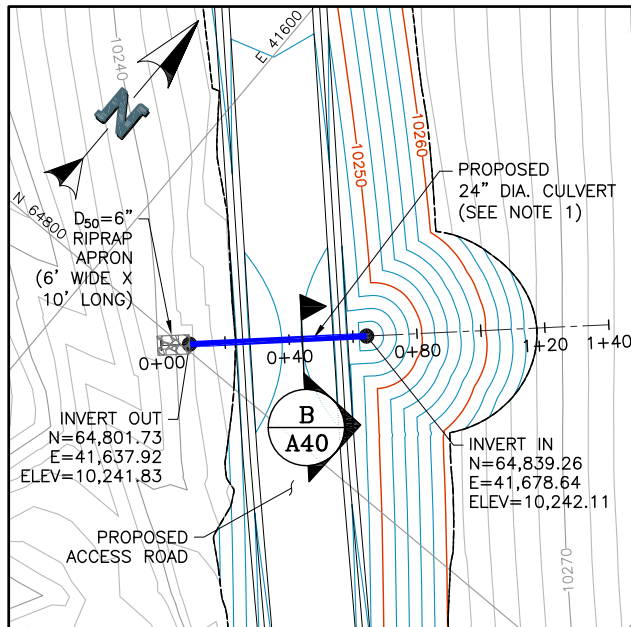
CULVERT 1



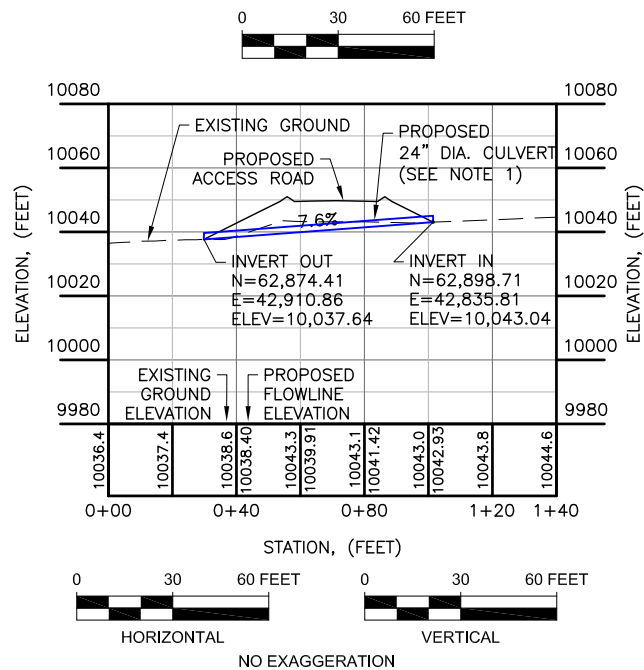
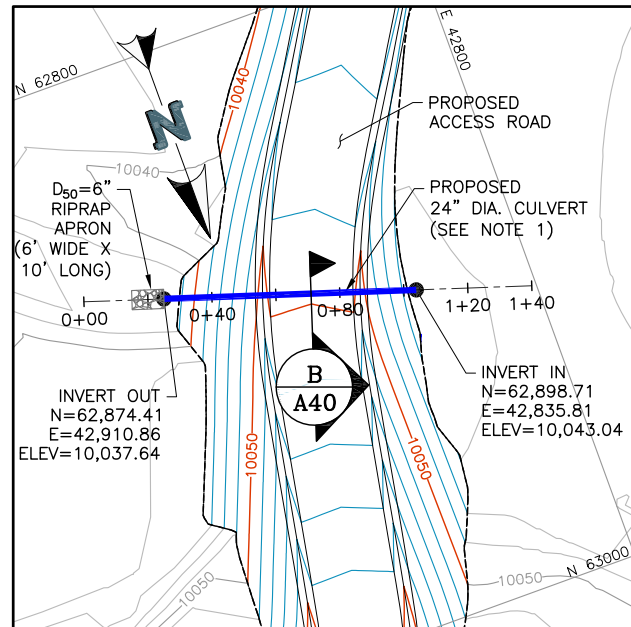
CULVERT 2



CULVERT 3



CULVERT 4



LEGEND:

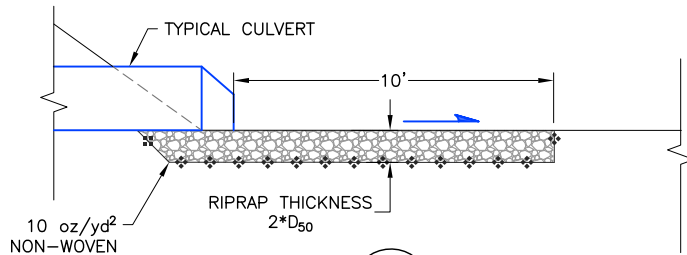
- EXISTING GROUND CONTOURS
- PROPOSED GROUND CONTOURS
- EXISTING ROADS
- EXISTING DRAINAGES
- EXISTING FENCE
- EXISTING CULVERT
- PROPOSED CULVERT



B
A40
CULVERT SECTION

NOTES:

- CULVERT SIZE MAY BE CHANGED AT THE DISCRETION OF THE OWNER.
- AT THE DIRECTION OF THE OWNER, THE SLOPE MAY BE STEEPENED TO AVOID THE EXISTING FENCE.
- PROPOSED CONTOURS REPRESENT FINISHED GRADE.



1
A40
RIPRAP APRON

				APPROVED BY: JNM		DISCLAIMER		NewFields		CLIENT Cripple Creek & Victor Gold Mining Company	
				CHECKED BY: JNM		NEWFIELDS PRODUCED THE INFORMATION PRESENTED ON THIS DRAWING THROUGH THE USE OF AVAILABLE TECHNICAL INFORMATION AND EXPERIENCE. RECEIVING THIS DRAWING DOES NOT GUARANTEE ANY RIGHTS TO EITHER SUCH TECHNICAL INFORMATION OR EXPERIENCE. ANY MODIFICATION OR ADAPTATION OF THE DATA OR DRAWING SHALL BE AT USER'S RISK AND WITHOUT ANY LIABILITY OR LEGAL RESPONSIBILITY TO NEWFIELDS.		PROJECT CC&V ACCESS ROAD RE-ALIGNMENT		FILENAME 106.052.005D	
				DESIGNED BY: JDS				TITLE ACCESS ROAD STORM WATER MANAGEMENT		DRAWING NO. A40	
				DRAWN BY: JDS						REVISION 0	
				ISSUED FOR CONSTRUCTION		JDS JNM					
				REV DATE DESCRIPTION		TECH ENG					
				0 4/29/2021							