McElhanney

March 14, 2008
File: 2341-1242-3

Cam Grundstrom
VP Operations
Copper Fox Metals Inc.
Suite 650, 340 12 Avenue SW
Calgary AB, T2R 1L5

TAHLTAN HIGHLAND ROUTE

Copper Fox Metals Inc. has requested that McElhanney Consulting Services Ltd. expand the work conducted on the Tahltan Highland Route to provide additional information on the construction and operation of this proposed access road with special attention to any safety concerns with this route.

A preliminary design and costing of the Tahltan Highland Access Route (TH Route) has been conducted and presented in previous reports.

The TH Route leaves the Galore Creek Road at 59km and climbs for 2.8 km to the Tahltan Highland Plateau (Plateau) continues along the Plateau for 15km then travels down the eat side of the Mess Creek Valley for 12.8km to connect with the Mess Creek Route.

The Tahltan Highland Route avoids major avalanche areas and fish habitat by being above the valley. There are 64 stream crossings and 13 bridges required; from 30 – 100m long and at km 25+500; Aticia Creek will require a bridge span of between 200-340m. In order to return to the Mess Creek Valley the road requires four switchbacks and crosses the same creek five times

The route begins in an area of forest cover and then enters the alpine when it reaches the Tahltan Highland Plateau and returns to forest cover when it descends to the Mess Creek valley. There is approximately 13km of forest cover and 17km of alpine area over the length of the route.

The decent to Mess Creek requires four switchbacks with grades of 10% plus. This portion of the road will require extensive maintenance and the installation of impact barriers or run out lanes. Winter and spring break up will present challenging driving conditions along this portion of the road.

The Tahltan Plateau is an area that appears to have been scoured and will require substantial rockwork and the need to haul surface material from the start of the road.

Wind will be a major concern to the operation of this portion of the road as there is no obstruction to hinder the wind and this will result in drifting of snow and white out conditions during winter. The road will require the installation of roadside markers to outline the road and continual plowing and grading during the winter months.

1633 - First Avenue
Prince George, BC
Canada V2L 2Y8

Tel 250 561 2229
Fax 250 563 1941
www.mcelhanney.com/mcsl

It will be necessary to make provisions to accommodate the road closures that are expected to occur along this route.

Due to the elevation of the plateau the winter driving conditions will result in increased cycle times over the lower elevations and along Mess Creek.

Specific construction and operational concerns are:

CONSTRUCTION

Galore road to Tahltan Highland (0km to 2.8km)

- Steep side hill
- Many stream crossings

Plateau (2.8km to 17.8km)

- Solid rock
- Wind exposure
- Difficult to obtain building materials
- Short construction season
- Two bridges

Plateau to Mess Valley (17.8km to 30.6km)

- Steep side hill construction
- Large cuts and fills required
- Multiple steep switchbacks
- Eleven bridges
- Long bridge to cross Aticia Creek (200-340m) at 25.5km

OPERATIONAL

Winter

- High snow plowing/removal requirements
- Extensive sanding required (will require sourcing from valley locations)
- White outs
- High wind conditions
- High elevation will result in lower temperatures
- Snow will be on the road longer than along the Mess Creek Route
- Multiple steep switchbacks
- Road closures will be required due to extreme snow and temperature conditions along plateau
- May require the construction of sanding material stockpiles and emergency shelters for operators

Summer

- Cold temperatures, greater occurrences of snow than along the valley
- High winds may produce dusty conditions and poor visibility
- Multiple steep switchbacks

Spring/Fall

- Snow will arrive earlier and leave later than along the Mess Creek Route
- Spring breakup will be of a much longer duration than the Mess Creek Route
- Multiple steep switchbacks

The Mess Creek Route continues to be the preferred route of choice to provide a safe and efficient access road to the Schaft Creek Project with minimal environmental impact. The difficult terrain, numerous stream crossings and the 15km of travel along the plateau will make travel and maintenance along the Tahltan Highland Route much more difficult than the proposed Mess Creek Route.

Plans and sections showing the route alignments are attached in Appendix A (Mess Creek Route) and Appendix B (Tahltan Highland Route). Some additional comments regarding the two routes are included as Appendix C.

The Mess Creek route continues to be the preferred route of choice to provide a safe and efficient access to the Schaft Creek project with minimal environmental impacts. The revised route that travels along the west side of the Mess Creek valley and joins the initial alignment at Artic Creek avoids the major avalanche areas that are present along the east side of the valley.

We trust that this information will assist you in your evaluation of the routes. If there is additional information that you may require please contact us.

Yours truly

David Pow, P.Eng.
Project Manager
Mining Specialist
McElhanney Consulting Services Ltd.

ADDITIONAL COMMENTS

These items concern the portion of the route that is different only.

	Tahltan Highland Route	Mess Creek Route
PROS	• Shorter overall distance from highway to minesite • Avoids approximately 20km of valley bottom • Little possibility of fisheries habitat at the higher levels	• Minimal elevation gain • Grades are 10% or less • Less road construction required than Tahltan route
CONS	• An additional 4km of road construction required • Will pose maintenance and operational problems due to exposure and elevation • Switch backs required to return to the valley bottom • Much greater elevation change over the route • Long bridge to cross Aticia Creek (200-340m) at 25.5km	• Avalanche areas are present • Fisheries habitat encounters • Greater overall distance from minesite to Highway 37

FACTOR	TAHLTAN ROUTE	MESS CREEK ROUTE
Elevation	Elevation gain of 465m Maximum elevation of 1510m 21.6km above the 1200m elevation	Elevation gain of 20m Maximum elevation of 1080m
Grade	Currently max of 16% may be able to reduce to max of 10-12%	10% or less
Fisheries values	Low possibility of values over the length of the road	Fisheries values throughout the route
Length of road construction	30km	26km
Distance minesite to Highway 37	102.6km	104.7km
Maintenance and operational requirements	Higher requirements due to increase in grade and the high elevation Increased possibility of white outs and snow drifting Longer winter conditions	Moderate requirements Additional work in avalanche areas Duration of snow on road will be lower due to lower elevation