



AGNICO EAGLE

March 17, 2026

NWB File No.: 2AM-DOH1335

Ali Shaikh
Nunavut Water Board
PO Box 119
Gjoa Haven, NU
X0B 1J0

Re: Agnico Eagle’s Administrative Notice – Temporary Bypasses for Cable Pulling

Dear Mr. Shaikh,

Agnico Eagle Mines Limited (Agnico Eagle) is writing to provide the Nunavut Water Board (NWB) with notification that it intends to build short temporary bypasses (bypasses) at : Windy KM 0, Windy KM 1.6, Windy KM 5, the Windy / Madrid to TIA road intersection, the Windy / Naartok road intersection, Windy KM 9.3, and two locations on the exploration Gravel Track road in order to facilitate the pulling of an electric cable through existing road segments (Figures 1 through 8).

All activities fall under Commercial Lease KTCL313D001 with the Kitikmeot Inuit Association (KitlA). Design guidelines, construction methods, and mitigation for the construction of the bypasses are outlined in the following sections.

Design Guidelines

The bypasses will have an approximate length of 100 meters each. These bypasses are being constructed to maintain trafficable access for operations and maintenance vehicles to maintain facilities and assets along roads and for emergency response vehicle access. Following the completion of cable pulling activities, these bypasses will remain in place. See Table 1 for guidelines of the bypasses.

Table 1 – Design Guidelines for Haul Roads – Cat 745 (+/- 40t)

Description	Guideline
Design Speed	48 km/h or 30 mph
Number of Lanes	2
Minimum Horizontal Radius for Preserving Design Speed	60 m
Minimum Horizontal Radius (physical capability to turn at low speed)	9 m
Maximum Grade	8%
Minimum Roadway Width	12 m
Normal Crown	2%
Maximum Superelevation	4%
Fill Sideslopes	2 hor:1 vert
Typical Fill Depth	2 m

Construction Methods

Road Subbase: Run-of-Quarry Material and/or Waste Rock

- Run-of-Quarry (ROQ) material shall consist of competent, non-acid-generating rock sourced from quarries or foundation excavations, free of organic matter, frozen soil, snow, and ice.
- ROQ material shall be well-graded, containing enough unfrozen gravel, sand, and silt-sized particles to allow proper compaction.
 - Where the overall ROQ fill thickness is less than 0.85 m, the maximum boulder size shall not exceed 500 mm in any direction.
 - Where the overall ROQ fill thickness is greater than 0.85 m, the maximum boulder size shall not exceed 900 mm in any direction.
- Basic screening or crushing and screening may be used to achieve the required gradation.
- ROQ material shall be washed to remove blast residue unless otherwise directed by the Engineer.
- If Waste Rock is planned for use in construction, it shall meet the same general criteria as ROQ material.

Surfacing Material: Crushed Granular Materials

- Surfacing material shall consist of competent, non-acid-generating rock sourced from quarries or foundation excavations, and shall be free of organic matter, frozen soil, snow, and ice.
- The surfacing material shall have a particle size distribution within the limits specified in Table 2.

Table 2 – Surfacing Material Particle Size Distribution Limits

Particle Size (mm)	% Passing
38.0	100
25.0	60-100
12.5	25-100
5.0	10-50
0.63	2-20
0.08	1-15

- Crushing and screening shall be performed as necessary to meet these specifications.
- The surfacing material shall be washed to remove blast residue unless otherwise directed by the Engineer.

Mitigations

- Adhering to the Spill Contingency Plan.
- Adhering to the Emergency Response and Crisis Management Plan.
- Material use from approved quarry sources will be placed only inside the planned bypass areas with guidance provided by on-site surveyors as required.
- Heavy equipment will remain on existing access roads as much as possible during construction of the bypasses to eliminate tundra disturbance.
- Work execution will take place during winter 2026 under frozen tundra conditions.

Should you have any additional questions or need further clarification, please contact the undersigned.

Regards,



Colleen Prather
Colleen.prather@agnicoeagle.com
Permitting & Regulatory Affairs Superintendent



Figure 1: Windy 0KM Segment



Figure 2: Windy / Madrid to TIA Segment



Figure 3: Windy 1.6 KM Segment

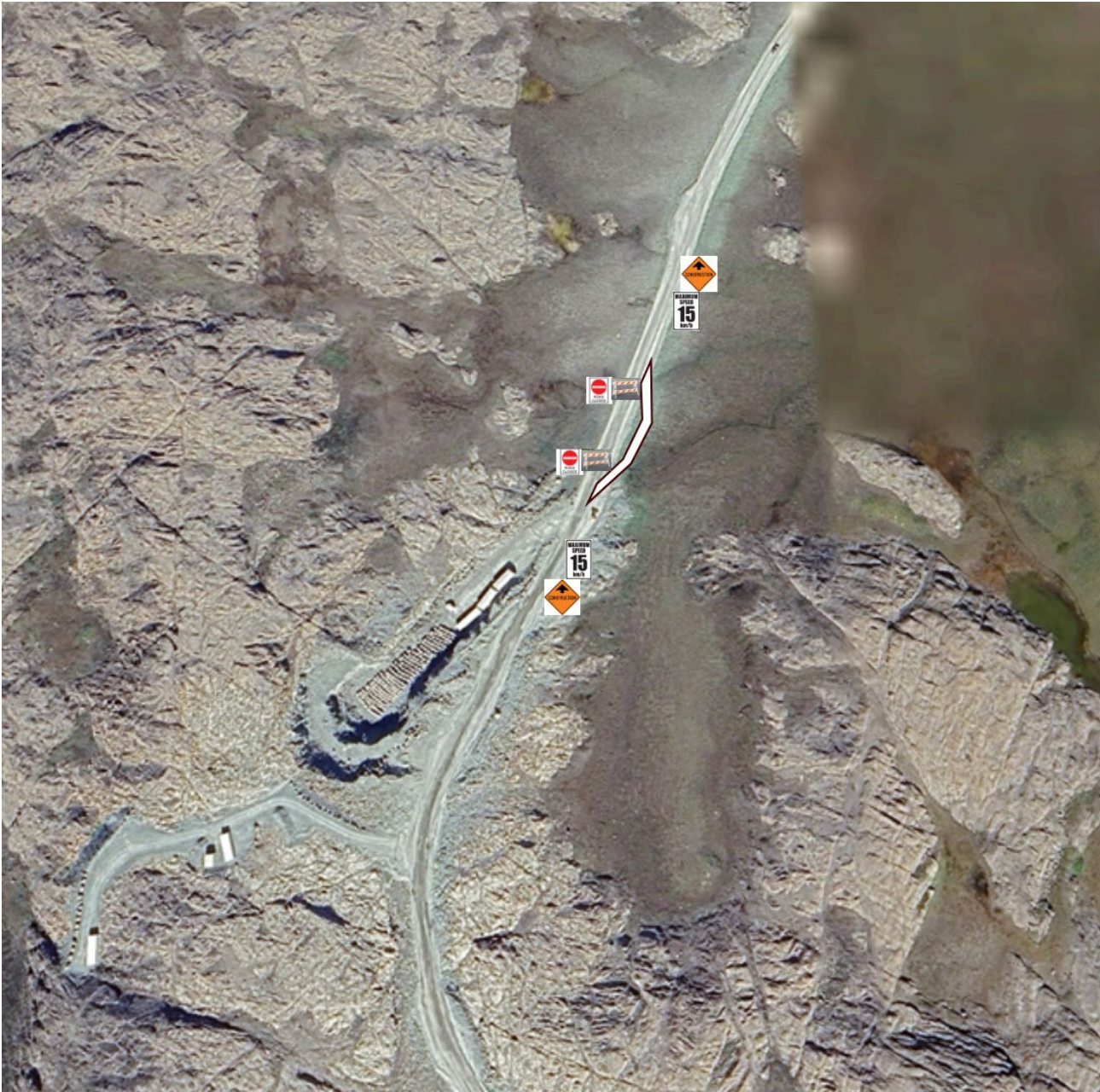


Figure 4: Windy 5.0 KM Segment



Figure 5: Windy / Naartok Segment





Figure 6: Windy 9.3 KM Segment



Figure 7: Exploration Track Location #1



Figure 8: Exploration Track Location #2

