

ARCHAEOLOGICAL OVERVIEW

Amaruq Exploration Road

Results
December 2014

5.5 Recommendations

Based on the likelihood that unrecorded archaeological sites are present within the Project area, it is recommended that an archaeological impact assessment be conducted for the proposed Amaruq Exploration Road Project, including the road right-of-way and the proposed borrow sources, in advance of initiation of any Project construction activities.

It is recommended that the archaeological assessment include a helicopter flyover of the entire proposed road routing during unfrozen and snow-free conditions. Based on review of the satellite photos and topographic maps, proposed target areas have been illustrated in Appendix B. The target areas illustrated are generally broad but should serve to focus the assessment. However, during the helicopter overflight, additional target areas may be selected for field assessment, and the target areas as illustrated in Appendix B may also be refined and revised. Detailed inspection of these targeted study locations should include ground traverse and visual inspection to identify archaeological sites, including stone feature sites, historic period sites or other cultural remains such as stone tools or lithicdebitage.

Upon identification of archaeological sites, the heritage value of the site will be evaluated, and recommendations will be formulated for site specific mitigation measures that will reduce or eliminate Project-related impacts to each site. Avoidance is the preferred mitigation measure where possible; Agnico Eagle will be provided with site-specific locational information that can be used in project planning and design to ensure avoidance of archaeological sites where possible. It is expected that in most cases archaeological sites that are identified within close proximity of the Project footprint will be avoided by altering the project footprint; buffers of minimally 30 to 50 metres are typically acceptable and appropriate, but will be determined based on the size and nature of each identified archaeological site.

In some cases, avoidance of an archaeological site may not be possible due to Project engineering requirements. If avoidance of archaeological sites is not feasible, alternate measures will be formulated and implemented to mitigate impacts to the site. These alternate mitigation measures could include detailed site mapping, mapping of stone features, archaeological excavation, and/or community consultation; acceptable mitigation measures would be formulated in discussion with personnel at the Nunavut Department of Culture and Heritage. Site-specific mitigation measures would be formulated for each individual identified site based on the nature and heritage value of the site. These mitigation measures would need to be implemented and completed to the specifications of the Department of Culture and Heritage prior to any Project-related impacts to the site.

Implementation of appropriate mitigation measures that are acceptable to the regulators, such as site avoidance or further investigation at archaeological sites that cannot be avoided, will reduce or eliminate impacts to archaeological sites as a result of the Project.

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December 2014

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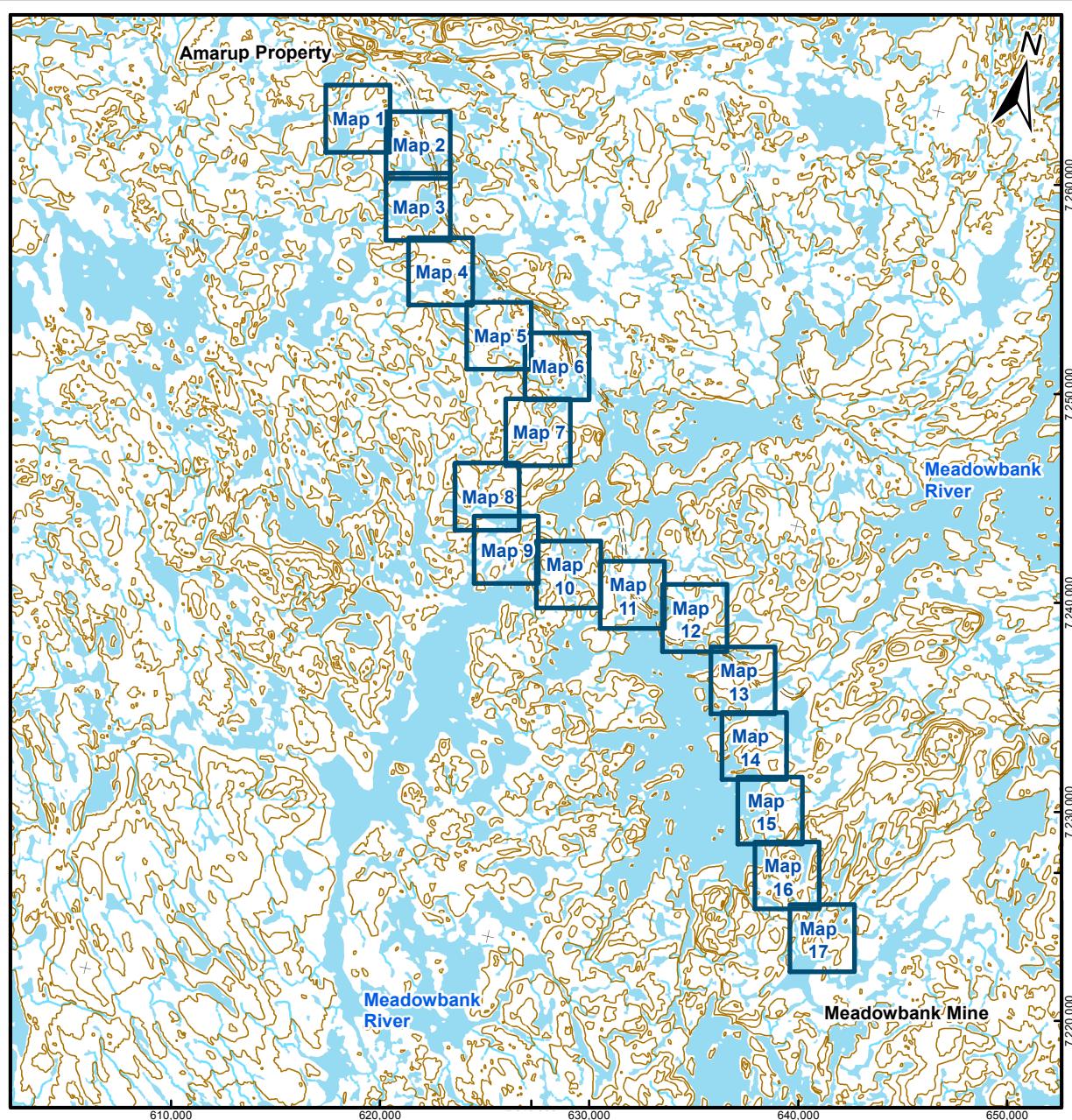
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Amaruq Exploration Road

Appendix A
Topographic Maps
December 2014

Appendix A
Topographic Maps



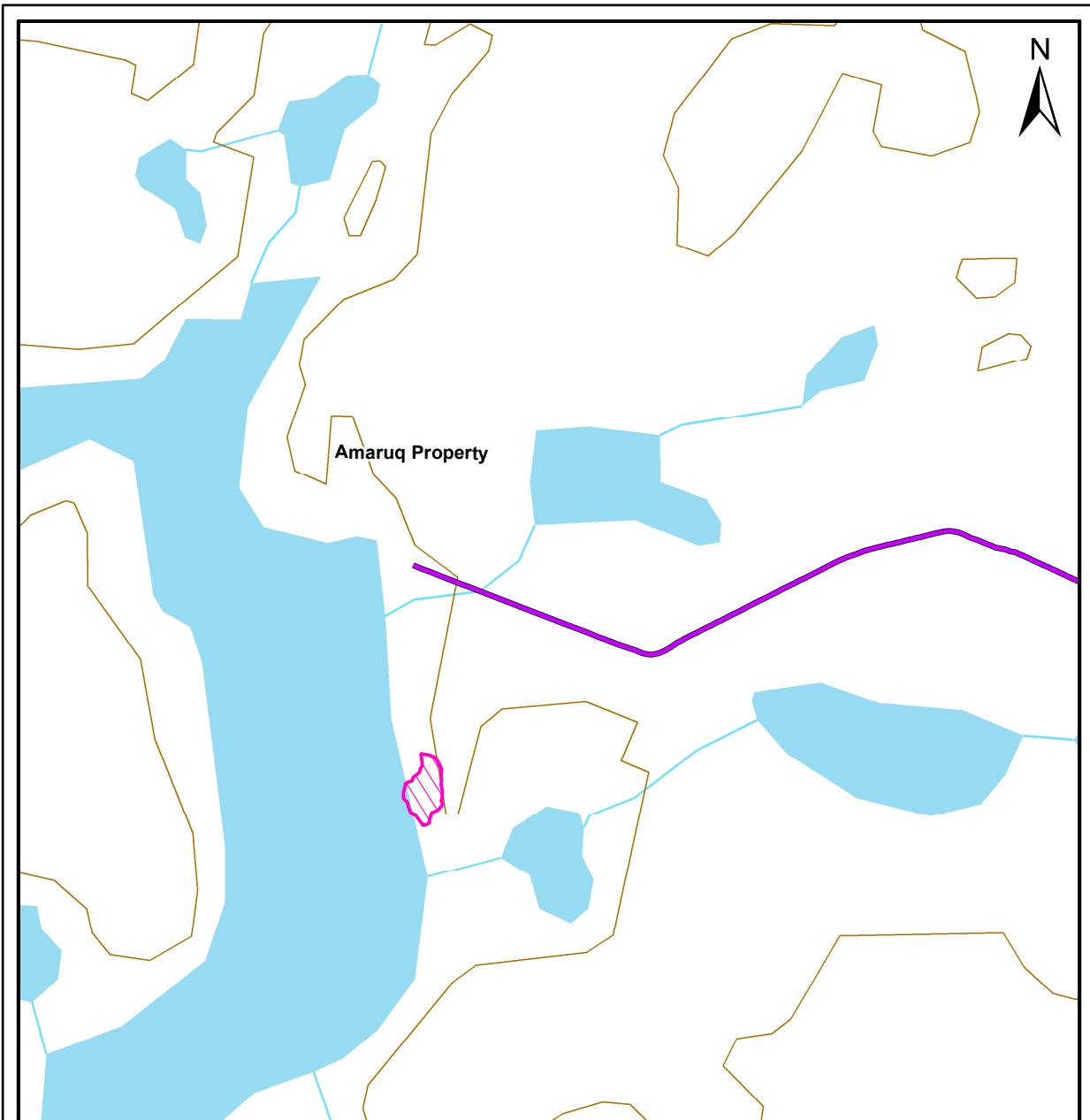
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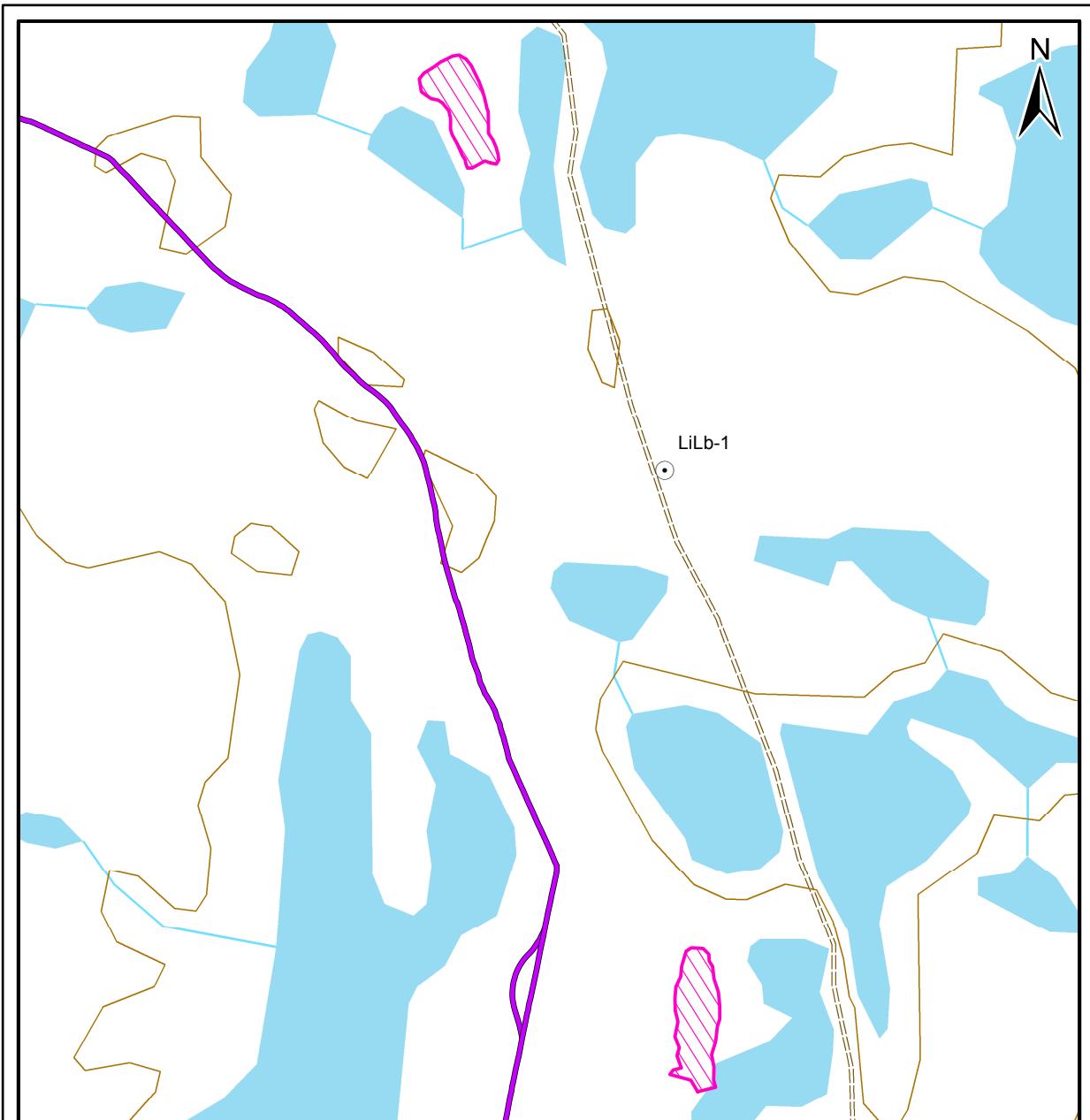


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- Archaeological Site
- Amarug Exploration Road
- ▨ Proposed Borrow Area



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- Archaeological Site
- Amaruq Exploration Road
- ▨ Proposed Borrow Area



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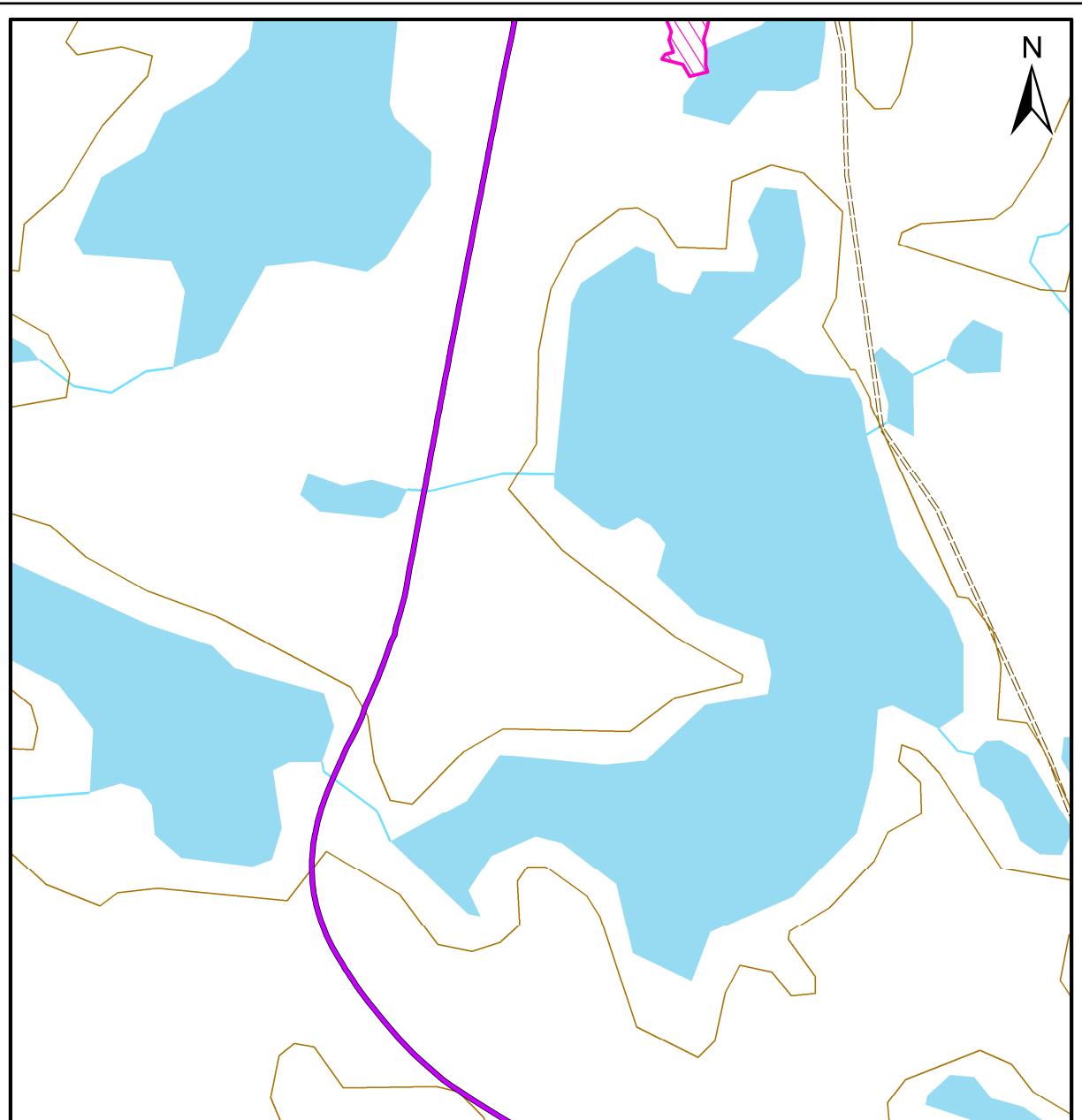
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- ▨ Proposed Borrow Area



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- ▨ Proposed Borrow Area



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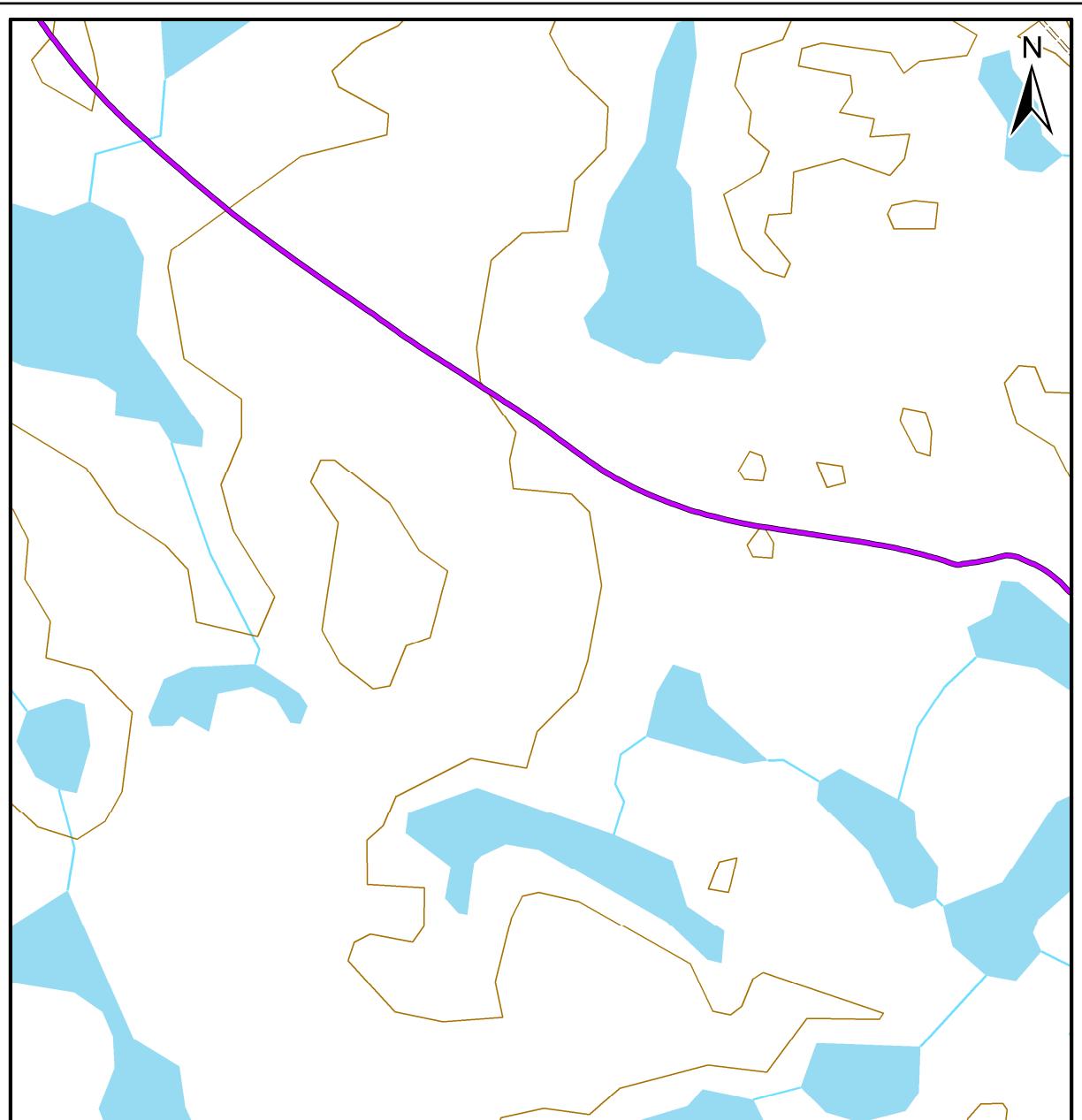
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- ▨ Proposed Borrow Area



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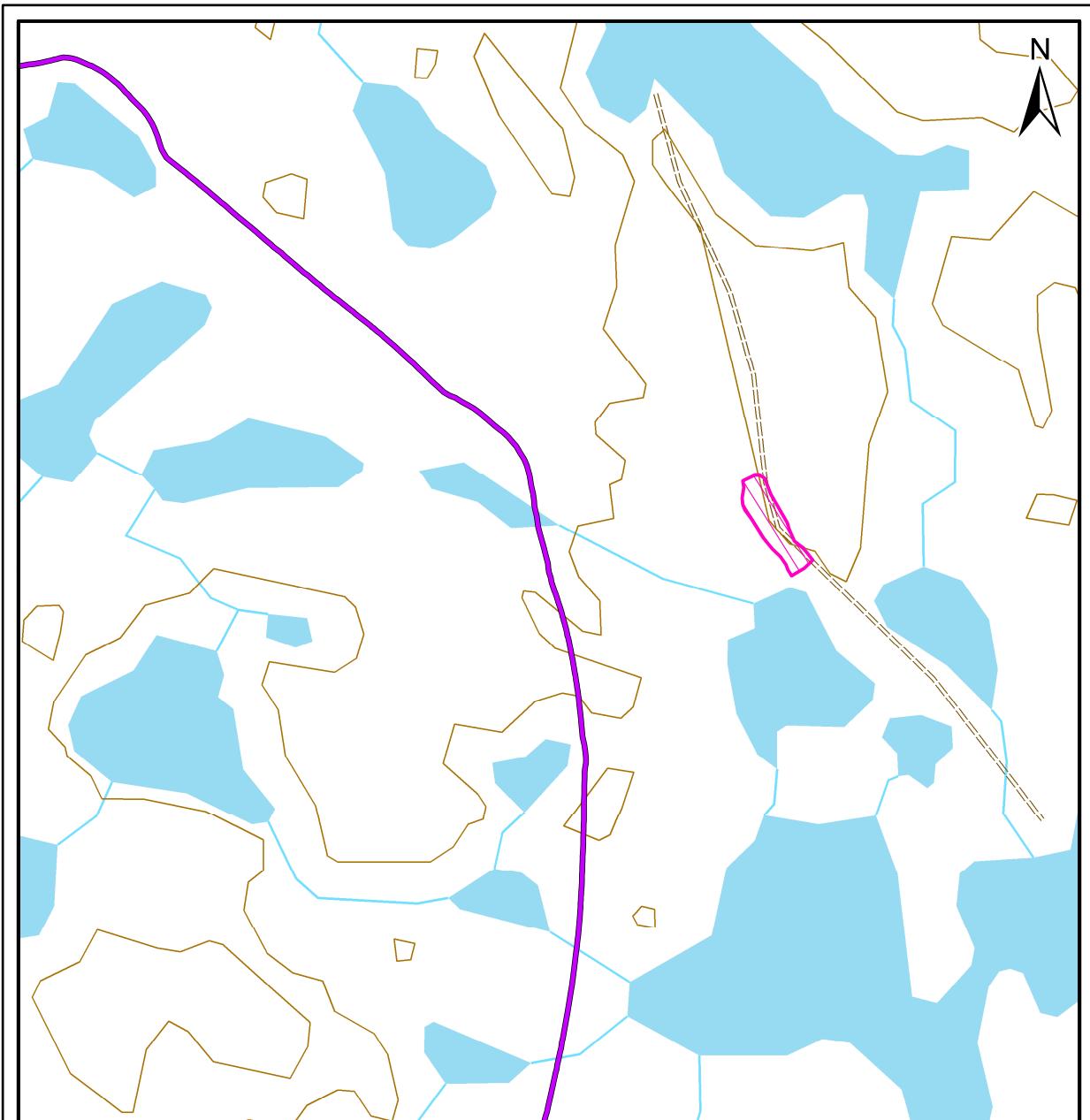
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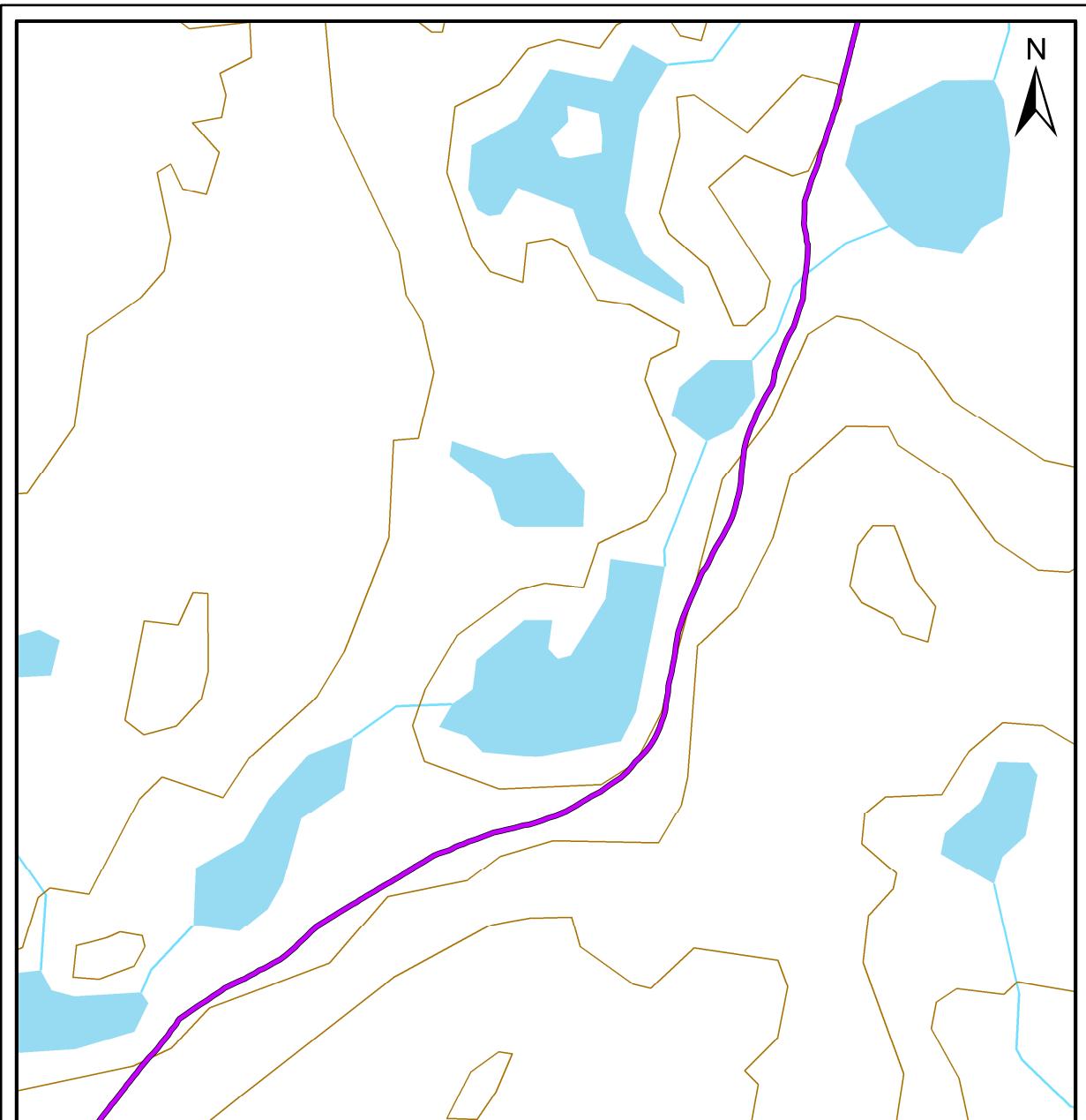
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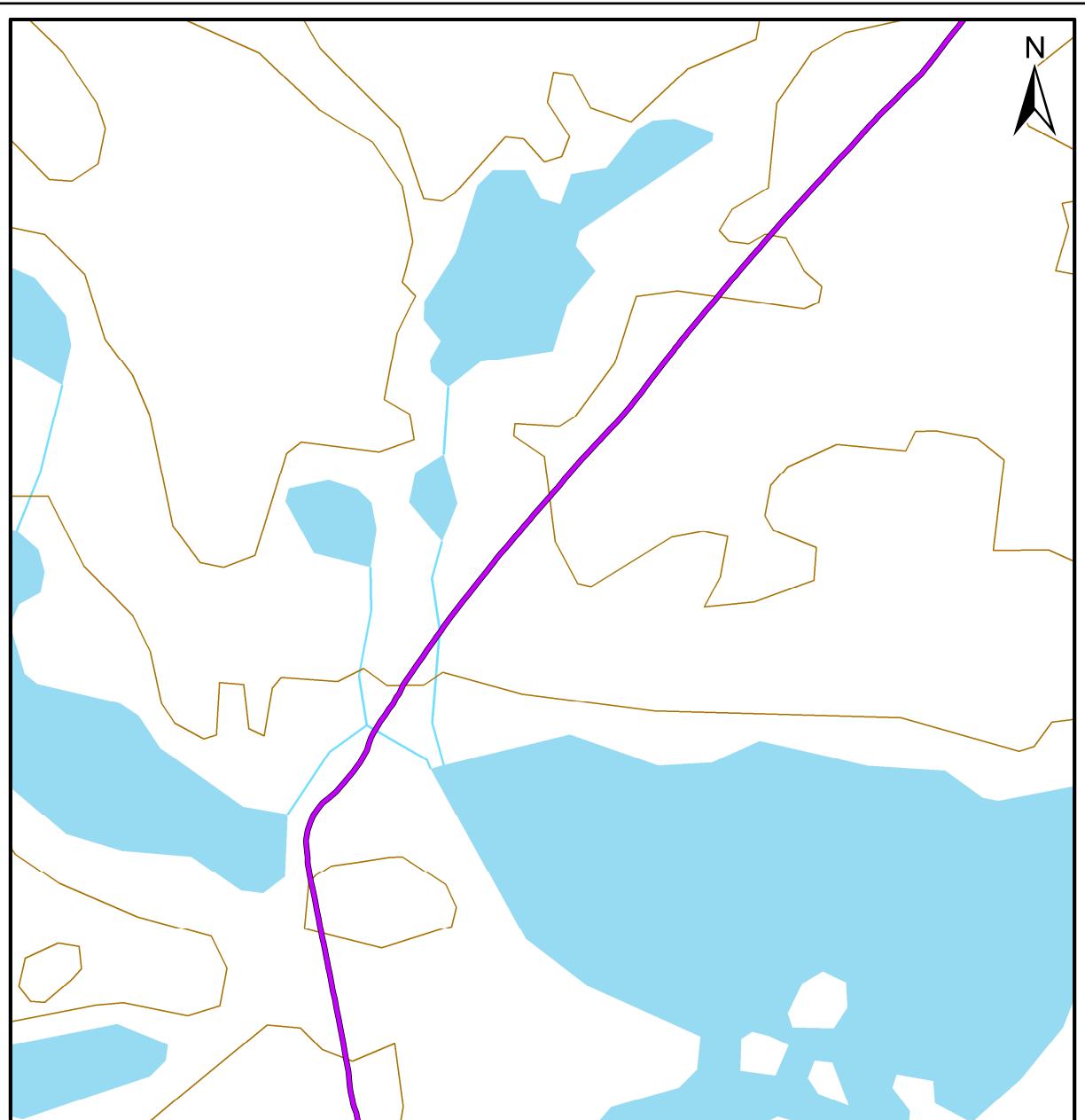
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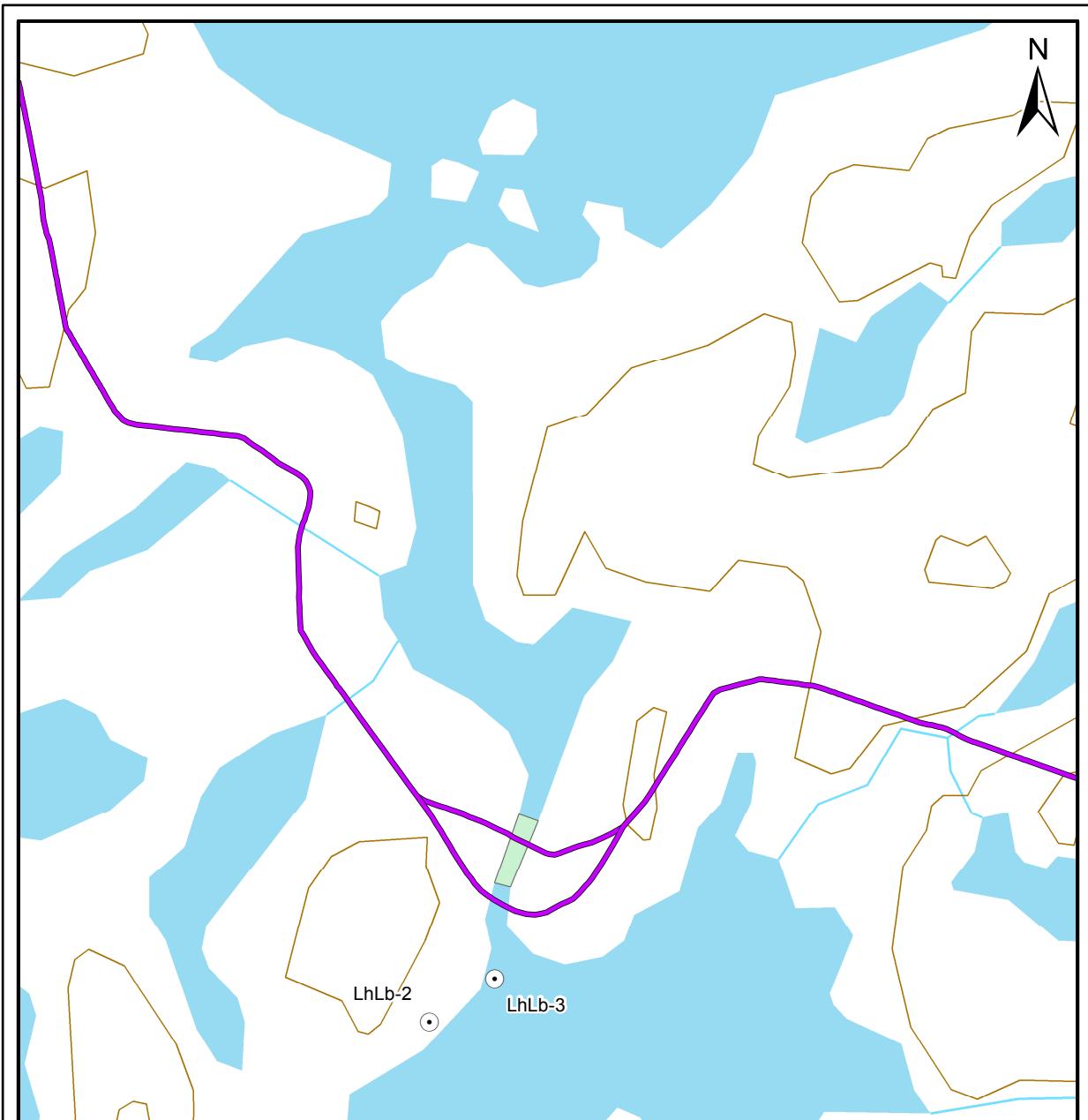
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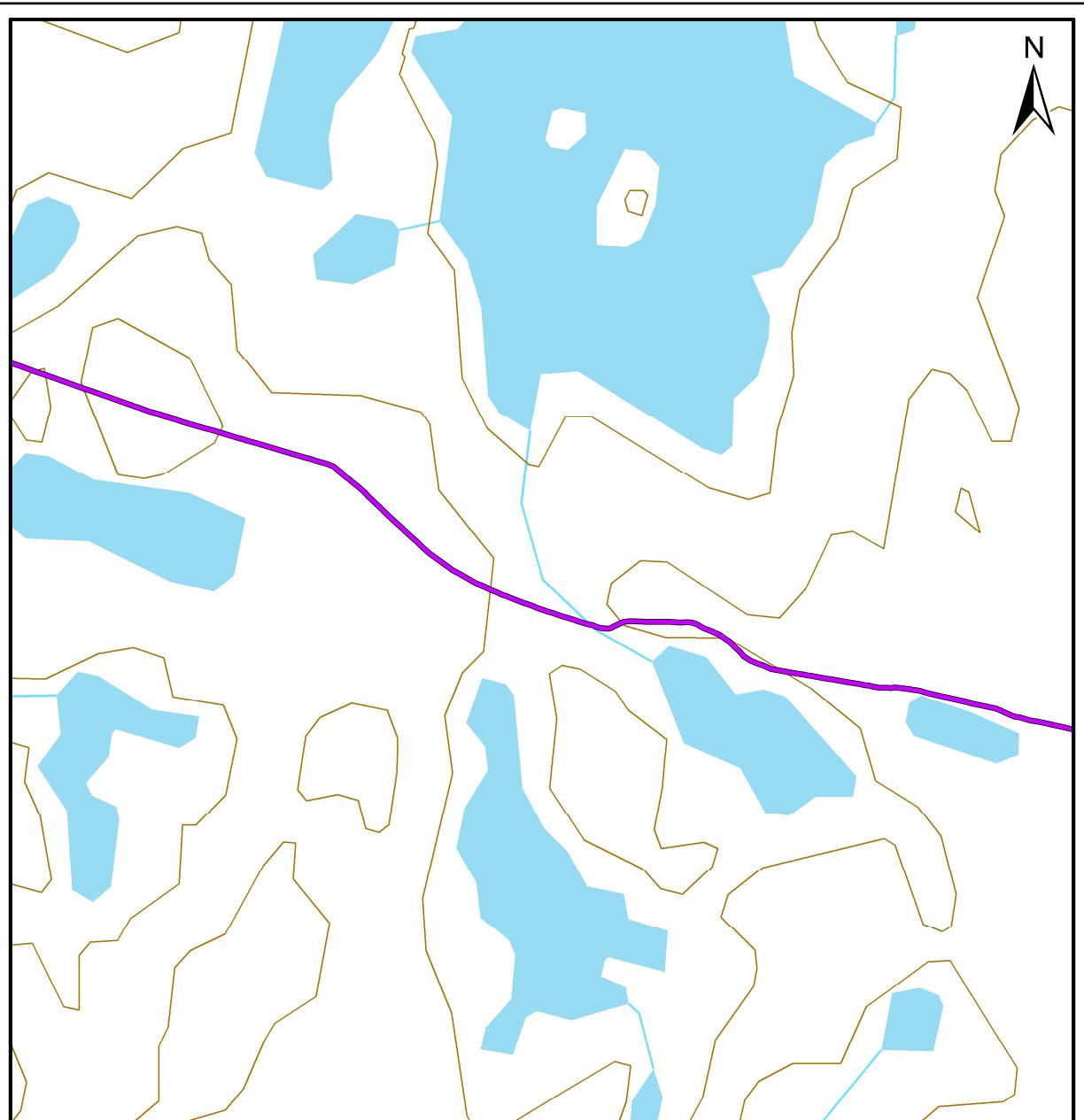


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- ▨ Proposed Borrow Area



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- ▨ Proposed Borrow Area



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