



APPENDIX B

Meliadine AWAR Inspection – 2017



Photograph 53: 500 mm Ø HDPE Corrugated Culvert, Downstream Inlet of Culvert at KM29.6. Small Erosion Evident Upstream (22 September 2017)



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Photographs 54 to 58 taken at KM6.0 of the Char River Bridge.

Photograph 54: Char River Bridge at KM6.0 Looking South (20 September 2017)



Photograph 55: Char River Bridge, Left (north) Abutment Armouring from the Upstream Side (20 September 2017)



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Photograph 56: Char River Bridge, Right (south) Abutment, Upstream (20 September 2017)



Photograph 57: Char River Bridge, left (north) Abutment, Downstream Side Taken from the Downstream Side of the Right (south) Abutment (20 September 2017)



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Photograph 58: Char River Bridge, Downstream Side of Right (South) Abutment, Taken from the Downstream Side of the Left (North) Abutment (20 September 2017)



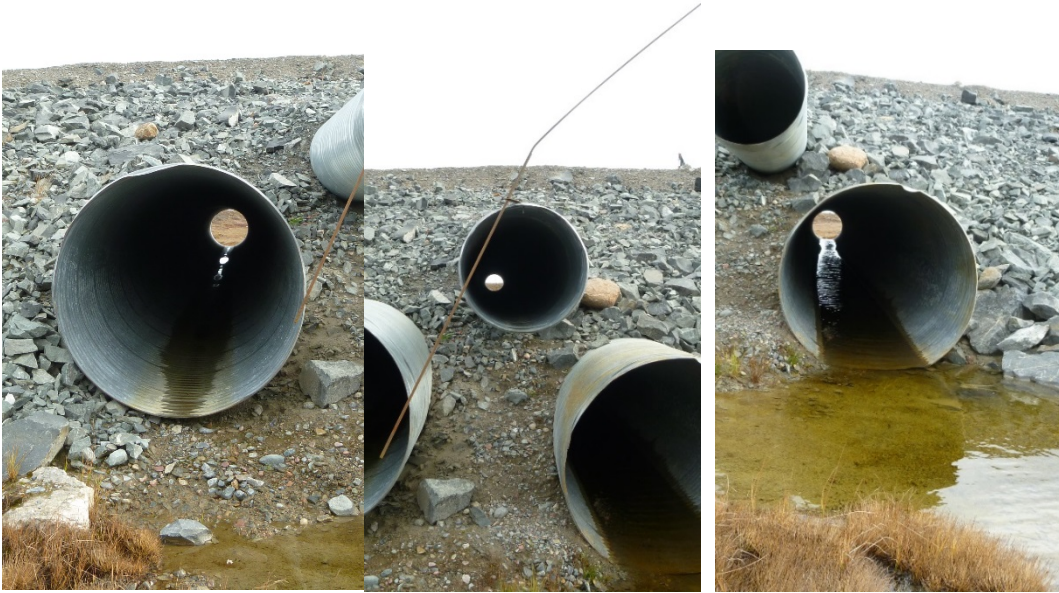
*Photographs
59 to 63 taken at
KM6.2 where there
are 3 CSP culverts.*

Photograph 59: At KM6.2, Upstream Ends Of 3 CSP Culverts. Lower Two Culverts Are 1300 mm in Diameter, Upper Culvert Is 700 mm in Diameter. All are in Good Condition (20 September 2017)



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Photographs 60, 61 And 62: Upstream to Downstream View Through 3 CSP Culverts at KM6.2. Photographs are Ordered Left to Right Corresponding to the Order Shown in Photograph 56. Small Erosion Between Culverts, Consider Adding Armouring (20 September 2017)



Photograph 63: Downstream Ends of 3 CSP Culverts at KM6.2 (20 September 2017)



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Photographs 64 to 69 were taken at KM7.0 where there are 3 CSP culverts.

Photograph 64: Road Over 3 CSP Culverts at KM7.0 (20 September 2017)

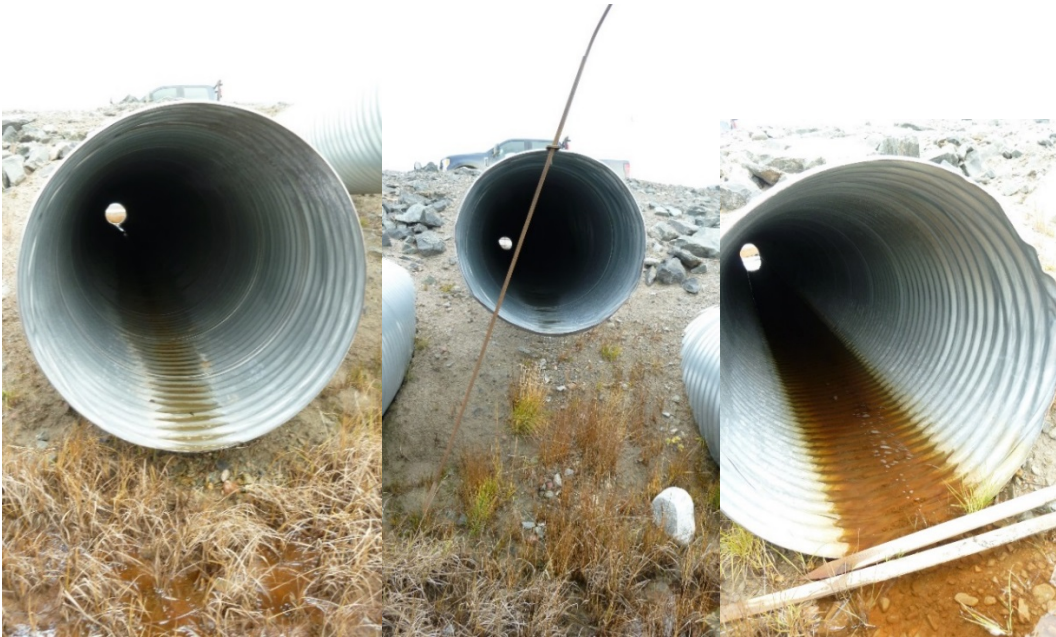


Photograph 65: At KM7.0, Upstream Ends of 3 CSP Culverts. Vertically Offset. Lower Two Culverts are 1000 mm in Diameter and Upper Culvert is 700 mm in Diameter. Some Exposed Esker Sand, Additional Armouring should be Considered (20 September 2017)



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Photographs 66, 67, 68: Upstream to Downstream View Through 3 CSP Culverts at KM7.0. Photographs are Ordered Left to Right Corresponding to the Order Shown in Photograph 62 (20 September 2017)



Photograph 69: Downstream Ends of 3 CSP Culverts at KM7.0 (20 September 2017)



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Photographs 70 to 73 were taken at KM7.1 where there are 3 CSP culverts.

Photograph 70: At KM7.1, Upstream Ends of 3 CSP Culverts. Lower Two Culverts are 1000 mm in Diameter and Upper Culvert Is 700 mm in Diameter. Small Flow Through Culvert on the Right Hand Side, at Time of Inspection, Some Dents in 700 mm (20 September 2017)



Photograph 71: Upstream to Downstream View Through 700 mm Diameter CSP Culvert at KM7.1 (20 September 2017)



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Photograph 72: Upstream to Downstream View Through Right 1000 mm Diameter CSP Culvert at KM7.1 (20 September 2017)



Photograph 73: Downstream Ends of 3 CSP Culverts at KM7.1 (20 September 2017)



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Photographs 74 to 80 were taken at KM7.4 where there are 3 CSP culverts.

Photograph 74: At KM7.4, Upstream Ends of 3 CSP Culverts. Culvert Diameters are from Right to Left, 1000 mm, 700 mm, and 900 mm. Inlet of the 900 mm has been Partially Crushed (20 September 2017)



Photograph 75 And 76: At KM7.4, Upstream to Downstream View Through Damaged 900 mm Diameter Culvert Inlet, Likely Crushed by Rocks (On Left). Upstream to Downstream View Through 700 mm Diameter Culvert (on right) (20 September 2017)



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Photograph 77: At KM7.4, Upstream to Downstream View Through 1000 mm Diameter Culvert (20 September 2017)



Photograph 78: At KM7.4, Looking at Downstream Ends of 3 CSP Culverts (20 September 2017)



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Photograph 79: Downstream Ends of 3 CSP Culverts at KM7.4. Middle, (700 mm Diameter) Culvert Should be Extended and Additional Armouring Added to Reduce Erosion Potential (20 September 2017)



Photograph 80: Road Surface Over 3 CSP Culverts at KM 7.4 (20 September 2017)