



APPENDIX B

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Photographs 81 to 89 of the Meliadine River Bridge were taken at KM8.0.

Photograph 81: Meliadine River Bridge at KM8.0, Looking South (20 September 2017)



Photograph 82: Meliadine River Bridge at KM8.0. Left (North) Abutment Looking North. Upstream to the Left (20 September 2017)



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Photograph 83: Meliadine River Bridge at KM8.0. Left (North) Abutment Looking Downstream from Upstream (20 September 2017)



Photograph 84: Meliadine River Bridge at KM8.0. Left (North) Abutment Looking Upstream from Downstream (20 September 2017)



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Photograph 85: Meliadine River Bridge at KM8.0. Right (South) Abutment, Looking South. Downstream to Left (20 September 2017)



Photograph 86: Meliadine River Bridge at KM8.0. Right (South) Abutment Looking Downstream from Upstream (20 September 2017).



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Photograph 87: Meliadine River Bridge at KM8.0. Right (South) Abutment Looking Upstream from Downstream (20 September 2017)



Photograph 88: Meliadine River Bridge at KM8.0. Slope of Right (South) Abutment, Esker Sand Exposed. Consider Adding Armouring with Coarser Grained Material to Reduce Erosion Potential (20 September 2017)



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Photograph 89: Meliadine River Bridge View from Upstream to Downstream Beneath Bridge Deck. Low Flow at Time of Inspection Gravel and Cobble Bedding (20 September 2017)



Photographs 90 to 94 were taken at KM9.1. There are 2 CSP culverts, each 1000 mm in diameter. There is some minor deformation in the culverts under the road, no flow, water ponded below inverts.

Photograph 90: Upstream Ends of Two 1000 mm Diameter CSP Culverts at KM9.1 Looking North (20 September 2017)



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Photograph 91: View through North CSP Culvert at KM9.1 from Upstream to Downstream. Some Deformation of Culvert below Road (20 September 2017)



Photograph 921: View Through South CSP Culvert at KM9.1 from Upstream to Downstream (20 September 2017)



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Photograph 93: Downstream Ends of Two CSP Culverts at KM9.1 (20 September 2017)



Photograph 94: Road Surface Over Two CSP Culverts at KM9.1 (20 September 2017)



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Photograph 95: Road Surface Over a Single 1300 mm Diameter CSP Culvert at KM9.5 (20 September 2017)

Photographs 95 to 98 were taken at KM9.5. There is a single CSP culvert, it is in good condition, clear and had virtually no flow, even though there is water ponded upstream, due to inlet elevation being elevated.



Photograph 96: Upstream End of a Single 1300 mm Diameter CSP Culvert at KM9.5. Good Condition, no Obstructions. Water Ponded on Upstream with very Low Flow Due to Elevated Inlet of CSP (20 September 2017)



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Photograph 97: Downstream End of a Single 1300 mm Diameter CSP Culvert at KM9.5 (20 September 2017)



Photograph 98: KM9.5, Looking from Downstream to Upstream Through the 1300 mm Diameter Culvert (20 September 2017)



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Photographs 99 to 106 taken of M-5 Bridge, at KM10.5. Abutments all look good.

Photograph 99: M-5 Bridge at KM10.5 Left (North) Abutment, Upstream Side (20 September 2017)



Photograph 100: M-5 Bridge at KM10.5 Left (North) Abutment, Downstream Side (20 September 2017)



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Photograph 101: M-5 Bridge at KM10.5 Left (North) Abutment Looking Upstream from the Downstream Side of the Bridge (20 September 2017)



Photograph 1022: M-5 Bridge at KM10.5, Exposed Fabric on Downstream End of Left (North) Abutment Indicating Possible Erosion (20 September 2017)



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Photograph 103: M-5 Bridge at KM10.5 Right (South) Abutment, Upstream Side. Area of Possible Erosion or Settlement Identified During 2016 Inspection Shows no Signs of Change (20 September 2017)



Photograph 104: M-5 Bridge at KM10.5 Right (South) Abutment, Downstream Side (20 September 2017)