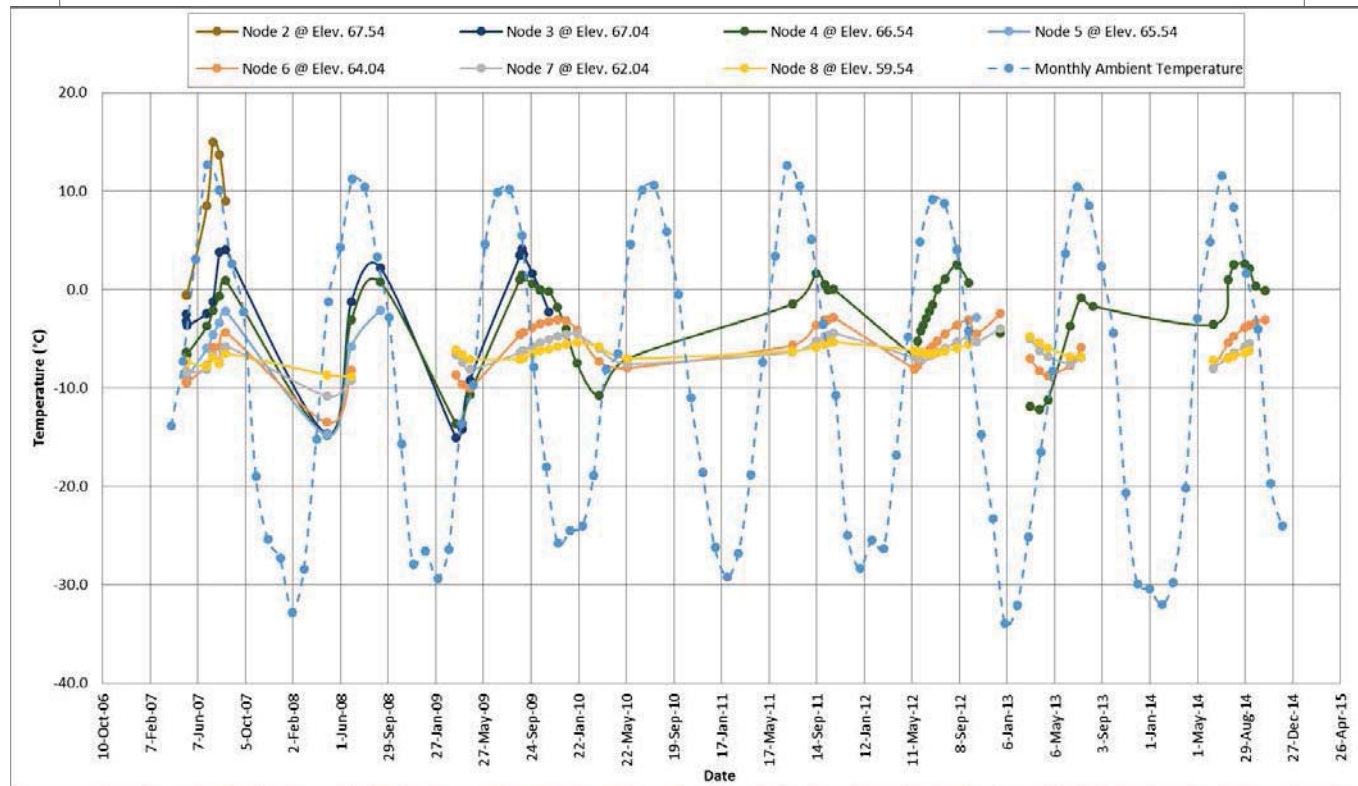
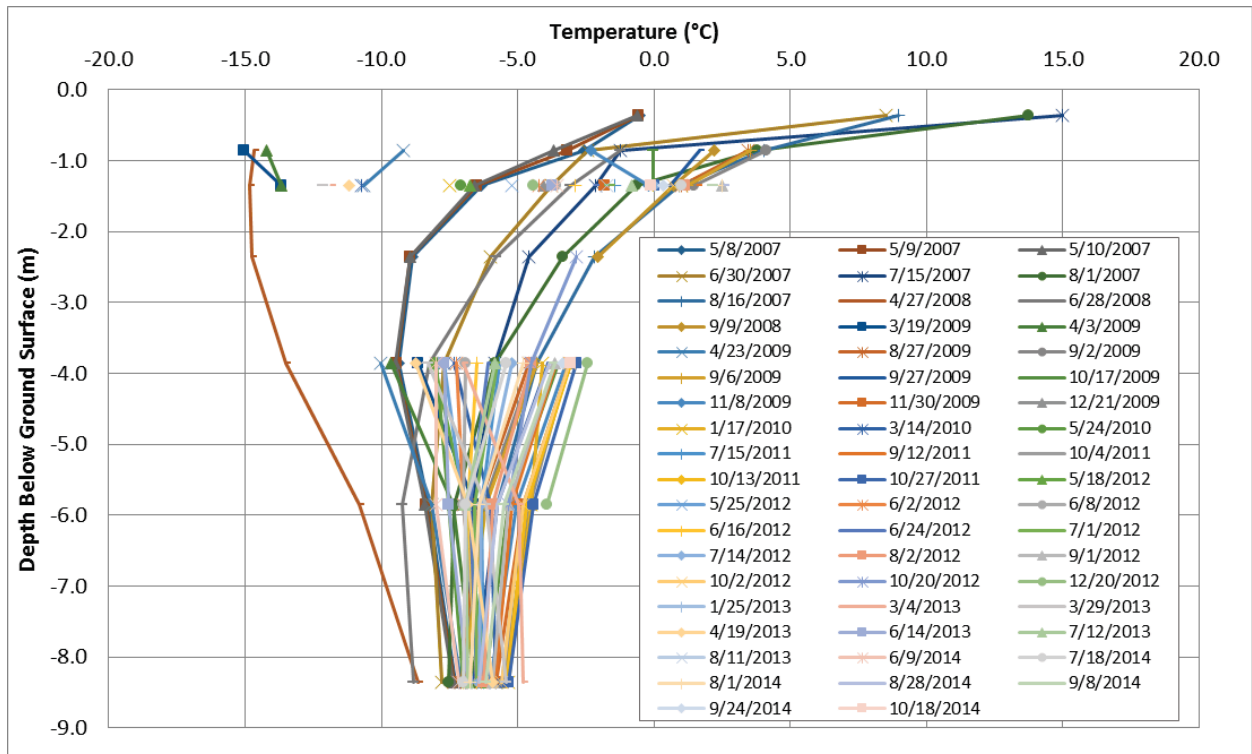
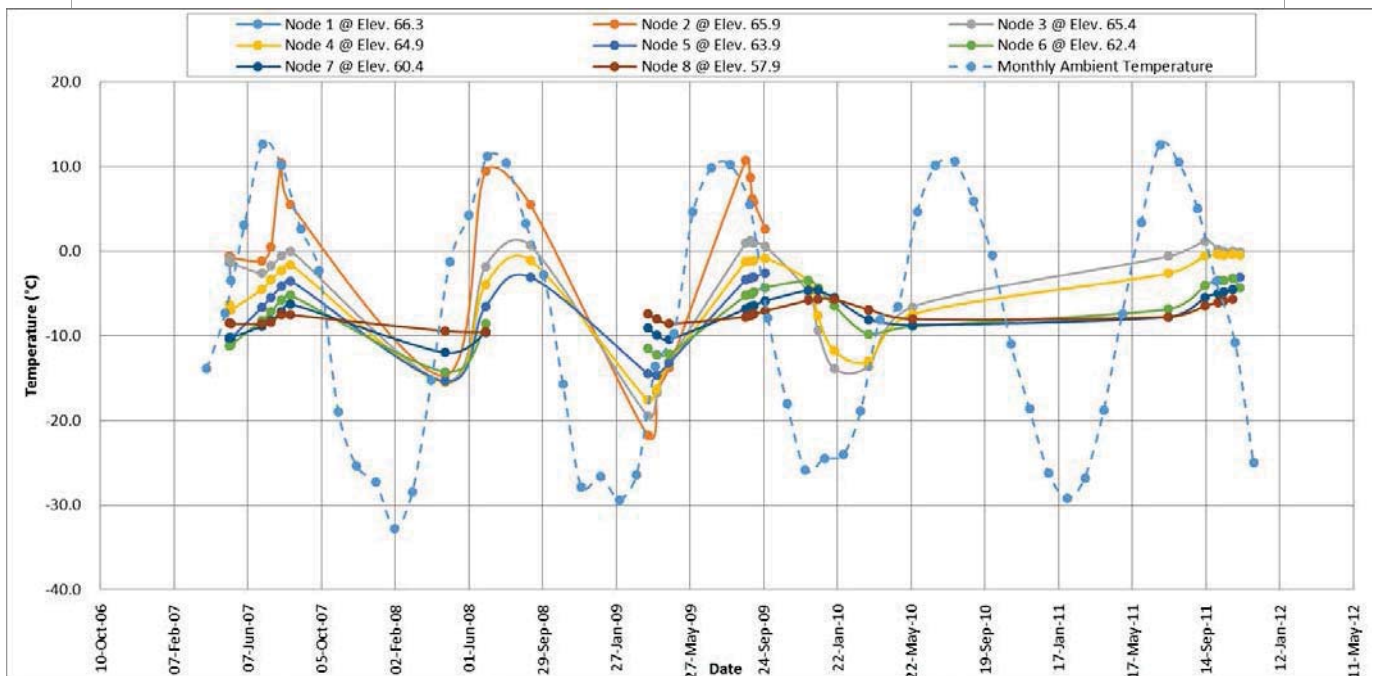
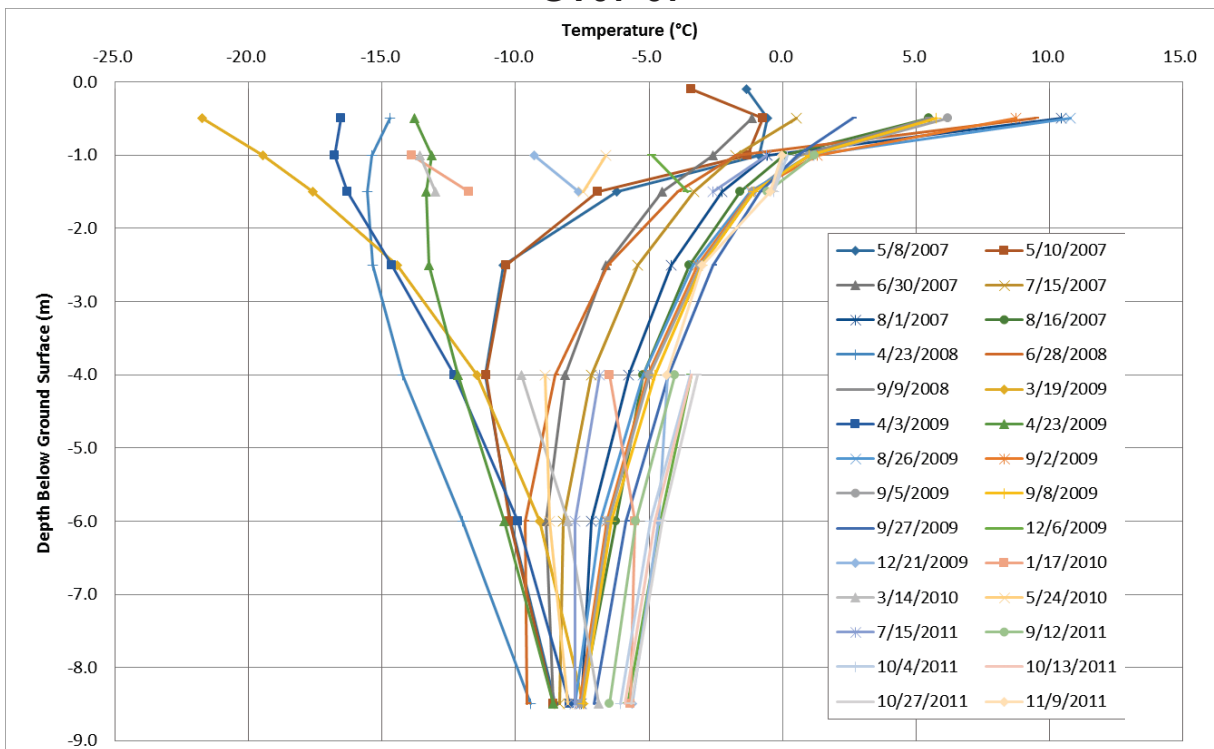


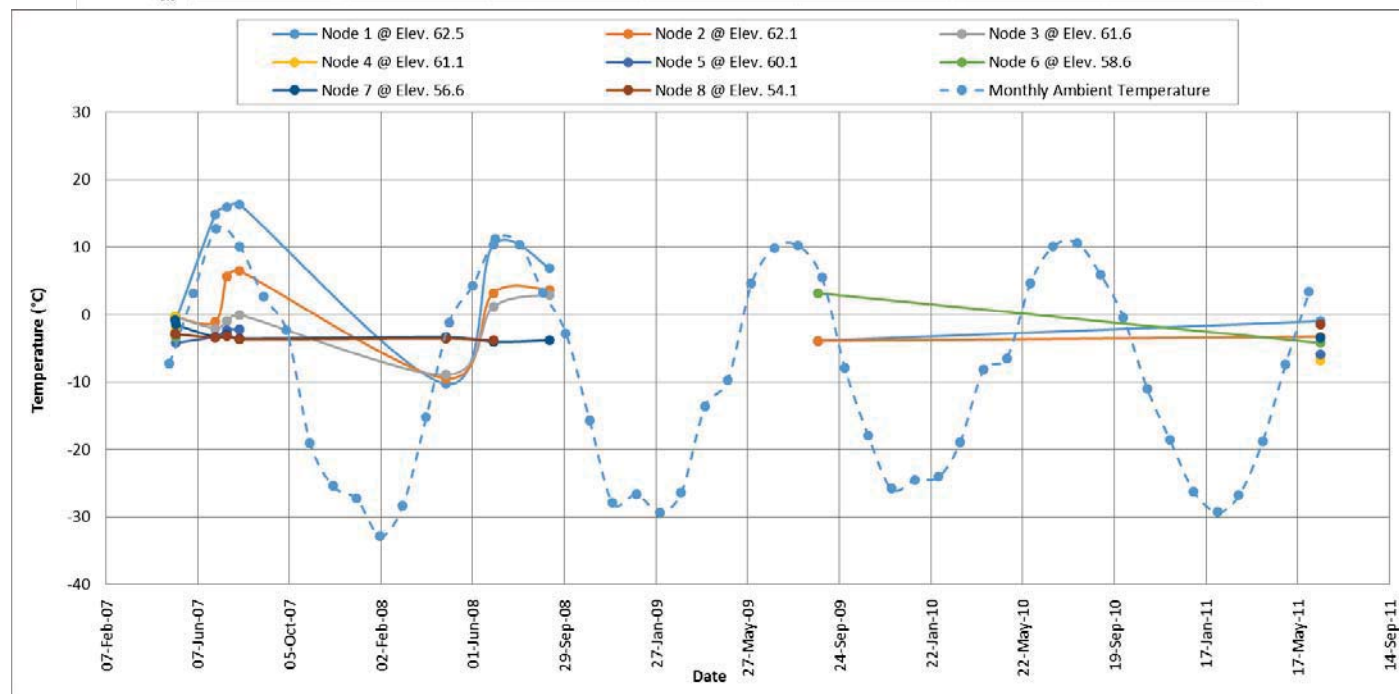
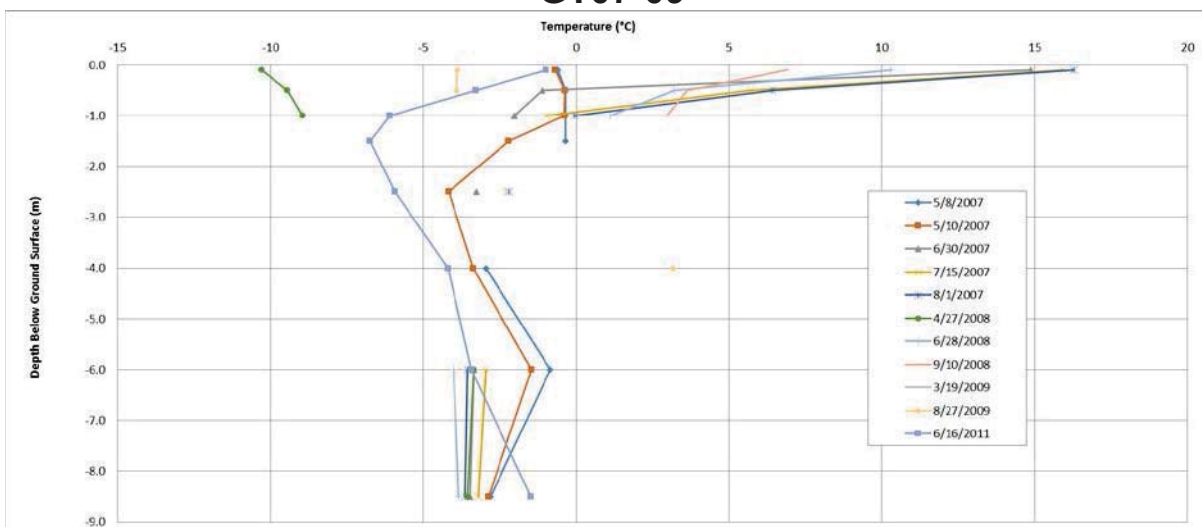
GT07-06



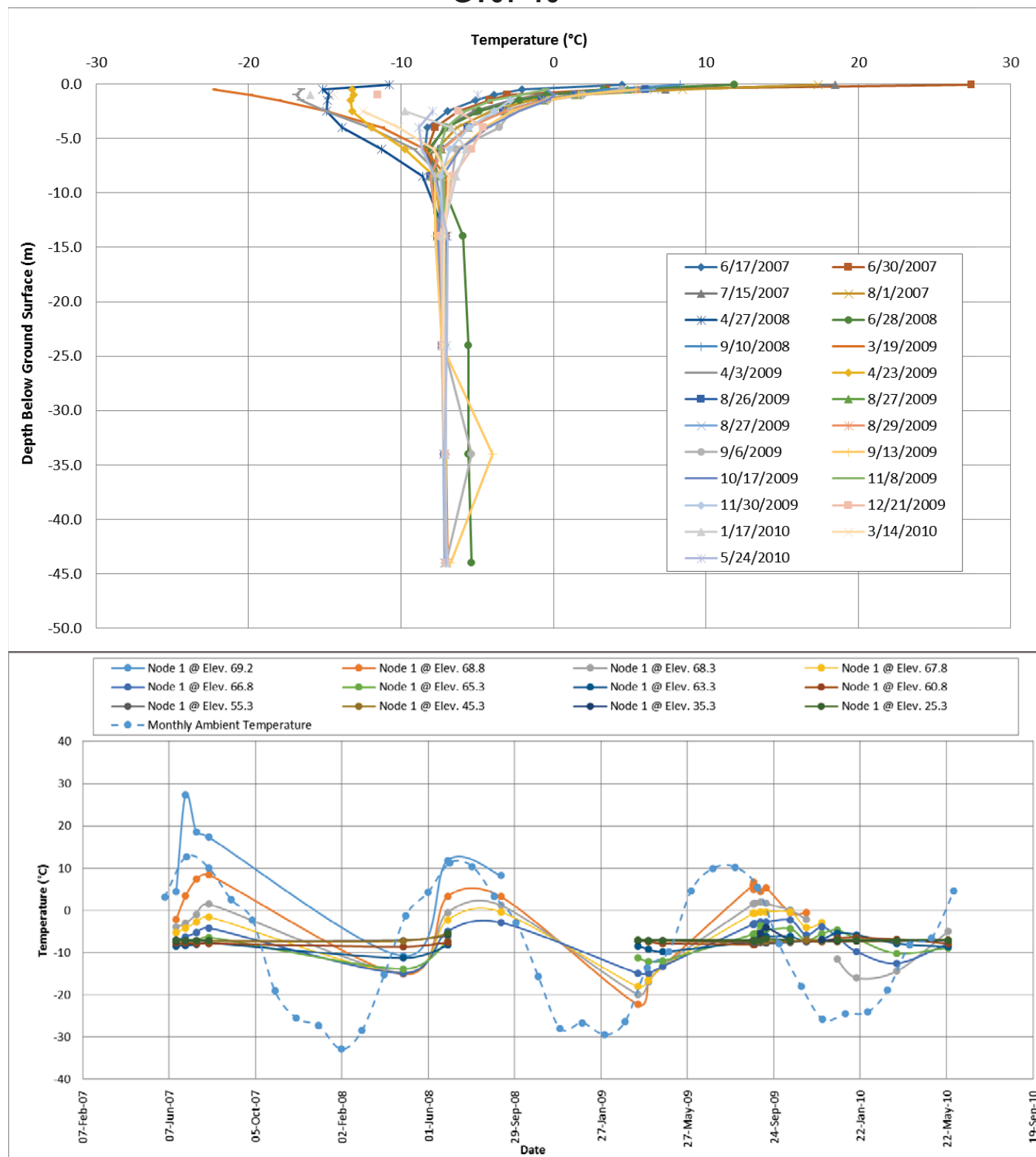
GT07-07



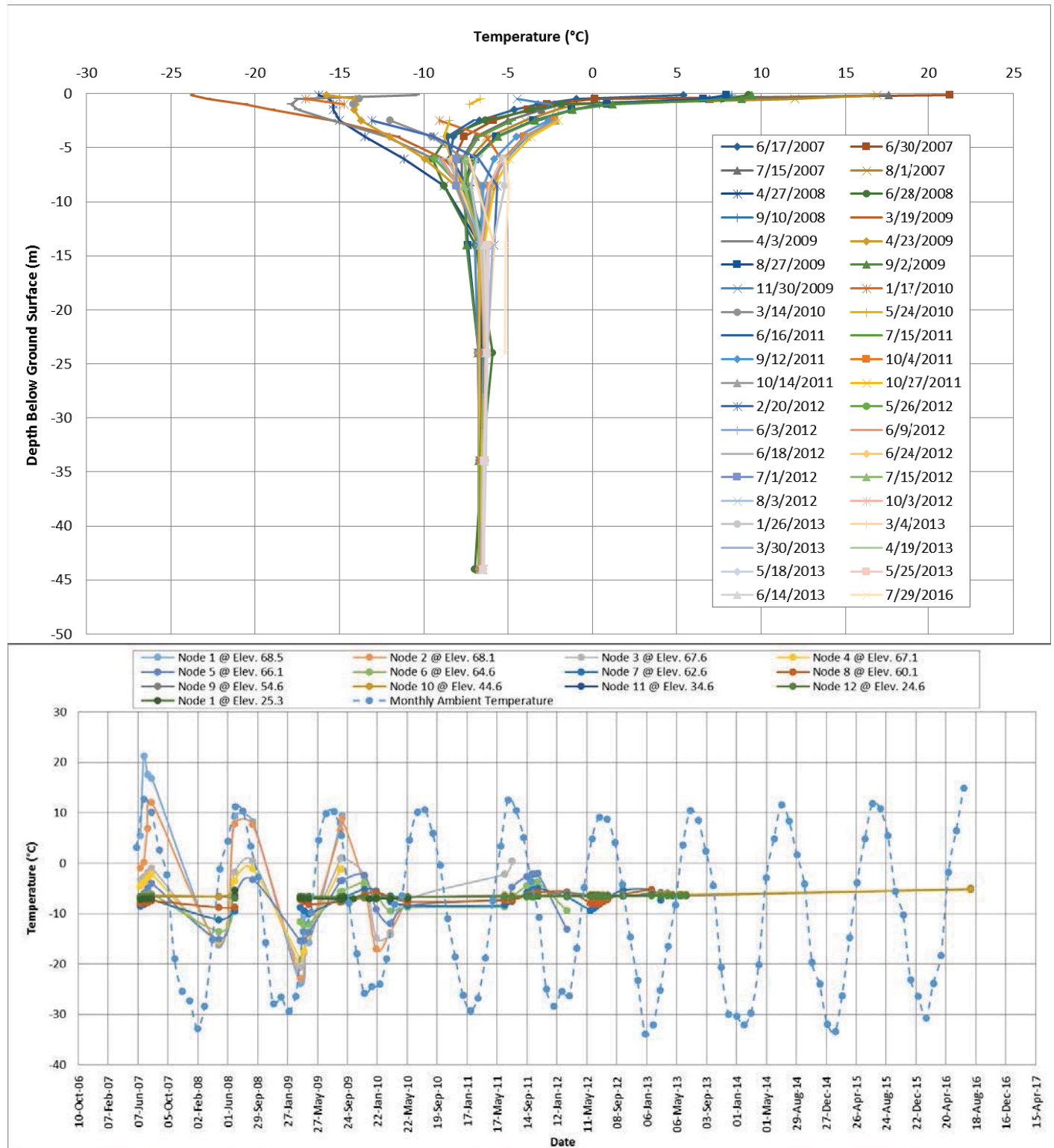
GT07-09



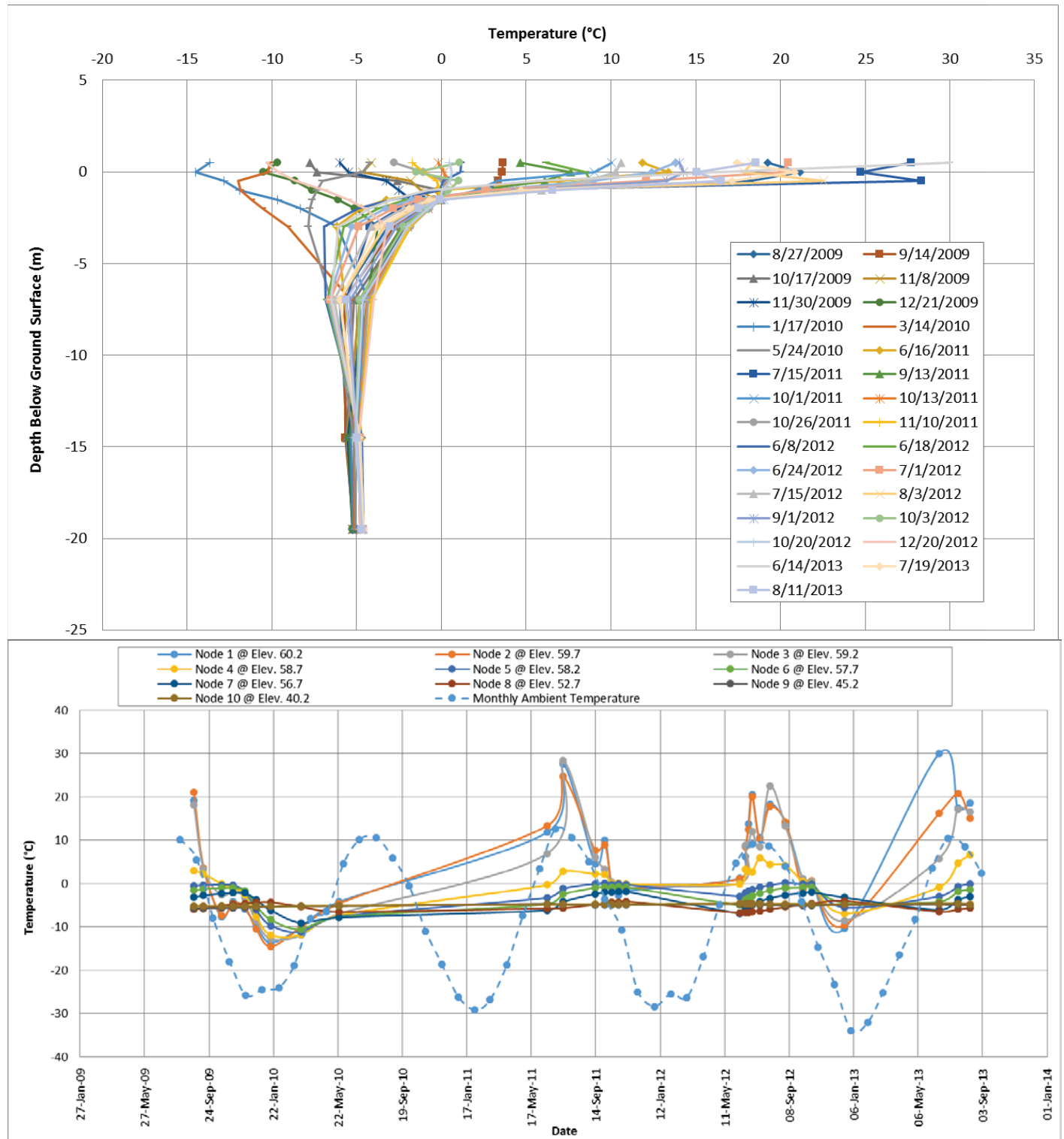
GT07-10



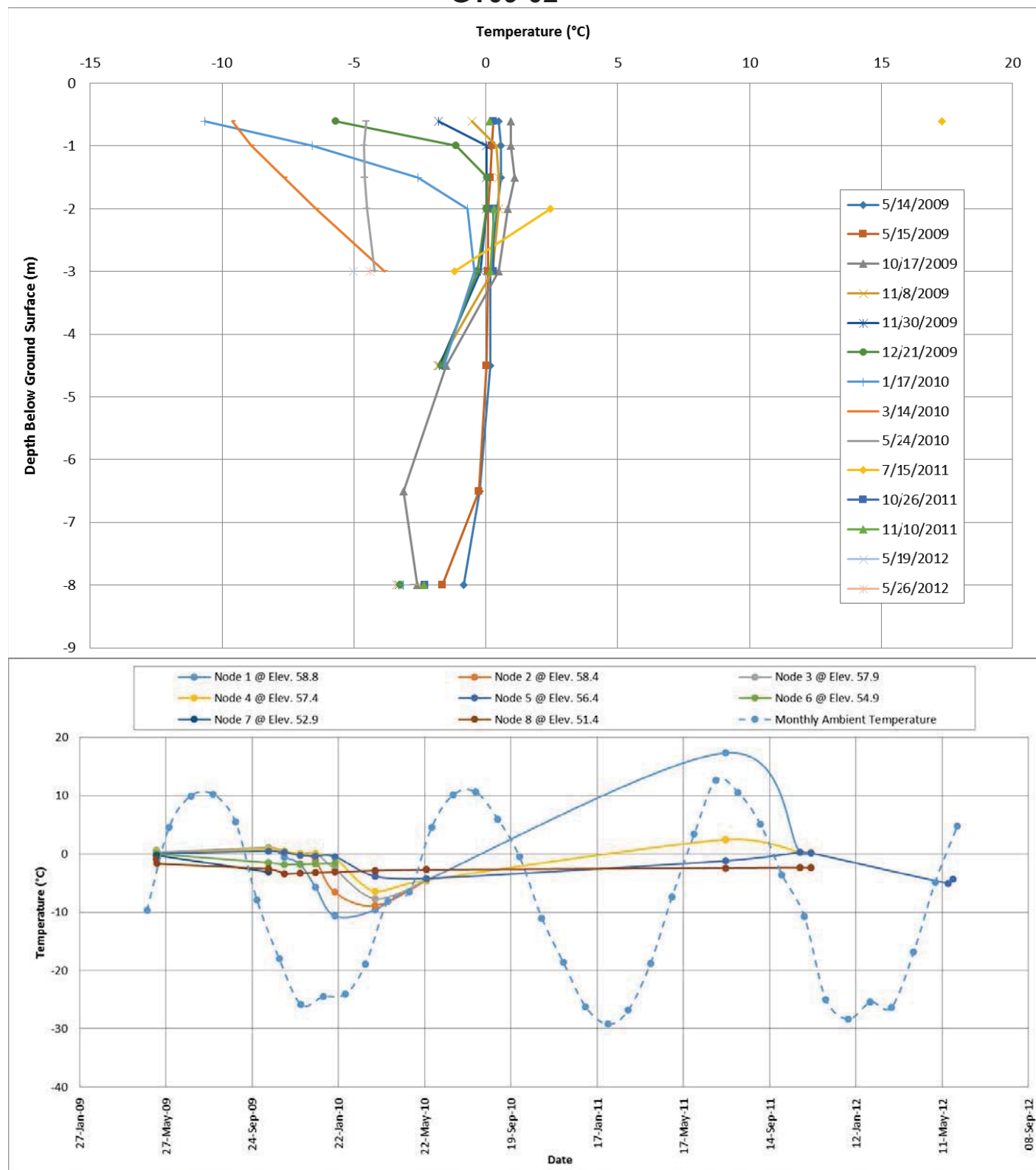
GT07-11



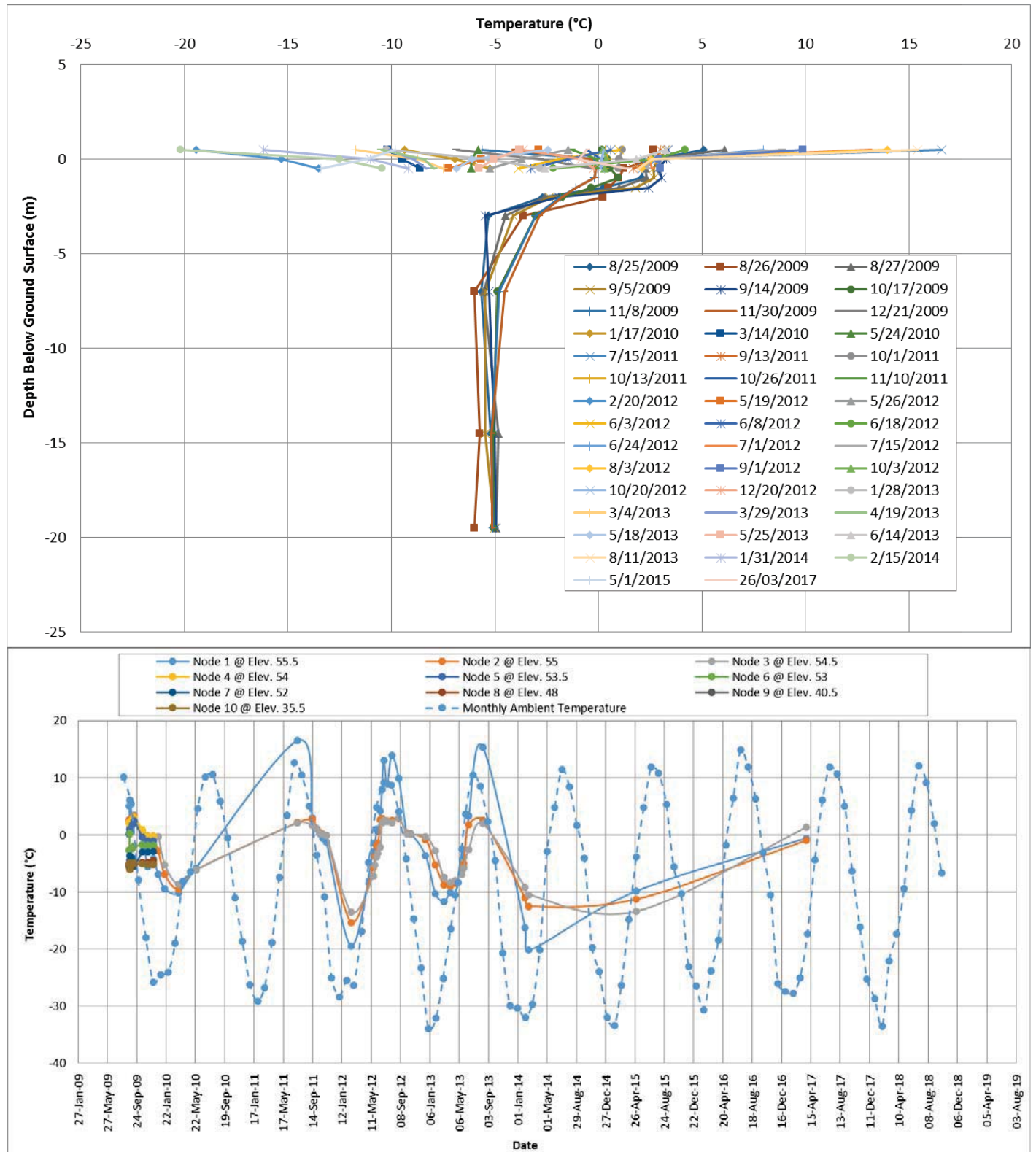
GT09-01



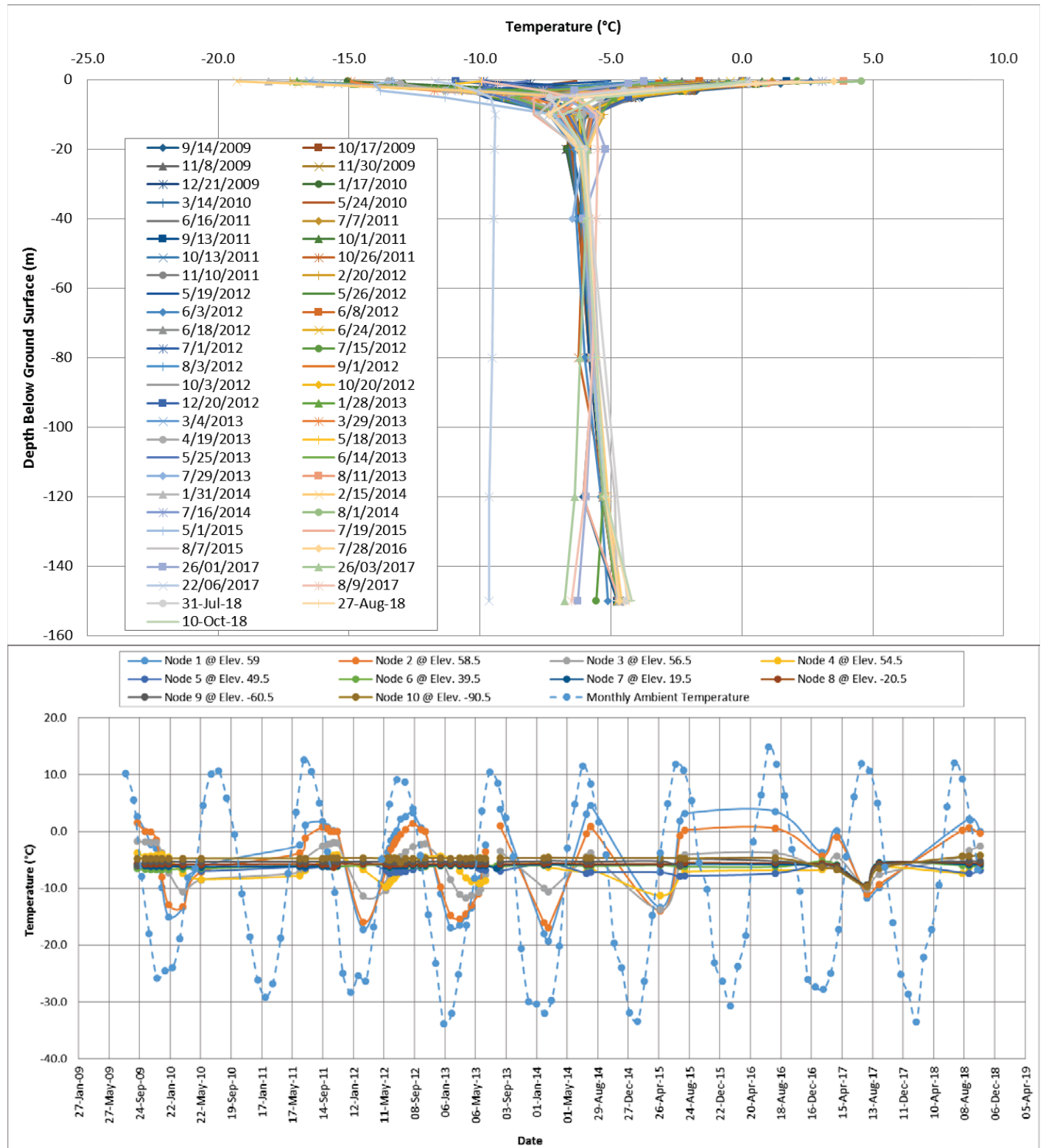
GT09-02



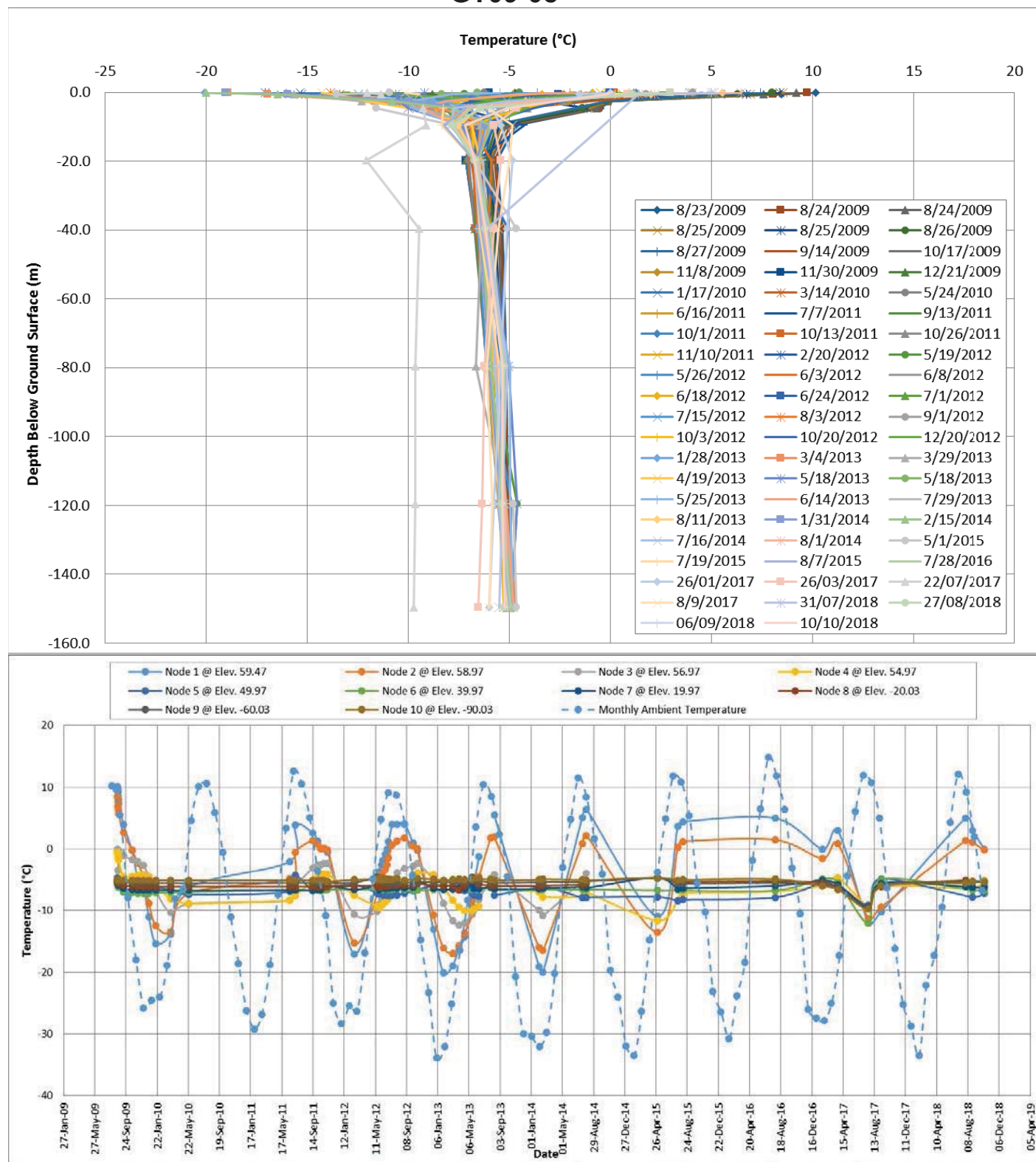
GT09-04



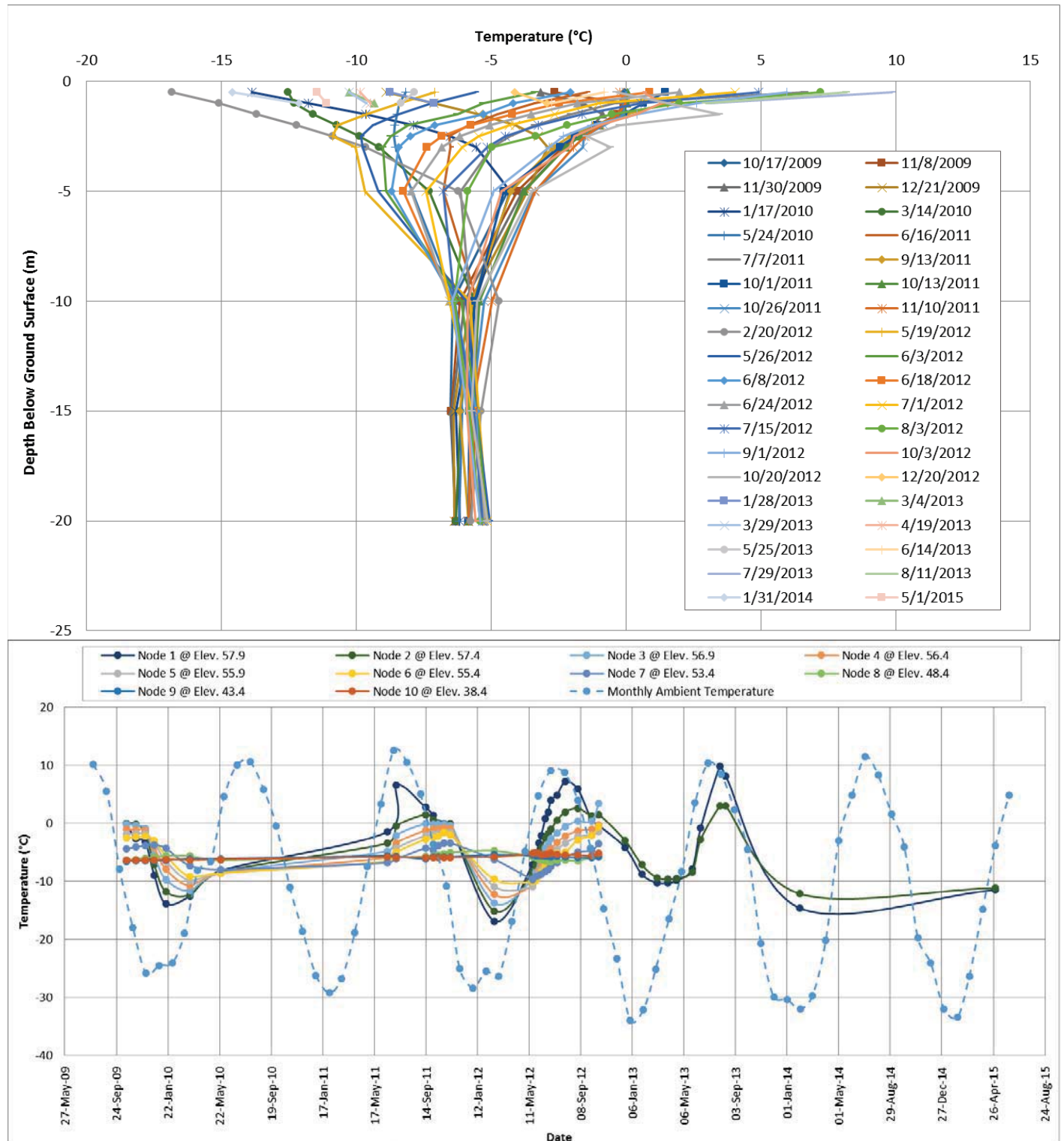
GT09-07



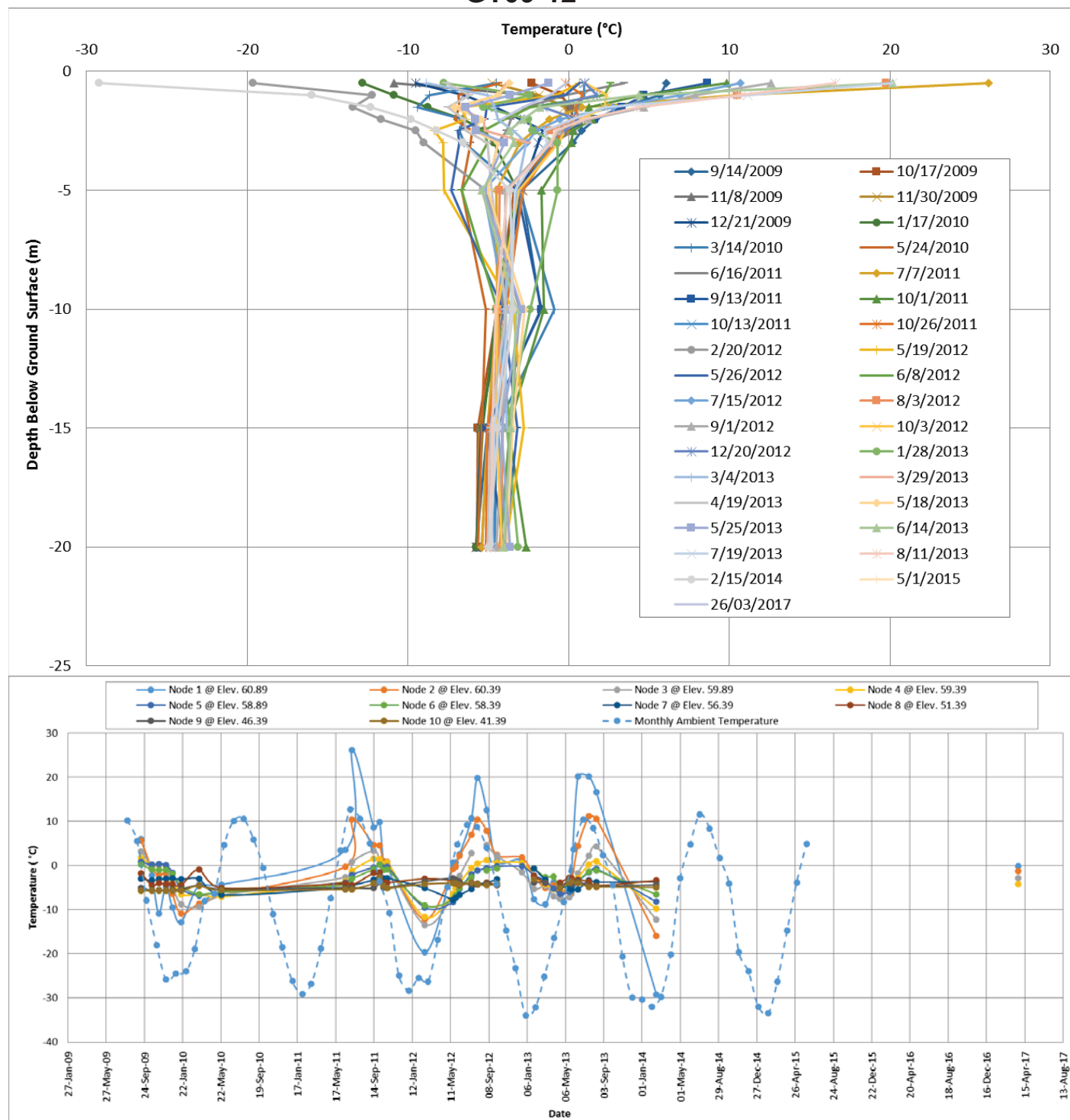
GT09-08



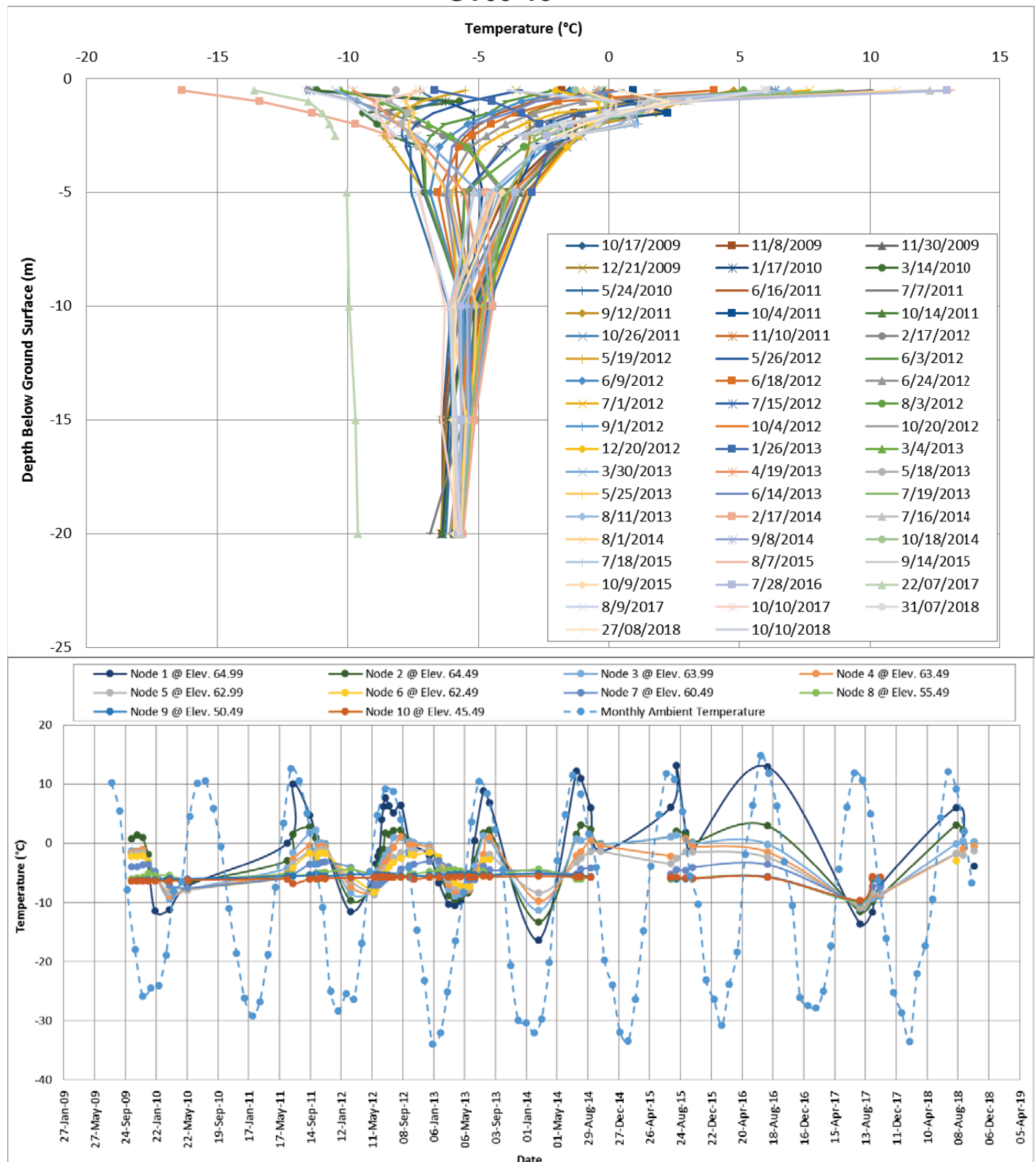
GT09-10



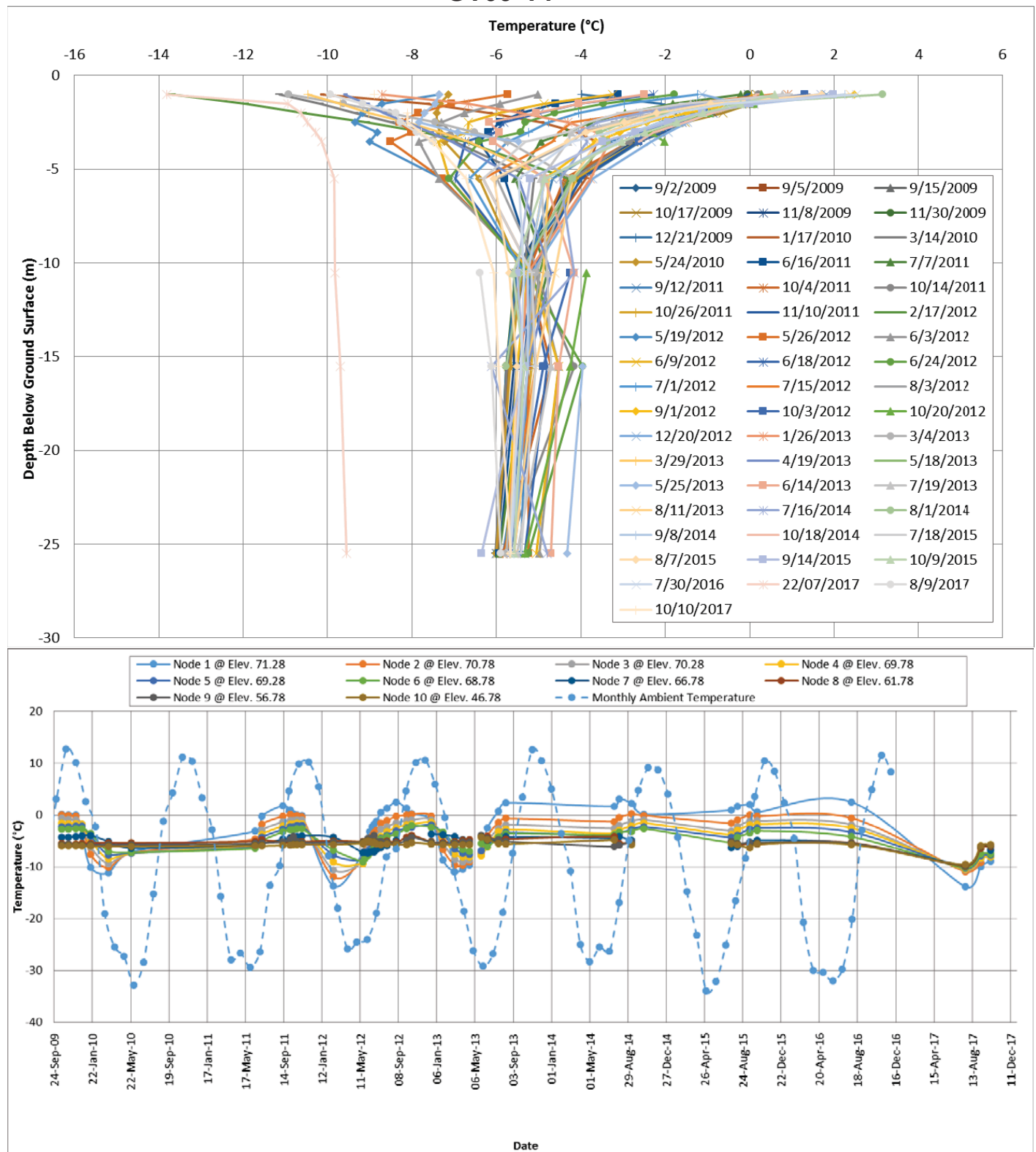
GT09-12



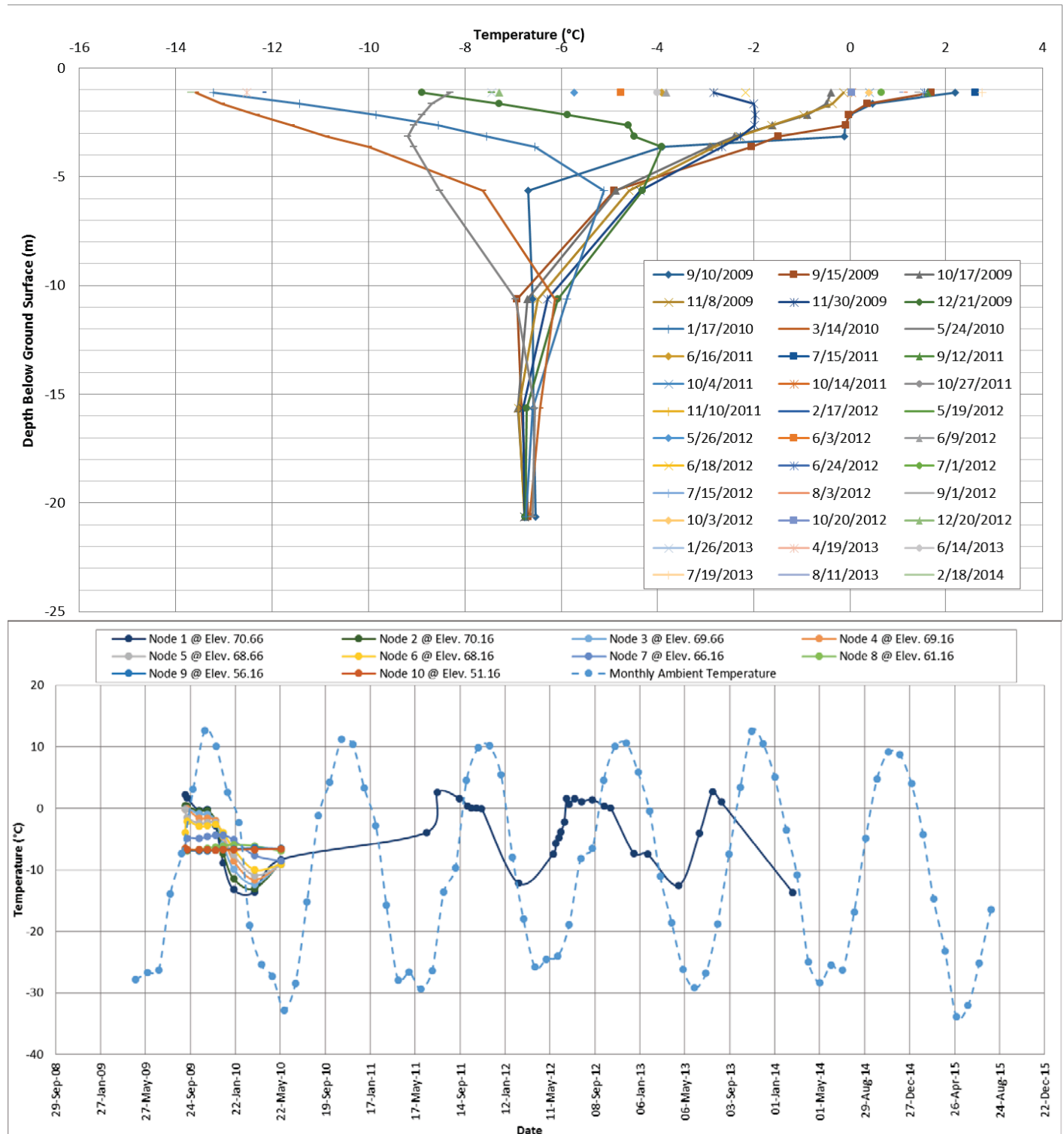
GT09-13



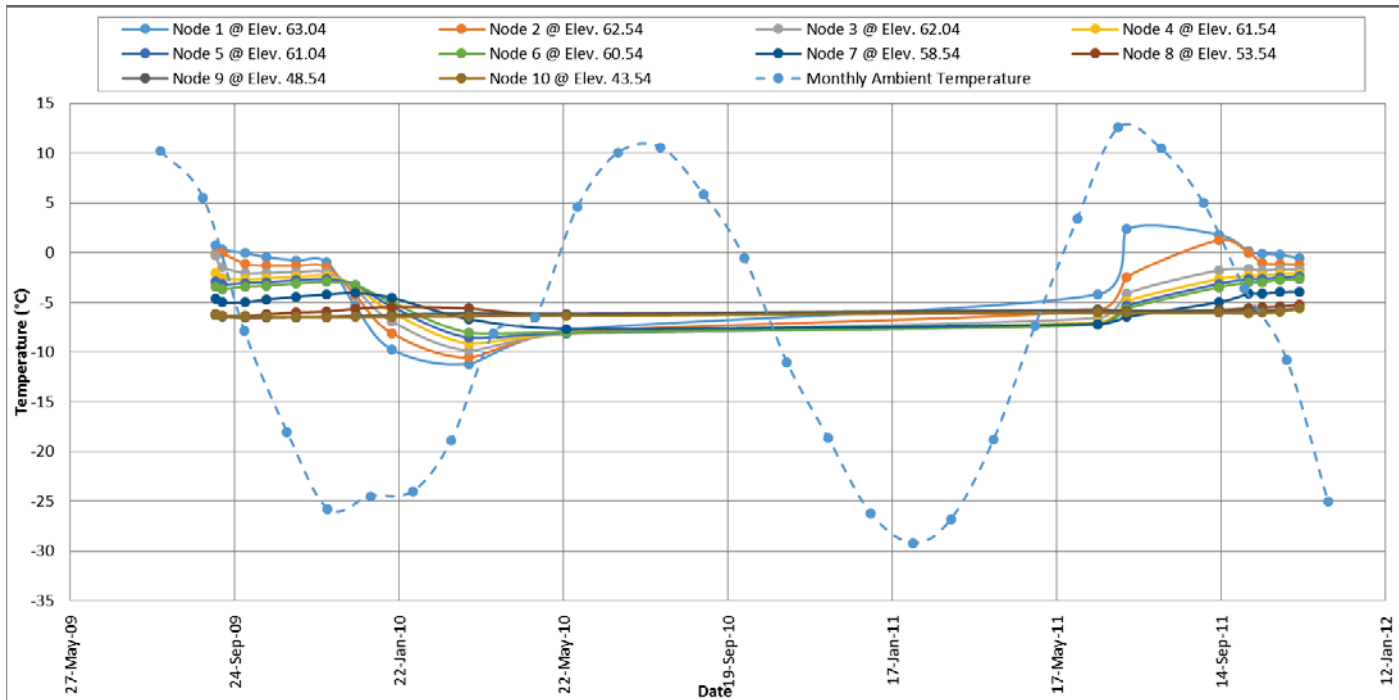
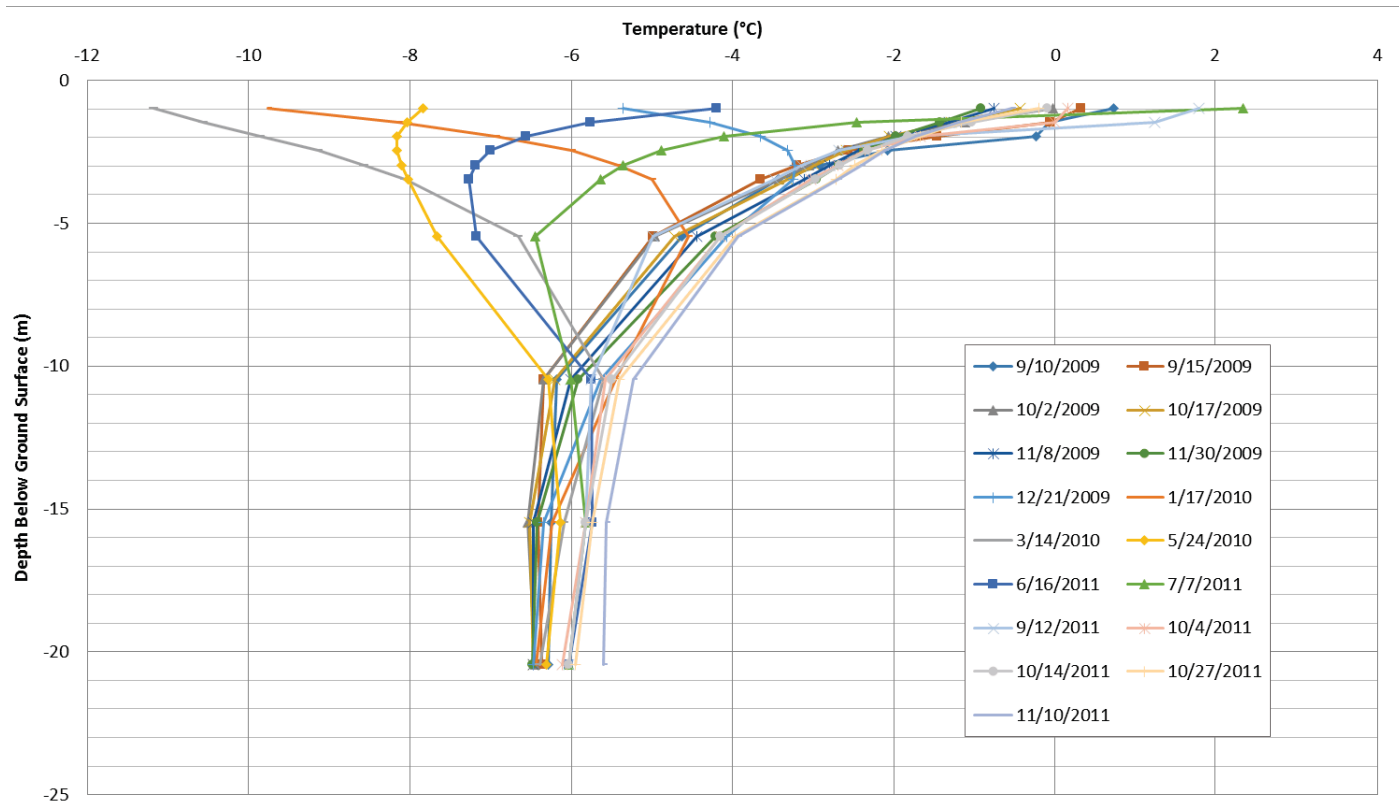
GT09-14



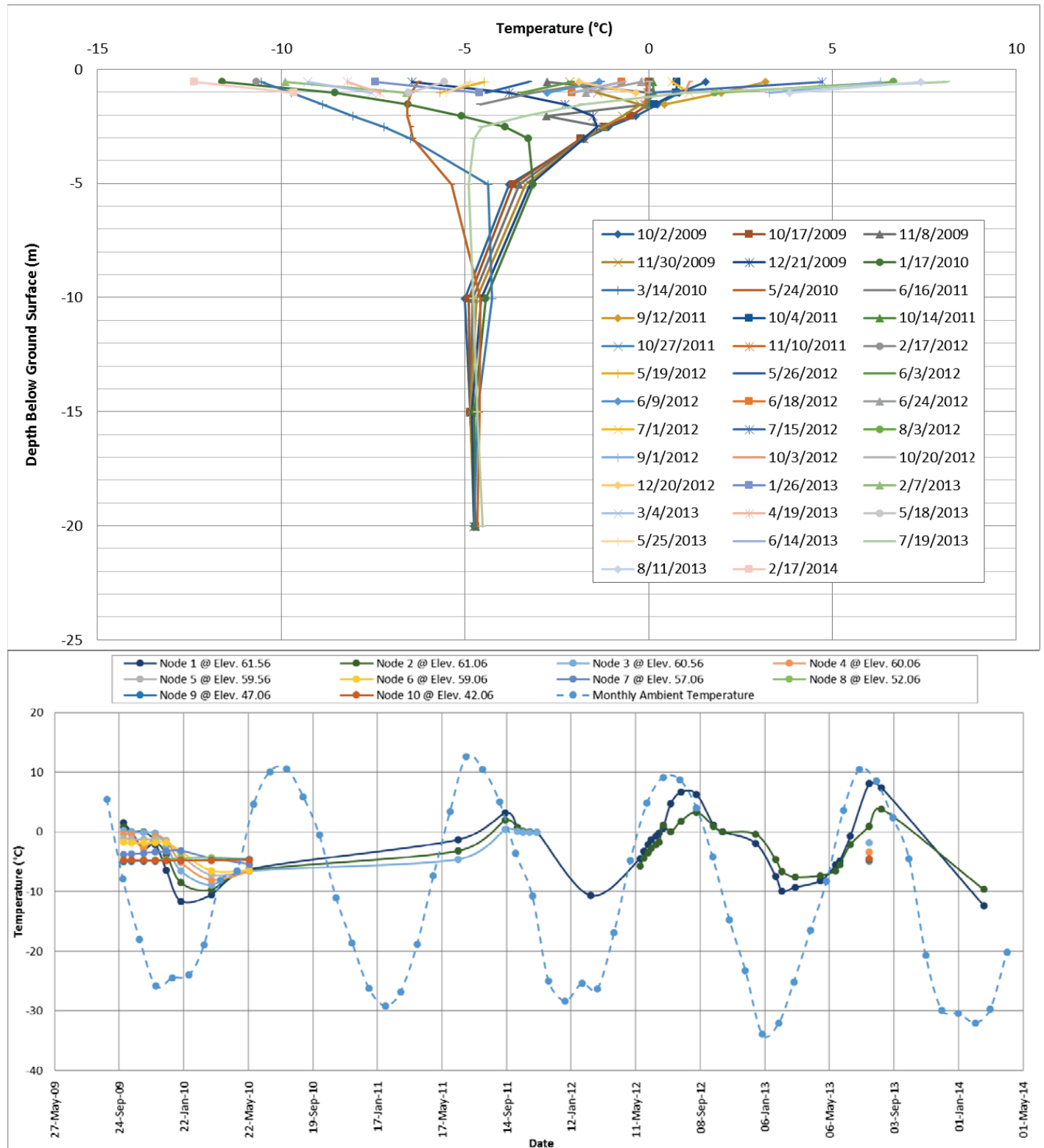
GT09-16



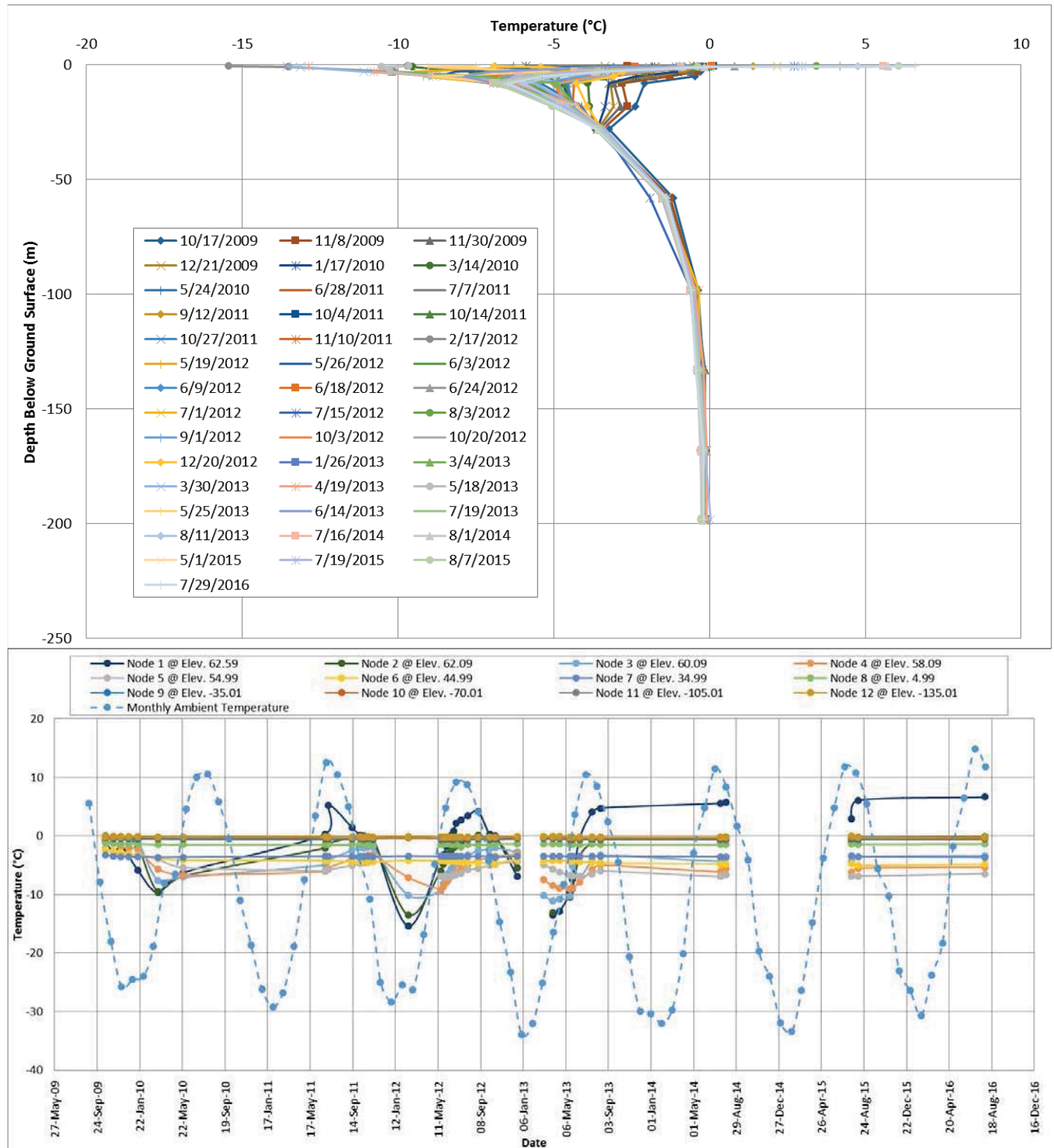
GT09-17

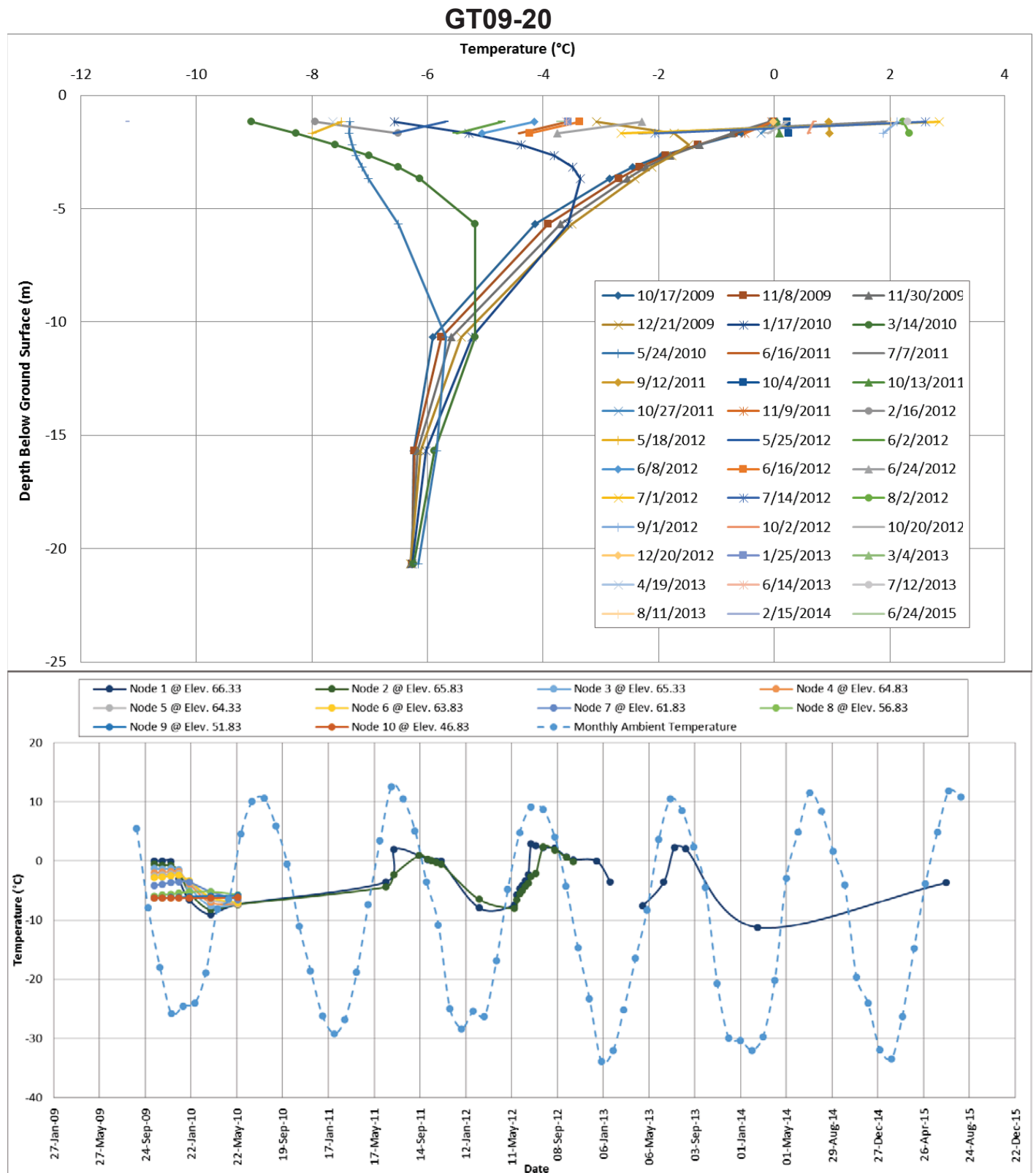


GT09-18

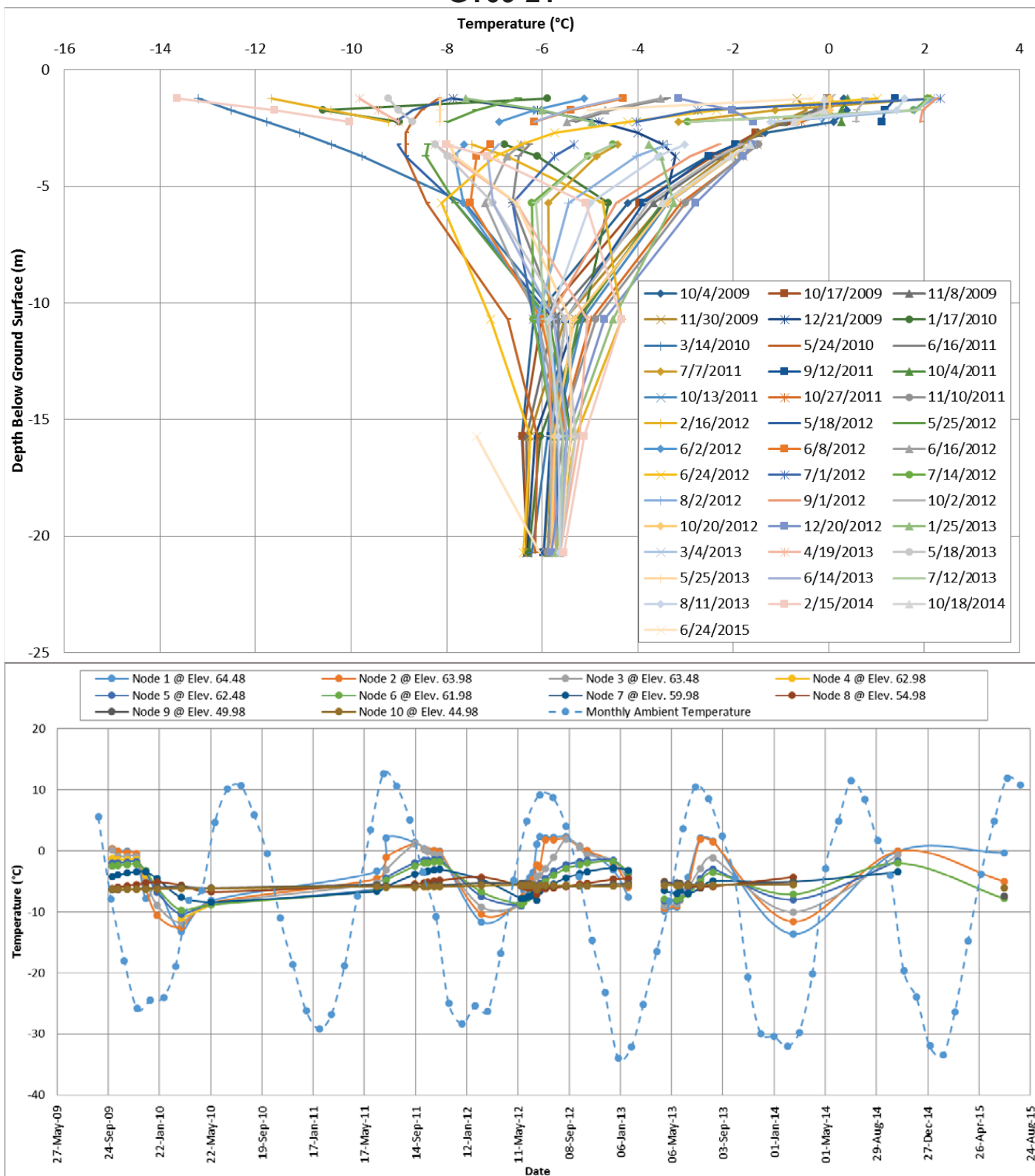


GT09-19

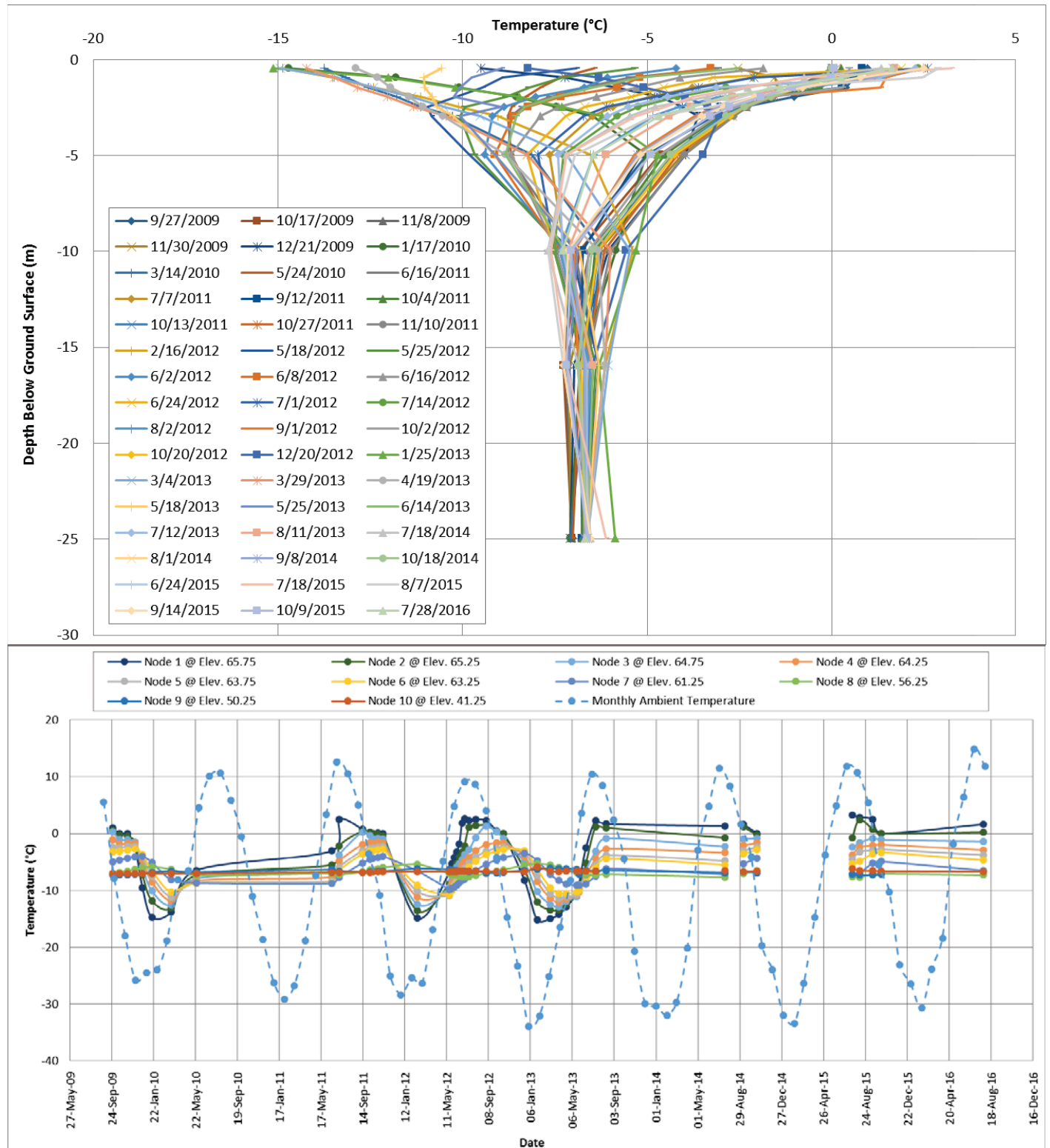




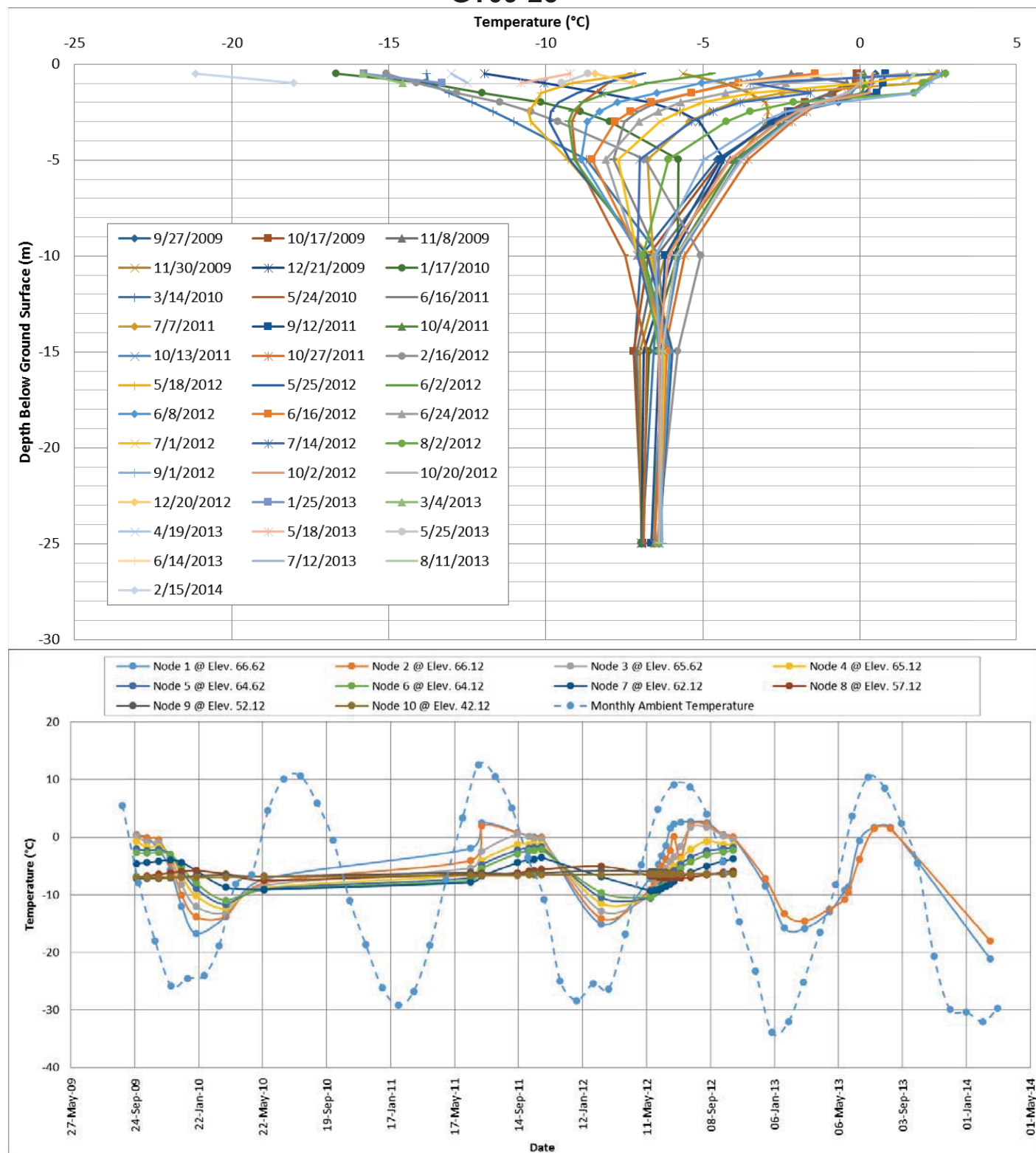
GT09-21



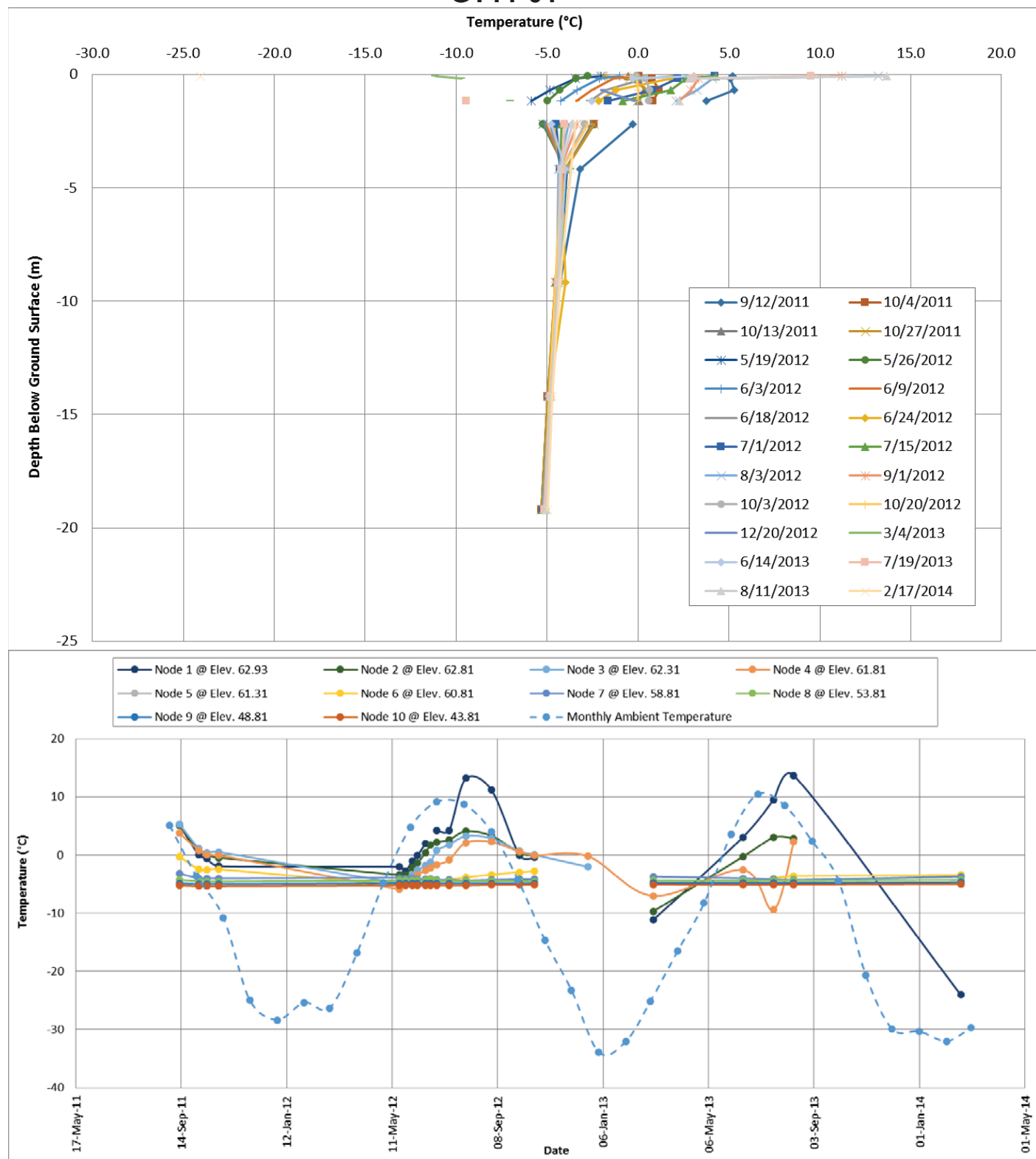
GT09-22



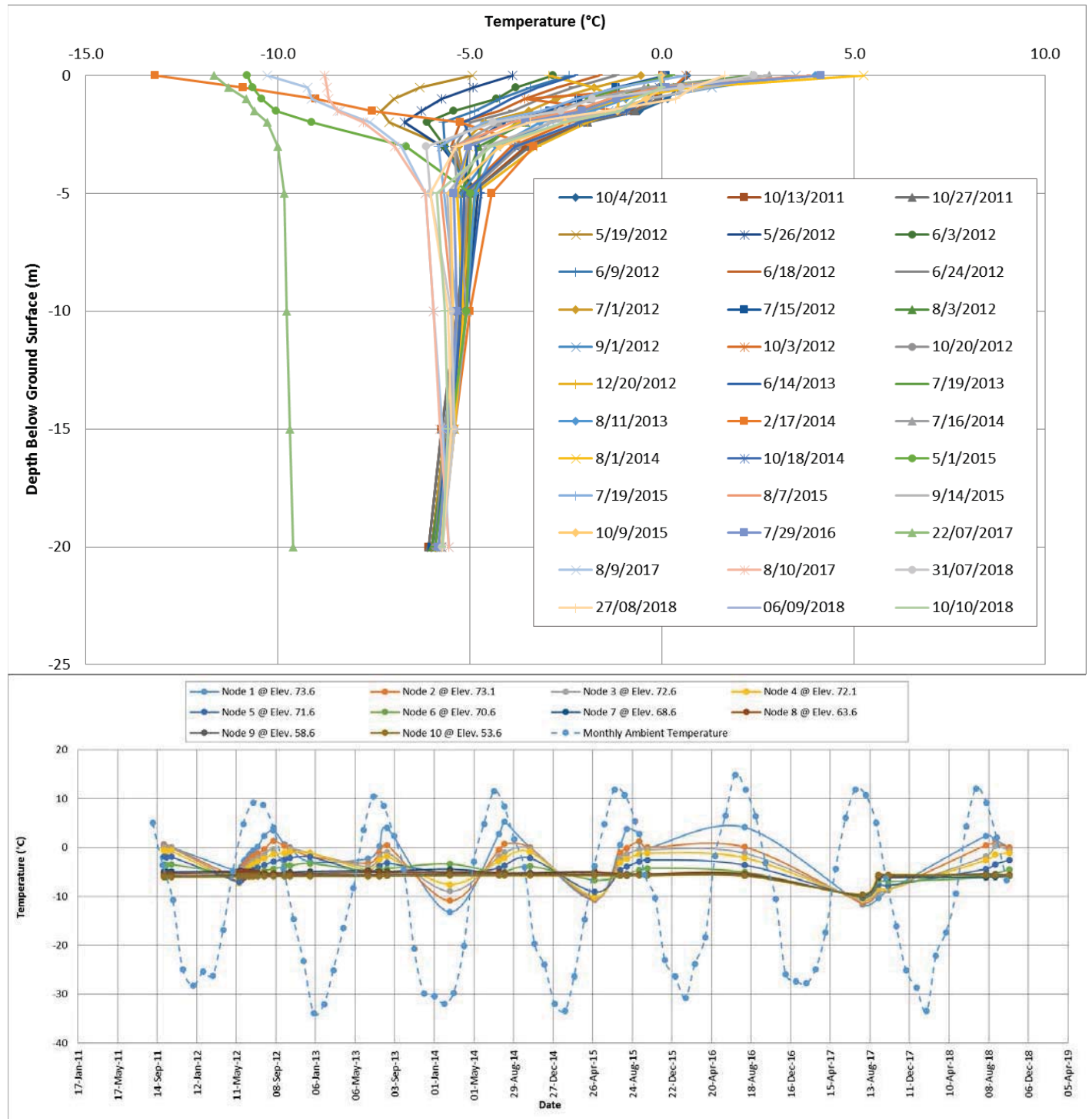
GT09-25



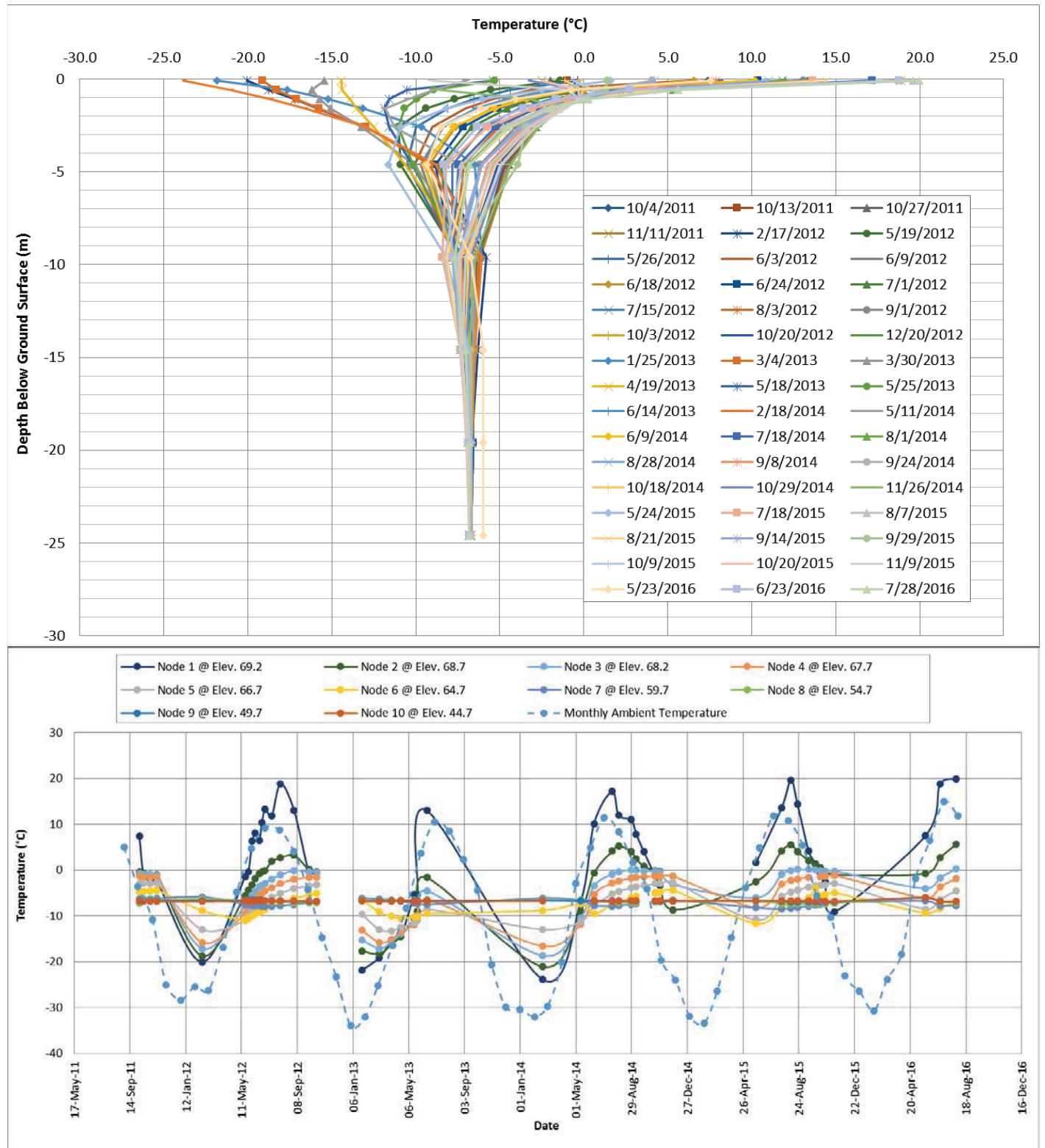
GT11-01



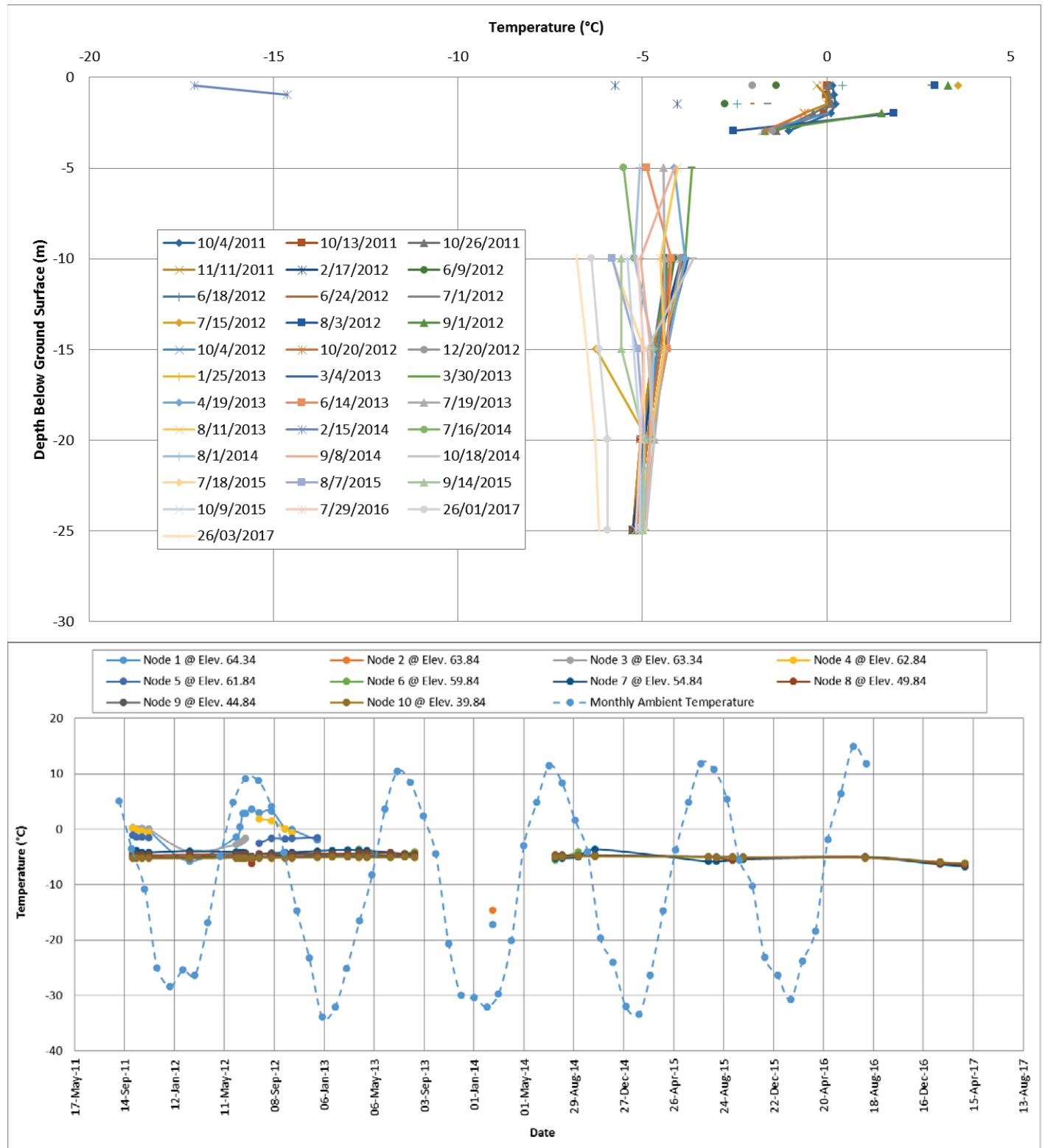
GT11-02



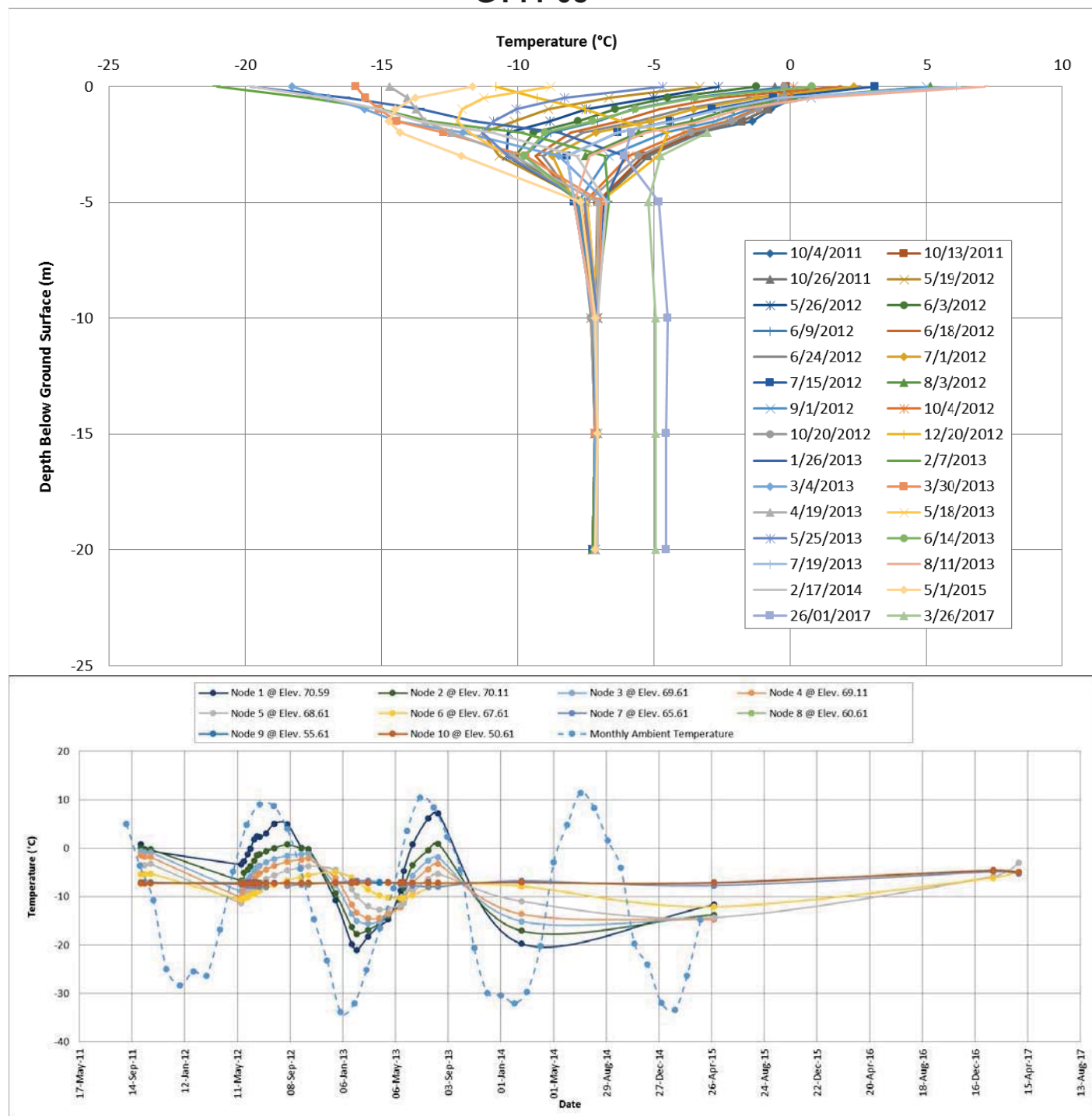
GT11-05



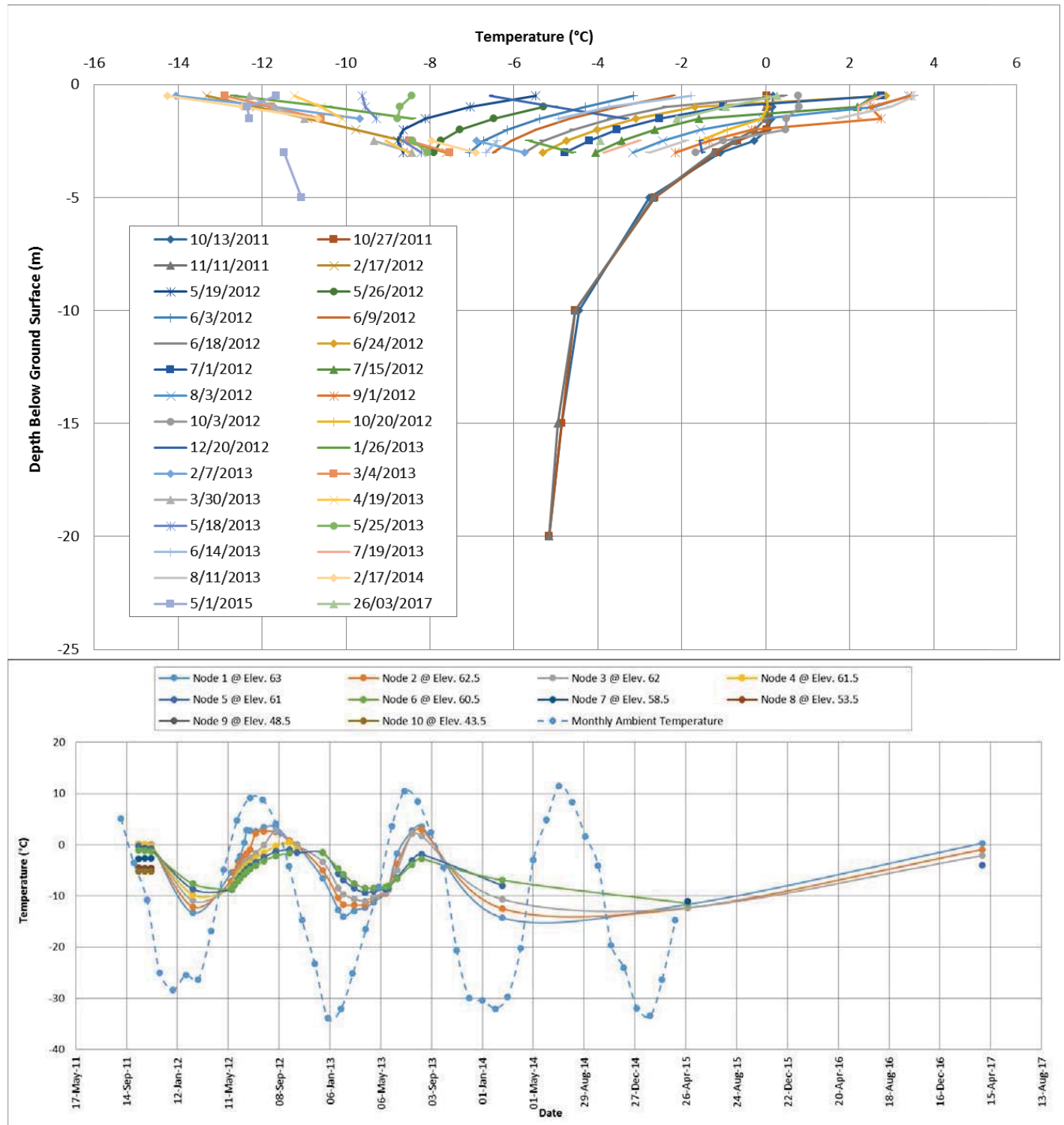
GT11-07



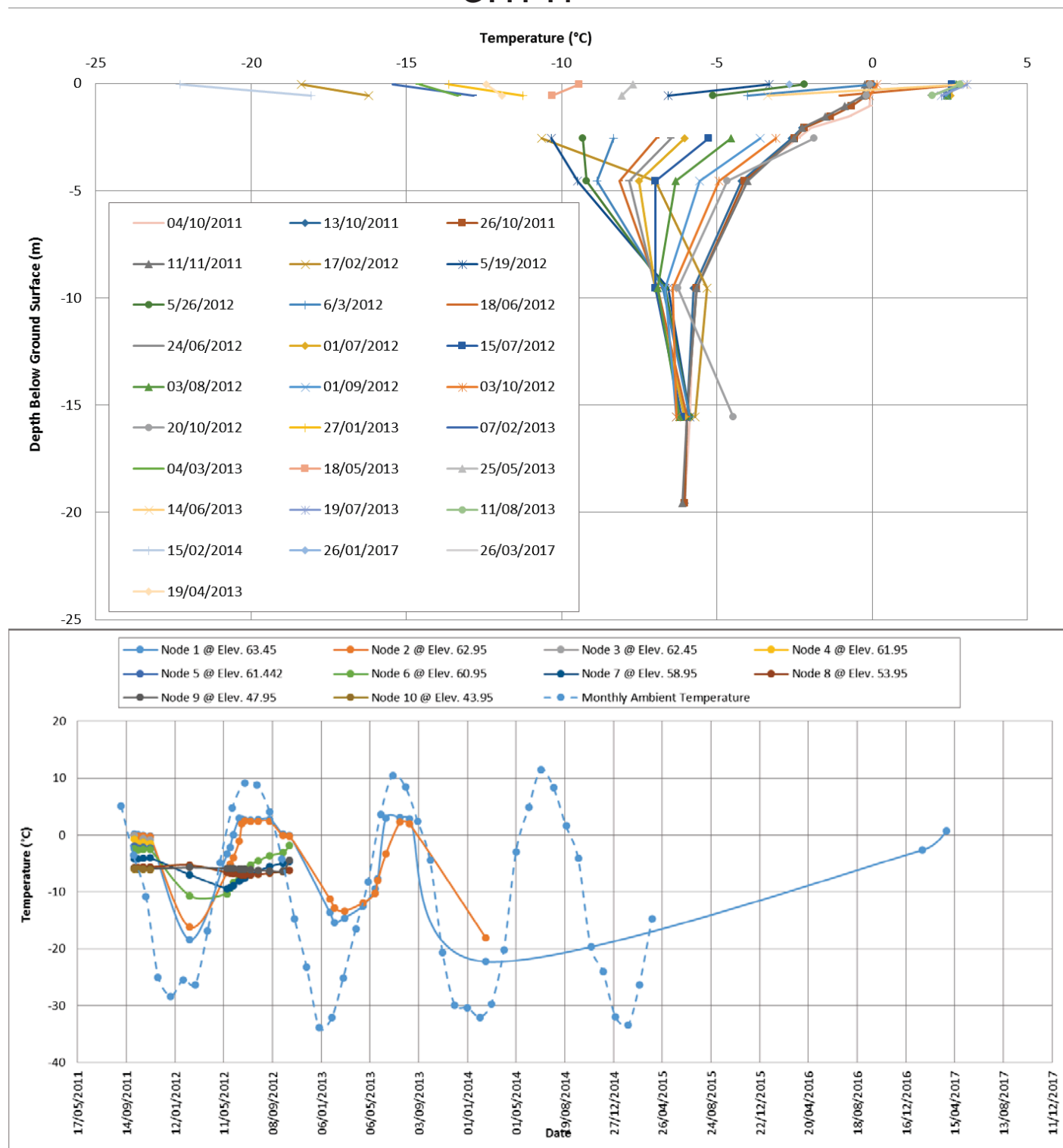
GT11-08



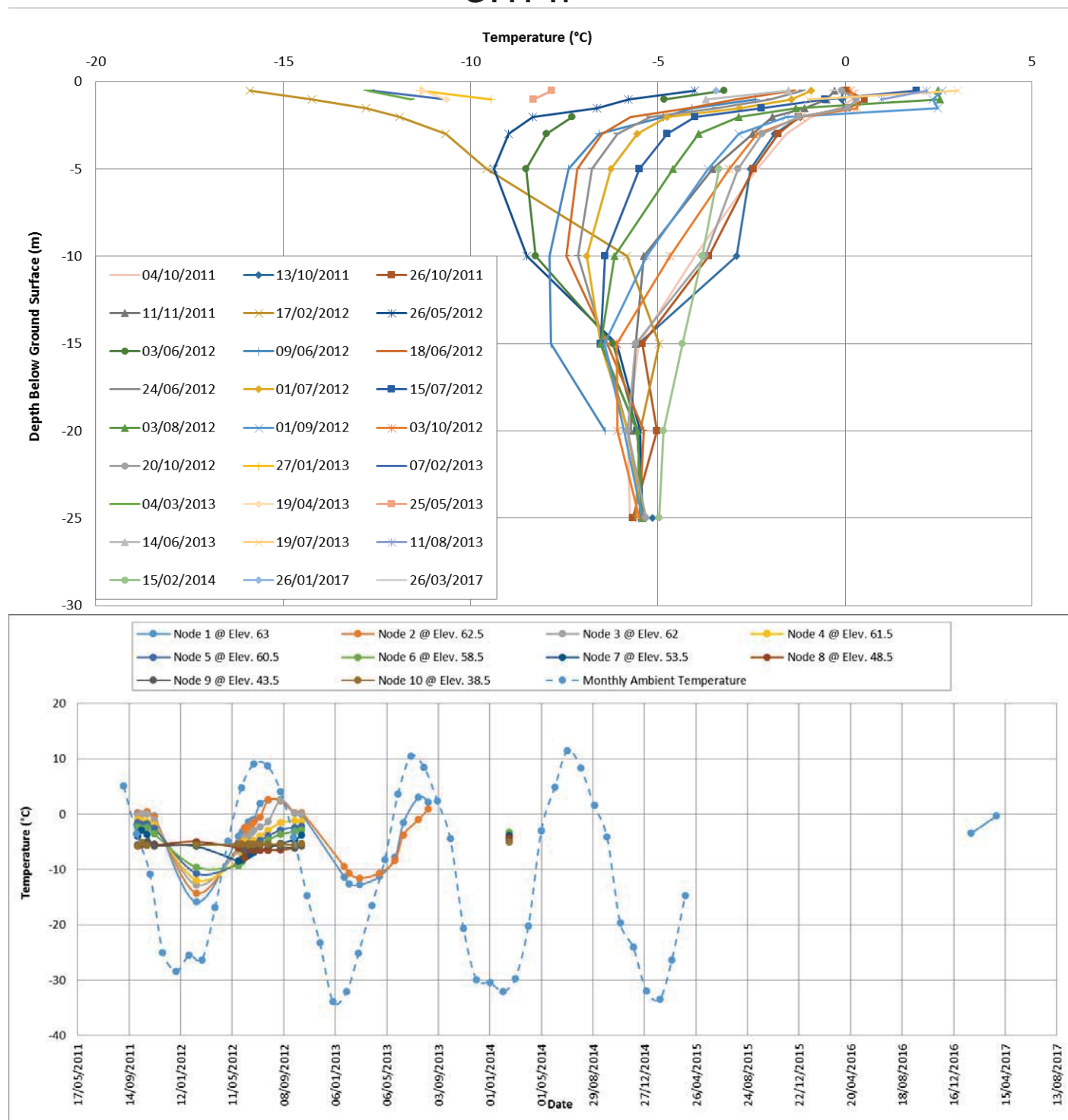
GT11-12



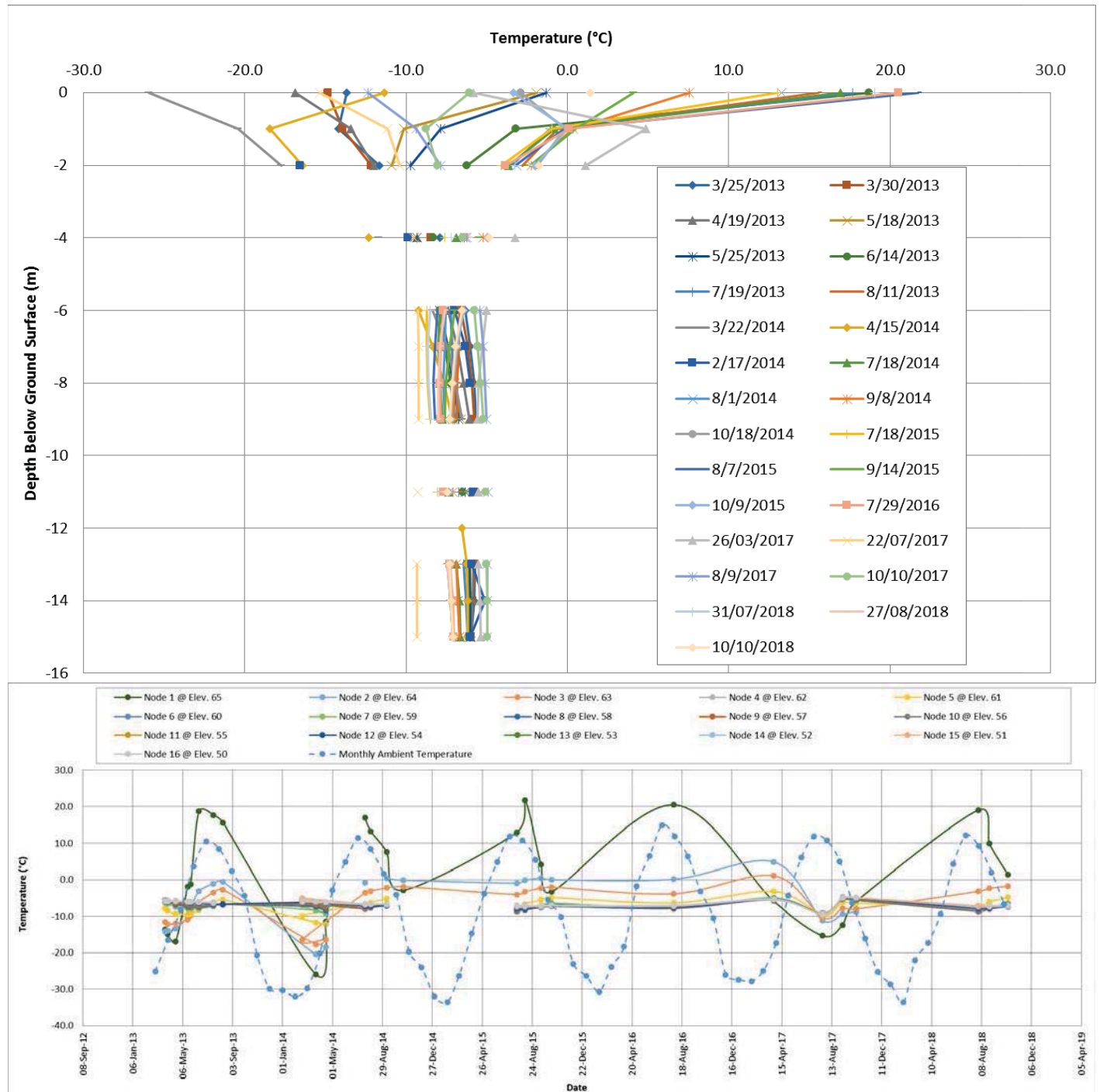
GT11-14



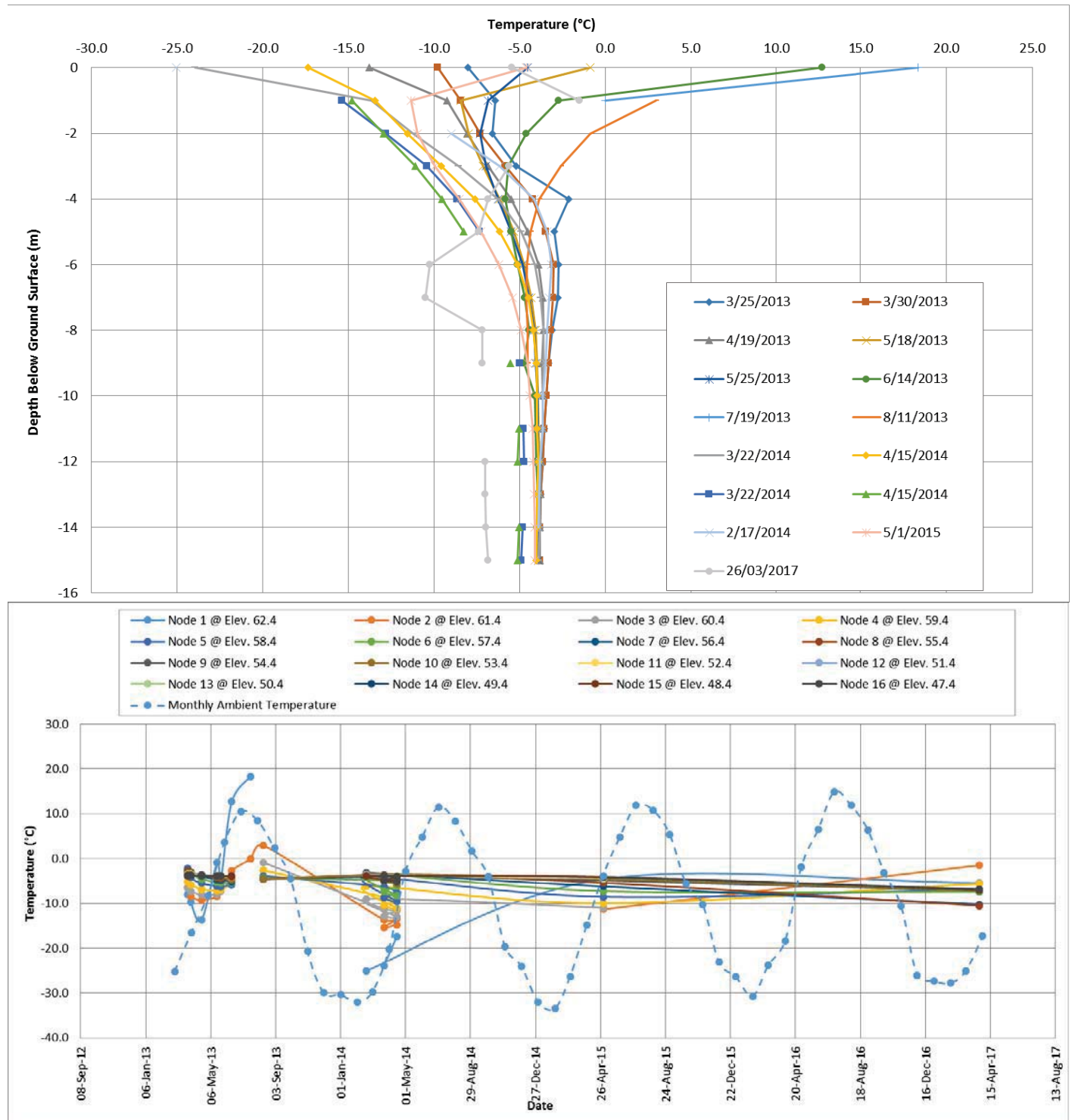
GT11-17



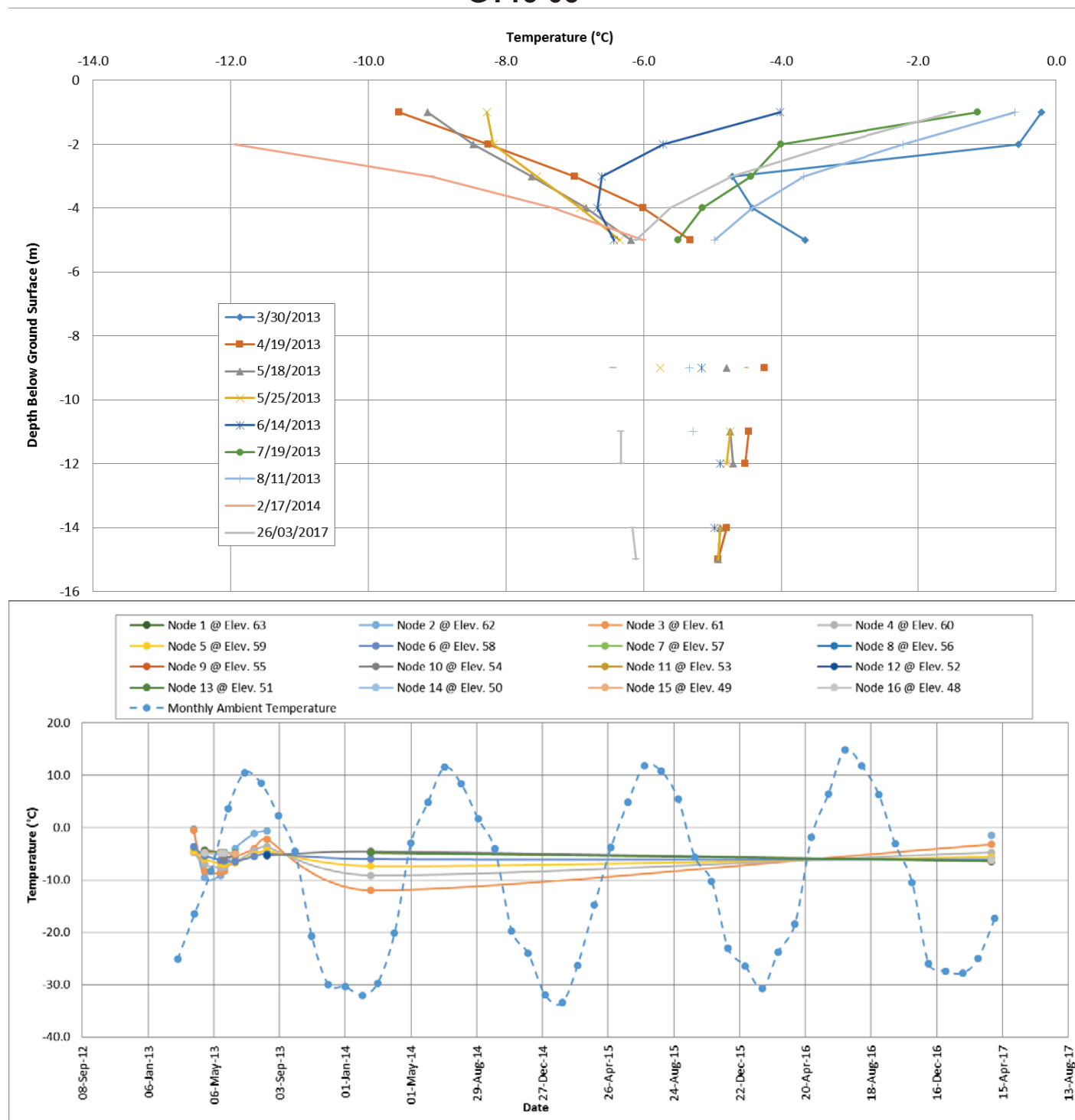
GT13-01



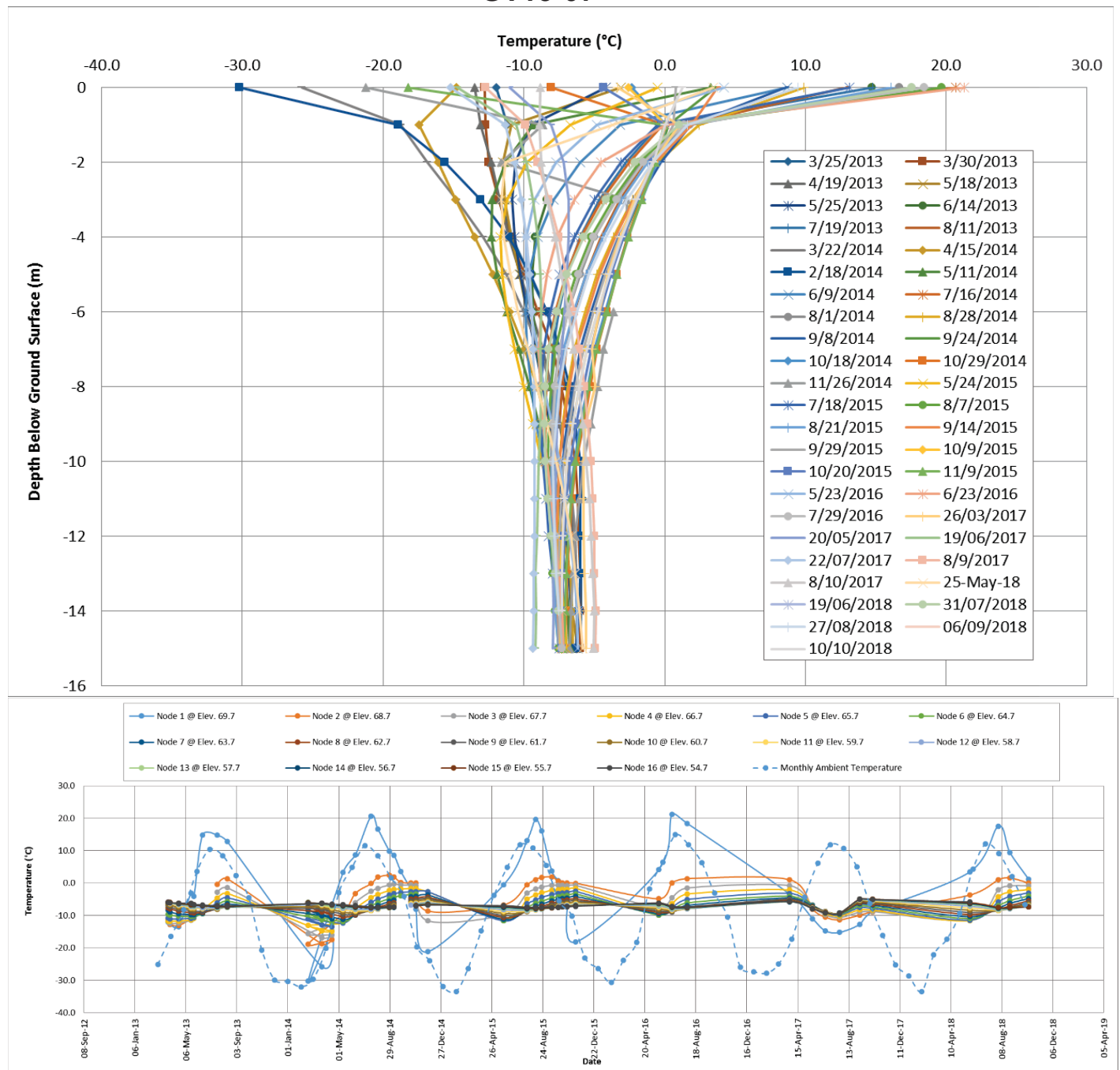
GT13-04



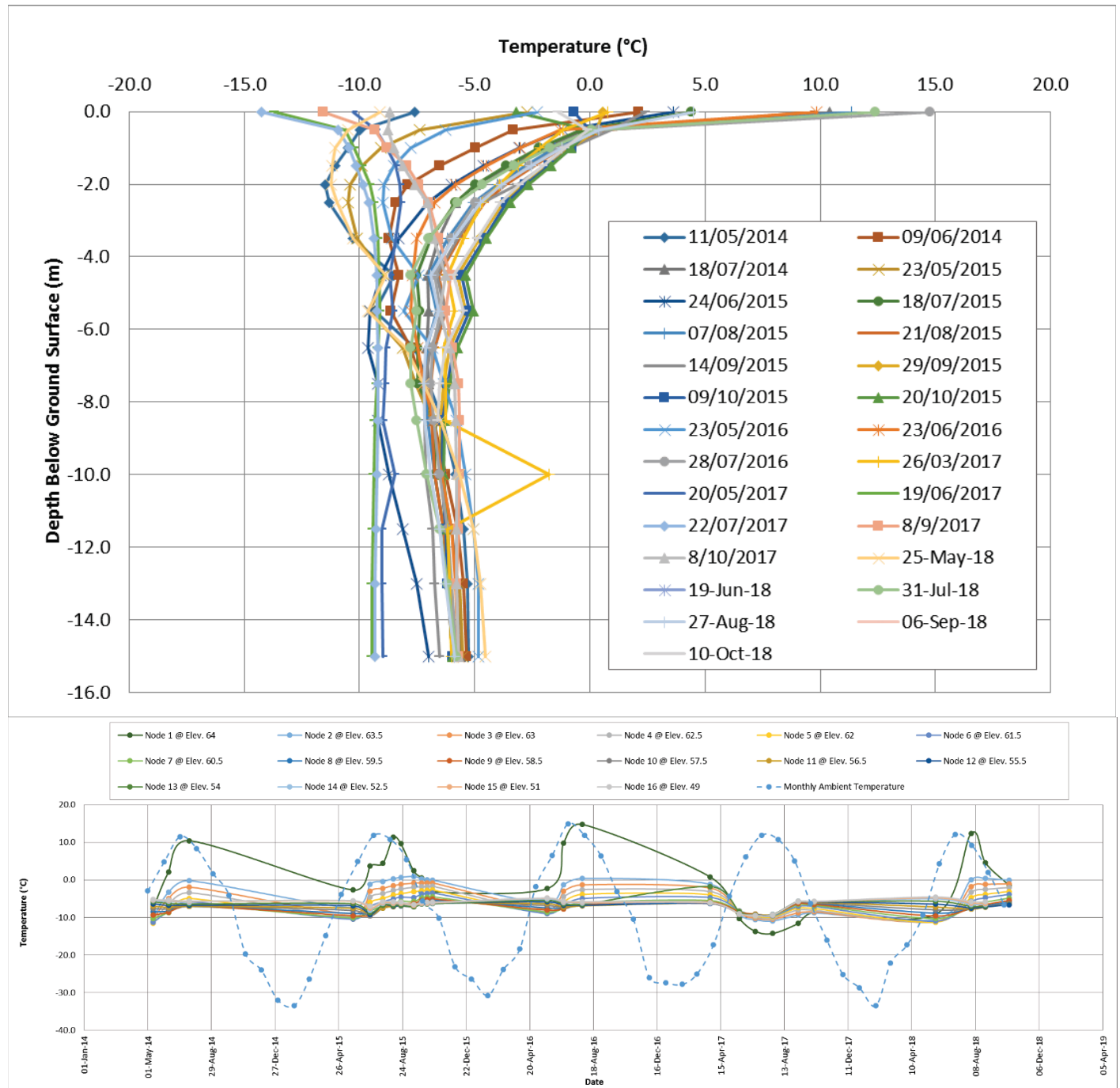
GT13-05



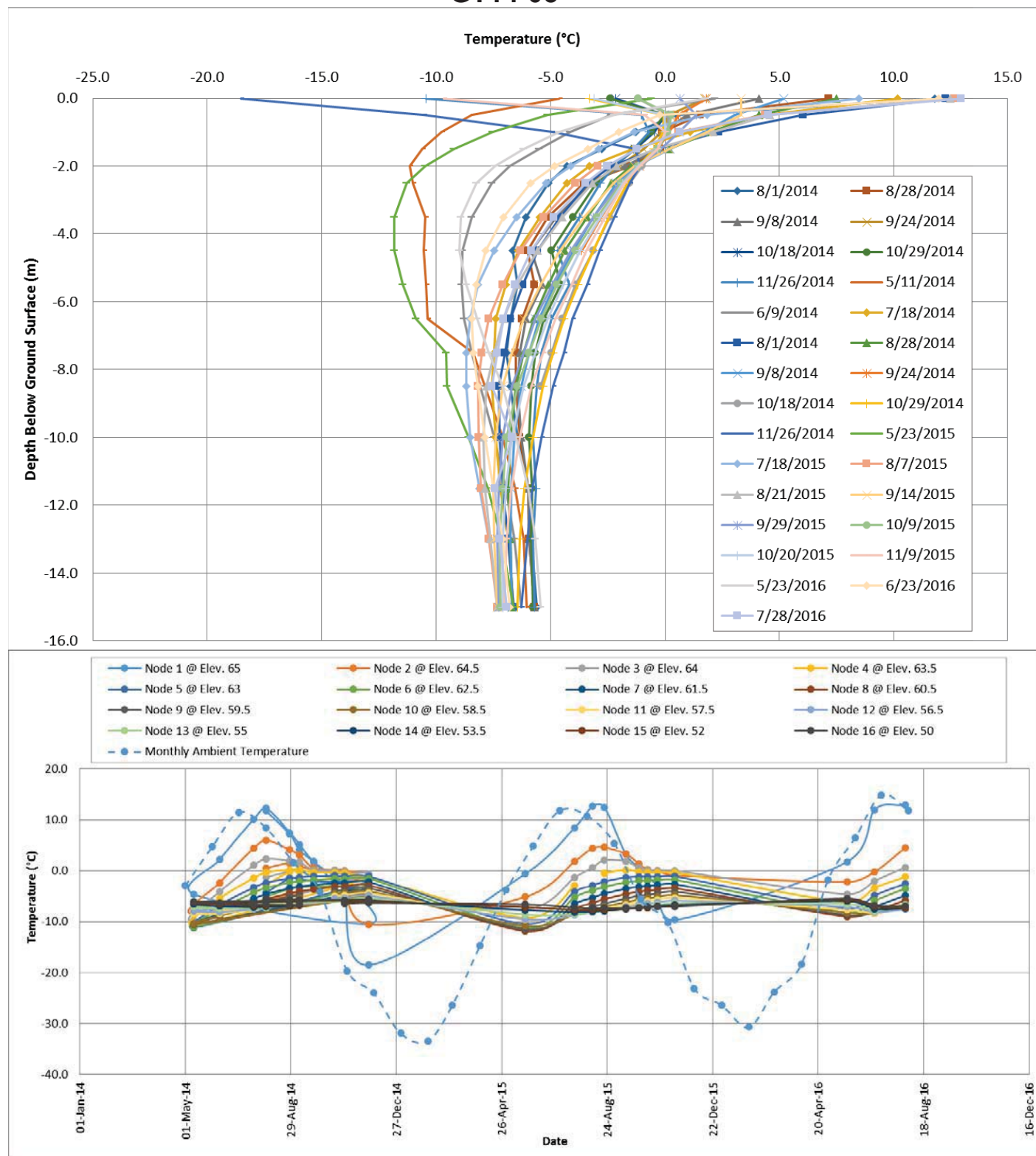
GT13-07



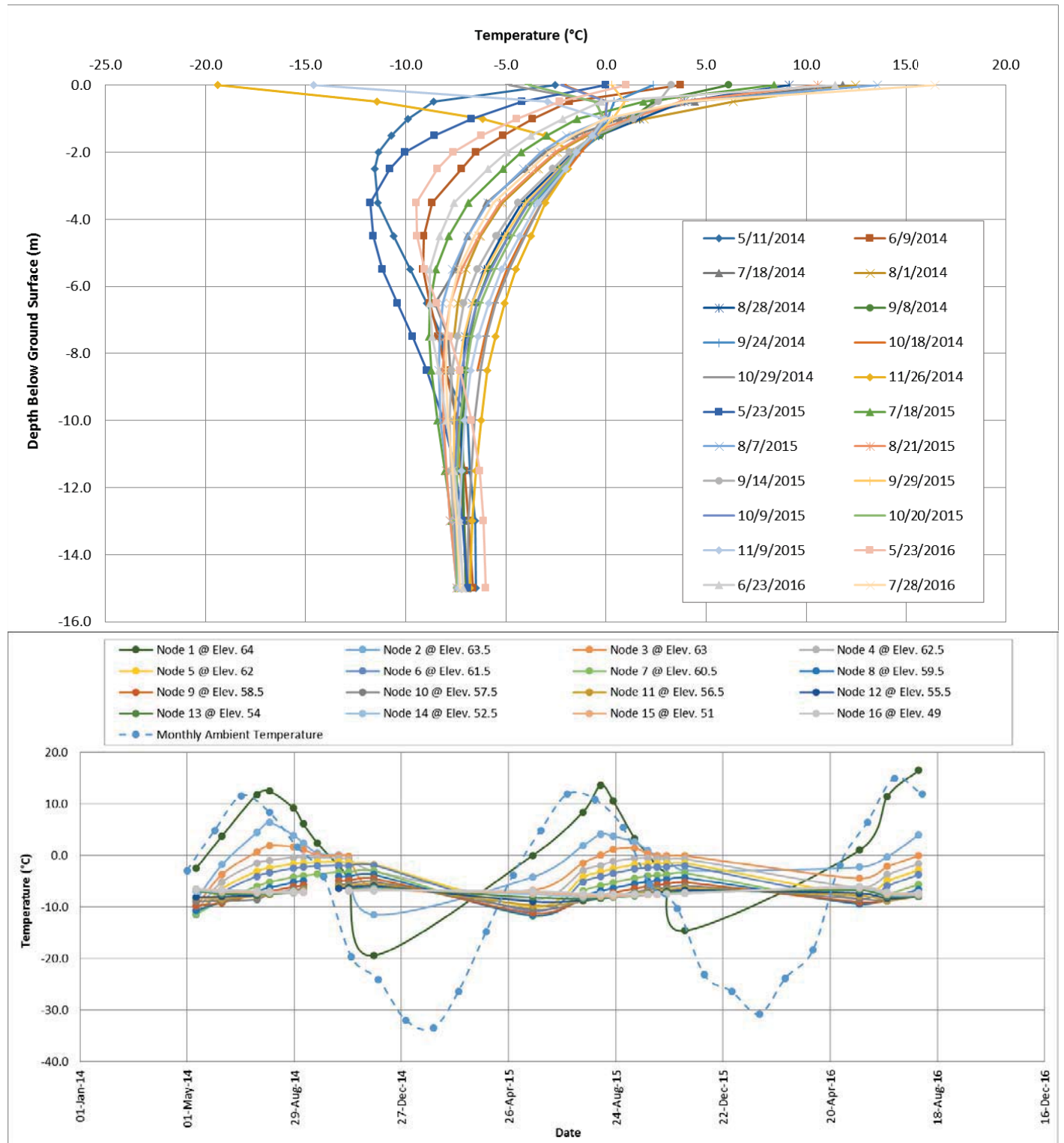
GT14-03



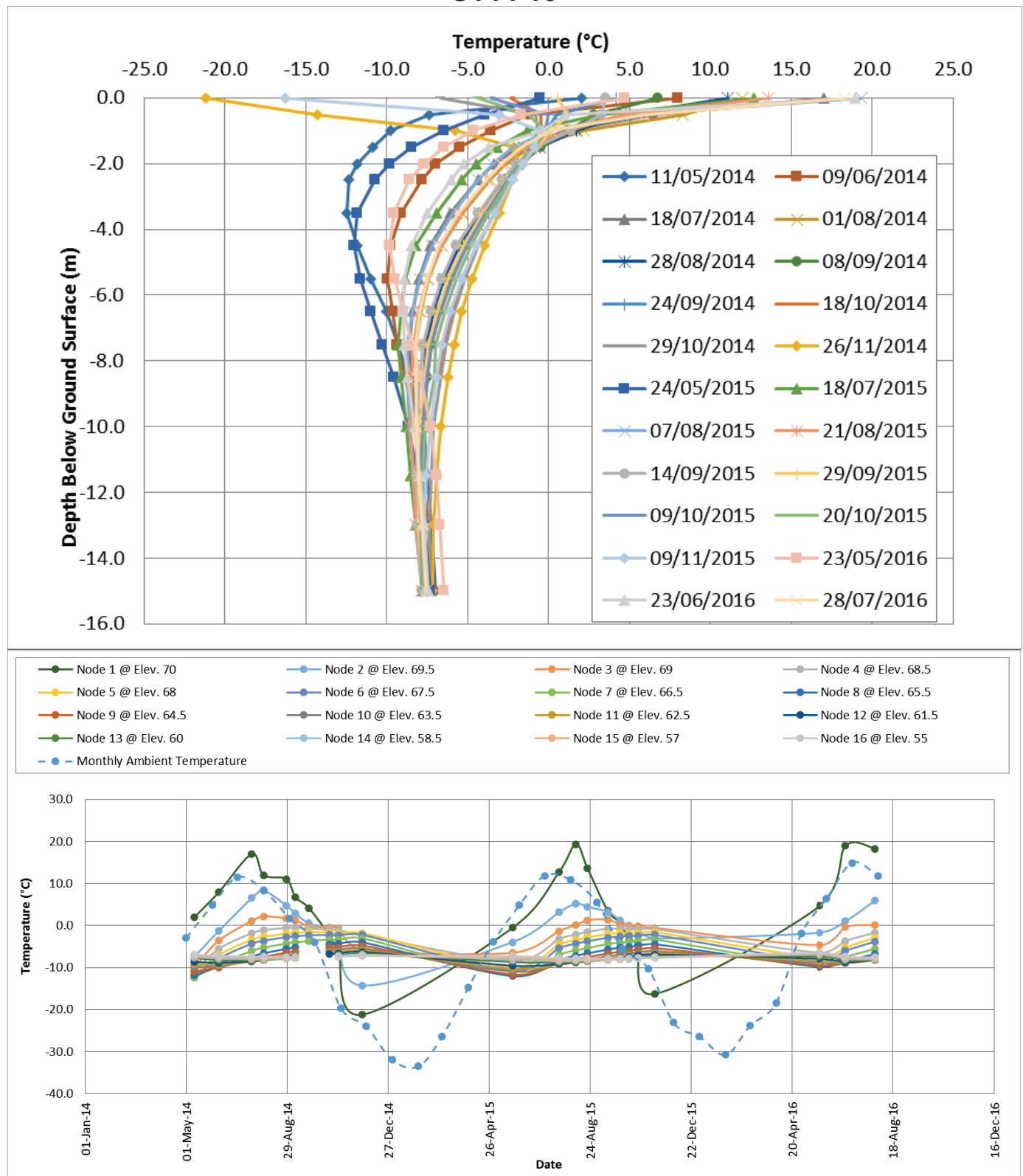
GT14-05



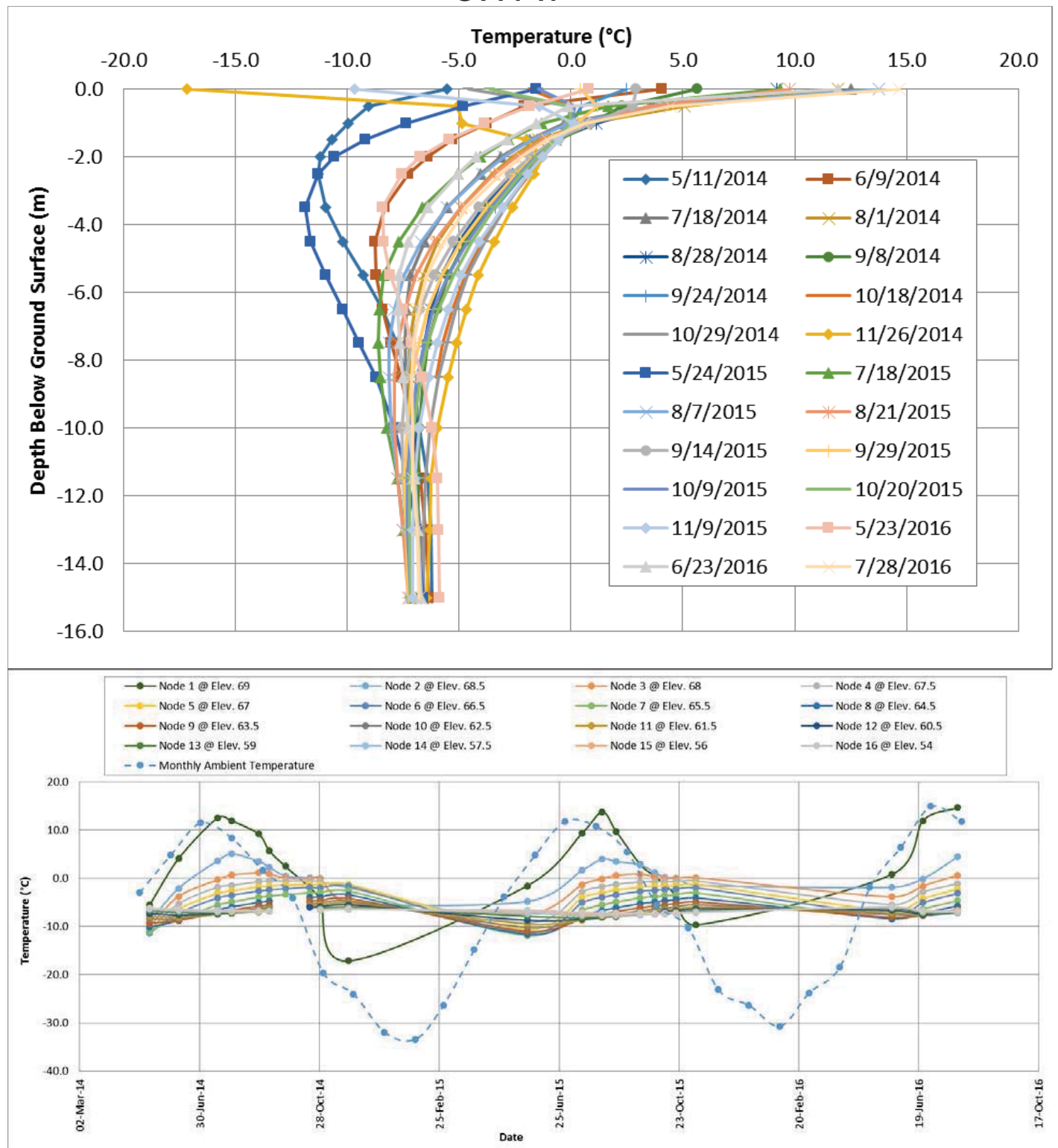
GT14-07



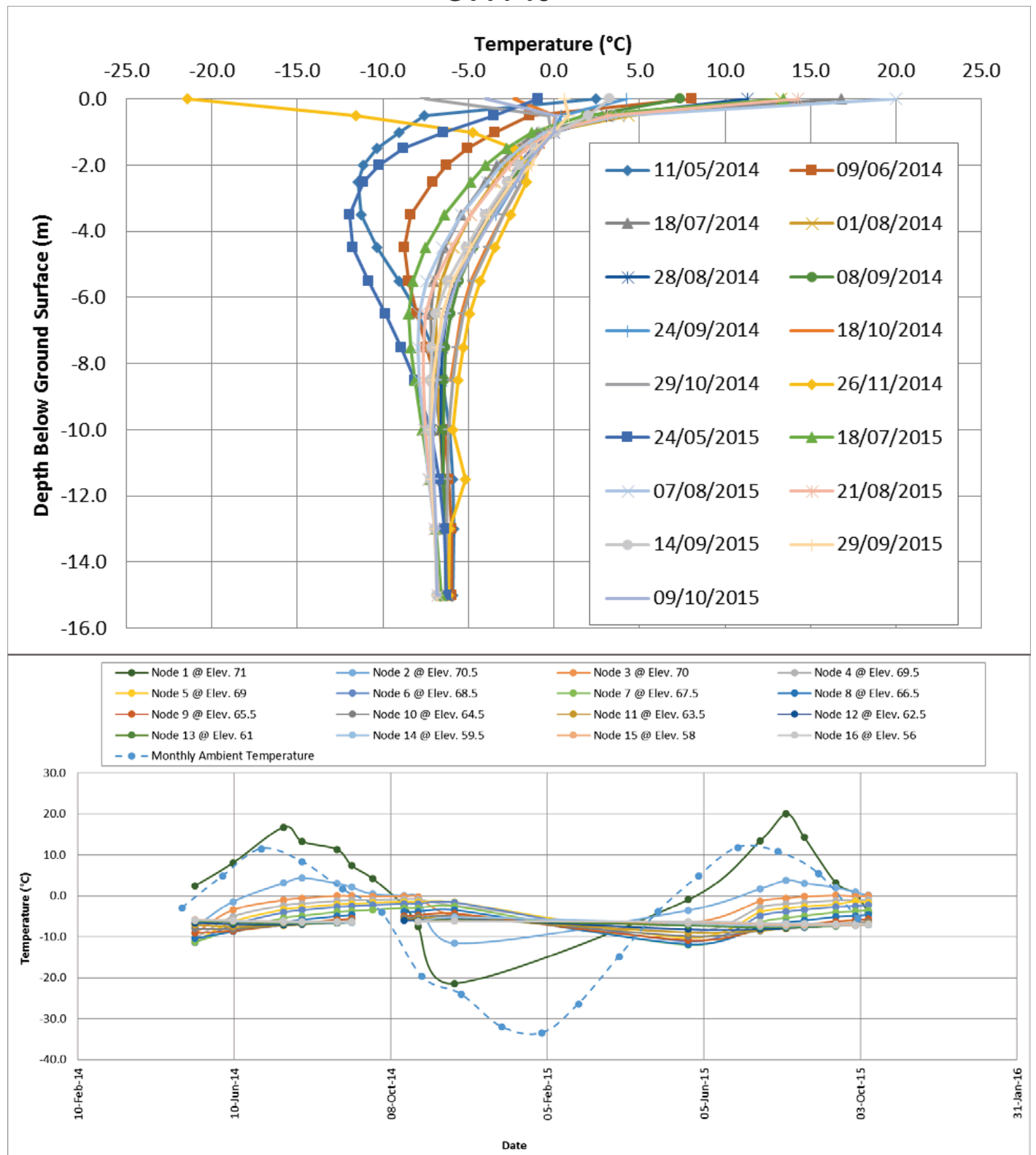
GT14-16



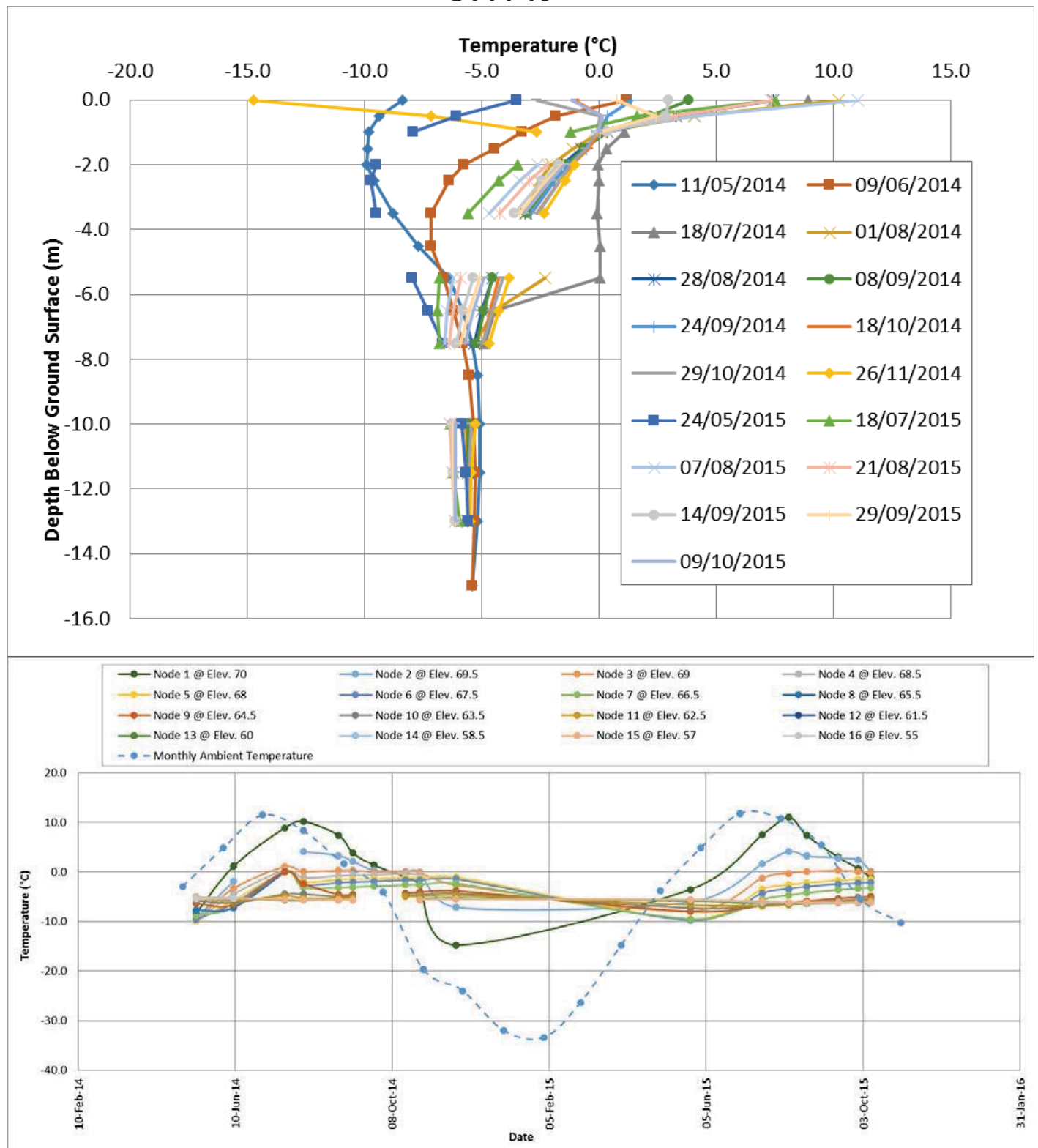
GT14-17



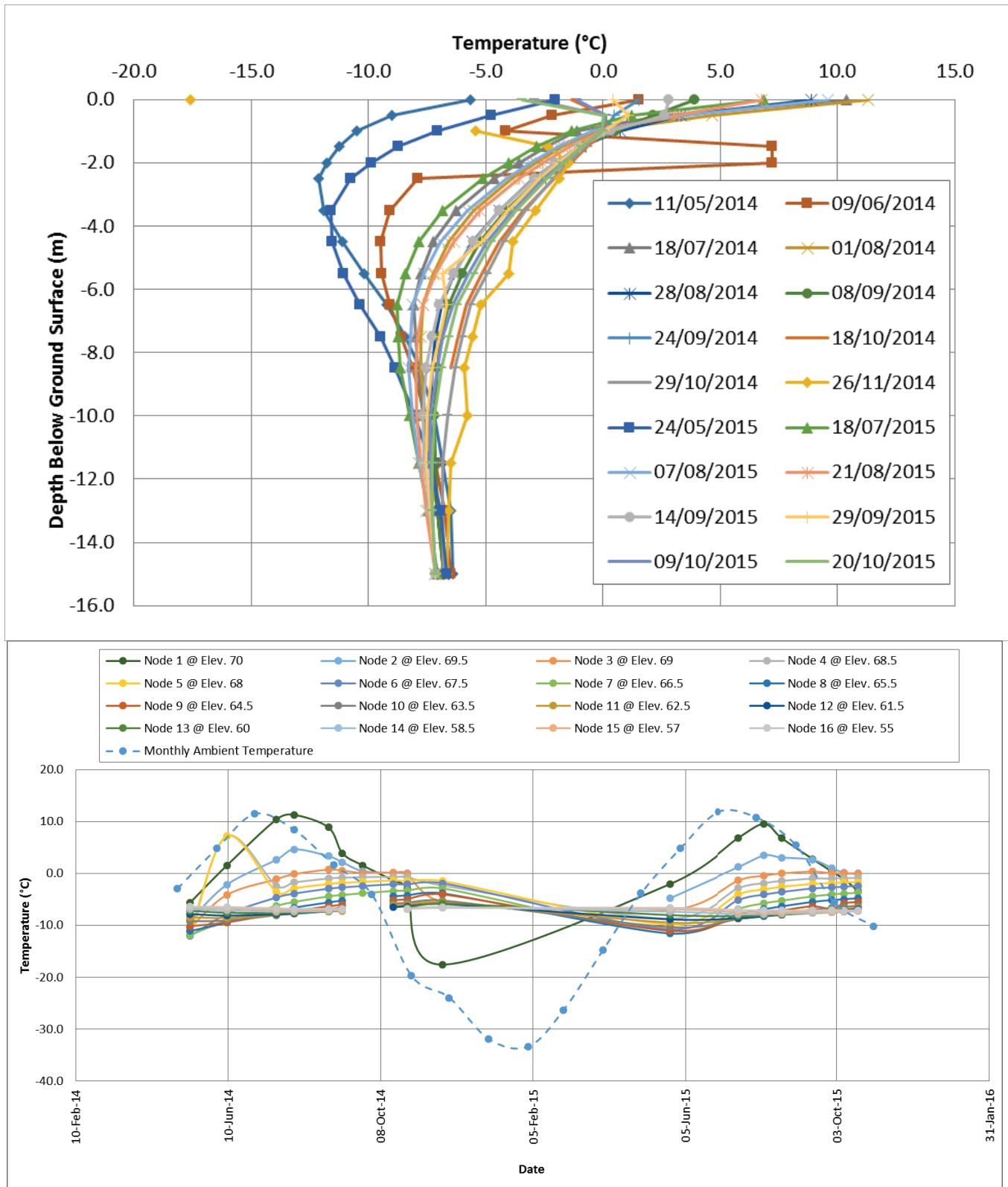
GT14-18



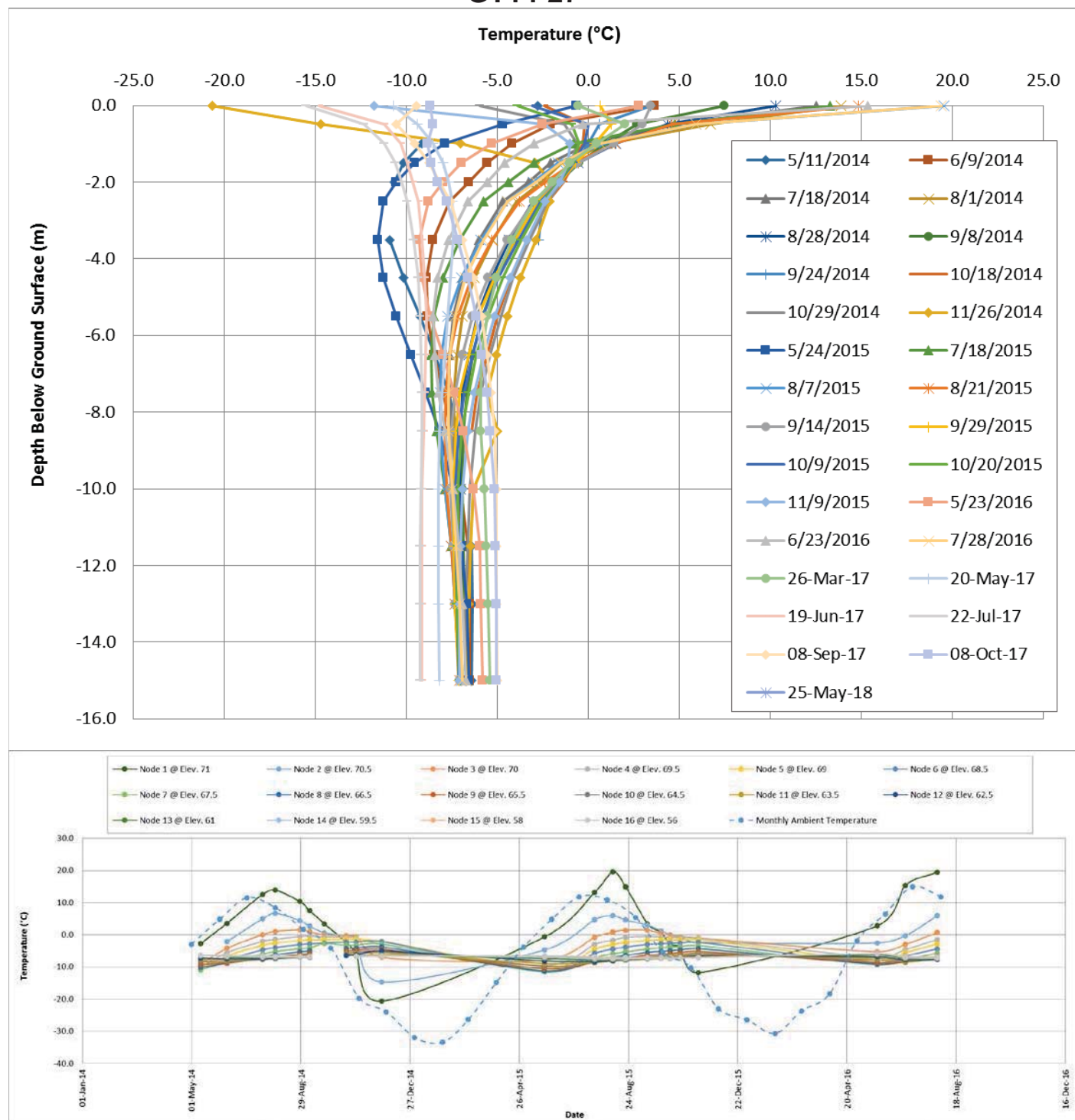
GT14-19

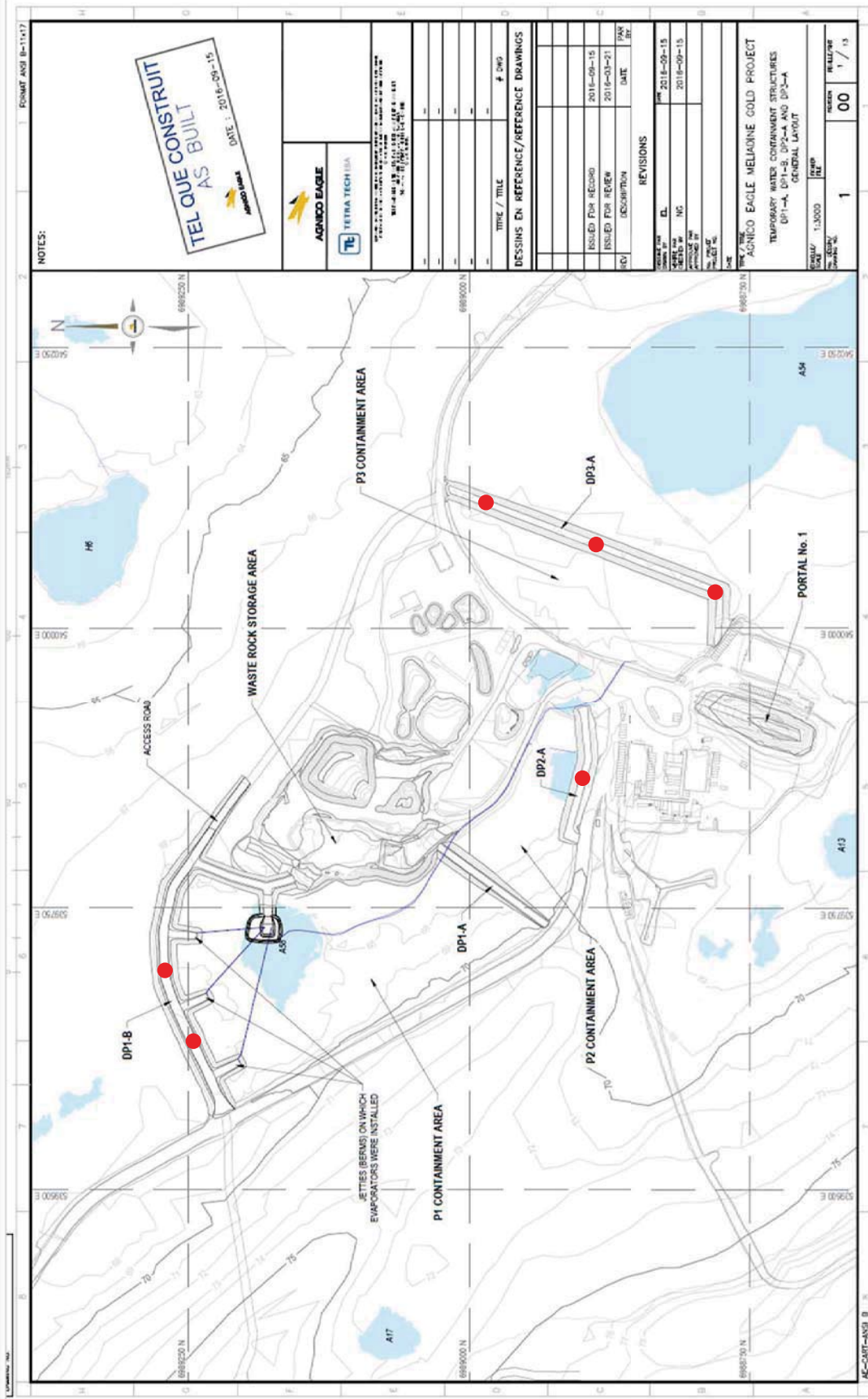


GT14-22



GT14-27





Base Drawing from:
Tetra Tech, 2016, Meliadine P-Area Containment Construction Record Report. Prepared for Agnico Eagle Mines Limited, September 2016, Document
No. 6515-C-230-002.

CLIENT
AGNICO-EAGLE MINES LIMITED
MELIADINE GOLD PROJECT
NUNAVUT

CONSULTANT
GOLDER

PROJECT
Meliadine Gold Project
Rankin Inlet, Nunavut

TITLE
APPROXIMATE P-AREA VERTICAL THERMISTOR LOCATIONS

DATE
2016-09-15

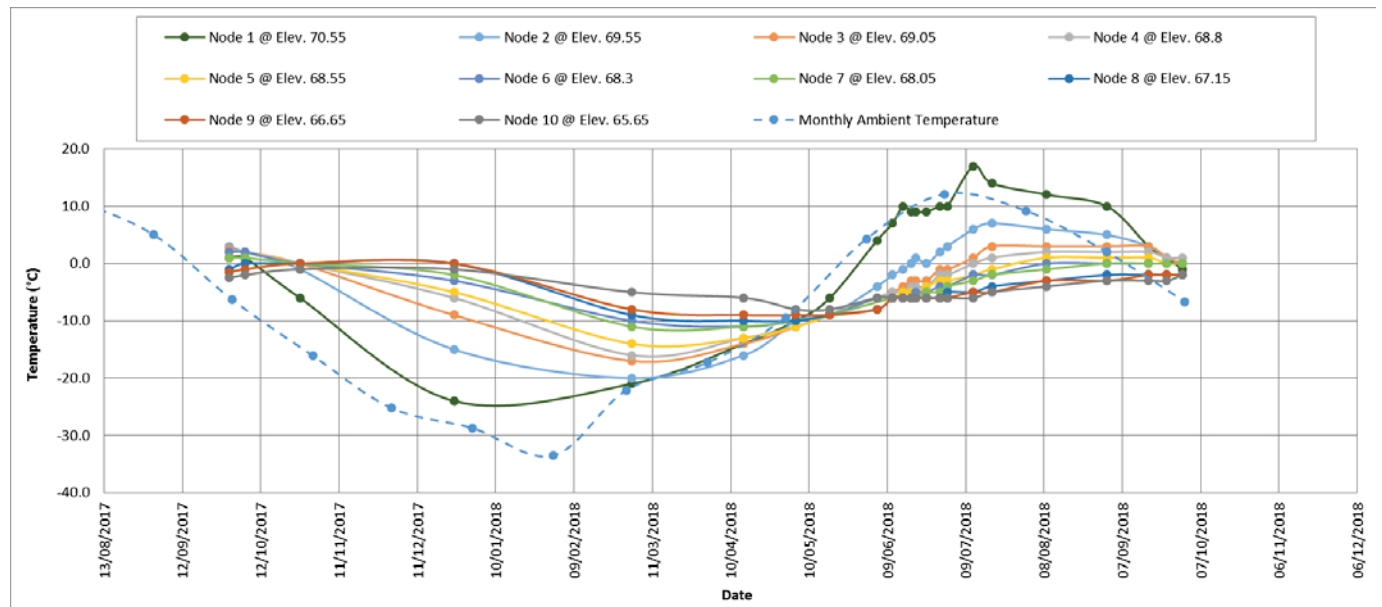
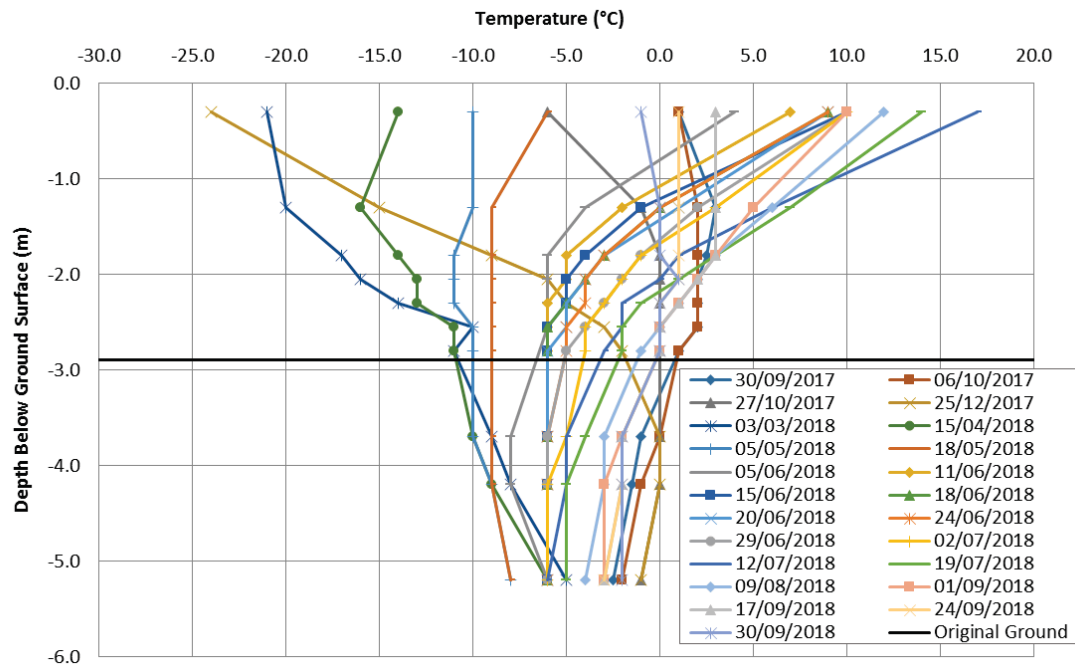
PROJECT No.
18105719

PHASE
3000

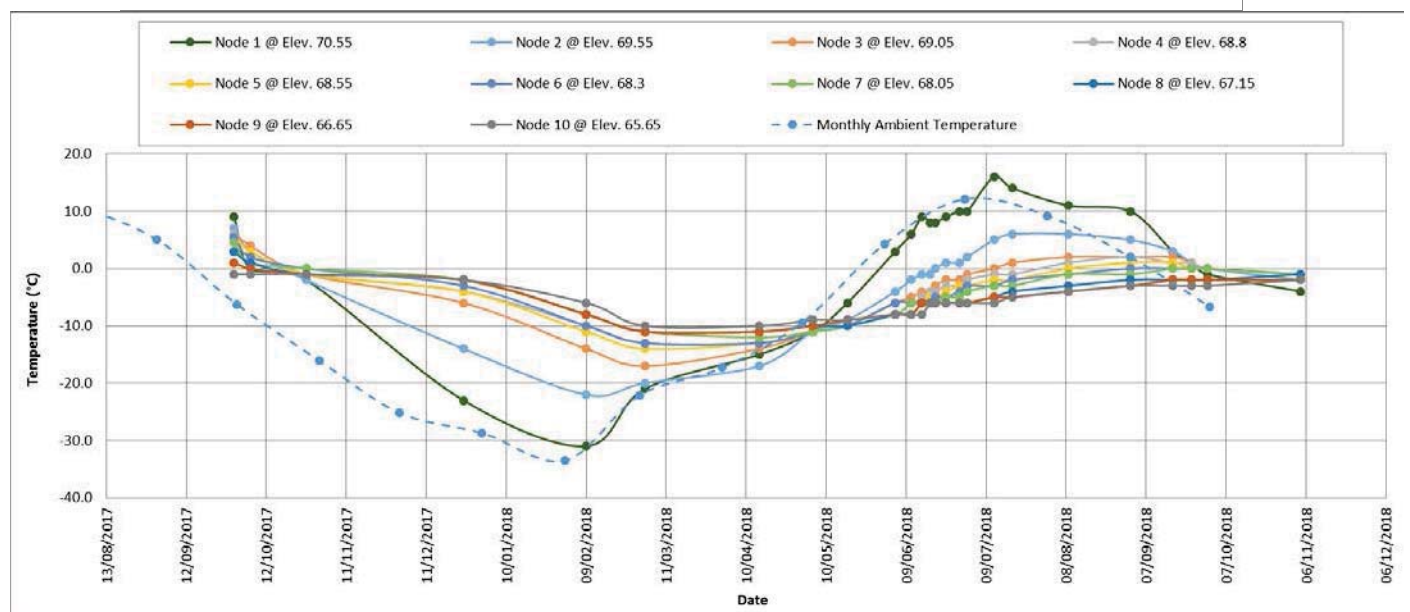
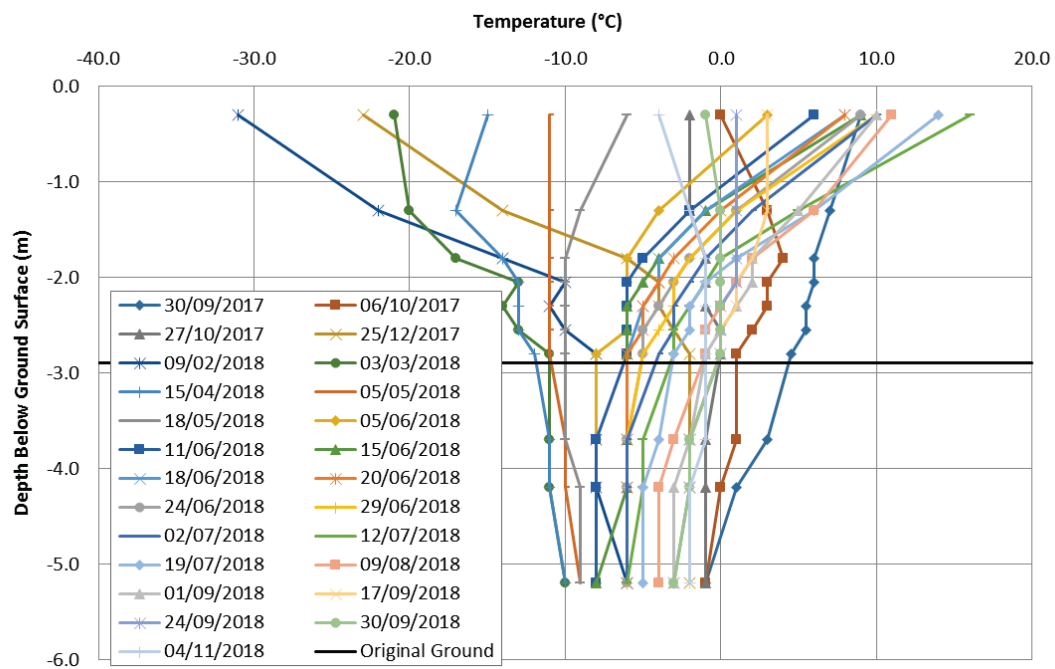
REV
0

FIGURE
C3

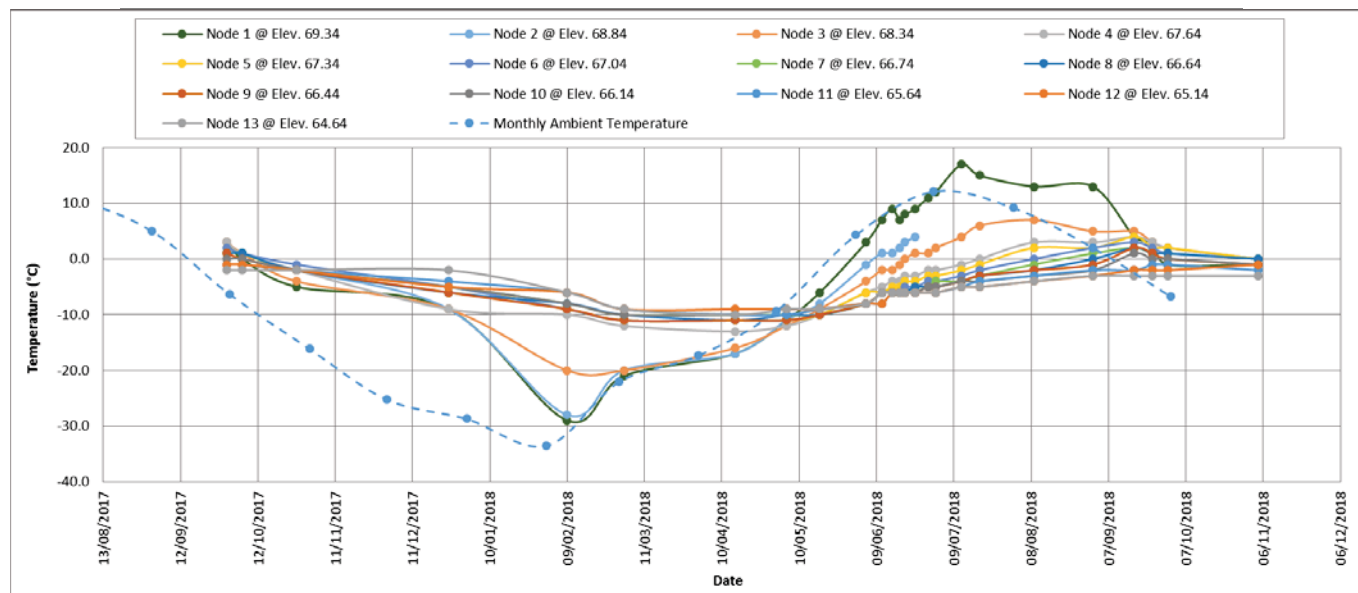
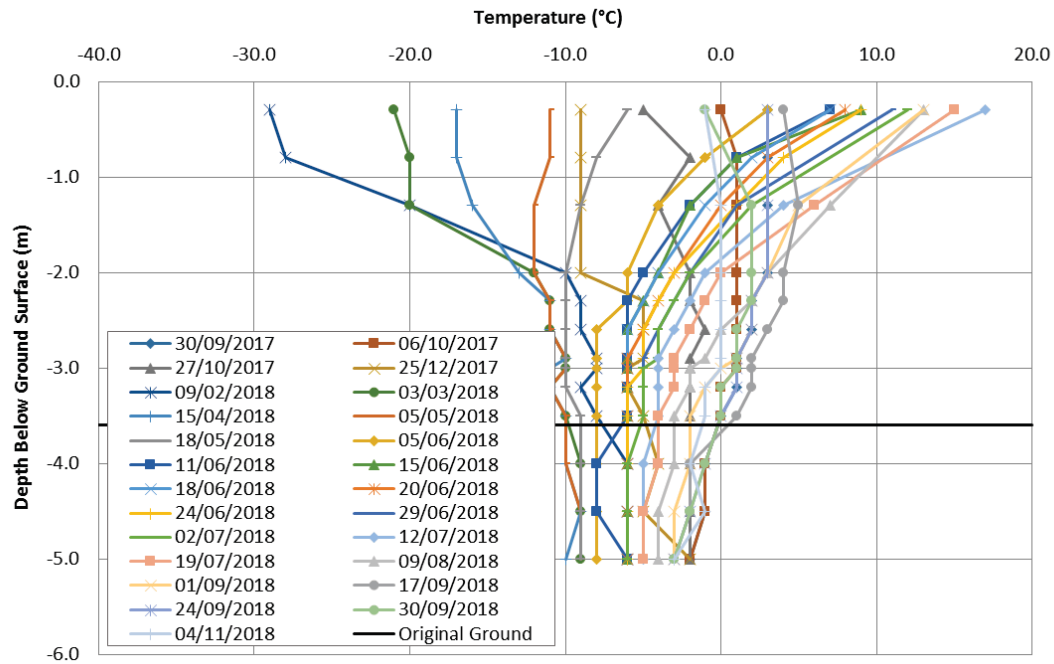
DP1B-1 (DP1-B Stn. 0+150)



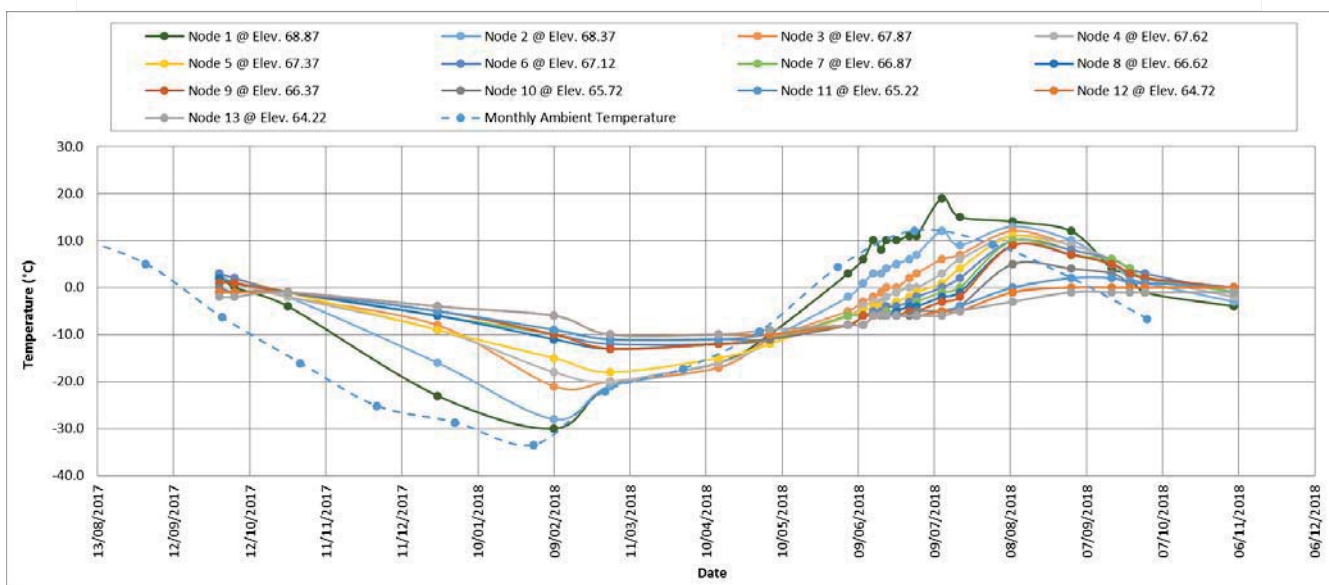
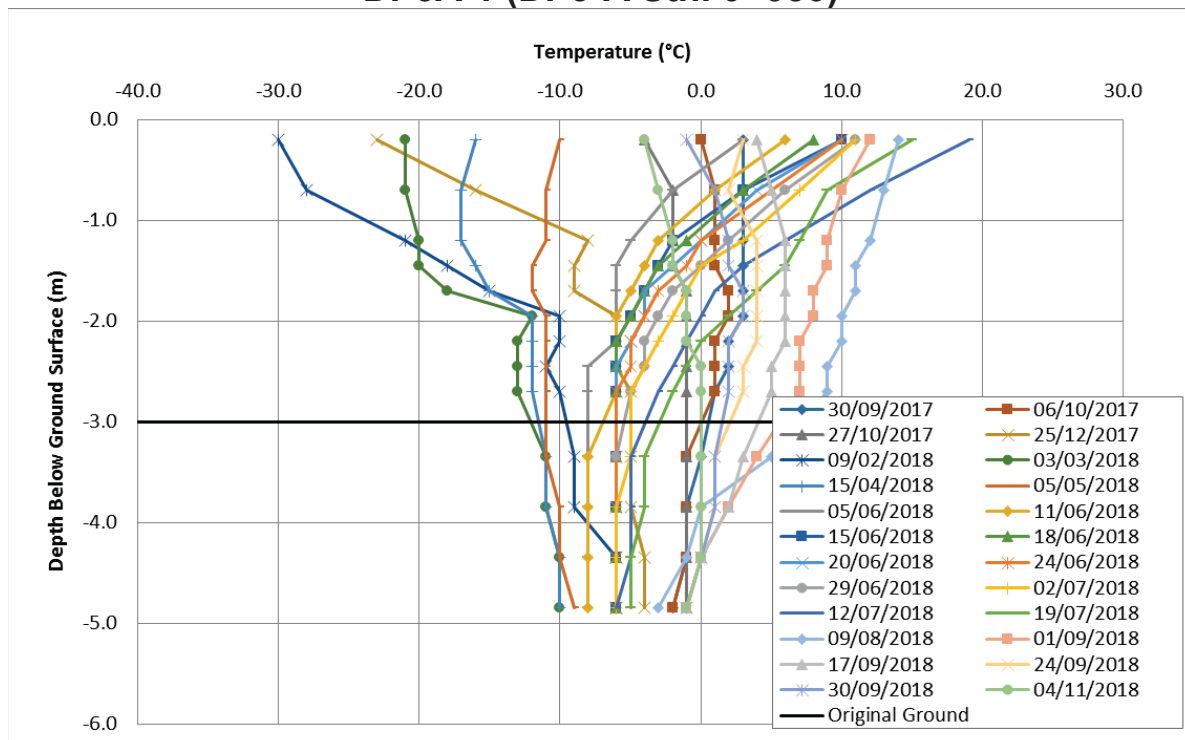
DP1B-2 (DP1-B Stn. 0+220)



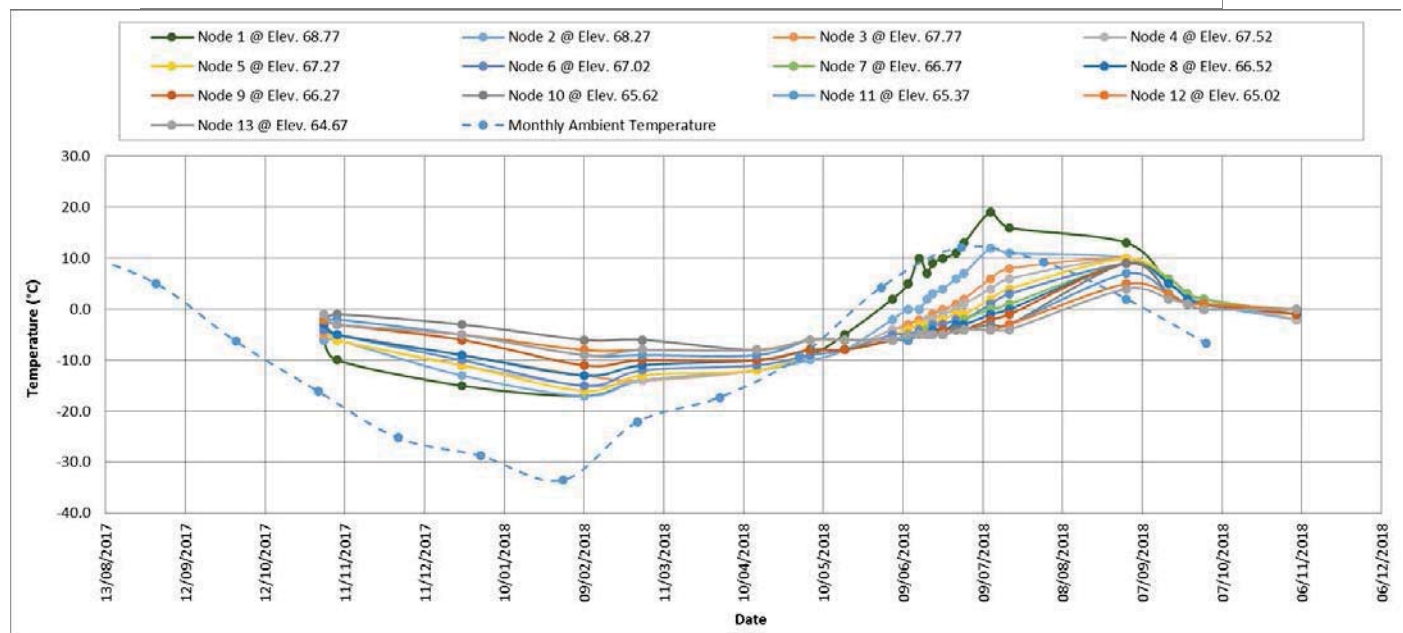
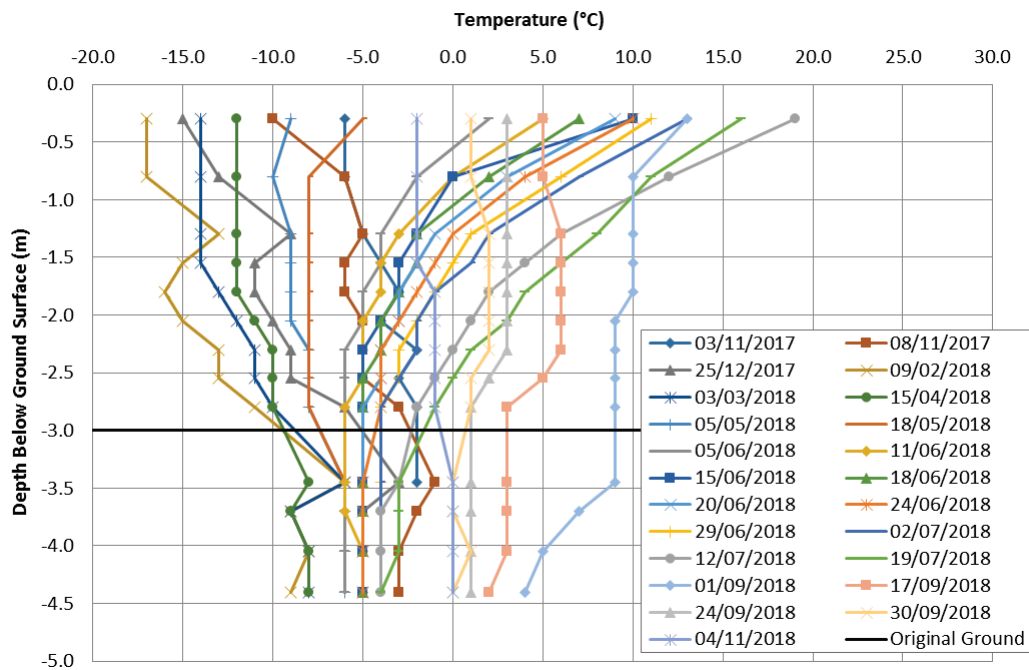
DP2A (DP2-A Stn. 0+090)



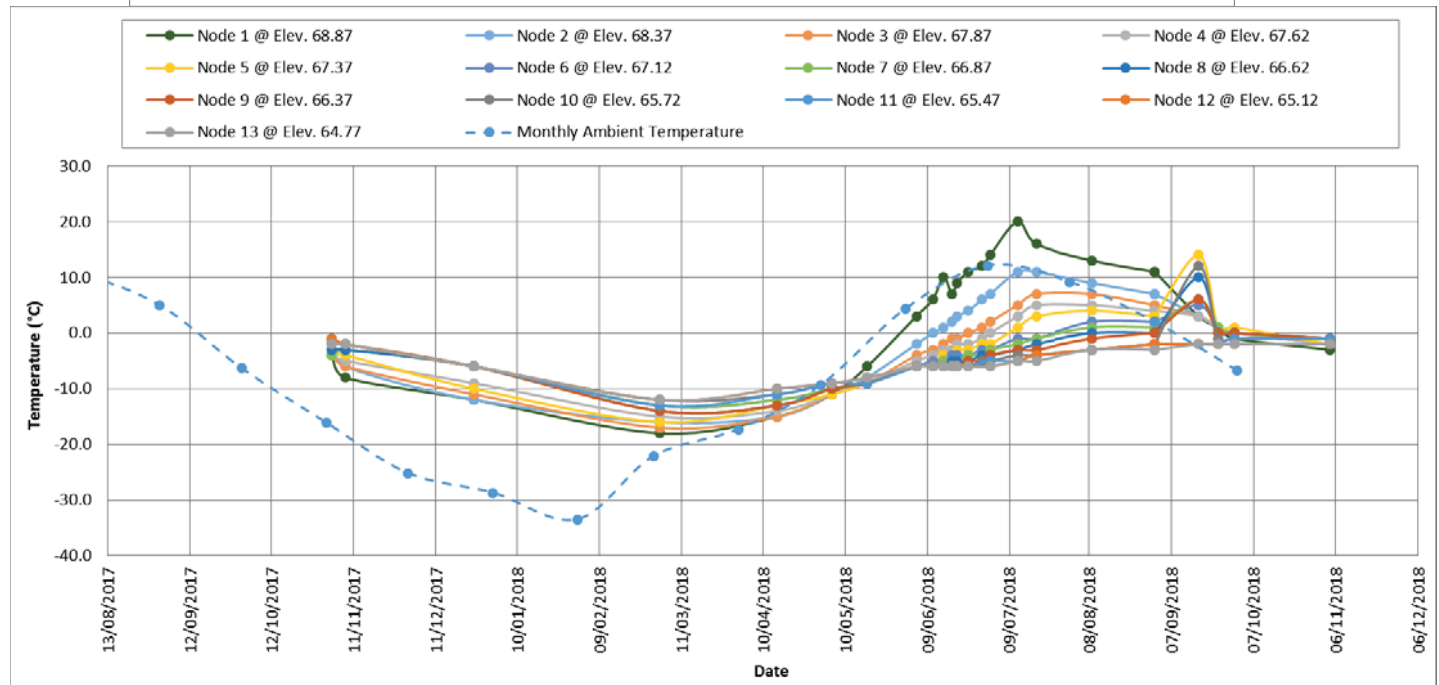
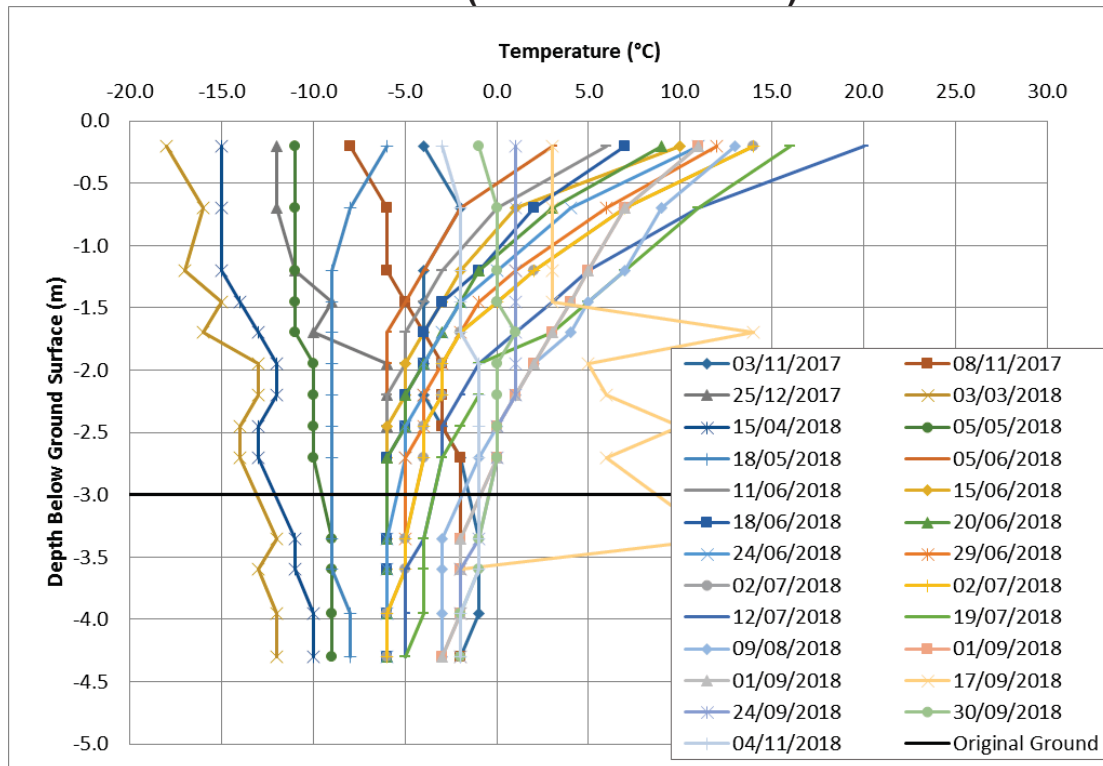
DP3A-1 (DP3-A Stn. 0+050)



DP3A-2 (DP3-A Stn. 0+150)



DP3A-3 (DP3-A Stn. 0+250)





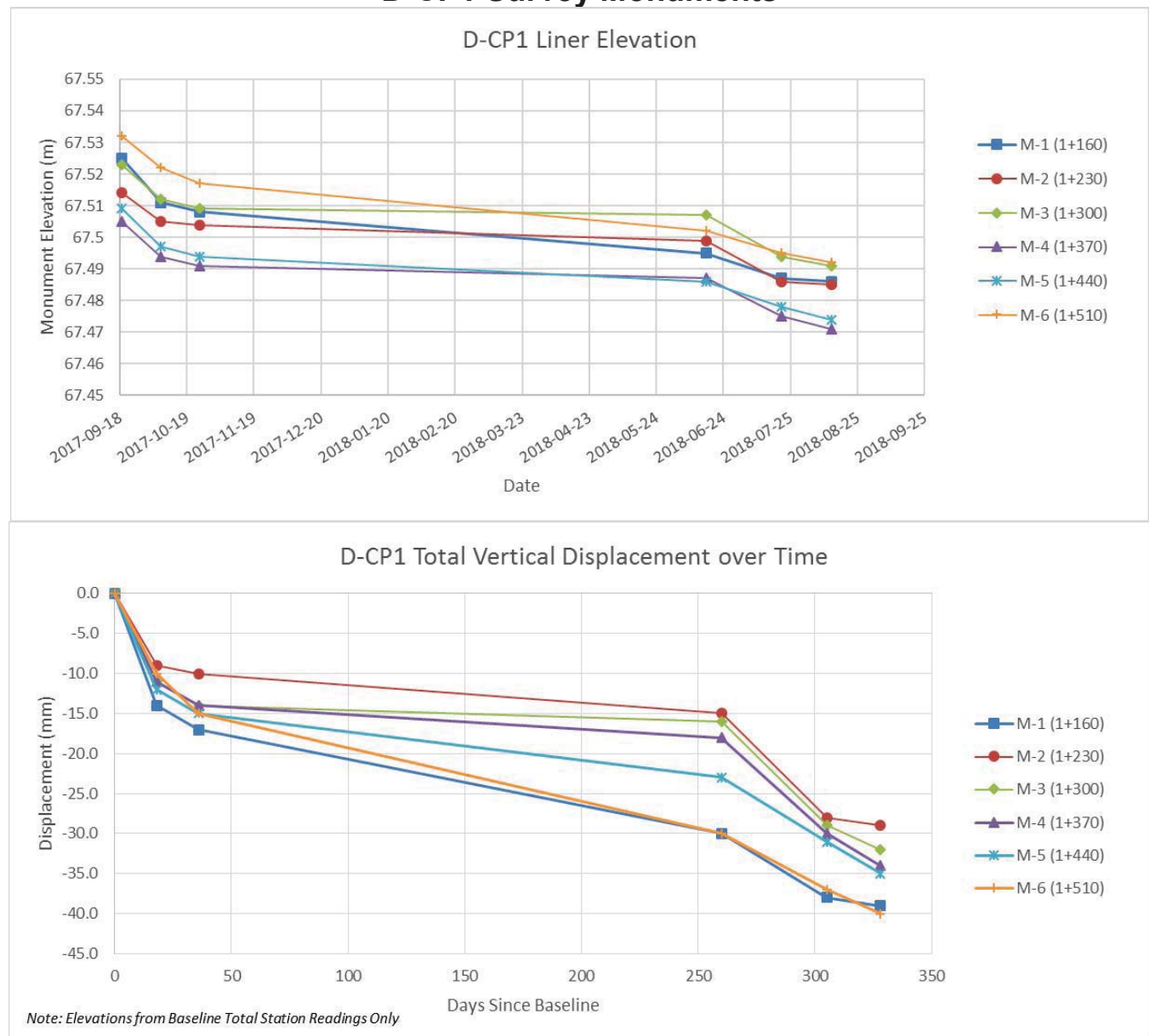
Reference:

CONSULTANT

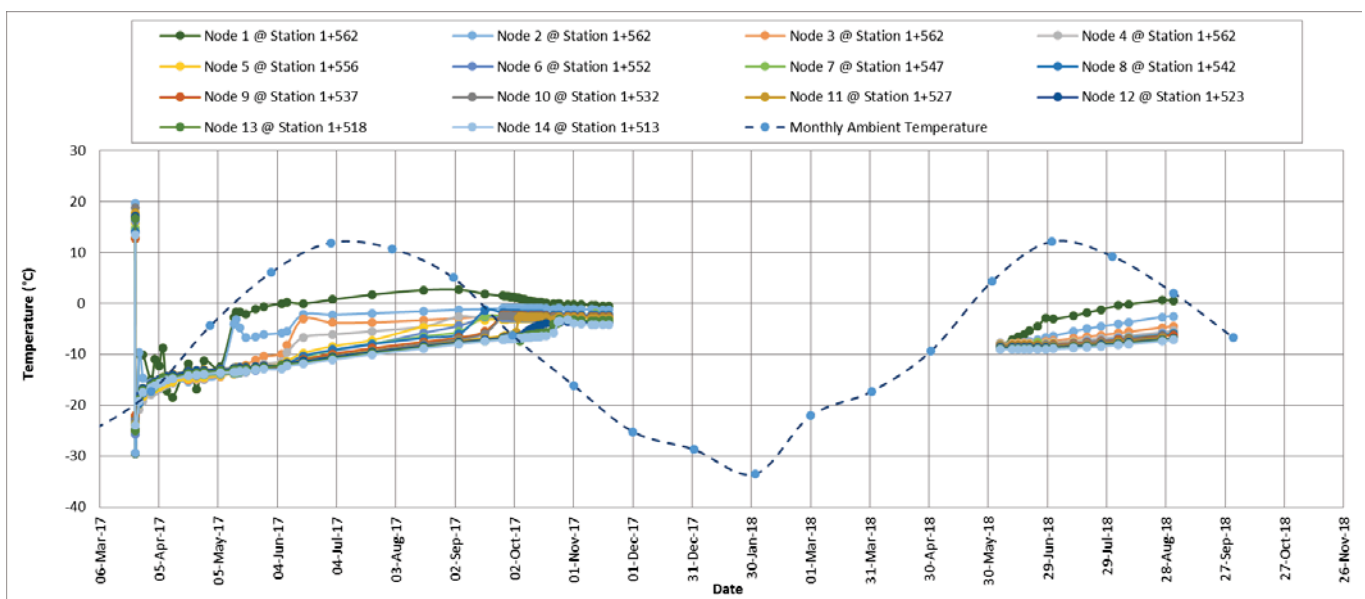
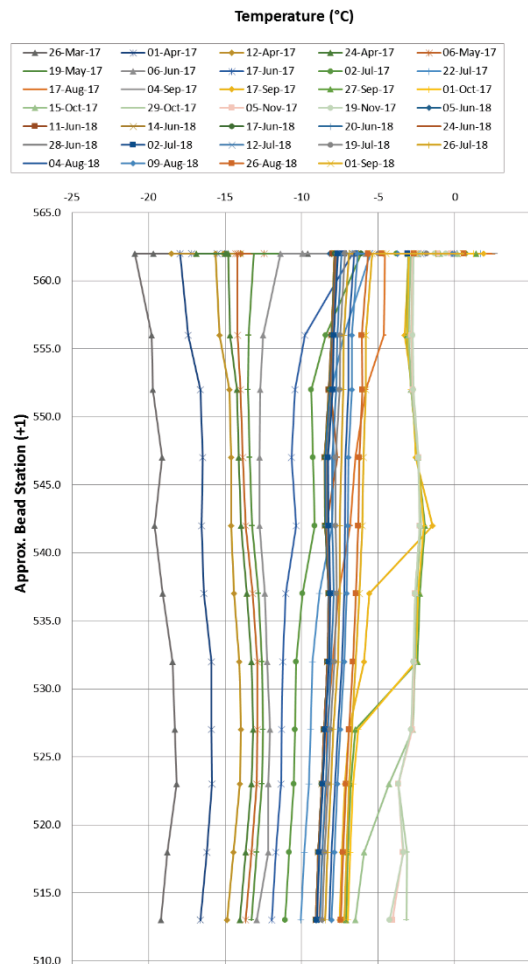
TITLE
.....

1000

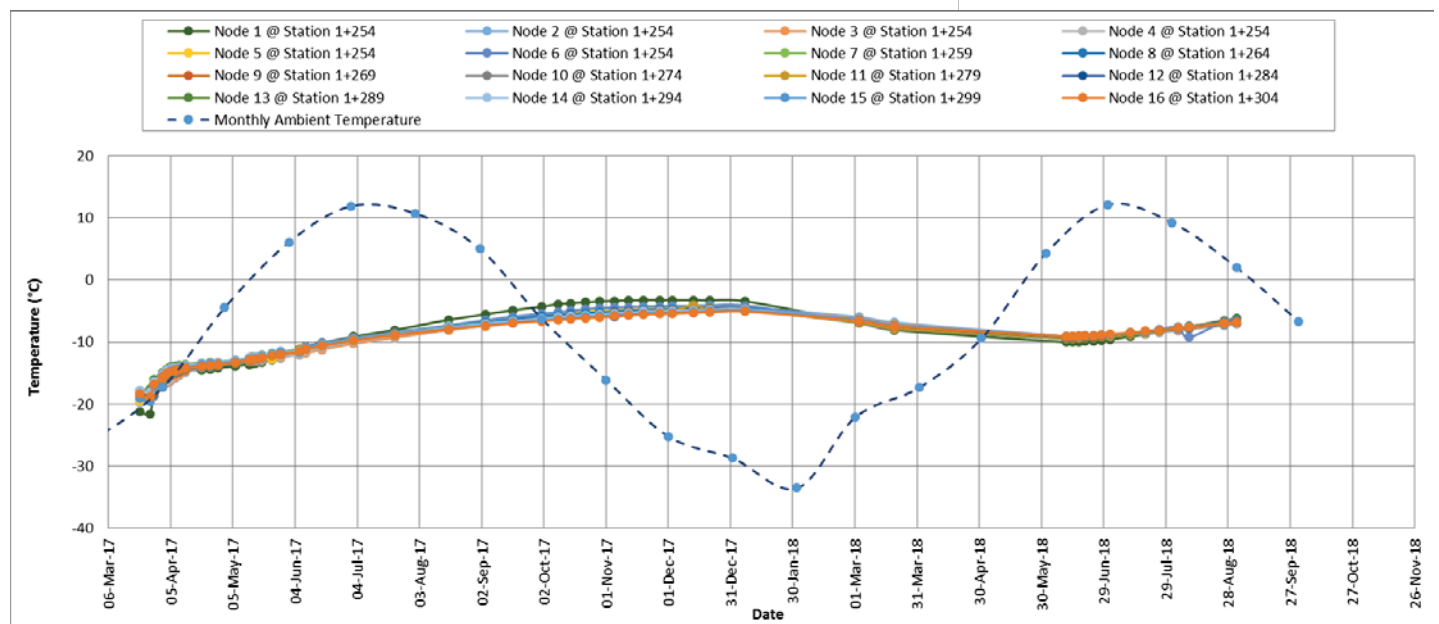
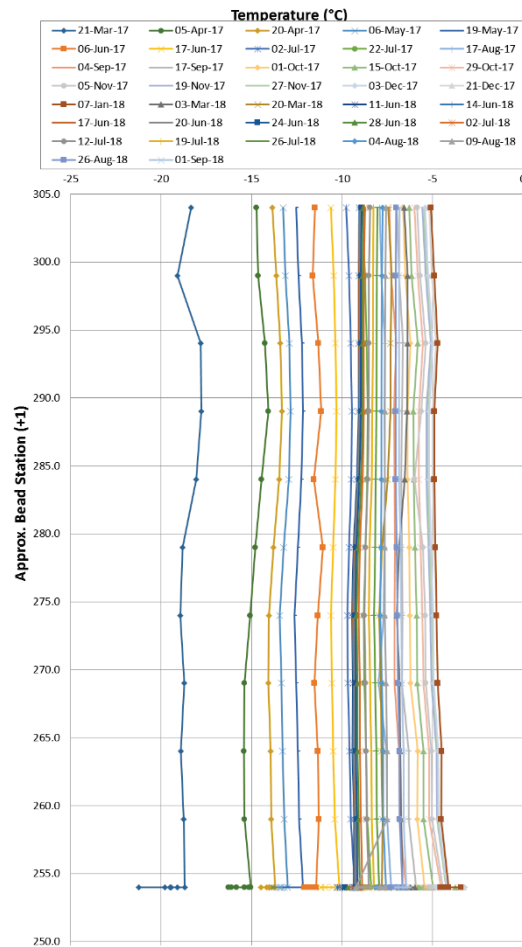
D-CP1 Survey Monuments



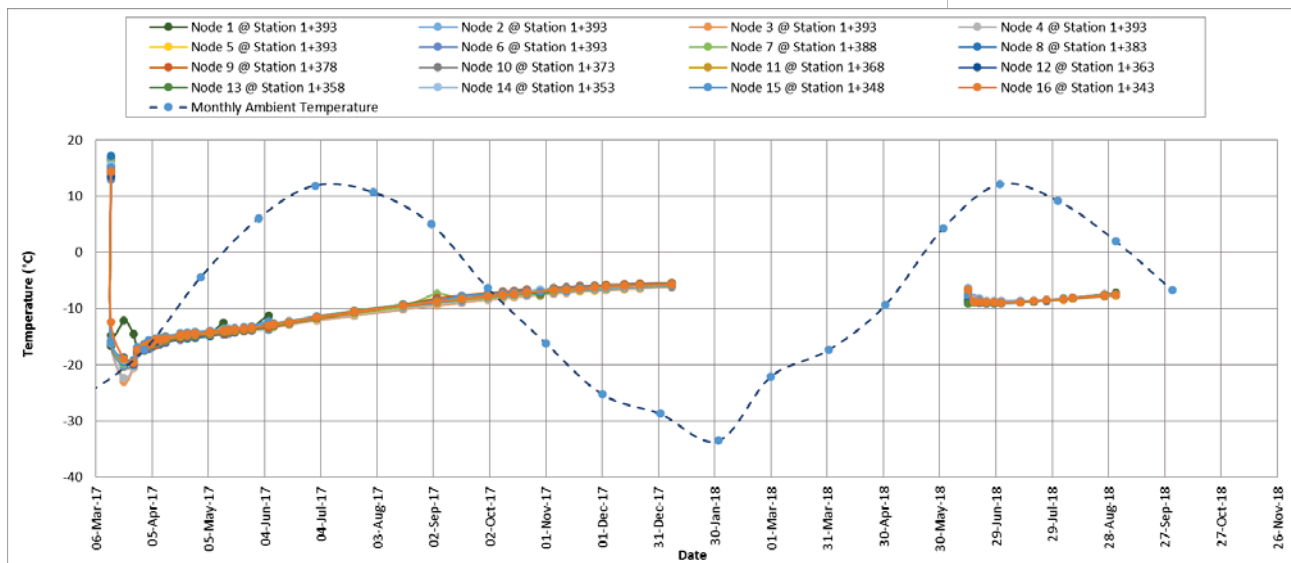
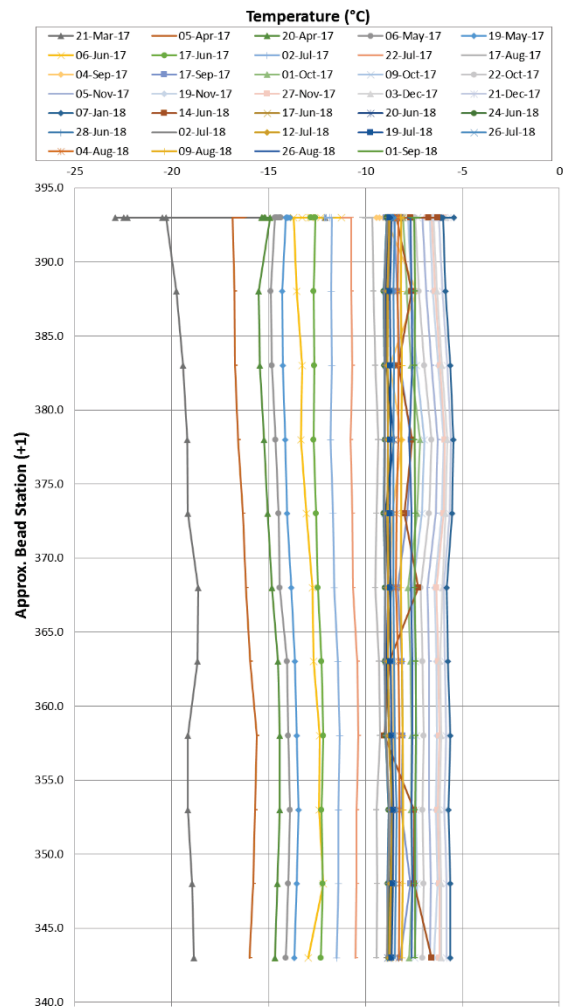
HGTC-1 (2595) D-CP1 (Stn. 1+513 to Stn. 1+562)



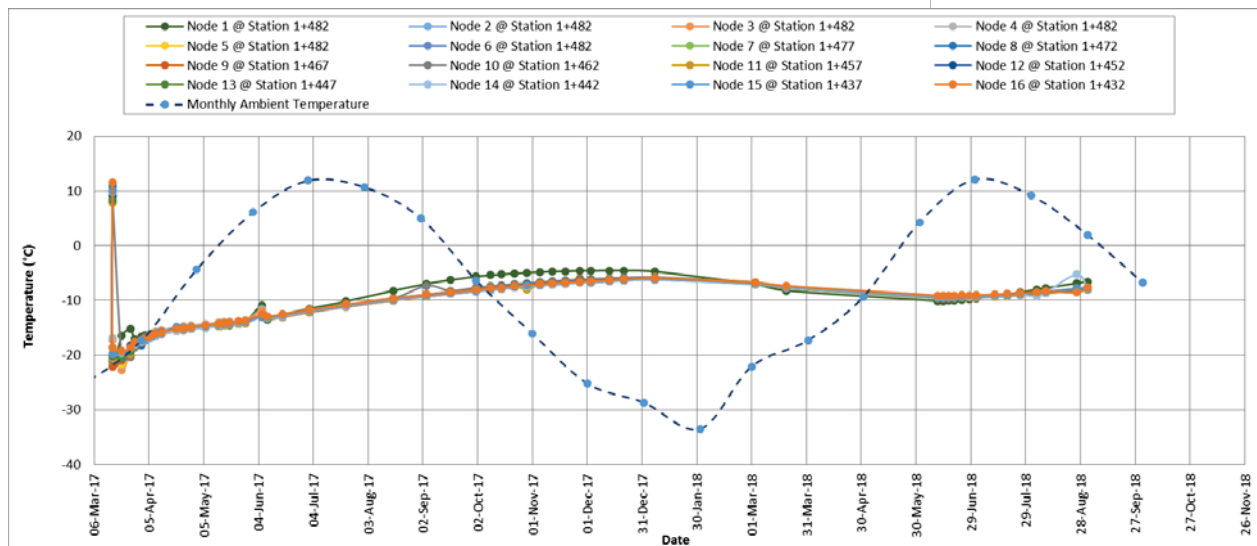
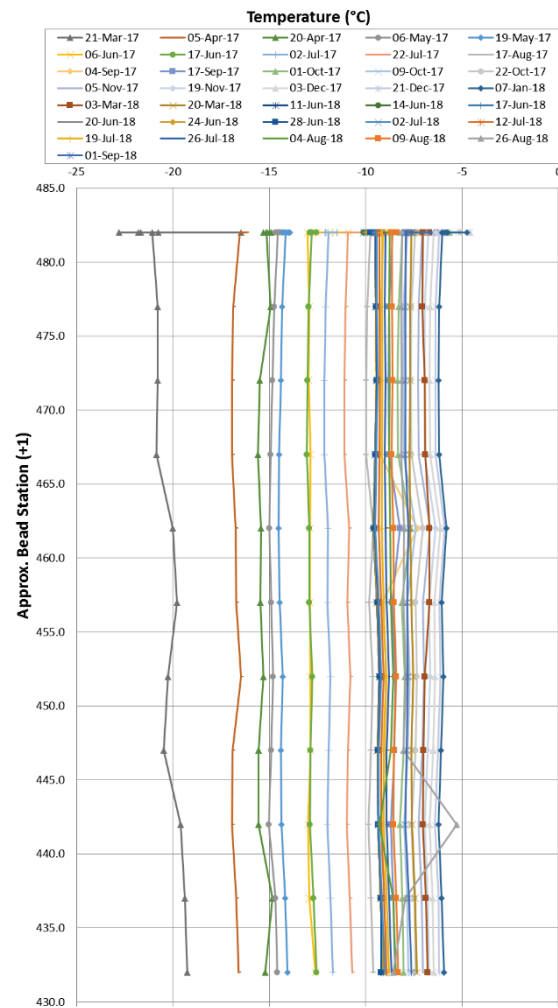
HGTC-2 (2596) D-CP1 (Stn. 1+254 to Stn. 1+304)



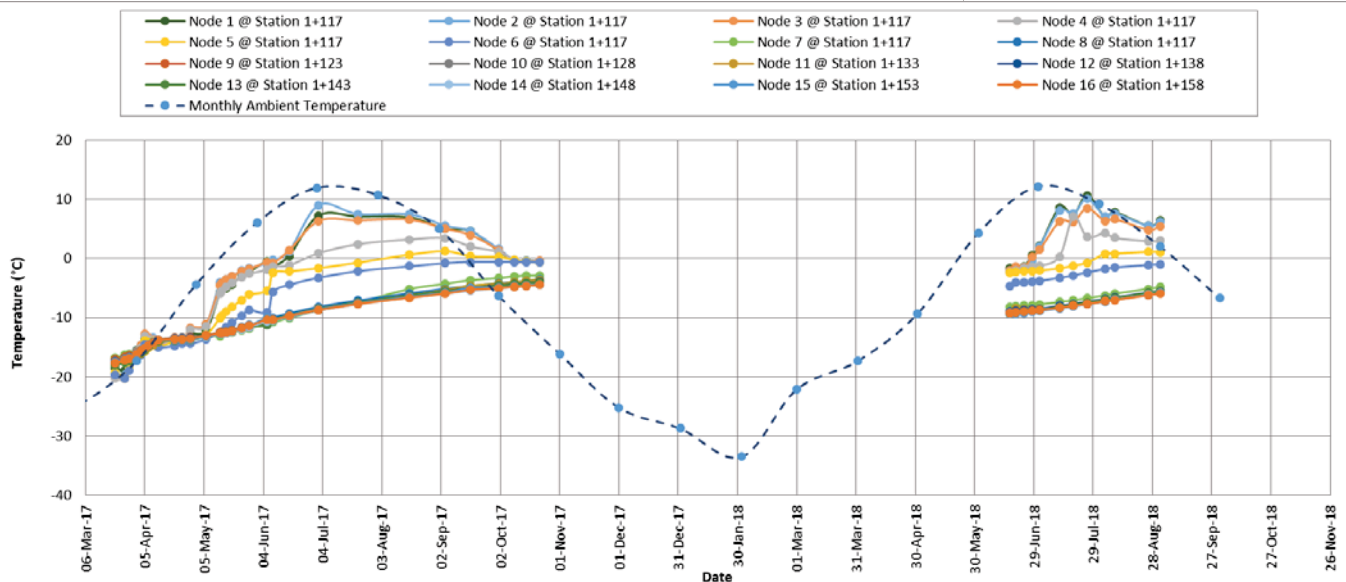
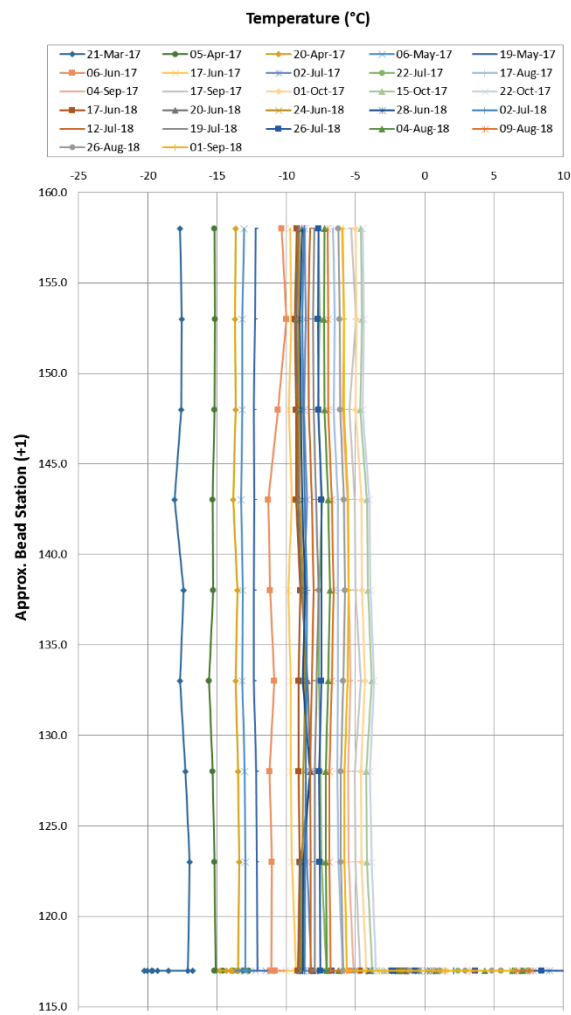
HGTC-3 (2597) D-CP1 (Stn. 1+343 to Stn. 1+394)



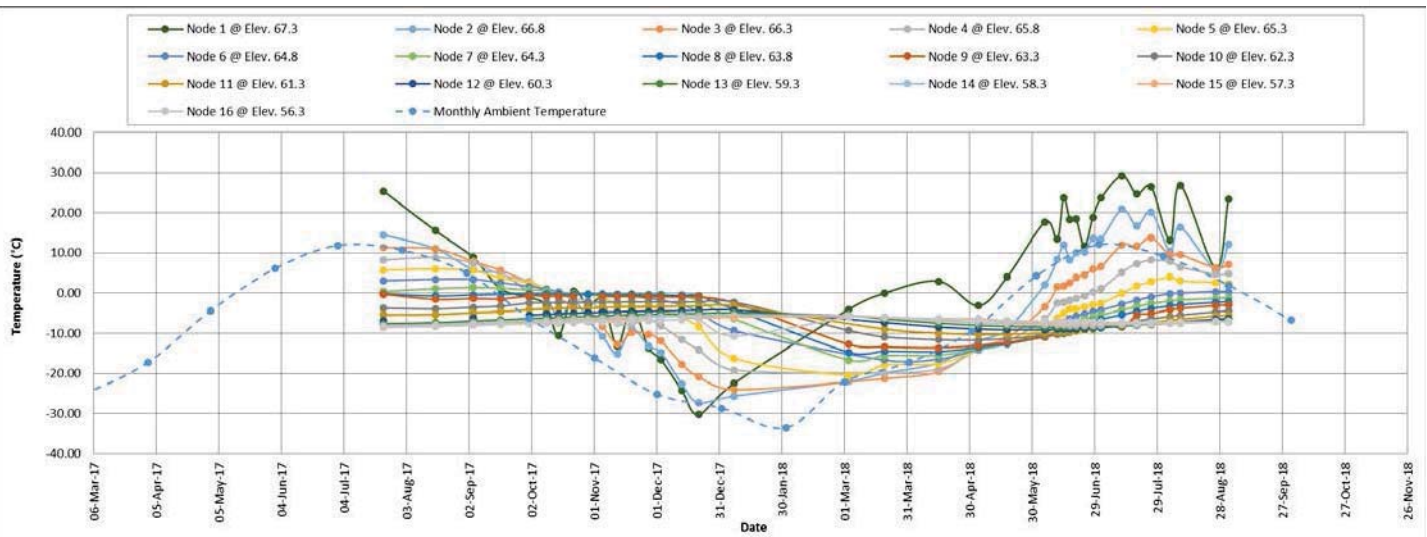
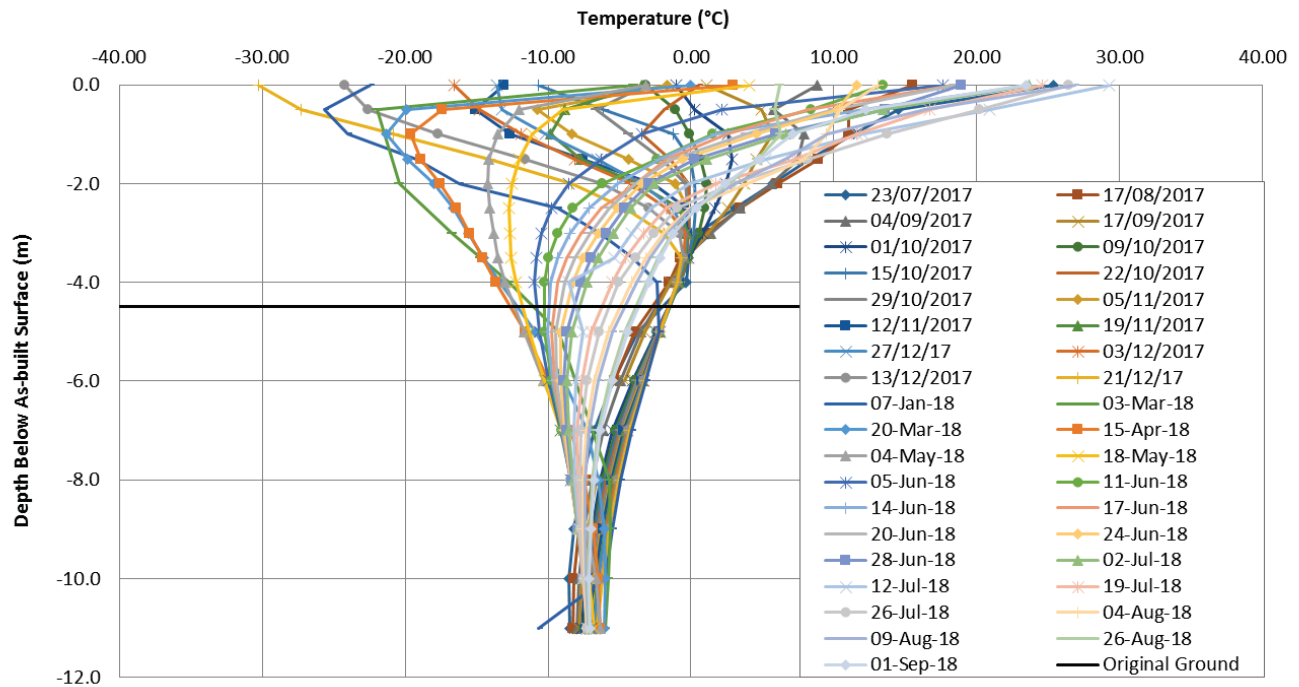
HGTC-4 (2598) D-CP1 (Stn. 1+432 to Stn. 1+482)



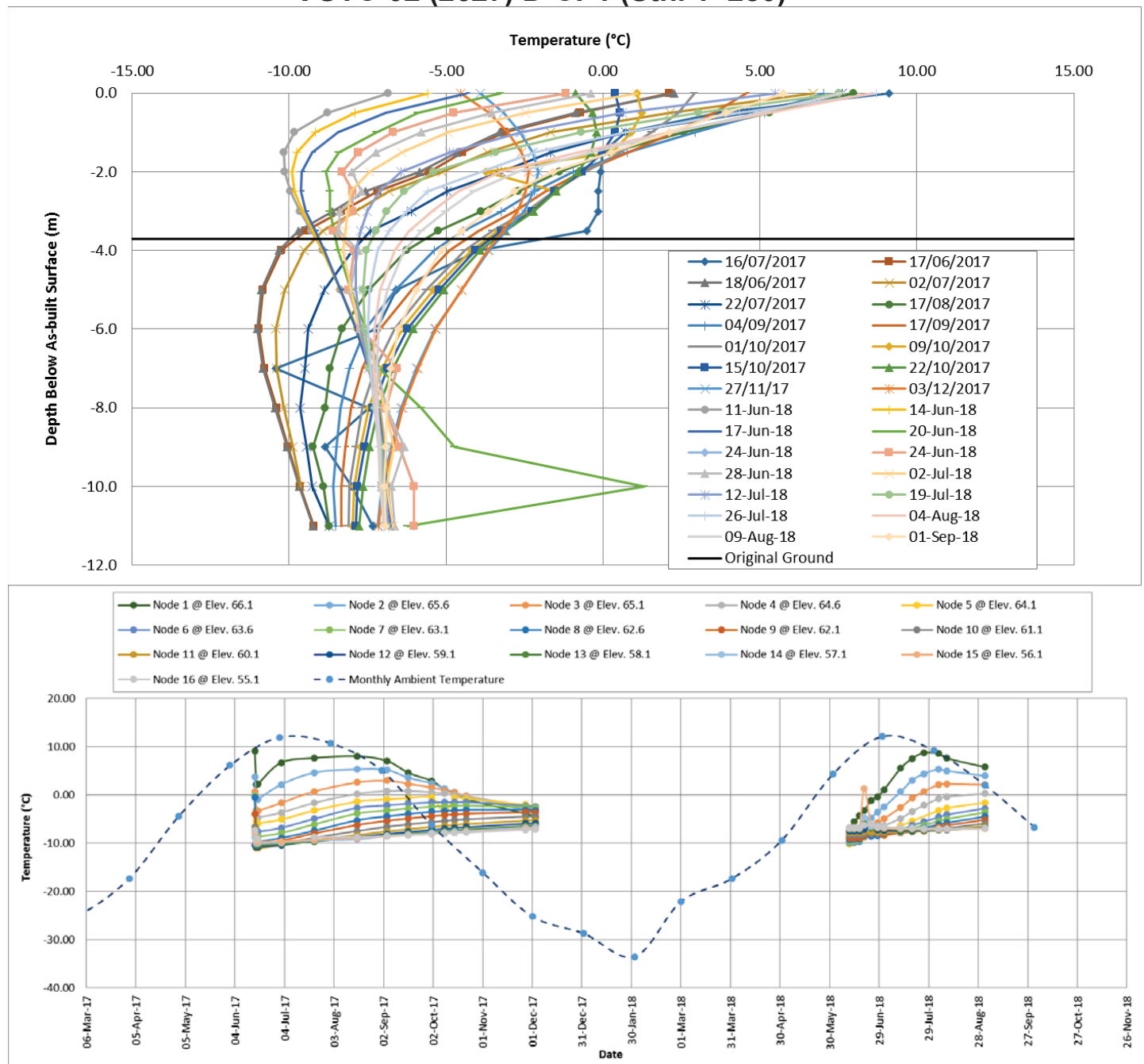
HGTC-5 (2599) D-CP1 (Stn. 1+117 to Stn. 1+158)



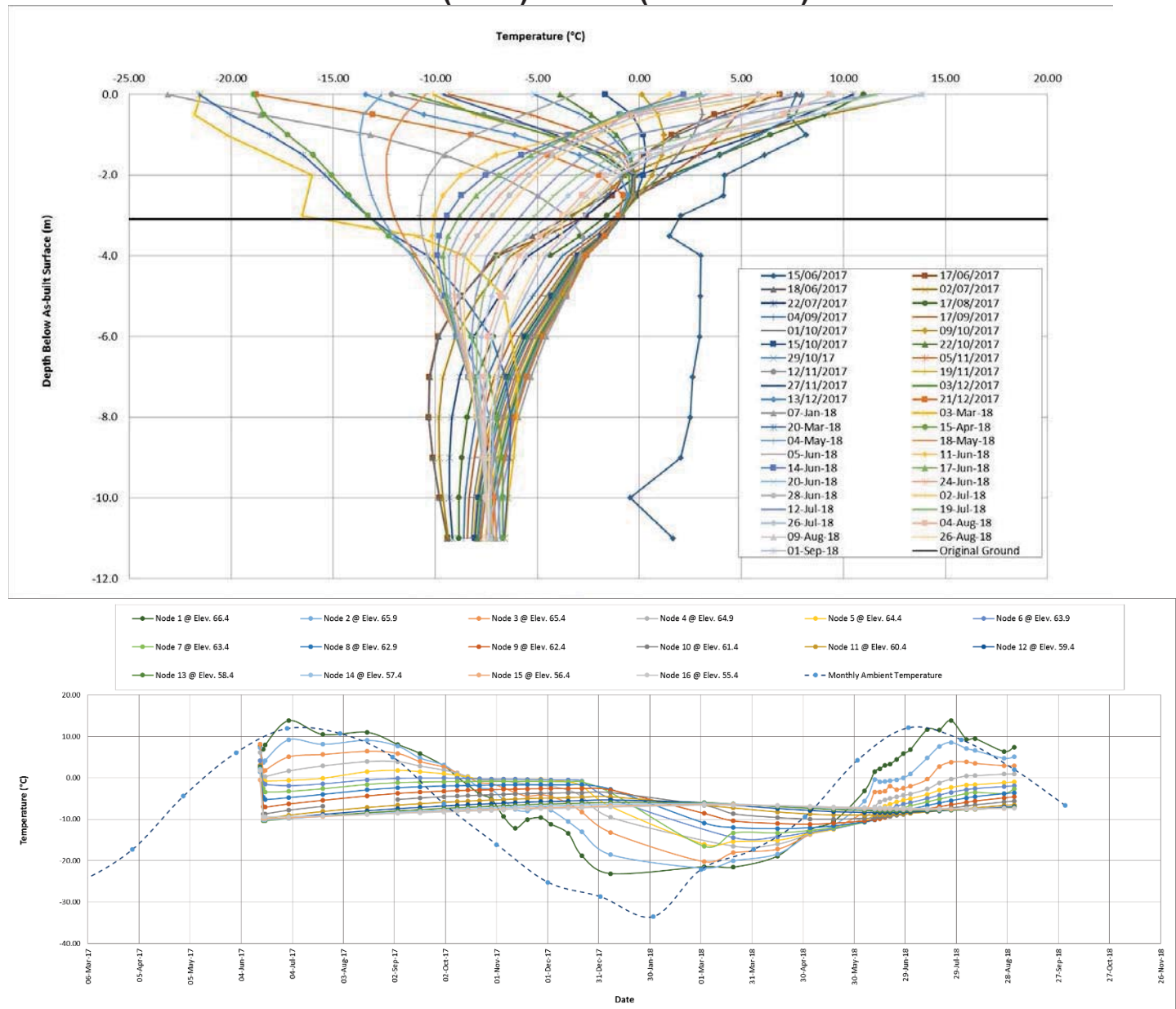
VGTC-01 (2626) D-CP1 (Stn. 1+278)



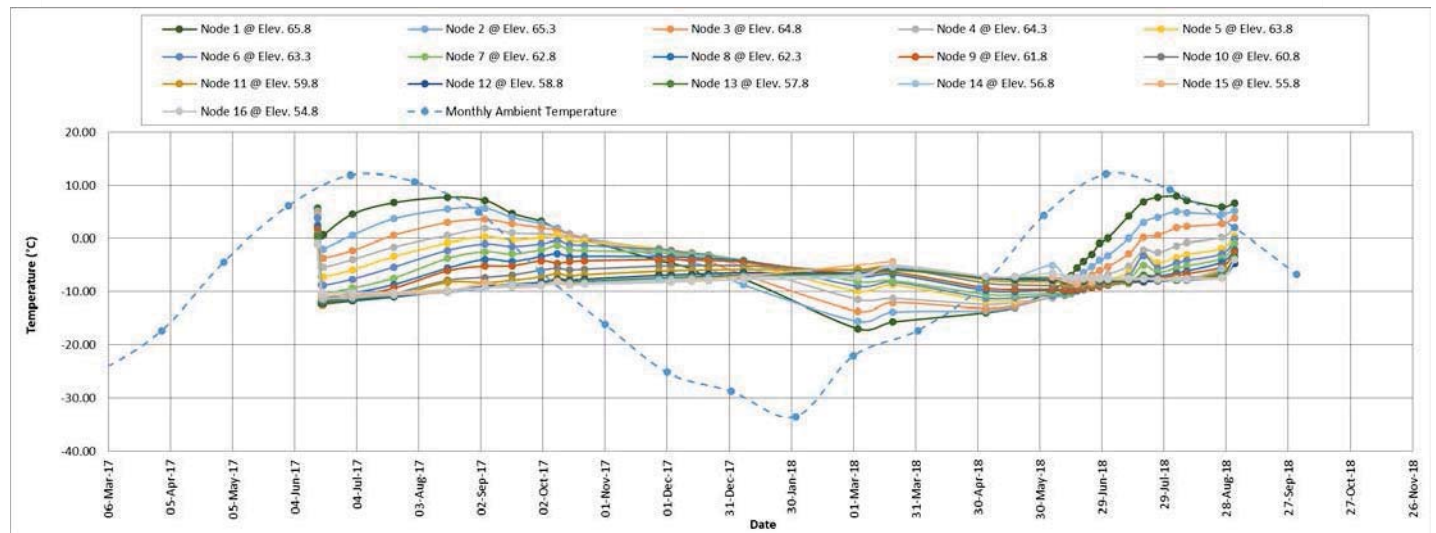
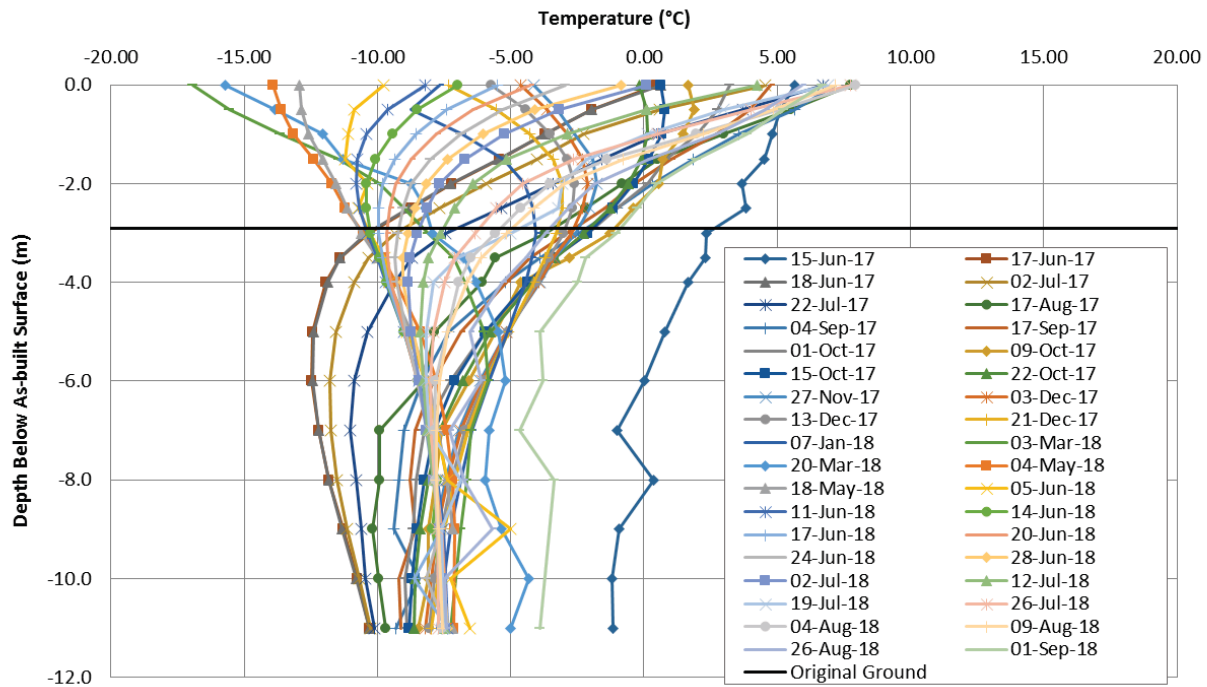
VGTC-02 (2627) D-CP1 (Stn. 1+280)



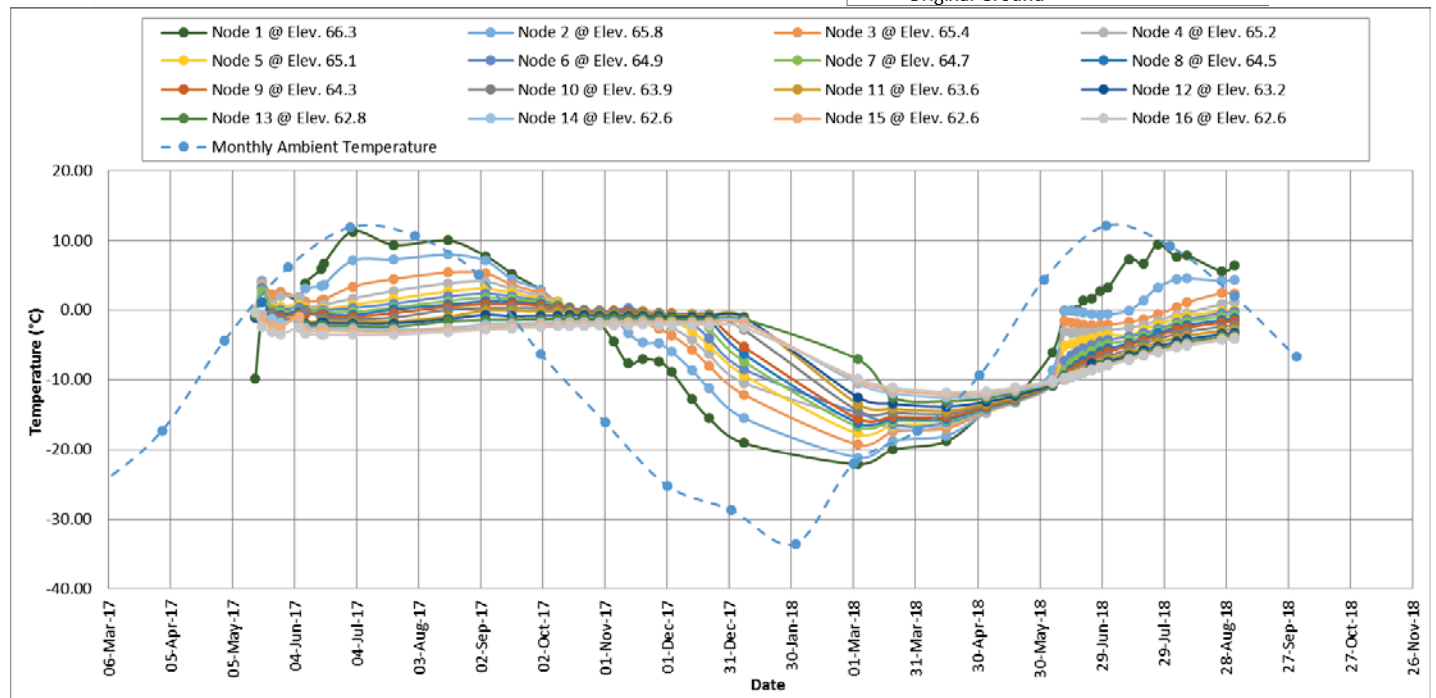
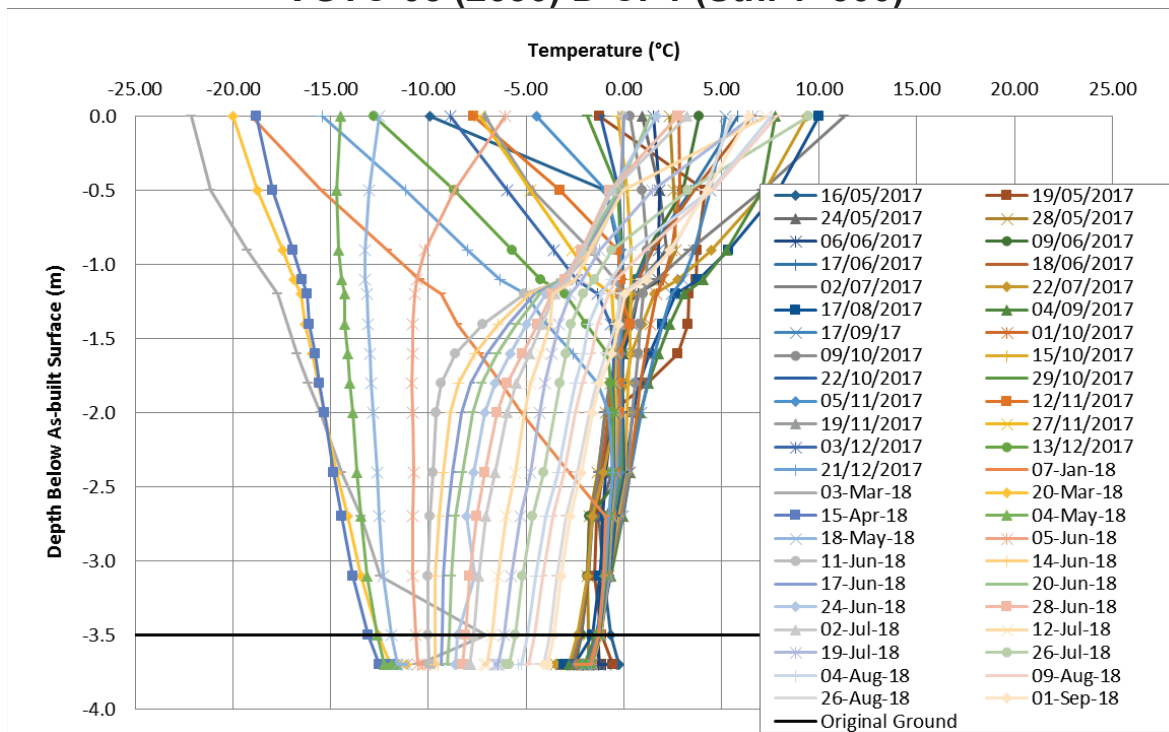
VGTC-03 (2628) D-CP1 (Stn. 1+461)

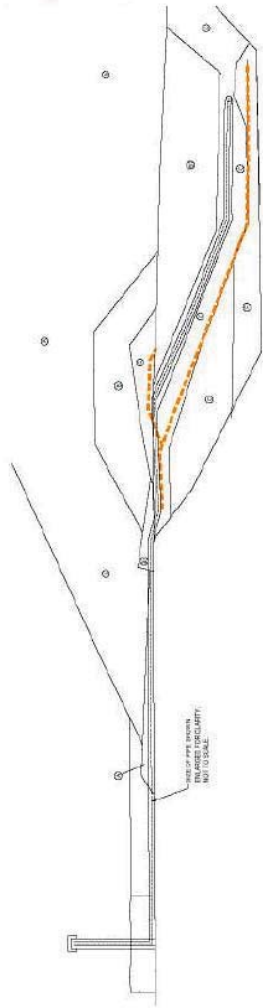


VGTC-04 (2629) D-CP1 (Stn. 1+460)



VGTC-05 (2630) D-CP1 (Stn. 1+300)



[illegible]

TEMPERATURE CABLE - PROTECTIVE COVER SECTION

TEMPERATURE CABLE - TERMINAL SUPPORT DETAIL
SCALE: NTS

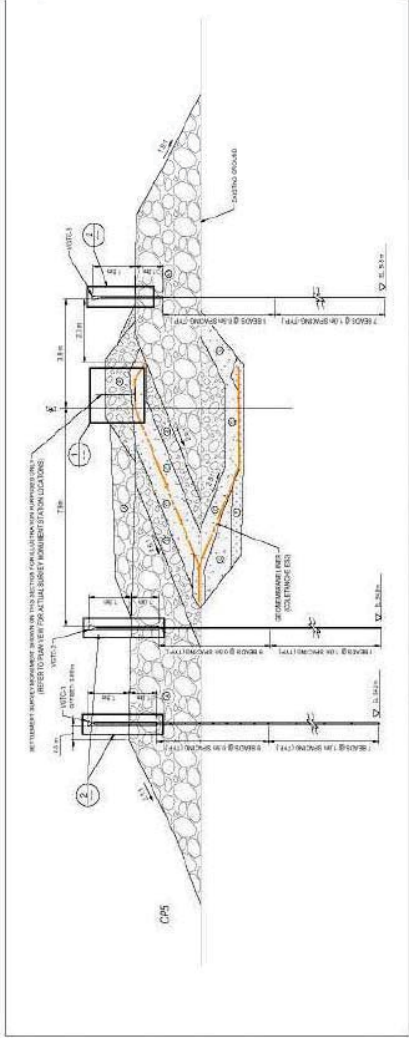
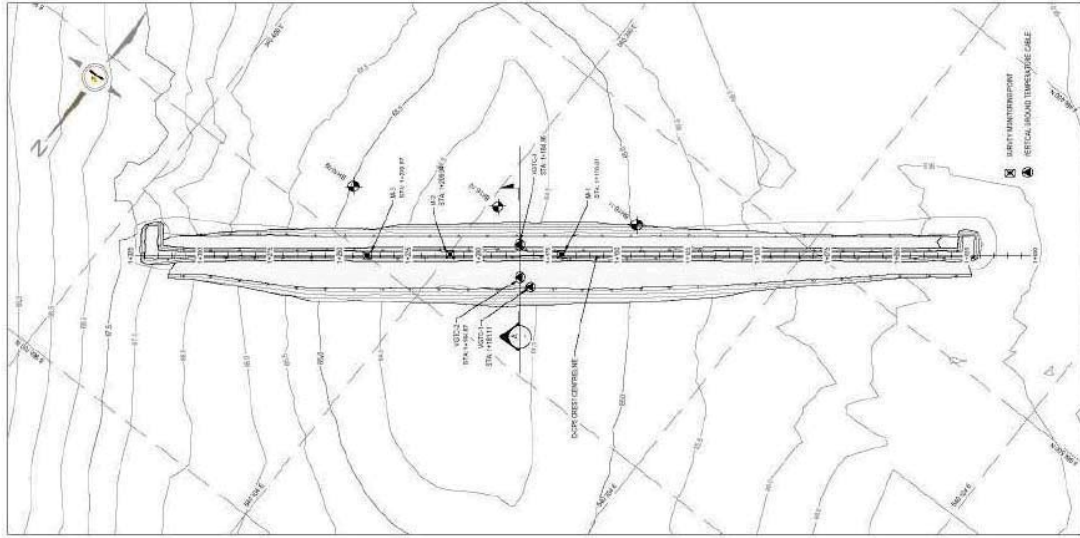
CLIENT
AGNICO-EAGLE MINES LIMITED
MELIADINE GOLD PROJECT
NUNAVUT
CONSULTANT

D-CP5 AS-BUILT INSTRUMENTATION PLAN AND DETAILS FOR HORIZONTAL GROUND TEMPERATURE CABLES

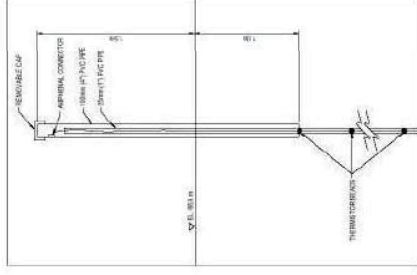
PROJECT No.	PHASE	Rev.	FIGURE
18105719	3000	0	C

FIGURE C6

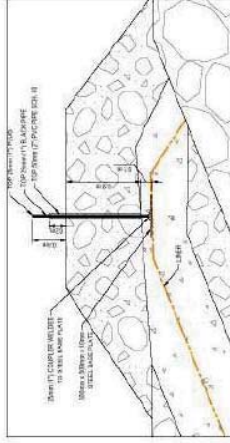
Reference:



D-CP5 - SECTION A - VERTICAL GROUND TEMPERATURE CABLE - STATION 1+155
SCALE: 1:20



D-CP1 TYPICAL VERTICAL GROUND TEMPERATURE CABLE TERMINAL DETAIL
SCALE: 1:20

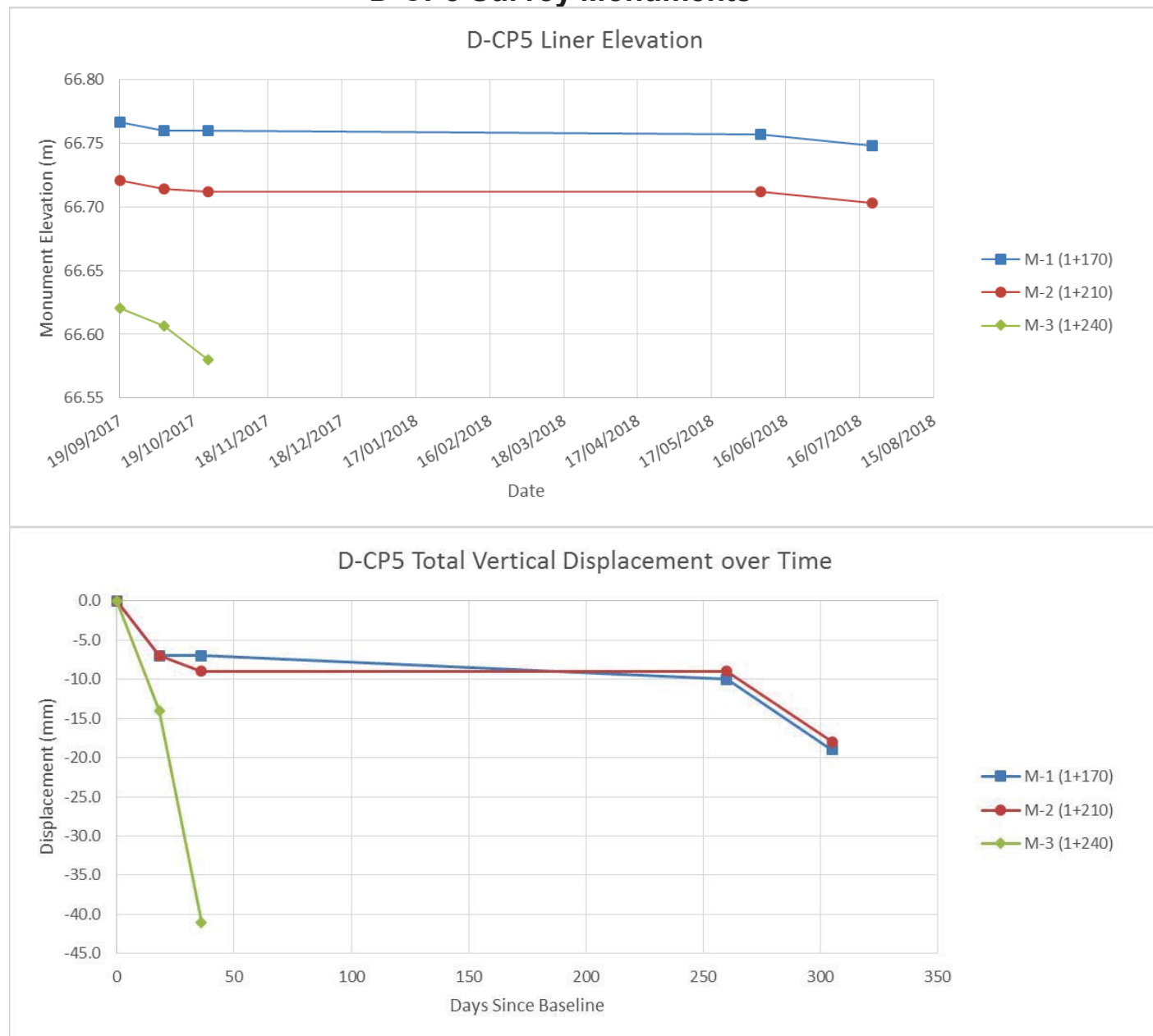


D-CP1 TYPICAL SURVEY MONUMENT DETAIL
SCALE: 1:20

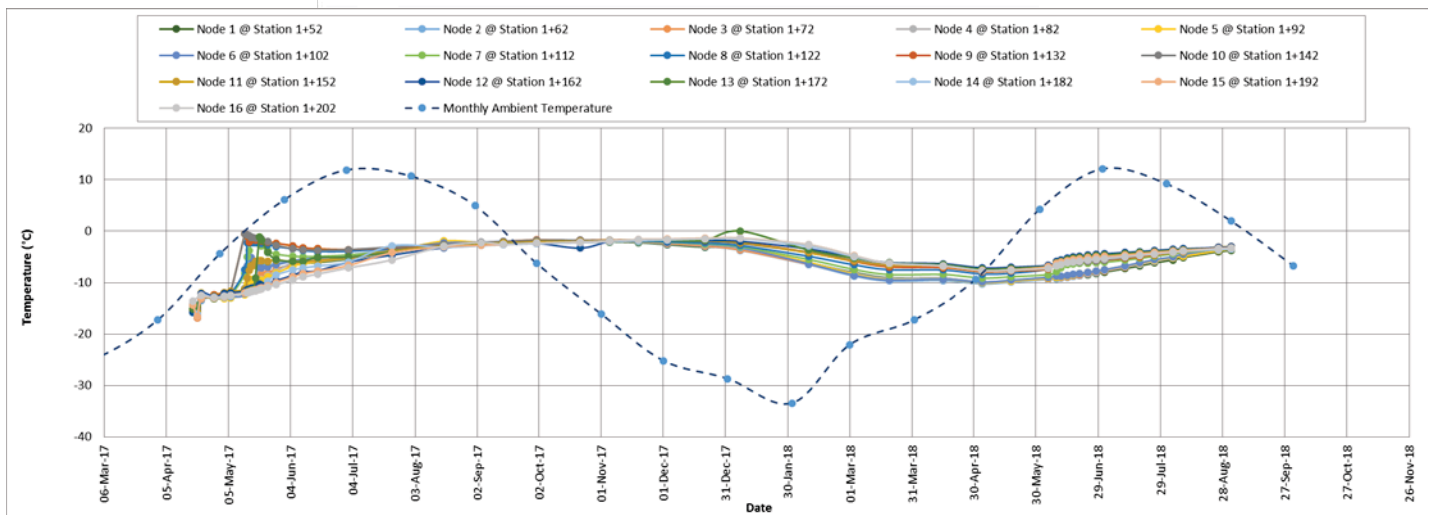
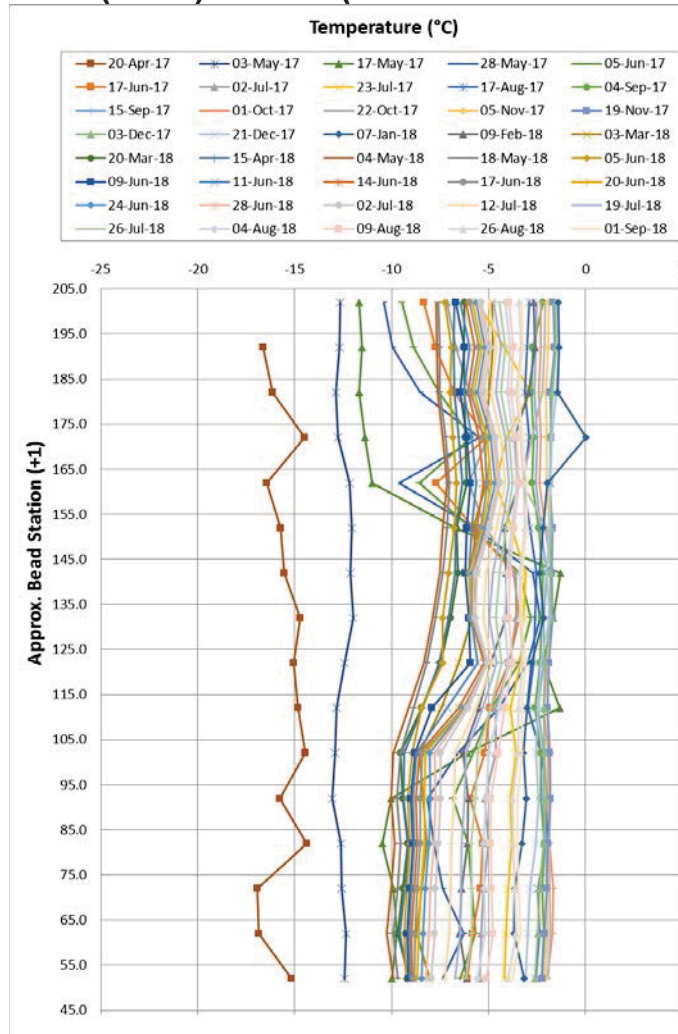
Reference: Tetra Tech, 2017. Construction Summary (as-built) Report Dike D-CP5, Meliadine Gold Project, Nunavut. Prepared for Agnico Eagle Mines Limited. October 2017. Document No. 6515-E-132-007-132-REP-013.

CLIENT		PROJECT	
AGNICO-EAGLE MINES LIMITED		Meliadine Gold Project	
MELIADINE GOLD PROJECT		Rankin Inlet, Nunavut	
CONSULTANT		TITLE	
GOLDER		D-CP5 AS-BUILT - INSTRUMENTATION PLAN AND DETAILS FOR	
		VERTICAL GROUND TEMPERATURE CABLES AND SETTLEMENT	
		SURVEY MONUMENTS	
		PROJECT No.	
		18105719	
		PHASE	
		3000	
		REV	
		0	
		FIGURE	
		C7	

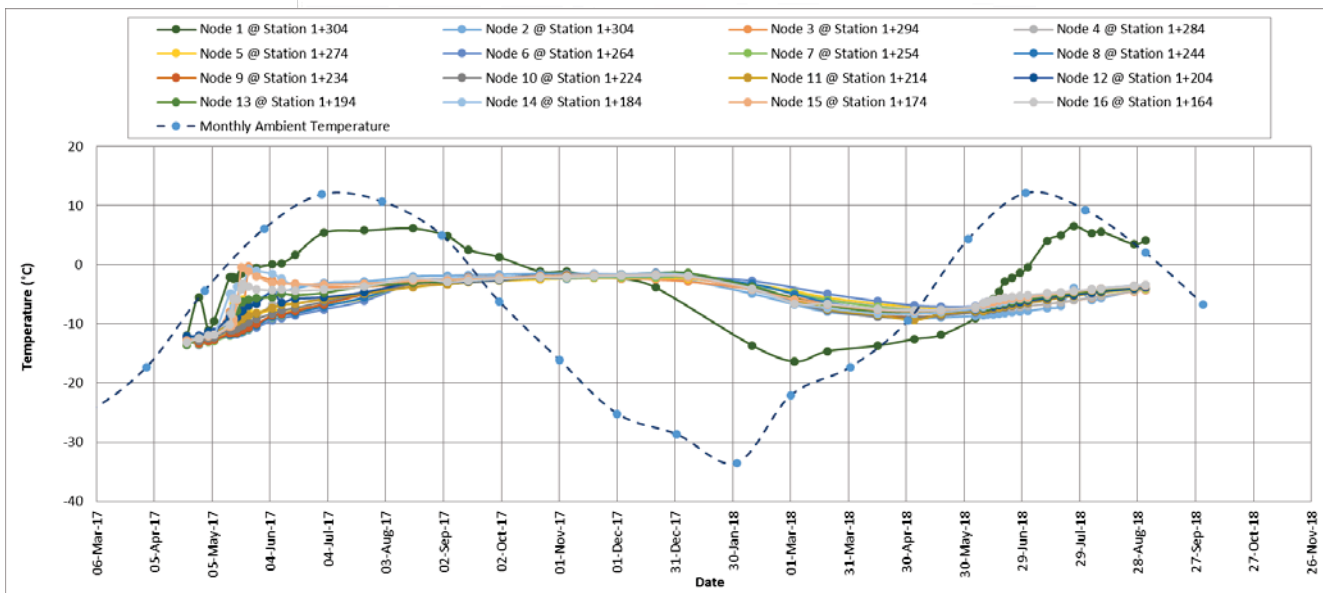
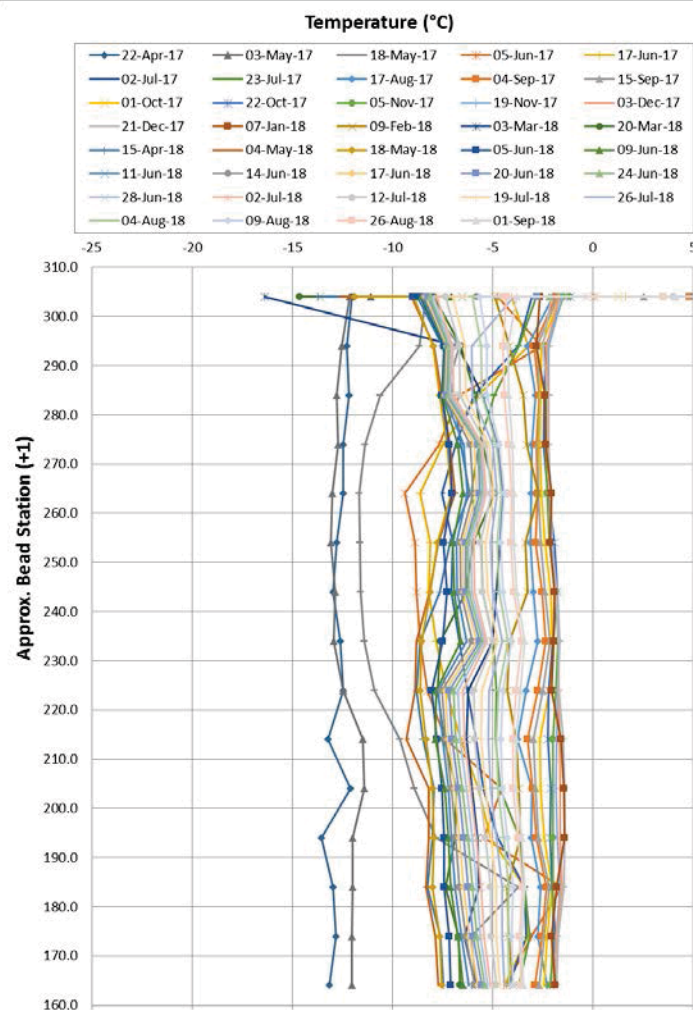
D-CP5 Survey Monuments



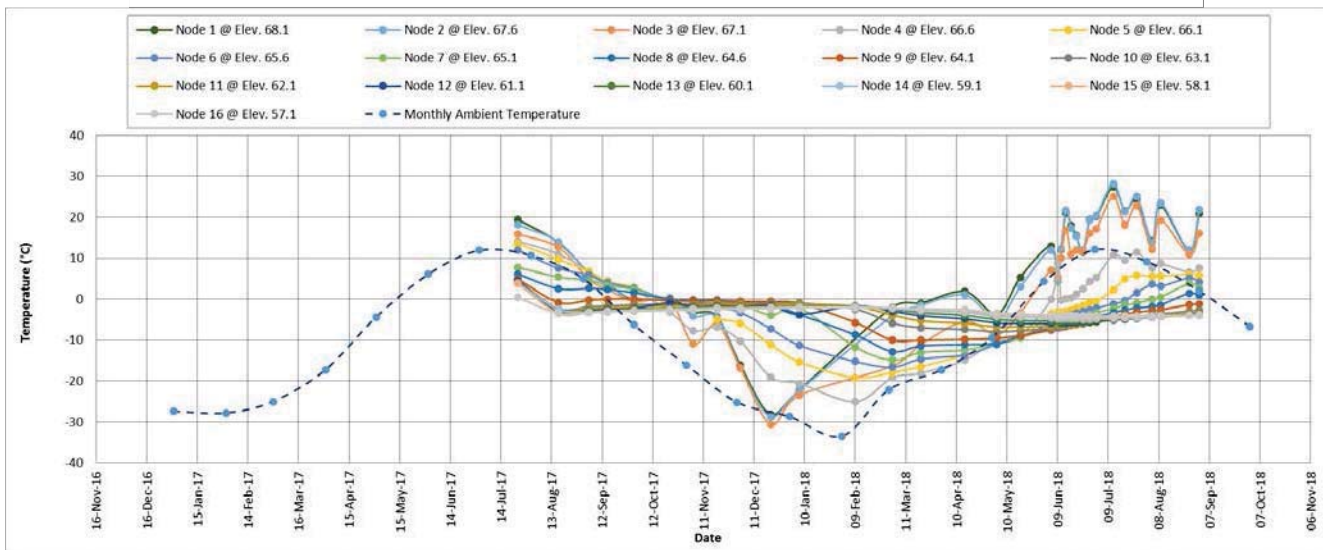
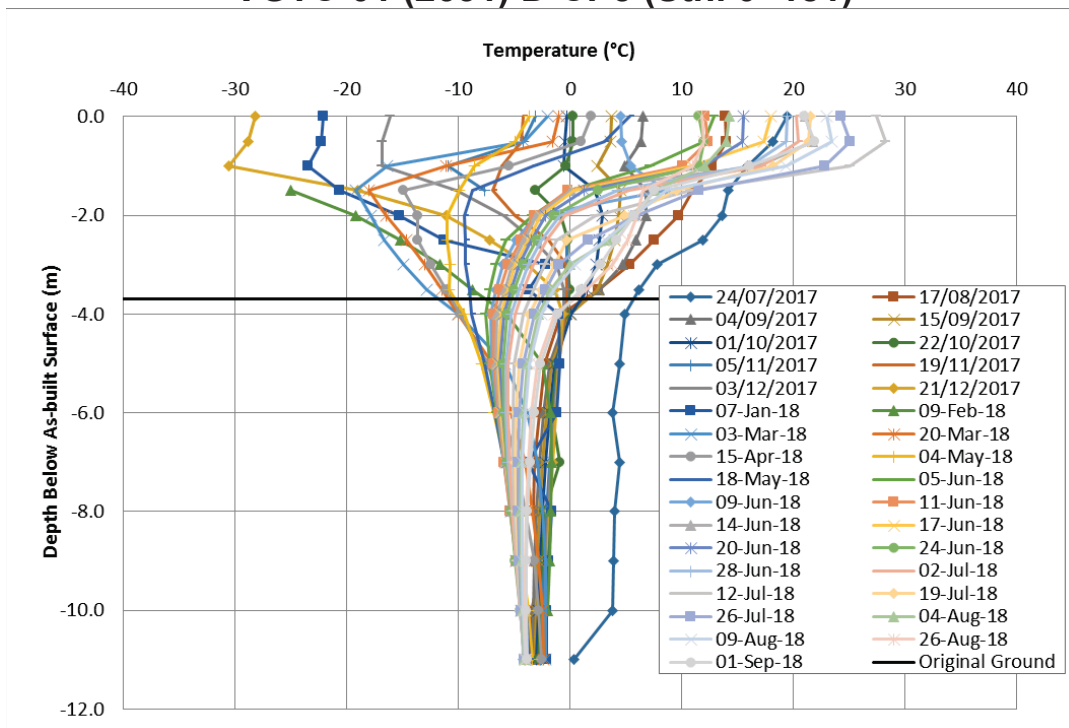
HGTC-1 (2600) D-CP5 (Stn. 0+052 to Stn. 0+202)



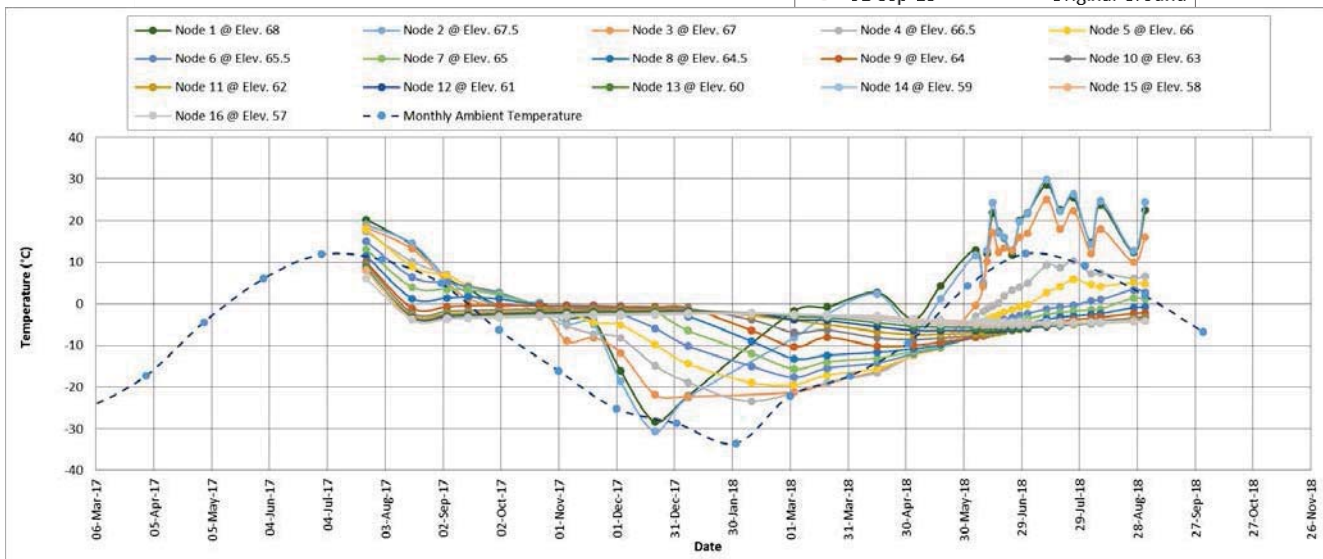
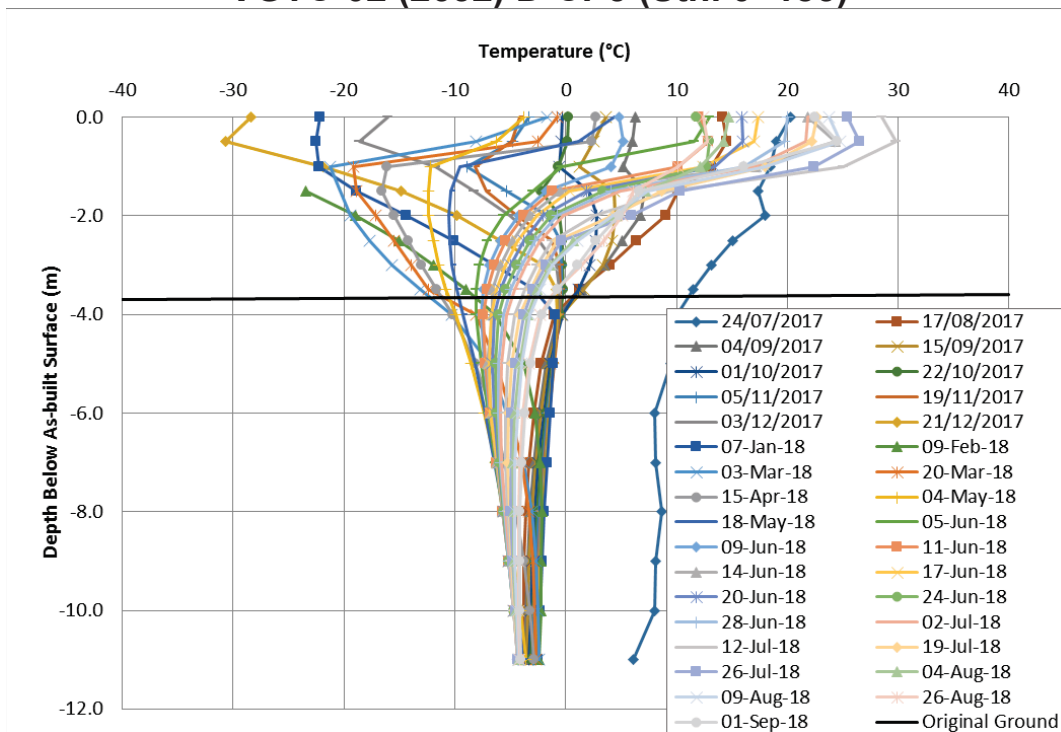
HGTC-2 (2601) D-CP5 (Stn. 0+164 to Stn. 0+304)



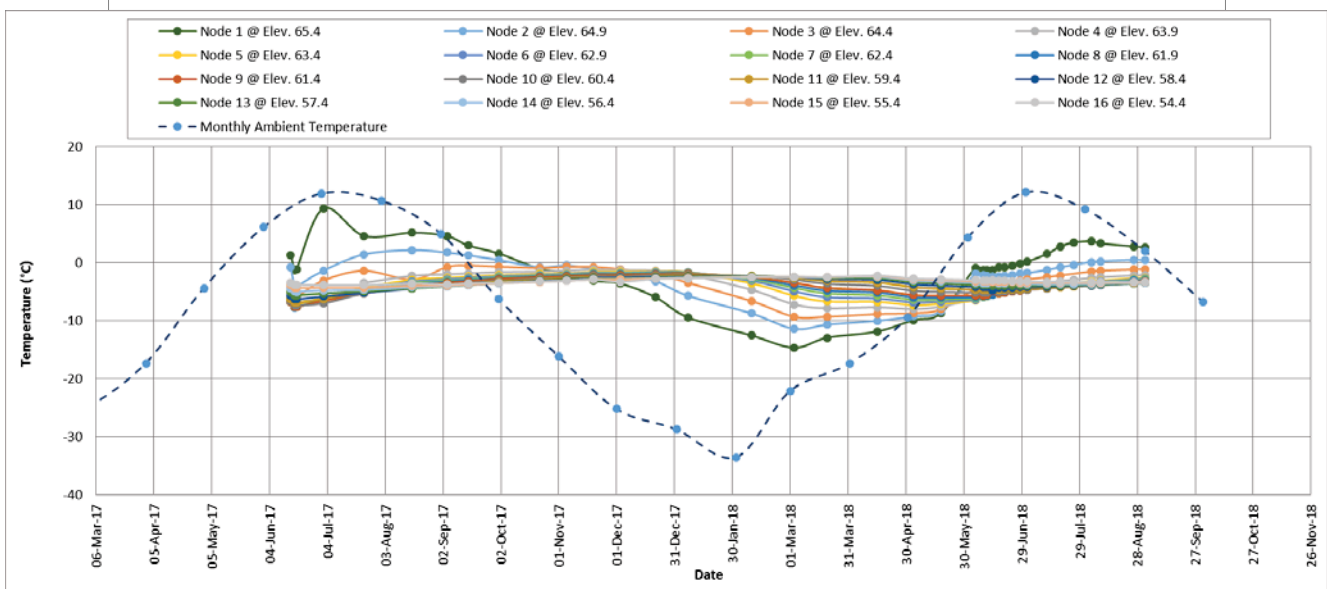
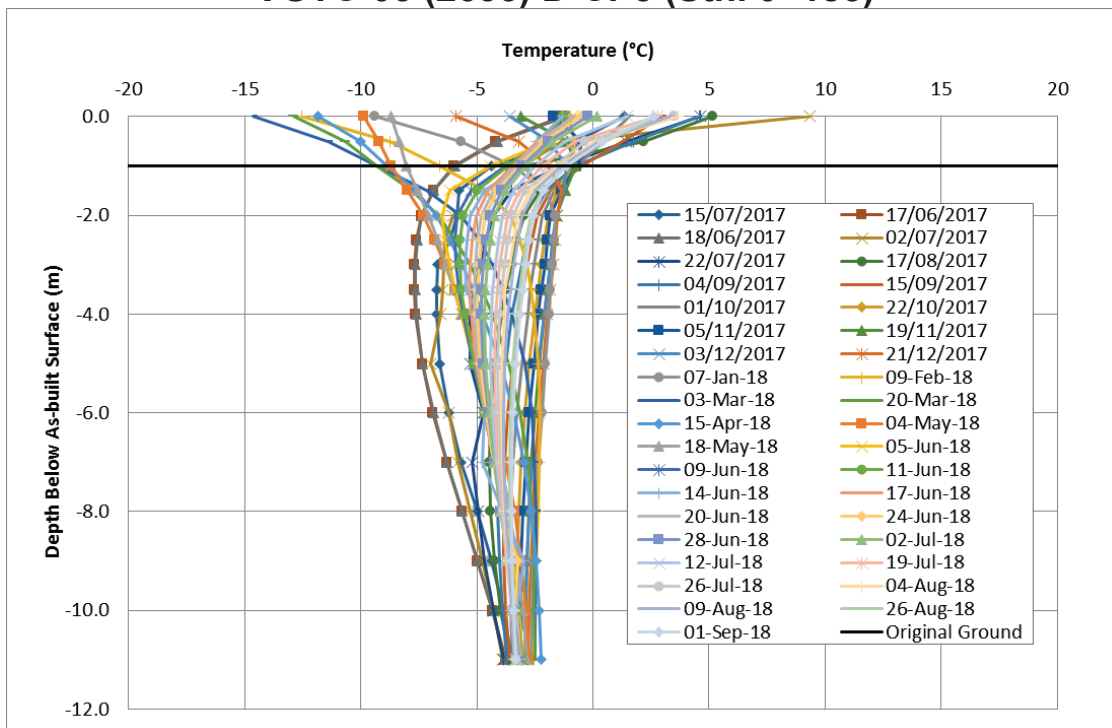
VGTC-01 (2631) D-CP5 (Stn. 0+181)



VGTC-02 (2632) D-CP5 (Stn. 0+185)



VGTC-03 (2633) D-CP5 (Stn. 0+185)



APPENDIX D

**Itivia Fuel Storage, Laydown, and
By-Pass Road Photographs**



Photograph 1: Inlets of Culverts at Entrance to Itivia Fuel and Laydown Area, Looking Southwest (14 September 2018).



Photograph 2: Outlets of Culverts at Entrance to Itivia Fuel and Laydown Area, Looking North (14 September 2018).



Photograph 3: Itivia Fuel and Laydown Area, South Slope, Looking West (14 September 2018).



Photograph 4: Itivia Fuel and Laydown Area, Pad Slopes on West End of Facility, Looking North (14 September 2018).



Photograph 5: Itivia Fuel and Laydown Area, Pad Slope on North Boundary of Facility, Looking East (14 September 2018).



Photograph 6: Itivia Fuel and Laydown Area, Interior Slope, Looking South (14 September 2018).



Photograph 7: Itivia Fuel and Laydown Area, Overview of Interior of Fuel Storage Area, Looking Northeast from Southwest Corner. (14 September 2018).



Photograph 8: Itivia Fuel and Laydown Area, Interior North Slope of Fuel Storage Facility, Looking West. (14 September 2018).



Photograph 9: Itivia Fuel and Laydown Area, Liner Exposed on Interior Slope of South Berm. (14 September 2018).



Photograph 10: Itivia Fuel and Laydown Area, Liner Exposed on Crest of East Berm. (14 September 2018).



Photograph 11: Itivia Fuel and Laydown Area, Water Poned on South Side of Tanks, actively being pumped at time of inspection, Looking Northwest. (14 September 2018).



Photograph 12: Inlets of Culvert C01, Looking East (14 September 2018)



Photograph 13: Outlets for Culvert C02, Looking Northeast (14 September 2018)



Photograph 14: Inlets for Culvert C03, Looking North. Upstream Channel Erosion (14 September 2018)



Photograph 15: Inlets for Culvert C03, Looking South (14 September 2018)



Photograph 16: Road Embankment and outlets for Culvert C03, Looking West (14 September 2018)



Photograph 17: Inlets for Culvert C04, Looking West (14 September 2018)



Photograph 18: Road Embankment and outlets for Culvert C04, Looking Southeast (14 September 2018)



Photograph 19: Road Embankment and Inlets for Culvert C05, Looking Northwest (14 September 2018)



Photograph 20: Outlets for Culvert C05, Looking Southwest (14 September 2018)



Photograph 21: Inlets for Culvert C06, Looking Northwest. Water Ponded Adjacent to Road Near Inlets (14 September 2018)



Photograph 22: Diversion Berm West of Culvert C06. Water Ponded Adjacent to Road. Looking Northwest (14 September 2018)



Photograph 23: Outlets of Culvert C06 and Road Embankment, Looking Northwest (14 September 2018)



Photograph 24: Inlet for Culvert C06-1, Looking West (14 September 2018)



Photograph 25: Outlet for Culvert C06-1, Looking West (14 September 2018)



Photograph 26: Inlets and Upstream Poned Water at Culvert C07a, Looking East (14 September 2018)



Photograph 27: Outlets of Culvert C07a, Looking West (14 September 2018)



Photograph 28: Inlets of Culvert C07b, Looking East (14 September 2018)



Photograph 29: Safety Berm and Embankment Slope over Culvert C07b Outlets, Looking Southeast (14 September 2018)



Photograph 30: Ponded Water to the East of Inlet for Culvert C09, Looking East (14 September 2018)



Photograph 31: Road Embankment and Outlets for Culvert C09, Looking West (14 September 2018)



Photograph 32: Inlets for Culvert C10, Looking East (14 September 2018)



Photograph 33: Inlets for Culvert C10, Looking South (14 September 2018)



Photograph 34: Outlets for Culvert C10, Looking Southeast (14 September 2018)



Photograph 35: Inlets of Culvert C11a, Looking Southwest (14 September 2018)



Photograph 36: Outlets of Culvert C11a, Looking North (14 September 2018)



Photograph 37: Inlets of Culvert C11b. Flow through Left Culvert, Looking East. Minor Amount of Riprap in Front of Culvert Should be Removed. (14 September 2018)



Photograph 38: Small Pond at KM 4.6 with Channel along Road Embankment Toe back to C11b, Looking North (14 September 2018)



Photograph 39: Upstream Natural Drainage Path and Culvert C11b-1 Inlet, Looking West (14 September 2018)



Photograph 40: Culvert C11b-1 Outlet and Downstream Drainage Channel, Looking Southeast (14 September 2018)



Photograph 41: Inlets and Upstream Drainage Channel for Culvert C11c, Looking East (14 September 2018)



Photograph 42: Outlets and Downstream Drainage for Culvert 11c, Looking South (14 September 2018)



Photograph 43: Culvert 12a Inlet, Looking North (14 September 2018)



Photograph 44: Culvert 12a Outlet, Looking North (14 September 2018)



Photograph 45: Culvert 12b Inlets, Looking Southeast (14 September 2018)



Photograph 46: Culvert 12b Outlets, Ponded Water Below the Inverts and Against Road Embankment Toe, Looking South (14 September 2018)



Photograph 47: Culvert 13 Inlets, Ponded Water Upstream and Below the Culvert Inverts, Looking East (14 September 2018)



Photograph 48: Culvert 13 Outlets, Ponded Water Observed Downstream Below the Culvert Inverts and Against the Road Embankment Toe, Looking Northwest (14 September 2018)



Photograph 49: Culvert 14 Inlets, Ponded Water Upstream and Below Inverts, Looking Northeast (14 September 2018)



Photograph 50: Culvert 14 Outlets, Ponded Water Below Inverts and Along Road Embankment Toe, Looking Northwest (14 September 2018)



golder.com

Appendix B-2

Responses to geotechnical recommendations

Annual Geotechnical Inspection Recommendation (Golder, 2018)					Additional Action(s) Required			Expected Date of Implementation	
1. Inspection and Monitoring					Responsible Department(s)			June 2019	
Geotechnical inspections should be carried out and documented for D-CPI and D-CPIs. The OMS manual should be updated to reflect the findings of the inspections. The OMS manual indicates that daily inspections should be completed and documented using the same form as the weekly inspection, which were not completed in 2018. The OMS manual does not indicate if there is a seasonal variability to the frequency of inspections, but this should be reviewed with the Engineer of Record (EOR) for the dikes and the OMS manual should be updated as required. In addition, instrumentation should be monitored and the data should be plotted and reviewed following the schedule developed in the OMS manual. The OMS manual should be reviewed and updated annually and is next due for review in June 2019.					Engineering			June 2019	
Make sure thermistor in the water management dikes are well marked so they can be located and maintained during the winter and are not damaged during winter. Water volumes within the containment ponds should be managed to the levels defined in the OMS manual, including maintaining the water level below the elevation defined for the end of October in the OMS manual over the winter to prevent freezing of the dikes. The OMS manual should be updated to reflect the findings of the inspections and/or recommend that the pile ramp be covered with a cover rooflet to protect it from erosion.					NA			NA	
Water Management					Engineering			June 2019	
Dike Repair/Maintenance					NA			NA	
The pile ramp constructed out of rock upstream of D-CPI slope 01s, 1-4-14B is susceptible to erosion and once erosion is observed since the 2017 inspection, it is recommended that the pile ramp be covered with a cover rooflet to protect it from erosion. Survey monitoring plate M-3 on D-CPIs should be replaced.					Engineering			June 2019	
Where access is feasible, removal of snow from the water collection pond dikes is recommended to prevent the accumulation of snow on the dikes and the foundations to drop as low as possible. Snow removal is more important if thermistor data is indicating that the dike and/or foundation temperatures are warmer than expected.					Engineering/ES&I/Construction			Late summer 2019	
Monitor the cracking observed in the D-CPI downstream sump berm and adjacent to the downstream channel.					Engineering/ES&I			Fall 2019	
Reinforce and/or compact the area of cracking in the D-CPI downstream sump berm to reduce the potential for water to infiltrate into the cracks leading to warming of the permafrost and additional thaw settlement and cracking.					NA			NA	
The D-CPI sump and downstream collection channel should be emptied in the fall, before winter, to reduce the potential for water to infiltrate into the cracks leading to warming of the permafrost and additional thaw settlement and cracking.					NA			NA	
During open water season, keeping the water level in the downstream channel and sump low will reduce the potential for thaw of the ground around and associated settlement.					NA			NA	

Annual Geotechnical Inspection Recommendation (Golder, 2018)	Priority Level (Golder, 2018)	Recommendation (I) to be implemented?	ALM Response to Recommendation	Additional Action(s) Required	Responsible Department(s)	Expected Date of Implementation
1. OMS If the P-Area dikes will continue to be used, they should be added to the OMS for the P-Area. The OMS should be updated annually. The OMS should include instrumentation monitoring should be carried out and documented following a schedule developed in the OMS manual.	High	No	The Annual Inspection points out that any potential failure of the P-Area dikes could result in a major dam failure. The OMS should be updated annually. The OMS should include instrumentation monitoring should be carried out and documented following a schedule developed in the OMS manual. However, as part of ALM's commitment to exercising due diligence, geotechnical inspections and instrumentation monitoring will continue for as long as these structures remain functioning. Visual geotechnical inspections and documentation will continue in 2019 on a monthly basis during the open water season.	No	NA	NA
2. Inspection and Monitoring ALM personnel should continue to conduct geotechnical inspections and document visual observations such as cracking, slumping and/or seepage. Instrumentation monitoring should be carried out and documented following a schedule developed in the OMS manual. It is recommended that the frequency of visual geotechnical inspections be conducted weekly during freshet and monthly during the open water period. Thermistor data should continue to be collected, plotted and reviewed and pond water levels should continue to be measured and tracked. Make sure each thermistor cable is well marked so they can be located and maintained during the winter and are not damaged during snow removal operations. Consider adding data loggers to record the temperatures to facilitate data collection, particularly in the winter. Continue to collect and pump back seepage water as deemed necessary in areas where seepage could impact downstream areas.	Not Provided	Already implemented	Pond water levels will continue to be read daily during open water season and tracked against the measured depth of flow in the berms. Thermistor data will be collected. Plots are reviewed on a monthly basis. All thermistor cables are clearly marked and delineated.	No	NA	NA
3. Water Management The water levels in the ponds should be reduced as much as possible in the winter to reduce the risk of ice damage to the ponds. The ponds should be kept empty within the ponds to manage water during the freshet. If necessary, the water levels should also be maintained as low as possible in the summer to reduce thermal warming due to water over the upstream toe of the dikes.	Not Provided	Already implemented	Data loggers were installed for the permanent dikes in October 2018. However, owing to the temporary nature of the P-Area, the lower risk of failure and the greater accessibility of the thermistors, the expense of adding data loggers is not warranted. Water level within the collection pond and seepage channels are monitored daily. Pumping of seepage water occurs as required and pumping records are provided daily.	No	NA	NA
4. Repair/Maintenance If the dikes continue to be used, consideration for filling in the cracks, with gravel or sand, regrading and re-compacting the slopes and crests may be warranted. Consider adding rockfill material to cover the till berm in P1, to protect the till and maintain its integrity if the berm is required for water management. Where access is feasible, removal of snow from the water collection pond dikes is recommended to reduce the insulating effects of the snow, thereby allowing the temperatures of the core materials in the dikes and the foundations to drop as temperatures rise in the spring. This will help to reduce the risk of damage to maintain frozen conditions throughout the summer. Snow removal is more important if thermistor data indicates that temperatures within the dikes and/or foundations are warmer than expected.	Medium	No	Water levels within the collection ponds are monitored daily during open water season and tracked against the measured depth of flow in the berms. Current water level statuses and targets with stakeholders. When water levels are deemed to be of concern, pumping to the P-Area is stopped and removal is initiated. The water levels are monitored daily during the open water season. A feasible water level target is made and reached via treatment or discharge. This target will be sufficient to ensure OMM is not reached during freshet. The Annual Inspection points out that overall, the P-Area berms appear stable, but there is a risk of failure due to the temporary nature of this P-Area berms and low risk of failure, ALM does not feel that the time and expense of regrading and re-compacting the slopes and crests is warranted. The exception however, would be Jetty #2 off of DP1-B. As we noted during the inspection and as documented in internal inspection throughout 2018, slumping and cracking in this area has been observed to increase over the past year. As Jetty #2 supports an evaporator and there is a risk of impacting operation of the evaporator, the Jetty #2 will be monitored closely during the open water season. The till berm in the middle of the P1 collection pond is not required for water management. Snow clearing activities have the potential risk of damaging thermistor installations, trench sumps and other infrastructure in the P-Area. In addition, thermistor data indicates that the P-Area berms will experience complete thawing during the summer. Snow removal is more important if thermistor data indicates that temperatures within the dikes and/or foundations are warmer than expected.	Schedule maintenance work with E&I for late summer 2019. Closely monitor Jetty condition during summer thawing.	Engineering/E&I	September 2019
	Low	No	The till berm in the middle of the P1 collection pond is not required for water management.	No	NA	NA
	Medium	No	Thermistor data indicates that the P-Area berms will experience complete thawing during the summer. Snow removal is more important if thermistor data indicates that temperatures within the dikes and/or foundations are warmer than expected.	No	NA	NA

Annual Geotechnical Inspection Recommendation (Golder, 2017)	Priority Level (Golder, 2018)	Recommendation (s) to be Implemented?	ATEM Response to Recommendation	Additional Action(s) Required	Responsible Department(s)	Expected Date of Implementation
1. Channel 1 The cracking and sloughing along Channel 1 should be assessed to determine if the erosion is due to frost heave or if it is caused by thermal degradation or permafrost adjacent to the channel. If possible, the channel should be kept empty through the winter to promote freezing of the permafrost around the channel. If the bottom of Channel 1 remains below the silt/silt 16, consider the possibility of frost heave. If frost heave is suspected, consider the possibility of water not needed to pond in the channel before flowing through the culverts. If the bottom of Channel 1 remains below the silt/silt 16, consider the possibility of frost heave. If frost heave is suspected, consider the possibility of water not needed to pond in the channel before flowing through the culverts. The existing borrow area should be recontoured and either capped with a coarse material or regraded to reduce erosion. Monitor the cracking adjacent to Channel 5.	Medium	No	The lateral slopes of Channel 1 were locally steepened (2:1:1V) for approximately 100m. The original design (BHV) was done with the approval of the Design Engineer. As discussed in the "Terra Tech as-built report," Construction Summary (As-Built Report for Channel and Culvert #13, #15, #16, #17, #18, #19, #20, #21, #22, #23, #24, #25, #26, #27, #28, #29, #30, #31, #32, #33, #34, #35, #36, #37, #38, #39, #40, #41, #42, #43, #44, #45, #46, #47, #48, #49, #50, #51, #52, #53, #54, #55, #56, #57, #58, #59, #60, #61, #62, #63, #64, #65, #66, #67, #68, #69, #70, #71, #72, #73, #74, #75, #76, #77, #78, #79, #80, #81, #82, #83, #84, #85, #86, #87, #88, #89, #90, #91, #92, #93, #94, #95, #96, #97, #98, #99, #100, #101, #102, #103, #104, #105, #106, #107, #108, #109, #110, #111, #112, #113, #114, #115, #116, #117, #118, #119, #120, #121, #122, #123, #124, #125, #126, #127, #128, #129, #130, #131, #132, #133, #134, #135, #136, #137, #138, #139, #140, #141, #142, #143, #144, #145, #146, #147, #148, #149, #150, #151, #152, #153, #154, #155, #156, #157, #158, #159, #160, #161, #162, #163, #164, #165, #166, #167, #168, #169, #170, #171, #172, #173, #174, #175, #176, #177, #178, #179, #180, #181, #182, #183, #184, #185, #186, #187, #188, #189, #190, #191, #192, #193, #194, #195, #196, #197, #198, #199, #200, #201, #202, #203, #204, #205, #206, #207, #208, #209, #210, #211, #212, #213, #214, #215, #216, #217, #218, #219, #220, #221, #222, #223, #224, #225, #226, #227, #228, #229, #230, #231, #232, #233, #234, #235, #236, #237, #238, #239, #240, #241, #242, #243, #244, #245, #246, #247, #248, #249, #250, #251, #252, #253, #254, #255, #256, #257, #258, #259, #260, #261, #262, #263, #264, #265, #266, #267, #268, #269, #270, #271, #272, #273, #274, #275, #276, #277, #278, #279, #280, #281, #282, #283, #284, #285, #286, #287, #288, #289, #290, #291, #292, #293, #294, #295, #296, #297, #298, #299, #300, #301, #302, #303, #304, #305, #306, #307, #308, #309, #310, #311, #312, #313, #314, #315, #316, #317, #318, #319, #320, #321, #322, #323, #324, #325, #326, #327, #328, #329, #330, #331, #332, #333, #334, #335, #336, #337, #338, #339, #340, #341, #342, #343, #344, #345, #346, #347, #348, #349, #350, #351, #352, #353, #354, #355, #356, #357, #358, #359, #360, #361, #362, #363, #364, #365, #366, #367, #368, #369, #370, #371, #372, #373, #374, #375, #376, #377, #378, #379, #380, #381, #382, #383, #384, #385, #386, #387, #388, #389, #390, #391, #392, #393, #394, #395, #396, #397, #398, #399, #400, #401, #402, #403, #404, #405, #406, #407, #408, #409, #410, #411, #412, #413, #414, #415, #416, #417, #418, #419, #420, #421, #422, #423, #424, #425, #426, #427, #428, #429, #430, #431, #432, #433, #434, #435, #436, #437, #438, #439, #440, #441, #442, #443, #444, #445, #446, #447, #448, #449, #450, #451, #452, #453, #454, #455, #456, #457, #458, #459, #460, #461, #462, #463, #464, #465, #466, #467, #468, #469, #470, #471, #472, #473, #474, #475, #476, #477, #478, #479, #480, #481, #482, #483, #484, #485, #486, #487, #488, #489, #490, #491, #492, #493, #494, #495, #496, #497, #498, #499, #500, #501, #502, #503, #504, #505, #506, #507, #508, #509, #510, #511, #512, #513, #514, #515, #516, #517, #518, #519, #520, #521, #522, #523, #524, #525, #526, #527, #528, #529, #530, #531, #532, #533, #534, #535, #536, #537, #538, #539, #540, #541, #542, #543, #544, #545, #546, #547, #548, #549, #550, #551, #552, #553, #554, #555, #556, #557, #558, #559, #560, #561, #562, #563, #564, #565, #566, #567, #568, #569, #570, #571, #572, #573, #574, #575, #576, #577, #578, #579, #580, #581, #582, #583, #584, #585, #586, #587, #588, #589, #590, #591, #592, #593, #594, #595, #596, #597, #598, #599, #600, #601, #602, #603, #604, #605, #606, #607, #608, #609, #610, #611, #612, #613, #614, #615, #616, #617, #618, #619, #620, #621, #622, #623, #624, #625, #626, #627, #628, #629, #630, #631, #632, #633, #634, #635, #636, #637, #638, #639, #640, #641, #642, #643, #644, #645, #646, #647, #648, #649, #650, #651, #652, #653, #654, #655, #656, #657, #658, #659, #660, #661, #662, #663, #664, #665, #666, #667, #668, #669, #670, #671, #672, #673, #674, #675, #676, #677, #678, #679, #680, #681, #682, #683, #684, #685, #686, #687, #688, #689, #690, #691, #692, #693, #694, #695, #696, #697, #698, #699, #700, #701, #702, #703, #704, #705, #706, #707, #708, #709, #710, #711, #712, #713, #714, #715, #716, #717, #718, #719, #720, #721, #722, #723, #724, #725, #726, #727, #728, #729, #730, #731, #732, #733, #734, #735, #736, #737, #738, #739, #740, #741, #742, #743, #744, #745, #746, #747, #748, #749, #750, #751, #752, #753, #754, #755, #756, #757, #758, #759, #760, #761, #762, #763, #764, #765, #766, #767, #768, #769, #770, #771, #772, #773, #774, #775, #776, #777, #778, #779, #780, #781, #782, #783, #784, #785, #786, #787, #788, #789, #790, #791, #792, #793, #794, #795, #796, #797, #798, #799, #800, #801, #802, #803, #804, #805, #806, #807, #808, #809, #810, #811, #812, #813, #814, #815, #816, #817, #818, #819, #820, #821, #822, #823, #824, #825, #826, #827, #828, #829, #830, #831, #832, #833, #834, #835, #836, #837, #838, #839, #840, #841, #842, #843, #844, #845, #846, #847, #848, #849, #850, #851, #852, #853, #854, #855, #856, #857, #858, #859, #860, #861, #862, #863, #864, #865, #866, #867, #868, #869, #870, #871, #872, #873, #874, #875, #876, #877, #878, #879, #880, #881, #882, #883, #884, #885, #886, #887, #888, #889, #890, #891, #892, #893, #894, #895, #896, #897, #898, #899, #900, #901, #902, #903, #904, #905, #906, #907, #908, #909, #910, #911, #912, #913, #914, #915, #916, #917, #918, #919, #920, #921, #922, #923, #924, #925, #926, #927, #928, #929, #930, #931, #932, #933, #934, #935, #936, #937, #938, #939, #940, #941, #942, #943, #944, #945, #946, #947, #948, #949, #950, #951, #952, #953, #954, #955, #956, #957, #958, #959, #960, #961, #962, #963, #964, #965, #966, #967, #968, #969, #970, #971, #972, #973, #974, #975, #976, #977, #978, #979, #980, #981, #982, #983, #984, #985, #986, #987, #988, #989, #990, #991, #992, #993, #994, #995, #996, #997, #998, #999, #1000, #1001, #1002, #1003, #1004, #1005, #1006, #1007, #1008, #1009, #1010, #1011, #1012, #1013, #1014, #1015, #1016, #1017, #1018, #1019, #1020, #1021, #1022, #1023, #1024, #1025, #1026, #1027, #1028, #1029, #1030, #1031, #1032, #1033, #1034, #1035, #1036, #1037, #1038, #1039, #1040, #1041, #1042, #1043, #1044, #1045, #1046, #1047, #1048, #1049, #1050, #1051, #1052, #1053, #1054, #1055, #1056, #1057, #1058, #1059, #1060, #1061, #1062, #1063, #1064, #1065, #1066, #1067, #1068, #1069, #1070, #1071, #1072, #1073, #1074, #1075, #1076, #1077, #1078, #1079, #1080, #1081, #1082, #1083, #1084, #1085, #1086, #1087, #1088, #1089, #1090, #1091, #1092, #1093, #1094, #1095, #1096, #1097, #1098, #1099, #1100, #1101, #1102, #1103, #1104, #1105, #1106, #1107, #1108, #1109, #1110, #1111, #1112, #1113, #1114, #1115, #1116, #1117, #1118, #1119, #1120, #1121, #1122, #1123, #1124, #1125, #1126, #1127, #1128, #1129, #1130, #1131, #1132, #1133, #1134, #1135, #1136, #1137, #1138, #1139, #1140, #1141, #1142, #1143, #1144, #1145, #1146, #1147, #1148, #1149, #1150, #1151, #1152, #1153, #1154, #1155, #1156, #1157, #1158, #1159, #1160, #1161, #1162, #1163, #1164, #1165, #1166, #1167, #1168, #1169, #1170, #1171, #1172, #1173, #1174, #1175, #1176, #1177, #1178, #1179, #1180, #1181, #1182, #1183, #1184, #1185, #1186, #1187, #1188, #1189, #1190, #1191, #1192, #1193, #1194, #1195, #1196, #1197, #1198, #1199, #1200, #1201, #1202, #1203, #1204, #1205, #1206, #1207, #1208, #1209, #1210, #1211, #1212, #1213, #1214, #1215, #1216, #1217, #1218, #1219, #1220, #1221, #1222, #1223, #1224, #1225, #1226, #1227, #1228, #1229, #1230, #1231, #1232, #1233, #1234, #1235, #1236, #1237, #1238, #1239, #1240, #1241, #1242, #1243, #1244, #1245, #1246, #1247, #1248, #1249, #1250, #1251, #1252, #1253, #1254, #1255, #1256, #1257, #1258, #1259, #1260, #1261, #1262, #1263, #1264, #1265, #1266, #1267, #1268, #1269, #1270, #1271, #1272, #1273, #1274, #1275, #1276, #1277, #1278, #1279, #1280, #1281, #1282, #1283, #1284, #1285, #1286, #1287, #1288, #1289, #1290, #1291, #1292, #1293, #1294, #1295, #1296, #1297, #1298, #1299, #1300, #1301, #1302, #1303, #1304, #1305, #1306, #1307, #1308, #1309, #1310, #1311, #1312, #1313, #1314, #1315, #1316, #1317, #1318, #1319, #1320, #1321, #1322, #1323, #1324, #1325, #1326, #1327, #1328, #1329, #1330, #1331, #1332, #1333, #1334, #1335, #1336, #1337, #1338, #1339, #1340, #1341, #1342, #1343, #1344, #1345, #1346, #1347, #1348, #1349, #1350, #1351, #1352, #1353, #1354, #1355, #1356, #1357, #1358, #1359, #1360, #1361, #1362, #1363, #1364, #1365, #1366, #1367, #1368, #1369, #1370, #1371, #1372, #1373, #1374, #1375, #1376, #1377, #1378, #1379, #1380, #1381, #1382, #1383, #1384, #1385, #1386, #1387, #1388, #1389, #1390, #1391, #1392, #1393, #1394, #1395, #1396, #1397, #1398, #1399, #1400, #1401, #1402, #1403, #1404, #1405, #1406, #1407, #1408, #1409, #1410, #1411, #1412, #1413, #1414, #1415, #1416, #1417, #1418, #1419, #1420, #1421, #1422, #1423, #1424, #1425, #1426, #1427, #1428, #1429, #1430, #1431, #1432, #1433, #1434, #1435, #1436, #1437, #1438, #1439, #1440, #1441, #1442, #1443, #1444, #1445, #1446, #1447, #1448, #1449, #1450, #1451, #1452, #1453, #1454, #1455, #1456, #1457, #1458, #1459, #1460, #1461, #1462, #1463, #1464, #1465, #1466, #1467, #1468, #1469, #1470, #1471, #1472, #1473, #1474, #1475, #1476, #1477, #1478, #1479, #1480, #1481, #1482, #1483, #1484, #1485, #1486, #1487, #1488, #1489, #1490, #1491, #1492, #1493, #1494, #1495, #1496, #1497, #1498, #1499, #1500, #1501, #1502, #1503, #1504, #1505, #1506, #1507, #1508, #1509, #1510, #1511, #1512, #1513, #1514, #1515, #1516, #1517, #1518, #1519, #1520, #1521, #1522, #1523, #1524, #1525, #1526, #1527, #1528, #1529, #1530, #1531, #1532, #1533, #1534, #1535, #1536, #1537, #1538, #1539, #1540, #1541, #1542, #1543, #1544, #1545, #1546, #1547, #1548, #1549, #1550, #1551, #1552, #1553, #1554, #1555, #1556, #1557, #1558, #1559, #1560, #1561, #1562, #1563, #1564, #1565, #1566, #1567, #1568, #1569, #1570, #1571, #1572, #1573, #1574, #1575, #1576, #1577, #1578, #1579, #1580, #1581, #1582, #1583, #1584, #1585, #1586, #1587, #1588, #1589, #1590, #1591, #1592, #1593, #1594, #1595, #1596, #1597, #1598, #1599, #1600, #1601, #1602, #1603, #1604, #1605, #1606, #1607, #1608, #1609, #1610, #1611, #1612, #1613, #1614, #1615, #1616, #1617, #1618, #1619, #1620, #1621, #1622, #1623, #1624, #1625, #1626, #1627, #1628, #1629, #1630, #1631, #1632, #1633, #1634, #1635, #1636, #1637, #1638, #1639, #1640, #1641, #1642, #1643, #1644, #1645, #1646, #1647, #1648, #1649, #1650, #1651, #1652, #1653, #1654, #1655, #1656, #1657, #1658, #1659, #1660, #1661, #1662, #1663, #1664, #1665, #1666, #1667, #1668, #1669, #1670, #1671, #1672, #1673, #1674, #1675, #1676, #1677, #1678, #1679, #1680, #1681, #1682, #1683, #1684, #1685, #1686, #1687, #1688, #1689, #1690, #1691, #1692, #1693, #1694, #1695, #1696, #1697, #1698, #1699, #1700, #1701, #1702, #1703, #1704, #1705, #1706, #1707, #1708, #1709, #1710, #1711, #1712, #1713, #1714, #1715, #1716, #1717, #1718, #1719, #1720, #1721, #1722, #1723, #1724, #1725, #1726, #1727, #1728, #1729, #1730, #1731, #1732, #1733, #1734, #1735, #1736, #1737, #1738, #1739, #1740, #1741, #1742, #1743, #1744, #1745, #1746, #1747, #1748, #1749, #1750, #1751, #1752, #1753, #1754, #1755, #1756, #1757, #1758, #1759, #1760, #1761, #1762, #1763, #1764, #1765, #1766, #1767, #1768, #1769, #1770, #1771, #1772, #1773, #1774, #1775, #1776, #1777, #1778, #1779, #1780, #1781, #1782, #1783, #1784, #1785, #1786, #1787, #1788, #1789, #1790, #1791, #1792, #1793, #1794, #1795, #1796, #1797, #1798, #1799, #1800, #1801, #1802, #1803, #1804, #1805, #1806, #1807, #1808, #1809, #1810, #1811, #1812, #1813, #1814, #1815, #1816, #1817, #1818, #1819, #1820, #1821, #1822, #1823, #1824, #1825, #1826, #1827, #1828, #1829, #1830, #1831, #1832, #1833, #1834, #1835, #1836, #1837, #1838, #1839, #1840, #1841, #1842, #1843, #1844, #1845, #1846, #1847, #1848, #1849, #1850, #1851, #1852, #1853, #1854, #1855, #1856, #1857, #1858, #1859, #1860, #1861, #1862, #1863, #1864, #1865, #1866, #1867, #1868, #1869, #1870, #1871, #1872, #1873, #1874, #1875, #1876, #1877, #1878, #1879, #1880, #1881, #1882, #1883, #1884, #1885, #1886, #1887, #1888, #1889, #1890, #1891, #1892, #1893, #1894, #1895, #1896, #1897, #1898, #1899, #1900, #1901, #1902, #1903, #1904, #1905, #1906, #1907, #1908, #1909, #1910, #1911, #1912, #1913, #1914, #1915, #1916, #1917, #1918, #1919, #1920, #1921, #1922, #1923, #1924, #1925, #1926, #1927, #1928, #1929, #1930, #1931, #1932, #1933, #1934, #1935, #1936, #1937, #1938, #1939, #1940, #1941, #1942, #1943, #1944, #1945, #1946, #1947, #1948, #1949, #1950, #1951, #1952, #1953, #1954, #1955, #1956, #1957, #1958, #1959, #1960, #1961, #1962, #1963, #1964, #1965, #1966, #1967, #1968, #1969, #1970, #1971, #1972, #1973, #1974, #1975, #1976, #1977, #1978, #1979, #1980, #1981, #1982, #1983, #1984, #1985, #1986, #1987, #1988, #1989, #1990, #1991, #1992, #1993, #1994, #1995, #1996, #1997, #1998, #1999, #2000, #2001, #2002, #2003, #2004, #2005, #2006, #2007, #2008, #2009, #2010, #2011, #2012, #2013, #2014, #2015, #2016, #2017, #2018, #2019, #2020, #2021, #2022, #2023, #2024, #2025, #2026, #2027, #2028, #2029, #2030, #2031, #2032, #2033, #2034, #2035, #2036, #2037, #2038, #2039, #2040, #2041, #2042, #2043, #2044, #2045, #2046, #2047, #2048, #2049, #2050, #2051, #2052, #2053, #2054, #2055, #2056, #2057, #2058, #2059, #2060, #2061, #2062, #2063, #2064, #2065, #2066, #2067, #2068, #2069, #2070, #2071, #2072, #2073, #2074, #2075, #2076, #2077, #2078, #2079, #2080, #2081, #2082, #2083, #2084, #2085, #2086, #2087, #2088, #2089, #2090, #2091, #2092, #2093, #2094, #2095, #2096, #2097, #2098, #2099, #2100, #2101, #2102, #2103, #2104, #2105, #2106, #2107, #2108, #2109, #2110, #2111, #2112, #2113, #2114, #2115, #2116, #2117, #2118, #2119, #2120, #2121, #2122, #2123, #2124, #2125, #2126, #2127, #2128, #2129, #2130, #2131, #2132, #2133, #2134, #2135, #2136, #2137, #2138, #2139, #2140, #2141, #2142, #2143, #2144, #2145, #2146, #2147, #2148, #2149, #2150, #2151, #2152, #2153, #2154, #2155, #2156, #2157, #2158, #2159, #2160, #2161, #2162, #2163, #2164, #2165, #2166, #2167, #2168, #2169, #2170, #2171, #2172, #2173, #2174, #2175, #2176, #2			

	Ponding of water adjacent to roads should be avoided. Disturbed areas from road construction should be recontoured to promote drainage away from the road and adjacent areas. This was most notable along the Emulsion Plant and Wearing Borrow access roads.	Medium	Already implemented	Ponding has been noted to be ephemeral in most areas adjacent to roadways and thus permafrost degradation is not a concern when ponds only exist following rain events. The design team has been consulted and agreed that the potential for TSS transport and road washout, AEM agrees that ponded areas should not be allowed to overtop during heavy rainfall.	AEM will continue to monitor roadways to identify locations of long-term ponding and plan to install catch basins to reduce ponding and potential for road wash outs.	Environment	Freshet/Open water season 2019
	If the Wearing Borrow access road is blocking drainage near Lake B33A that is blocking drainage from the borrow area, the road should be recontoured to allow drainage to that location to permit frost degradation and settlement.	Medium	Yes	Ponding will be tracked at this location and a culvert will be installed if permanent ponding is occurring over the 2019 season.	Monitor ponding and install culvert if needed.	Environment	Freshet/Open water season 2019
11. Operation Landfill	The slopes of the Operation Landfill should be monitored, particularly the northeast corner where water was observed to be ponding downstream and there was some possible sloughing on the slope. Regrading and compacting the slope in this area will reduce the potential for erosion.	Medium	No	The Operation Landfill was built to design specifications, with the floor sloped to encourage drainage to the northeast corner. During the design phase, some ponding in this area was anticipated, particularly during freshet and after rainfall events. The design team has been consulted and agreed that the potential for TSS transport and road washout, AEM agrees that ponded areas should not be allowed to overtop during heavy rainfall.	No	NA	NA
12. Other	A corner rockfill cover should be placed over the pipe berm constructed out of sand on the south side of the effluent water treatment plant to protect against erosion.	Not Provided	Yes	The pipe berm at the EWP should be covered with a more robust construction material.	Cover pipe berm with 600 mm minus esker/ROM material. Protect HDPE with screened esker/sand material.	Engineering &/Construction	Late summer 2019

Annual Geotechnical Inspection Recommendation (Goldar, 2018)	Priority Level (Goldar, 2018)	Recommendation (s) Implemented	AEEM Response to Recommendation	Additional Activity(ies) Required	Responsible Department(s)	Expected Date of Implementation
1. Landform Sections of the erosion control road paved within the exploration banfield until it is decommissioned and revegetated.	Medium	Already implemented	SEW monitors water levels within the ponding areas during frequent and following rainfall. Water is pumped to the contaminated snow cell for oil/water separation as needed.	No	NA	NA
2. Camp Pad Repair surface erosion along south slope of exploration camp pad. Grade surface to reduce channelization of surface water flows and therefore reduce the potential for the erosion to recur. In this area, a corner surfacing layer could be placed to help reduce the potential for future erosion.	Low	No	Decommissioning of the exploration camp facilities is scheduled to begin in 2019. Grading and rehabilitation works will occur as per closure and reclamation plans.	No	NA	NA
3. Site Roads The road should be repaved to close up the cracks and reduce the potential for future cracking.	Low	No	The off-high access road area was limited light vehicle traffic. As this item is of low priority with a limited impact, maintenance work on the road will not be scheduled at this time. The roadway will continue to be monitored and addressed if required for trafficability.	No	NA	NA
The exploration camp access road should be repaved and consideration given to placing some corner roadflats on the slopes where there is erosion.	Medium	Yes	The area of erosion along the exploration access road are observed to be along the shoulder area and could cause safety issues during plowings. The side slopes of the road are being monitored.	Regrade side slopes of exploration camp access road in areas where erosion affects shoulder stability.	Edi	Post-freshet 2019
4. Culverts The culverts through the exploration camp access road should be cleared of material. Large boulders should be removed from above the culverts to avoid potential damage to the culverts and appropriately sized riprap should be added to the road fill around the culverts for erosion protection where there are any.	Medium	Already implemented	AEEM performs culvert inspection weekly prior to freshet, daily during freshet, weekly thereafter during the open water season and following rainfall events. All material (i.e., snow, ice, boulders) is removed when observed. As per AEEMs Sediment and Erosion Management Plan, when erosion or sediment entrapment is of concern, rip-rap will be applied to armor the stream.	No	NA	NA
5. Fuel Storage The cracks in the fuel storage pad should be monitored, however they are not considered to be a geotechnical concern.	Low	No	There is very minor cracking observed on the pad and the low priority of the concern warrants additional monitoring of this area will not be undertaken at this time.	No	NA	NA

Annual Geotechnical Inspection Recommendation (Golder, 2018)					
1. Culverts	Continue to monitor culverts and hydraulic effectiveness to assess if current culverts provide adequate capacity and if any changes are required. Evaluate if any culverts need to be installed at a lower elevation than the existing culverts. Monitor areas that have ponding, but no culverts and consider installing culverts to manage water.	Priority Level (Golder, 2018)	Recommendation (s) to be implemented?	AEM Response to Recommendation	Additional Action(s) Required
		Medium	Already implemented	AEM will continue to inspect AWAR culverts weekly prior to freshet, daily during freshet, weekly thereafter and during rainfall events. Focus is given towards identifying ponding and potential sources of sediment. Culvert effectiveness and capacity are assessed to ensure adequate capacity for water flow. AEM will continue to monitor the AWAR for ponding, track ponded areas and assess the need for culverts.	No
2. Road Maintenance	The kilometer markings on the AWAR culverts should be checked and replaced with accurate numbers. At the time of the 2018 site visit, AEM indicated that new markers had been ordered but had not yet arrived.	Medium	Already implemented	AEM has received the new marker signs for the culverts and installation will occur in 2019.	No
3. Inspections	Conduct inspections and document observations and recommendations as laid out in the Road Management Plan (AEM 2015b). Road inspections were completed and documented in 2018, but documentation indicates that the frequency of the inspections did not quite meet what is laid out in the Road Management Plan.	High	Already implemented	Culvert migration affected inspections for approximately three weeks of July 2018, as only essential outdoor work was permitted for much of this duration. Aside from the caribou migration period and severe winter weather conditions, AEM will conduct inspections at the frequency stated within the Road Management Plan.	Install new markers on AWAR culverts.
					End of July 2019
					End of July 2019

Annual Geotechnical Inspection Recommendation (Golder, 2018)		Priority Level (Golder, 2018)	Recommendation (s) to be Implemented?	ACM Response to Recommendation	Additional Action(s) Required	Responsible Department(s)	Expected Date of Implementation
1. Reporting	The locations of some of the culverts through the Itiva by-pass road do not correspond to the locations shown on the design drawings. The locations should be confirmed during construction. The culvert locations should be referenced to the as-built report and drawings during the 2019 annual geotechnical inspection.	Medium	Already Implemented	The as-built report for the Itiva By-Pass Road was completed by the Design Engineer (see a recti) and submitted to the NWS February 20, 2015.	No	NA	NA
	The as-built report should confirm culvert sizes, locations and invert elevations may be susceptible to erosion. This should be monitored and maintenance conducted as required. The safety berm have been constructed where required based on road fill heights and confirm that road slopes have been constructed to design.	Low	Already Implemented	The Bypass Road and one of the safety berms were constructed with material provided by the Itiva By-Pass Road. The safety berm was constructed on the side of the road. The safety berm will be constructed as per the Road Management Plan.	No	NA	NA
2. Inspection	The section of the road and safety berm that is constructed with water material may be susceptible to erosion. This should be monitored and maintenance conducted as required. The safety berm have been constructed where required based on road fill heights and confirm that road slopes have been constructed to design.	Not Provided	Already Implemented	As per the Road Management Plan	No	NA	NA
3. Water Management	Conduct inspections along Itiva by-pass road, as per the Road Management Plan (ALM 2015b) now that the road is complete.	Medium	Already Implemented	As per the Road Management Plan	No	NA	NA
4. Culverts	Ponding of water along the road should be monitored and if it is impacting the road surface, the water should be removed. The culverts should be lowered the culverts or placing fill to direct water to the culvert inlets. The culverts should be cleared of all materials prior to freshet.	High	Already Implemented	As per ALM's Freshet Action Management Plan and Procedures, culverts will be cleared of all materials prior to freshet and inspections will be carried out to ensure that the culverts are clear of all materials prior to freshet.	No	NA	NA
	The damaged outlets of the culverts through the entrance to the Itiva fuel storage area should be fixed.	Not Provided	No	Water levels observed within the culvert over 2018 did not pose a concern with respect to being impacted by the damage at the top of the culvert. The culvert will be monitored and if the damage is of concern then repairs will be made.	Monitor the outlet of the culvert to ensure damage does not pose an impact to the culvert. No repairs are required.	Environment	2019 Open Water Season
5. Fuel Farm	Gravel material should be established over the Itiva fuel farm exposed on the south containment berm of the Itiva fuel storage facility to protect the liner.	Medium	Yes	The liner system (see note) is in good condition and the system is exposed to UV radiation and risk of damage.	Schedule an inspection with the Environmental Engineer to inspect maintenance work during and afterwards to ensure liner integrity is not compromised.	Engineering/E&I	Post 2019 Freshet