

ALBERTA TRANSPORTATION AND
ECONOMIC CORRIDORS GRMP
NORTH CENTRAL (ATHABASCA AND FORT
McMURRAY DISTRICTS)
INSTRUMENTATION MONITORING - SPRING 2025



Site Number	Location	Name	Hwy	km
NC091	HWY 63:02	Backslope Slumps	63:02	Km 39.4 and Km 40.4
Legal Description: 7-13-71-17 W4		UTM Co-ordinates		
		12U E 405719	N	6112165

Current Monitoring:	25-May-2025	Previous Monitoring	08-June-2024
Instruments Read By:	Mr. Niraj Regmi, G.I.T and Mr. Godfred Etiendem, of Thurber		

Instruments Read During This Site Visit			
Slope Inclinometers (SIs):	Pneumatic Piezometers (PN): PN18 1, PN18-2B, PN18-4A, and PN18-4B	Vibration Wire Piezometers (VW): N/A	Standpipe Piezometers (SP): N/A
Load Cell (LC): N/A	Strain Gauges: N/A	SAAs: N/A	Others:

Readout Equipment Used			
Slope Inclinometers:	Pneumatic Piezometers: RST C108 pneumatic piezometer reader	Vibration Wire Piezometers:	Standpipe Piezometers:
Load Cell:	Strain Gauges:	SAAs:	Others:
Notes: - PN18-1 was found to be damaged; reading rising when bypass is open.			

Discussion	
Zones of New Movement:	None
Interpretation of Monitoring Results:	NC091-1 (km 39.35) The groundwater level in PN18-2B decreased by 0.01 m since the spring of 2024 readings. NC091-2 (km 40.37) The groundwater level decreased in PN18-4A by 0.31 m and increased in PN18-4B by 0.01 m since the spring of 2024 readings.
Future Work:	The operational instruments at this site should be read again in the spring of 2026.
Instrumentation Repairs:	PN18-1 is damaged and should be removed from future reading cycles.
Additional Comments:	

Attachments:	• Table NC091-1 Spring 2025 – HWY 63:02 Backslope Slumps (km 39.35 and 40.37), Slope Inclinator Instrumentation Reading Summary • Table NC091-2 Spring 2025 – HWY 63:02 Backslope Slumps (km 39.35 and 40.37), Pneumatic Piezometer Instrumentation Reading Summary • Statement of Limitations and Conditions • APPENDIX A – NC091-1 SPRING 2025 - o Field Inspector's report - o Site Plans Showing Approximate Instrument Locations (Drawings Nos. 32122-NC091-1 and 32122-NC091-2) - o SI Reading Plots - o Figure NC091-1 (Piezometric Depths)
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We trust this report meets your requirements at present. If you have any questions, please contact the undersigned at your convenience.

Yours very truly,
Thurber Engineering Ltd.
Tarek Abdelaziz, Ph.D., P. Eng.
Partner | Senior Geotechnical Engineer

Lucas Green, P.Eng.
Geotechnical Engineer

Table NC091-1: Spring 2025 – Hwy 63:02 Backslope Slumps (Km 39.35 And 40.37) Slope Inclinator Instrumentation Reading Summary

Date Monitored: Not monitored.

INSTRUMENT #	DATE INITIALIZED	TOTAL CUMULATIVE RESULTANT MOVEMENT AND DEPTH OF MOVEMENT TO DATE (mm)	MAXIMUM RATE OF MOVEMENT (mm/yr)	CURRENT STATUS OF SI	DATE OF PREVIOUS READING	INCREMENTAL MOVEMENT SINCE PREVIOUS READING (mm)	CURRENT RATE OF MOVEMENT (mm/yr)	CHANGE IN RATE OF MOVEMENT SINCE PREVIOUS READING (mm/yr)
NC091-1 (km 39.35)								
SI18-1	February 20, 2018	12.2 mm over 0.1 to 1.4 m depth in 108° direction	50.0 on March 28, 2018	Sheared at 1.2 m below top of casing	May 27, 2023	N/A	N/A	N/A
SI18-2	February 20, 2018	18.2 mm over 1.0 to 2.9 m depth in 289° direction	28.5 on September 10, 2018	Sheared at 3.7 m below top of casing	May 27, 2019	N/A	N/A	N/A
NC091-2 (km 40.37)								
SI18-3	February 20, 2018	11.6 mm over 0.1 to 2.0 m depth in 134° direction	65.8 on March 28, 2018	Damaged	May 27, 2019	N/A	N/A	N/A
SI18-4	February 20, 2018	11.8 mm over 1.0 to 3.5 m depth in 319° direction	28.1 on March 28, 2018	Sheared at 3.4 m below top of casing	May 27, 2019	N/A	N/A	N/A

Figures 32122-NC091-1 and 32122-NC091-2 in Appendix A show the approximate location of the monitoring instrumentation at this site.

Table NC091-2: Spring 2025 – Hwy 63:02 Backslope Slumps (Km 39.35 And 40.37) Pneumatic Piezometer Instrumentation Reading Summary

Date Monitored: May 25, 2025

INSTRUMENT #	DATE INITIALIZED	TIP DEPTH (m)	CURRENT STATUS	HIGHEST MEASURED GROUNDWATER DEPTH (m)	MEASURED PORE PRESSURE (kPa)	CURRENT GROUNDWATER DEPTH (m)	PREVIOUS GROUNDWATER DEPTH (m)	CHANGE IN WATER LEVEL SINCE PREVIOUS READING (m)
NC091-1 (km 39.35)								
PN18-1 (37784)	February 20, 2018	9.0	Damaged	7.37 on May 27, 2019	N/A	N/A	8.96 (June 8, 2024)	N/A
PN18-2A (37782)	February 20, 2018	3.9	Damaged	1.09 on May 26, 2018	N/A	N/A	2.47 (June 25, 2021)	N/A
PN18-2B (37781)	February 20, 2018	8.5	Operational	7.61 on May 27, 2023	2.1	8.26	8.25	-0.01
NC091-2 (km 40.37)								
PN18-3 (37783)	February 20, 2018	5.5	Damaged	5.07 on September 10, 2018	N/A	N/A	5.35 (May 27, 2019)	N/A
PN18-4A (37785)	February 20, 2018	2.4	Operational	1.23 on June 8, 2024	11.9	1.54	1.23	-0.31
PN18-4B (37780)	February 20, 2018	13.0	Operational	12.53 on September 10, 2018	1.7	12.78	12.79	0.01

Figures 32122-NC091-1 and 32122-NC091-2 in Appendix A show the approximate location of the monitoring instrumentation at this site

STATEMENT OF LIMITATIONS AND CONDITIONS

1. STANDARD OF CARE

This Report has been prepared in accordance with generally accepted engineering or environmental consulting practices in the applicable jurisdiction. No other warranty, expressed or implied, is intended or made.

2. COMPLETE REPORT

All documents, records, data and files, whether electronic or otherwise, generated as part of this assignment are a part of the Report, which is of a summary nature and is not intended to stand alone without reference to the instructions given to Thurber by the Client, communications between Thurber and the Client, and any other reports, proposals or documents prepared by Thurber for the Client relative to the specific site described herein, all of which together constitute the Report.

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3. BASIS OF REPORT

The Report has been prepared for the specific site, development, design objectives and purposes that were described to Thurber by the Client. The applicability and reliability of any of the findings, recommendations, suggestions, or opinions expressed in the Report, subject to the limitations provided herein, are only valid to the extent that the Report expressly addresses proposed development, design objectives and purposes, and then only to the extent that there has been no material alteration to or variation from any of the said descriptions provided to Thurber, unless Thurber is specifically requested by the Client to review and revise the Report in light of such alteration or variation.

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5. INTERPRETATION OF THE REPORT

- a) Nature and Exactness of Soil and Contaminant Description: Classification and identification of soils, rocks, geological units, contaminant materials and quantities have been based on investigations performed in accordance with the standards set out in Paragraph 1. Classification and identification of these factors are judgmental in nature. Comprehensive sampling and testing programs implemented with the appropriate equipment by experienced personnel may fail to locate some conditions. All investigations utilizing the standards of Paragraph 1 will involve an inherent risk that some conditions will not be detected and all documents or records summarizing such investigations will be based on assumptions of what exists between the actual points sampled. Actual conditions may vary significantly between the points investigated and the Client and all other persons making use of such documents or records with our express written consent should be aware of this risk and the Report is delivered subject to the express condition that such risk is accepted by the Client and such other persons. Some conditions are subject to change over time and those making use of the Report should be aware of this possibility and understand that the Report only presents the conditions at the sampled points at the time of sampling. If special concerns exist, or the Client has special considerations or requirements, the Client should disclose them so that additional or special investigations may be undertaken which would not otherwise be within the scope of investigations made for the purposes of the Report.
- b) Reliance on Provided Information: The evaluation and conclusions contained in the Report have been prepared on the basis of conditions in evidence at the time of site inspections and on the basis of information provided to Thurber. Thurber has relied in good faith upon representations, information and instructions provided by the Client and others concerning the site. Accordingly, Thurber does not accept responsibility for any deficiency, misstatement or inaccuracy contained in the Report as a result of misstatements, omissions, misrepresentations, or fraudulent acts of the Client or other persons providing information relied on by Thurber. Thurber is entitled to rely on such representations, information and instructions and is not required to carry out investigations to determine the truth or accuracy of such representations, information and instructions.
- c) Design Services: The Report may form part of design and construction documents for information purposes even though it may have been issued prior to final design being completed. Thurber should be retained to review final design, project plans and related documents prior to construction to confirm that they are consistent with the intent of the Report. Any differences that may exist between the Report's recommendations and the final design detailed in the contract documents should be reported to Thurber immediately so that Thurber can address potential conflicts.
- d) Construction Services: During construction Thurber should be retained to provide field reviews. Field reviews consist of performing sufficient and timely observations of encountered conditions in order to confirm and document that the site conditions do not materially differ from those interpreted conditions considered in the preparation of the report. Adequate field reviews are necessary for Thurber to provide letters of assurance, in accordance with the requirements of many regulatory authorities.

6. RELEASE OF POLLUTANTS OR HAZARDOUS SUBSTANCES

Geotechnical engineering and environmental consulting projects often have the potential to encounter pollutants or hazardous substances and the potential to cause the escape, release or dispersal of those substances. Thurber shall have no liability to the Client under any circumstances, for the escape, release or dispersal of pollutants or hazardous substances, unless such pollutants or hazardous substances have been specifically and accurately identified to Thurber by the Client prior to the commencement of Thurber's professional services.

7. INDEPENDENT JUDGEMENTS OF CLIENT

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**ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS GRMP (CON0022163)
NORTH CENTRAL (ATHABASCA AND FORT McMURRAY DISTRICTS)
INSTRUMENTATION MONITORING RESULTS**

SPRING 2025

**APPENDIX A
DATA PRESENTATION AND SITE PLANS**

SITE NC091: HWY 63:02 BACKSLOPE SLUMPS (km 39.35 and 40.37)

ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS
NORTH CENTRAL REGION - ATHABASCA AND FORT McMURRAY DISTRICTS
INSTRUMENTATION MONITORING FIELD SUMMARY (NC091)
SPRING 2025

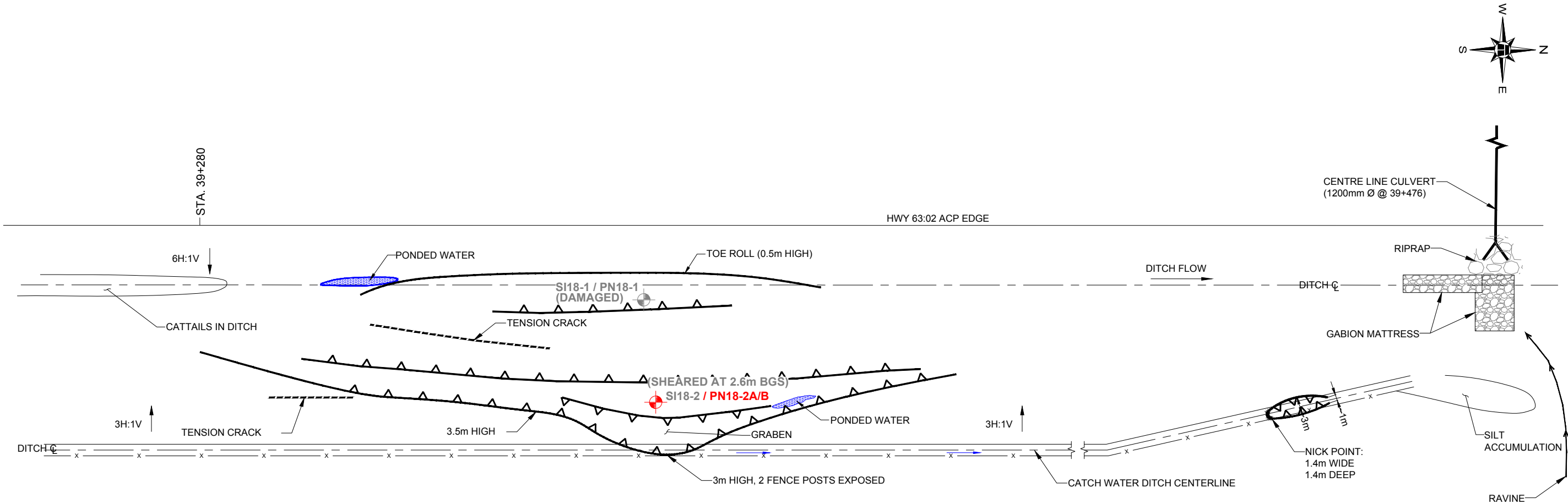
Location: HWY 63:02 km 39.35 and km 40.37 Backslope Slumps	Readout: RST PN C108 Unit 8
File Number: 32122	Casing Diameter: 2.75"
Probe:	Temp (deg C): 18
Cable:	Read by: NKR/GE

PNEUMATIC PIEZOMETER (PN) READINGS

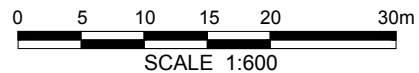
PN #	Serial	GPS Location (UTM 12)		Location	Date	Reading kPa	Comments
		Northing	Easting				
NC091-1							
PN18-1	37784	6112165	405719	Attached to SI18-1	25-May-25		When bypass open pressure went up to 500 kpa and rising, Damaged
PN18-2B	37781	6112165	405732	Attached to SI18-2	25-May-25	2.1	
NC091-2							
PN18-4A	37785	6113174	405764	Attached to SI18-4	25-May-25	8.8	
PN18-4B	37780	6113174	405764	Attached to SI18-5	25-May-25	1.7	

INSPECTOR REPORT

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- LEGEND
-  APPROXIMATE INSTRUMENT LOCATION
 - SI SLOPE INCLINOMETER
 - PN PNEUMATIC PIEZOMETER
 -  SCARP CRACK (APPROXIMATE)



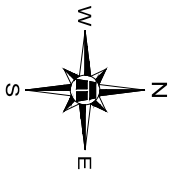
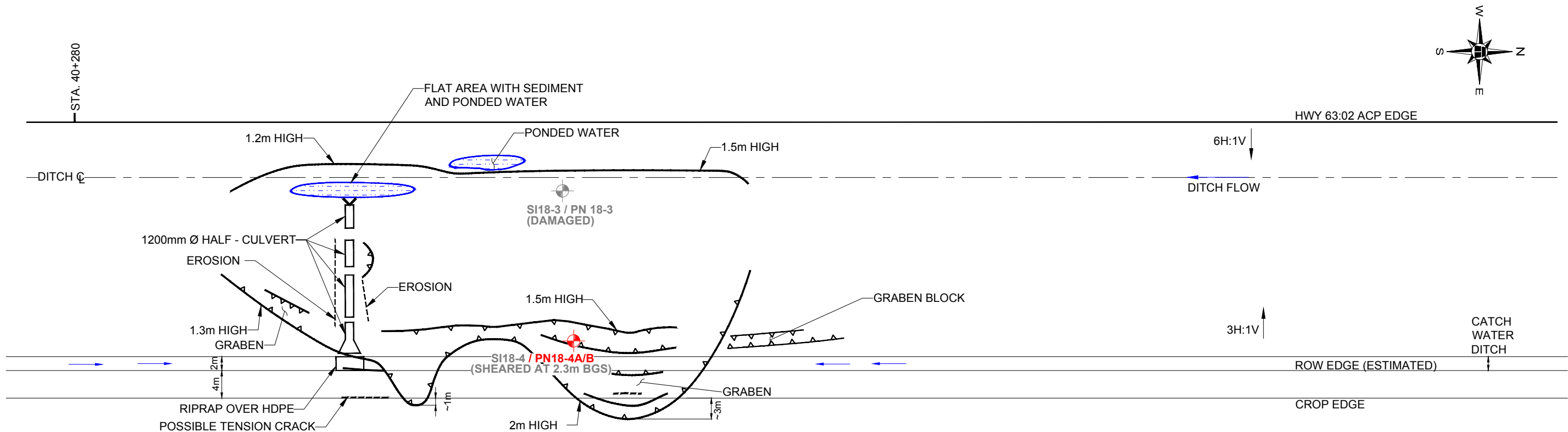
**NORTH CENTRAL
(ATHABASCA AND FORT MCMURRAY DISTRICTS)
NC091: HWY 63:02 km 39.35 - BACKSLOPE SLUMP
SITE PLAN SHOWING APPROXIMATE
INSTRUMENT LOCATIONS**

DWG No. 32122-NC091-1

DRAWN BY	CF
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	1:600
DATE	JUNE 2025
FILE No.	32122

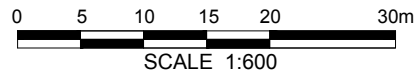


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LEGEND

- APPROXIMATE INSTRUMENT LOCATION
- SI SLOPE INCLINOMETER
- PN PNEUMATIC PIEZOMETER
- SCARP CRACK (APPROXIMATE)



**NORTH CENTRAL
(ATHABASCA AND FORT MCMURRAY DISTRICTS)
NC091: HWY 63:02 km 40.37 - BACKSLOPE SLUMP
SITE PLAN SHOWING APPROXIMATE
INSTRUMENT LOCATIONS**

DWG No. 13357-NC091-2

DRAWN BY	CF
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	AS SHOWN
DATE	JUNE 2025
FILE No.	32122



**FIGURE NC091-1
PIEZOMETER DATA FOR HWY 63:02 BACKSLOPE SLUMPS**

