

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



Site Number	Location	Name	Hwy	Bridge
NC099	HWY 63:10, BF75907	Hangingstone River Bridges	63:10	BF75907
Legal Description: 13-33-85-9 W4		UTM Co-ordinates		
		12U E 476931	N	6252664

Current Monitoring:	18-Sep-2025	Previous Monitoring	29-May-2025
Instruments Read By:	Mr. Niraj Regmi, G.I.T and Mr. Angelo Castillo, of Thurber		

Instruments Read During This Site Visit			
Slope Inclinometers (SIs): SI14-01 to SI14-02, SI15-05 to SI15-10, N-SI-01, N-SI-02, S-SI-01 and S-SI-02	Pneumatic Piezometers (PN): N/A	Vibration Wire Piezometers (VW): PZ14-01 to PZ14-04, PZ15-01 to PZ15-12, PZ133647, PZ133682, PZ133638 and PZ133683	Standpipe Piezometers (SP): N/A
Load Cell (LC): N/A	Strain Gauges: N/A	SAA's: N/A	Settlement Cells: SG14 01, SG14-02, and SG1421034

Readout Equipment Used			
Slope Inclinometers: Two RST Digital Inclinator probes with 2 ft. wheelbases and RST Pocket PC readouts	Pneumatic Piezometers: N/A	Vibration Wire Piezometers: onsite dataloggers (PZ133647, PZ133682, and PZ133683) RST VW2106 readout (remaining piezometers)	Standpipe Piezometers: N/A
Load Cell: N/A	Strain Gauges: N/A	SAA's: N/A	Settlement Cells: Onsite dataloggers (SG1421034) RST VW2106 readout (remaining settlement cells)
Notes: MS-1 SG142049 sensor is damaged, took manual readings, no date, and only thermal sensor is working. N-SI-02 was blocked at 2.4 m below ground surface.			

Discussion	
Zones of New Movement:	None
Interpretation of Monitoring Results:	<u>Northbound Lane Instruments</u> Slope inclinometers SI15-05 through SI15-08 have shown no discernible movement since initialization. Slope inclinometer SI15-09 showed rates of movement of 7.0 mm/yr and 4.2 mm/yr over 2.7 m to 4.0 m depth and 6.4 m to 7.6 m depth respectively, since the spring of 2025 readings. SI15-09 showed no discernable movement over 10.1 m to 11.9 m depth since the spring of 2025 readings. SI15-10 showed a rate of movement of 0.5 mm/yr and 0.8 mm/yr over 11.9 m to 13.1 m and 16.2 m to 17.4 m depth respectively, since the spring of 2025 readings. SI14-01, located in the pile wall of the bridge north approach fill, showed a rate of movement of 13.1 mm/yr over the length of the pile from 6.1 m to 30.5 m depth since the spring of 2025 readings. SI14-02, located in the pile wall of the bridge south approach fill, showed a rate of movement of 10.1 mm/yr over the length of the pile from 5.5 m to 31.7 m depth since the spring of 2025 readings. The current pile head movements in SI14-01 and SI14-02 are 263.6 mm and 174.4 mm, respectively. Vibrating wire piezometers PZ15-02, -08, -09, and -10 installed within the cut slope, showed groundwater level decreases ranging from 0.01 m in PZ15-02 to 0.82 m in PZ15-10 since the spring of 2025 readings. Vibrating wire piezometers PZ15-01, -03, -04, -05, -06, -07, -11, and -12 installed in the cut slope, showed groundwater level increases ranging from 0.01 m in PZ15-07 to 0.13 m in PZ15-05, since the spring of 2025 readings. PZ14-01 and PZ14-02 installed in the north approach fill, showed increases in groundwater level of 0.01 m and 0.07 m, respectively, since the fall of 2024 readings. PZ14-03 and PZ14-04, installed in the south approach fill, showed an increase in groundwater level of 0.01 m and no change in groundwater level, respectively, since the spring of 2025 readings. SG14-01 and SG14-02 showed increases in ground settlement of 1.0 mm and 17.7 mm, respectively, since the spring of 2025 readings. <u>Southbound Lane Instruments</u> Slope inclinometer N-SI-01, located in the pile wall of the bridge north approach fill, showed a rate of movement of 7.6 mm/yr over 1.5 m to 22.3 m depth, since the spring of 2025 readings. Slope inclinometer N-SI-02, installed through the north abutment fill into the underlying bedrock, was blocked at 2.4 m below the ground surface. Slope inclinometer S-SI-01, located in the pile wall of the bridge south approach fill, showed a rate of movement of 4.1 mm/yr over 2.1 m to 22.3 m depth since the spring of 2025 readings. Slope inclinometer S-SI-02, installed through the south abutment fill and into the underlying bedrock, showed a rate of movement 3.4 mm/yr and 2.3 mm/yr over 0.9 m to 22.3 m and 11.9 m to 13.1 m depth since the spring of readings. The current pile head movements in N-SI-01 and S-SI-01 are 160.0 mm and 98.2 mm, respectively. The total lateral movement recorded to date in S-SI-02 is 85.4 mm.

	PZ133682 and PZ1333647 showed increases in groundwater level of 0.01 m and 0.03 m respectively, since the spring of 2025 readings. PZ133638 and PZ133683 showed decreases in groundwater level of 0.11 m since the spring of 2025 readings. SG1421034, installed below the south abutment fill, showed an increase in ground settlement of 2.97 mm since the spring of 2025 readings.
Future Work:	The instruments should be read again in the spring of 2026. The instrumentation data should be compared to the design criteria to confirm that the bridge headslopes and the shear piles are performing as intended.
Instrumentation Repairs:	Attempts should be made again to read N-SI-02 in the spring of 2026. SG14209 has been malfunctioning for two consecutive readings cycles and should be removed from the readings going forward.
Additional Comments:	

Attachments:	▪ Table NC099-1 Fall 2025 – HWY 63:10 Hangingstone River Bridge, Slope Inclinator Instrumentation Reading Summary ▪ Table NC099-2 Fall 2025 – HWY 63:10 Hangingstone River Bridge, Vibrating Wire Instrumentation Reading Summary ▪ Table NC099-3 Fall 2025 – HWY 63:10 Hangingstone River Bridge, Settlement Gauge Instrumentation Reading Summary ▪ Statement for Use and Interpretation of Report ▪ APPENDIX A – NC099-1 FALL 2025 □ Field Inspector's reports □ Site Plans Showing Approximate Instrument Locations (Drawing No. 32122-NC099-1 to 32122-NC099-3) □ SI Reading Plots □ Piezometric and Settlement Cell Reading Plots
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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

Yasir Khan, E.I.T.
Geotechnical Engineer-In-Training

Table NC099-1: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Slope Inclinator Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	TOTAL CUMULATIVE RESULTANT MOVEMENT AND DEPTH OF MOVEMENT TO DATE (mm)	MAXIMUM RATE OF MOVEMENT (mm/yr)	CURRENT STATUS	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)
Cut Slope – Northbound Lane								
SI15-05	April 6, 2015	No discernible movement	N/A	Operational	May 29, 2025	N/A	N/A	N/A
SI15-06	March 4, 2015	No discernible movement	N/A	Operational	May 29, 2025	N/A	N/A	N/A
SI15-07	March 4 2015	No discernible movement	N/A	Operational	May 29, 2025	N/A	N/A	N/A
SI15-08	March 4 2015	No discernible movement	N/A	Operational	May 29, 2025	N/A	N/A	N/A
SI15-09	March 4, 2015	36.0 mm over 2.7 m to 4.0 m in 23° direction	13.0 on June 9, 2015	Operational	May 29, 2025	2.2	7.0	6.0
		20.0 mm over 6.4 m to 7.6 m in 308° direction	4.9 on September 22, 2022			1.3	4.2	1.8
		39.9 mm over 10.1 m to 11.9 m in 331° direction	46.9 on March 16, 2015			No Discernable Movement	N/A	-1.7
SI15-10	March 4, 2015	4.0 mm over 11.9 m to 13.1 m in 302° direction	4.3 on March 16, 2015	Operational	May 29, 2025	0.1	0.5	0.2
		6.4 mm over 16.2 m to 17.4 m in 347° direction	11.9 on March 16, 2015			0.3	0.8	0.8

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-1– Continued: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Slope Inclinator Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	TOTAL CUMULATIVE RESULTANT MOVEMENT AND DEPTH OF MOVEMENT TO DATE (mm)	MAXIMUM RATE OF MOVEMENT (mm/yr)	CURRENT STATUS	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)
Hangingsstone River Bridge Abutments – Northbound Lane								
SI14-01	September 4, 2014	263.6 mm over 6.1 m to 30.5 m in 228° direction	1447.1 on November 17, 2014	Operational	May 29, 2025	4.0	13.1	10.8
SI14-02	August 29, 2014	174.4 mm over 5.5 m to 31.7 m in 54° direction	2686.7 on November 17, 2014	Operational	May 29, 2025	3.1	10.1	8.4
SI14-03	September 17, 2014	42.1 mm over 15.2 m to 17.7 m in 165° direction	99.9 on November 17, 2014	Sheared at 18.9 m depth	September 14, 2018	N/A	N/A	N/A
		79.1 mm over 17.7 m to 20.7 m in 220° direction	391.2 on November 17, 2014			N/A	N/A	N/A
SI14-04	September 19, 2014	89.2 mm over 13.7 m to 17.4 m in 30° direction	1919.2 on November 17, 2014	Sheared at 15.8 m depth	September 14, 2018	N/A	N/A	N/A
		23.5 mm over 18.6 m to 20.4 m in 50° direction	297.0 on November 17, 2014			N/A	N/A	N/A

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-1– Continued: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Slope Inclinator Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE REINITIALIZED	TOTAL CUMULATIVE RESULTANT MOVEMENT AND DEPTH OF MOVEMENT TO DATE (mm)	MAXIMUM RATE OF MOVEMENT (mm/yr)	CURRENT STATUS	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)
Hangingstone River Bridge - Southbound Lane								
N-SI-01	May 29, 2023	160.0 over 1.5 m to 22.3 m in 179° direction	1146.4 on July 22, 2021	Operational	May 29, 2025	2.3	7.6	3.5
N-SI-02	May 29, 2023	119.0 over 3.4 m to 22.3 m in 115° direction	886.7 on July 22, 2021	Blocked	May 29, 2025	N/A	N/A	N/A
		50.1 over 11.3 to 13.1 m in 115° direction	377.6 on July 22, 2021			N/A	N/A	N/A
S-SI-01	May 29, 2023	98.2 over 2.1 m to 22.3 m in 4° direction	726.1 on July 15, 2021	Operational	May 29, 2025	1.3	4.1	-5.0
S-SI-02	May 29, 2023	85.4 over 0.9 m to 22.3 m in 26° direction	1596.4 on June 22, 2021	Operational	May 29, 2025	1.1	3.4	4.8
		26.9 over 11.9 m to 13.1 m in 26° direction	138.44 on July 15, 2021			0.7	2.3	1.5

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-2: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Vibrating Wire Piezometer Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	TIP ELEV. (m)	GROUND ELEV. (m)	CURRENT STATUS	MAXIMUM GROUNDWATER ELEV. (m)	CURRENT GROUNDWATER ELEV. (m)	PREVIOUS GROUNDWATER ELEV. (m)	CHANGE IN WATER LEVEL SINCE PREVIOUS READING (m)
Cut Slope – Northbound Lane								
PZ15-01 (31269)	March 4, 2015	512.86	533.27	Operational	516.71 on June 27, 2021	516.36	516.33	0.03
PZ15-02 (31268)	March 4, 2015	504.63	533.27	Operational	518.13 on March 16, 2015	515.43	515.44	-0.01
PZ15-03 (31267)	March 4, 2015	514.10	533.99	Operational	519.34 on March 4, 2015	517.28	517.21	0.07
PZ15-04 (31266)	March 4, 2015	505.10	533.99	Operational	519.03 on March 4, 2015	515.91	515.86	0.05
PZ15-05 (31261)	March 4, 2015	514.19	524.62	Operational	516.83 on March 4, 2015	514.74	514.61	0.13
PZ15-06 (31260)	March 4, 2015	505.08	524.62	Operational	516.63 on March 4, 2015	508.80	508.78	0.02
PZ15-07 (31259)	March 4, 2015	517.88	528.88	Operational	520.20 on March 4, 2015	517.50	517.49	0.01
PZ15-08 (31258)	March 4, 2015	508.89	528.88	Operational	518.50 on March 4, 2015	515.45	515.46	-0.01
PZ15-09 (31265)	March 4, 2015	514.32	516.62	Operational	516.37 on September 2, 2016	514.64	515.30	-0.66

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-2– Continued: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Vibrating Wire Piezometer Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	TIP ELEV. (m)	GROUND ELEV. (m)	CURRENT STATUS	MAXIMUM GROUNDWATER ELEV. (m)	CURRENT GROUNDWATER ELEV. (m)	PREVIOUS GROUNDWATER ELEV. (m)	CHANGE IN WATER LEVEL SINCE PREVIOUS READING (m)
Cut Slope – Northbound Lane– Continued								
PZ15-10 (31264)	March 4, 2015	505.33	516.62	Operational	513.62 on September 2, 2016	508.92	509.74	-0.82
PZ15-11 (31263)	March 4, 2015	516.88	520.83	Operational	519.40 on March 16, 2015	518.34	518.30	0.04
PZ15-12 (31262)	March 4, 2015	509.87	520.83	Operational	518.69 on March 16, 2015	516.91	516.83	0.08
Hangingstone River Bridge Abutments – Northbound Lane								
PZ14-01 (30106)	September 17, 2014	482.17	504.00	Operational	497.31 on November 8, 2014	495.22	495.21	0.01
PZ14-02 (30107)	September 17, 2014	487.17	504.00	Operational	497.65 on September 17, 2014	491.98	491.91	0.07
PZ14-03 (30109)	September 19, 2014	481.92	502.80	Operational	502.14 on November 11, 2014	495.15	495.14	0.01
PZ14-04 (30108)	September 19, 2014	486.92	502.80	Operational	500.82 on November 11, 2014	494.22	494.22	-

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-2– Continued: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Vibrating Wire Piezometer Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	TIP ELEV. (m)	GROUND ELEV. (m)	CURRENT STATUS	MAXIMUM GROUNDWATER ELEV. (m)	CURRENT GROUNDWATER ELEV. (m)	PREVIOUS GROUNDWATER ELEV. (m)	CHANGE IN WATER LEVEL SINCE PREVIOUS READING (m)
Hangingstone River Bridge – Southbound Lane								
PZ133682	May 23, 2021	486.23	503.00	Operational	499.57 on July 21, 2021	499.09	499.08	0.01
PZ133647	May 23, 2021	482.23	503.00	Operational	489.80 on July 21, 2021	488.62	488.59	0.03
PZ133638	May 21, 2021	487.25	501.80	Operational	502.14 on November 11, 2014	491.99	492.10	-0.11
PZ133683	May 21, 2021	482.30	501.80	Operational	495.32 on July 13, 2021	493.11	493.22	-0.11

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

Table NC099-3: Fall 2025 – Hwy 63:10 Hangingstone River Bridge Settlement Gauge Instrumentation Reading Summary

Date Monitored: September 18, 2025

INSTRUMENT #	DATE INITIALIZED	CURRENT STATUS	CURRENT SETTLEMENT (mm)	PREVIOUS SETTLEMENT (mm)	CHANGE IN SETTLEMENT (mm) ⁽¹⁾
Hangingstone River Bridge Abutments – Northbound Lane					
SG14-01	September 17, 2014	Operational	-252.15	-251.14	1.01
SG14-02	September 19, 2014	Operational	-399.35	-381.69	17.66
Hangingstone River Bridge Abutments – Southbound Lane					
SG1421049	May 23, 2021	Malfunctioning	N/A	151.43 (Oct. 5, 2023)	N/A
SG1421034	May 21, 2021	Operational	-198.73	-195.76	2.97

Drawings 32122-NC099-1 to 32122-NC099-3 in Appendix A provide sketches of the approximate location of the monitoring instrumentation for this site.

(1) Negative (-) change in settlement indicates an upward movement (heave) of the ground surface and positive (+) change in settlement indicates a downward movement (settlement) of the ground surface.

STATEMENT FOR USE AND INTERPRETATION OF REPORT

1. STANDARD OF CARE

This Report has been prepared in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances at the same time and in the same or similar locality and in compliance with all applicable laws.

2. COMPLETE REPORT

All documents, records, data and files, whether electronic or otherwise, generated as part of this assignment, including this Statement For Use and Interpretation of Report, 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.

IN ORDER TO PROPERLY UNDERSTAND THE SUGGESTIONS, RECOMMENDATIONS AND OPINIONS EXPRESSED HEREIN, REFERENCE MUST BE MADE TO THE WHOLE OF THE REPORT, AS DESCRIBED ABOVE. THURBER IS NOT RESPONSIBLE FOR USE BY ANY PARTY OF PORTIONS OF THE REPORT WITHOUT REFERENCE TO THE WHOLE OF THE REPORT.

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.

4. USE OF THE REPORT

The information and opinions expressed in the Report, or any document forming part of the Report, are for the sole benefit of the Client for the development, design objectives, and/or purposes described to Thurber by the Client. **NO OTHER PARTY MAY USE OR RELY ON THE REPORT OR ANY PORTION THEREOF FOR OTHER THAN THE CLIENT'S BENEFIT IN CONNECTION WITH THE PURPOSES DESCRIBED IN THE REPORT.** Any use which a third party makes of the Report is the sole responsibility of such third party and is always subject to this Statement for Use and Interpretation of Report. Thurber accepts no liability or responsibility for damages suffered by any third party resulting from use of the Report for purposes outside the reasonable contemplation of Thurber at the time it was prepared or in any manner unintended by Thurber.

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 is inherently judgement-based. 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 parties making use of such documents or records with or without our express written consent need to 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 parties. Some conditions are subject to change over time and those making use of the Report need to be aware of this possibility and understand that the Report only presents the interpreted conditions at the sampled points at the time of sampling. If special concerns exist, or the Client has special considerations or requirements, the Client must 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 based on conditions in evidence at the time of site inspections and based on 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 resulting from misstatements, omissions, misrepresentations, or fraudulent acts of the Client or other parties 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 is recommended to 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 need to 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 to confirm and document that the site conditions do not materially differ from those 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. INDEPENDENT JUDGEMENTS OF CLIENT

The information, interpretations and conclusions in the Report are based on Thurber's interpretation of conditions revealed through limited investigation conducted within a defined scope of services. Thurber does not accept responsibility for independent conclusions, interpretations, interpolations and/or decisions of the Client, or other parties who may come into possession of the Report, or any part thereof, which may be based on information contained in the Report. This restriction of liability includes, but is not limited to, decisions made to develop, purchase, or sell land, unless such decisions expressly form part of the stated purpose of the Report as described in Paragraph 3.



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

FALL 2025

**APPENDIX A
DATA PRESENTATION AND SITE PLANS**

SITE NC099: HWY 63:10 HANGINGSTONE RIVER BRIDGE

ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS
NORTH CENTRAL REGION - ATHABASCA AND FORT McMURRAY DISTRICTS
INSTRUMENTATION MONITORING FIELD SUMMARY (NC099)
FALL 2025

Location: Hwy 63:10 over Hangingstone River (BF75907)	Readout: GK 404 SN 364
File Number: 32122	Diameter: 2.75"/3.34"
Probe: RST Set 8R	p (deg C): 18
Cable: RST Set 8R	Read by: AFC/NKR

SLOPE INCLINOMETER (SI) READINGS

SI#	GPS Location UTM 12 V		Date	Stickup (m)	Depth from top of Casing (ft)	Azimuth of A+ Groove	Current Bottom Depth Readings				Probe/ Reel #	Size (")	Remarks
	Northing	Easting					A+	A-	B+	B-			
SI14-01	6252664	476931	18-Sep-25	1.27	99 to 5	222	-69	86	223	-217	5R/5R	2.75	
SI14-02	6252634	476895	18-Sep-25	1.28	103 to 3	60	69	-55	308	-307	5R/5R	2.75	
SI15-05	6252255	476637	18-Sep-25	0.52	118 to 4	308	-606	612	41	-62	5R/5R	3.34	
SI15-06	6252220	476535	18-Sep-25	0.61	118 to 2	308	-546	561	125	-120	8R/8R	3.34	
SI15-07	6252299	476609	18-Sep-25	0.48	88 to 4	318	-221	228	236	-262	5R/5R	3.34	
SI15-08	6252246	476520	18-Sep-25	0.47	88 to 2	306	-306	325	37	-33	8R/8R	3.34	
SI15-09	6252336	476583	18-Sep-25	0.52	58 to 4	295	-334	340	41	-65	5R/5R	3.34	
SI15-10	6252283	476495	18-Sep-25	0.55	58 to 2	304	-265	283	438	-438	8R/8R	3.34	

VIBRATING WIRE PIEZOMETER (VW) READINGS

VW#	Date	Reading		Identification Number	Monitoring Station	Datalogger Serial	UTM 12 V		Comment
		B Unit	Temp.				Northing	Easting	
PZ14-01	18-Sep-25	7897.2	4.5	30106	MS-01	3906	6252624	476955	Manual Reading
PZ14-02	18-Sep-25	8521.4	5	30107	MS-01	3906	6252624	476955	Manual Reading
PZ14-03	18-Sep-25	7724.4	4.7	30108	MS-02	3905	6252660	476918	Manual Reading
PZ14-04	18-Sep-25	8200.1	4.9	30109	MS-02	3905	6255572	-23127	Manual Reading
PZ15-01	18-Sep-25	8655.4	4.6	31269	-	-	6252255	476637	Attached to SI15-05
PZ15-02	18-Sep-25	8085.4	4.2	31268	-	-	6252255	476637	Attached to SI15-05
PZ15-03	18-Sep-25	8658.9	3.9	31267	-	-	6252220	476535	Attached to SI15-06
PZ15-04	18-Sep-25	8087.2	3.9	31266	-	-	6252220	476535	Attached to SI15-06
PZ15-05	18-Sep-25	8861	3.9	31261	-	-	6252299	476609	Attached to SI15-07
PZ15-06	18-Sep-25	8671.1	4.3	31260	-	-	6252299	476609	Attached to SI15-07
PZ15-07	18-Sep-25	8922.4	3.9	31259	-	-	6252246	476520	Attached to SI15-08
PZ15-08	18-Sep-25	8442.3	3.8	31258	-	-	6252246	476520	Attached to SI15-08
PZ15-09	18-Sep-25	8878.5	7	31265	-	-	6252336	476583	Attached to SI15-09
PZ15-10	18-Sep-25	8614.5	4	31264	-	-	6252336	476583	Attached to SI15-09
PZ15-11	18-Sep-25	8907.8	7.3	31263	-	-	6252283	476495	Attached to SI15-10
PZ15-12	18-Sep-25	8313.7	4.3	31262	-	-	6252283	476495	Attached to SI15-10

SETTLEMENT CELL READINGS

SC#	Date	Reading		Identification Number	Monitoring Station	Datalogger Serial	3TM EBA Scaled		Comment
		B Unit	Temp.				Northing	Easting	
SG14-01	18-Sep-25	5476.3	4.1	1428194	MS-01	3906	6255616	-23070	Manual Reading
SG14-02	18-Sep-25	6166.2	4.2	1428195	MS-02	3905	6255572	-23127	Manual Reading

INSPECTOR REPORT

MS-01 and MS-02 take manual readings

**ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS
NORTH CENTRAL REGION - ATHABASCA AND FORT McMURRAY DISTRICTS
INSTRUMENTATION MONITORING FIELD SUMMARY (NC099)
FALL 2025**

Location: Hwy 63:10 over Hangingstone River (BF75907) - South Bridge	Readout:
File Number: 32122	; Diameter: 2.75"/3.34"
Probe: RST SET 8R	ip (deg C): 14
Cable: RST SET 8R	Read by: AFC/NKR

SLOPE INCLINOMETER (SI) READINGS

SI#	GPS Location UTM 12 V		Date	Stickup (m)	Depth from top of Casing (ft)	Azimuth of A+ Groove	Current Bottom Depth Readings				Probe/ Reel #	Remarks
	Northing	Easting					A+	A-	B+	B-		
N-SI-01	6252711	476897	18-Sep-25	0.96	98 to 2	143	-622	638	-339	342	8R	
N-SI-02	6252718	476901	18-Sep-25	0.92	112 to 2	103					8R	Blocked/Sheared off at 8 ft
S-SI-01	6252692	476862	18-Sep-25	0.63	98 to 2	10	106	-89	-210	212	8R	
S-SI-02	6252681	476858	18-Sep-25	1.2	108 to 2	32	-442	456	-116	118	8R	

VIBRATING WIRE PIEZOMETER (VW) READINGS

VW#	Date	Reading		Identification Number	Monitoring Station	Datalogger Serial	UTM 12 V		Comment
		B Unit	Temp.				Northing	Easting	
PZ133682	18-Sep-25	-	-	-	North	-	6252758	476875	Downloaded
PZ133647	18-Sep-25	-	-	-	North	-	6252758	476875	"
PZ133638	18-Sep-25	-	-	-	South	-	6252716	476828	"
PZ133683	18-Sep-25	-	-	-	South	-	6252716	476828	"

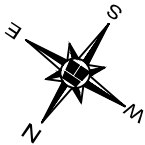
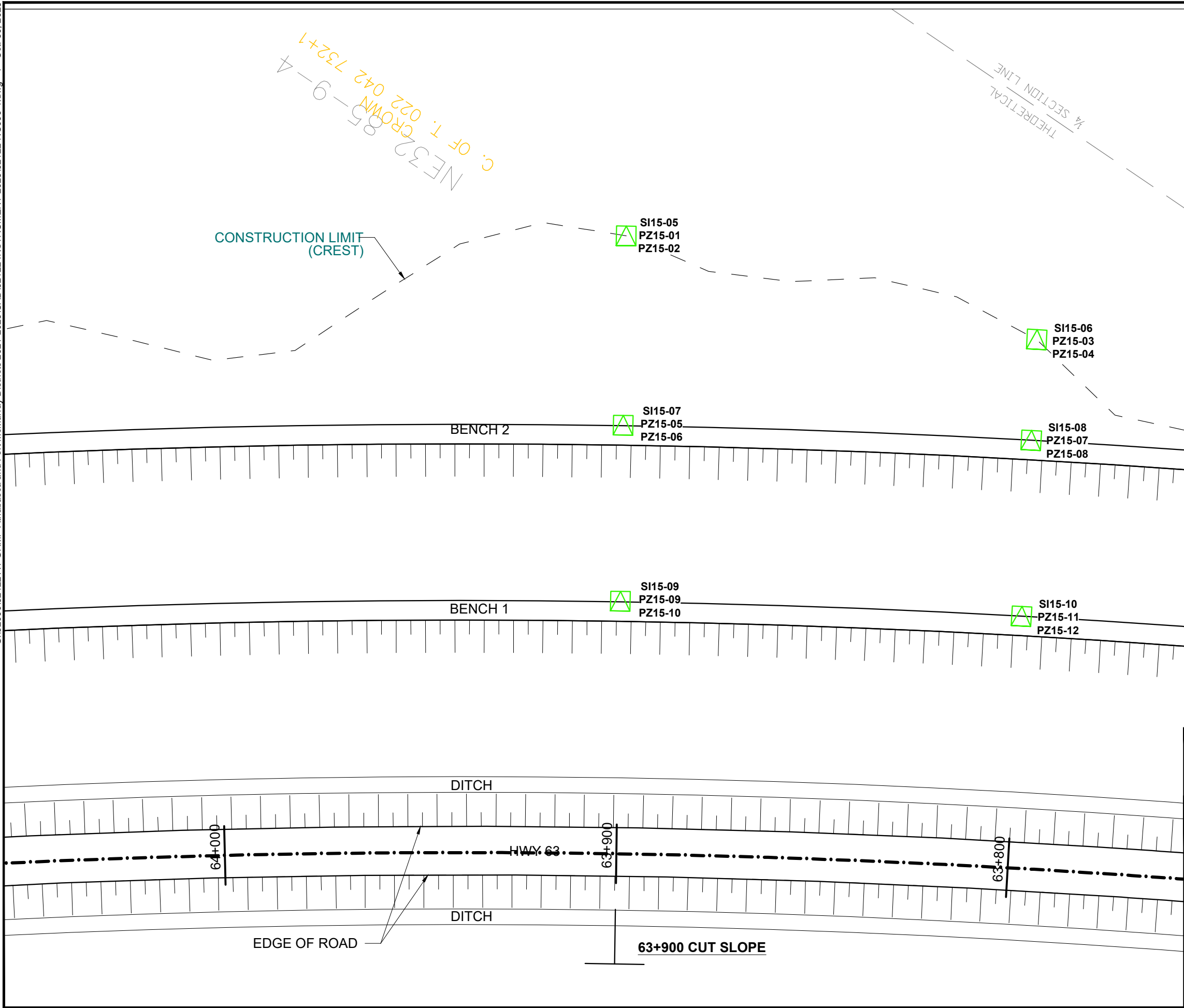
SETTLEMENT CELL READINGS

SC#	Date	Reading		Identification Number	Monitoring Station	Datalogger Serial	UTM 12 V		Comment
		B Unit	Temp.				Northing	Easting	
SG1421034	18-Sep-25	-	-	-	South	DT2055 12463	6252716	476828	MS-2, Downloaded

INSPECTOR REPORT

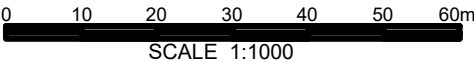
MS-1 SG142049 sensor is damaged recently, took manual readings as well no date only thermal sensor working.

G:\32000\32122 AT GRMP Athabasca and Fort McMurray Districts 2021-2025\CAD\32122 INSTRUMENT 2025\32122-NC099-1.dwg - 1 - Oct. 30, 2025



LEGEND

- VIBRATING WIRE PIEZOMETERS
- INCLINOMETER



BASE PLAN PROVIDED BY TETRA TECH

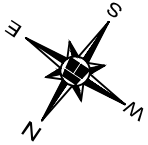
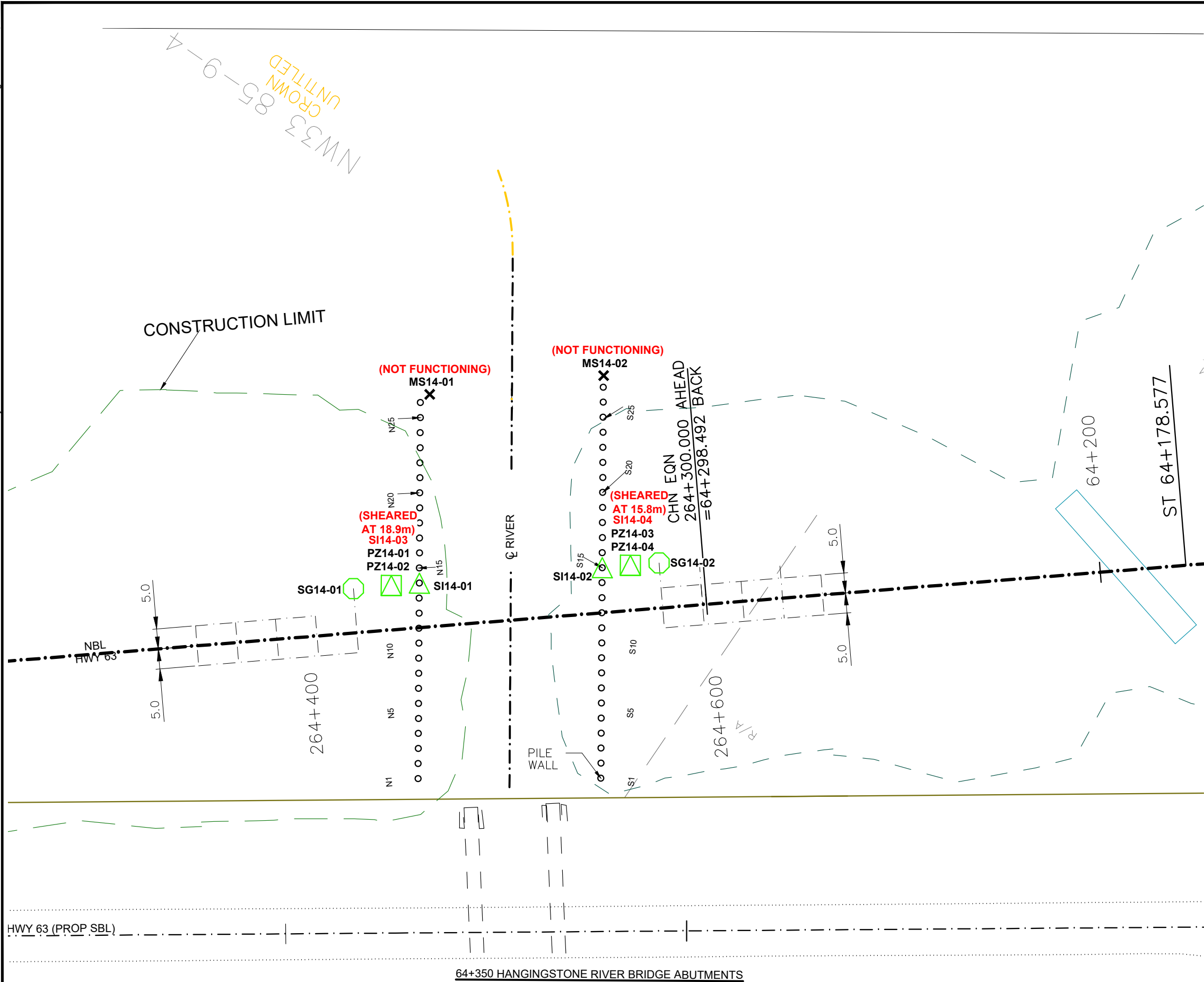


NORTH CENTRAL
(ATHABASCA AND FORT MCMURRAY DISTRICTS)
NC099: HWY 63:08 HANGINGSTONE RIVER BRIDGE
STA. 63+900 CUT SLOPE
SITE PLAN SHOWING APPROXIMATE
INSTRUMENT LOCATIONS (NORTHBOUND LANE)
DWG No. 32122-NC099-1

DRAWN BY	ML
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	1:1000
DATE	OCTOBER 2025
FILE No.	32122



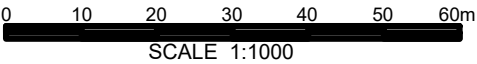
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LEGEND

- VIBRATING WIRE PIEZOMETERS
- INCLINOMETER
- SETTLEMENT GAUGE
- MONITORING STATION

NOTE:
DRAWING DOES NOT SHOW FINAL ALIGNMENT
AND HIGHWAY BRIDGE FOR SOUTHBOUND
LANE, CONSTRUCTED 2022



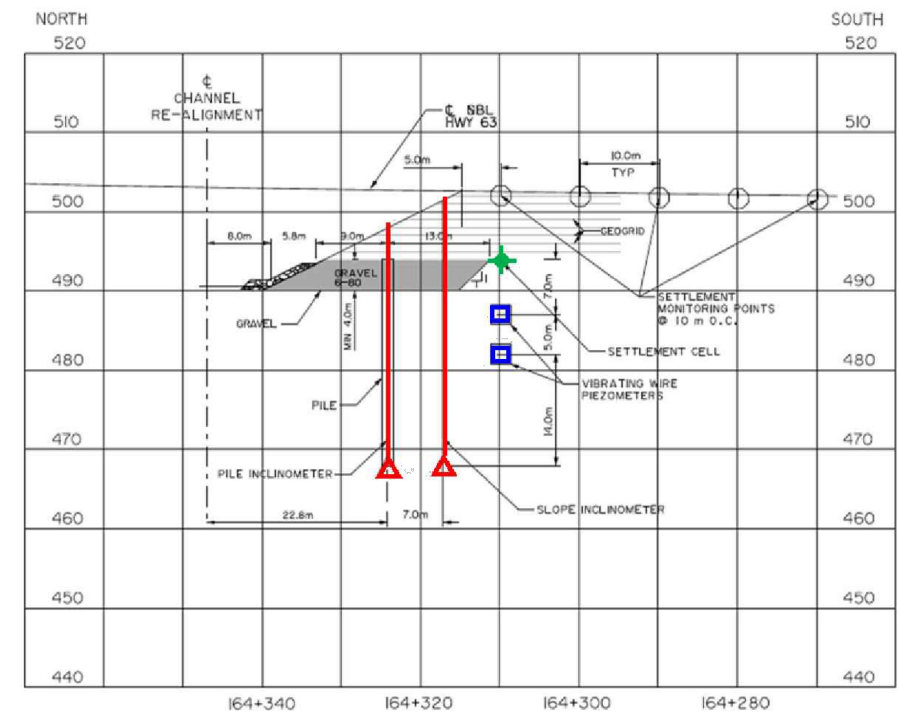
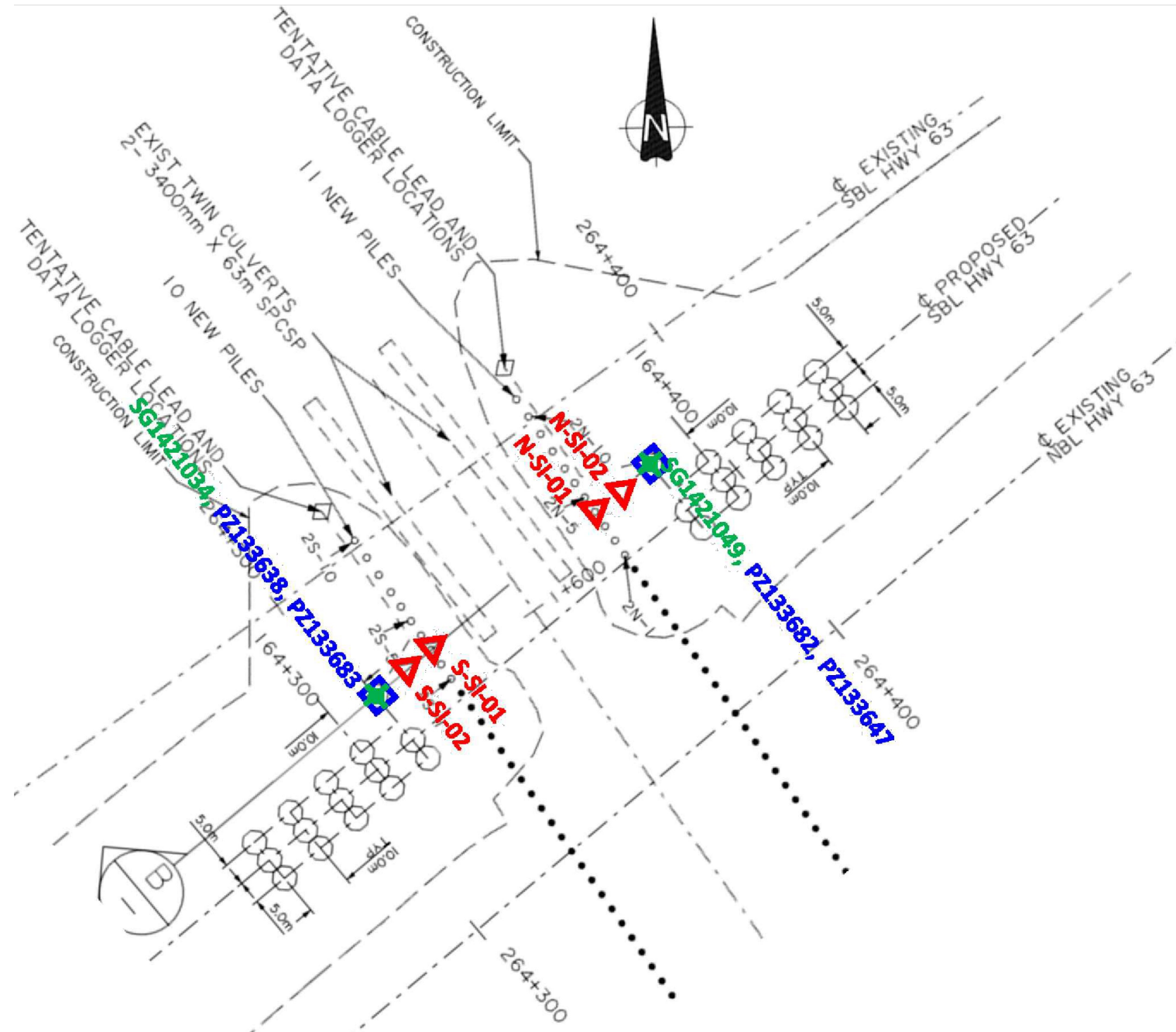
BASE PLAN PROVIDED BY TETRA TECH



NORTH CENTRAL
(ATHABASCA AND FORT McMURRAY DISTRICTS)
NC099: HWY 63:08 HANGINGSTONE RIVER BRIDGE
STA. 64+350 ABUTMENTS
SITE PLAN SHOWING APPROXIMATE
INSTRUMENT LOCATIONS (NORTHBOUND LANE)
DWG No. 32122-NC099-2

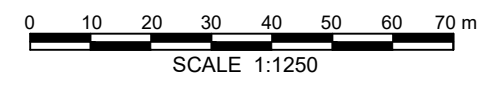
DRAWN BY	ML
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	1:1000
DATE	OCTOBER 2025
FILE No.	32122





SECTION 'B'
SCALE 1:500
SEE DWG# 44746-P
FOR PILE WALL DRAWING

- LEGEND
- VIBRATING WIRE PIEZOMETERS
 - INCLINOMETER
 - SETTLEMENT MONITORING POINT
 - SETTLEMENT CELL
 - DATA LOGGER
 - CABLE LEAD



BASE PLAN PROVIDED BY TETRA TECH

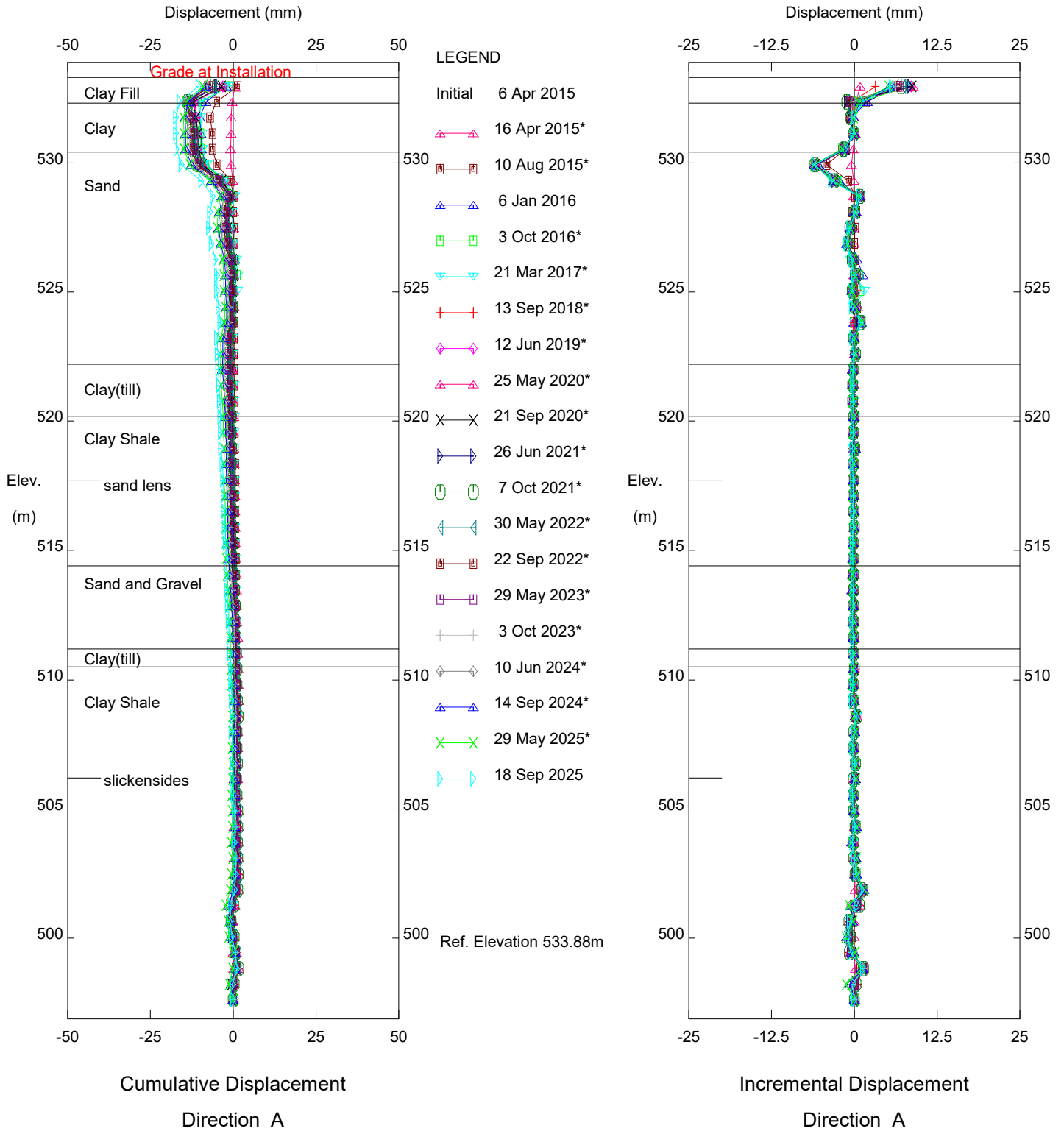


NORTH CENTRAL
(ATHABASCA AND FORT MCMURRAY DISTRICTS)
NC099: HWY 63:08 HANGINGSTONE RIVER BRIDGE
SITE PLAN SHOWING APPROXIMATE
INSTRUMENT LOCATIONS (SOUTHBOUND LANE)
DWG No. 32122-NC099-3

DRAWN BY	ML
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	1:1250
DATE	OCTOBER 2025
FILE No.	32122



Thurber Engineering - Edmonton

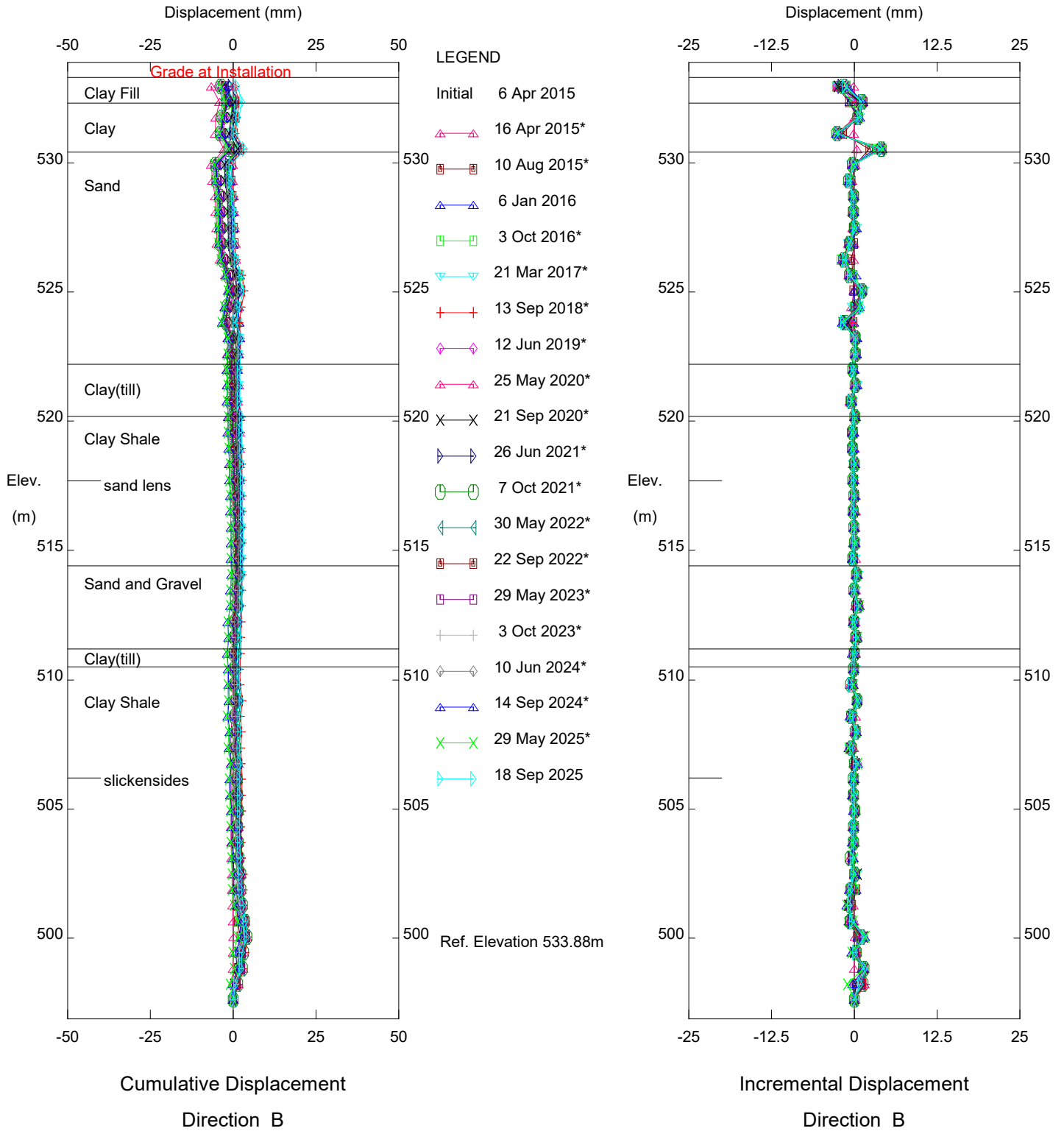


NC099 Cut Slope - Crest, Inclinator 15-05

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

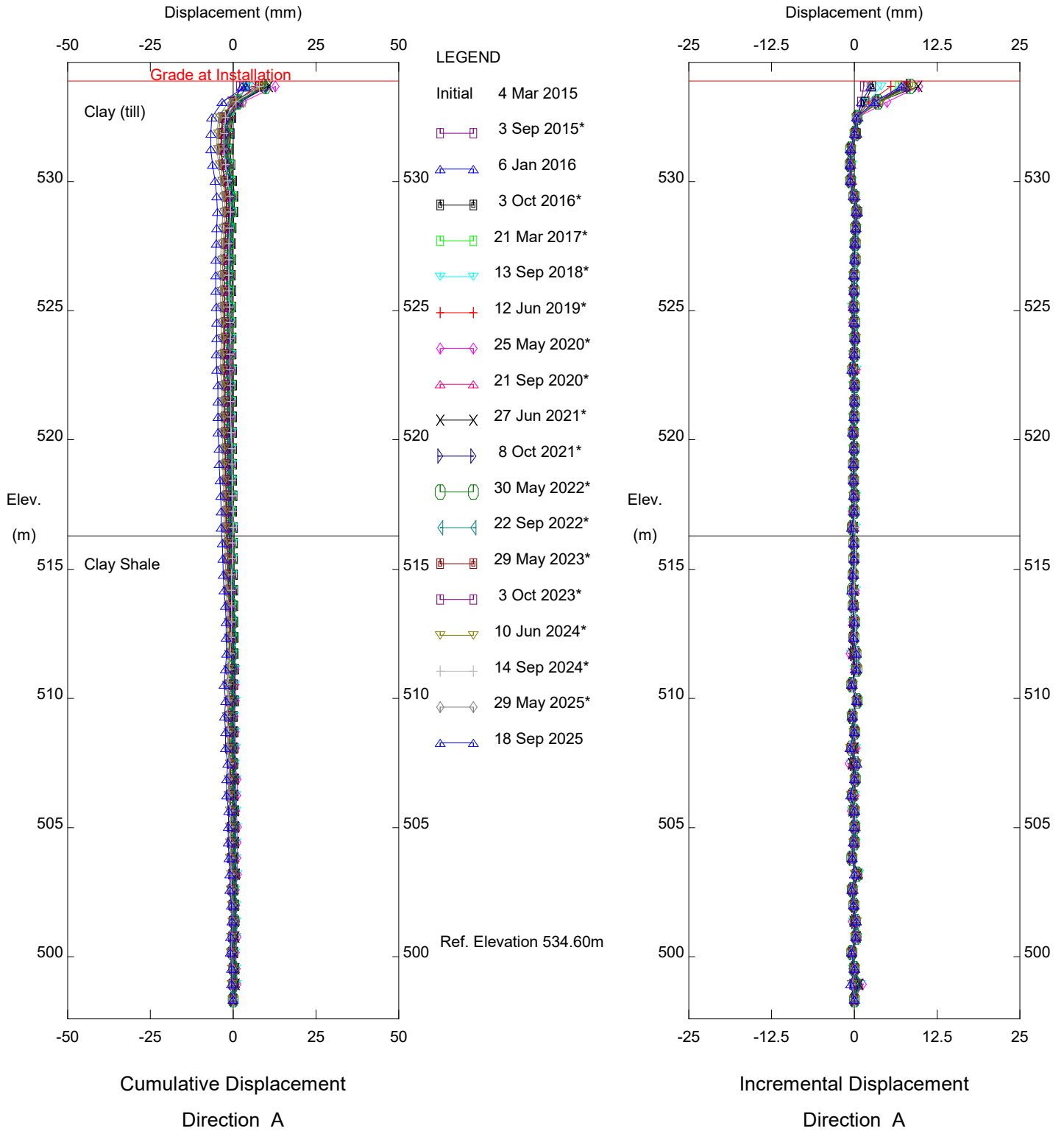


NC099 Cut Slope - Crest, Inclinator 15-05

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

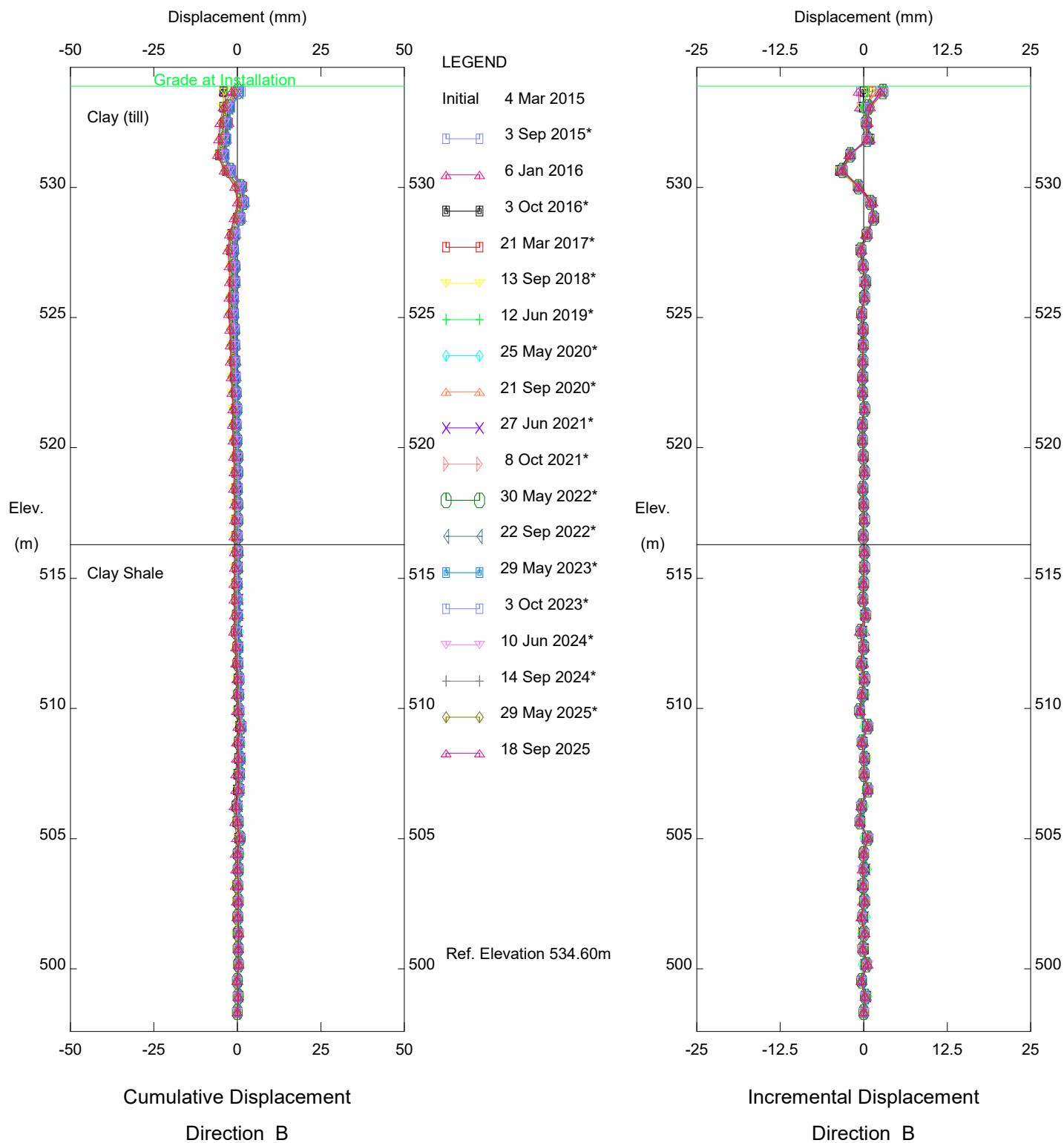


NC099 Cut Slope - Crest, Inclinometer 15-06

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

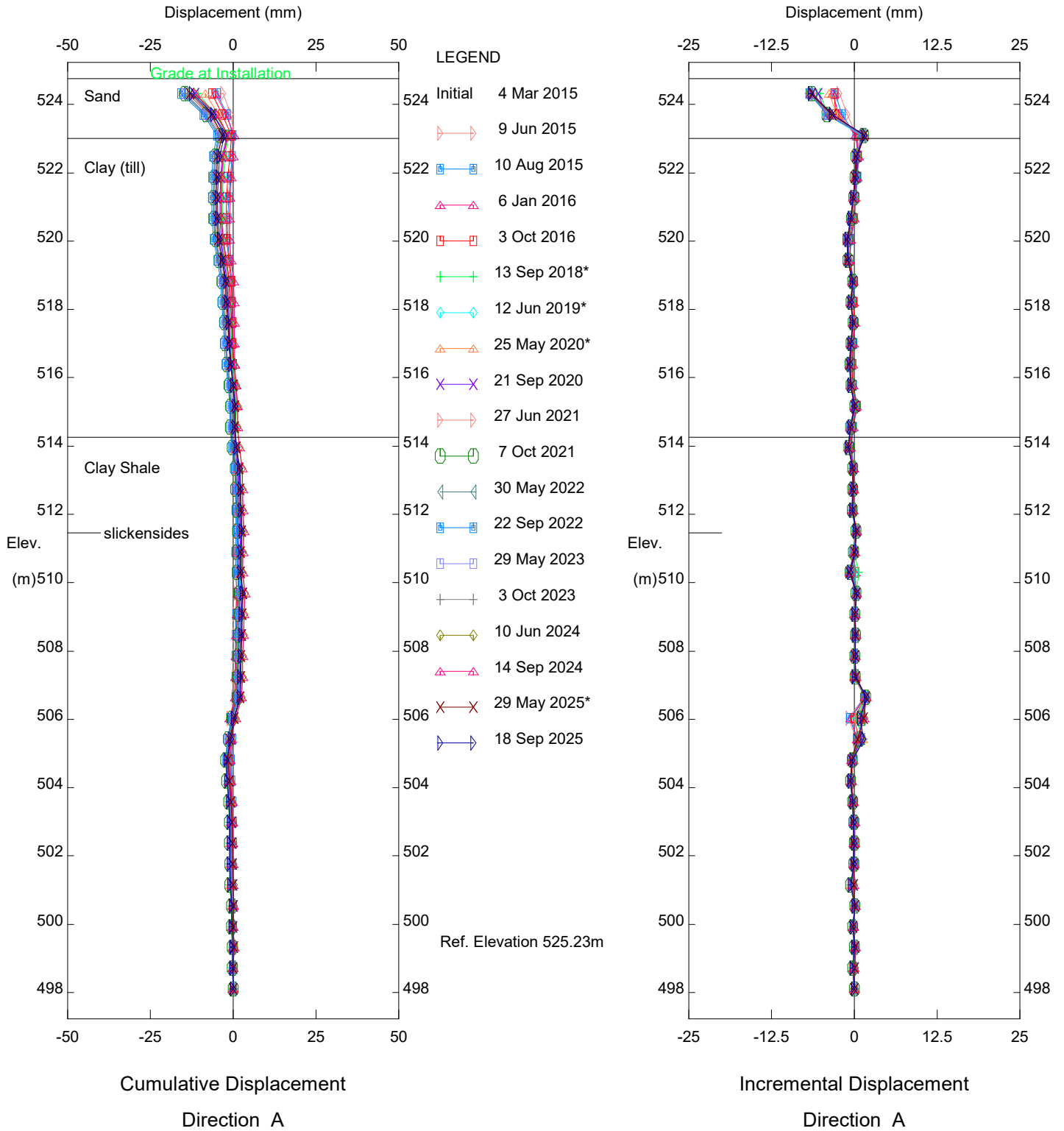


NC099 Cut Slope - Crest, Inclinometer 15-06

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

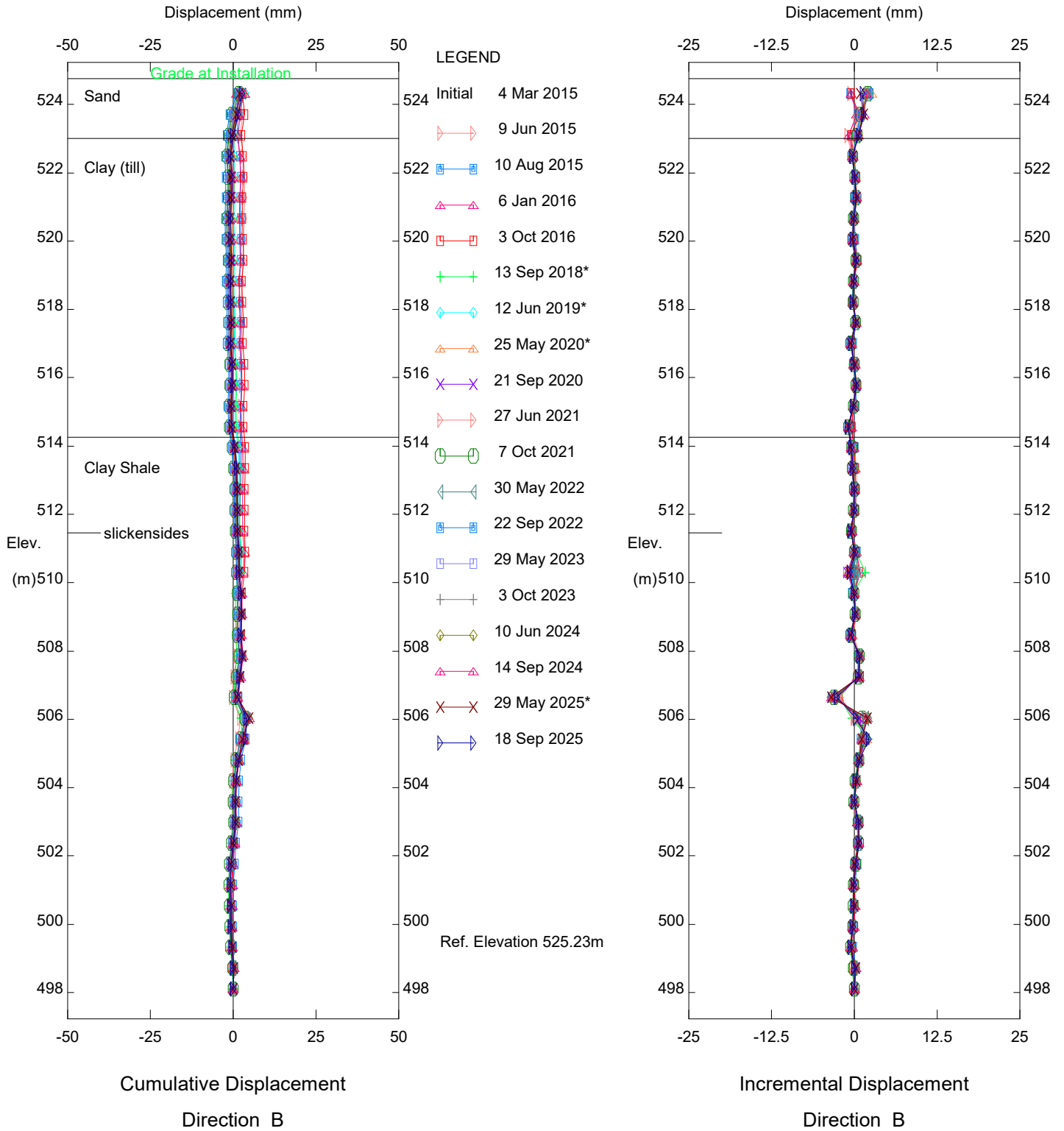


NC099 Cut Slope - Bench 2, Inclinometer 15-07

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

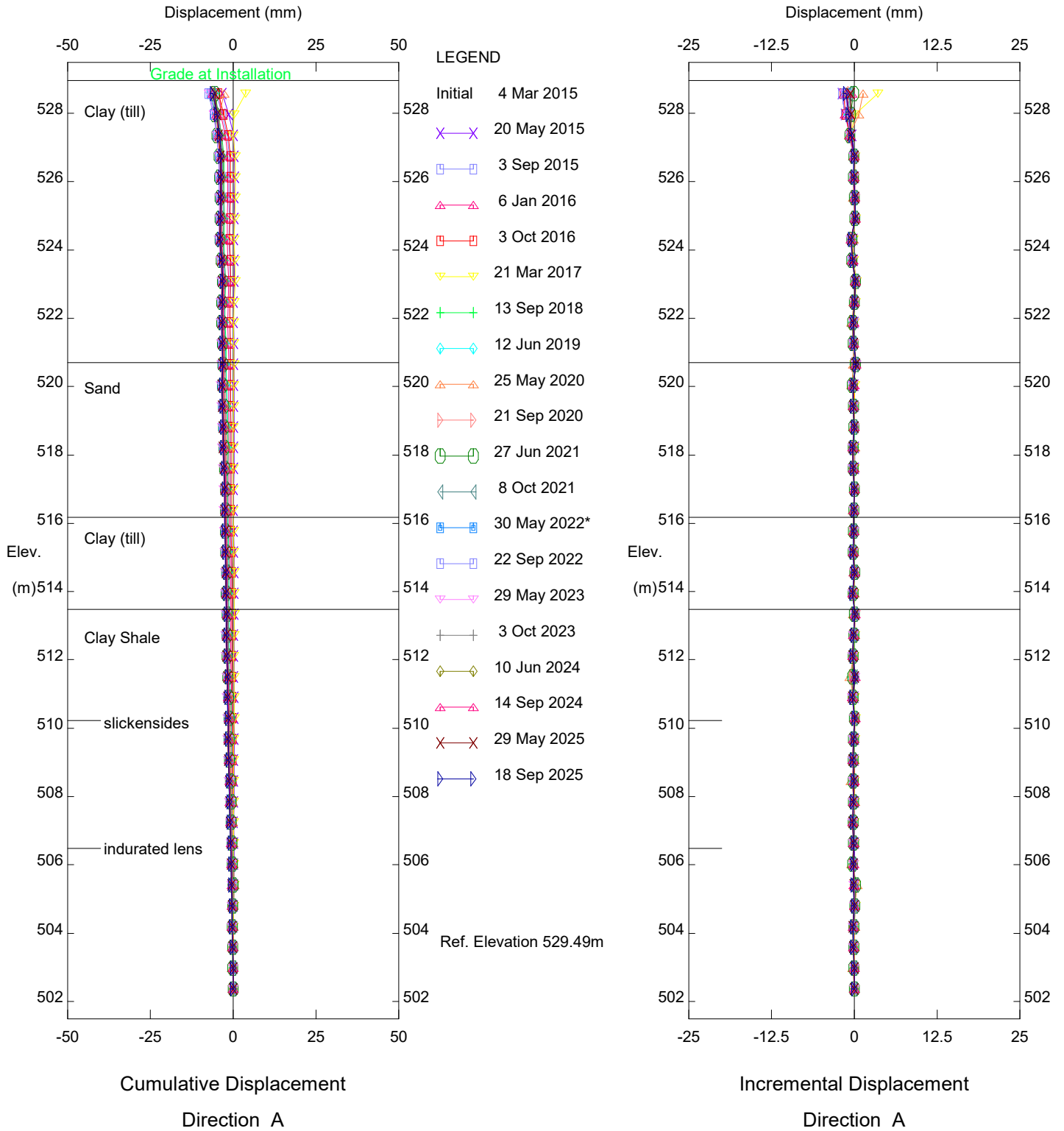


NC099 Cut Slope - Bench 2, Inclinator 15-07

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

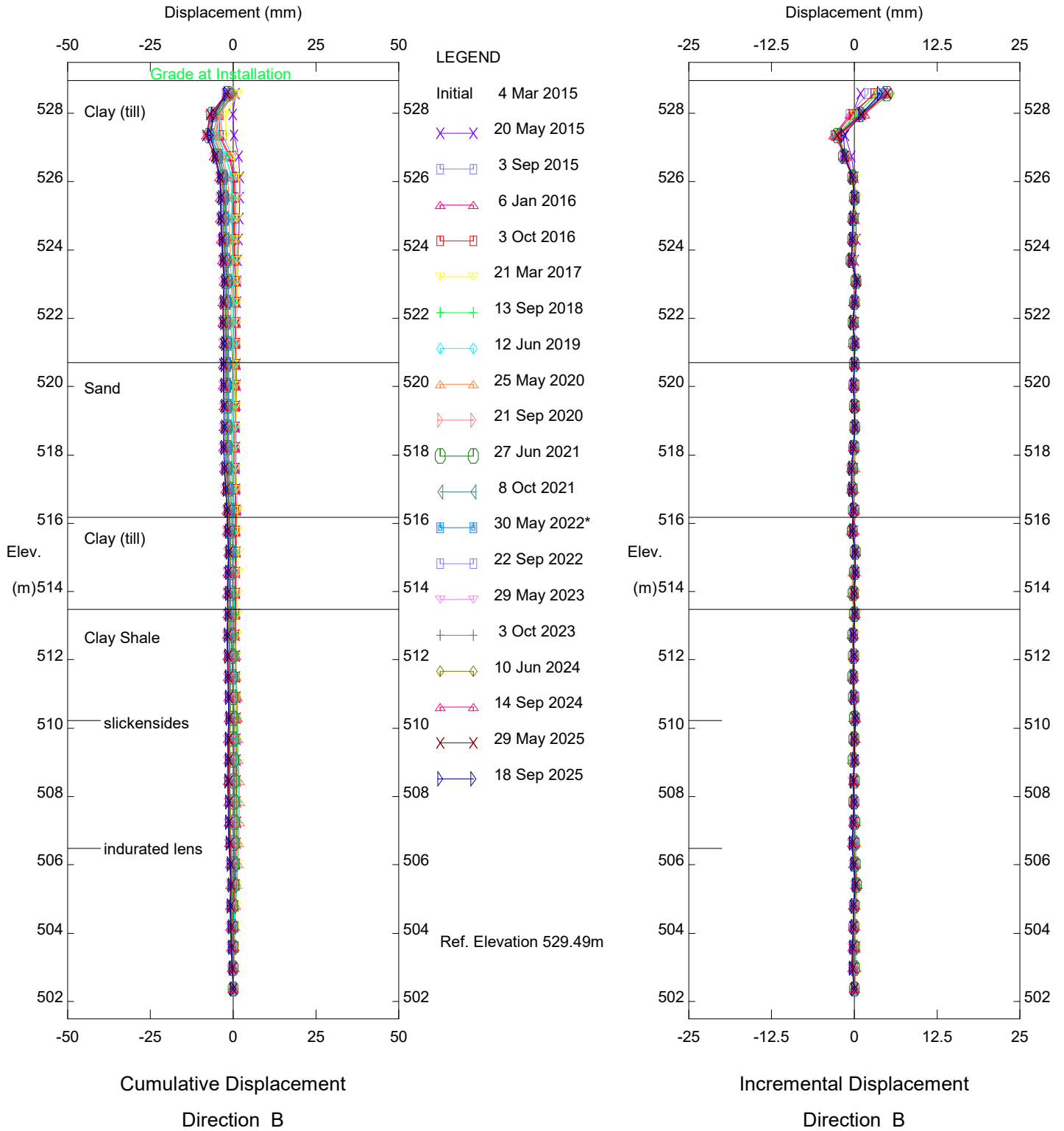


NC099 Cut Slope - Bench 2, Inclinometer 15-08

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

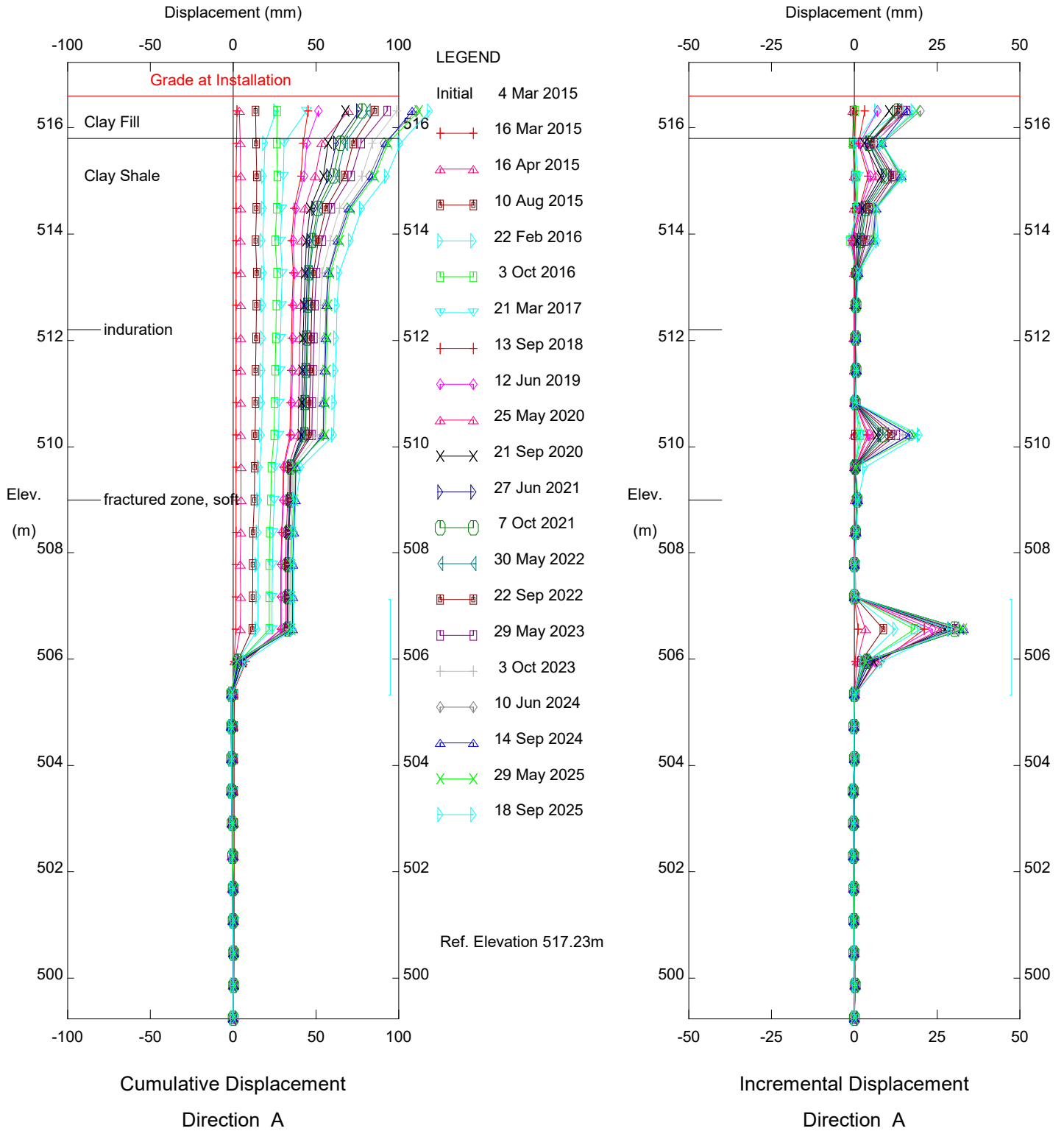


NC099 Cut Slope - Bench 2, Inclinometer 15-08

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

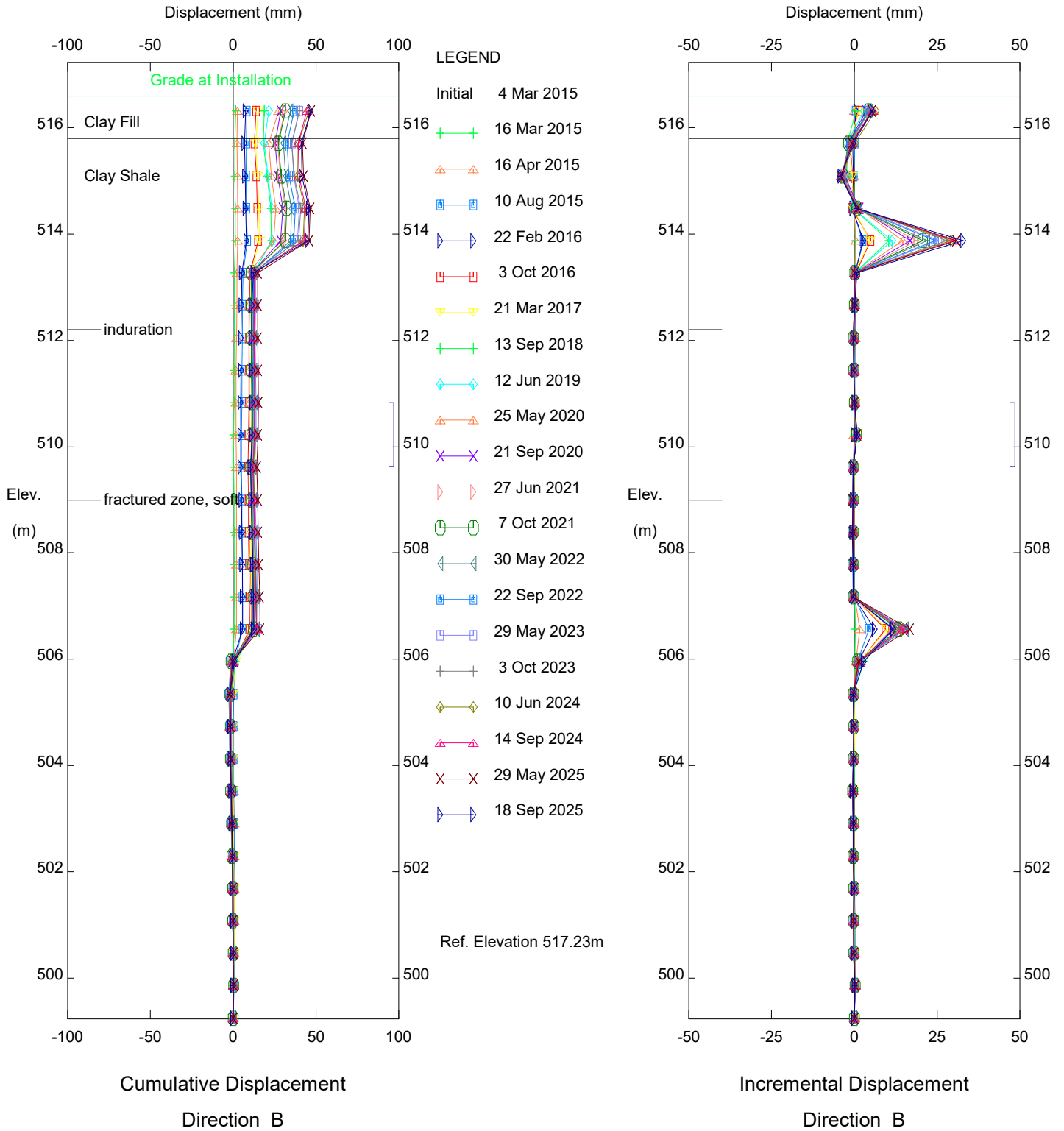
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinometer 15-09

Alberta Transportation

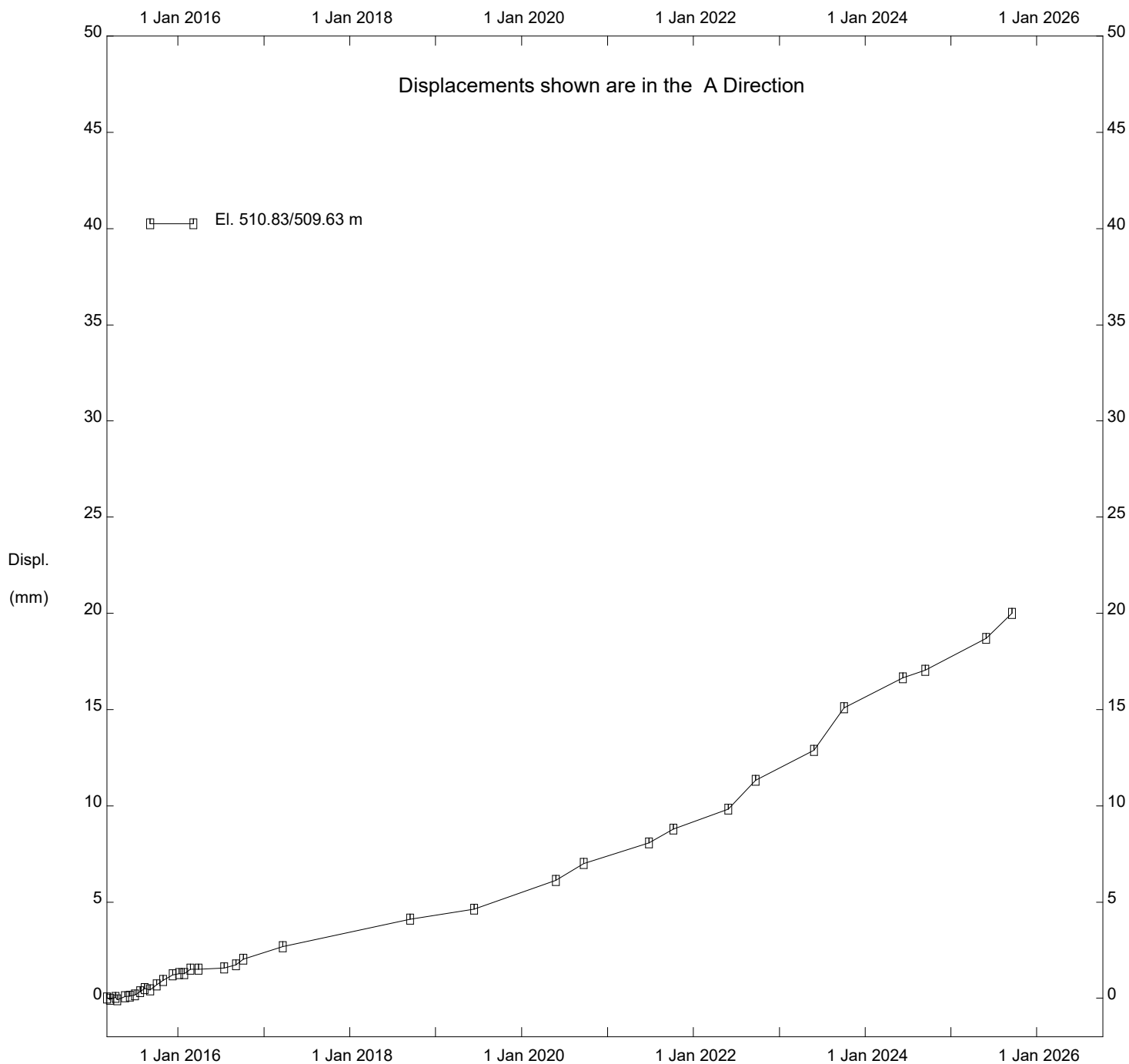
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinometer 15-09

Alberta Transportation

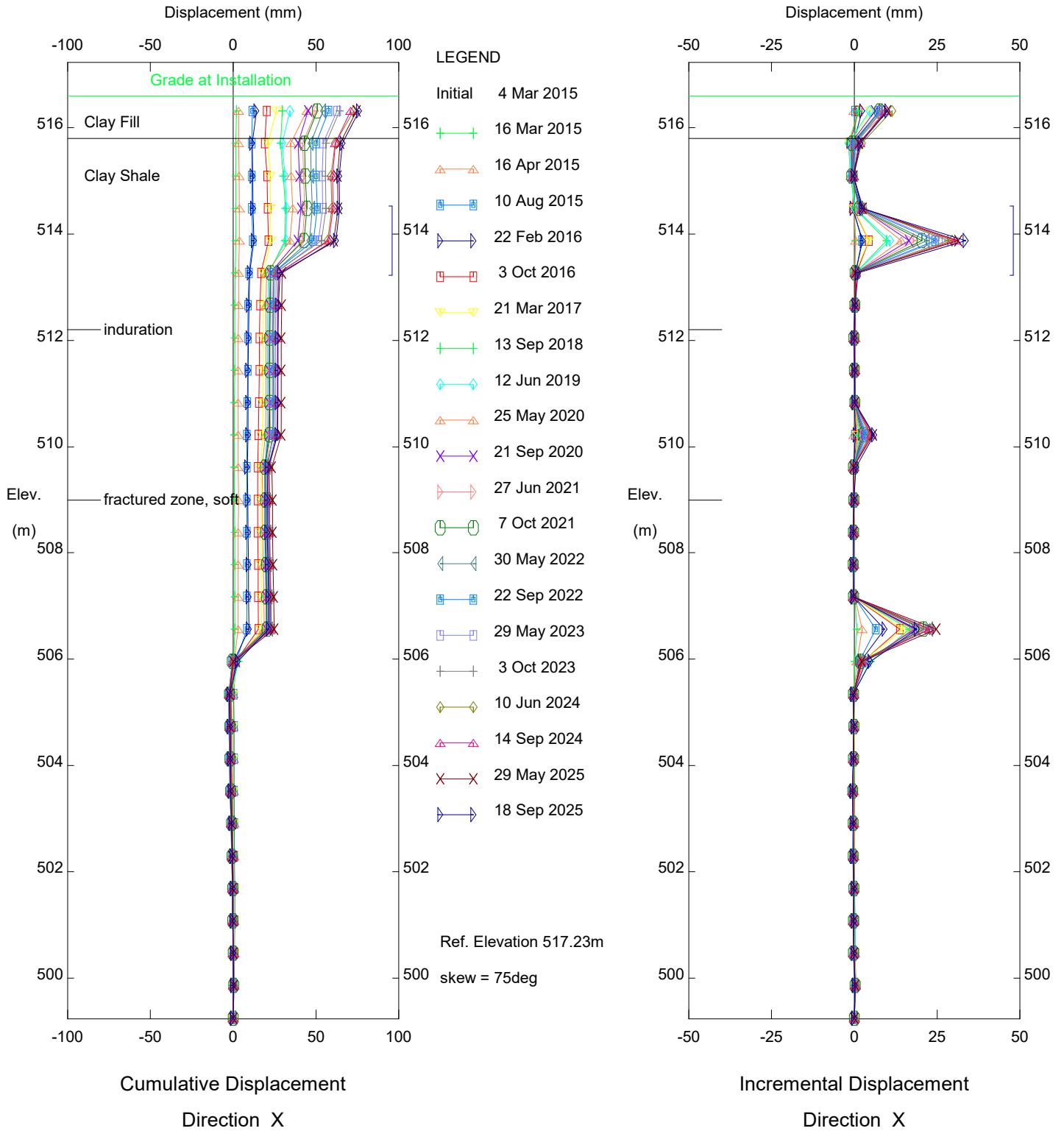
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinator 15-09

Alberta Transportation

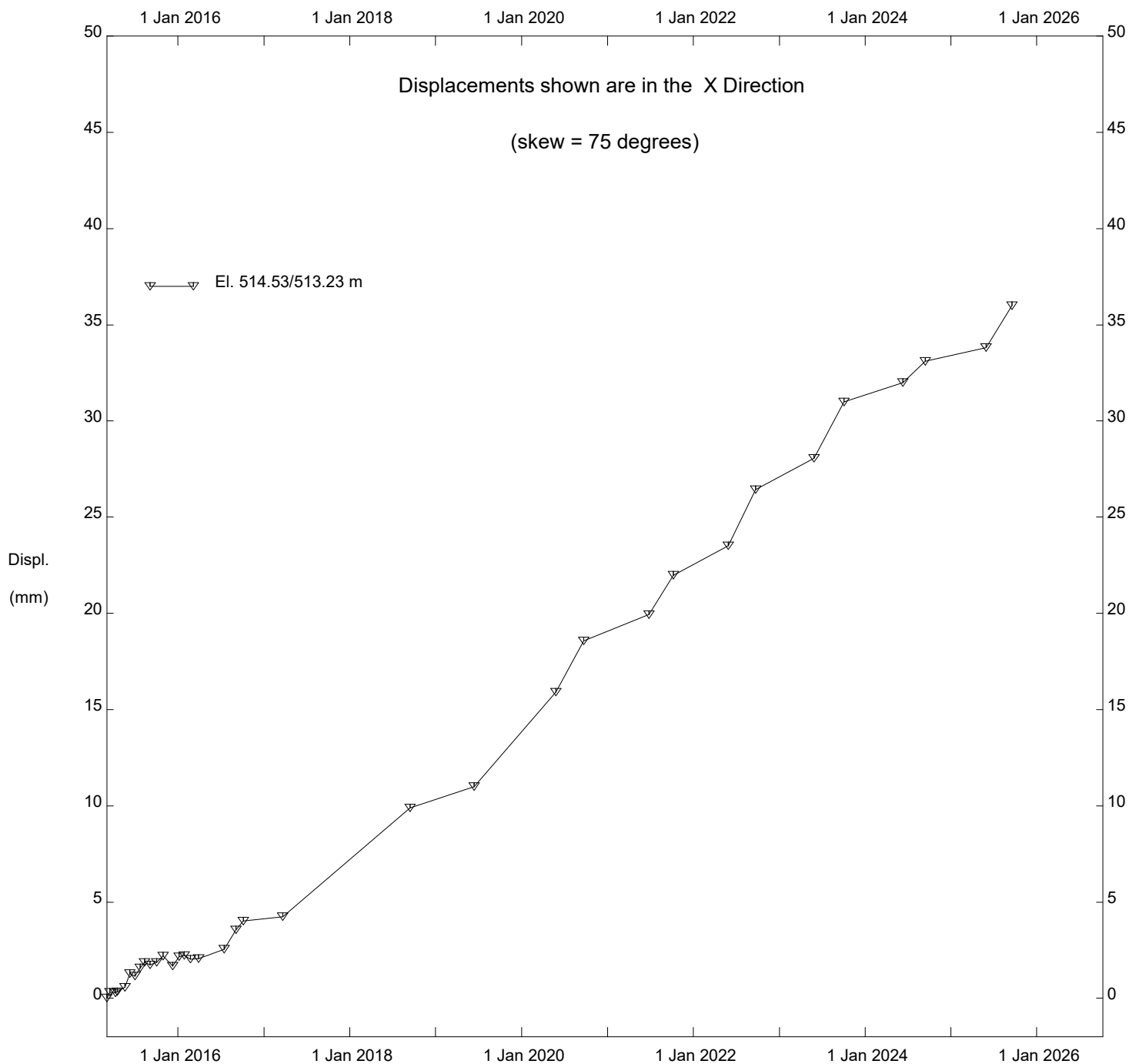
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinometer 15-09

Alberta Transportation

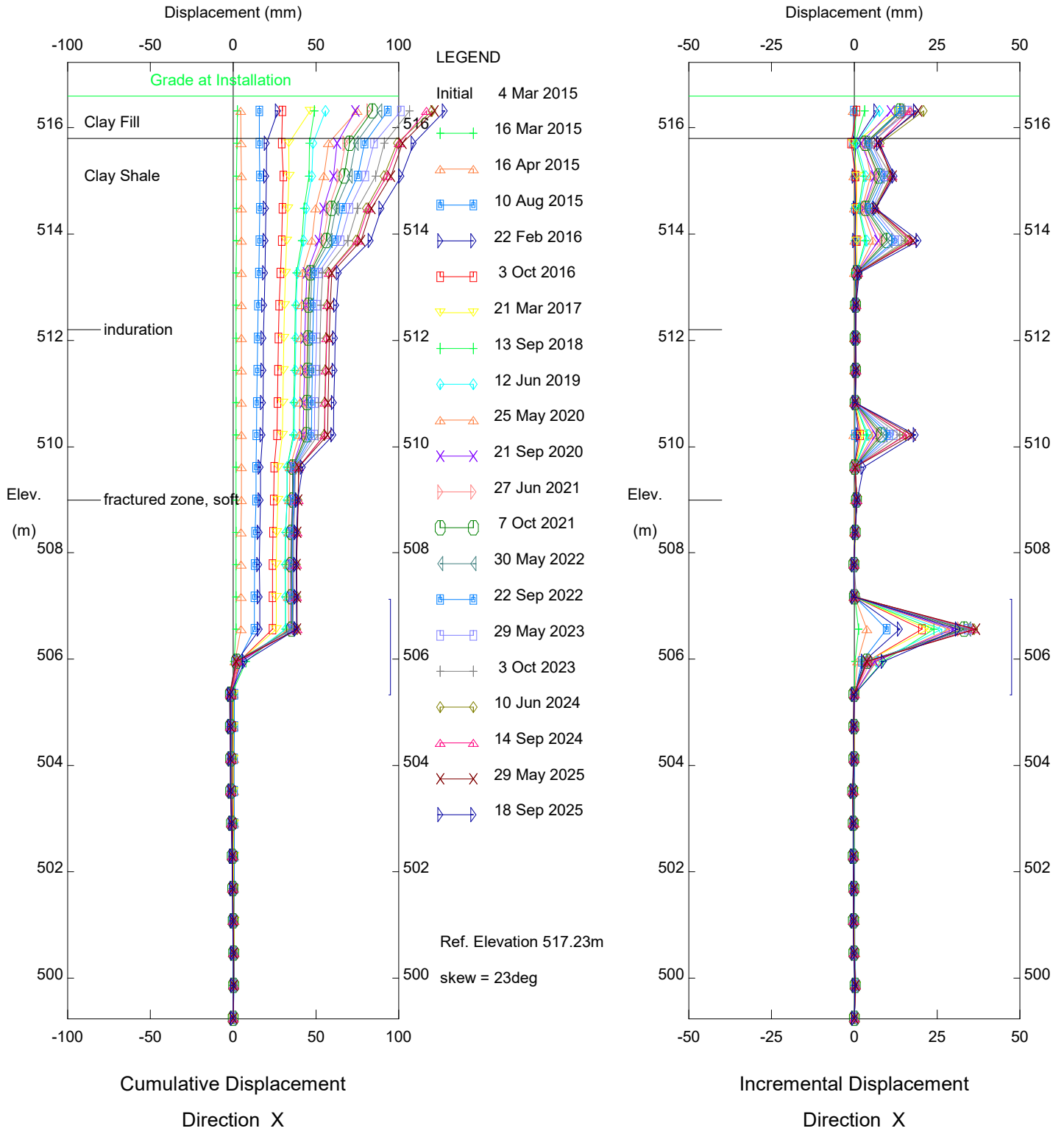
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinator 15-09

Alberta Transportation

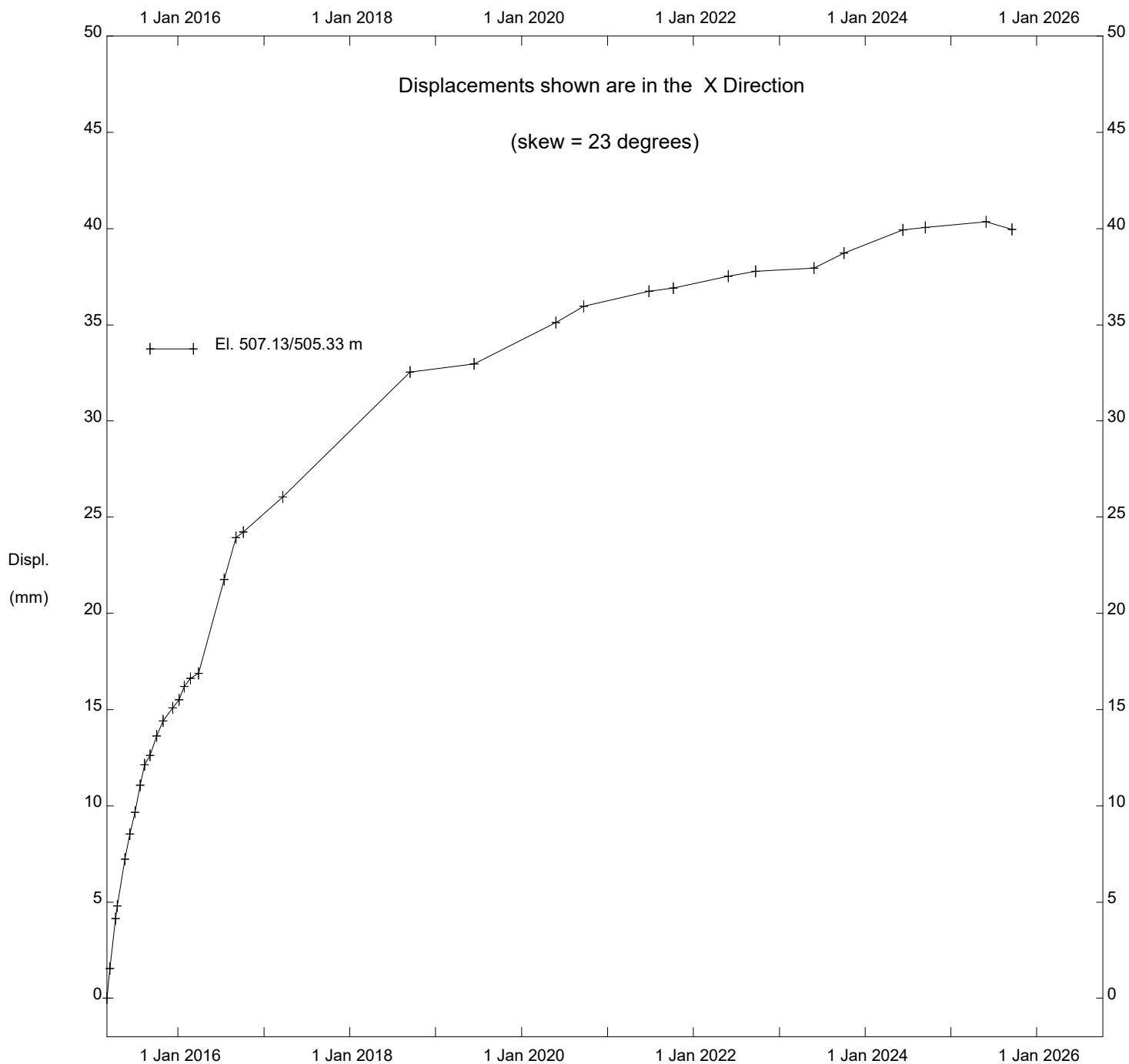
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinometer 15-09

Alberta Transportation

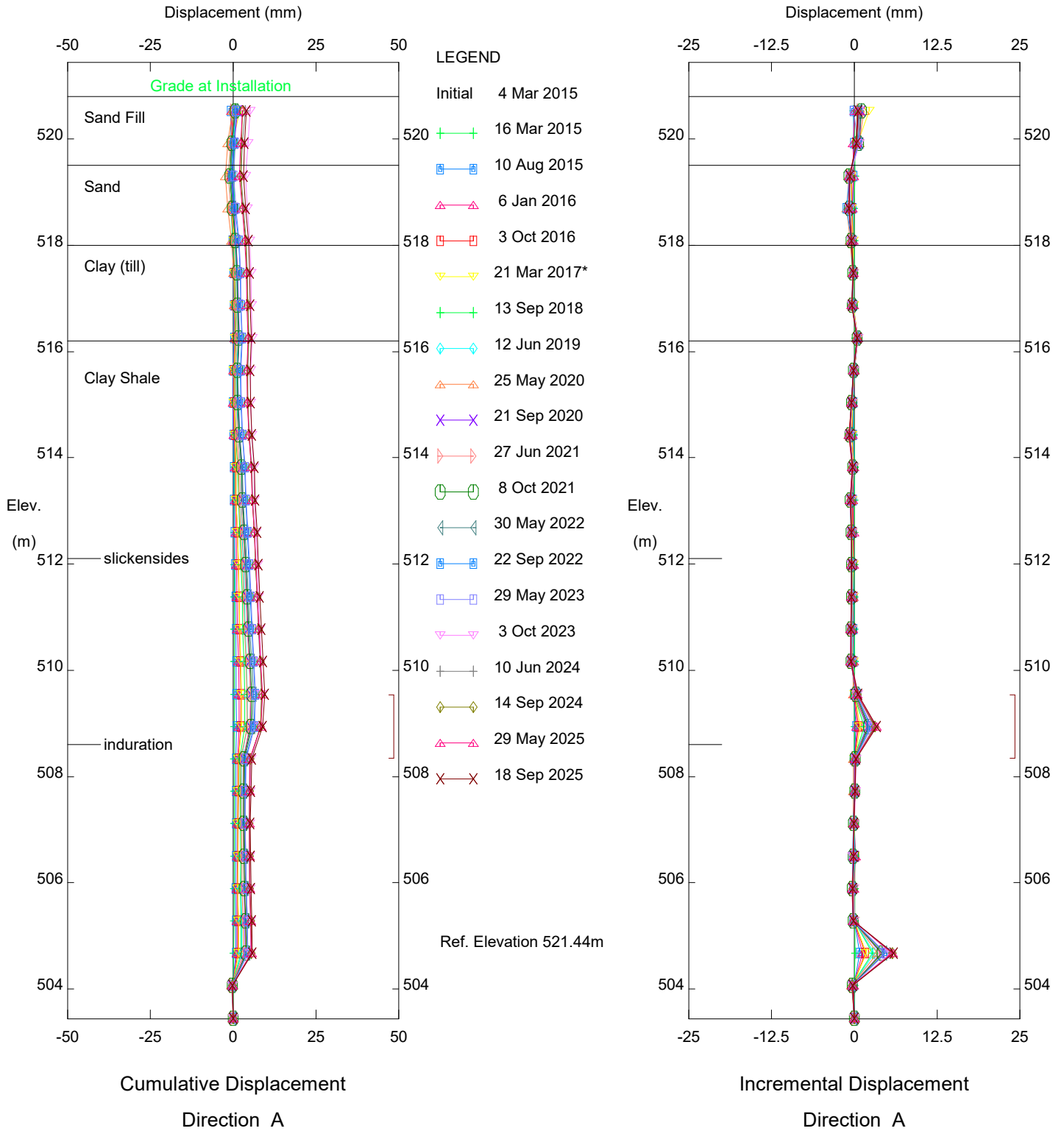
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinometer 15-09

Alberta Transportation

Thurber Engineering - Edmonton

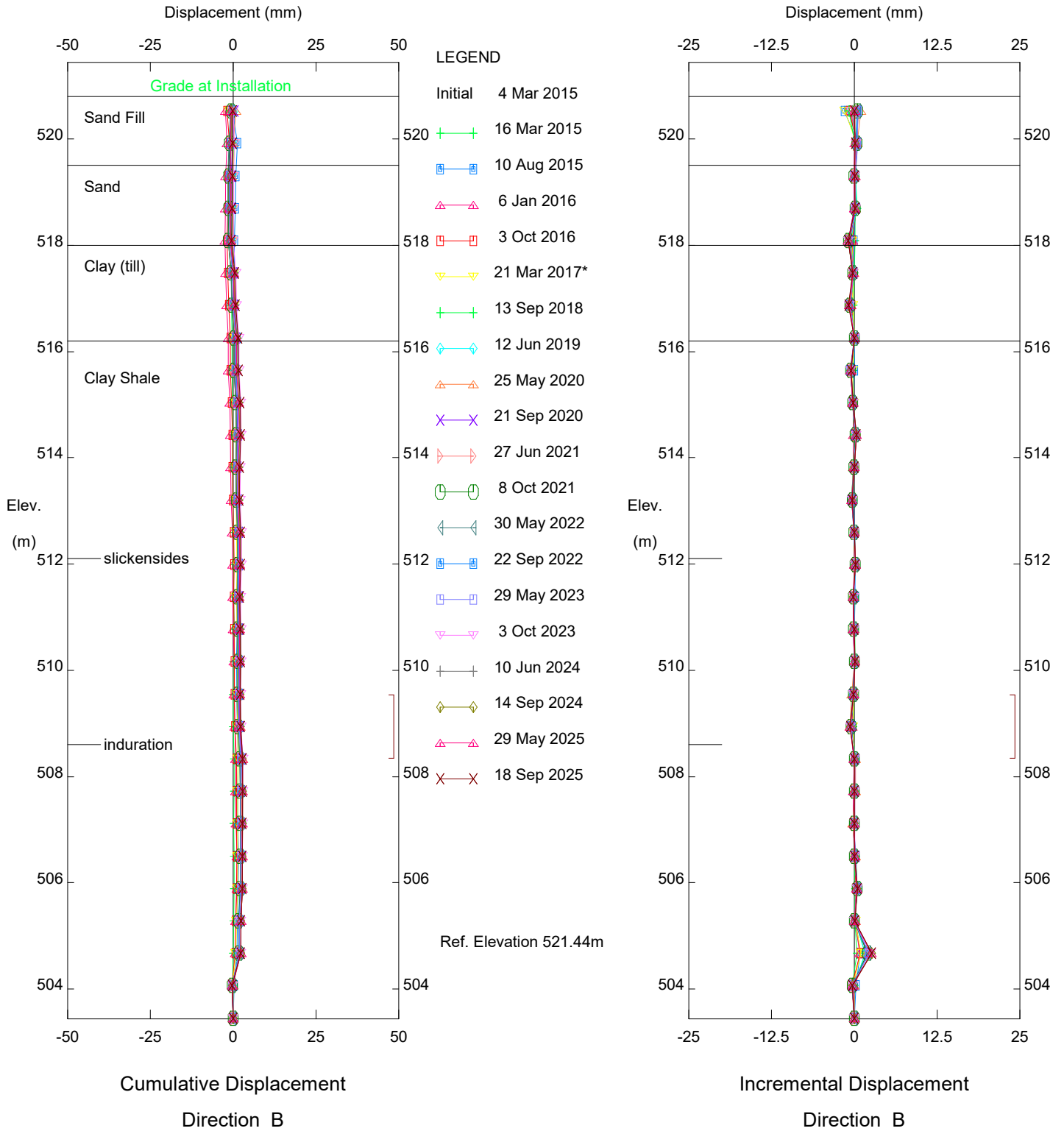


NC099 Cut Slope - Bench 1, Inclinometer 15-10

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

Thurber Engineering - Edmonton

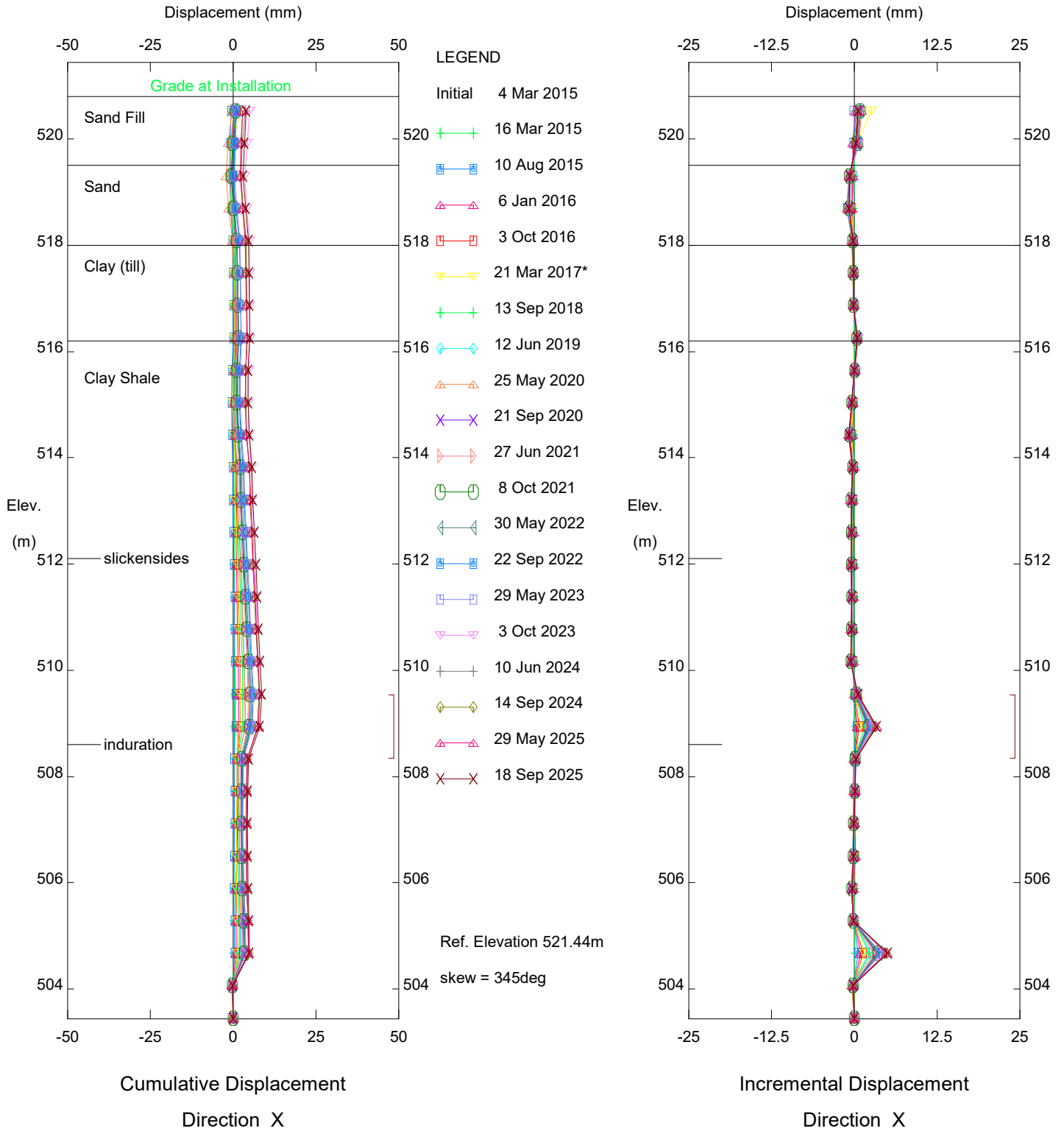


NC099 Cut Slope - Bench 1, Inclinometer 15-10

Alberta Transportation

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Thurber Engineering - Edmonton

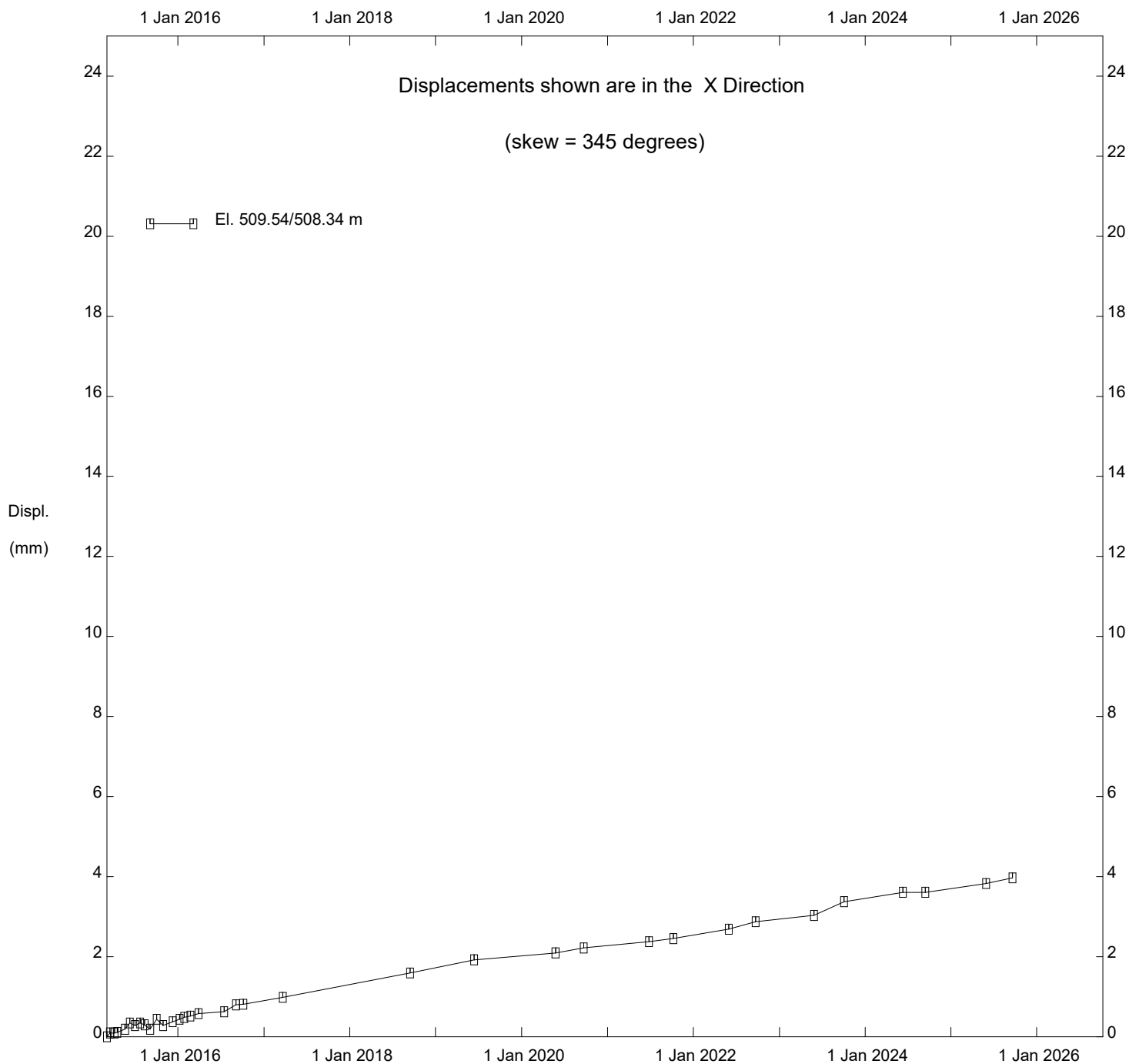


NC099 Cut Slope - Bench 1, Inclinometer 15-10

Alberta Transportation

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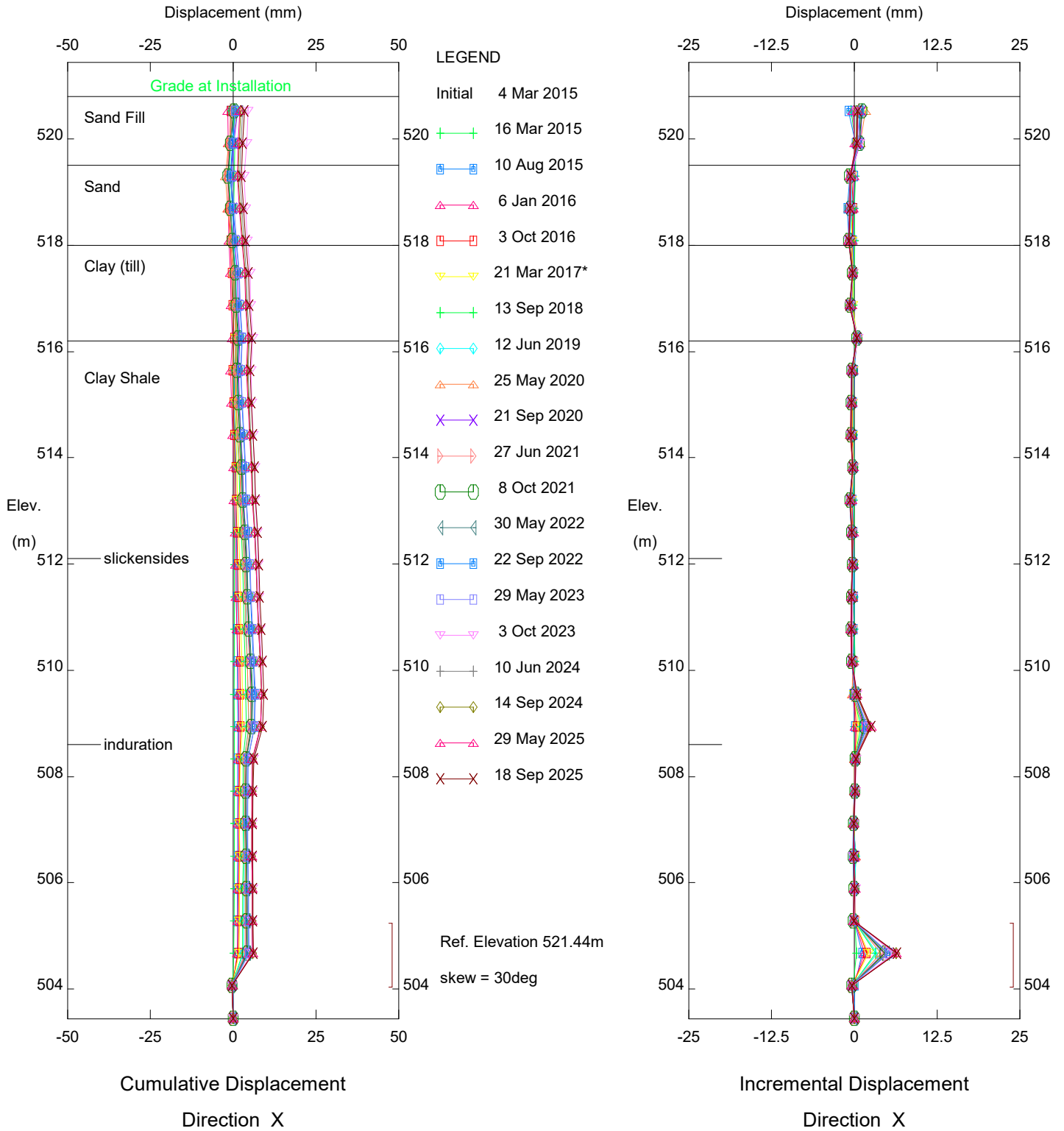
Thurber Engineering - Edmonton



NC099 Cut Slope - Bench 1, Inclinator 15-10

Alberta Transportation

Thurber Engineering - Edmonton

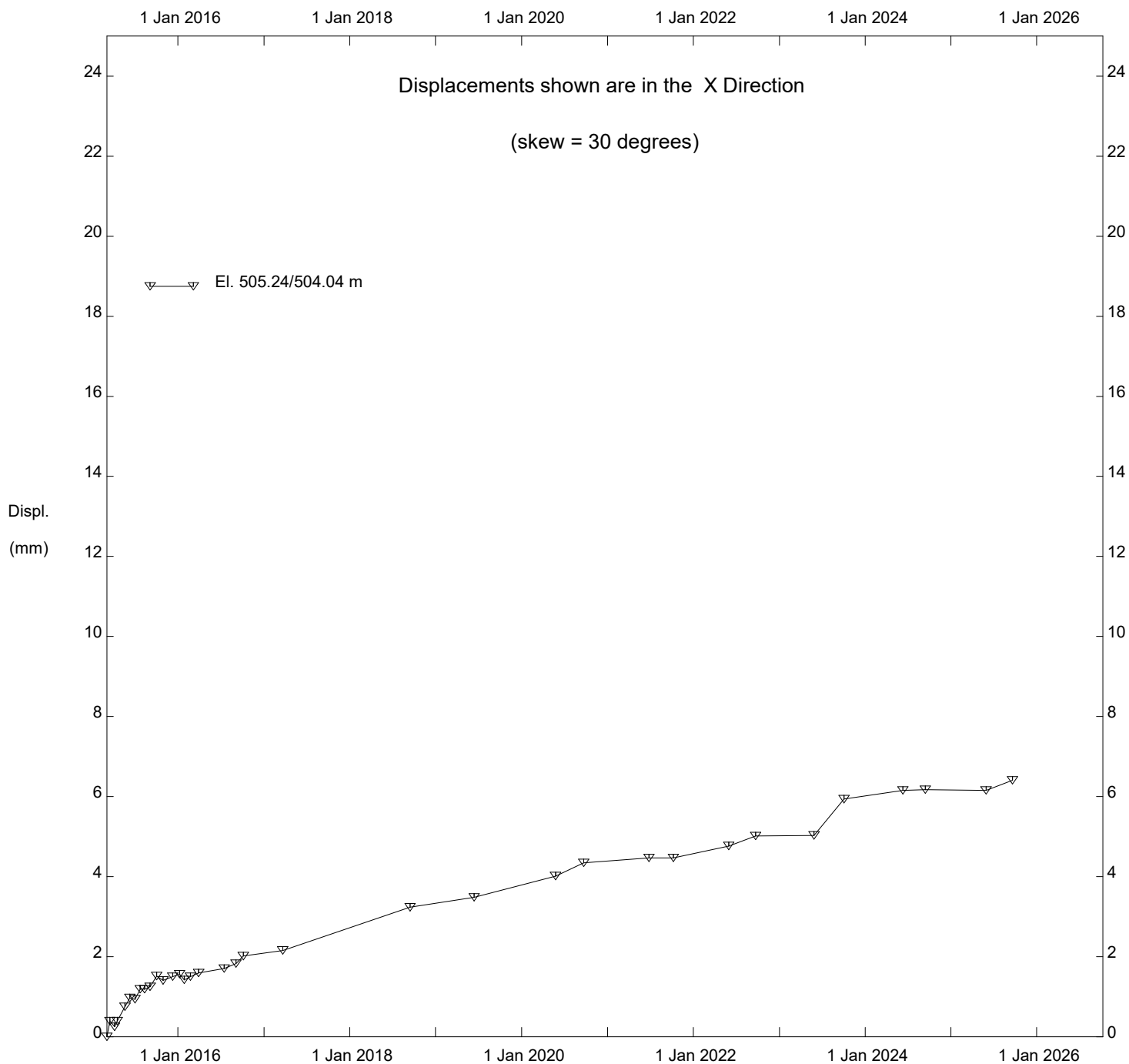


NC099 Cut Slope - Bench 1, Inclinometer 15-10

Alberta Transportation

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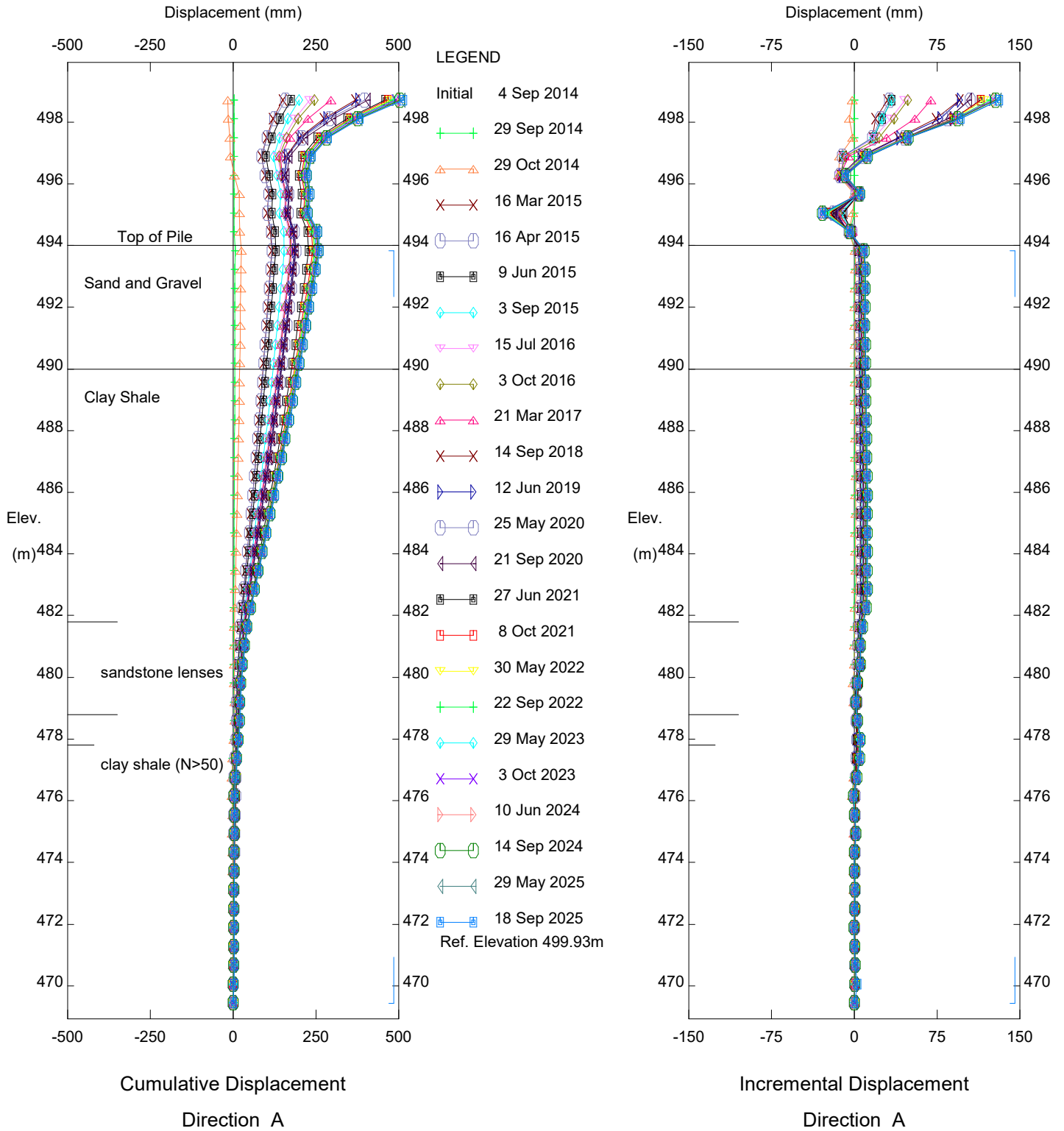
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NC099 Cut Slope - Bench 1, Inclinator 15-10

Alberta Transportation

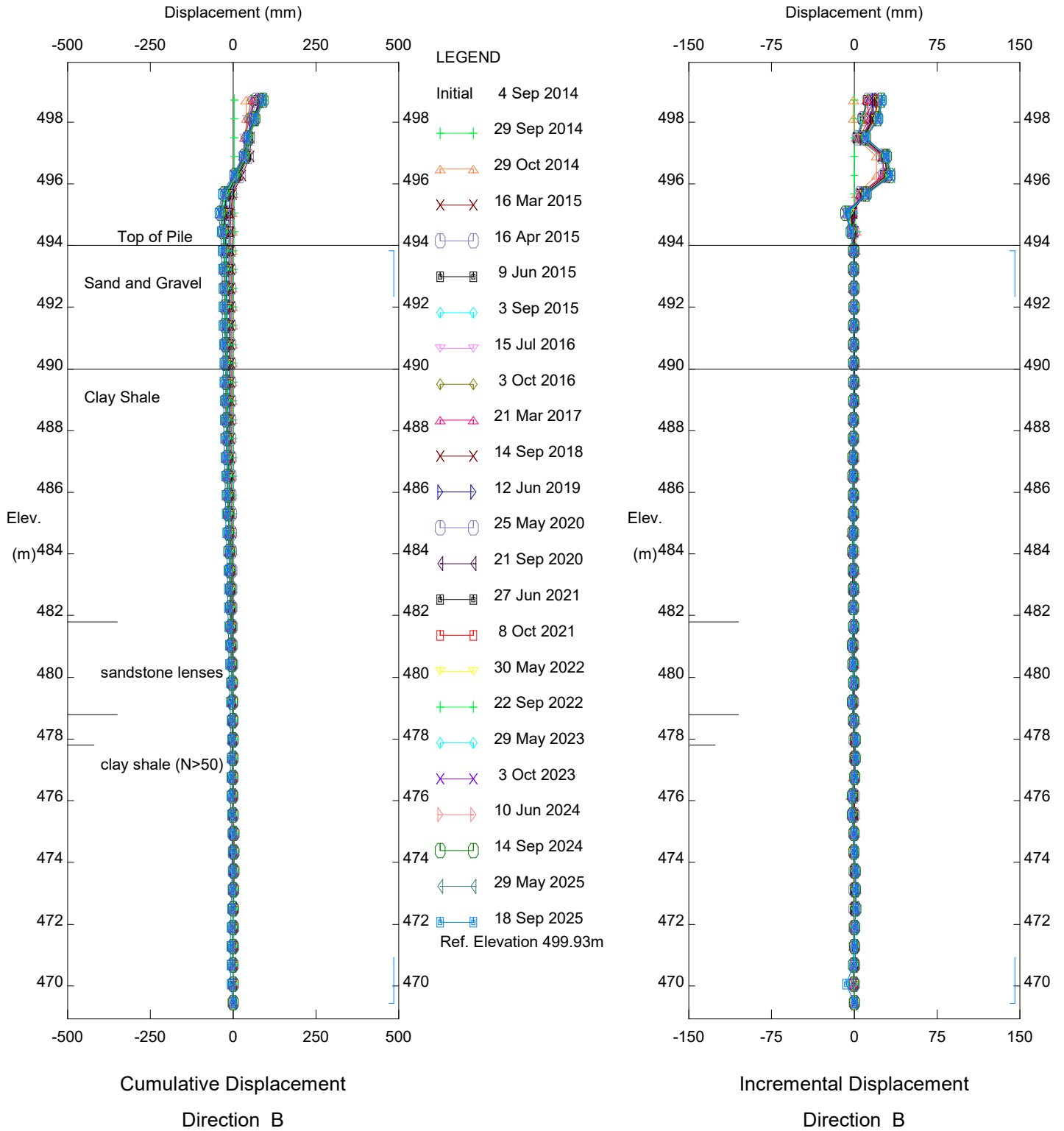
Thurber Engineering - Edmonton



NC099 North Slope Stability Pile Wall, Inclinator 14-01

Alberta Transportation

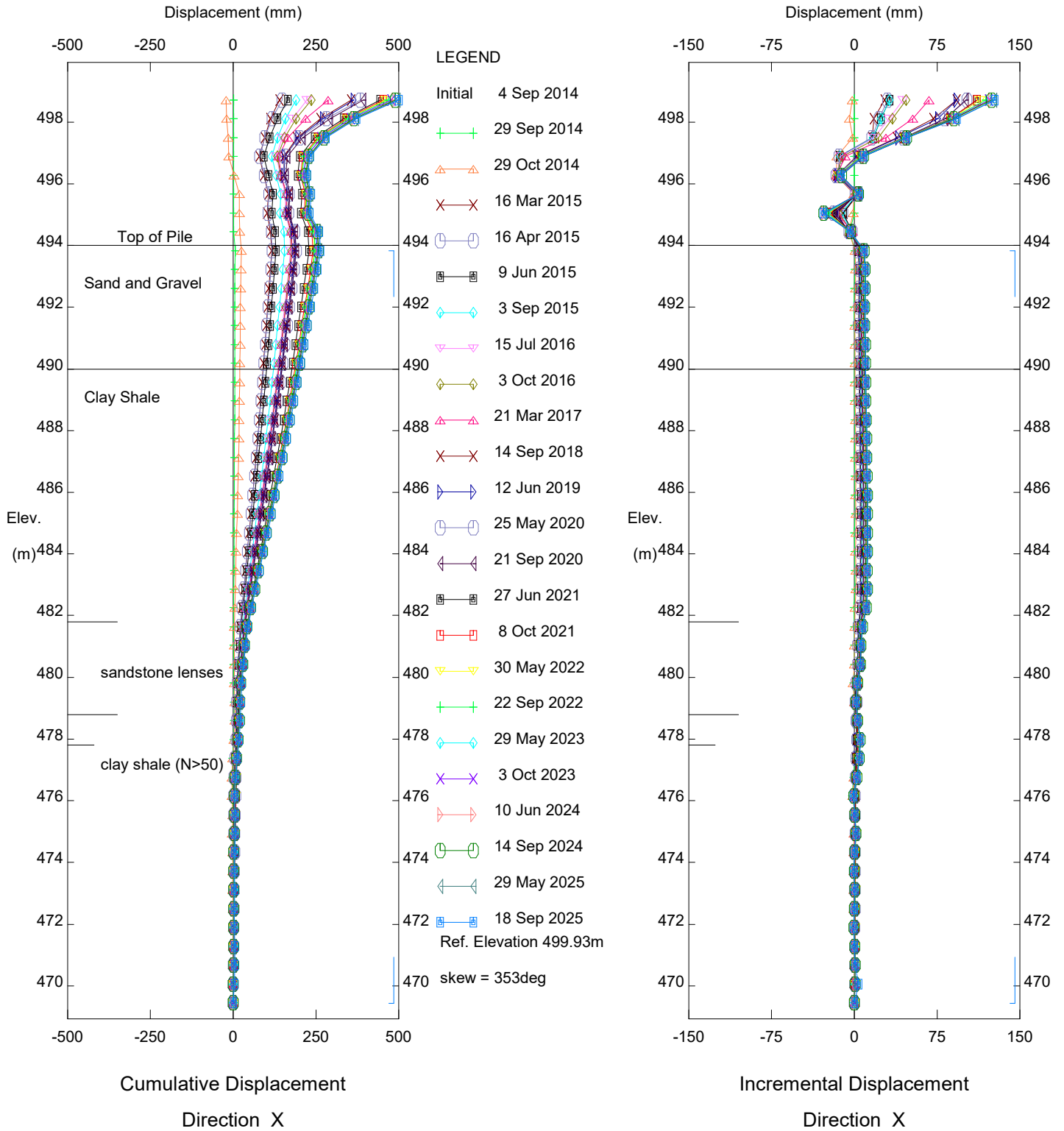
Thurber Engineering - Edmonton



NC099 North Slope Stability Pile Wall, Inclinator 14-01

Alberta Transportation

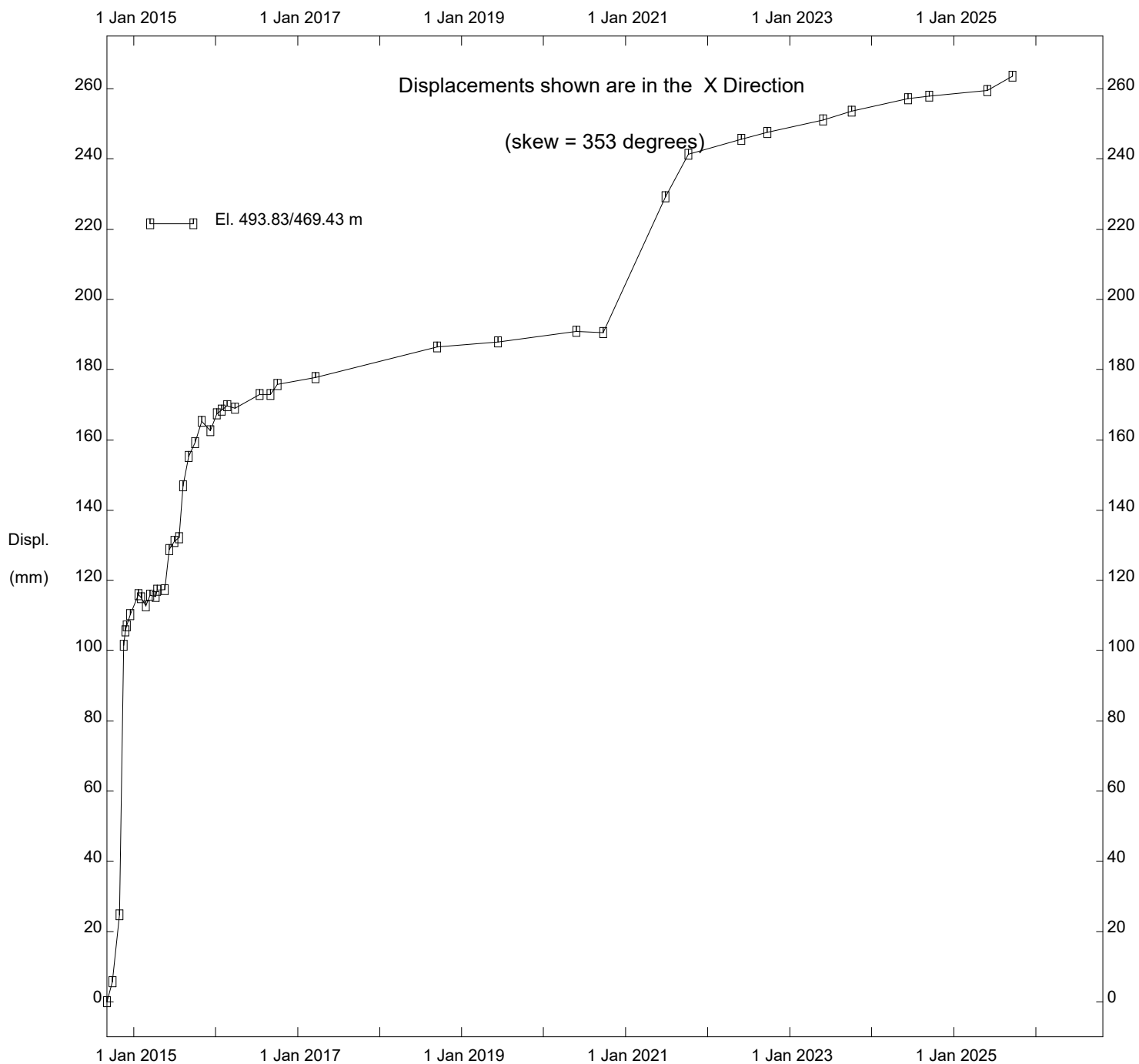
Thurber Engineering - Edmonton



NC099 North Slope Stability Pile Wall, Inclinometer 14-01

Alberta Transportation

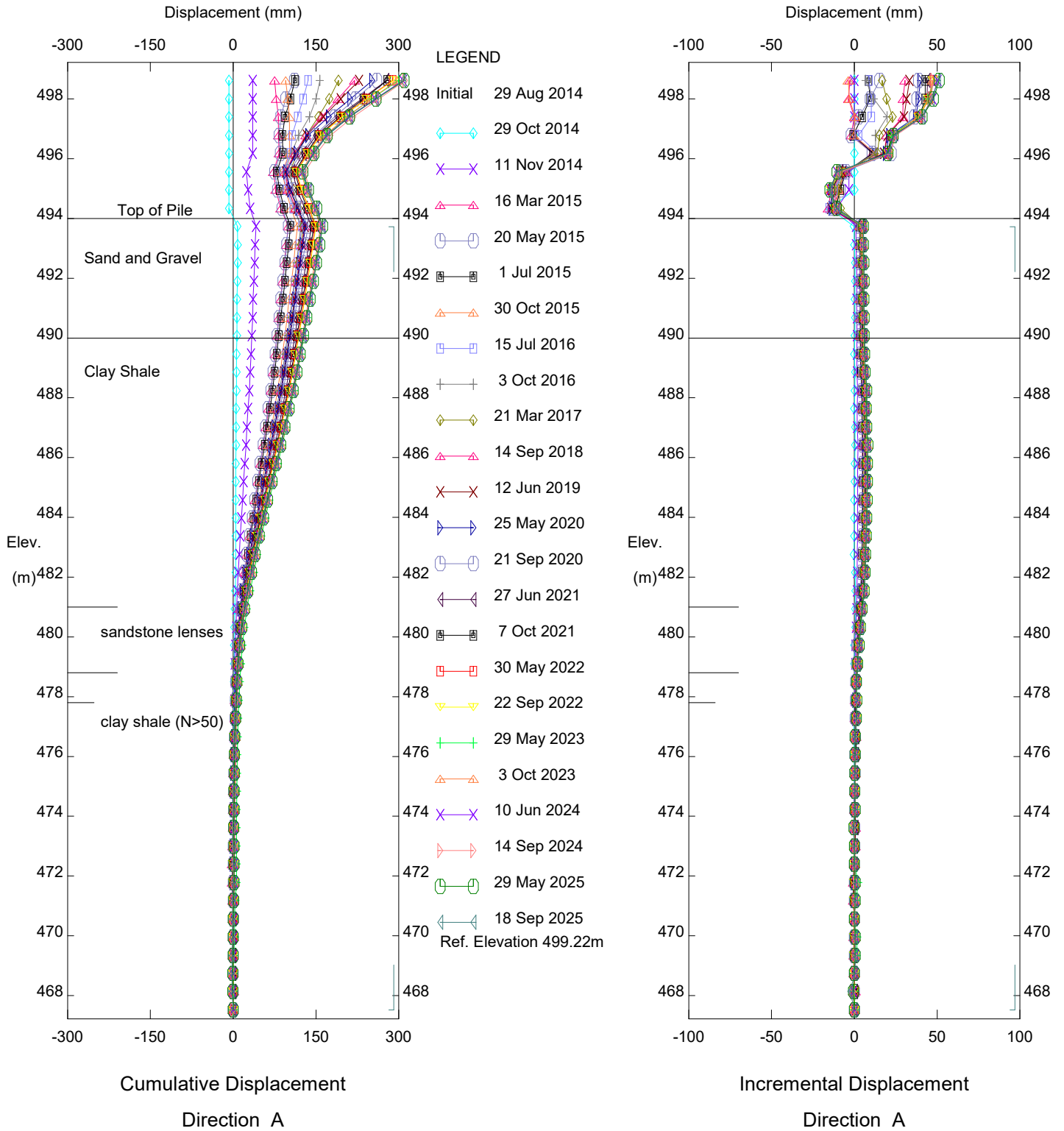
Thurber Engineering - Edmonton



NC099 North Slope Stability Pile Wall, Inclinator 14-01

Alberta Transportation

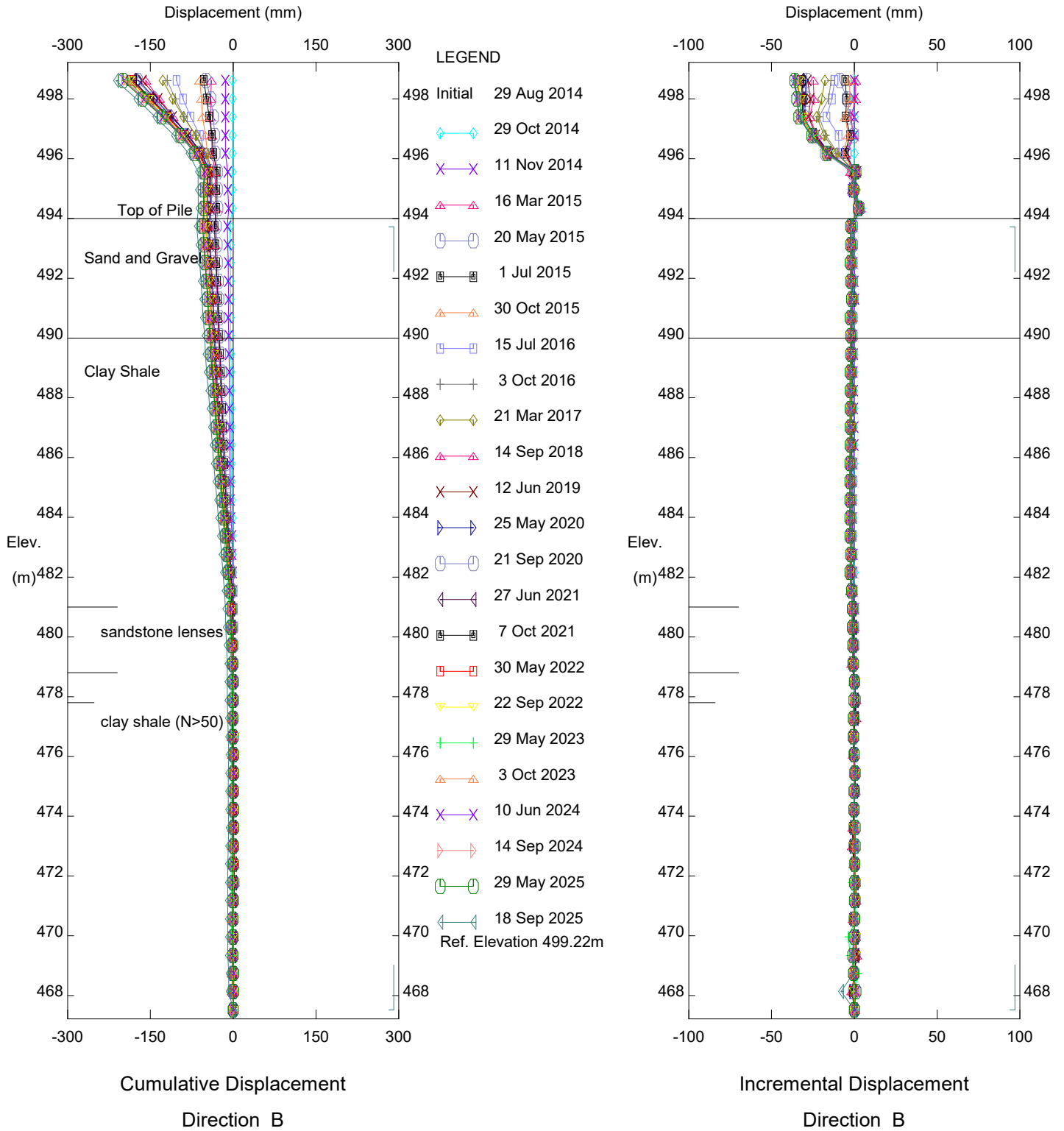
Thurber Engineering - Edmonton



NC099 South Slope Stability Pile Wall, Inclinometer 14-02

Alberta Transportation

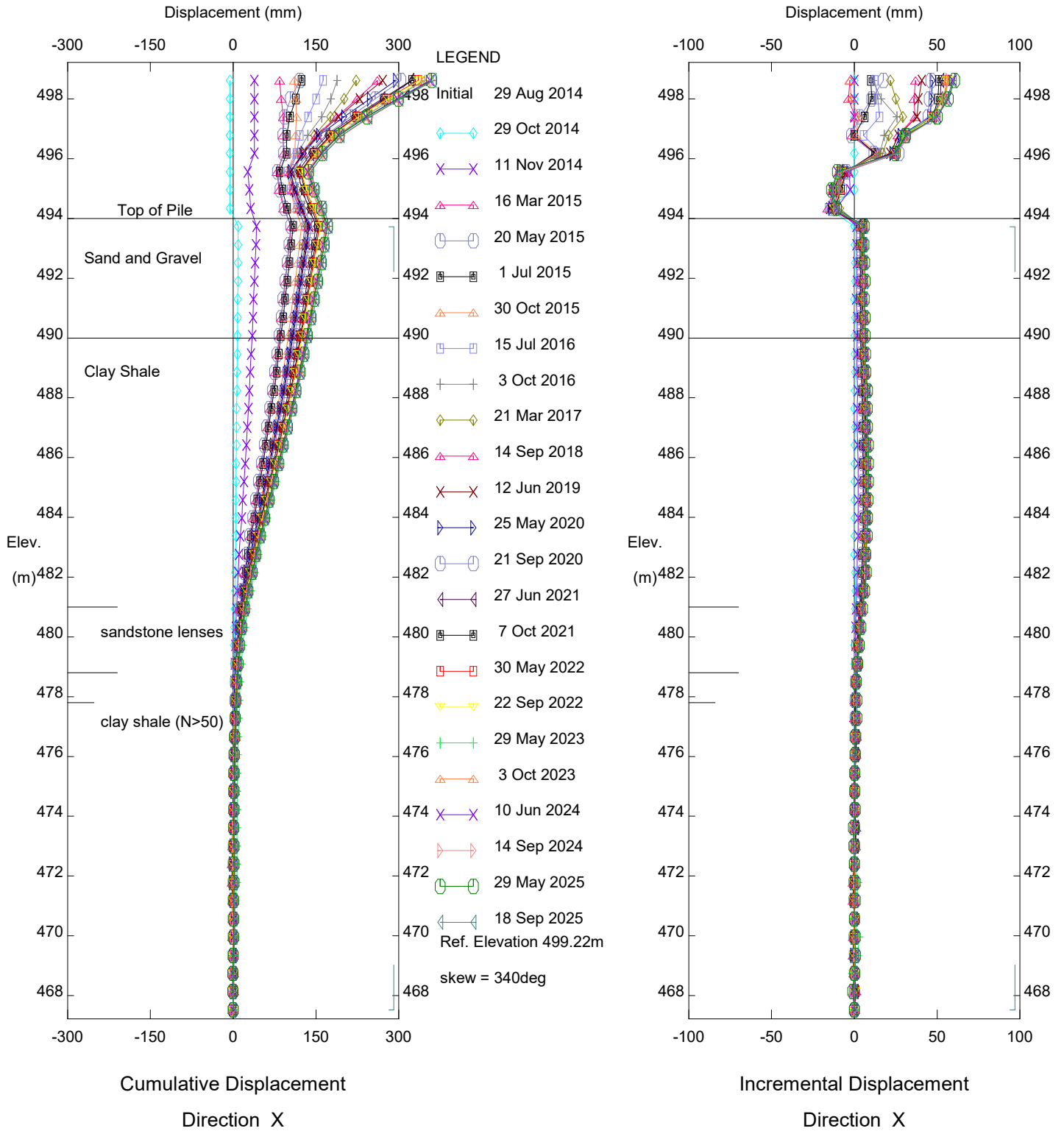
Thurber Engineering - Edmonton



NC099 South Slope Stability Pile Wall, Inclinator 14-02

Alberta Transportation

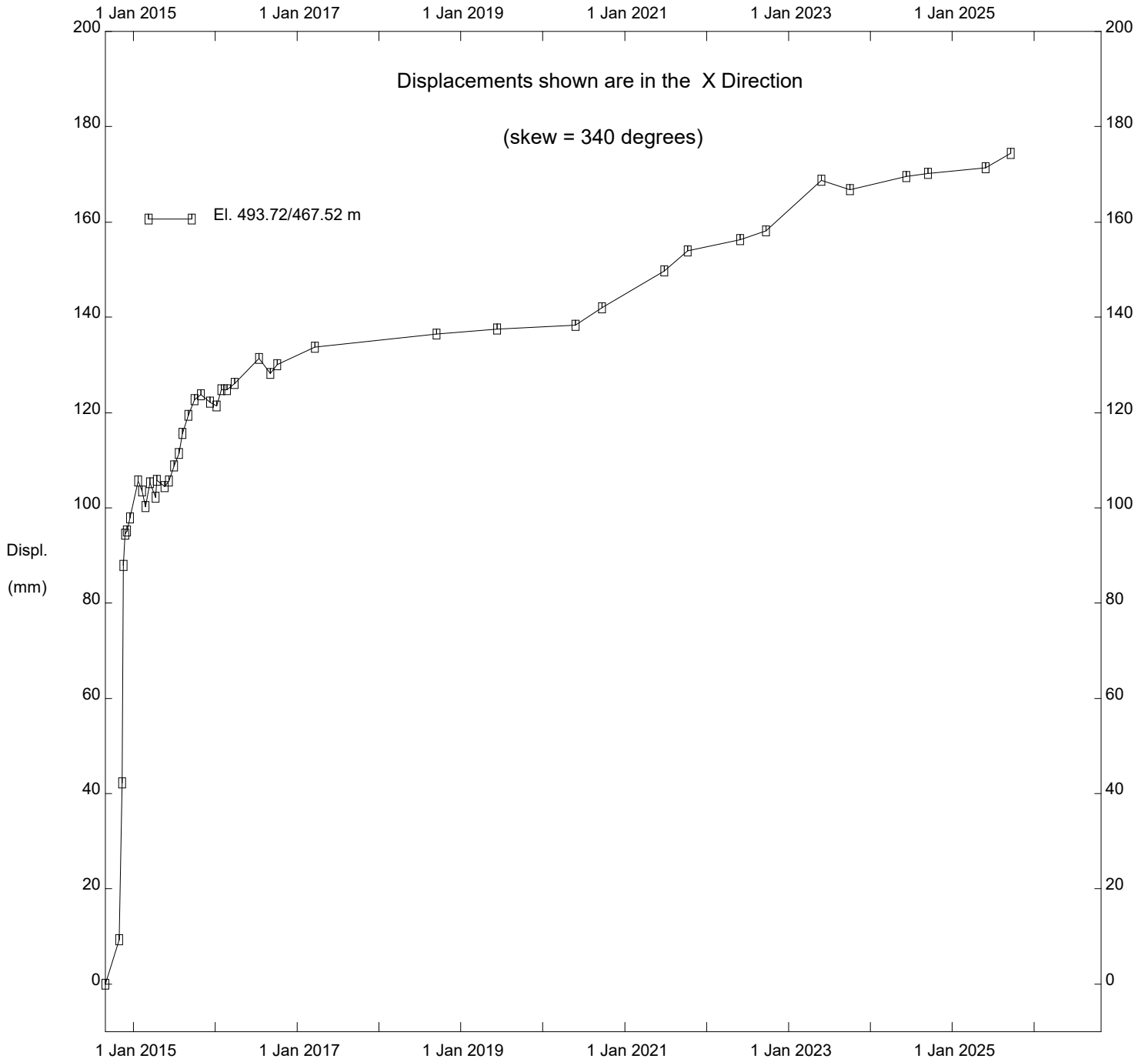
Thurber Engineering - Edmonton



NC099 South Slope Stability Pile Wall, Inclinator 14-02

Alberta Transportation

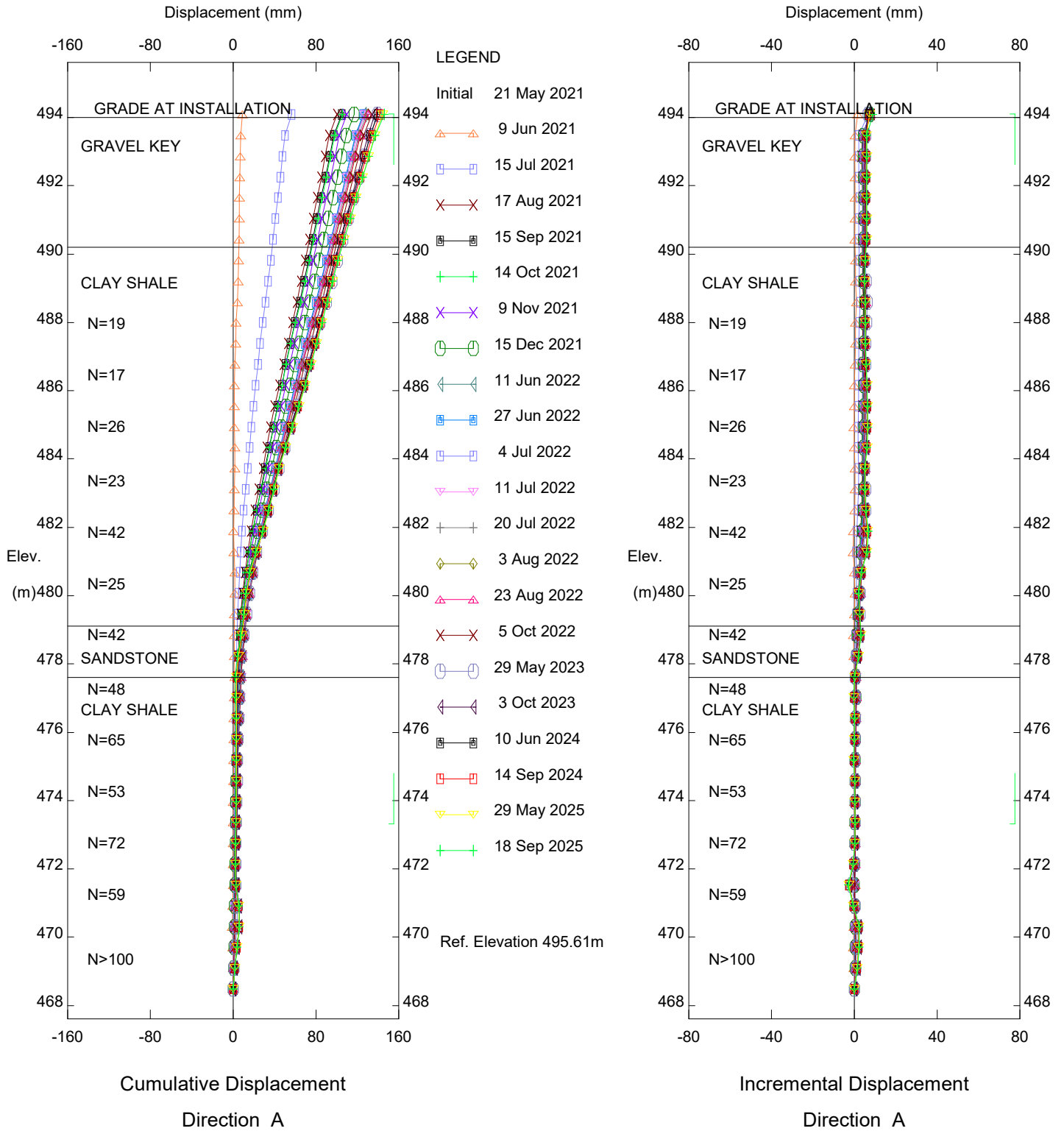
Thurber Engineering - Edmonton



NC099 South Slope Stability Pile Wall, Inclinator 14-02

Alberta Transportation

Thurber Engineering - Edmonton



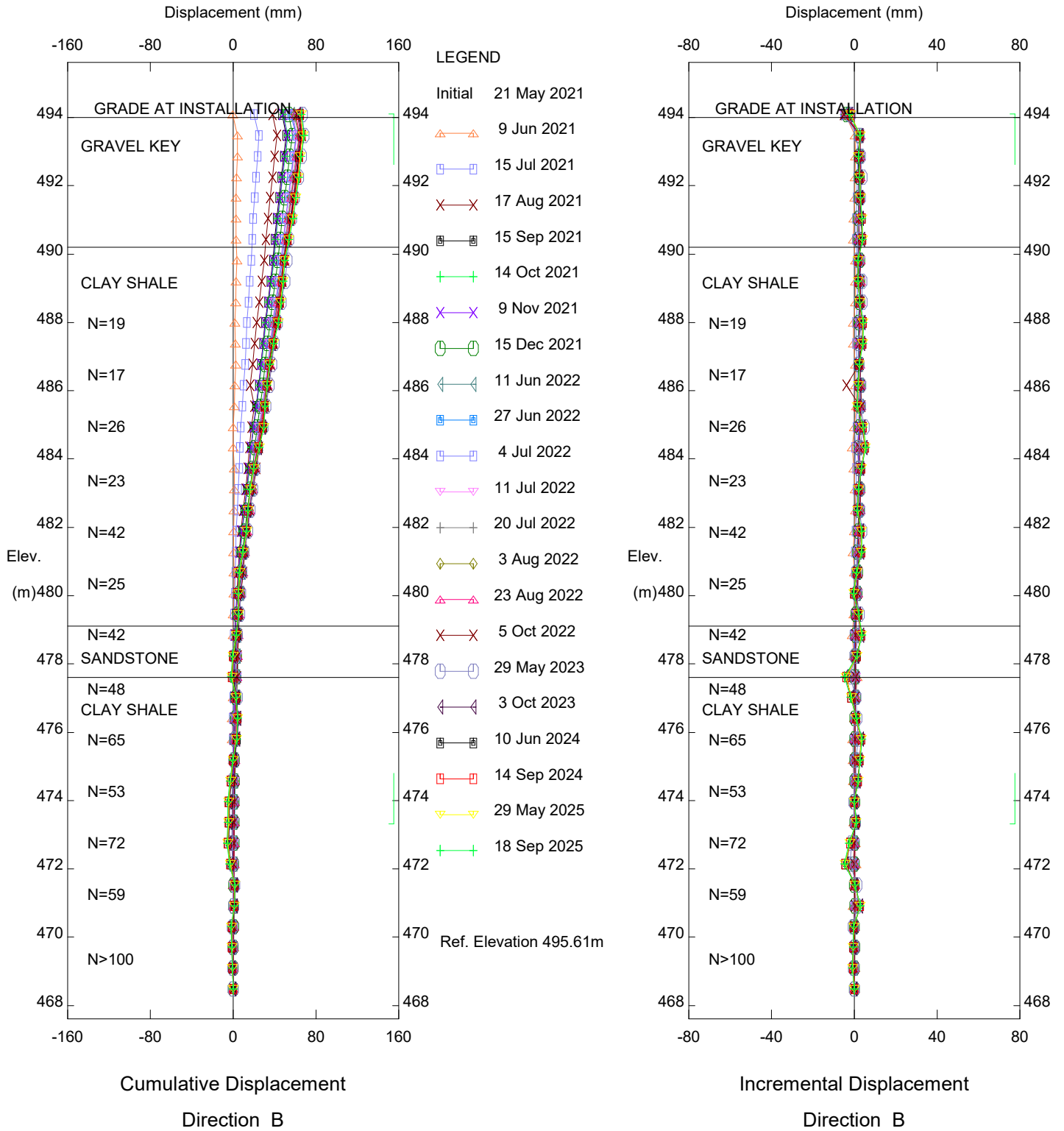
Pile Wall, Inclinometer N-SI-01

STRATIGRAPHY INFERRED FROM N-SI-02

Hangstone Bridge North Abutment

STRATIGRAPHY INFERRED FROM N-SI-02

Thurber Engineering - Edmonton



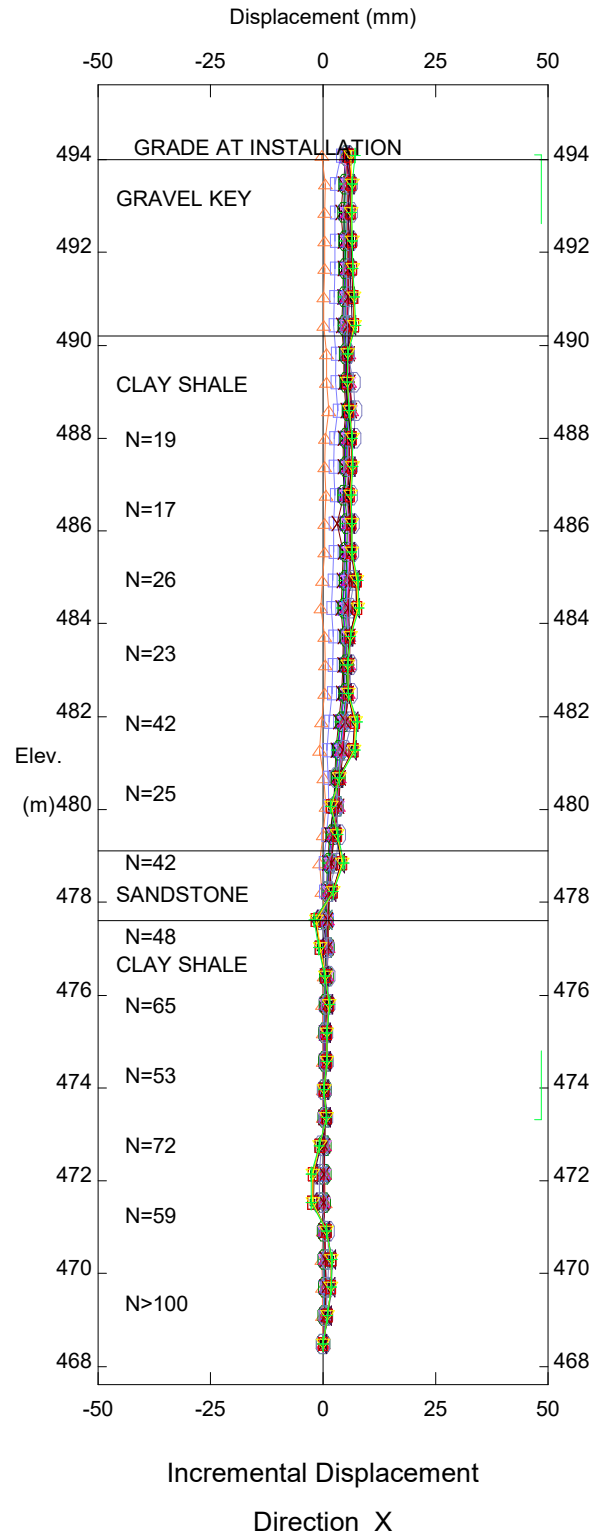
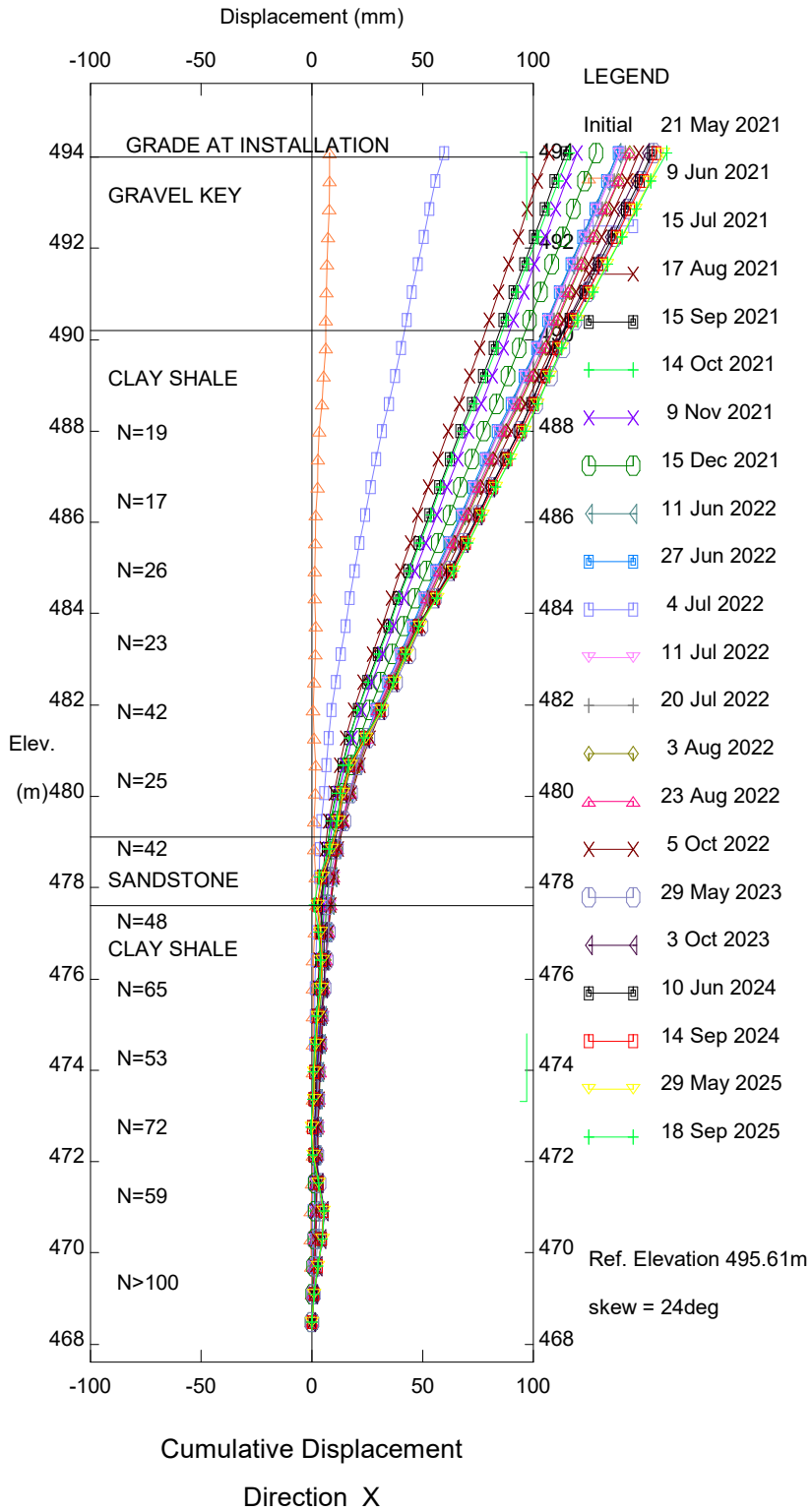
Pile Wall, Inclinometer N-SI-01

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Hangstone Bridge North Abutment

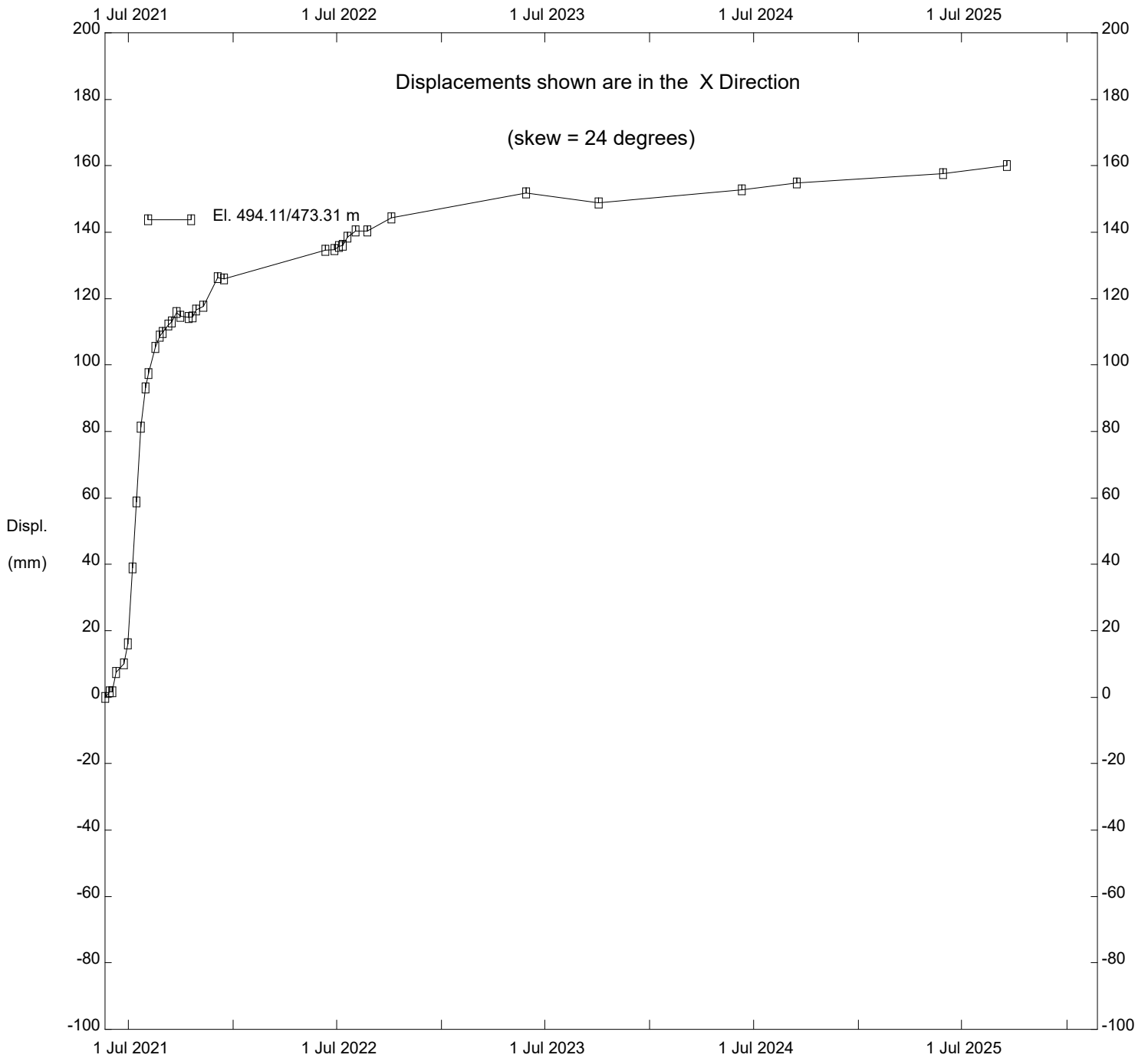
STRATIGRAPHY INFERRED FROM N-SI-02

Thurber Engineering - Edmonton



Pile Wall, Inclinator N-SI-01
Hangingstone Bridge North Abutment

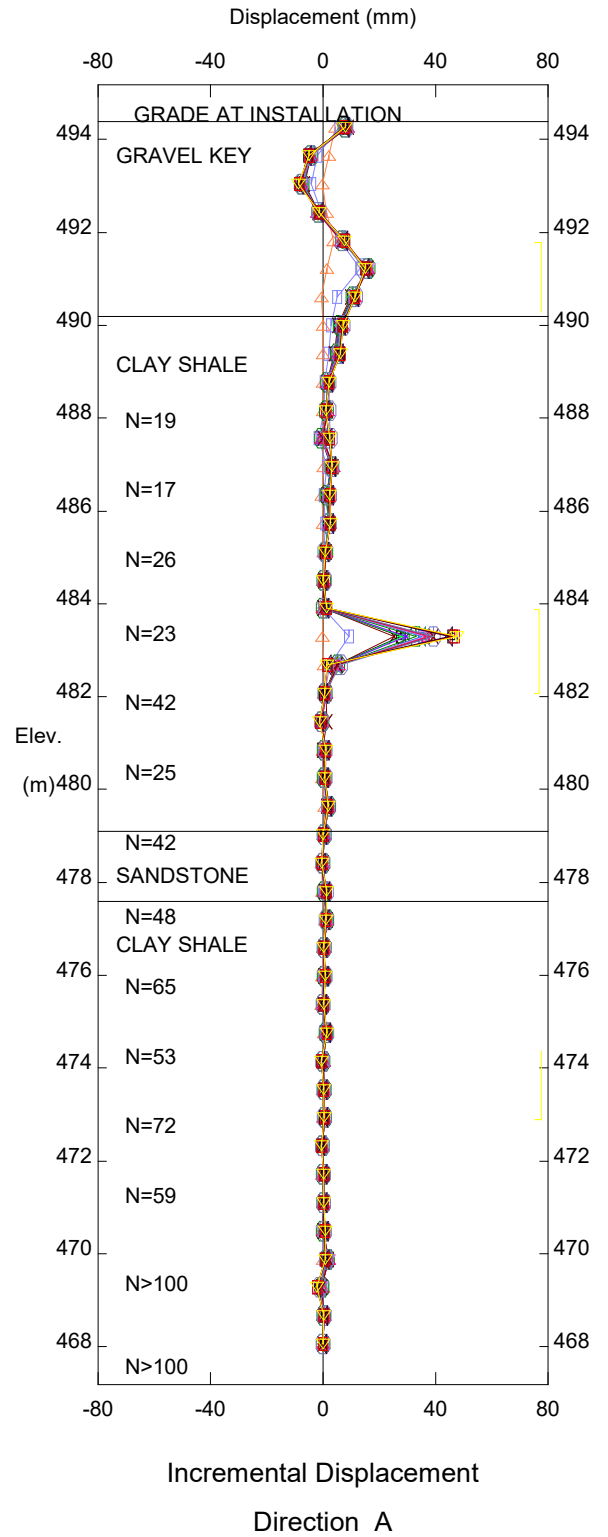
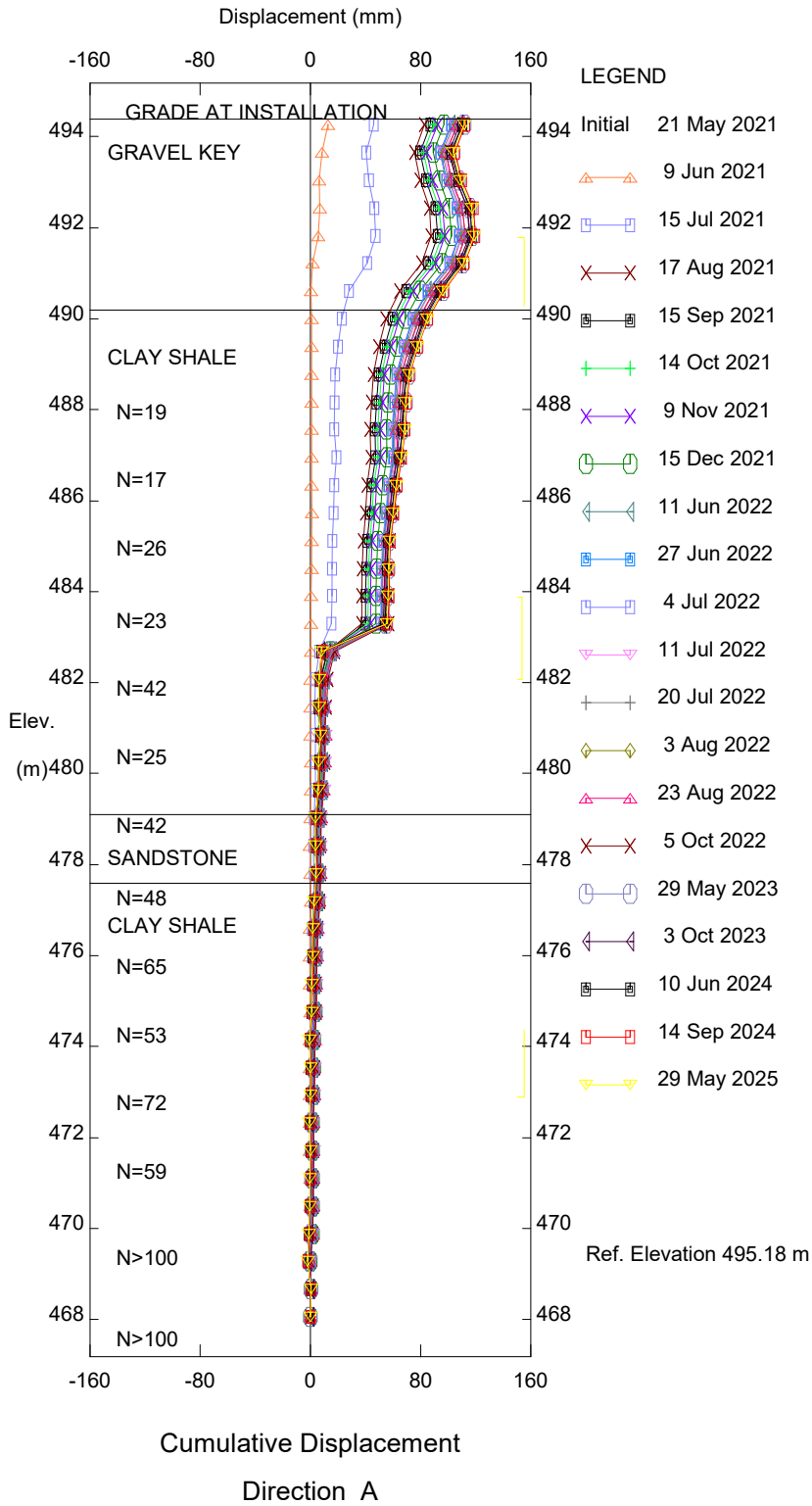
Thurber Engineering - Edmonton



Pile Wall, Inclinator N-SI-01

Hangstone Bridge North Abutment

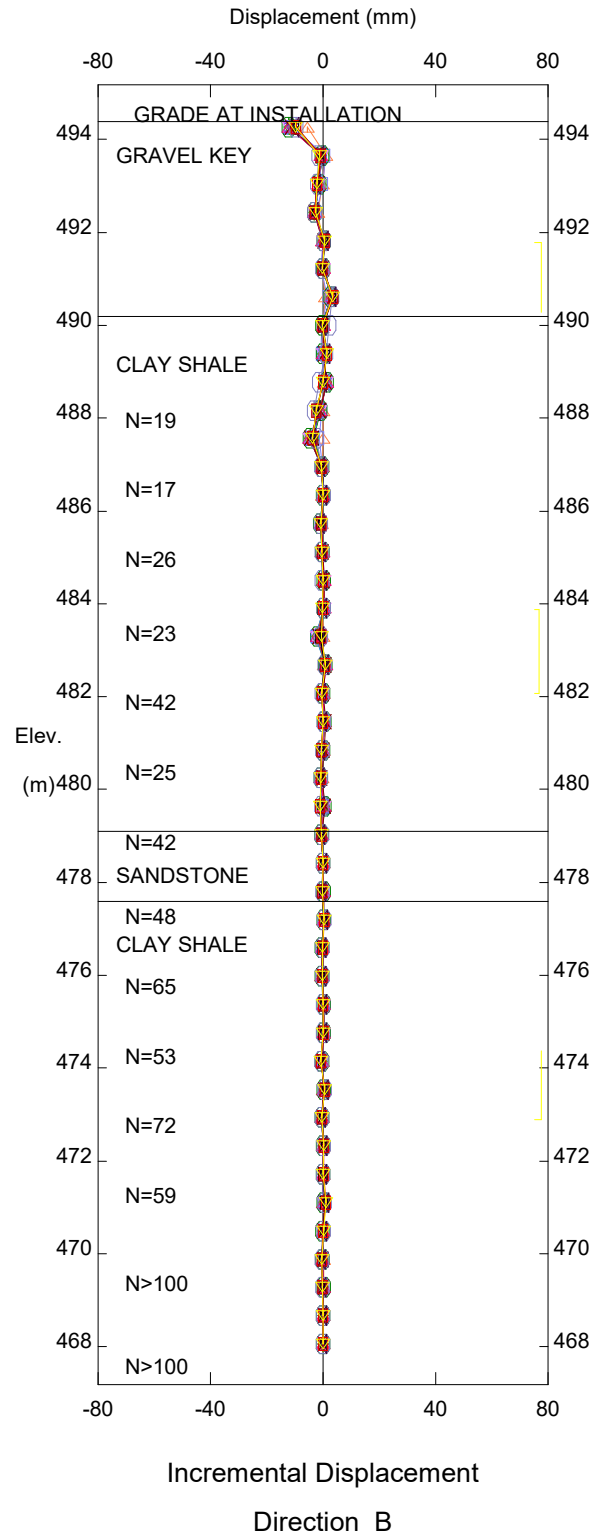
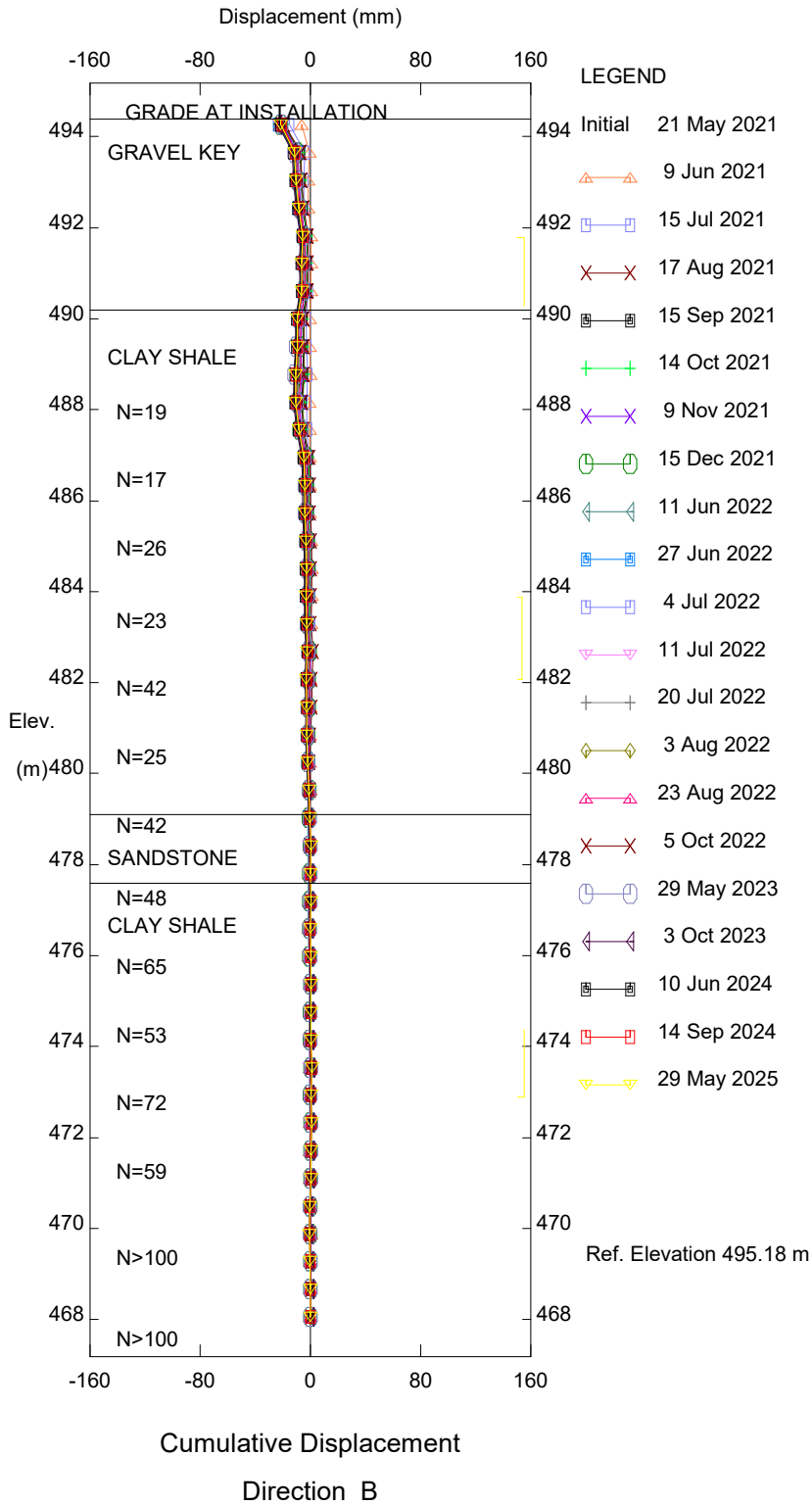
Thurber Engineering - Edmonton



In Ground, Inclinator N-SI-02

Hangingstone Bridge North Abutment

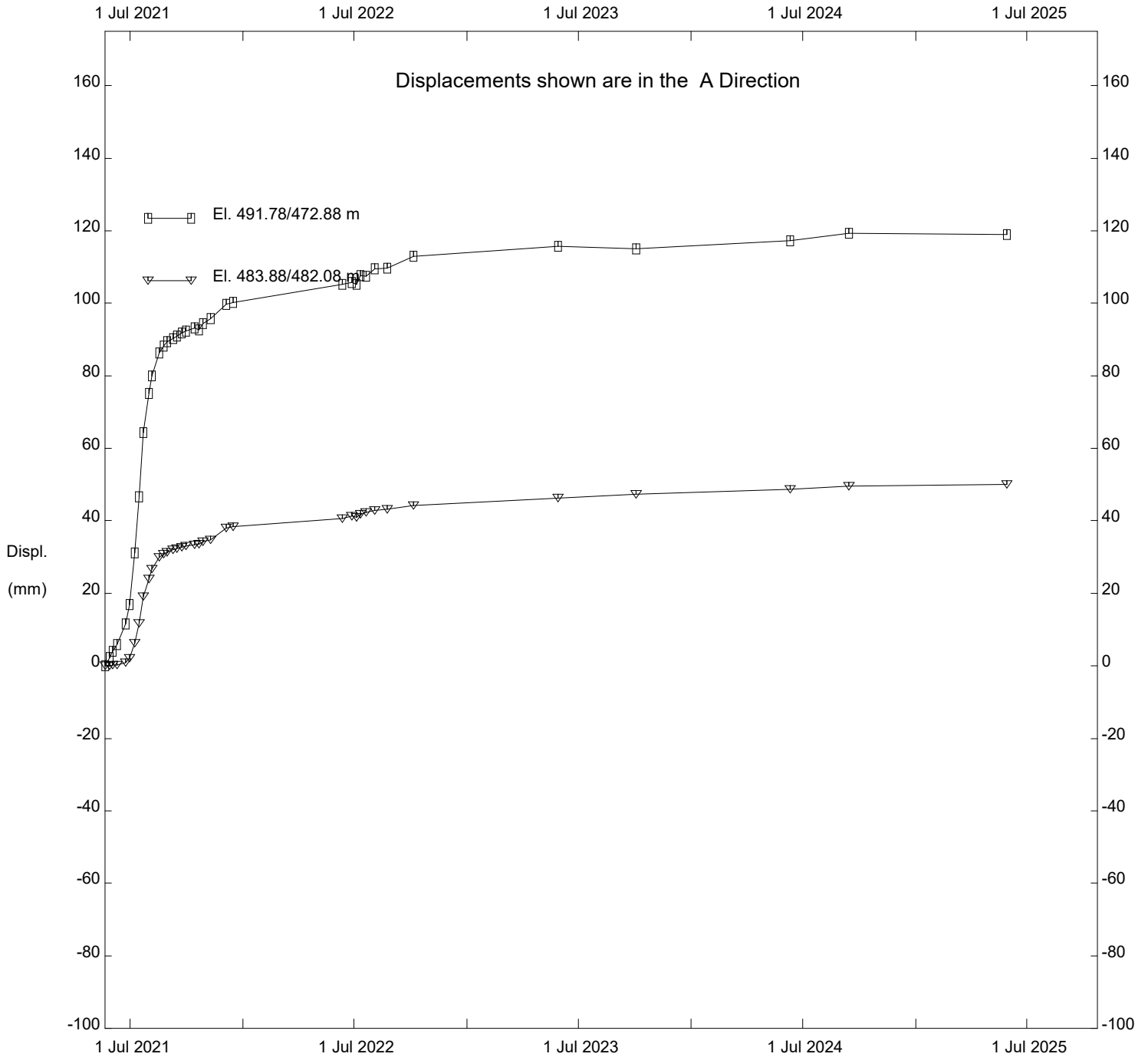
Thurber Engineering - Edmonton



In Ground, Inclinator N-SI-02

Hangingstone Bridge North Abutment

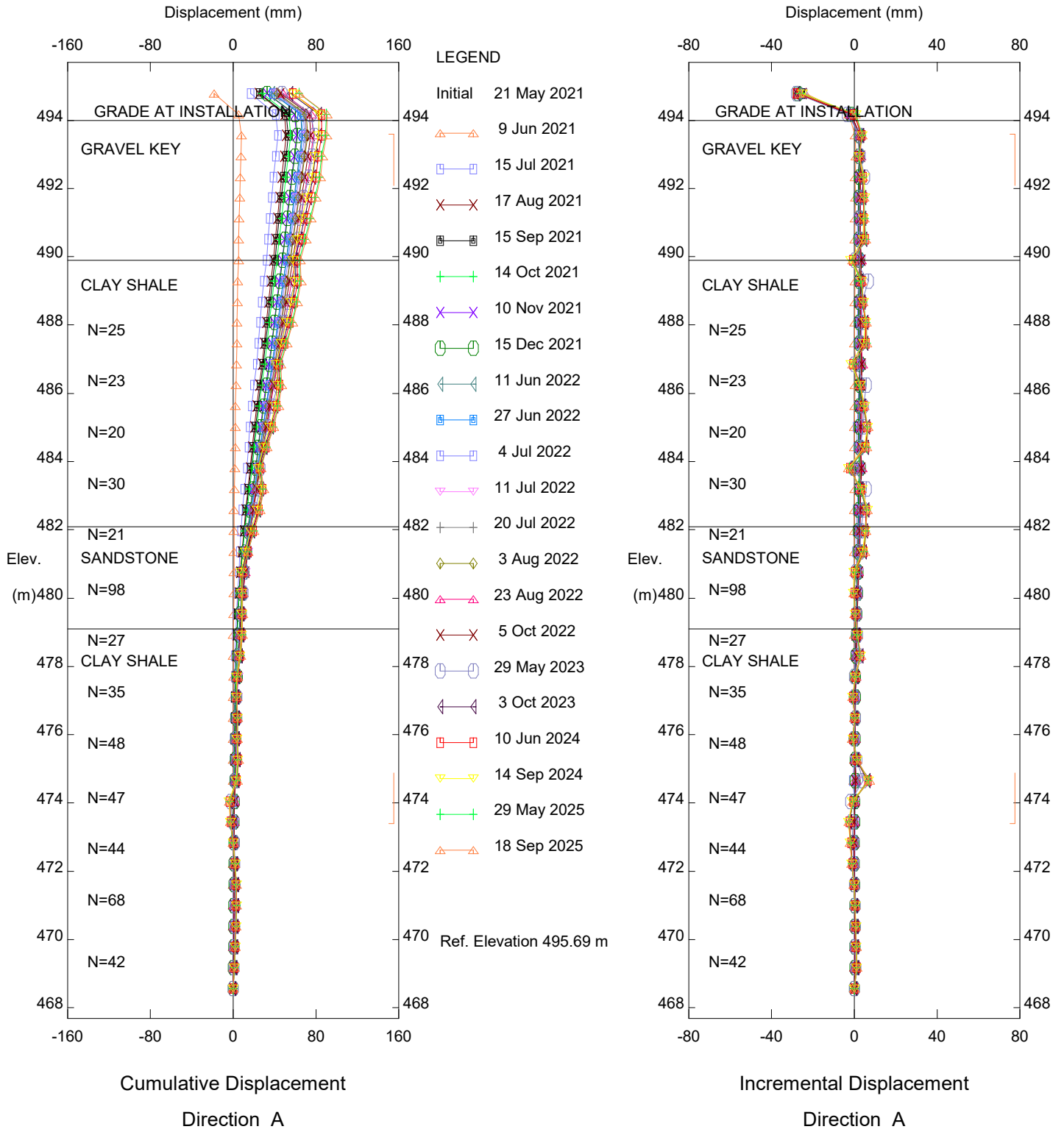
Thurber Engineering - Edmonton



In Ground, Inclinator N-SI-02

Hangstone Bridge North Abutment

Thurber Engineering - Edmonton



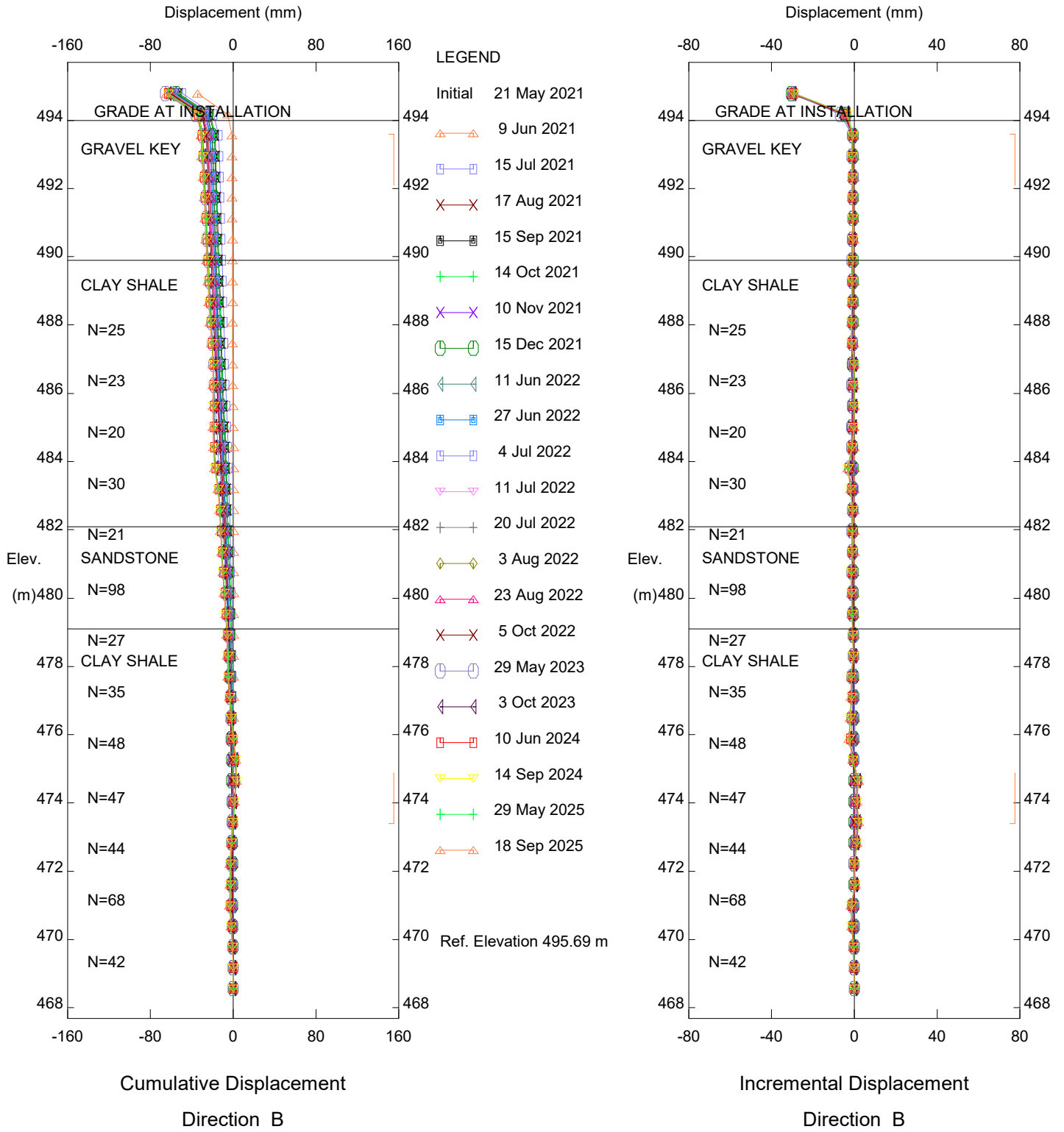
Pile Wall, Inclinometer S-SI-01

STRATIGRAPHY INFERRED FROM S-SI-02

Hangstone Bridge South Abutment

STRATIGRAPHY INFERRED FROM S-SI-02

Thurber Engineering - Edmonton



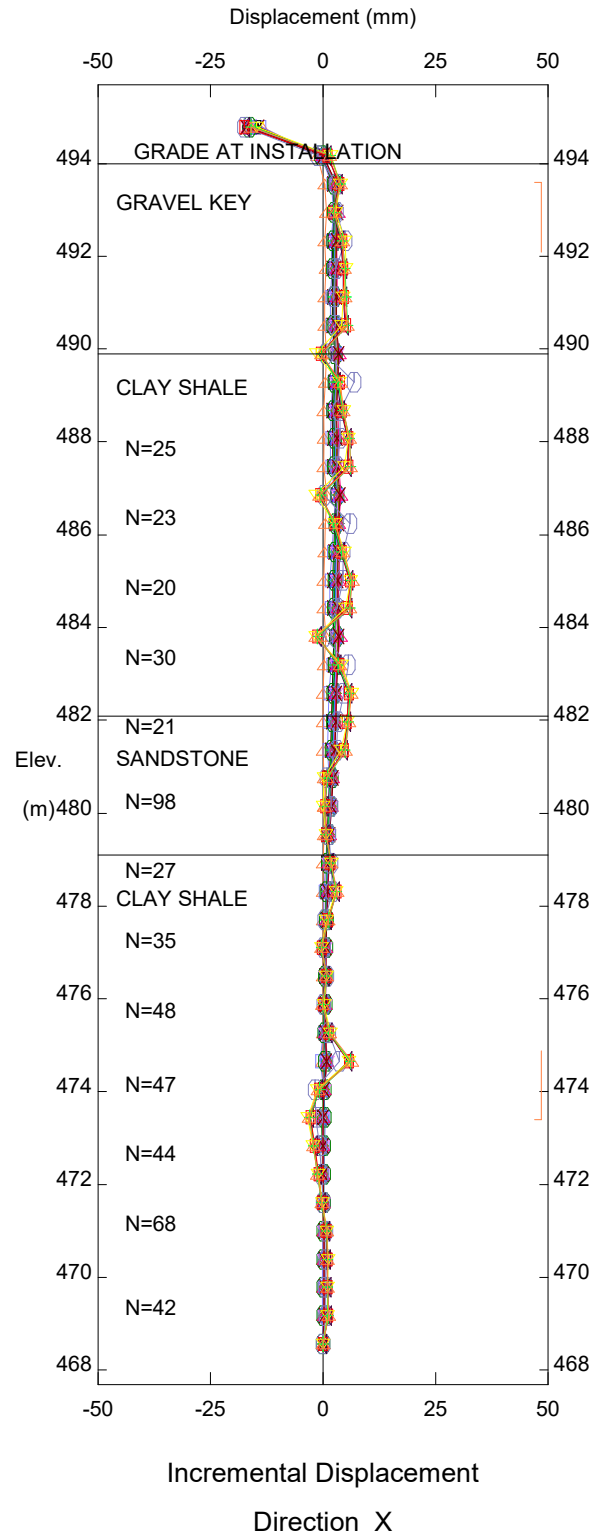
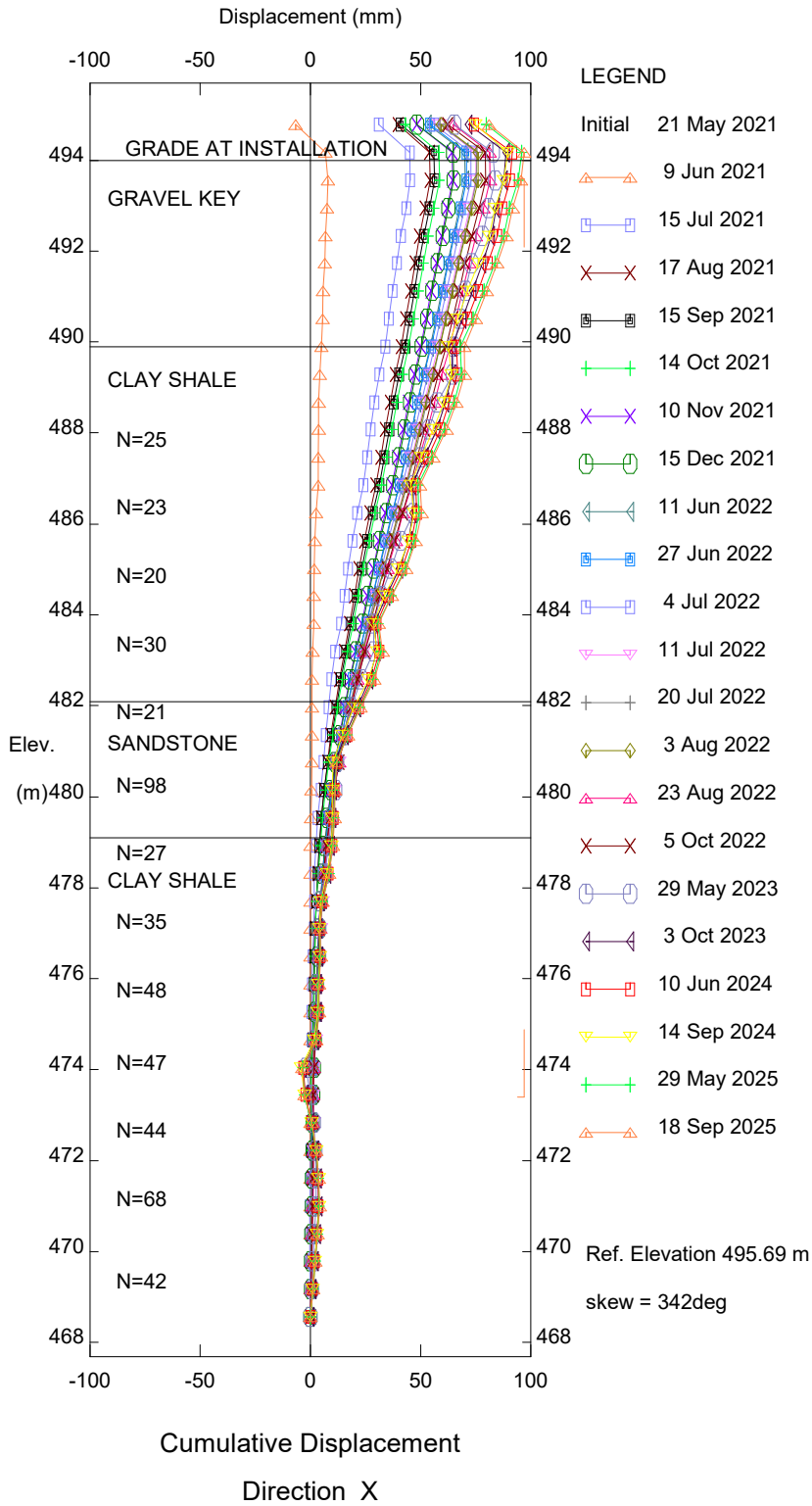
Pile Wall, Inclinator S-SI-01

STRATIGRAPHY INFERRED FROM S-SI-02

Hangstone Bridge South Abutment

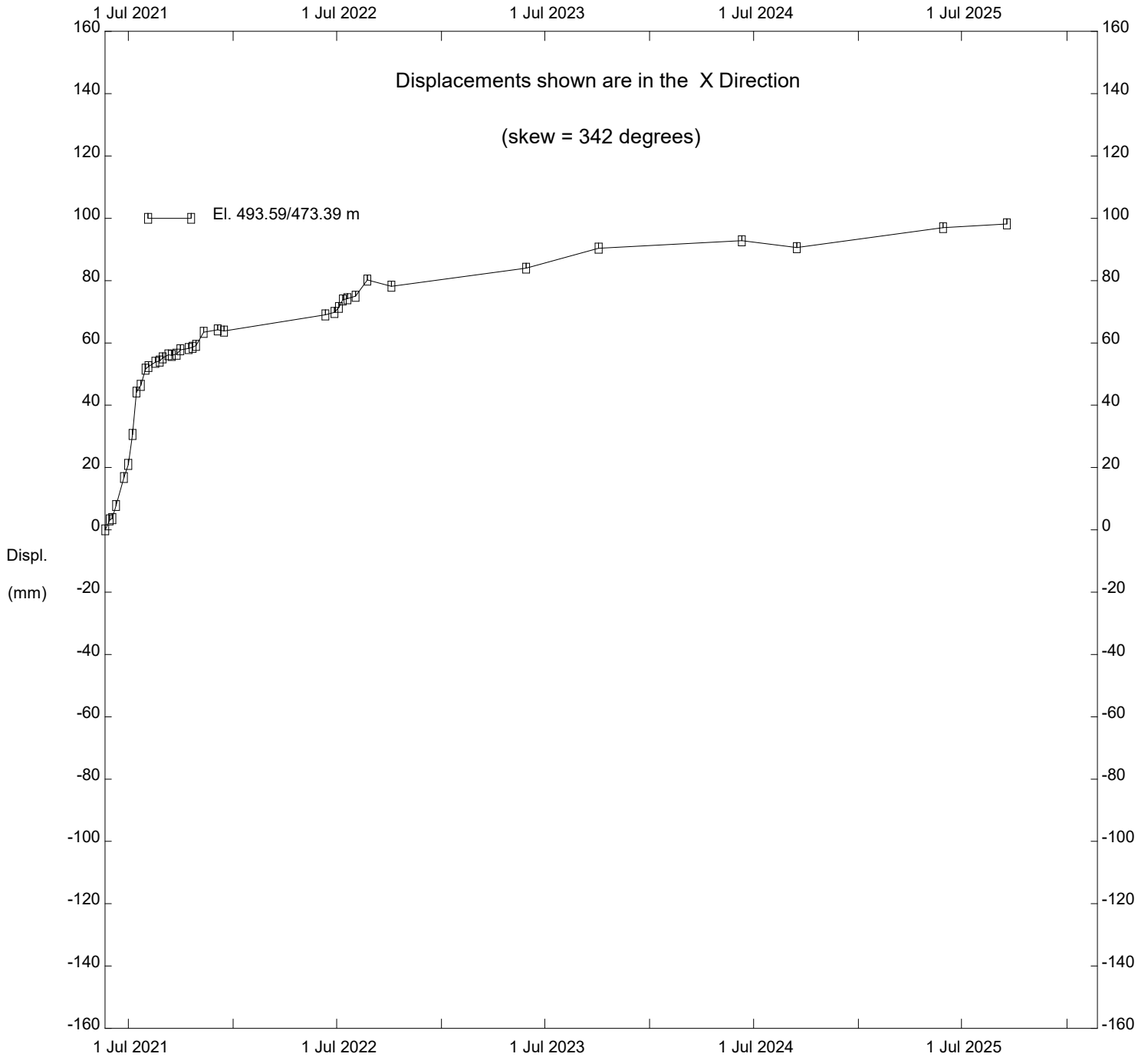
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Thurber Engineering - Edmonton



Pile Wall, Inclinator S-SI-01
Hangingstone Bridge South Abutment

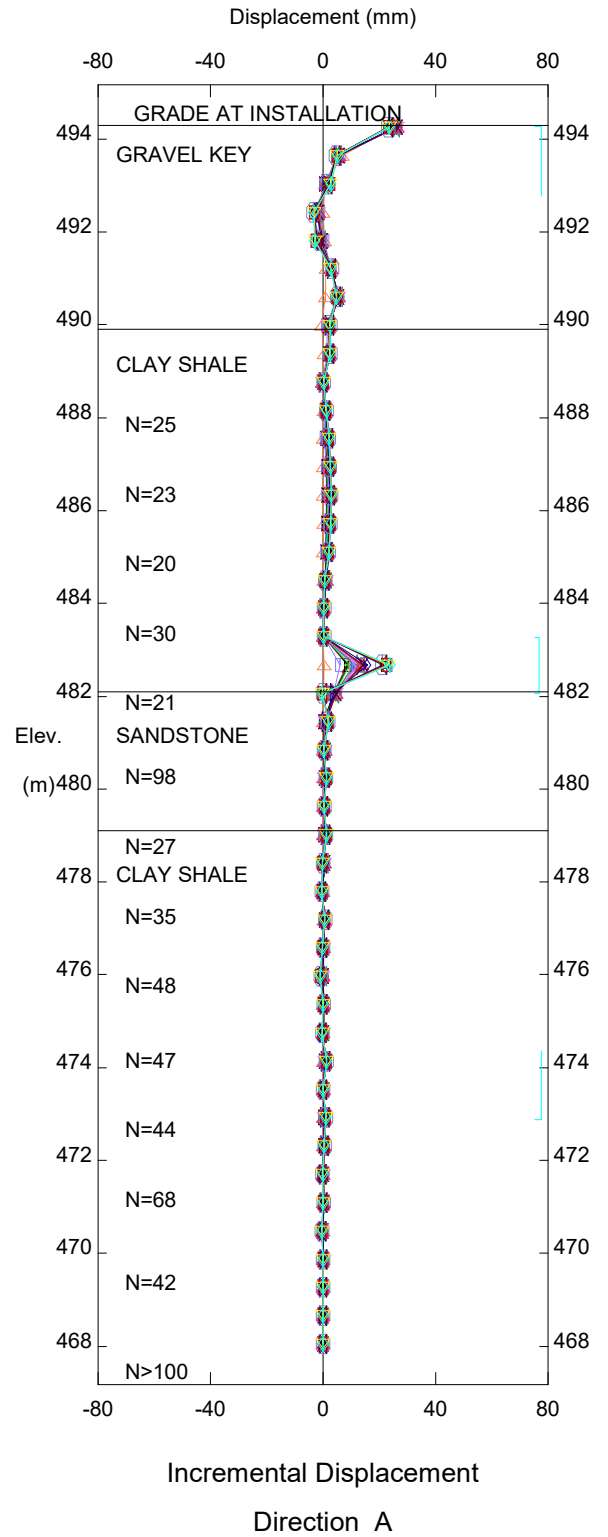
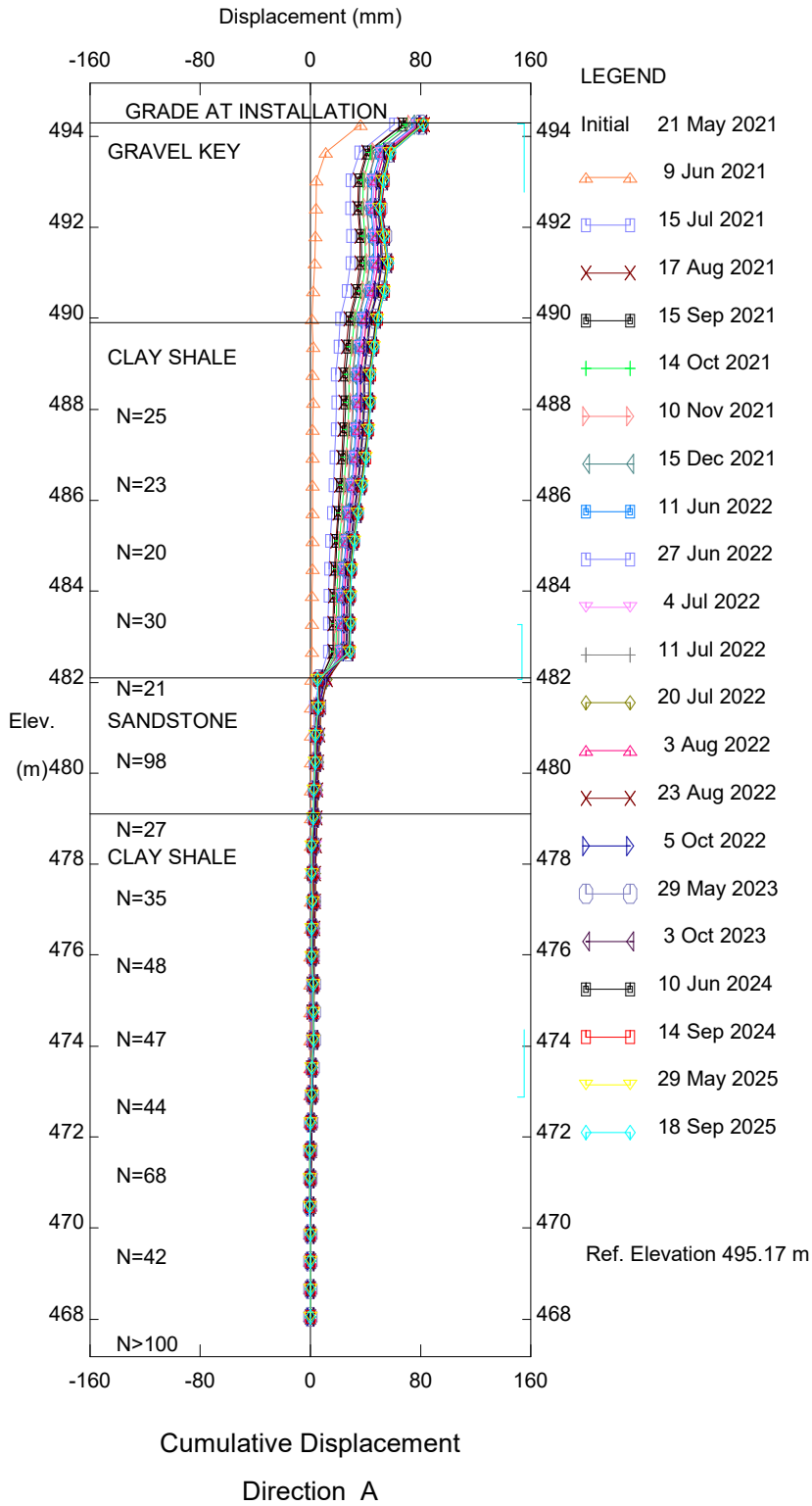
Thurber Engineering - Edmonton



Pile Wall, Inclinator S-SI-01

Hangstone Bridge South Abutment

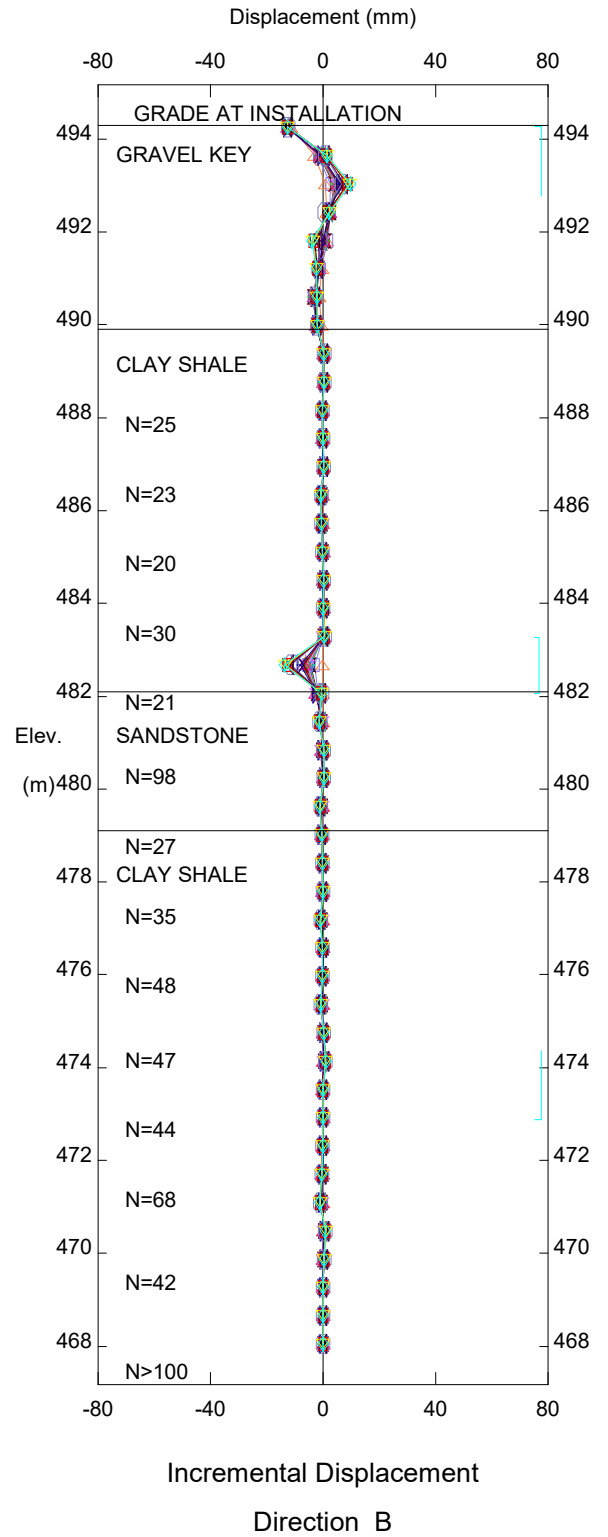
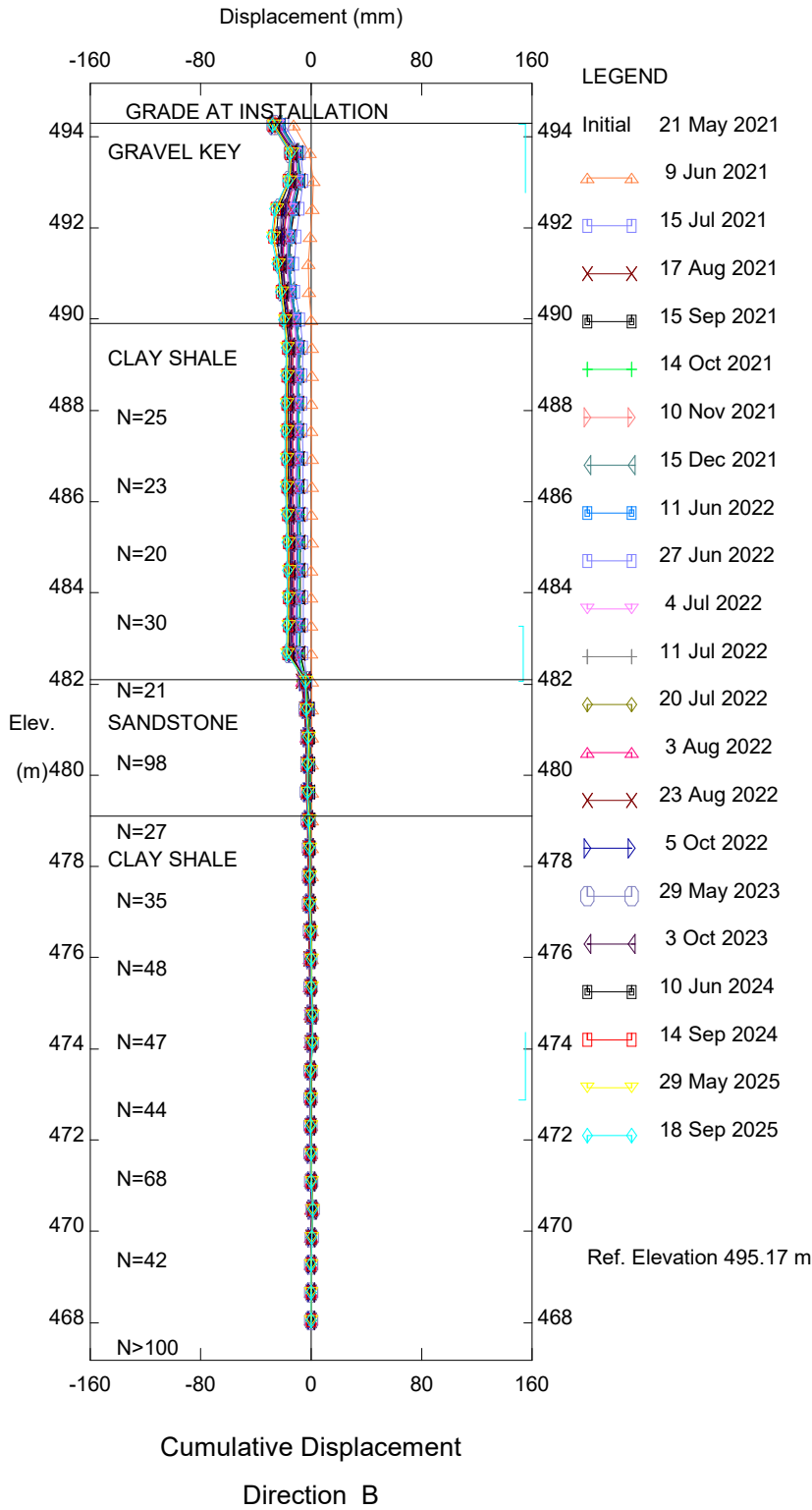
Thurber Engineering - Edmonton



In Ground, Inclinator S-SI-02

Hangingstone Bridge South Abutment

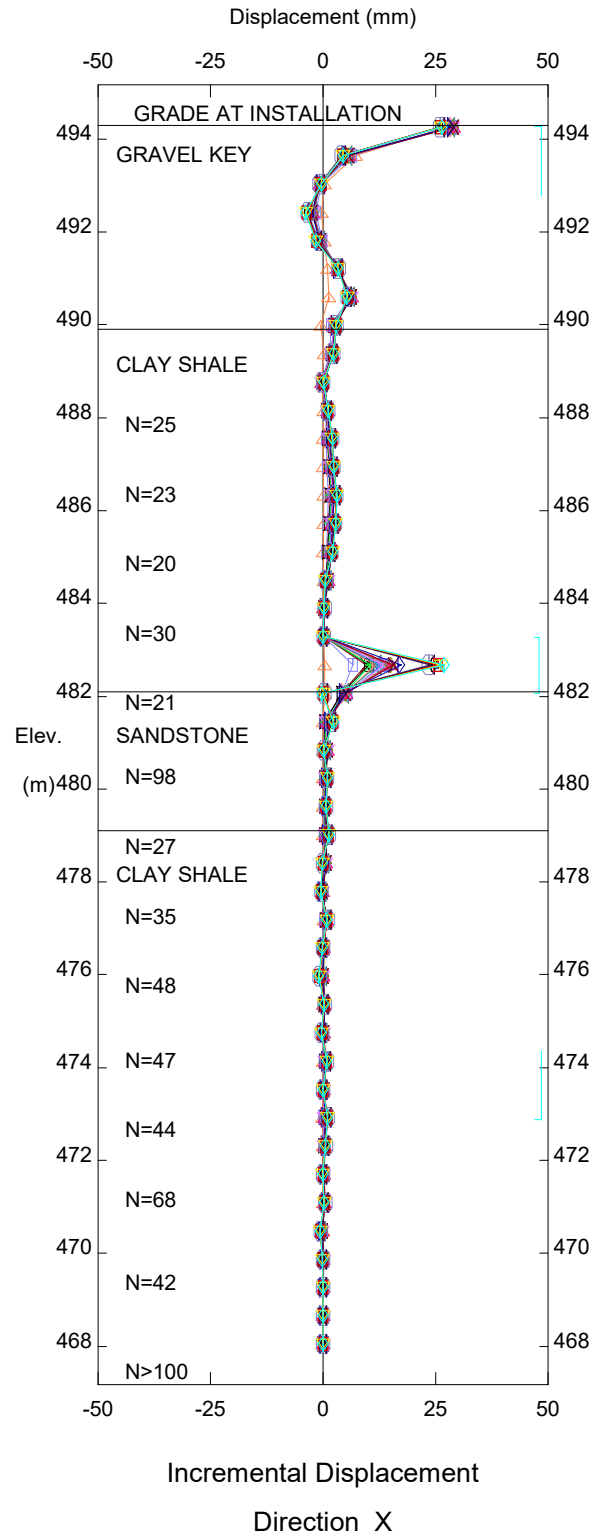
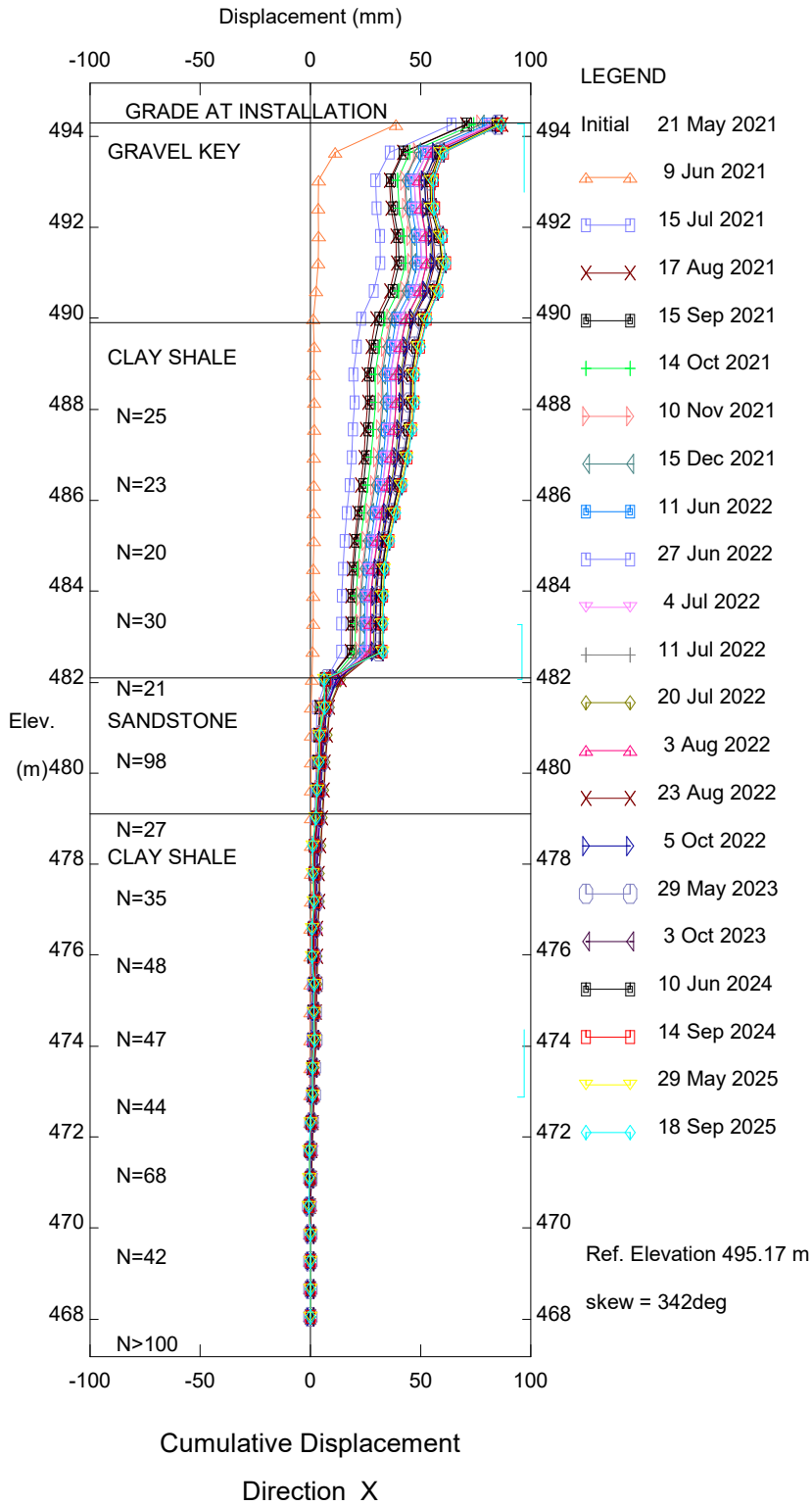
Thurber Engineering - Edmonton



In Ground, Inclinator S-SI-02

Hangingstone Bridge South Abutment

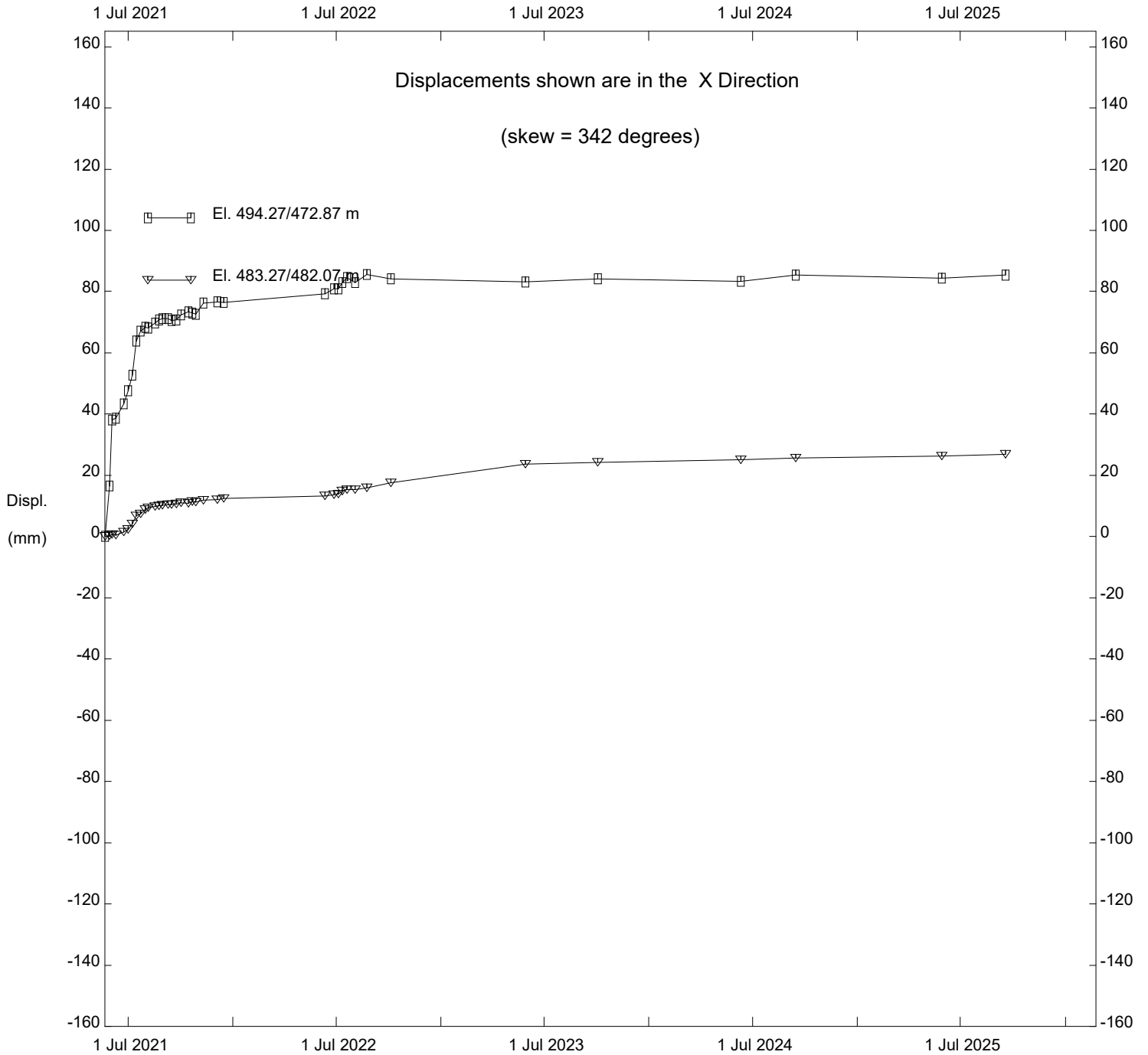
Thurber Engineering - Edmonton



In Ground, Inclinator S-SI-02

Hangingstone Bridge South Abutment

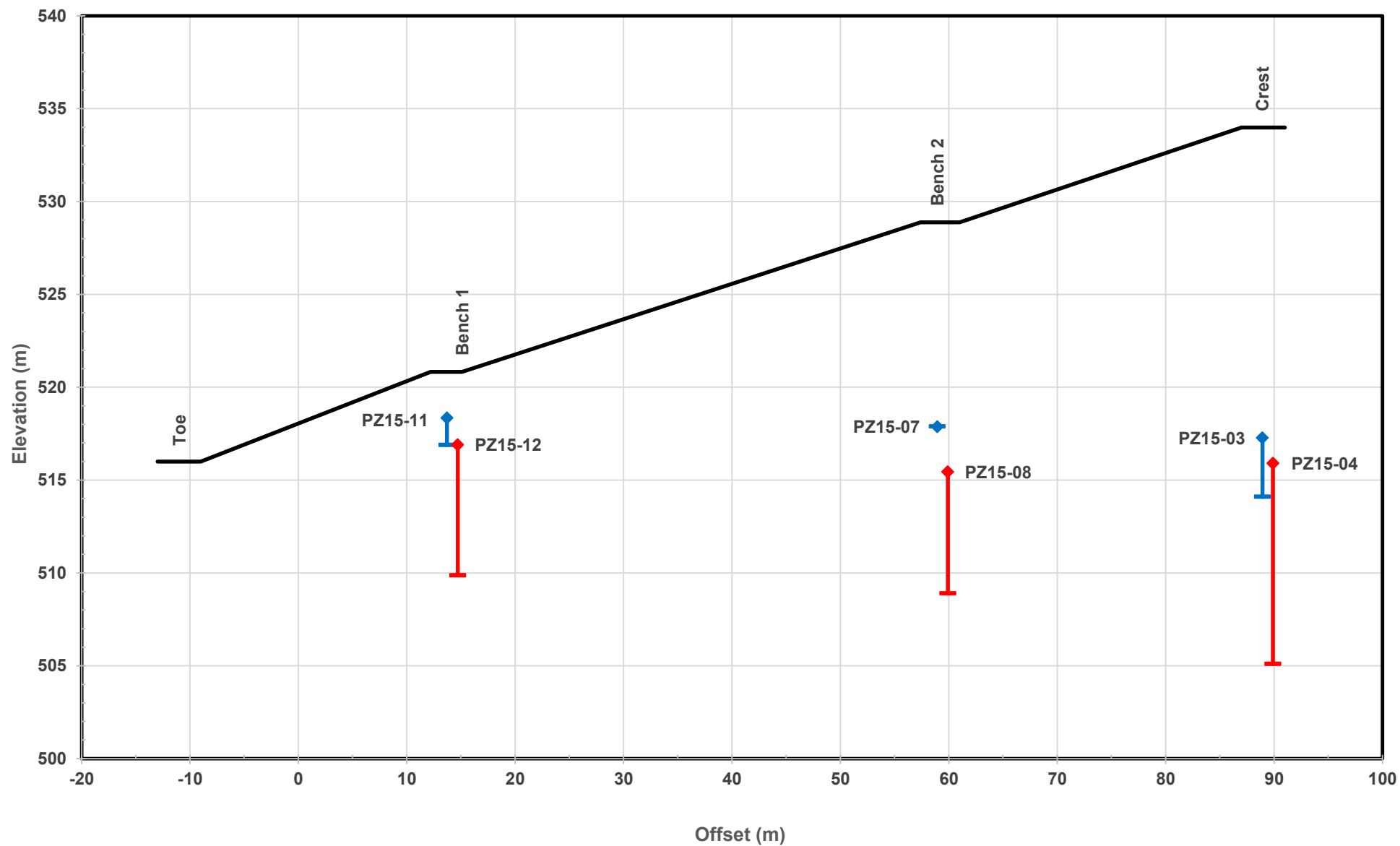
Thurber Engineering - Edmonton



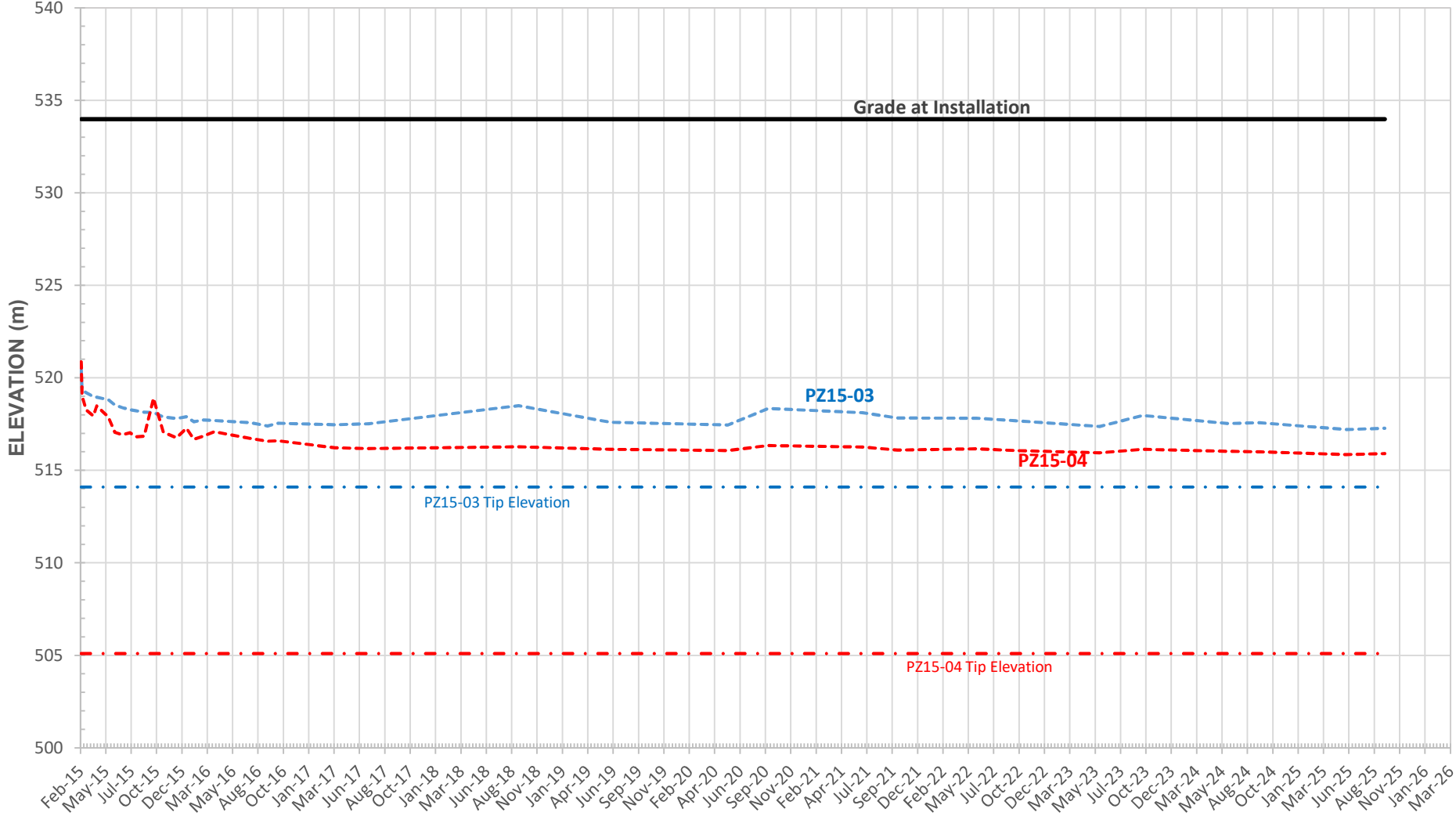
In Ground, Inclinator S-SI-02

Hangstone Bridge South Abutment

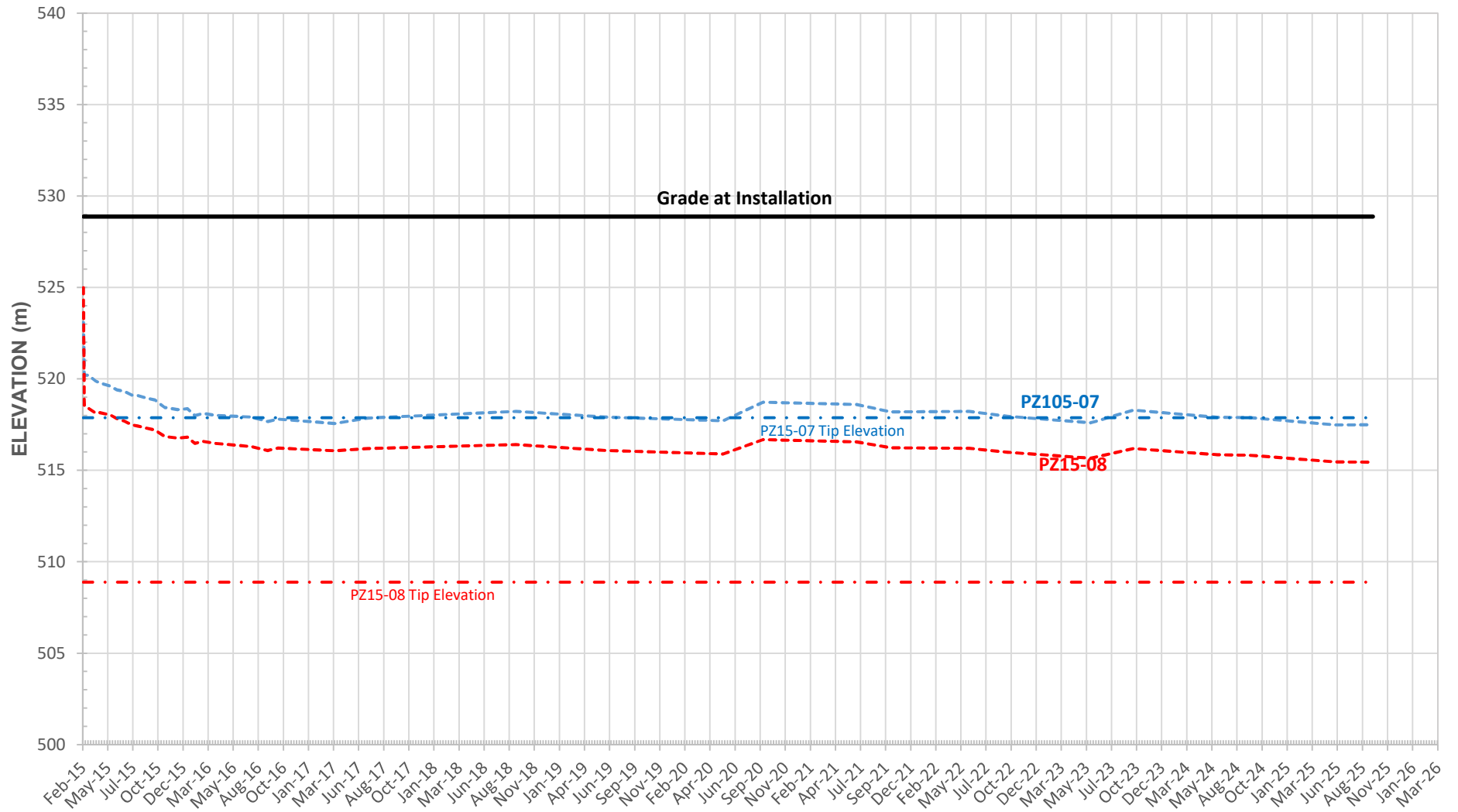
PIEZOMETER PLOT 63+800



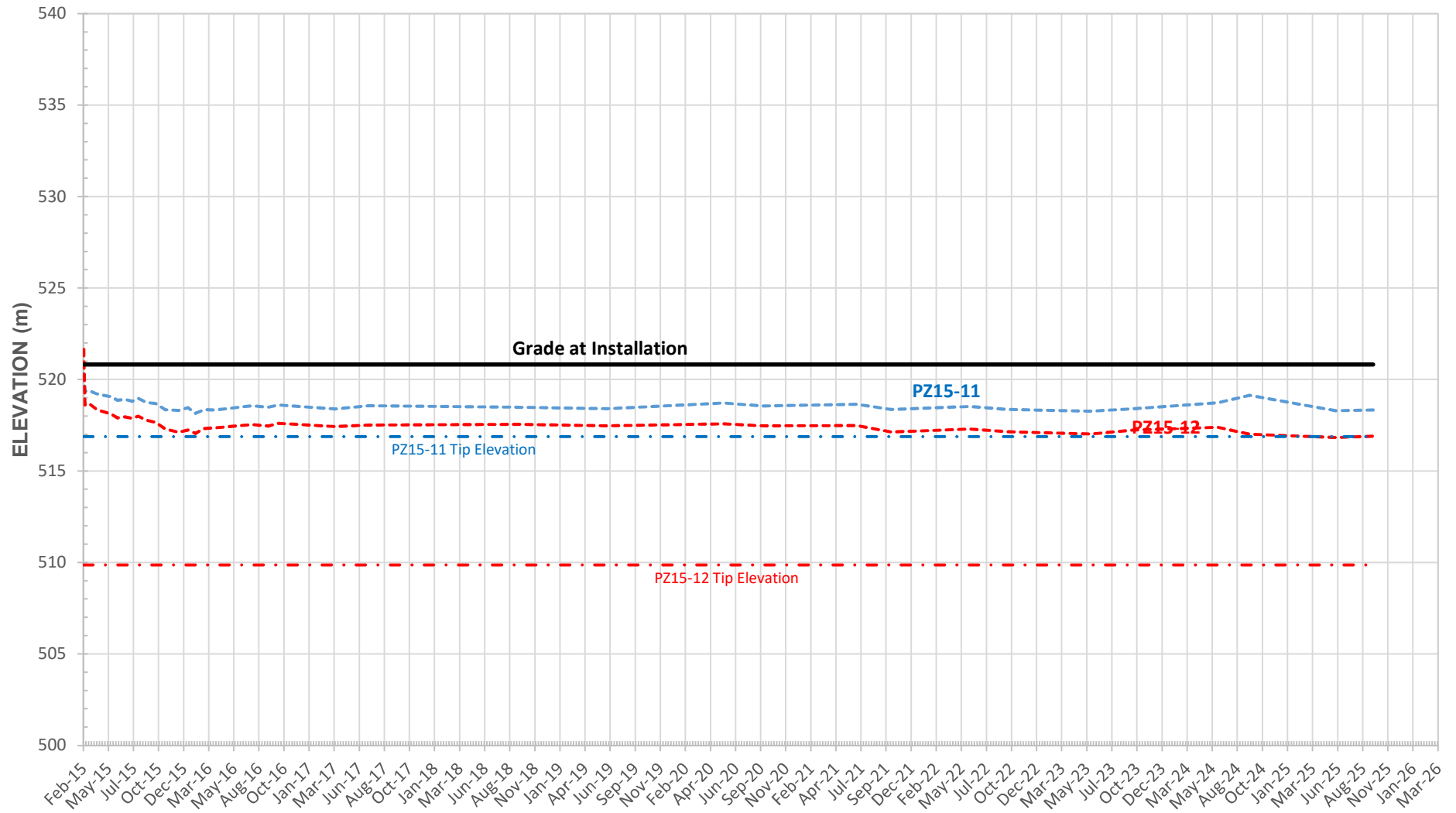
CUT SLOPE
63+802 o/s 88.9 m
Piezometer Plots



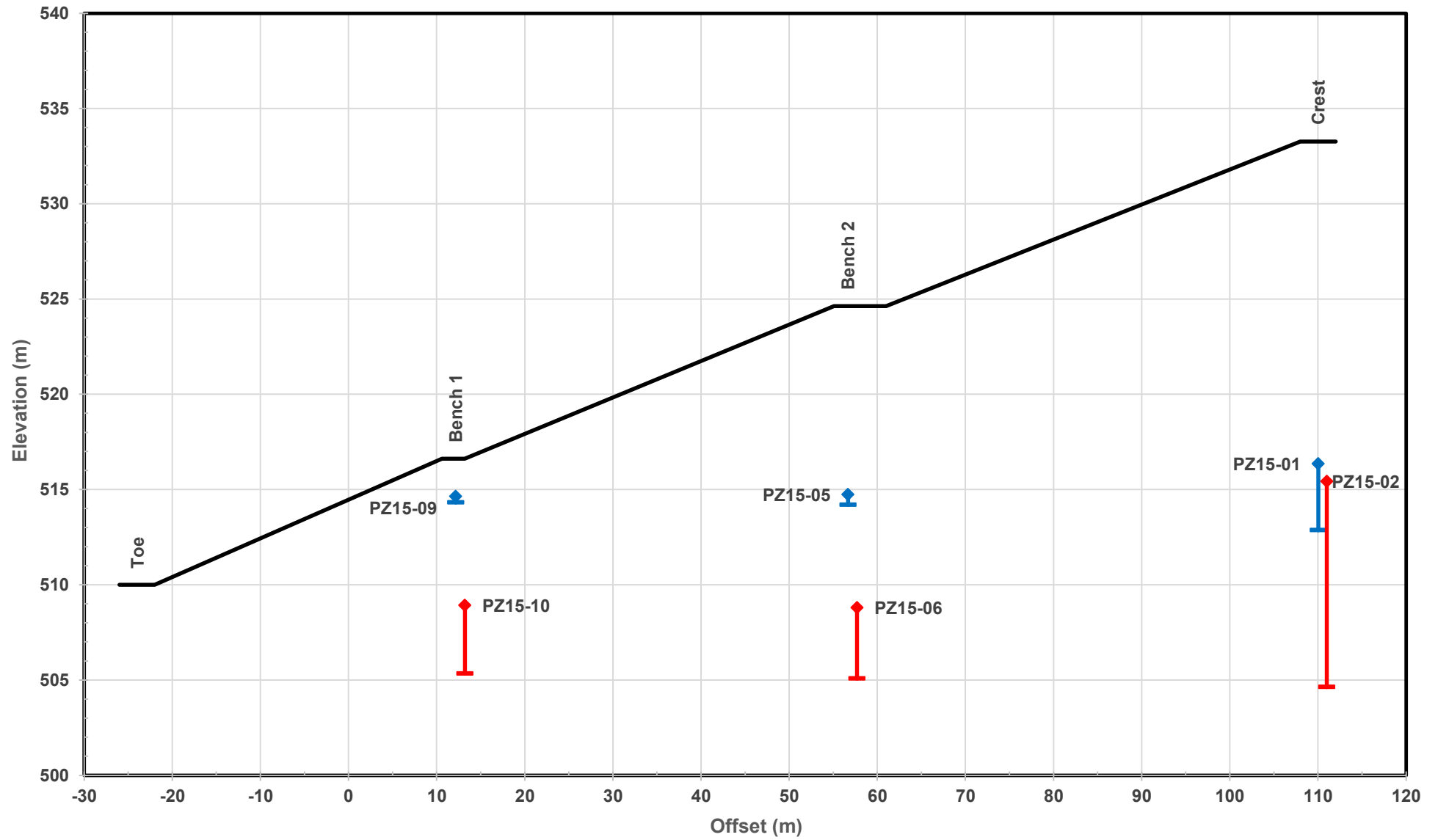
CUT SLOPE
63+802 o/s 58.9 m
Piezometer Plots



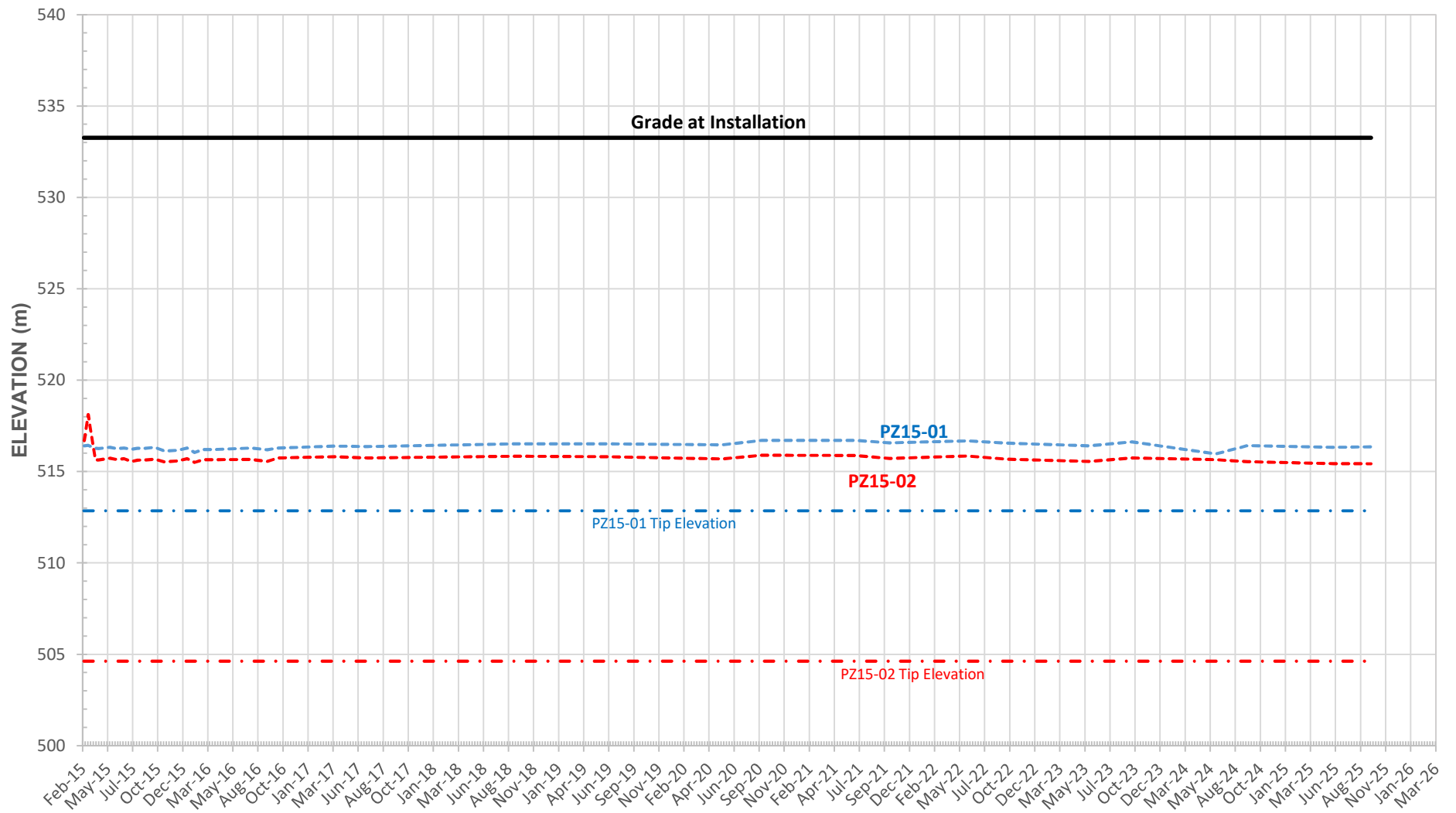
CUT SLOPE
63+802 o/s 13.7 m
Piezometer Plots



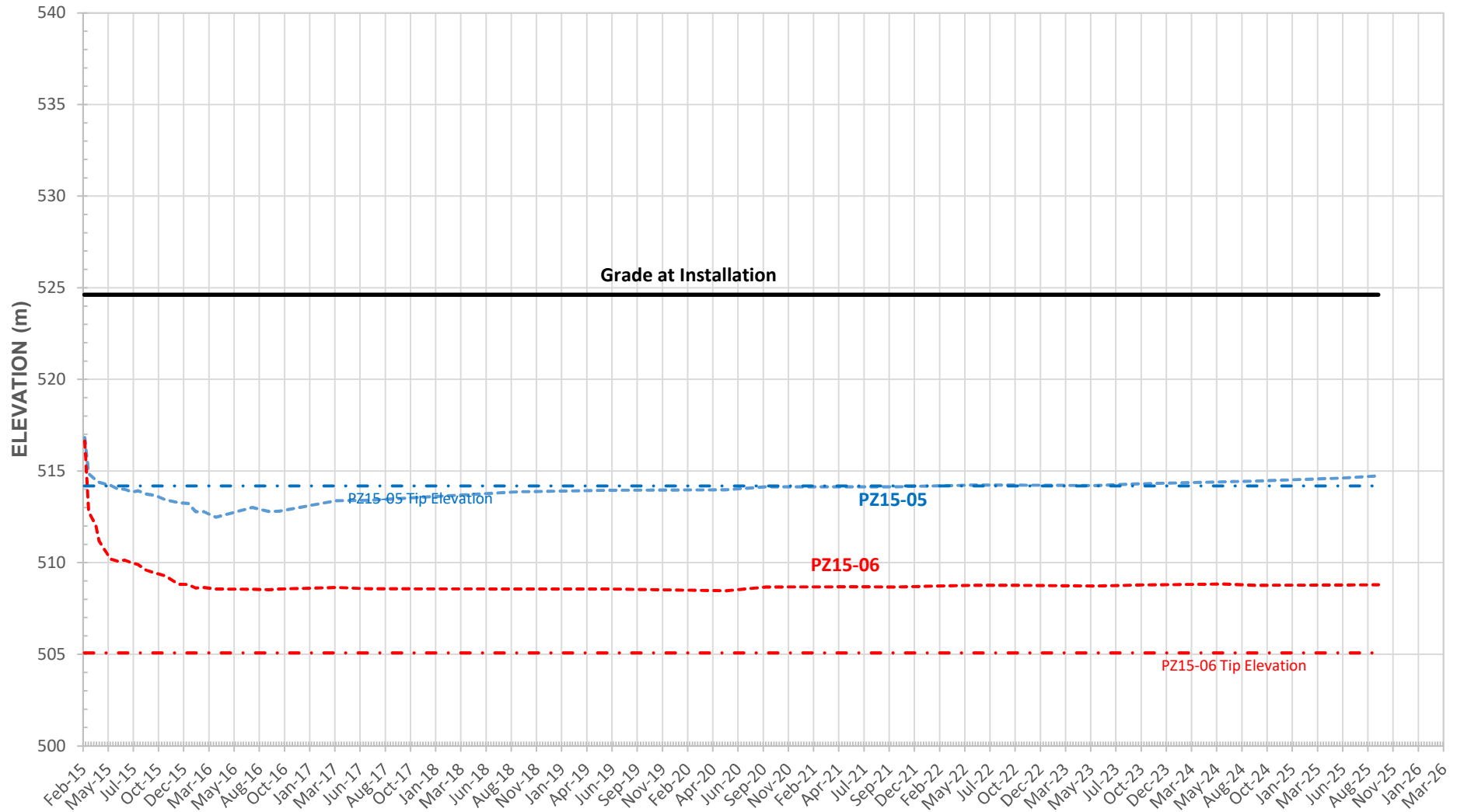
PIEZOMETER PLOT 63+900



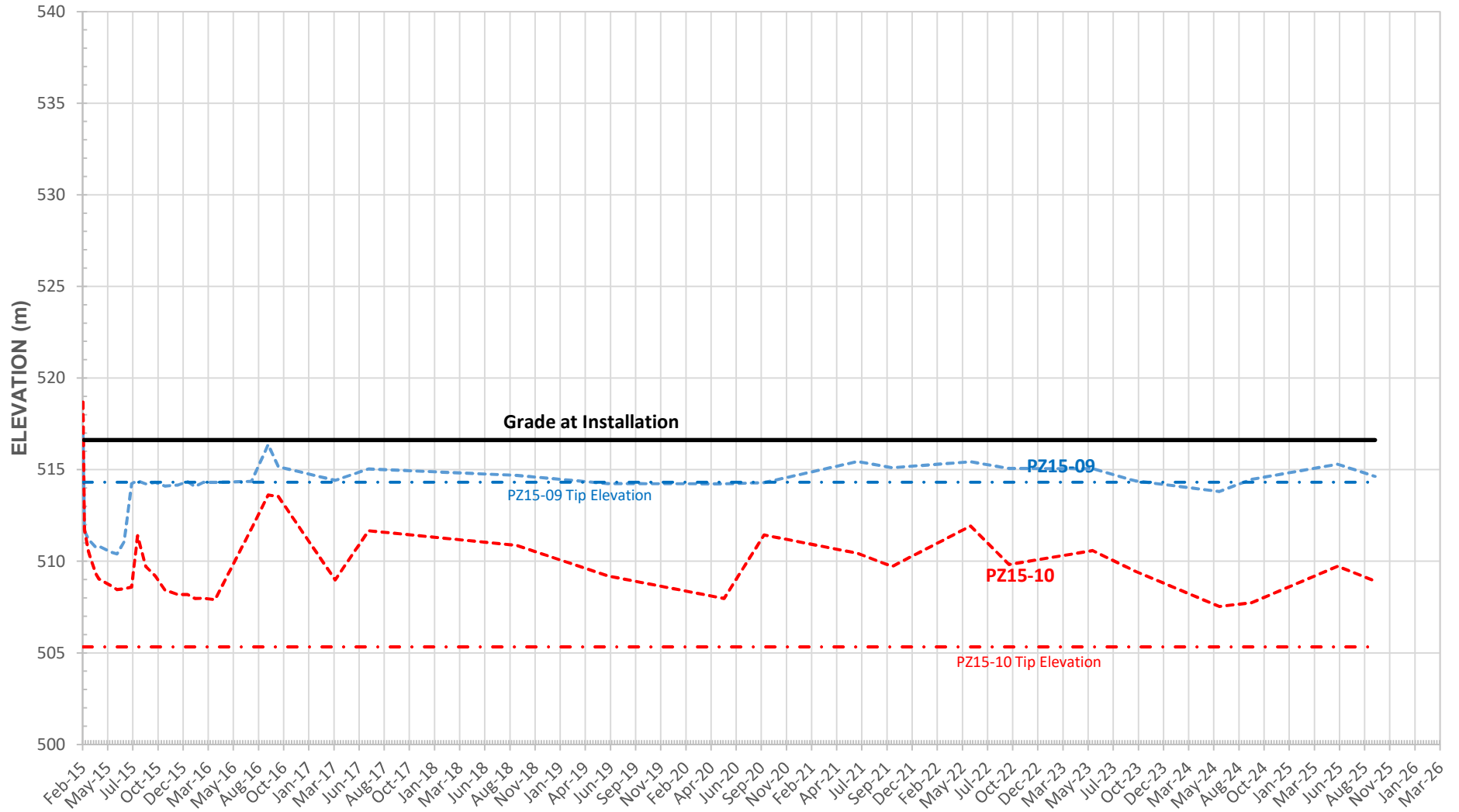
CUT SLOPE
63+904 o/s 110.0 m
Piezometer Plots



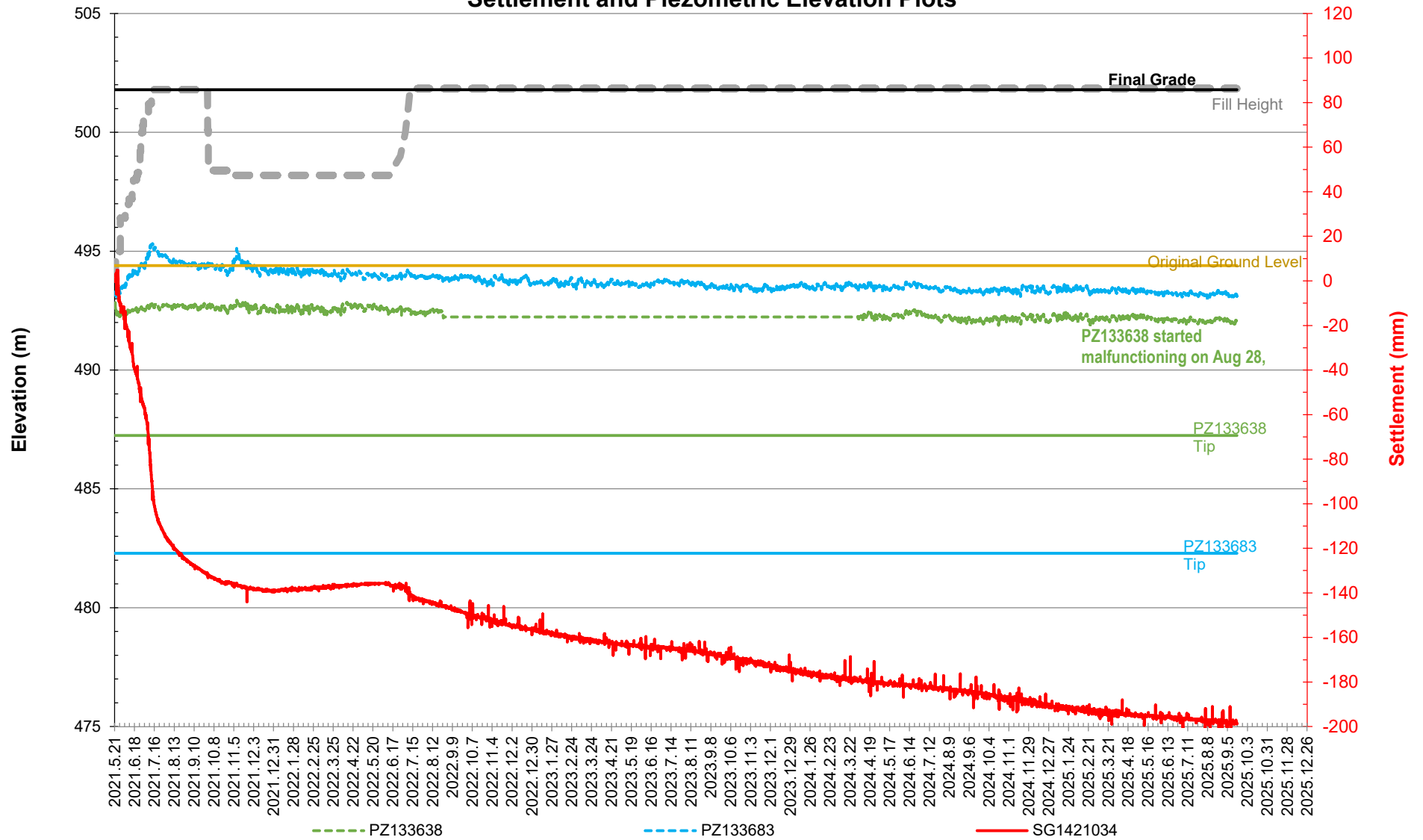
CUT SLOPE
63+904 o/s 56.7 m
Piezometer Plots



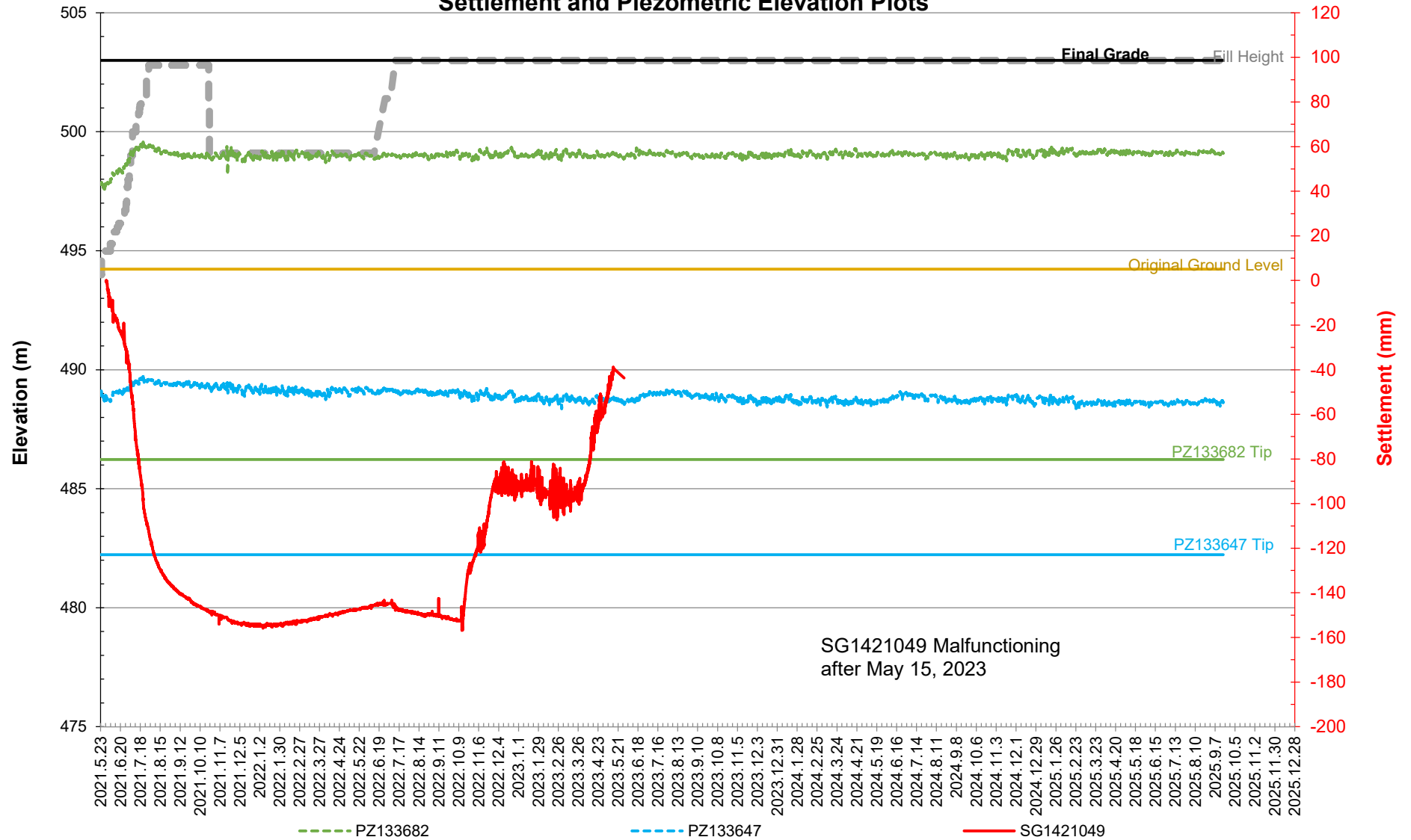
CUT SLOPE
63+903 o/s 13.2 m
Piezometer Plots



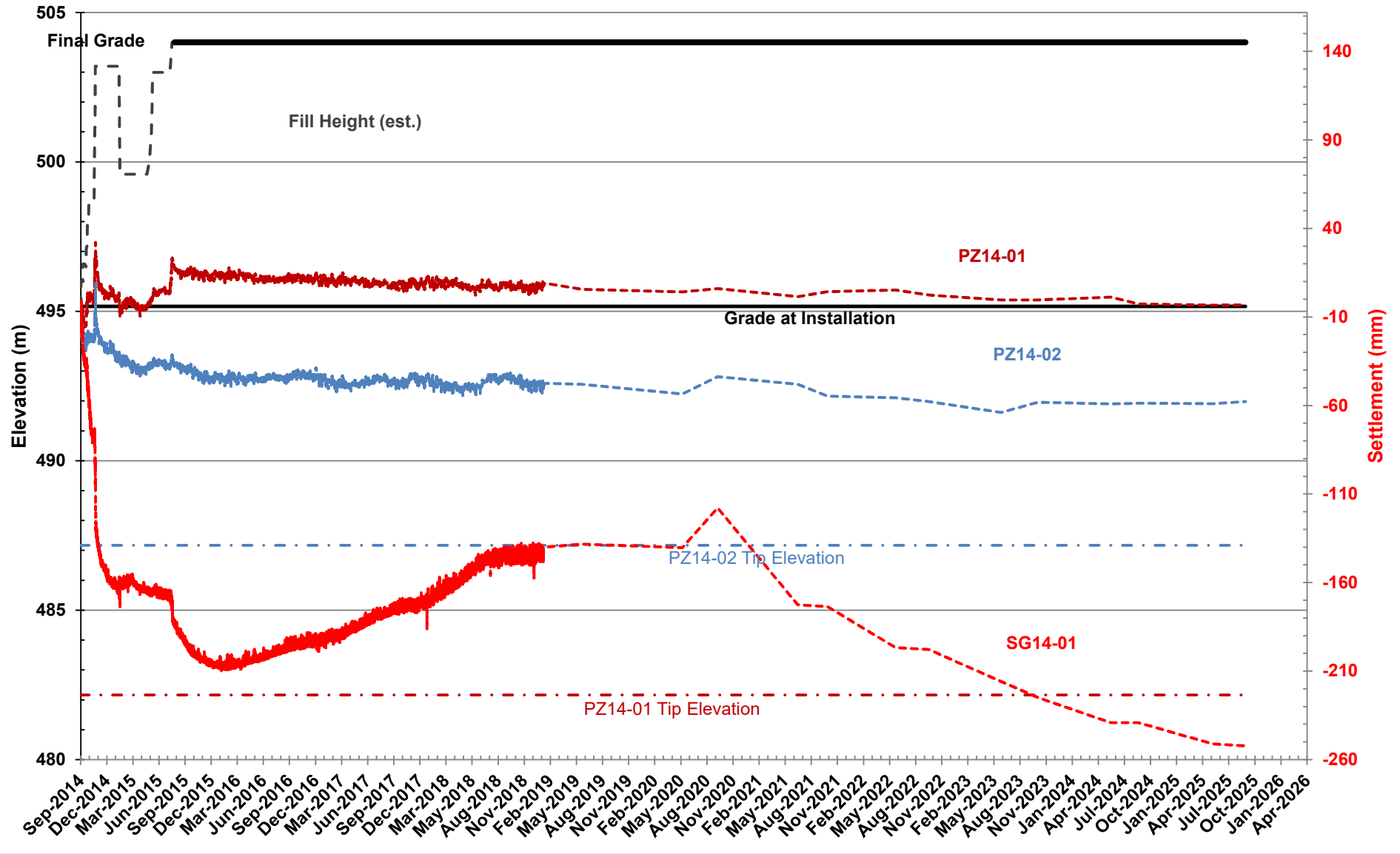
Hangingsstone River Bridge South Abutment Settlement and Piezometric Elevation Plots



Hangingsstone River Bridge North Abutment Settlement and Piezometric Elevation Plots



NORTH ABUTMENT
STATION 264+086 o/s +14 m
Settlement and Piezometric Elevation Plots



SOUTH ABUTMENT
STATION 264+010 o/s +9.5 m
Settlement and Piezometric Elevation Plots

