


**CENTRAL REGION
LANDSLIDE RISK ASSESMENT
SITE INSPECTION FORM**

SITE NUMBER AND NAME C26 H585:02		HIGHWAY & KM 18.98-20.19	PREVIOUS INSPECTION DATE	INSPECTION DATE May 21, 2003
LEGAL DESCRIPTION	NAD 83 COORDINATES Refer to individual sites		RISK ASSESMENT PF: 9 CF: 4 TOTAL: 36	

SUMMARY OF SITE INSTRUMENTATION: None	INSPECTED BY: 
LAST READING DATE:	
PRIMARY SITE ISSUE: Pavement distress due to slope movement/Ditch erosion	
APPROXIMATE DIMENSIONS:	
DATE OF ANY REMEDIAL ACTION:	

ITEM	CONDITION EXISTS		DESCRIPTION AND LOCATION	NOTICABLE CHANGE FROM LAST INSPECTION	
	YES	NO		YES	NO
Pavement Distress	X		Refer to descriptions on next sheet		
Slope Movement	X				
Erosion	X				
Seepage					
Culvert Distress					

COMMENTS
Refer attached photos
Little information is available on this site as it was previously a county road.
Numerous erosion problems are occurring along this length of highway and it is recommended that an inventory be prepared.

Site A (N 5745785, E 358606)

Pavement distress due to downslope movement. Slope about 15 m high above pond at about 3H:1V. Highway last patched in the summer of 2002 (previous patch lasted about 3 years) – now about a 0.6 m thick asphalt layer in this area about 5 m long. No apparent bulging of the slope was observed and it would appear that the mechanism is more likely a shallow slumping of the fill slope. This highway may be scheduled for work in 2005.

It is recommended that the remediation work comprise the removal of the total thickness of asphalt in this location and replace with lightweight fill, such a dense foam, to reduce the weight at the top of the slope before repaving.

Site B (N 5746032, E 358750)

Similar pavement distress to Site A measuring about 15 m long and extending back to the road centerline. Similar remedial measures are recommended.

Site C (Spring @ N 5744526, E 362400 leading to N 5744835, E 362620)

A large erosion ditch has been formed by a spring in the valley slope. The spring has been observed to flow year-round. Some slumping was observed in the erosion channel sides, however, the ditch is currently outside the clear zone of the highway.

It is recommended that the rate and extent of the erosion be observed to determine the required remedial work. Mapping of the existing features would be useful tool in conjunction with a review of the Department's files. It is likely that the required remediation will involve the infilling of the eroded ditch with a "hard" protective layer as the potential for good vegetation growth would appear poor.





