

**ALBERTA TRANSPORTATION
GEOHAZARD ASSESSMENT PROGRAM
PEACE REGION (GRANDE PRAIRIE DISTRICT- NORTH)
2021 INSPECTION**



Site Number	Location	Name	Hwy	km
PH067	West of Fairview	East Hill Ditch Erosion Section	682:02	13.8-14.1
Legal Description		UTM Co-ordinates (NAD 83)		
Centre 36-81-5-W6		11 N 6214450	E 398000	

	Date	PF	CF	Total
Previous Inspection:	June 17, 2020	12	3	36 (Erosion Risk Scale)
Current Inspection:	July 13, 2021	12	4	48 (Erosion Risk Scale)
Road AADT:	160		Year:	2020
Inspected By:	Barry Meays, Nicole Wilder (Thurber) Ed Szmata, Roger Skirrow, Rocky Wang, Ken Szmata, Max Shannon (AT)			
Report Attachments:	<input checked="" type="checkbox"/> Photographs		<input checked="" type="checkbox"/> Plans	<input checked="" type="checkbox"/> Maintenance Items

Primary Site Issue:	Highway North Ditch Erosion – from top of East Hill to Grimm’s Creek.	
Dimensions:	About 700 m long by <10m wide	
Date of any remediation:	2017 (under Contract 18261) - Installation of erosion protective liners along a 600 m length of the north ditch, consisting of a combination of 3 types of Riprap and 2 types of Articulated Concrete Block (ACB) mats (which formed part of compound liners). Also, a north highway embankment slump was repaired, and a riprap channel leading to the ACB mat was installed.	
Maintenance:	2007 - Riprap placement in scour bowl near top of hill, a portion of the backslope was flattened, and ditch erosion backfilled. 2013 - After spring runoff as emergency measures, grading and uncompacted pitrun gravel placed for ditch/shoulder erosion. 2014 - Large riprap placement below culvert outlet near top of hill. 2016 (fall) – Ditch erosion was backfilled with some clay obtained from cutting the backslope, then topped with track-packed pitrun gravel.	
Observations:	Description	Worse?
<input checked="" type="checkbox"/> Pavement Distress	Cracks in 3 areas.	<input type="checkbox"/>
<input checked="" type="checkbox"/> Slope Movement	A dip and crack across the highway adjacent to the sag pond (first observed in 2014). Some enlarged north hwy. embankment slumping caused by the adjacent north ditch erosion.	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Erosion	There were a few areas showing erosion activity at intermittent locations along the north ditch. The most severe was near the west end at the steep gradient leading to Grimm’s Creek where a 72 m length of the ACB mat is now undermined and new erosion gullies formed. The ditch erosion ~100 m long upslope of the ACB mats installed in 2017 at the top of the east hill has also gotten slightly worse.	<input checked="" type="checkbox"/>
<input type="checkbox"/> Seepage		<input type="checkbox"/>
<input type="checkbox"/> Bridge/Culvert Distress		<input type="checkbox"/>
<input type="checkbox"/> Other		<input type="checkbox"/>
Instrumentation: None		

Assessment:

The ditch erosion at this site was remediated in 2017 under Contract 18261 (in conjunction with other erosion repairs at neighbouring sites PH029 and PH066), utilizing various types of surface linings, consisting of: Class 1M riprap for the 3 to 4 percent gradients, Class 2 riprap for the dissipation bowls, Class 40T articulated concrete block (ACB) mats for the 5 to 8 percent gradients, and Class 60T ACB mats for the steepest gradients.

The 2018 spring snowmelt flows over the new ditch linings were extreme, as evidenced by videos taken/shared by a member of AT ~ April 25, 2018, however everything appeared to be functional at that time. Information from the maintenance contract inspector suggested that some erosion problems had been observed a few days after this in some areas of the surface liners. Our May 16, 2018 annual site inspection showed that some areas contained erosion damage, most of it relatively minor or that which occurred on unprotected areas not included under Contract 18261 work. However, the lower 45 m of the Class 60T mats on the steepest slope (Sta 3+525 to Grimms Creek), sustained major damage consisting of undermining and new gullies under/alongside the mats. Each year since 2018, this major erosion damaged area has steadily regressed further upslope, currently affecting the mats to about Sta 3+500 (72 m above the downslope end). Also, the associated erosion headscarp elongation in this area has similarly retrogressed closer to the highway. A design to repair the eroded areas was prepared but has not been implemented due to lack of available funding. If left unattended, the erosion will continue to lead to further degradation and enlargement and could eventually work its way back and start affecting the highway.

Since installation of the ACB mats in 2017, it has been observed that there is increasing abrasion and spalling of many blocks with some broken blocks located along the very bottom (center) portion of the ACB mats in the channel, with the thicker 60T mat blocks (~Sta 3+340 to 3+265) in noticeably worse condition than the thinner 40T mat blocks further east. It is anticipated that highway salt and/or freeze-thaw conditions may be contributing to the degradation of these ACB mat blocks.

In conjunction with associated warranty work for Contract 18261, in the fall of 2018 the channel leading from the dugout runoff exit to the ACB mats near the top of the east hill was modified to remedy the erosion and undermining that occurred in the spring of 2018. The 1 m dia. half culvert was removed, and a combination of Class 2 (bottom) and Class 1 (flanks) riprap was placed over non-woven geotextile over a re-compacted clay base shaped in a 1 m wide flat-bottomed channel with 3H:1V sideslopes.

The dip across the highway near the sag pond (first noticed in 2014 ~Sta 3+200), has not gotten any worse this year, however new cracks appeared in 2020 and suggests that a landslide is developing at this location, moving southward.

Recommendations:

Engineering is scheduled for 2023, work could be combined with PH029 Grimms Creek

Maintenance:

Repair the damaged guardrail end at ~Sta 3+437.

Consider installing culverts (900 or 1200 mm diameter) in the slumping channel areas upstream of the existing 1524 mm diameter culvert inlet, to allow flow to the existing culvert while minimizing debris and potential blockage.

Short Term:

Continue monitoring the slide that appears to be developing across the highway near the sag pond.

Remedial repairs of the eroded areas should be carried out, which could consist of:

- 1) Sta 3+500 to Grimms Creek, installing more robust Class 70T (= 230 mm high blocks compared to existing 190 mm) ACB mats with anchors over a thicker minimum 0.5 m compacted clay, in a wider 3 m channel bottom, on uniform vertical (24 percent) and horizontal gradients which requires cutting the hillside back in the cut area and constructing berms in the fill area, incorporating a super-elevated cross-section, two concrete grout cut-offs across the channel at the upstream end (one at the end of

the last intact mat and a 2nd about 5 mats downslope), and flushing the sediment from the existing riprap bowl then adding more riprap around the perimeter (being careful to avoid blocking inflows from the creek and ditch paths) and then grouting the voids in the riprap.

Alternative considerations for this area could consist of: a) Grouted Class 2 Riprap); b) Gabions; c) Salvage the 5 or 6 undamaged mats at the beginning of the erosion (Sta 3+497 to 3+512); Below Sta 3+512 snip existing ACB block cables and remove mats then fill in voids with new riprap (possibly incorporating damaged individual blocks) on top; or d) Completely remove the damaged ACB block mats then fill/compact the eroded bottom with clay then repair with a stepped structure consisting of sheet piles and riprap.

2) Extending the length of the CI 2 riprap dissipation bowl by at least 15 m (Sta 3+360 to 3+375), where flow scoured the existing CI 1M riprap and exposed the underlying non-woven geotextile and deepening the channel to accommodate the larger riprap. Then re-arranging the moved CI 1M riprap over the 40 m length of channel downstream of this.

3) Repairing the short erosion gully that outlets from the sag pond onto the ACB mats (Sta 3+195) and installing a CI 1 riprap channel with a compacted clay cut-off leading onto the top of the mats.

Ballpark Cost ~\$300,000

Long Term:

The newly eroded 120 m section of north ditch at the east end of the site that extends from the beginning of the 40T ACB mats at Sta 2+975 to the 500 mm dia. approach ditch culvert further east will eventually need to be repaired, using either Class 40T ACB mats, Class 2 riprap, or gabion mattresses.

Ballpark Cost (Including Short Term Measures) ~\$450,000

CLOSURE

It is a condition of this letter report that Thurber's performance of its professional services will be subject to the attached Statement of Limitations and Conditions.

Don Proudfoot, P.Eng.
Principal | Senior Geotechnical Engineer

Barry Meays, P.Eng.
Senior Geotechnical Engineer



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.

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

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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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- 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.

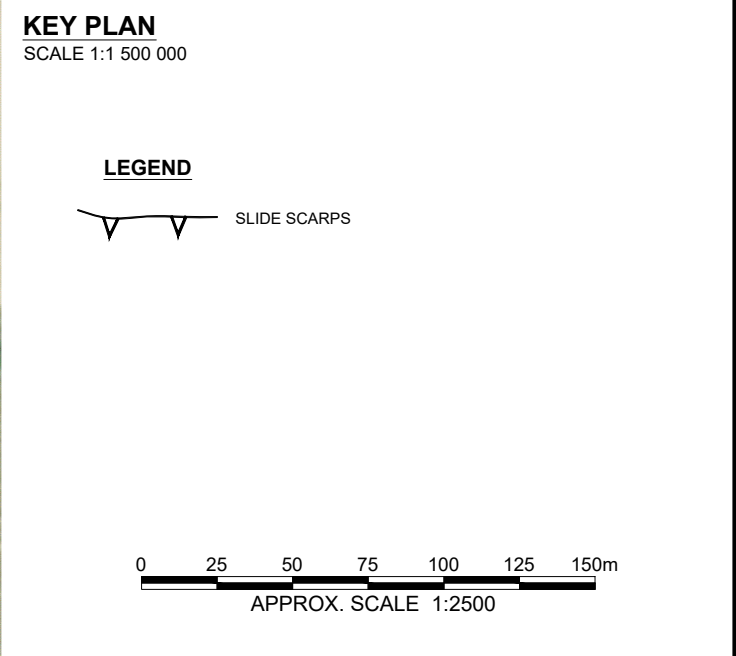
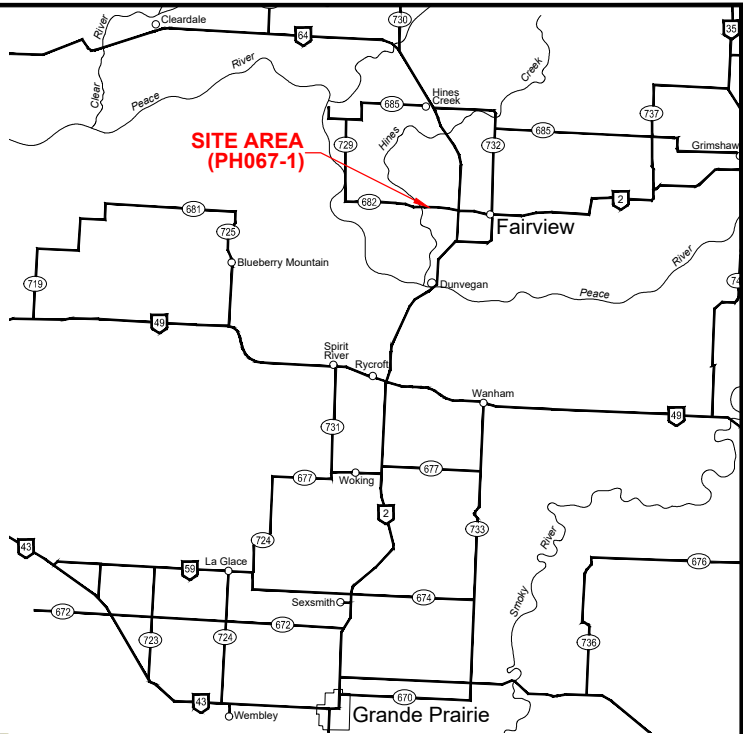
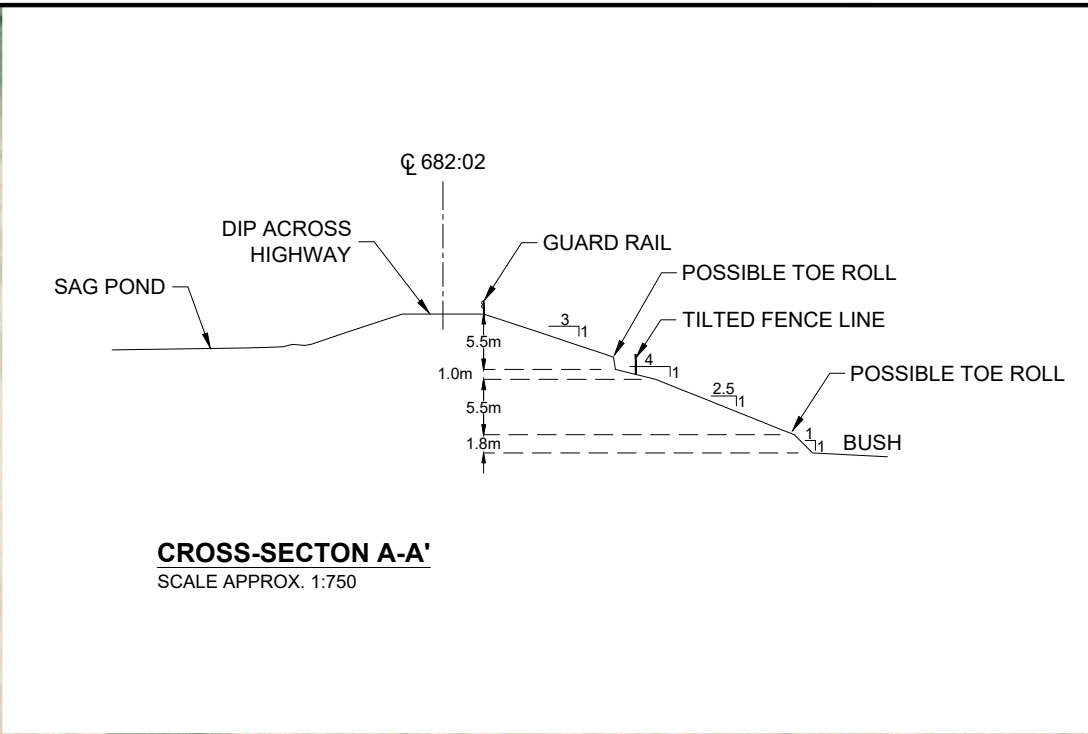
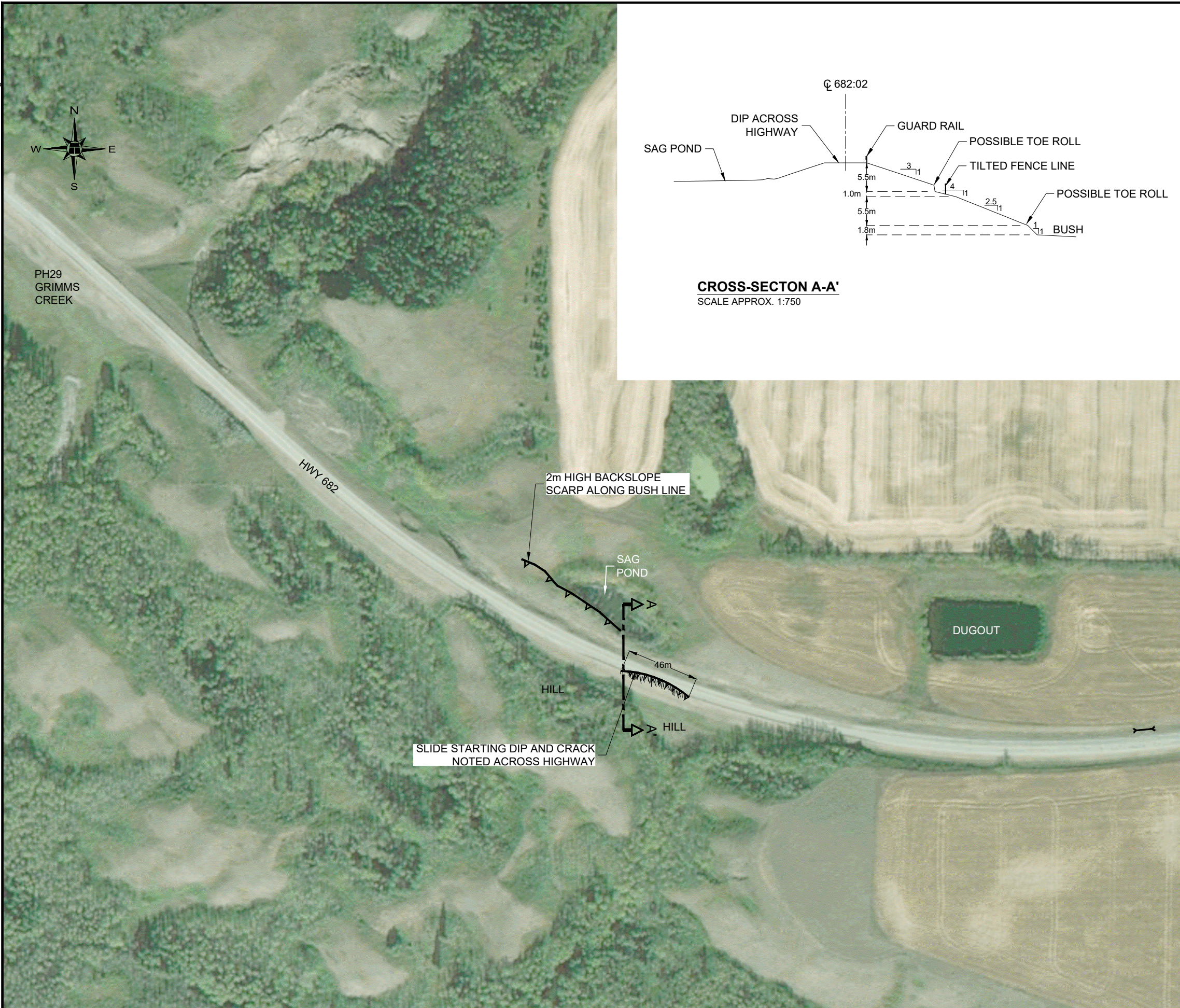
6. RELEASE OF POLLUTANTS OR HAZARDOUS SUBSTANCES


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PEACE REGION (GRANDE PRAIRIE DISTRICT - NORTH)

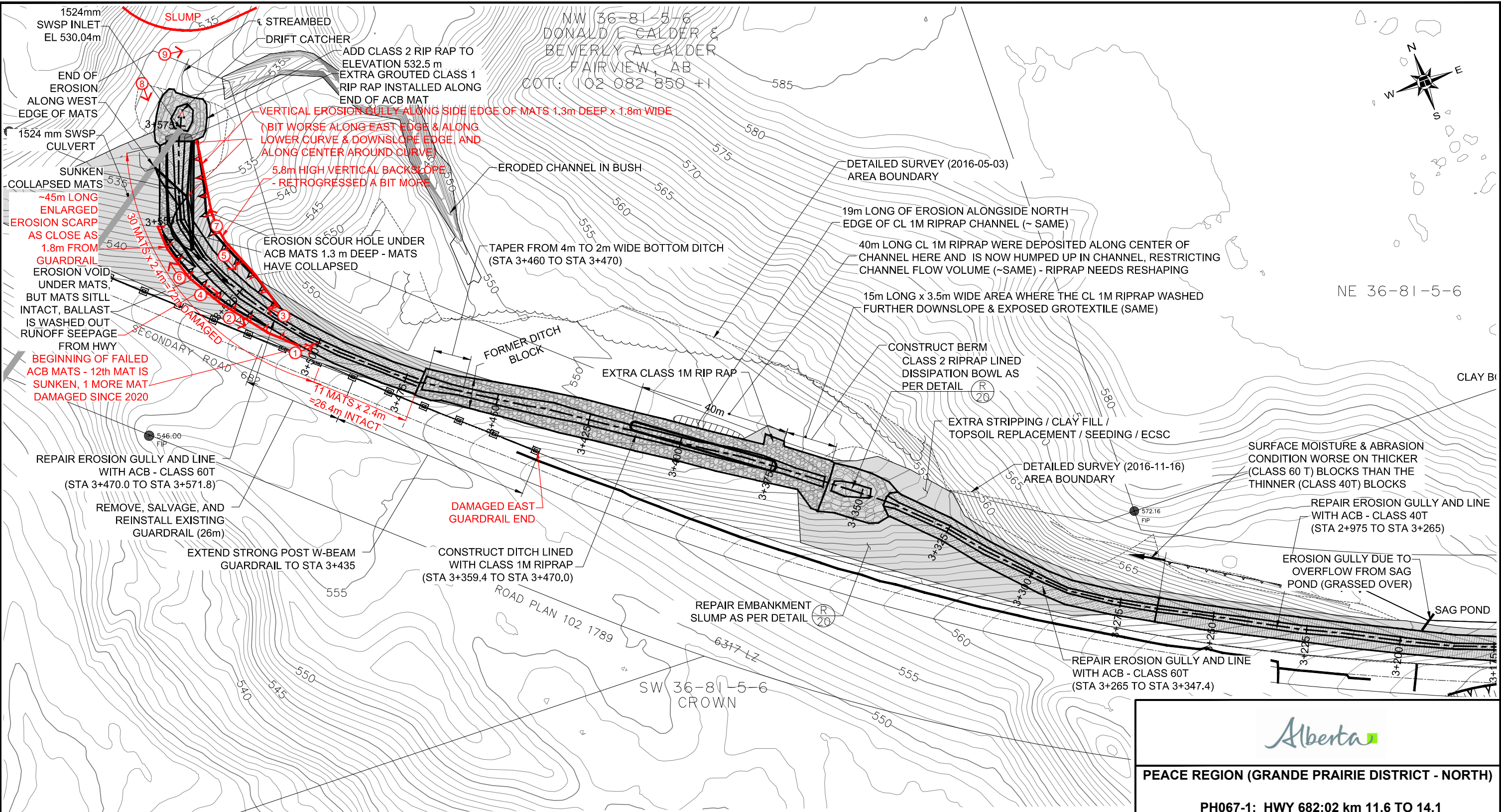
**PH067-1: HWY 682:02 - HINES CREEK
 2021 INSPECTION PLAN**

DWG No. 32123-PH067-1-1

DRAWN BY	ML
DESIGNED BY	BDM
APPROVED BY	DWP
SCALE	APPROX. 1:2500
DATE	JULY 13, 2021
FILE No.	32123


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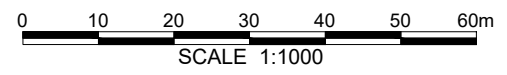
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LEGEND

	CRACK IN PAVEMENT		RIPRAP		SLIDE SCARPS
	EDGE OF BUSH		ACB - CLASS 60T		
	HWY 682 SURFACE (8.2m WIDE)		ACB - CLASS 40T		
	FIP / PROPERTY LINE		GRADING LIMITS		
	EMBANKMENT SLUMP OUTLINE		PHOTOGRAPH NUMBER, AND APPROXIMATE DIRECTION AND LOCATION		
	GUARD RAIL LOCATIONS				
	BOUNDARY OF DETAILED SURVEY				

- NOTES :**
1. FEATURE LOCATIONS ARE APPROXIMATE
 2. PREVIOUS OBSERVATIONS SHOWN IN BLACK
 3. **JULY 13, 2021 FEATURES SHOWN IN RED**
 4. ADVANCED ABRASION & SPALLING OF ACB MAT BLOCKS AND MANY BROKEN BLOCKS ALONG CENTER BASE OF CHANNEL; SOME MATS WORSE THAN OTHERS.
 5. HIGHWAY SAND / SALT STAINING ALONG BASE & HIGHWAY SIDE OF ACB MATS IN CHANNEL.



PEACE REGION (GRANDE PRAIRIE DISTRICT - NORTH)

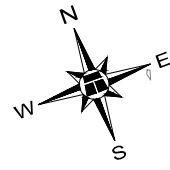
**PH067-1: HWY 682:02 km 11.6 TO 14.1
DITCH EROSION REPAIRS
SITE 3**

DWG No. 32123-PH067-1-2

DRAWN BY	ML
DESIGNED BY	BDM
APPROVED BY	DWP
SCALE	1:400
DATE	JULY 13, 2021
FILE No.	32123

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NE 36-81-5-6

DETAILED SURVEY (2016-11-16)
AREA BOUNDARY

DETAILED SURVEY (2016-05-03)
AREA BOUNDARY

CLAY BORROW OUTLINE

175m³ SALVAGED PIT RUN

25m³ CL2 RIPRAP
110m³ BALLAST

8m² 60T
ACB MATS
(SAME)

1m Ø HALF CULVERT
REMOVED, AND CLASS 1
& 2 RIPRAP LINED
CHANNEL INSTALLED
BORROW PIT 3.4m DEEP
TRACK PACKED WITH
FROZEN BACKFILL
(SOME SETTLEMENT)

2x6m + 1x5m
OF 1m Ø HALF
GULVERT

10m² 40T ACB MATS
(SAME)

4.7m 1.8m Ø HALF CULVERT
(SAME)

REPAIR EROSION GULLY AND LINE
WITH ACB - CLASS 40T
(STA 2+975 TO STA 3+265)

EROSION GULLY DUE TO
OVERFLOW FROM SAG
POND (GRASSED OVER)

SAG POND

SLIDE DIP / CRACK

COVER DISTURBED
BACKSLOPE AREA WITH
TOPSOIL/SEED/ECSC

SE 36-81-5-6
LAINA SAVAGE &
THEODORE JAMES
FAIRVIEW, AB

CLASS 2 RIPRAP LINED DISSIPATION BOWL
AS PER DETAIL, SOME RIP RAP ADDED AND
GROUTED (LOOKS GOOD)

COVER DISTURBED
DITCH WITH
TOPSOIL/SEED/TRM

500mm CSP CULVERT
INLET EL. 583.79m
OUTLET EL. 583.81m

**EROSION IN UNPROTECTED
NORTH DITCH A BIT WORSE**
 < 2.2m WIDE & 1m DEEP ALONG HWY SIDE, 0.7m
 DEEP ALONG FIELD SIDE, AND AT 1 LOCATION
 CRACKS EXTEND TO EDGE OF ACP

DRIED UP LOWER AREA

APPROXIMATE DUGOUT BOUNDARY
WATER LEVEL = 583.0m

HWY EMBANKMENT TOE SLUMPING
DUE TO DITCH EROSION

BOULDERS

NO EROSION
UPSTREAM
OF CULVERT

SOIL DISPOSAL AREA (LOOKS GOOD)

PONDED
WATER

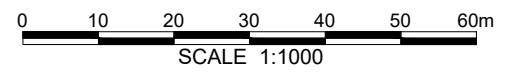
HIGHER GROUND


LEGEND

- CRACK IN PAVEMENT
- HWY 682 SURFACE (8.2m WIDE)
- FIP / PROPERTY LINE
- BOUNDARY OF DETAILED SURVEY
- RIPRAP
- ACB - CLASS 40T
- GRADING LIMITS
- "DANGER - OPEN CULVERT" SIGN
- SLIDE SCARPS

NOTES :

1. FEATURE LOCATIONS ARE APPROXIMATE
2. PREVIOUS OBSERVATIONS SHOWN IN BLACK
3. **JULY 13, 2021 FEATURES SHOWN IN RED**






PEACE REGION (GRANDE PRAIRIE DISTRICT - NORTH)

**PH067-2: HWY 682:02 km 11.6 TO 14.1
DITCH EROSION REPAIRS
SITE 3**

DWG No. 32123-PH067-1-3

DRAWN BY	ML
DESIGNED BY	BDM
APPROVED BY	DWP
SCALE	1:1000
DATE	JULY 13, 2021
FILE No.	32123



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Photo 1 – Looking east along the beginning of the eroded ACB mat area north of the highway. The first 11 mats are still intact (1 east of the ribbon).



Photo 2 – Looking southeast along the edge of the eroded ACB mat area. Note the recent scarp extension along the south edge of the mats.



Photo 3 – Looking northwest along the severely damaged ACB mat area and enlarged slide scarp area.



Photo 4 – Looking southeast at the severe erosion through the ACB mat and peripheral riprap areas. Note the enlarged erosion and slide developing south of the mats.



Photo 5 – Looking southeast along the north edge of the eroded ACB mats. Here the mats have slid down into the deeply eroded channel, exposing the underlying gravel.



Photo 6 – Looking north along the southwest side of the damaged and eroded ACB mats.



Photo 7 – Looking northwest across the eroded mat area from about halfway down the slope.



Photo 8 – Looking southeast at the culvert inlet and eroded ACB mat area leading to it.



Photo 9 – Looking north at the slumping and infill occurring into the channel upstream of the 1524 SWSP culvert entrance.