

**ALBERTA TRANSPORTATION
GEOHAZARD ASSESSMENT
PEACE REGION (PEACE RIVER DISTRICT)
2021 INSPECTION**



Site Number	Location	Name	Hwy	km
PH038-1	North of Town of Peace River	Whitemud River (km 45.5)	743:02	45.3
Legal Description		UTM Co-ordinates		
S11-88-21-5		11V N 6,274,373	E 485,755	

	Date	PF	CF	Total
Previous Inspection:	4-Jun-2020	9	3	27 (erosion scale)
Current Inspection:	7-July-2021	9	3	27 (erosion scale)
Road AADT:	110	Year:		2020
Inspected By:	Kristen Tappenden, TRANS Don Proudfoot, Thurber Ed Szmata, TRANS			
Report Attachments:	<input checked="" type="checkbox"/> Photographs <input checked="" type="checkbox"/> Plans <input type="checkbox"/> Maintenance Items			

Primary Site Issue:	Site repaired in 2009. Original issue was erosion and sliding affecting the highway sideslope and culvert outlet. Current issue is ongoing erosion of riprap swale.		
Dimensions:	85 m of erosion along rip-rap drainage swale.		
Date of any remediation:	2009: The culvert was replaced with a larger, longer culvert, the embankment sideslopes were flattened, and slide areas around the culvert outlet were removed or unloaded. 2011: The swale was re-lined with larger Class 2-3 riprap.		
Maintenance:	Highway closed on July 13, 2020, due to landslide movements at other sites and was reopened late in the year after some detours were constructed around those landslides	Worsened?	
Observations:	Description	Yes	No
<input type="checkbox"/> Pavement Distress	Highway is gravel surfaced.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Slope Movement	No noticeable signs of movement of embankment. Slumping occurring along northern swale and at culvert outlet.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Erosion	Erosion has occurred along the north swale causing slumping along the entire length. Voids forming below concrete headwalls at inlet and outlet.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> Seepage	Minor seepage was noted in the riprap apron at the culvert outlet and along the road to the west which was quite pronounced in 2020 and 2021.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> Culvert Distress	The 2.43 m dia. culvert (BF77273-2) was installed in 2009 and is in good condition. There is a 900 mm dia. culvert at the west side of the site: the inlet is sunken well below ditch level and an erosion bowl has formed at the outlet.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> Other		<input type="checkbox"/>	<input type="checkbox"/>

Instrumentation:

None – destroyed during construction

Assessment:

Significant landslide movements on both sides of the valley closed the highway in July 2020 until detours were in place in Fall 2020. This site is located on a relatively flatter section of the roadway and was unaffected by these other movements.

The embankment fill slopes appeared to be in good condition with no signs of global instability and is well vegetated.

Significant erosion and settlement has developed especially in the upper, steeper, 30 m of the swale where tension cracks and slumping have formed on both sides of the swale and have worsened yearly since 2016. Erosion, settlement, and cracking was also present at several other locations along the swale and have continued to worsen each year. Erosion and settlement along the drainage swale also extends closer to the toe of the bank (near the culvert outlet). The deterioration of this rock swale is likely a result of poor compaction, poor fill quality, and possible gaps in geotextile. Water flow is getting outside of the channel upslope so can erode behind the riprap for the remainder. Pins to monitor regression of this feature were installed in 2019 at 2 m from the main scarps and the distance had dropped to 1 m or less in 2020 but were not measured in 2021. In 2021, it also appeared that some of this erosion had stabilized with vegetation becoming established.

Some erosion and shallow slump cracks are present in the fill at the culvert outlet but have not worsened noticeably since the previous inspection with the exception of an erosion void noted in 2019 forming at the culvert outlet. In 2020, voids were also documented below the concrete headwall at the inlet as well. Based on the height of deposited sediment at the inlet, the flows in the spring of 2020 were significant. No further deterioration was observed in 2021.

Recommendations:**Short-Term:**

- Periodic visits by the AT Maintenance Contractor are recommended to ensure that the erosion at the west end of the swale is not adversely affecting the highway.
- The silt fences installed on both sides of the embankment are no longer required and should be removed to minimize the potential for channelized flow.

Long-Term:

- A subdrain should be installed along the south ditch discharging into the riprap channel leading to the culvert inlet. Consideration should also be given to installing at or along the spring on the north shoulder as well.
- The rock swale should be completely reconstructed: remove and salvage the existing riprap, excavate the wet or soft subgrade at the base of the channel to a depth of 1 m over a 10 m width, place and compact borrow material, flatten the sideslopes, install new non-woven geotextile, and replace the rock riprap. The subgrade should be compacted with a sheepsfoot compactor. Borrow material could be taken from the knoll located northeast of the channel.
- The voids forming below the concrete headwalls should be grouted if the other repairs are undertaken.

Ongoing Investigation:

- It is recommended that the GeoHazard inspection should continue as scheduled (every other year)

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

Ken Froese, P.Eng.
Associate | 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.

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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The information and opinions expressed in the Report, or any document forming part of the Report, are for the sole benefit of the Client. NO OTHER PARTY MAY USE OR RELY UPON THE REPORT OR ANY PORTION THEREOF WITHOUT THURBER'S WRITTEN CONSENT AND SUCH USE SHALL BE ON SUCH TERMS AND CONDITIONS AS THURBER MAY EXPRESSLY APPROVE. Ownership in and copyright for the contents of the Report belong to Thurber. Any use which a third party makes of the Report, is the sole responsibility of such third party. Thurber accepts no responsibility whatsoever for damages suffered by any third party resulting from use of the Report without Thurber's express written permission.

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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.

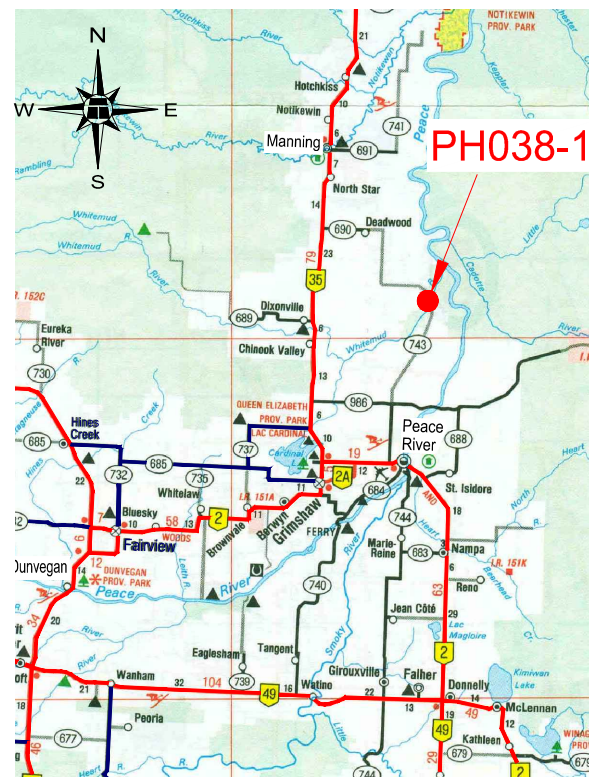
6. RELEASE OF POLLUTANTS OR HAZARDOUS SUBSTANCES

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

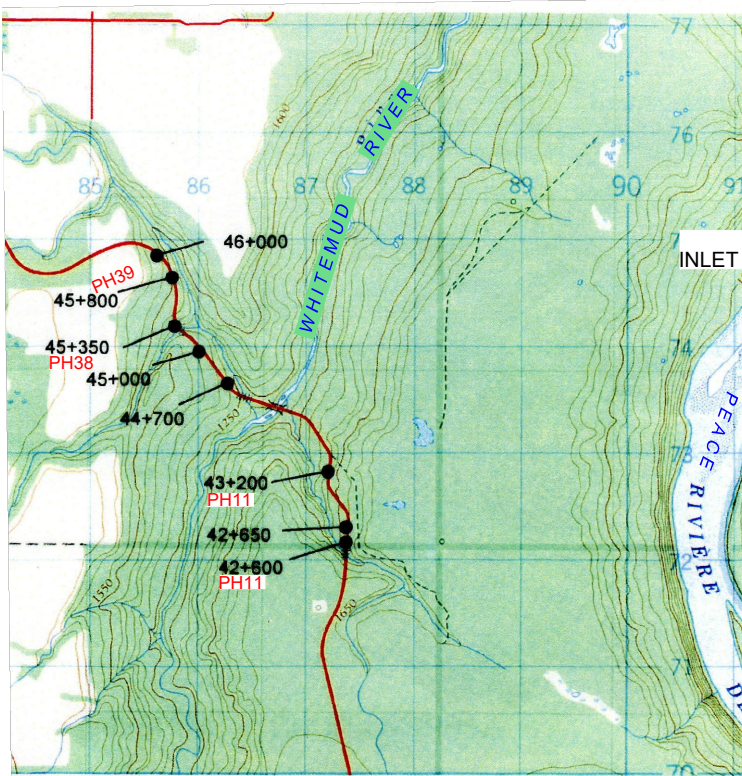
The information, interpretations and conclusions in the Report are based on Thurber's interpretation of conditions revealed through limited investigation conducted within a defined scope of services. Thurber does not accept responsibility for independent conclusions, interpretations, interpolations and/or decisions of the Client, or others 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.

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PH038-1

SITE MAP
NOT TO SCALE

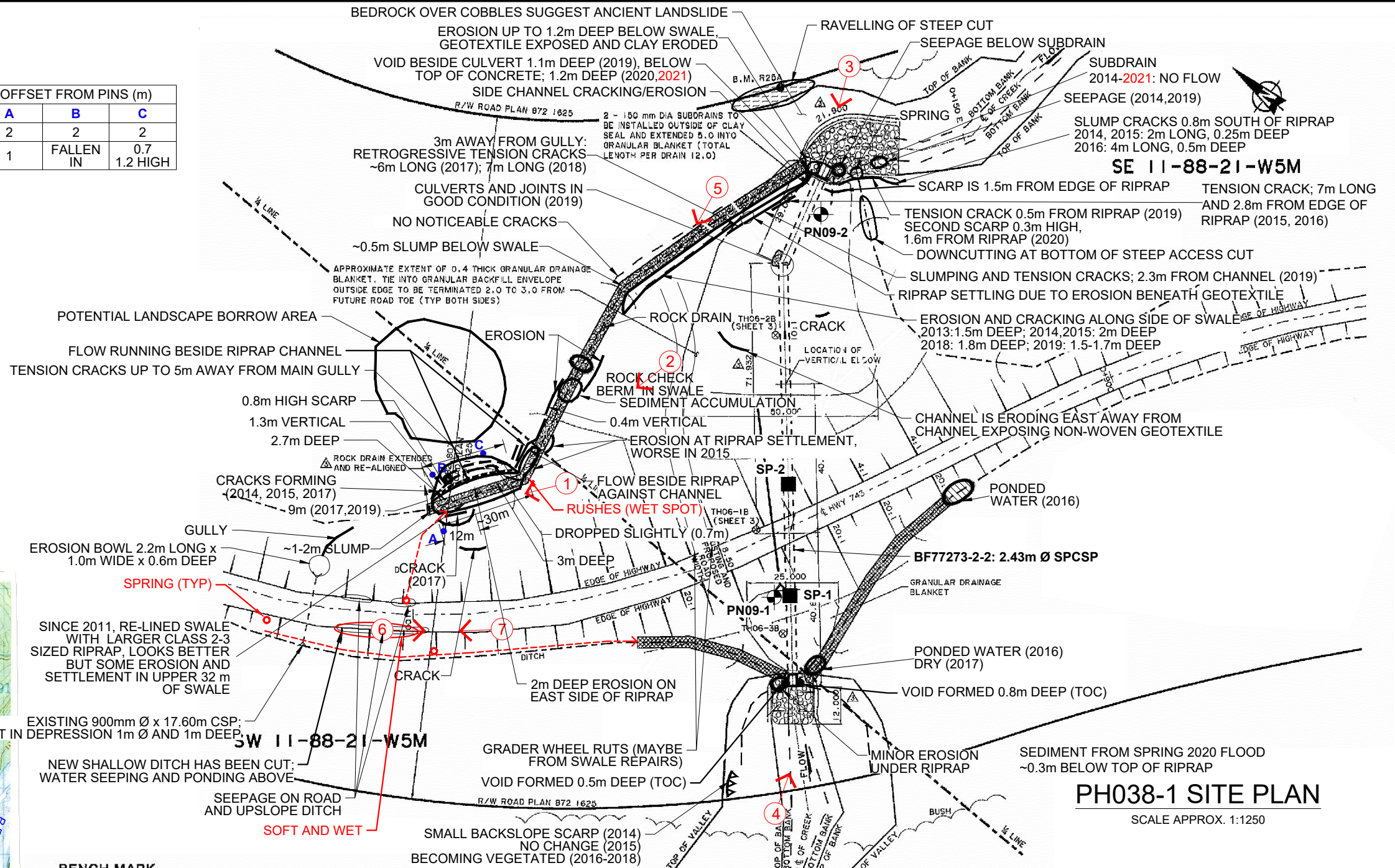


SITE LOCATION MAP
NOT TO SCALE

NOTES

1. FEATURE LOCATIONS ARE APPROXIMATE.
2. JUNE 2021 OBSERVATIONS SHOWN IN RED.

	OFFSET FROM PINS (m)		
	A	B	C
2019	2	2	2
2020	1	FALLEN IN	0.7 1.2 HIGH



PH038-1 SITE PLAN
SCALE APPROX. 1:1250

- BENCH MARK**
- BM R7A - Pd.1 LOCATED 82.50 m RIGHT OF HWY 743 AT STATION I+295.600 ELEVATION 455.00
 - BM R25A - Pd.1 LOCATED 106.80 m RIGHT OF HWY 743 AT STATION O+945.800 ELEVATION 445.00
- SURVEY BY**
- STEWART WEIR & COMPANY Ltd, APRIL, 2006
- HYDROTECHNICAL SUMMARY**
- DRAINAGE AREA = 33.0 km²
 - DESIGN DISCHARGE = 9.0 m³/s
 - MEAN OUTLET VELOCITY AT PROPOSED CULVERT FOR DESIGN DISCHARGE = 1.94 m/s
 - AVERAGE SLOPE OF STREAMBED = 0.042 m/m

- PROPOSED STRUCTURE**
- INSTALL 1 - 2430 mm Ø SPCSP x 112.77 INVERT LENGTH ON 24° LHF SKEW TO HWY 743 AT STATION O+993.000 EXTENDED WITH 1 - 2700 mm Ø CSP X 29.00 INVERT LENGTH ON 25° LHF SKEW TO SPCSP CULVERT
 - PIPE TO INCLUDE 1 - 6.75° VERTICAL ELBOW DEFLECTION
 - SPCSP PLATE THICKNESS IS 4.0 mm (915 gm/m² GALVANIZED COATING)
 - SPCSP CORRUGATION PROFILE 152 x 51 mm
 - CSP PLATE THICKNESS IS 2.8 mm GALVANIZED TYPE II COATING
 - CSP CORRUGATION PROFILE 125 x 25 mm

- GENERAL NOTES**
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE
 - ROADWAY DESIGN STANDARD FOR CULVERT: RCU-2110-110
 - SPCSP CULVERT ASSEMBLY AND INSTALLATION TO BE IN ACCORDANCE WITH STANDARD DRAWING S-1418-03 WHERE APPLICABLE
 - STRUCTURAL DESIGN IN ACCORDANCE WITH CAN/CSA S6-00 AND CL-800-AB DESIGN LIVE LOAD

- LEGEND**
- PN09-1 - APPROXIMATE PNEUMATIC PIEZOMETER LOCATION
 - SP-1 - APPROXIMATE STANDPIPE PIEZOMETER LOCATION
 - 1 - PHOTO AND DIRECTION

Alberta

PEACE REGION (PEACE RIVER DISTRICT)

**PH038-1: HWY 743:02 WHITEMUD RIVER, km 45.3
2021 GEOHAZARD ASSESSMENT**

DWG No. 32121-PH038-1-1

DRAWN BY	KLW
DESIGNED BY	KEF
APPROVED BY	DWP
SCALE	AS SHOWN
DATE	OCTOBER 2021
FILE No.	32121

THURBER ENGINEERING LTD.



Photo 1 – Looking at west end of drainage swale.



Photo 2 – Looking west at drainage swale.



Photo 3 – Looking west at culvert outlet.



Photo 4 – Looking northeast at culvert inlet.



Photo 5 – Looking west at swale near the culvert outlet.



Photo 6 – Looking southeast at road and seepage along south ditch.



Photo 7 – Looking at seepage along west side of road near the north end of the site.



UAV 2020 Orthoimage



UAV 2020 Orthoimage – Slumping at start of riprap channel