

PEACE REGION (GRANDE PRAIRIE DISTRICT – SOUTH) GRMP SITE INSPECTION FORM



SITE NUMBER AND NAME: GP020-II Backslope Slump North of Grande Cache		HIGHWAY & KM: 40:34, 35.998			PREVIOUS INSPECTION DATE: June 13, 2022		ГЕ:	INSPECTION DATE: June 10, 2024	
LEGAL DESCRIPTION:	NAD UTM	83 COORDIN Northing	NATES: Easting		RISK AS	SESSME	NT:		
NE 32-56-08-W6M	11	5973303	358690		PF: 10	CF: 3	TO	ΓAL: 30	
AVERAGE ANNUAL DAILY TRAFFIC (AADT):					CONTRACT MAINTENANCE AREA (CMA):				
1,480 (north) 1,720 (south) (Reference No. 70000103, 2023)					504				
1,450 (north) 1,480 (south) (Reference No. 70000104, 2023)									

SUMMARY OF SITE INSTRUMENTATION:	INSPECTED BY:			
	Chris Gräpel (KCB)			
There is no instrumentation at the GP020 site.	Courtney Mulhall (KCB)			
	Robert Senior (TEC)			
	Rishi Adhikari (TEC)			
LAST READING DATE: N/A	Babatunde Awokunle (TEC)			
PRIMARY SITE ISSUE: Series of earthflows and eroded material from backslope along east side of Hwy 40:34 depositing in east highway ditch. Backslope high and steep with areas of poor vegetation and exposed gravelly				

material and other areas with good vegetation (mainly tree) coverage. Earthflows appear to be shallow. The site is located along the east valley slope of the Smoky River, approximately 550 m upslope of the river.

APPROXIMATE DIMENSIONS: An approximate 150 m length of highway being impacted. Backslope up to approximately 90 m high.

DATE OF ANY REMEDIAL ACTION: Ongoing ditch cleaning and maintenance.

ITEM CONDITION EXISTS			DESCRIPTION AND LOCATION		NOTICABLE CHANGE FROM LAST INSPECTION	
	YES	NO		YES	NO	
Pavement Distress		Х	None observed at time of 2024 inspection (Photo 1).		Χ	
Slope Movement	Х		Some ongoing surface slumping on east backslope. Some material being deposited into east highway ditch.		Х	
Erosion	x		Ongoing rill and gully erosion on east backslope (Photo 1). Seepage, surface water runoff, precipitation, weathering, and freeze thaw eroding backslope materials, which are gravelly. Material being deposited into east highway ditch (Photo 2).	X		
Seepage	Х		Seepage along east backslope.		Х	
Culvert Distress		Х	No culverts observed by KCB.		Х	

COMMENTS

Earthflows, erosion, and gravity movement of particles likely occurring in response to seepage, surface water runoff flowing over crest of slope onto backslope, precipitation infiltrating into slope softening slope materials, weathering, and freeze thaw. Rate of occurrence and volume of earthflows and erosion likely to increase in response to freshet and/or periods of prolonged and/or heavy rainfall.



PEACE REGION (GRANDE PRAIRIE DISTRICT – SOUTH) GRMP SITE INSPECTION FORM



Maintenance/Repair/Monitoring Recommendations:

- A diversion ditch could be constructed at the crest of the east backslope to divert surface water runoff away from crest of the mudflow area. However, review of 2022 unmanned-aerial-vehicle (UAV) flight imagery indicates construction of a diversion ditch may not be practical due to lack of access and topography.
- Most material being deposited in east highway ditch appears to slow ditch flows and not block them
 completely (ditch is wide and shallow). Icing problems in ditch reported in winter of 2021/2022. Water
 currently flowing in ditch to southwest. Continue to clean ditch to maintain earthflow storage volume (i.e.,
 keep ditch as wide and deep as possible to retain material within the ditch) and reduce the potential for
 material reaching the highway.

This report is an instrument of service of Klohn Crippen Berger (KCB). The report has been prepared for the exclusive use of Alberta Transportation and Economic Corridors (Client) for the specific application to the Peace Region (Grande Prairie District – South) Geohazard Risk Management Program (Contract No. CON0022166), and it may not be relied upon by any other party without KCB's written consent.

KCB has prepared this report in a manner consistent with the level of care, skill and diligence ordinarily provided by members of the same profession for projects of a similar nature at the time and place the services were rendered. KCB makes no warranty, express or implied.

Use of or reliance upon this instrument of service by the Client is subject to the following conditions:

- (i) The report is to be read in full, with sections or parts of the report relied upon in the context of the whole report.
- (ii) The observations, findings and conclusions in this report are based on observed factual data and conditions that existed at the time of the work and should not be relied upon to precisely represent conditions at any other time.
- (iii) The report is based on information provided to KCB by the Client or by other parties on behalf of the client (Client-supplied information). KCB has not verified the correctness or accuracy of such information and makes no representations regarding its correctness or accuracy. KCB shall not be responsible to the Client for the consequences of any error or omission contained in Client-supplied information.
- (iv) KCB should be consulted regarding the interpretation or application of the findings and recommendations in the report.
- (v) This report is electronically signed and sealed and its electronic form is considered the original. A printed version of the original can be relied upon as a true copy when supplied by the author or when printed from its original electronic file.

Courtney Mulhall, M.Sc., P.Eng. Geotechnical Engineer	

SCALE 1:2,000

PROJECT No. A05116A01

Inspection Photographs

Photo 1 Pavement surface and backslope on east side of Hwy 40:34. Note areas of poor vegetation, exposed gravelly material, and gully and rill erosion on backslope. Photo taken June 10, 2024, facing northeast and southeast, respectively.





Photo 2 Water flowing in ditch at toe of backslope on east side of Hwy 40:34. Photo taken June 10, 2024, facing northeast and southeast, respectively.



