

SOUTHERN REGION GRMP SITE INSPECTION FORM



SITE NUMBER AND NAME: S020 Highwood House Rockfa	HIGHWAY & KM: 541:02, 0.817	PREVIOUS INSPECTION DATE: July 9, 2021	INSPECTION DATE: May 9, 2023	
LEGAL DESCRIPTION: 04-33-016-05 W5M	NAD 83 COORDINATES: UTM Northing Easting 11 5584038 667795	RISK ASSESMENT: PF: 14 CF: 5 TOTAL: 70		
AVERAGE ANNUAL DAILY TRA 260 (west), 240 (east), (Ref. No	,	CONTRACTOR MAINTE 27	NANCE AREA (CMA):	

SUMMARY OF SITE INSTRUMENTATION:	INSPECTED BY:
	Chris Grapel (KCB)
None	Peter Roy (KCB)
	Renato Macciotta (U of A)
	Roger Skirrow (AT)
	Alex Frotten (AT)
LAST READING DATE: N/A	

PRIMARY SITE ISSUE: Rockfall from the rock cutting, large rock block potentially unstable (west end), and soil debris flows due to surface water runoff erosion (gullying) from the brow of the slope.

APPROXIMATE DIMENSIONS: Approximately 150 m length and over 20 m high.

DATE OF ANY REMEDIAL ACTION: Ditches cleaned periodically. Ditch has accumulated rockfall debris and appears that it has not been cleaned out this year.

ITEM CONDITION EXISTS			DESCRIPTION AND LOCATION		NOTICABLE CHANGE FROM LAST INSPECTION	
	YES	NO		YES	NO	
Pavement Distress	х		Rock strike marks on pavement indicates rockfall of 0.1 - 0.3 m diameter (estimate), track marks from heavy equipment on pavement from rockfall removal.		x	
Slope Movement	Х		Rockfall debris is accumulating in the ditch. Ditch has not been cleaned out recently	Х		
Erosion	Х		Weathering coal and shale sub-vertical beds interlayers with less weathered mudstone and sandstone, runoff erosion from brow (gullying). No significant changes.		X	
Seepage		Χ			Х	
Culvert Distress		Х			Х	

COMMENTS

Overall, no significant changes to the site when compared to 2021. Ongoing rockfalls at the site, the majority of which are retained in the ditch, but some rocks are falling onto and across the highway.

Rockfall debris observed in the ditch during the 2023 inspection. MCI reports that ditch needs cleaning out at least once per year. The MCI noted that during 2021, ten tabular blocks of approximately $0.3 \, \text{m} \times 0.3 \, \text{m}$, and a boulder (approximately $1 \, \text{m} \times 1 \, \text{m} \times 1 \, \text{m}$) had fallen into the ditch.

Loose blocks and boulders up to $0.5 \text{ m} \times 0.5 \text{ m} \times 0.5 \text{ m}$ present along the top of the rock slope. Some blocks of rock are within the soil at the brow of slope and are being eroded out and will eventually fall. One large boulder at the brow of western end of the slope, and one smaller boulder midslope are both perched at the crest of the exposed bedrock.



SOUTHERN REGION GRMP SITE INSPECTION FORM



No significant change in extent of soil erosion at brow of hill since 2021 was observed during the site inspection. Surface runoff down the slope is leading to erosion and washout of material, which is being deposited in fans at the base of the slope.

Pine trees are present above the rock slope and adjacent to the slope. The trees appear to be Limber Pine or Whitebark Pine.

Recommended Mitigation Measures:

Short-Term

- Continue to monitor site and clean out ditch regularly to maintain storage capacity for future rockfalls;
- Continue annual photogrammetric survey and 3D surface modelling to monitor potential changes in slope performance and inform existing estimates of annual failure volumes and relative frequency of rockfall events
- Confirm hazard assessment at the site based on the ongoing UAV photogrammetry change detection work being completed by the U of A.

Long-Term

- Rock face scaling, including check scaling of loose blocks (for safety), clearance of trees and loose debris
 from the brow of the slope, and removal of the large potentially unstable rock blocks on the upper portion
 of the rock slope (possibly requiring drilling and blasting);
- Place rock slope mesh in critical areas to protect road users, leaving gaps for sheep passage; and
- Increase the ditch depth/width and evaluate the addition of HTCB or possible barrier wall at the toe of the rock slope (between rock slope and highway).
- Jersey barriers could be installed as an alternative to HTCB or rockfall barrier.

This report is an instrument of service of Klohn Crippen Berger (KCB). The report has been prepared for the exclusive use of Alberta Transportation (Client) for the specific application to the Southern Region Geohazard Risk Management Program (Contract No. CON0022161) 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:

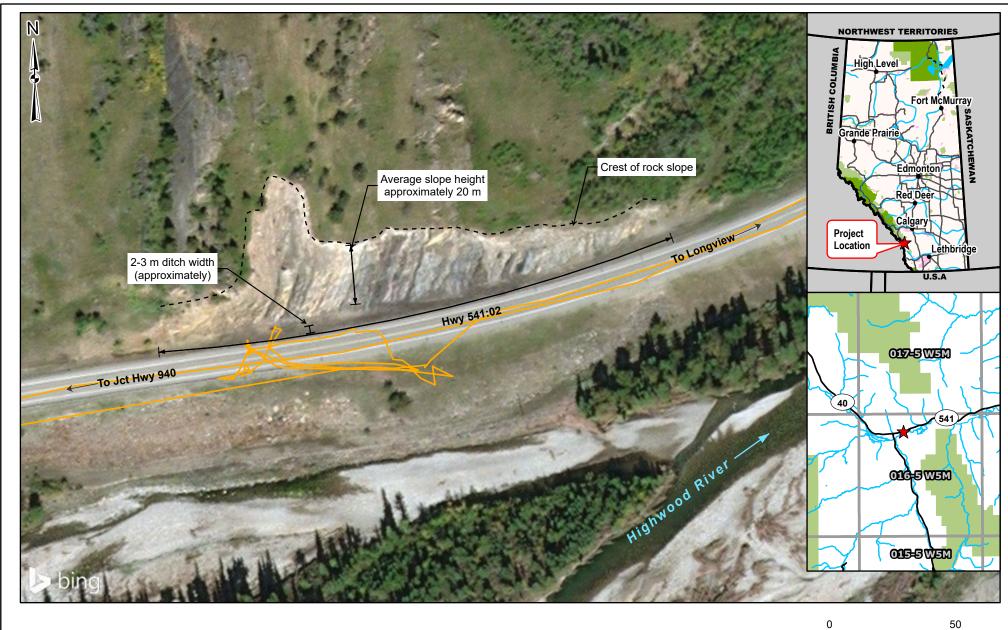
- (i) The report is to be read in full, with sections or parts of the report relied upon in the context of the whole report.
- (ii) The observations, findings and conclusions in this report are based on observed factual data and conditions that existed at the time of the work and should not be relied 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 Clientsupplied 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.



SOUTHERN REGION GRMP SITE INSPECTION FORM



Peter Roy, P.Eng. Civil Engineer	
Civil Engineer	



Legend

- ---- Top of Slope
- GPS Track (May 9, 2023)
- Flow Direction

- HORIZONTAL DATUM: NAD83 2. GRID ZONE: UTM ZONE 11N

I. IMAGE SOURCE: ESRI, MAXAR, EARTHSTAR





SOUTHERN REGION GEOHAZARD RISK MANAGEMENT PROGRAM

Site Plan

S020 - Highwood House Rockfall Hazard Hwy 541:02, km 0.817

PROJECT No. A05116A03

Metres

Photo 1 Rock slope has a maximum height of approximately 20 m, with continuous joints in an adverse orientation. Photo was taken facing north on May 9, 2023.



Photo 2 Erosion of soil at brow of slope leading to rockfalls and debris fans in the ditch. Note large boulders at crest of slope. Photo was taken facing northwest on May 9, 2023.



Photo 3 Active rockfall - debris fans and large rocks in ditch. The ditch should be regularly cleaned of debris. Photo taken facing east on May 9, 2023.



Large rock perched on top of cliff. Photo taken facing northwest on May 9, 2023. Photo 4

