ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS GRMP NORTH CENTRAL (ATHABASCA AND FORT McMURRAY DISTRICTS) INSTRUMENTATION MONITORING- FALL 2024

THURBER ENGINEERING LTD.

Site Number	Location	Name	Hwy	km
NC006	HWY 2:46 C1 47.6	Mitsue Lake Recreation Area	2:46	km 47.6
Legal Description: 9-12-72-5 W5		**UTM Co-ordinates**		
		11U E 651534	N 6122185	

Current Monitoring:	18-Sep-2024	**Previous Monitoring**	14-Jun-2024
Instruments Read By:	Mr. Niraj Regmi, G.I.T and Mr. Nixson Mationg, of Thurber		

Instruments Read During This Site Visit			
Slope Inclinometers (SIs): SI20-1, SI20-2, SI20-3, and SI20-4	**Pneumatic Piezometers (PN):** N/A	**Vibration Wire Piezometers (VW):** VW20-1, VW20-2A, VW20-2B, VW20-3A, VW20-3B, VW20-4A and VW20-4B	**Standpipe Piezometers (SP):** N/A
Load Cell (LC): N/A	**Strain Gauges:** N/A	**SAAs:** N/A	**Others:**

Readout Equipment Used			
Slope Inclinometers: RST Digital Inclinometer probe with a 2 ft. wheelbase and a RST Pocket PC readout	**Pneumatic Piezometers:**	**Vibration Wire Piezometers:** GEOKON GK-404 digital readout	**Standpipe Piezometers:**
Load Cell:	**Strain Gauges:**	**SAAs:**	**Others:**
Notes:			

Discussion	
Zones of New Movement:	None
Interpretation of Monitoring Results:	SI20-1, installed in the south ditch of the highway, has shown no discernible movement since initialization. SI20-2, installed through the embankment on the north side of the highway, showed a rate of movement 23.8 mm/yr over 0 m to 1.8 m depth since the spring of 2024 readings. SI20-3, installed downslope of SI20-2 within the bush, showed a rate of movement of 63.8 mm/yr over 1.4 m to 3.2 m depth since the spring of 2024 readings. This corresponds to an increase in rate of movement of 60.7mm/yr since the spring of 2024 readings and is the highest movement rate recorded in the SI since it was initialized. SI20-4, installed further downslope of SI20-3 within the bush, has shown no discernible movement since initialization. Vibrating wire piezometers VW20-1, VW20-2B and VW20-3B showed increases in groundwater level of 0.65 m, 0.55 m and 0.72 m, respectively, since the spring of 2024 readings. VW20-2A, VW20-3A, VW20-4A and VW20-4B showed decreases in groundwater level of 0.08 m, 0.12 m, 0.05 m and 0.03 m, respectively.

	Overall, the measured groundwater levels are within the historically measured groundwater levels for the site.
Future Work:	The instruments should be read again in the spring of 2025.
Instrumentation Repairs:	No instrument repairs are required at this time.
Additional Comments:	

Attachments:	• Table NC006-1 Fall 2024 – HWY 2:46 Mitsue Lake Recreation Area (Km 47.6), Slope Inclinometer Instrumentation Reading Summary • Table NC006-2 Fall 2024 – HWY 2:46 Mitsue Lake Recreation Area (Km 47.6), Vibrating Wire Piezometer Instrumentation Reading Summary • Statement of Limitations and Conditions • APPENDIX A – NC006-1 FALL 2024 o Field Inspector's report o Site Plan Showing Approximate Instrument Locations (Drawing No. 32122-NC006) o SI Reading Plots o Figure NC006-1 (Piezometric Depths)

We trust this report meets your requirements at present. If you have any questions, please contact the undersigned at your convenience.

Yours very truly,
Thurber Engineering Ltd.
Tarek Abdelaziz, Ph.D., P. Eng.
Partner | Senior Geotechnical Engineer

PROFESSIONAL ENGINEER ALBERTA
LUCAS R.M. GREEN
ID 206714

2024-11-07

PERMIT TO PRACTICE
THURBER ENGINEERING LTD.
RM SIGNATURE:
RM APEGA ID #: 91085
DATE: November 7, 2024
PERMIT NUMBER: P005186
The Association of Professional Engineers and Geoscientists of Alberta (APEGA)

Lucas Green, P.Eng.
Geotechnical Engineer

Table NC006-1: Fall 2024 – Hwy 2:46 Mitsue Lake Recreation Area (KM 47.6) Slope Inclinometer Instrumentation Reading Summary

Date Monitored: September 18, 2024

INSTRUMENT #	DATE INITIALIZED	TOTAL CUMULATIVE RESULTANT MOVEMENT AND DEPTH OF MOVEMENT TO DATE (mm)	MAXIMUM RATE OF MOVEMENT (mm/yr)	CURRENT STATUS OF SI	DATE OF PREVIOUS READING	INCREMENTAL MOVEMENT SINCE PREVIOUS READING (mm)	CURRENT RATE OF MOVEMENT (mm/yr)	CHANGE IN RATE OF MOVEMENT SINCE PREVIOUS READING (mm/yr)
SI20-1	December 21, 2020	No discernible movement	N/A	Operational	June 14, 2024	N/A	N/A	N/A
SI20-2	June 5, 2022 (reinitialized)	40.7 over 0 m to 1.8 m depth in 345° direction	25.8 in September 2022	Operational	June 14, 2024	6.2	23.8	-0.1
SI20-3	December 20, 2020	29.9 over 1.4 m to 3.2 m depth in 348° direction	63.8 in September 2024	Operational	June 14, 2024	16.7	63.8	60.7
SI20-4	December 19, 2021	No discernible movement	N/A	Operational	June 14, 2024	N/A	N/A	N/A

Drawing 32122-NC006 in Appendix A provides a sketch of the approximate location of the monitoring instrumentation for this site.

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Table NC006-2: Fall 2024 – Hwy 2:46 Mitsue Lake Recreation Area (Km 47.6) Vibrating Wire Piezometer Instrumentation Reading Summary

Date Monitored: September 18, 2024

INSTRUMENT #	DATE INITIALIZED	TIP DEPTH (m)	GROUND ELEV. (m)	CURRENT STATUS	HIGHEST MEASURED GROUNDWATER LEVEL BGS (m)	CURRENT GROUNDWATER DEPTH BGS (m)	PREVIOUS GROUNDWATER DEPTH BGS (m)	CHANGE IN WATER LEVEL SINCE PREVIOUS READING (m)
VW20-1 (70917)	December 19, 2020	12.04	-	Operational	6.76 on June 30, 2021	7.25	7.90	0.65
VW20-2A (70911)	December 20, 2020	3.96	-	Operational	3.24 on June 30, 2021	3.46	3.38	-0.08
VW20-2B (70914)	December 20, 2020	13.72	-	Operational	5.74 on June 30, 2021	6.20	6.75	0.55
VW20-3A (70912)	December 20, 2020	8.69	-	Operational	2.86 on June 5, 2022	3.57	3.45	-0.12
VW20-3B (70916)	December 20, 2020	16.76	-	Operational	1.48 on June 30, 2021	1.85	2.57	0.72
VW20-4A (70913)	December 19, 2020	2.74	-	Operational	1.11 on June 5, 2022	1.94	1.89	-0.05
VW20-4B (70915)	December 19, 2020	15.24	-	Operational	2.53 on June 5, 2022	3.17	3.14	-0.03

Drawing 32122-NC006 in Appendix A provides a sketch of the approximate location of the monitoring instrumentation for this site

THURBER

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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5. INTERPRETATION OF THE REPORT

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.

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THURBER ENGINEERING LTD.

ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS GRMP (CON0022163)
NORTH CENTRAL (ATHABASCA AND FORT McMURRAY DISTRICTS)
INSTRUMENTATION MONITORING RESULTS

FALL 2024

APPENDIX A
DATA PRESENTATION

SITE NC006: HWY 2:46 MITSUE LAKE RECREATION AREA (KM 47.6)

ALBERTA TRANSPORTATION AND ECONOMIC CORRIDORS
NORTH CENTRAL REGION - ATHABASCA AND FORT McMURRAY DISTRICTS
INSTRUMENTATION MONITORING FIELD SUMMARY (NC006)
FALL 2024

Location:	Mitsue Recreation Area (HWY 2:46 C1 47.6)	**Readout:**	GK404, S/N 364
File Number:	32122	**Casing Diameter:**	2.75"
Probe:	RST SI SET 8R	**Temp:**	8
Cable:	RST SI SET 8R	**Read by:**	NKR/NRM

SLOPE INCLINOMETER (SI) READINGS

SI#	GPS Location (UTM 11)		Date	Stickup (m)	Depth from top of **Casing** (ft)	Azimuth of A+ Groove	Current Bottom Depth Readings				Probe/ Reel		Remarks
	Easting	Northing				degree	A+	A-	B+	B-	#	Size (")	
SI20-1	651534	6122185	18-Sep-24	0.99	80 to 2	334	959	-983	-242	-247	8R/8R	2.75	
SI20-2	651559	6122185	18-Sep-24	0.90	72 to 2	0	-296	311	-181	197	8R/8R	2.75	
SI20-3	651541	6122241	18-Sep-24	0.76	66 to 2	351	-617	634	-427	430	8R/8R	2.75	
SI20-4	651456	6122285	18-Sep-24	0.96	66 to 2	345	-832	849	88	-87	8R/8R	2.75	

VIBRATING WIRE PIEZOMETER READINGS

VW#	GPS Location (UTM 11)		Date	Serial No.	Reading (B Units)	Temp (°C)
	Easting	Northing				
VW20-1	651534	6122185	18-Sep-24	VW70917	8767.2	4.8
VW20-2A	651559	6122185	18-Sep-24	VW70911	9274.9	5
VW20-2B	651559	6122185	18-Sep-24	VW70914	8546	5.1
VW20-3A	651541	6122241	18-Sep-24	VW70912	8557.4	4.4
VW20-3B	651541	6122241	18-Sep-24	VW70916	8132.7	4.3
VW20-4A	651456	6122285	18-Sep-24	VW70913	9030.9	6.1
VW20-4B	651456	6122285	18-Sep-24	VW70915	8499.5	4.1

INSPECTOR REPORT

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N
W E
S

605
610
615
620
625
630
635
640
645

CLASS 1M RIPRAP LINED SWALE
SHALLOW BERM
TOE BERM CONSTRUCTED IN 2007
300mm Ø CSP OUTFLOW PIPE
DRAINAGE COLLECTION MANHOLE
OLD RIDGE: NC06-1 TOE ROLL (PRIOR TO REPAIRS)
150mm Ø PERFORATED SUBDRAIN PIPE
RECENT ACTIVE LANDSLIDE
EAST FLANK
LEANING TREES
POTENTIAL TOE ROLL
TENSION CRACKS 40mm-80mm WIDE, 100mm DEEP
CRACK 20mm-40mm WIDE, UP TO 400mm DROP
75mm DROP
ANCIENT TOE ROLL
20mm WIDE, NO DROP
DORMANT ANCIENT LANDSLIDE (LIDAR)
WEST FLANK
WATER PONDING
CSP OUTLET -COVERED WITH 200mm OF SEDIMENT
UTILITY CROSSING
CRACK 10mm WIDE, NO DROP
CRACK 20mm WIDE, 30mm DROP
CRACK 25mm WIDE, NO DROP
WET AREA
CRACK 50mm-70mm WIDE, NO DROP
CRACK 30mm WIDE, NO DROP
CRACK 40mm WIDE, NO DROP
CSP INLET -RUSTY, FILLED WITH DEBRIS
~10m-15m OF GUARD RAIL SHIFTED BY 70mm (UPSLOPE OF SIDESLOPE ACTIVE SLUMPING)
HWY 2:46

SI20-4/ VW20-4A/ WV20-4B 20m
SI20-3/ VW20-3A/ WV20-3B 20m
SI20-2/ VW20-2A/ WV20-2B 20m
SI20-1/ VW20-1 25m

TP05-1
TP05-2
TP05-3
TP05-4
TP05-5
TP05-6
TH05-1
TH05-2
TH05-3
TH05-4
PN#1 SI#1
PN#2 SI#2
PN#3 SI#3

LEGEND

- APPROXIMATE INSTRUMENT LOCATION (DEPTH (m))
- APPROXIMATE TEST HOLE LOCATION
- APPROXIMATE TEST PIT LOCATION
- APPROXIMATE PNEUMATIC PIEZOMETER LOCATION (INSTRUMENTS NOT READ AS PART OF CURRENT GRMP INSTRUMENTATION PROGRAM)
- APPROXIMATE SLOPE INCLINOMETER LOCATION (INSTRUMENTS NOT READ AS PART OF CURRENT GRMP INSTRUMENTATION PROGRAM)
- INSTRUMENT NON-OPERATIONAL
- MW MONITORING WELL
- SI SLOPE INCLINOMETER
- VW VIBRATING WIRE PIEZOMETER
- TH TEST HOLE
- TP TEST PIT
- PN PNEUMATIC PIEZOMETER
- ACTIVE HEADSCARP
- DORMANT SCARP CRACK
- CRACK
- GUARD RAIL
- OVERHEAD POWERLINE
- TREE LINE
- GULLY
- 620 GROUND CONTOUR

NOTES:
1. SITE FEATURES ARE APPROXIMATE
2. LIDAR PROVIDED BY ALBERTA TRANSPORTATION
3. JUNE 10, 2019 OBSERVATIONS SHOWN IN RED

0 10 20 30 40 50 60 70 m
SCALE 1:1250

Alberta

NORTH CENTRAL (ATHABASCA AND FORT MCMURRAY DISTRICTS)

NC006 HWY 2:46 MITSUE LAKE (KM 47.6) SITE PLAN SHOWING APPROXIMATE INSTRUMENT LOCATIONS

DWG No. 32122-NC006

DRAWN BY	ML
DESIGNED BY	BWN
APPROVED BY	TSA
SCALE	1:1250
DATE	JUNE 2022
FILE No.	32122

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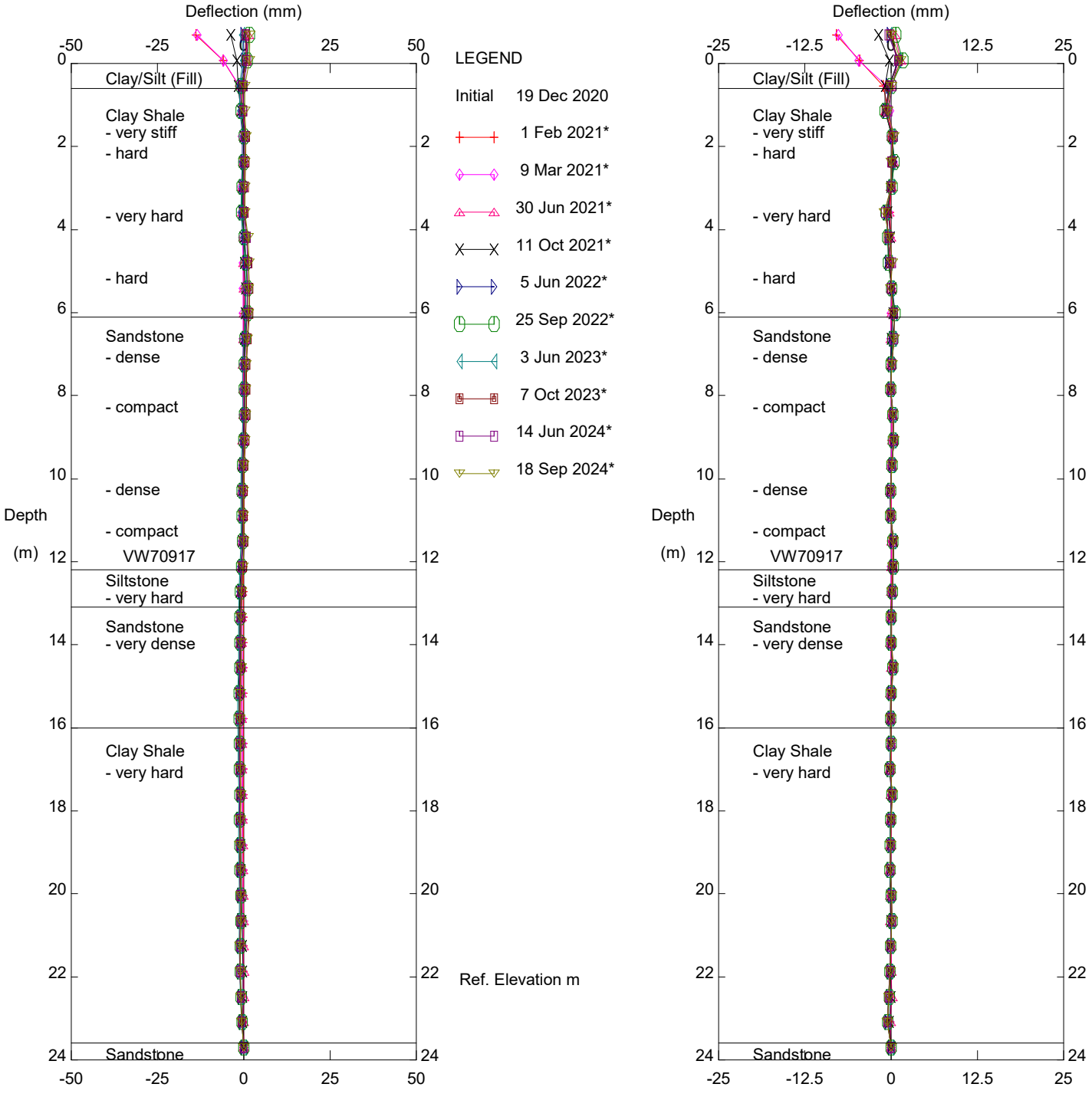

Cumulative Deflection

Direction A

Incremental Deflection

Direction A

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-1

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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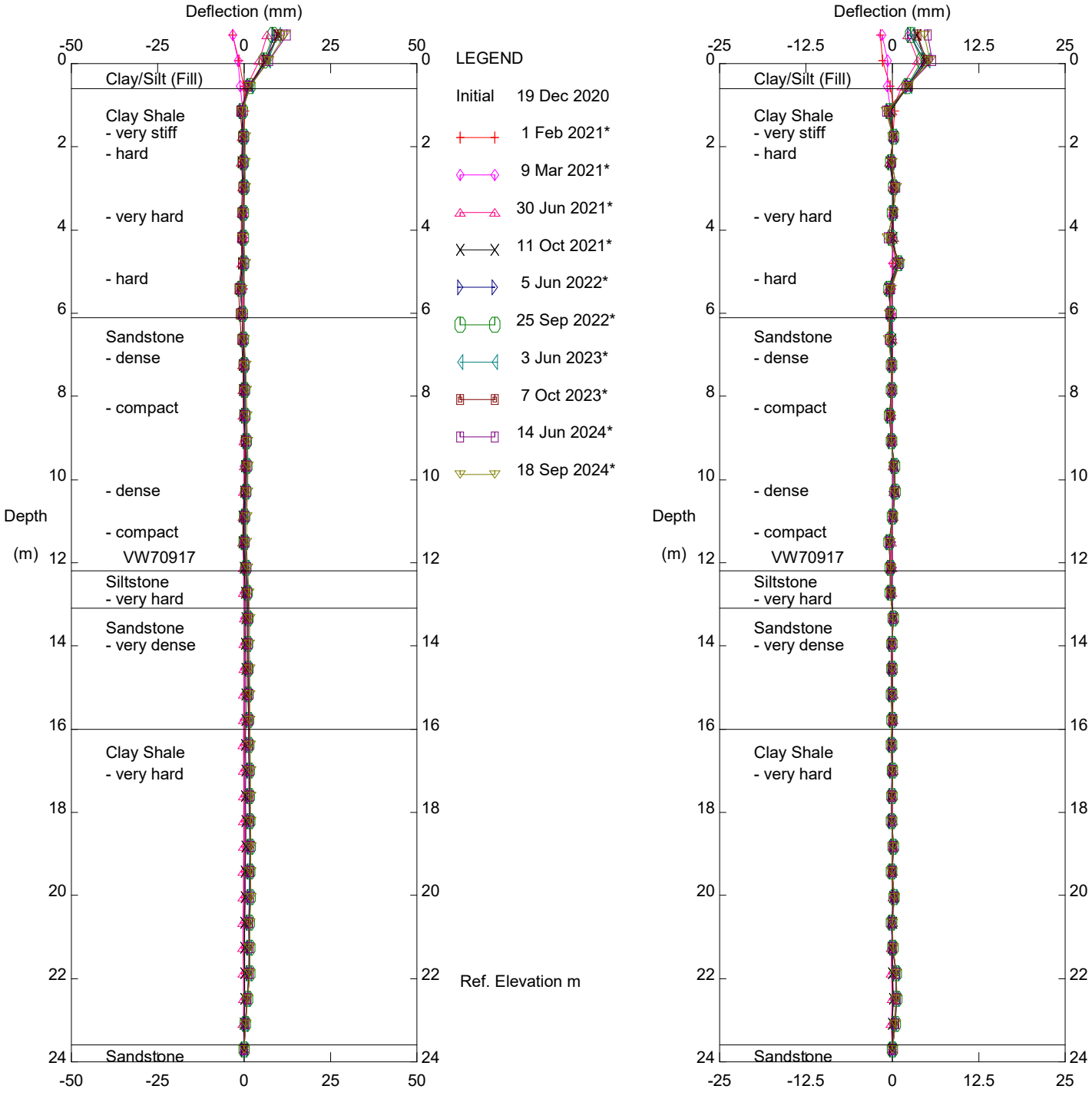

Cumulative Deflection

Direction B

Incremental Deflection

Direction B

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-1

Alberta Transportation

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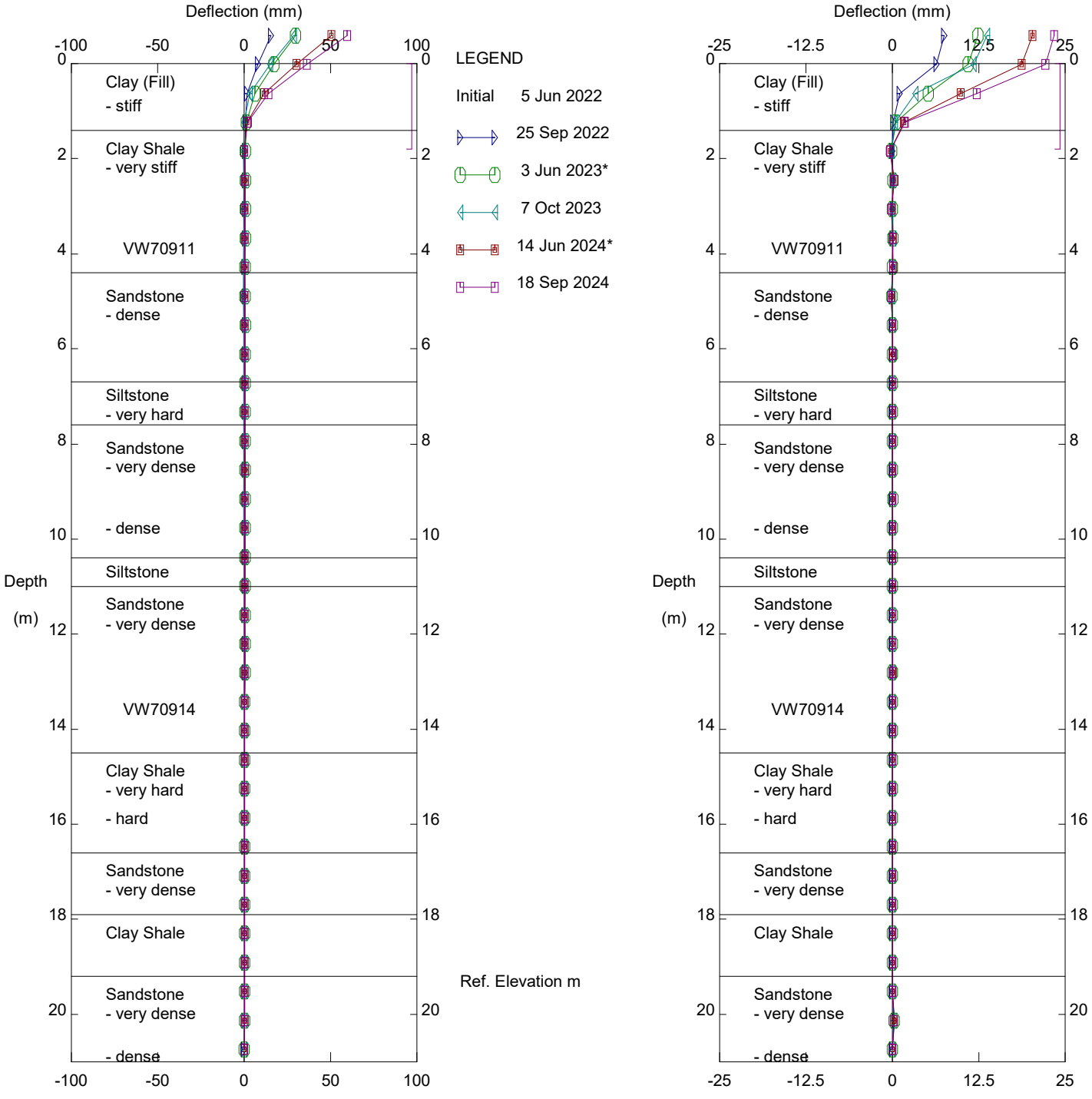

Cumulative Deflection

Direction A

Incremental Deflection

Direction A

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-2

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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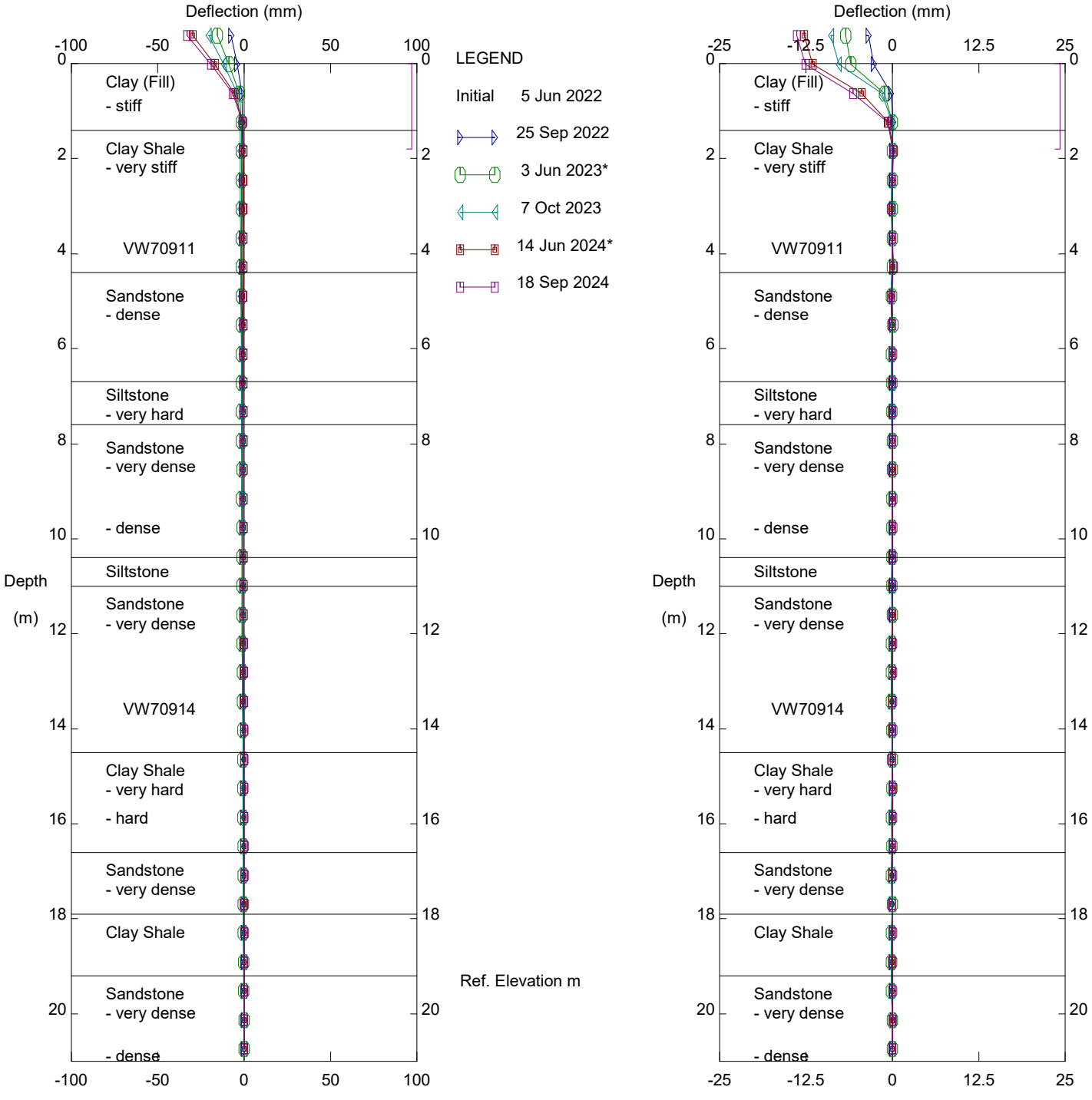

Cumulative Deflection

Direction B

Incremental Deflection

Direction B

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-2

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Sets marked * include zero shift and/or rotation corrections.

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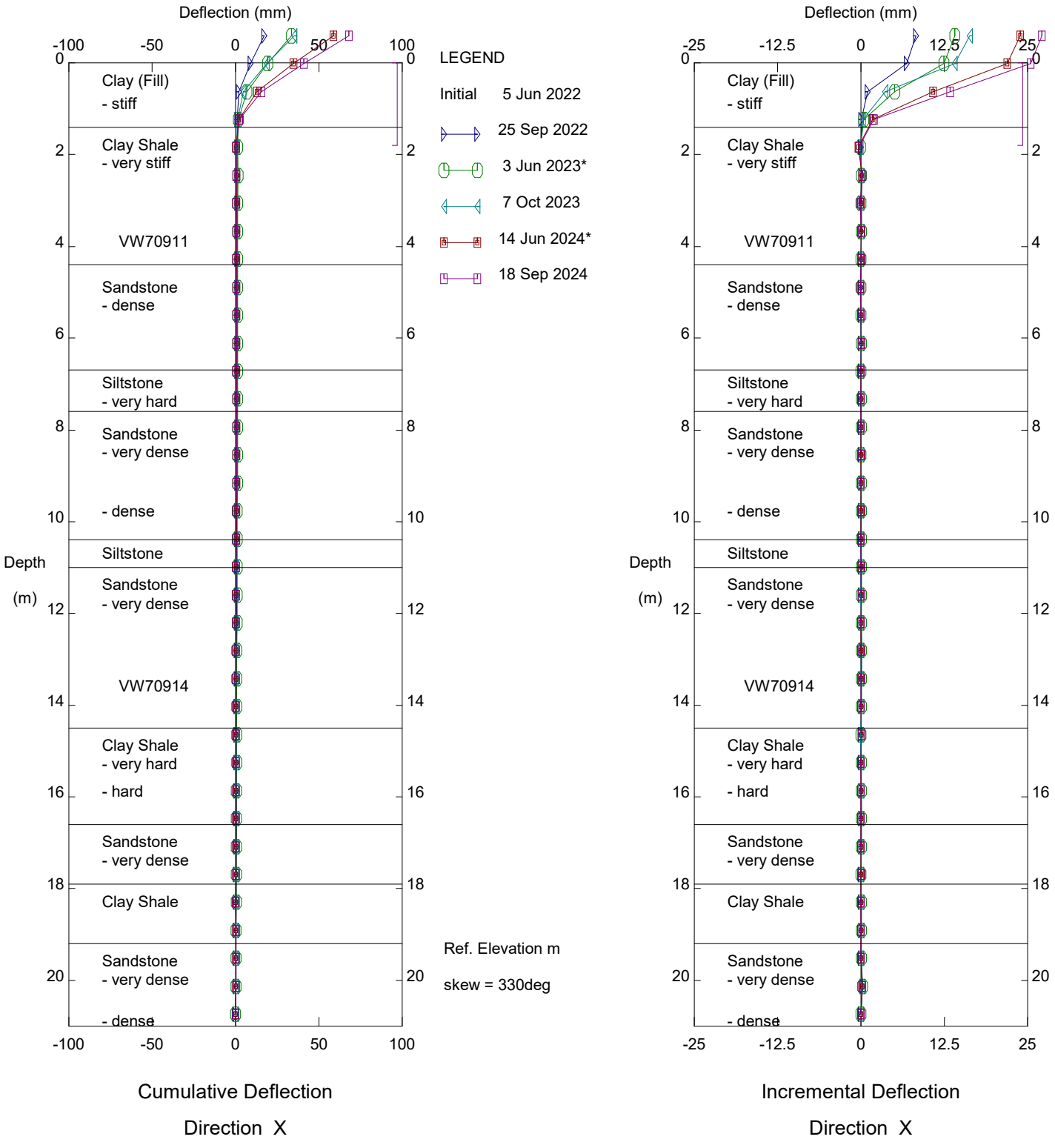

Cumulative Deflection

Direction X

Incremental Deflection

Direction X

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-2

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Sets marked * include zero shift and/or rotation corrections.

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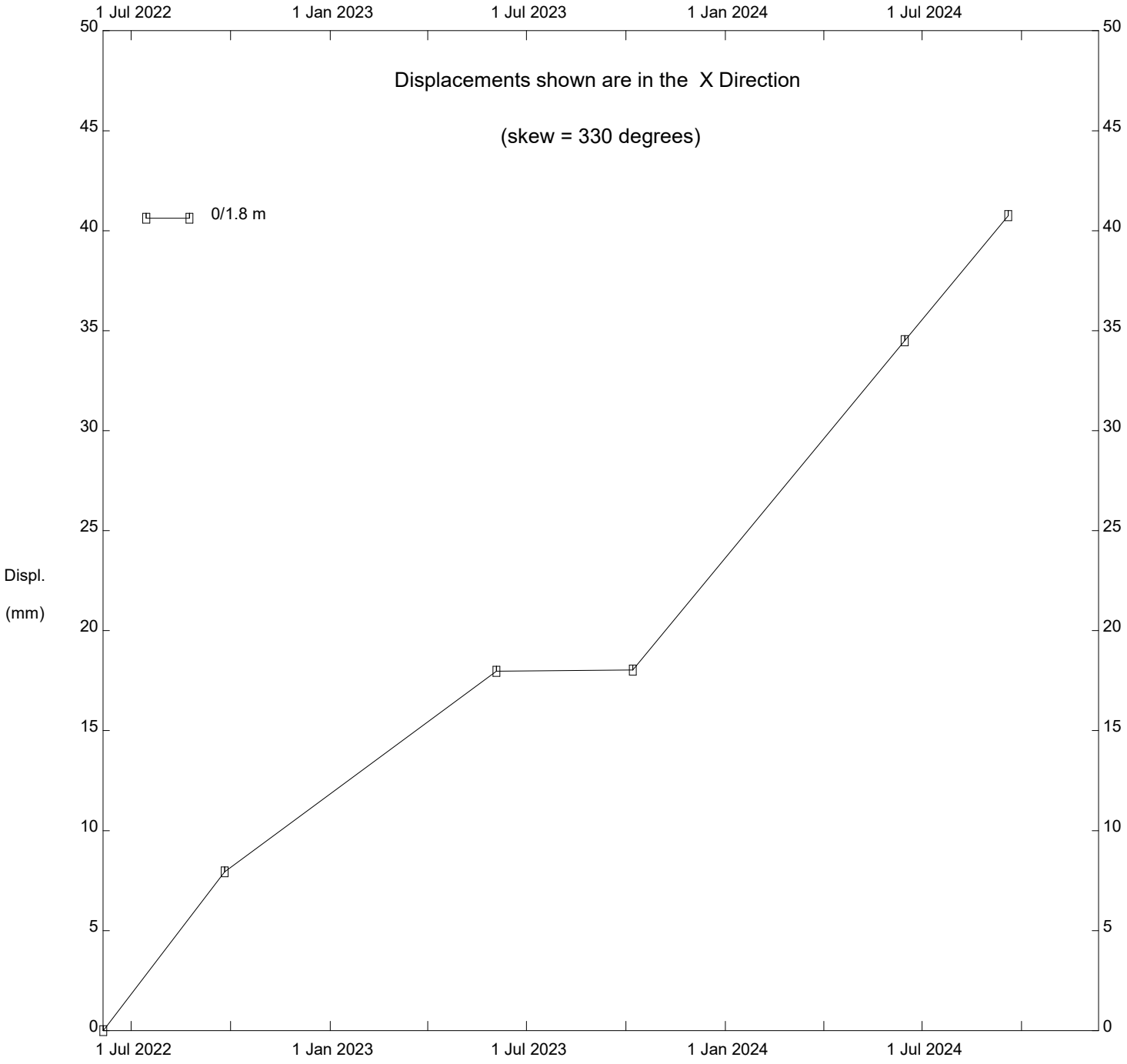

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-2

Alberta Transportation

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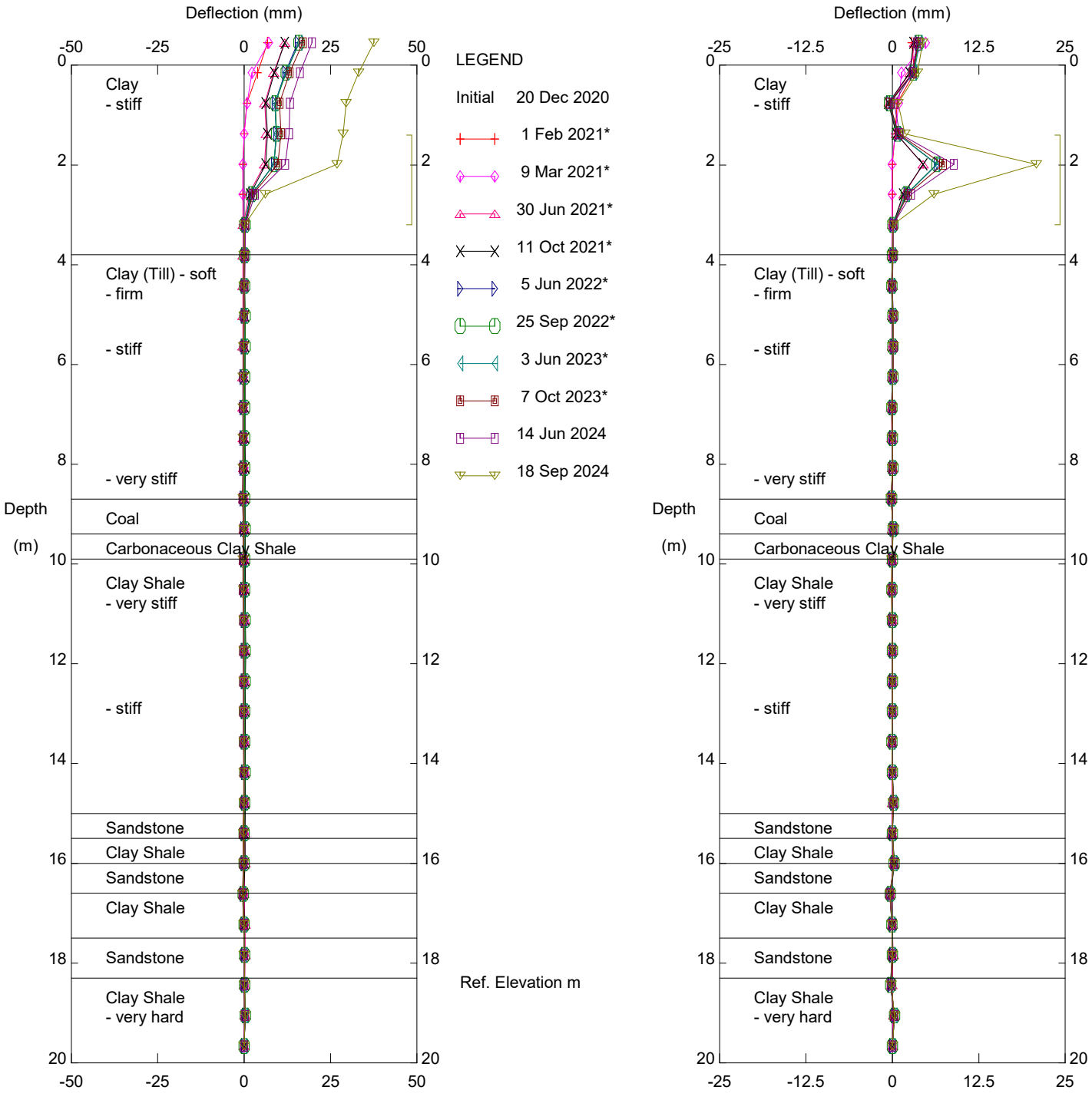

Cumulative Deflection

Direction A

Incremental Deflection

Direction A

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-3

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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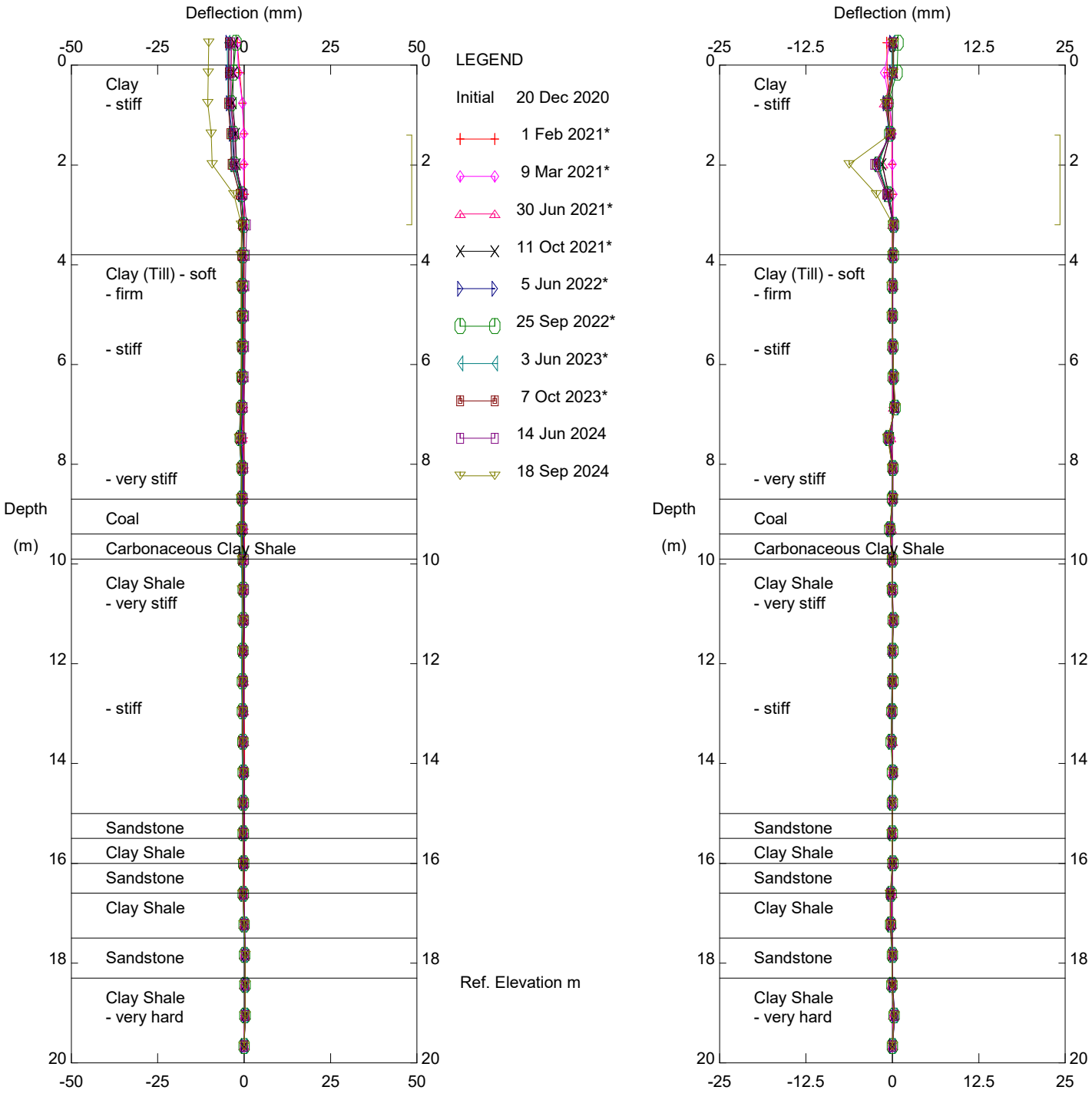

Cumulative Deflection

Direction B

Incremental Deflection

Direction B

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-3

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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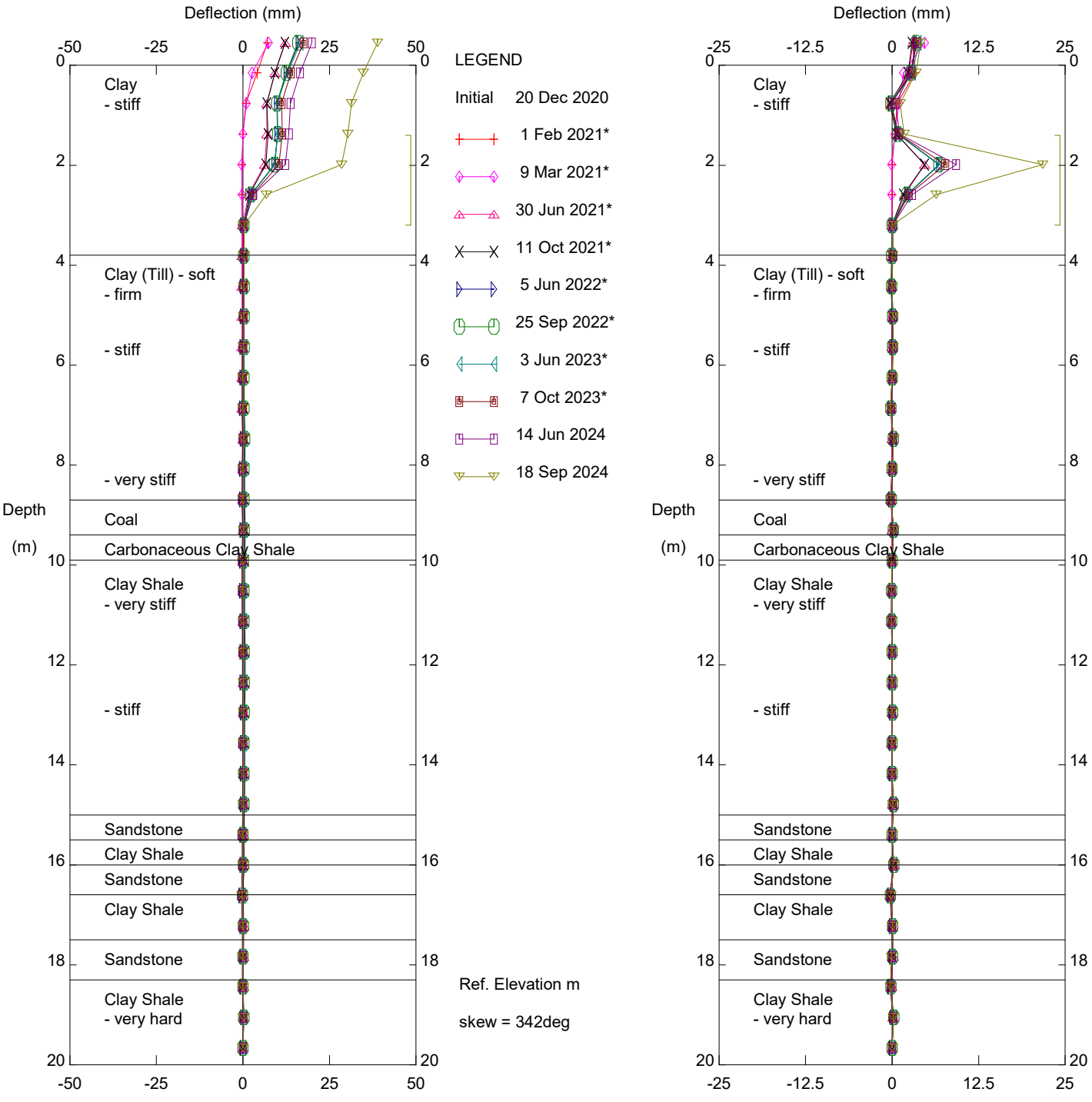
Thurber Engineering Ltd.



Cumulative Deflection

Direction X

Incremental Deflection

Direction X

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-3

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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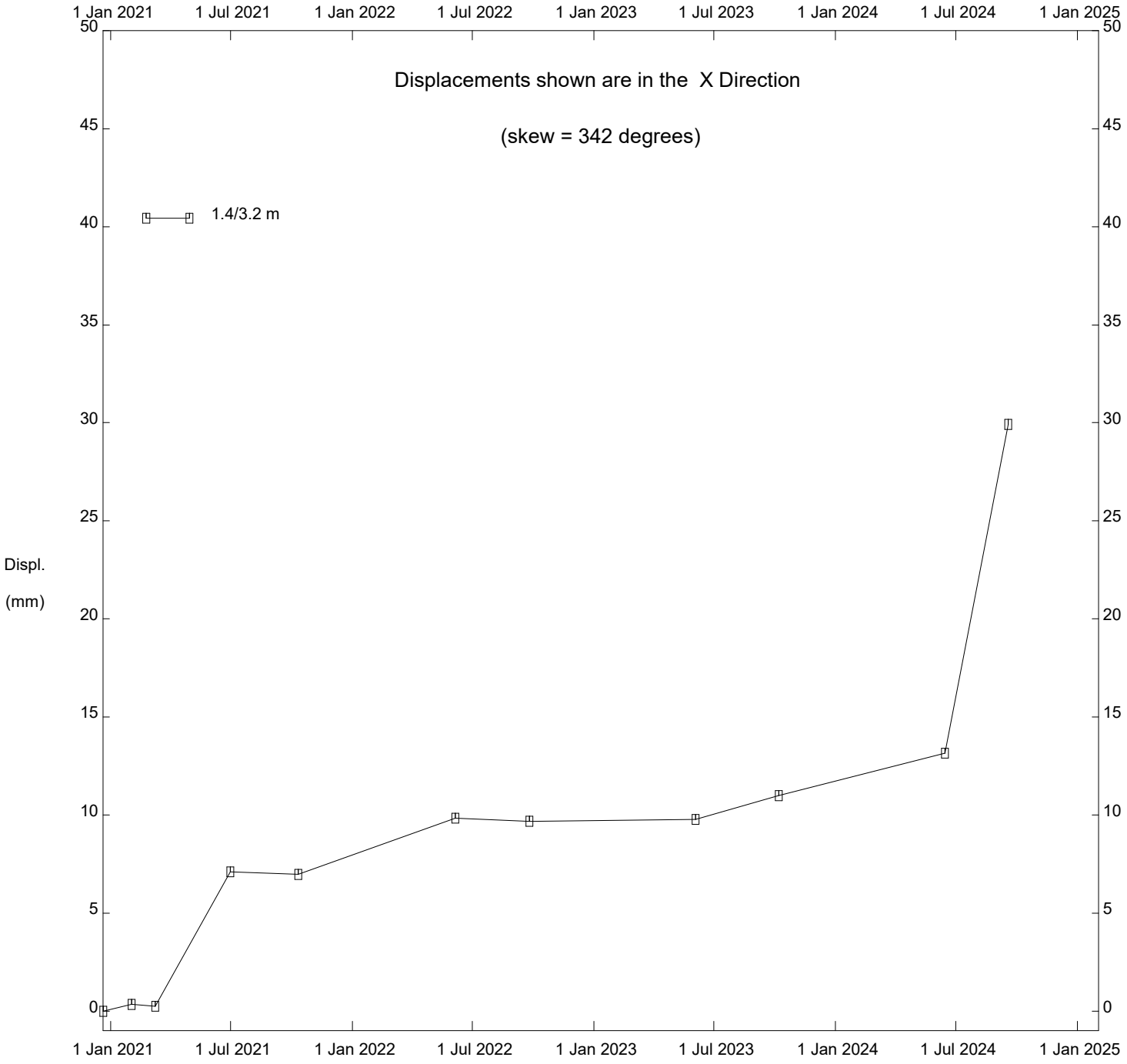
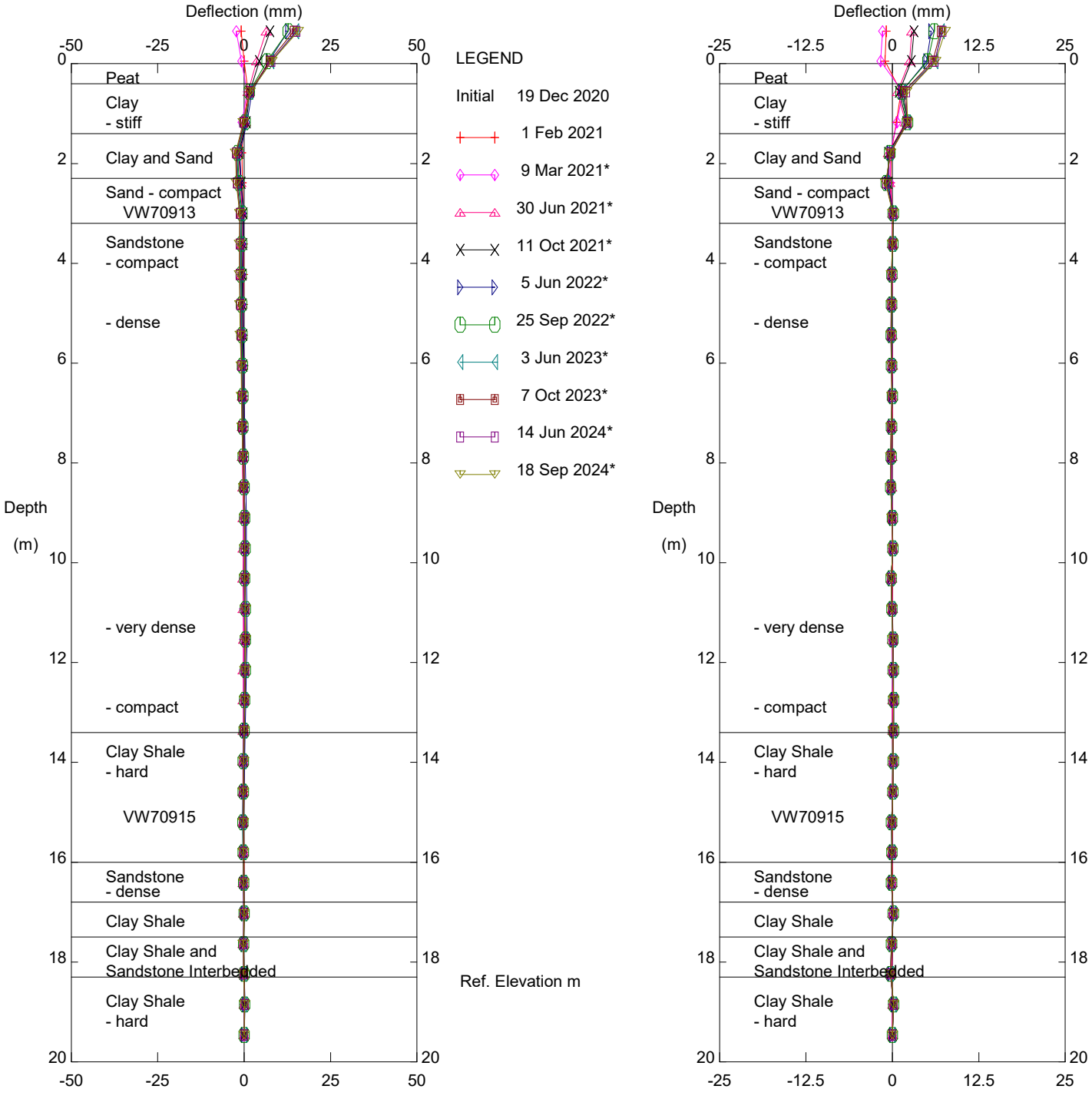
Thurber Engineering Ltd.



NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-3

Alberta Transportation

Thurber Engineering Ltd.



Cumulative Deflection

Direction A

Incremental Deflection

Direction A

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-4

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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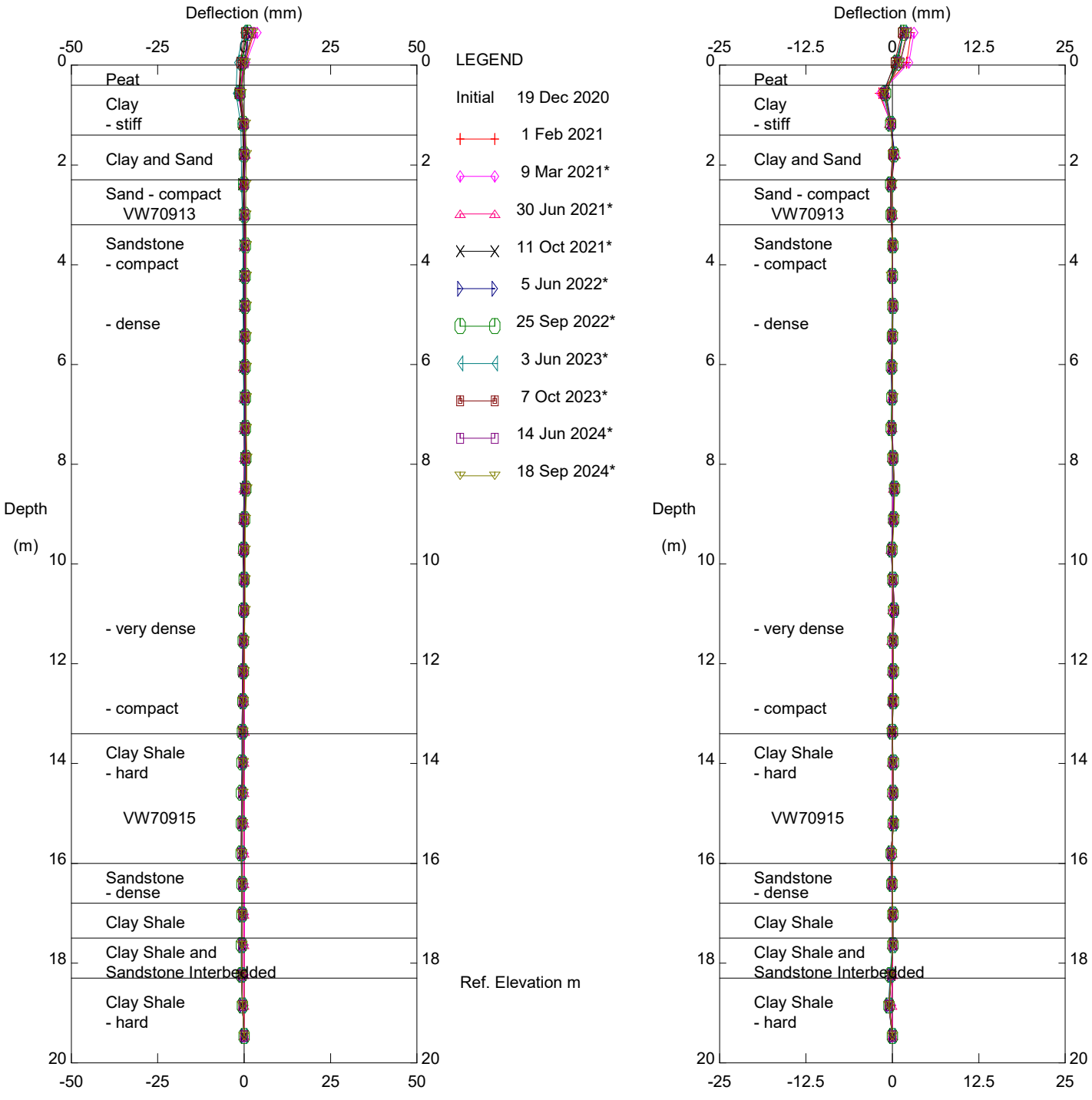
Thurber Engineering Ltd.



Cumulative Deflection

Direction B

Incremental Deflection

Direction B

NC006 - Hwy 2:46 Mitsue Lake (km 47.6), Inclinometer SI20-4

Alberta Transportation

Sets marked * include zero shift and/or rotation corrections.

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FIGURE NC006-1
HWY 2:46 MITSUE LAKE SLIDE (KM 47.6)
VIBRATING WIRE PIEZOMETER DATA

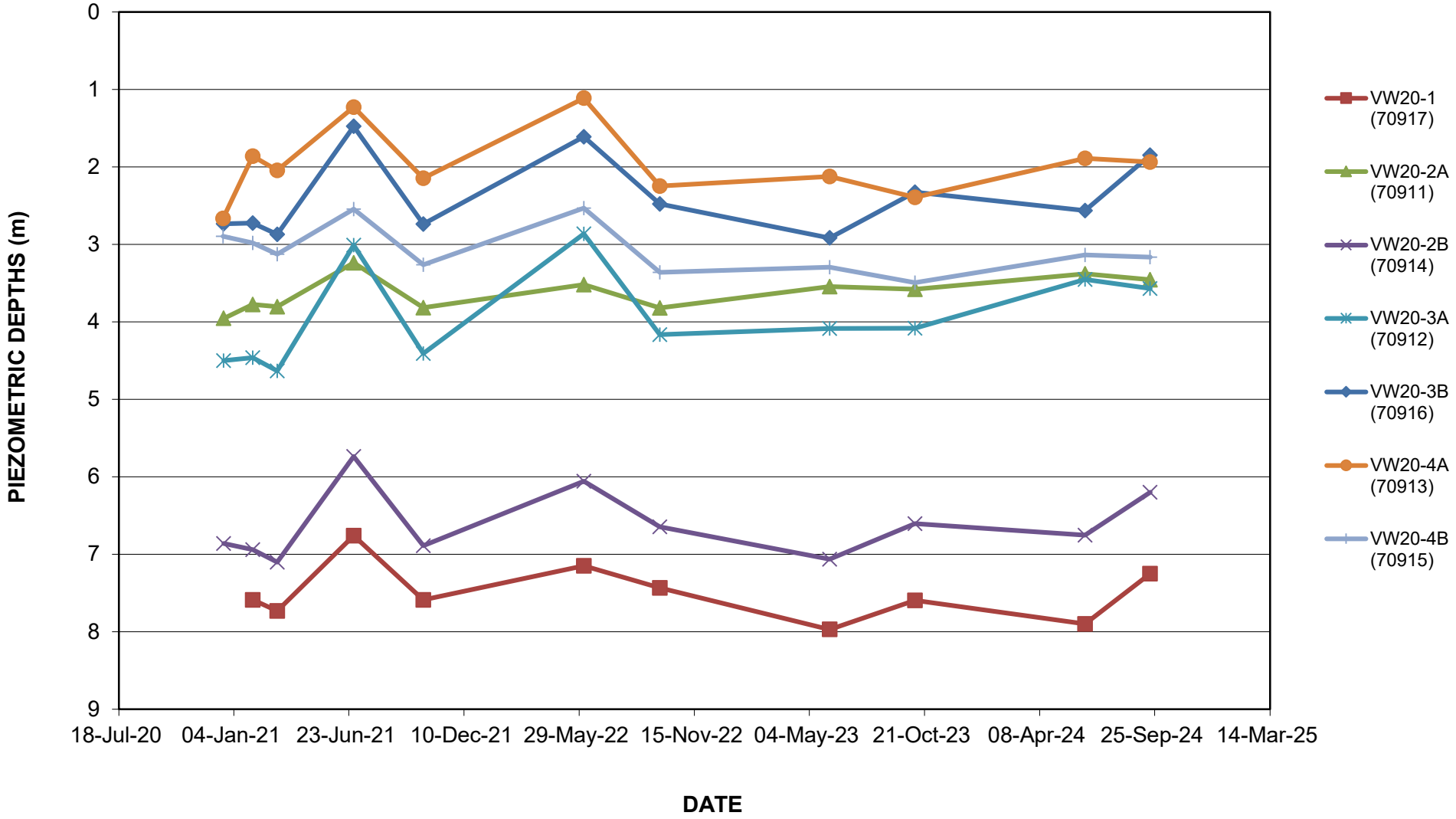

FIGURE NC006-1
HWY 2:46 MITSUE LAKE SLIDE (KM 47.6)
VIBRATING WIRE PIEZOMETER DATA