

SITE NUMBER AND NAME: C030 Slide and Erosion Site		HIGHWAY & KM: 734:12, 40.628	PREVIOUS INSPECTION DATE: June 23, 2016	INSPECTION DATE: July 9, 2019
LEGAL DESCRIPTION: SW 29-33-8-W5	NAD 83 COORDINATES: UTM Northing Easting 11 5745765 629598		RISK ASSESSMENT: PF: 1 CF: 1 TOTAL: 1	
AVERAGE ANNUAL DAILY TRAFFIC (AADT): 100 (southbound) & 60 (northbound) (Ref No. 51280)			CONTRACT MAINTENANCE AREA (CMA): 18	

SUMMARY OF SITE INSTRUMENTATION: None	INSPECTED BY: Chris Gräpel (KCB) Ryan Gazley (KCB) Rishi Adhikari (AT) Tony Penney (AT)
LAST READING DATE: n/a	

PRIMARY SITE ISSUE: Slope instability at the site was repaired in 2004. Flooding in 2005 caused significant erosion damage to the area and was repaired in September 2005.
APPROXIMATE DIMENSIONS: n/a
DATE OF ANY REMEDIAL ACTION: Maintenance of subsurface drains, culvert slope drains, drainage pipes, and slide area undertaken in fall of 2014. Drainage capacity of cross culverts increased and a rip rap armoured channel constructed to divert water away from slide area. Guardrail installed to minimize potential for motorists to drive onto slide area. Construction was completed in June 2016.

ITEM	CONDITION EXISTS		DESCRIPTION AND LOCATION	NOTICABLE CHANGE FROM LAST INSPECTION	
	YES	NO		YES	NO
Pavement Distress		X			X
Slope Movement		X			X
Erosion		X			X
Seepage		X			X
Culvert Distress		X			X

COMMENTS
Site repaired as part of the AT High Water Mitigation Works by installation of culverts upstream of slide to re-route surface water flow through an alternate route that appeared to be a historic, pre-highway drainage channel. The diameter and number of culverts constructed at this site resulted in the crossing becoming a bridge file (BF83183).
The east and west oversize slope drains were in good condition. The subsurface drainage pipes at the east location are performing adequately and were observed to be flowing during the inspection. The slope below the subsurface drainage pipes at the east location was saturated.
The ditch along the south side of the highway that feeds the west slope drain is in good condition and the synthetic ditch barriers are intact.
The four CSP culverts installed below the highway at the west end of the site appear to be in good condition. All four of these culverts were damaged during construction. The north section of the west-most culvert and the south section of the east-most culvert were removed and replaced after being damaged. The inner two culverts were left in place. The condition of the culverts does not appear to have changed since 2016. Some vegetation is growing

in the riprap armouring at the outlet and along the outlet channel.

Water was observed to be flowing through the forested area and over the river valley slope downstream of the armoured outlet channel (waypoint 879). A landslide that was observed in 2017 where the water flows over the crest of the valley slope does not appear to have worsened.

The vegetation on the site and the stockpile on the west bank is well established.

KCB recommends that the site be removed from the GRMP.