

## STONY PLAIN REGION GEOHAZARD RISK ASSESSMENT SITE INSPECTION FORM

|  |   |  |  |
|--|---|--|--|
| <b>SITE NUMBER AND NAME:</b><br>NC 23 – Landslide near Greenwood Lake Road | <b>HIGHWAY AND KM:</b><br>Hwy 39:06, km 13.08     | <b>PREVIOUS INSPECTION DATE:</b><br>June 10, 2014            | <b>INSPECTION DATE:</b><br>June 16, 2015 |
| <b>LEGAL DESCRIPTION:</b><br>NE 4-49-5-W5M                                 | <b>NAD 83 COORDINATES:</b><br>-44710 E, 5896868 N | <b>RISK ASSESSMENT:</b><br>PF: 7      CF: 4 <b>TOTAL: 28</b> |  |

|   |   |
|---|---|
| <b>SUMMARY OF SITE INSTRUMENTATION:</b><br>Slope Inclinometers: 5<br>Pneumatic Piezometers: 10 (+1 Non-functioning)<br>Standpipe Piezometers: 3   | <b>INSPECTED BY:</b><br>Matthew Weatherby, P.Eng. (Tetra Tech EBA)<br>Tony Ruban, M.Eng., P.Eng. (Tetra Tech EBA)<br>Rob Huston, P.Eng. (AT)<br>Rishi Adhikari, P.Eng. (AT) |
| <b>LAST READING DATE:</b> May 20, 2014  |   |
| <b>PRIMARY SITE ISSUE:</b> Highway situated on a large historic landslide which is failing primarily north toward Modeste Creek; the lower west flank portion continues to move which has previously caused pavement distress.  |   |
| <b>APPROXIMATE DIMENSIONS:</b> 350 m long extending to the crest of the valley slope.   |   |
| <b>DATE OF REMEDIAL ACTION:</b><br>Horizontal drainage galleries and gabion wall were installed in 2005 along Modeste Creek.<br>A westbound passing lane was constructed in 2007 which resulted in pavement cracking. Cracks have been sealed periodically.<br>French drains were installed during 2007 construction to prevent blocking seepage. |   |

| ITEM              | CONDITION EXISTS |    | DESCRIPTION AND LOCATION  | NOTICABLE CHANGE FROM LAST INSPECTION |    |
|-------------------|------------------|----|---|---------------------------------------|----|
|                   | YES              | NO |   | YES                                   | NO |
| Pavement Distress | X                |    | Pavement dip and cracking located on west flank of landslide area.  |                                       | X  |
| Slope Movement    | X                |    | Lower portion of landslide experiencing movement.   |                                       | X  |
| Erosion           |                  | X  | Rill erosion along north facing slope - reduced due to increased vegetation.                                    |                                       | X  |
|                   |                  | X  | Erosion gully at culvert outlet (km 13.1)..   | X                                     |    |
| Seepage           |                  | X  | Moisture was not observed along toe of north slope from blocked French drains. Possibly obscured by vegetation. |                                       | X  |
| Culvert Distress  | X                |    | Culvert inlet (km 13.1) above ditch causing ponding.  |                                       | X  |

**COMMENTS:**

Vegetation well established on north facing slope.  
East culvert inlet elevated above ditch causing ponding.  
Location and site plan shown on Figure NC-23.  
Site conditions shown in Photos 1 to 7.  
Risk level unchanged from 2014.

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### SITE OBSERVATIONS:

- The north facing slope was filled and re-graded during the construction of the new passing lane in 2007. Vegetation, consisting primarily of horsetails, has naturally established on the fill slope. The fill slope was not topsoiled or seeded after completion of construction.
- The highway is slightly super-elevated and drains towards the north facing slope. In the past, rainwater falling either directly onto the slope face or from runoff has caused rill erosion. There was no evidence of rill erosion observed during the recent inspection due to the established vegetation.
- A culvert located at approximate km 13.1 historically discharged onto a small armoured splash pad located at the midpoint of the north facing slope. The splash pad consisted of sparsely placed rounded to sub-rounded rip-rap extending approximately 1 to 2 m past the culvert outfall. During sustained or intense precipitation events, water drains over the splash pad onto the lightly vegetated fill which has formed a channel extending from the splash pad to the toe of the embankment. This issue was addressed in 2015 through installation of a soft revetment, scour protection mat extending from the culvert outlet to the toe of the slope. The rip-rap from the old splash pad was collected and anchored at the culvert outlet for additional energy dissipation and protection. The system appeared to be performing relatively well during the site visit.
- The km 13.1 culvert inlet is elevated above the ditch base by approximately 0.15 m. This allows surface water to pond around the culvert inlet and potentially infiltrate into the highway embankment.
- The sideslope in the vicinity of the culvert outlet at km 12.9 was observed to be locally steeper than the surrounding sideslopes, a condition noted in previous inspections. There appears to be some disturbance near the bottom of the sideslope above the culvert outlet. It is unclear at this time what has caused the disturbance. The disturbance appears unchanged from recent inspections.
- Seepage areas identified in previous inspections were not visible during the recent site inspection. The seepage areas were first identified during a call-out in 2008 and were attributed to horizontal drains which had been buried during the construction of the passing lane. The seepage areas are likely obscured by the sideslope vegetation.
- The horizontal drainage galleries located at the toe of the embankment near Modeste Creek were inspected. The east gallery was opened and zero of the nine drainage pipes were observed to be flowing. The west gallery was opened and two of the nine drainage pipes was observed to be flowing.
- The gabion basket structure that supports and armors the drainage gallery discharge was in relatively good condition aside from minor basket bulging. As noted in previous inspections, some minor erosion from surface water flow was noted on the west flank of the structure. The culvert installed through the gabion basket was conveying water from the drainage galleries to Modeste Creek.

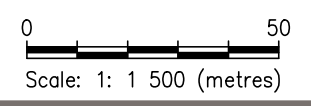
**RECOMMENDATIONS:**


- The existing landslide should continue to be monitored through instrumentation and annual inspections.
- The south inlet of the culvert at km 13.1 is too high. Re-grading, consisting of minor fill placement into the ditch at the inlet, should be implemented to permit drainage into the culvert and prevent ponding. Rip-rap armoring at the inlet should be salvaged and replaced upon completion of grading.
- The sideslope in the vicinity of the culvert outlet at km 12.9 should be flattened and the culvert extended to maintain the original sideslope and minimize the potential for reactivation of the historic movements on this flank of the slide. The disturbance previously observed along the sideslope above the culvert should be monitored carefully.
- All drains beneath the passing lane fill should be exposed to ensure they are operating adequately. They should be extended and backfilled with free drainage gravel. A proposal has been submitted to AT for this work (File No. PE12101119, dated May 13, 2009). This proposal also includes steam cleaning of the horizontal drains to improve drainage of ponding water and groundwater from upslope to the drainage galleries located at the toe of the embankment near Modeste Creek. Tetra Tech EBA can provide an updated proposal if required.
- The silt fence at the toe of the north facing slope can be removed as vegetation has been established.
- Erosion occurring at the west flank of the gabion structure adjacent to the drainage galleries should be repaired. It is understood that AT is currently initiating a program to address this item.



Q:\Edmonton\Drafting\PROJECTS\E12103001\02\Report\Components\Autocad\E12103001\_002\_FIG\_NC-23.dwg [FIGURE NC-23] August 09, 2012 - 3:36:42 pm (BY: KIROS, TIGIST)

**LEGEND:**  
 ● - INSTRUMENT LOCATION  
 ■ - INSTRUMENT LOCATION - DESTROYED  
 SI - SLOPE INCLINOMETER  
 PN - PNEUMATIC PIEZOMETER  
 SP - STANDPIPE PIEZOMETER



|   |   |              |          |  |                     |
|---|---|--------------|----------|--|---------------------|
| CLIENT<br><b>Government of Alberta</b><br>Transportation<br> | <b>NORTH CENTRAL (STONY PLAIN)</b><br><b>GEOHAZARD RISK MANAGEMENT PLAN</b><br><b>NC-23 GREENWOOD LAKE ROAD, AB</b> |              |          |  | <b>Figure NC-23</b> |
|   | <b>SITE PLAN</b>  |              |          |  |                     |
| PROJECT NO.<br>E12103001.002  | DWN<br>TK   | CKD<br>MW/SC | REV<br>0 |  |                     |
| OFFICE<br>EDM   | DATE<br>August 2012   |              |          |  |                     |





**Photo 1:** Recently installed erosion and sediment control at outlet of east culvert



**Photo 2:** West drainage gallery – two of nine running



**Photo 3:** East drainage gallery – zero of nine running





**Photo 4:** Erosion and deformation of gabion baskets along riverbank at toe of slope



**Photo 5:** Ponding water at west culvert outlet





**Photo 6:** Erosion and sediment control installed along drainage path immediately west of the site



**Photo 7:** West culvert inlet protection well vegetated