

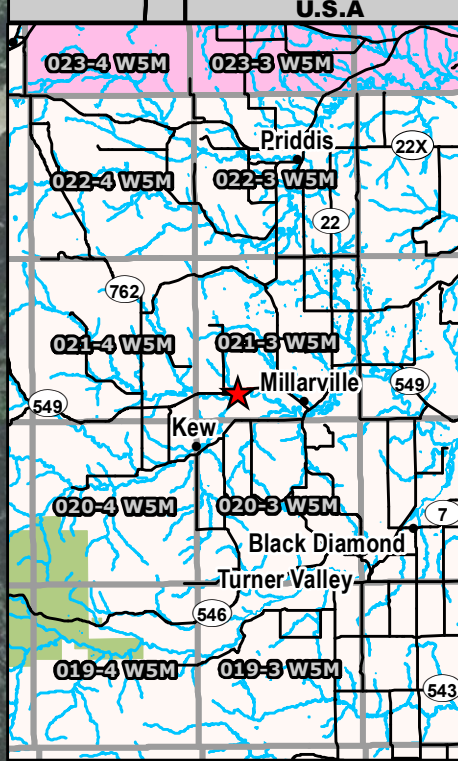
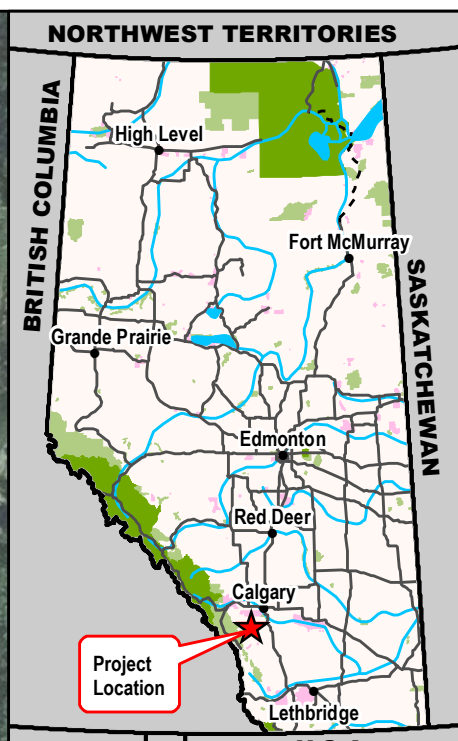
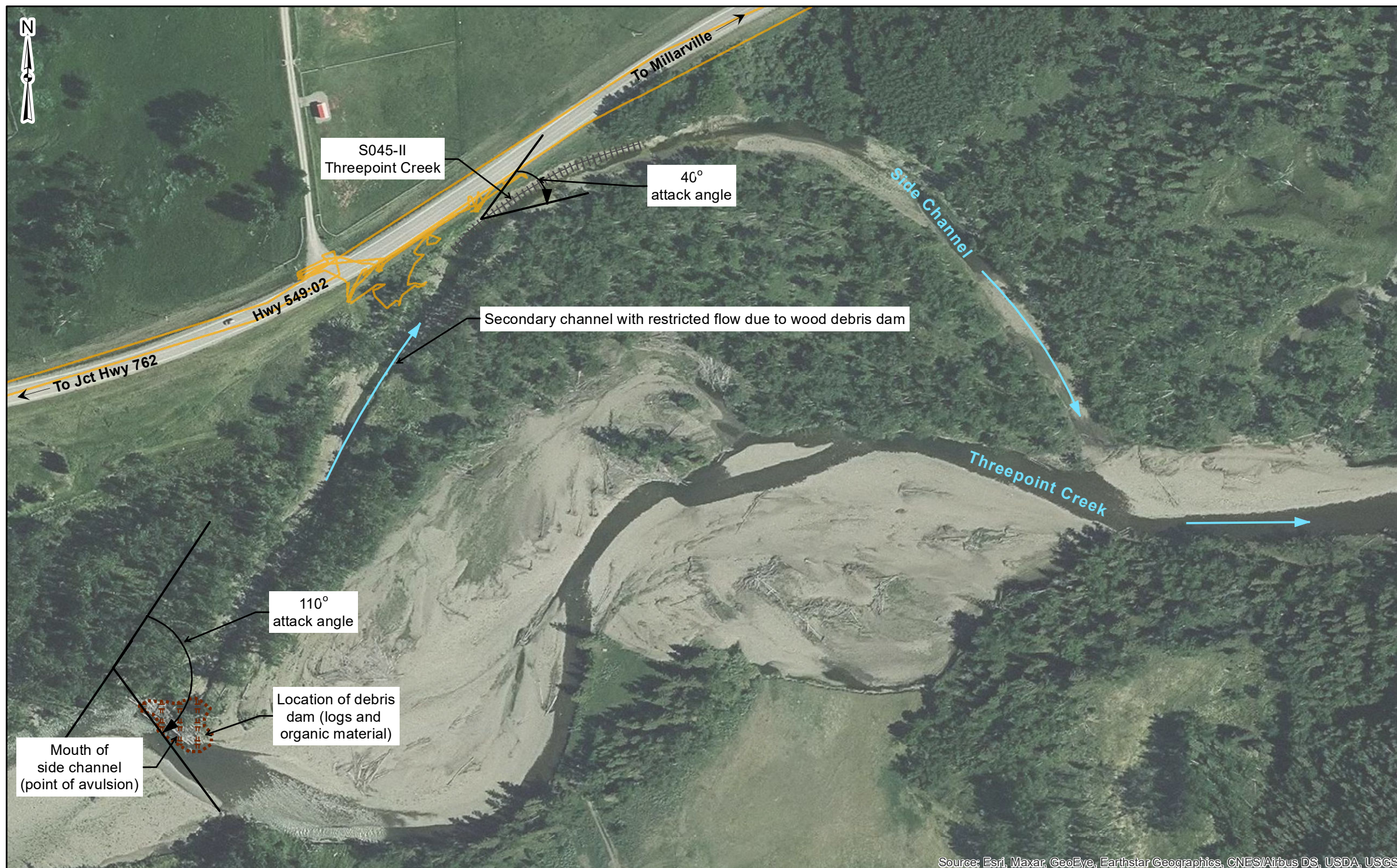
SITE NUMBER AND NAME: <b>S045-II Threepoint Creek</b>		HIGHWAY & KM: 549:02, 12.315	PREVIOUS INSPECTION DATE: May 6, 2019	INSPECTION DATE: <b>June 8, 2020</b>
LEGAL DESCRIPTION: 02-08-021-03 W5M	NAD 83 COORDINATES: UTM Northing Easting 11 5626611 684647		RISK ASSESSMENT: PF: 7 CF: 4 TOTAL: 28	
AVERAGE ANNUAL DAILY TRAFFIC (AADT): 760 (east), (Ref. No. 65170)			CONTRACTOR MAINTENANCE AREA (CMA): 27	

SUMMARY OF SITE INSTRUMENTATION:  None  LAST READING DATE: N/A	INSPECTED BY: Chris Morgan (KCB) Margot Lederman (KCB) Alex Frotten (AT) Roger Skirrow (AT)
PRIMARY SITE ISSUE: Erosion on the outside of a creek bend. The crest of the side channel erosion scarp is approximately 7 m from the edge of the pavement.	
APPROXIMATE DIMENSIONS: Approximately 80 m length of highway, erosion scarp approximately 8 m in height, sloped approximately 0.5H:1V.	
DATE OF ANY REMEDIAL ACTION: None.	

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
The side channel adjacent to Site II was blocked by a wood debris dam deposited in June 2013. The debris dam restricts flow in the side channel, however the 2020 site visit observed an increased volume of channel flow when compared to 2019, suggesting that the debris dam is starting to decay and break down.
2020 observations also noted that the creek has started outflanking the debris dam on the upstream side.
No change in condition of the erosion scarp was observed in 2020. Increasing flow in the side channel may lead to reactivation of earth slope toe erosion.
The fence at the top of the eroded slope has been undermined and 5 posts have fallen over.
An oil pipeline is present, located between highway and the side channel and running parallel to the highway.
A tension crack appeared to be forming in the embankment side slope, approximately 1.8 m upslope of the existing bank erosion crest.

Repair design is underway to protect the bank from further erosion, that will likely include bank reconstruction and riprap placement. In the short-term, HTCB should be installed to minimize potential for motorists going over the steep erosion scarp.



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

- Legend**
- GPS Track (June 8, 2020)
  - Flow Direction
  - ||||| Bank Erosion
  - ▣ Debris Dam (accumulated during 2013 floods)



NOTES: 1. HORIZONTAL DATUM: NAD83 2. GRID ZONE: UTM Zone 11N 3. IMAGE SOURCE: World Imagery from ESRI ArcGIS Online. Source date January 2015	CLIENT 	PROJECT SOUTHERN REGION GEOHAZARD RISK MANAGEMENT PROGRAM
		TITLE Site Plan S045-II - Threepoint Creek H549:02, km 12.315
SCALE 1:2,000	PROJECT No. A05115A03	FIG No. 1

Time: 16:43:51 PM  
 Date: December 04, 2020  
 File: Z:\AEDM\A05115A03\ABT Southern Region GRMP\400 Drawings\2020\2. Section BIM\XDS\045\_2\_201204.mxd

**Photo 1** Highway slope above area of toe erosion on secondary channel S045-II. Photo was taken facing northeast on June 8, 2020.



**Photo 2** Highway slope above area of toe erosion on secondary channel S045-II. Photo was taken facing southwest on June 8, 2020.



**Photo 3** Erosion scarp on outside of secondary channel. Photo was taken facing northeast on June 8, 2020.



**Photo 4** View from erosion site along the side channel towards the wood debris dam. Photo was taken facing southwest on June 8, 2020.

