



**SOUTHERN REGION GRMP
SITE INSPECTION FORM**



SITE NUMBER AND NAME: S042-I Spray Lakes Rockfall Barrier		HIGHWAY & KM: 25291:02, 30.434	PREVIOUS INSPECTION DATE: May 8, 2023	INSPECTION DATE: May 27, 2024
LEGAL DESCRIPTION: SW-25-024-11 M5	NAD 83 COORDINATES: UTM Northing Easting 11 5658604 611006		RISK ASSESMENT: Small rockfall: PF: 13 CF: 4 TOTAL: 52 Large rockfall: PF: 7 CF: 7 TOTAL: 49	
AVERAGE ANNUAL DAILY TRAFFIC (AADT): 980 (west) & 1840 (east) (Reference No. 70000698)			CONTRACTOR MAINTENANCE AREA (CMA): 28	

SUMMARY OF SITE INSTRUMENTATION: There is no instrumentation at the S042 site. LAST READING DATE: N/A	INSPECTED BY: Chris Grapel (KCB) Peter Roy (KCB) Renato Macciotta (U of A) Kristen Tappenden (TEC) Alex Frotten (TEC) Syed Siddique (TEC)
PRIMARY SITE ISSUE: Rockfall from steep, high rock slope, large rockfall in 2013, dilated rock mass, active processes. Large rockfalls are defined as generally greater than 15 m ³ in size.	
APPROXIMATE DIMENSIONS: Slope height at Site I is approximately 125 m on the north side and 155 m on the south side.	
DATE OF ANY REMEDIAL ACTION: Fencing installed at S042-I between 2016 and 2017 inspections. Material behind the fence appears to be regularly cleared out by TransAlta Generation Partnership (TransAlta).	

ITEM	CONDITION EXISTS		DESCRIPTION AND LOCATION	NOTICABLE CHANGE FROM LAST INSPECTION	
	YES	NO		YES	NO
Pavement Distress		X	N/A – gravel road		X
Slope Movement		X	Previously fallen rocks (small and large) are visible and have been pushed off the roadway.		X
Erosion		X	Differential weathering, freeze thaw, ice jacking, and seepage eroding rock mass.		X
Seepage		X	Evidence of seepage out of cracks and below the overhang.		X
Culvert Distress		X	N/A – none observed		X
Rockfall	X		Mainly single rockfalls and ongoing raveling. Possible signs of rock mass failures above the narrowest section of road, and at the north end of S042-I.		X

COMMENTS
Smaller rockfalls may be triggered by precipitation and ice jacking during thawing trend (late winter). Small rockfalls are also caused by rock climbers or wildlife as observed one or two times in the in the field during monitoring work. Climbers dislodged rocks from the talus, but did not make their way to the road.
Large rock mass falls are possible (including areas with visible disaggregated rock at the north end of S042-I). Rockfalls are potentially triggered by deep seated water build up in cracks and ice damming during freezing trend (early winter).
S042-I: <ul style="list-style-type: none"> The rock slope is the site of several climbing routes. Alberta Environment and Parks (AEP) are currently building an improved parking area for cars and buses at the north limit of the site in addition to various park improvements along the Smith Dorien Trail. The additional traffic and exposure to rockfall needs to

be considered.

- On May 6, 2019, a rockfall event with a total volume estimated to be between 0.3 m³ and 0.5 m³ was reported to AT. Small rockfalls appear to be ongoing since fresh unweathered rockfall debris with sharp edges were observed in the ditch, indicating recent detachment from the slope.
- There were no significant changes to the rock slope between the 2023 and 2024 inspections. From the change detection work completed, 1 relatively large rockfall occurred between 2021 and 2022, where approximately 2 m³ fell from the south slope. It is unclear if that material reached the road or was retained on the talus slope.

S042-II (not visited in 2024):

- Work on this site is not included in KCB's work scope for repair/mitigation design.

Remedial Actions:

- A LiDAR/radar survey should continue to be done every 1-2 years (as part of the KCB-TEC-U of A research project) to monitor the location and frequency of rockfalls, as well as any potential continued dilation of larger volumes of rock. The rock fence should be cleared and the fence mesh repair. Regular maintenance should be completed. Additional road signage is recommended to warn road users of risk of fallen rocks on highway.
- KCB submitted a design report to TEC in March 2021. Repair options include installation of a rockfall fence, rock slope scaling, installation of a mesh attenuation curtain, and ongoing monitoring. At the closest point, the powerline appears to be 3 m to 5 m away from the rock slope, which could restrict drape mesh placement locations.
- The rockfall hazard mitigations construction is tentatively scheduled for 2025.

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<p>Peter Roy, P.Eng. Civil Engineer</p>	
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Photo 1 Source area for rockfall, north of the highway. Photo taken May 27, 2024, facing northwest.



Photo 2 Rock slope north of the highway. Photo taken May 27, 2024, facing west.

