



November 17, 2011

FOUNDATION INVESTIGATION AND DESIGN REPORT

HIGHWAY 11 NBL CULVERT REPLACEMENT AT STATION 11+873
TOWNSHIP OF NORTH HIMSWORTH, ONTARIO
MINISTRY OF TRANSPORTATION, ONTARIO
GWP 5416-06-00

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REPORT





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PART A

FOUNDATION INVESTIGATION REPORT

HIGHWAY 11 NBL CULVERT REPLACEMENT AT STATION 11+873

TOWNSHIP OF NORTH HIMSWORTH, ONTARIO

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FOUNDATION REPORT - HIGHWAY 11 NBL STA 11+873 CULVERT REPLACEMENT

1.0 INTRODUCTION

Golder Associates Ltd. (Golder) has been retained by URS Canada Inc. (URS) on behalf of Ministry of Transportation, Ontario (MTO) to provide foundation engineering services for the proposed rehabilitation of the Highway 11 Northbound Lanes (NBL), including the culvert replacement at Station 11+873. This project is part of the detail design for the rehabilitation of Highway 11 Northbound Lanes (NBL) and Southbound Lanes (SBL) from 1.5 km south of Highway 534, northerly 3.5 km and NBL only from 2.0 km north of Highway 534 northerly 9.5 km to 1.5 km south of Highway 654 in the Township of North Himsforth. The general location of this section of the Highway 11 alignment is shown on the Key Plan on Drawing 1 following the text of this report.

The terms of reference and scope of work for the foundation investigation are outlined in MTO's Request for Proposal dated July 23, 2009. Golder's proposal (P9-1191-0042, dated August 14, 2009) for foundation engineering services associated with the rehabilitation/replacement of culverts is contained in Section 6.8 of URS's Technical Proposal that forms part of the Consultant's Agreement (Purchase Order Number 5008-E-0061) for this project. The work was carried out in accordance with Golder's Supplemental Specialty Quality Control Plan for this project dated August 17, 2010.

This report addresses the investigation carried out for the replacement of the culvert on Highway 11 NBL at Station 11+873 only. Separate reports will be submitted detailing the foundation investigations for other culverts for this project, as well as for the wildlife crossing. The drawing for the culvert alignment was provided to Golder by URS on June 4, 2010 and cross-sections showing invert information were provided on August 25, 2010.

Based on the information from URS, the culvert at Station 11+873 will be concrete and will have an opening of about 1.2 m. The inverts at the west and east ends of the culvert will be Elevation 259.3 m and 259.2 m, respectively. The embankment in the culvert area is about 2.5 m high and we understand that neither a grade raise nor embankment widening are required at this culvert location.

The purpose of this investigation is to establish the subsurface conditions at the location of the proposed culvert replacement by borehole drilling, in situ testing and laboratory testing on selected samples.

The culvert alignment was located in the field by Golder relative to stakes installed by Callon Dietz Inc. (Callon Dietz), a professional surveying company retained by URS, and referencing plan drawings provided by URS. The investigated area is shown in plan on Drawing 1 following the text of this report.

2.0 SITE DESCRIPTION

The replacement culvert will be located on the same alignment as the existing culvert in the Township of North Himsforth on Highway 11 approximately 700 m north of Hills Siding Road. In general, the topography in the area of the overall project limits is flat with numerous bedrock outcrops separated by swamps in low-lying areas or creeks.

The Preliminary Design Report (PDR) dated July 2009 indicates that the existing culvert at Station 11+873 is a 24 m long 910 mm concrete box culvert and that the condition of the culvert is poor to fair.

The ground surface of the shoulder of the embankment is at Elevation 262 m and the creek water surface at the time of the investigation was about Elevation 259.6 m.



3.0 INVESTIGATION PROCEDURES

The fieldwork for the investigation associated with culvert replacement at Station 11+873 was carried out on May 4, 6, and 17 2010, during which time a total of four (4) Boreholes (BH09-02, BH09-04, BH09-15 and BH09-16) and four (4) Dynamic Cone Penetration Tests (DCPTs) were advanced at the culvert location. The field investigation was carried out using a Track Mounted D-50 supplied and operated by Walker Drilling Ltd., of Utopia, Ontario. The location of the boreholes is shown on Drawing 1 following the text of this report.

The boreholes were advanced through the overburden using 108 mm inside diameter hollow-stem augers. Soil samples were obtained continuously or at intervals of depth of about 0.75 m and 1.5 m, using a 50 mm outer diameter (O.D.) split-spoon sampler, performed in accordance with Standard Penetration Test (SPT) procedures (ASTM D1586-08a). The DCPTs were adjacent about 1 m north or south of each borehole to determine the depth to refusal. Samples of the bedrock were obtained using an 'NQ' size rock core barrel in one of the boreholes. All boreholes were backfilled with bentonite upon completion in accordance with Ontario Regulation 903 (as amended by Ontario Regulation 372).

The boreholes were advanced to depths ranging between 3.0 m and 5.5 m below existing ground surface. Three of the boreholes/DCPTs were terminated on refusal to further split-spoon and/or auger/casing advancement, or cone penetration. These depths to refusal do not confirm bedrock surface elevations, but may be inferred to indicate potential proximity to the bedrock surface.

The groundwater conditions and water levels in the open boreholes were observed during the drilling operations and are described on the Record of Borehole sheets in Appendix A. It should be noted that groundwater elevations as encountered in the boreholes may not be representative of static groundwater levels since the groundwater levels in the boreholes may not have stabilized on completion of drilling. Furthermore, groundwater elevations will vary depending on seasonal fluctuations, precipitation and local soil permeability.

The fieldwork was supervised throughout by a member of our technical staff, who located the boreholes, arranged for the clearance of underground services, observed the drilling, sampling and in situ testing operations, logged the boreholes, and examined and cared for the soil samples. The samples were identified in the field, placed in appropriate containers, labelled and transported to our Sudbury geotechnical laboratory where the samples underwent further visual examination and laboratory testing. All of the laboratory tests were carried out to MTO and/or ASTM Standards, as appropriate. Classification testing (water content and grain size distribution) was carried out on selected soil samples. The results of the laboratory testing are included in Appendix B.

A sample of the creek water was obtained during the field investigation using appropriate sampling protocols and submitted to a specialist analytical laboratory under chain of custody procedures for testing for a suite of parameters. The results of the analytical testing are summarized in Table B-1 in Appendix B.

Survey stakes were installed near the NBL embankment east toe by Callon Dietz prior to drilling. The as-drilled borehole locations, in stations and offsets, were measured in reference to the stakes and were subsequently converted into MTM NAD 83 coordinates in AutoCAD. Borehole elevations were surveyed by a member of our technical staff in reference to the ground surface elevations at the horizontal control points along Highway 11. The borehole locations shown on Drawing 1 are positioned relative to MTM NAD 83 northing and easting coordinates and the ground surface elevations are referenced to Geodetic datum.



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The as-drilled borehole locations, ground surface elevations at the drilled locations and borehole depths are summarized below.

Borehole	Location (m)		Ground Surface Elevation (m)	Borehole Depth (m)
	Northing	Easting		
09-02	5112418.1	315682.5	262.1	5.5
09-04	5112422.7	315673.0	262.0	4.2
09-15	5112420.0	315689.9	259.6	3.0
09-16	5112416.1	315662.7	259.6	3.0

4.0 SITE GEOLOGY AND SUBSURFACE CONDITIONS

4.1 Regional Geology

As delineated in The Physiography of Southern Ontario (Chapman and Putnam, 1984)¹, this section of Highway 11 lies within the physiographic region known as the Number 11 Strip, which extends along Highway 11 from Gravenhurst to North Bay. This part of the Number 11 Strip physiographic region is near the southwest shoreline of glacial Lake Algonquin. As a result, the streams entering Lake Algonquin deposited sand as delta features and silt and clay settled in deeper offshore water. Sand and gravel was also deposited as an esker which follows the strip from Bondfield to Gravenhurst.

The bedrock in the area consists typically of crystalline granite gneisses of the Powassan Domain of the Central Gneiss Belt, a subdivision of the Grenville Structural Province, as described in Geology of Ontario, OGS Special Volume 4².

4.2 Subsurface Conditions

The detailed subsurface soil and groundwater conditions as encountered in the boreholes advanced for this investigation, together with the results of the laboratory tests carried out on selected soil samples, are given on the attached Record of Borehole sheets in Appendix A. The results of the laboratory testing are provided in Appendix B. The inferred stratigraphy as encountered in the boreholes is shown on Drawing 1. The stratigraphic boundaries shown on the Record of Borehole sheets and in profile on Drawing 1 are inferred from non continuous sampling, observations of drilling progress and the results of SPTs and in situ testing. These boundaries, therefore, represent transitions between soil types rather than exact planes of geological change. Further, subsurface conditions will vary between and beyond the borehole locations.

¹ Chapman, L.J. and Putnam, D.F., 1984. *The Physiography of Southern Ontario*, Ontario Geological Survey, Special Volume 2, Third Edition. Accompanied by Map P.2715, Scale 1:600,000.

² Geology of Ontario, 1991. Ontario Geological Society Special Volume 4, Part 2. Ministry of Northern Development and Mines, Ontario.



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It should be noted that the orientation (i.e. north, south, east, west) stated in the text of the report is typically referenced to project north (along the Highway 11 alignment) and therefore may differ from that shown on the drawing which represents magnetic north.

In general, the subsurface stratigraphy along the culvert alignment consists of a layer of fill at ground surface, underlain by a layer of organic silt or peat and deposits of sandy silt to silty sand, gravelly sand or sand and gravel, underlain by bedrock.

The bottom of the creek was probed using a steel bar from the edge of the creek and the depth to firm creek bottom measured on November 16, 2010 was 0.4 m and 0.6 m below water surface on the west and east side of the embankment, respectively.

4.2.1 Fill

Fill, consisting of brown sand to gravelly sand, some silt, was encountered at ground surface in Boreholes BH09-02, BH09-04 and BH09-15. The thickness of the fill deposit is between 0.2 m and 5.5 m and Borehole BH09-02 was terminated in the fill material upon casing refusal.

The SPT 'N'-values measured within the fill are between 3 blows and 35 blows per 0.3 m of penetration, indicating a very loose to dense relative density.

The grain size distribution of four samples of the deposit is shown on Figure B-1 in Appendix B.

The measured water content on samples of this deposit varies between about 7 percent and 11 percent.

4.2.2 Peat/Organic Silt

A 0.6 m deposit of grey, organic silt was encountered below the fill in Borehole BH09-15 and a 0.2 m thick deposit of peat was encountered at ground surface in Borehole BH09-16. The top of this deposit was encountered at Elevation 259.4 m and 259.6 m in Boreholes BH09-15 and BH09-16, respectively.

An SPT N-value measured within the organic silt deposit is 3 blows per 0.3 m of penetration suggesting a soft consistency.

The natural water content measured on the sample of the peat in Borehole BH09-16 is about 65 percent.

4.2.3 Sandy Silt to Silty Sand

A deposit of brown and grey sandy silt to silty sand, some clay, trace to some gravel, was encountered below the fill in Borehole BH09-04. The top of this deposit was encountered at Elevation 259.3 m and the deposit has a thickness of 1.5 m. The bottom of this deposit was defined by spoon and auger refusal.

The SPT 'N'-values measured within this deposit are 9 and 14 blows per 0.3 m of penetration and a value of 15 blows per 0.25 m of penetration at the bottom of the deposit/borehole, indicating a loose to compact relative density.



The grain size distribution of two samples of the deposit is shown on Figure B-2 in Appendix B.

The natural water content measured on two samples of this deposit is about 12 percent and 18 percent.

4.2.4 Gravelly Sand to Sand and Gravel

A 2.2 m thick deposit of brown, gravelly sand, some silt, was encountered below the organic silt in Borehole BH09-15 and a 0.3 m thick deposit of grey sand and gravel, some organics, was encountered below the peat in Borehole BH09-16. The top of the deposit was encountered at Elevation 258.8 m and 259.4 m in Boreholes BH09-15 and BH09-16, respectively. The bottom of this deposit was defined by auger refusal in Borehole BH09-15 and the bedrock surface in Borehole BH09-16.

The SPT 'N'-values measured within this deposit range between 19 and 31 blows per 0.3 m of penetration, indicating a compact to dense relative density.

A grain size distribution of one sample of the gravelly sand portion of this deposit is shown on Figure B-3 in Appendix B.

The natural water content measured on two samples of this deposit is 11 percent and 12 percent.

4.2.5 Bedrock/ Refusal

In each of the boreholes and DCPTs, refusal to further split-spoon, casing and/or auger advancement or cone penetration was encountered at depths between 0.5 m and 5.5 m below ground surface, corresponding to Elevation 259.1 m and 256.6 m. In Borehole BH09-16, the bedrock was cored between Elevation 259.1 m and 256.6 m for a total length of 2.5 m. Where bedrock was not cored, while the depths to refusal do not confirm bedrock elevations, the depths of refusal may be inferred to indicate potential proximity to the bedrock interface. The depth to bedrock below ground surface and corresponding bedrock surface elevation is summarized below.

Borehole No.	Depth to Bedrock Surface (m)	Bedrock Surface Elevation (m)	Refusal Type
09-02	5.5	256.6	Casing Refusal
09-04	4.2	257.8	Spoon/Auger Refusal
09-15	3.0	256.6	Auger Refusal
09-16	0.5	259.1	Bedrock Cored

Based on the cored bedrock samples, the bedrock generally consists of gneiss, and may be described as slightly weathered to fresh, fine to medium grained, pinkish grey. The Rock Quality Designation (RQD) measured on the two core runs is 90 percent and 100 percent, indicating a rock mass of excellent quality. The Total Core Recovery (TCR) of the samples recovered is 100 percent.



4.2.6 Groundwater Conditions

In general, the samples taken in the boreholes were wet with free water noted in some samples of cohesionless material. Water levels observed in the boreholes upon completion of drilling range from 0.2 m to 2.6 m below existing ground surface, ranging between Elevation 259.8 m and 259.1 m. Groundwater/surface water levels in the area are subject to seasonal fluctuations and variations due to precipitation events.

5.0 CLOSURE

The field personnel supervising the drilling program were Mr. Ed Savard and Mr. Indulis Dumpis. This report was prepared by Mr. André Bom, P.Eng. The technical aspects were reviewed by Mr. Jorge M. A. Costa, P.Eng., Golder's Designated MTO Contact for this project, who also carried out a quality control review of the report.



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Report Signature Page

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PART B

FOUNDATION DESIGN REPORT

HIGHWAY 11 NBL CULVERT REPLACEMENT AT STATION 11+873

TOWNSHIP OF NORTH HIMSWORTH, ONTARIO

MINISTRY OF TRANSPORTATION, ONTARIO

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6.0 DISCUSSION AND ENGINEERING RECOMMENDATIONS

This section of the report provides an interpretation of the factual geotechnical data obtained during the investigation and recommendations on the foundation aspects of design of the proposed works. The recommendations provided are intended for the guidance of the design engineer. Where comments are made on construction, they are provided to highlight aspects of construction that could affect the design of the project. Those requiring information on aspects of construction must make their own interpretation of the subsurface information provided as such interpretation may affect their proposed construction methods, costs, equipment selection, scheduling and the like.

6.1 General

The overall project involves the rehabilitation of a 13.0 km section of Highway 11 SBL and/or NBL, which includes foundation investigation and design for the replacement of four (4) NBL culverts, three (3) SBL culverts, a new NBL and SBL wildlife crossing and the replacement of Windsor Creek NBL culvert.

This section of the report provides foundation design recommendations for the proposed culvert replacement on Highway 11 NBL at Station 11+873. The scope of work includes an assessment of stability and settlement of the embankment for the culvert replacement and providing recommendations on a preferred mitigation option that may be required as a means to minimize total and differential settlements (if applicable), geotechnical resistances (as applicable), and estimates of horizontal and vertical strains and maximum joint opening allowances along the culvert. The work also includes addressing foundation aspects for the final design and construction of head walls and wing walls associated with the culvert (where applicable), construction concerns and potential geotechnical problems associated with the culvert, including localized sub-excavation of soft / organic materials, placement of new fill and requirements for erosion protection and bedding materials.

We understand from URS that the replacement culvert to be constructed under the NBL embankment at Station 11+873 will be concrete and will have width and height of 1.2 m. The new section of embankment at the replacement culvert location will be reconstructed to the same elevation as the existing embankment, approximately 2.5 m high, and there will not be any embankment widening. The new culvert will be about 23 m long and the west and east invert of the culvert will be Elevation 259.3 m and 259.2 m, respectively, and head walls and wing walls will not be required.

The subsoils along the culvert alignment generally consist of fill materials, peat or organic silt (where encountered), underlain by cohesionless deposits. Refusal was encountered between Elevation 259.1 m and 256.6 m. Details of the subsurface conditions along this culvert are presented in Section 4.2 and shown in profile on Drawing 1 following the text of this report.

6.2 Culvert Types

The analysis and recommendations in this report assume that a concrete box culvert will be installed at the site.



6.3 Culvert Construction Options

We understand that the existing embankment will not be widened or raised. Should a widening or grade raise of the embankment be required, the timing of culvert construction will be an essential factor in determining the preferred mitigation option as the foundation strata at the culvert crossing will undergo settlement as a result of any additional loading from widening of the embankment or raising the embankment grade. The following alternatives for culvert construction can be considered (where applicable, giving due consideration to the recommended foundation mitigation option for the embankment):

- concurrent with phased embankment construction between the two sides of the roadway; or
- following full sub-excavation of soft soils along the culvert alignment and concurrent with embankment construction.

Where relatively small settlements are estimated to occur as a result of the embankment construction, culvert construction may be carried out concurrently with the embankment. If required, the culvert design could include a camber. Should an embankment widening or grade raise be identified at this location, additional analysis will be required to address settlement and stability for the revised embankment geometry and to provide recommendations for possible alternatives for culvert construction to mitigate settlements and improve long-term performance.

At this site, the recommended construction alternative is to remove all organic materials, backfill the sub-excavated area with MTO Special Provision (SP) 110S13 (Aggregates) Granular 'B' Type II material and bedding and construct the culvert concurrent with embankment construction.

6.4 Stability, Settlement and Horizontal Strain

The following sections summarize the methods utilized to carry out analyses of stability and settlement of the culvert and methods utilized to evaluate horizontal strains along the culvert beneath the influence of the proposed embankment loading.

The analyses assume that all organic soils beneath the culvert alignment will be removed prior to construction as discussed in Section 6.7.1.1 and that granular fill (i.e. SP 110S13 (Aggregates) Granular 'B' Type II) will be used for replacement of sub-excavated material. The piezometric conditions required in the analyses were based on the groundwater levels observed during drilling.

6.4.1 Stability

The methodology used to evaluate embankment stability at the culvert location is described below and the results of the analyses are discussed in Section 6.4.1.3.



6.4.1.1 *Methodology*

Limit equilibrium slope stability analyses were performed using the commercially available program GeoStudio 2007 (Version 7.13), produced by Geo-Slope International Ltd., employing the Morgenstern-Price method of analysis. For all analyses, the Factor of Safety of numerous potential failure surfaces was computed in order to establish the minimum Factor of Safety. The Factor of Safety is defined as the ratio of the forces tending to resist failure to the driving forces tending to cause failure. A target minimum Factor of Safety of 1.3 is normally adopted for the design of embankment slopes under static conditions. This Factor of Safety is considered adequate for the embankment at this site considering the design requirements and the field data available and is based on deep-seated, global failure surfaces that would affect the operation of the roadway. The stability analyses were performed to check that the target minimum Factor of Safety was achieved for the embankment height and geometry at the culvert location.

6.4.1.2 *Parameter Selection*

The embankment cross-section modelled in the analyses is assumed to be constructed of granular fill (such as SP 110S13 (Aggregates) Granular 'B' Type I or Type II), having a unit weight of 21 kN/m³ above the water level and 20 kN/m³ below the water level and an effective friction angle of 35° and is constructed with 2H:1V side slopes to 2.5 m high above the surrounding ground surface.

The subsoils encountered below the culvert alignment are composed of cohesionless soils. For the cohesionless layers, effective stress parameters were employed in the analyses assuming drained conditions. The subsoil modelled in the analyses is assumed to have a unit weight of 20 kN/m³ and an effective friction angle of 30°.

6.4.1.3 *Results of Analysis*

The stability analysis performed on the proposed embankment at the culvert location indicates that after completion of construction, the embankment will have a Factor of Safety of 1.3 or greater for deep-seated, global failure surfaces that would impact the operation of the roadway.

6.4.2 *Settlement*

As the existing embankment will not be raised or widened at the location of the culvert replacement, settlement of the foundation soils is not anticipated. Should the embankment require widening or an increase to the grade, settlement analysis will be required and recommendations provided for mitigation as appropriate.

It is recommended that consideration be given to the use of SP 110S13 (Aggregates) Granular 'B' Type I or II for embankment reconstruction at the culvert location. Where granular fill will be placed below the water level, Granular 'B' Type II should be used. The material placed below the water level will compress/settle under its selfweight as additional fill is placed over it. The material placed above the water level should be compacted in accordance with OPSS 501 (Compacting). The magnitude of compression settlement from the fill placed below-water and from properly compacted embankment fill above water is expected to occur during construction. It is recommended that the fines content of the Granular 'B' Type II fill used for embankment construction below the



water be restricted to a maximum of 5 percent passing the No. 200 sieve, to reduce the potential for segregation of fines during placement and to reduce the potential post-construction settlement and associated maintenance needs.

6.4.3 Horizontal Strain

Horizontal strain along the culvert is not expected to occur provided the proposed embankment geometry does not change from the current geometry. Should the embankment be widened or raised compared with the existing geometry, a reassessment of the potential magnitude of horizontal strain will be required.

6.5 Geotechnical Resistance

A factored geotechnical axial resistance at Ultimate Limits States (ULS) of 500 kPa is recommended for design for an assumed 1.2 m wide box culvert founded on a properly prepared subgrade of granular fill overlying the native cohesionless soils. The geotechnical resistance given is for loads applied perpendicular to the surface of the base of the culvert. Where loads are not applied perpendicular to the base of the culvert, inclination of the loads should be taken into account in accordance with Section 6.7.4 and Section C6.7.4 of the *Canadian Highway Bridge Code (CHBDC)* and its *Commentary*.

It is noted that at this site, the loading on the foundation soils below the culvert and the associated total settlement at the culvert location will be governed by the design height of the overlying embankment fill. As such, it is recommended that the structural engineer exercise caution when utilizing the value of the geotechnical axial resistance at Serviceability Limit States (SLS) in the design of the culvert and that consideration be given to the sequence and staging of construction. Based on the above, the geotechnical resistance at SLS (for 25 mm settlement) for a 1.2 m wide box culvert constructed on the properly prepared Granular 'B' Type II subgrade overlying the cohesionless soils may be taken as 250 kPa.

6.5.1 Resistance to Lateral Loads/Sliding Resistance

Resistance to lateral forces/sliding resistance between the base of a concrete box culvert and the granular fill/bedding placed following sub-excavation should be calculated in accordance with Section 6.7.5 of the *CHBDC*. The following summarizes the coefficient of friction for the interface materials for a precast and cast-in-place culvert.

Interface Materials	Coefficient of Friction
Precast Concrete Box Culvert on Compacted Granular 'A' or 'B' Type II	$\tan \delta = 0.45$
Cast-in-Place Concrete Box Culvert on Compacted Granular 'A' or 'B' Type II	$\tan \phi' = 0.58$



6.5.2 Lateral Earth Pressures – Culvert

The lateral earth pressures acting on the side walls of the culvert (head walls and/or wing walls will not be required) will depend on the type and method of placement of backfill materials, the nature of soils/embankment fill behind the backfill, the magnitude of surcharge including construction loadings, the freedom of lateral movement of the structure, and the drainage conditions behind the culvert walls.

The following recommendations are made concerning the design of the box culvert.

- Select, free draining granular fill meeting the specifications of SP 110S13 (Aggregates) Granular 'A' or Granular 'B' Type II but with less than 5 percent passing the No. 200 (0.075 mm) sieve should be used as backfill behind the culvert. Compaction (including type of equipment, target densities, etc.) should be carried out in accordance with OPSS 501 (Compacting). Backfill should be placed with a maximum of 200 mm loose lift thickness. Other aspects of the granular backfill requirements for concrete culverts should be in accordance with OPSD 803.010 (Backfill and Cover for Concrete Culverts).
- A minimum compaction surcharge of 12 kPa should be included in the lateral earth pressures for the structural design of the culvert, in accordance with *CHBDC* Section 6.9.3 and Figure 6.6. Other surcharge loadings should be accounted for in the design, as required.
- For a box culvert, granular fill should be placed in a zone with the width equal to at least 2.0 m behind the back of the culvert (in accordance with Figure C6.20(a) of the *Commentary* to the *CHBDC*).
- For a box culvert, the pressures are based on the proposed embankment fill materials and the existing overburden soils and the following parameters (unfactored) may be used assuming the use of granular fill:

	Granular Fill
Soil unit weight:	21 kN/m ³
Coefficients of static lateral earth pressure:	
Active, K_a	0.31
At rest, K_o	0.47

If the box culvert allows for lateral yielding, active earth pressures may be used in the geotechnical design of the structure design. If the culvert does not allow lateral yielding, at-rest earth pressures should be assumed for geotechnical design. The movement to allow active pressures to develop within the backfill, and thereby assume a restrained structure, may be taken as presented in Table C6.6 of the *Commentary* to the *CHBDC*.

6.6 Culvert Construction Considerations

6.6.1 Subgrade Preparation and Excavation

The following sections discuss general aspects of subgrade preparation and embankment construction at the culvert site, including removal of surficial organic materials.



All excavations must be carried out in accordance with Ontario Regulation 213 Ontario Occupational Health and Safety Act for Construction Projects (as amended by Ontario Regulation 443) in Type 3 soil. In addition, provisions for traffic control measures should be included in the Contract Documents to maintain the safe operation of the existing Highway 11 and any associated side roads or detours during excavation operations, where applicable.

Where required, temporary excavation support systems should be designed and constructed in accordance with OPSS 539 (Temporary Protection Systems). Temporary excavation support systems should be designed to Performance Level 2 for any excavation adjacent to existing roadways and Performance Level 3 for excavations in other areas.

6.6.1.1 *Removal of Organics*

Based on the information from the boreholes advanced during the field investigation, the thickness of organic deposits (i.e. peat or organic silt) at the culvert location is up to 0.6 m, below a 0.2 m thick layer of fill. Prior to the placement of any bedding material and fill for new construction, all organic soils should be stripped from the plan limits of the proposed works. Construction of the embankment section in sub-excavated areas should be in accordance with OPSD 203.010 (Embankments Over Swamp – New Construction).

6.6.1.2 *Replacement/Backfill below Base of Culvert*

For replacement of sub-excavated material below the water level along the culvert alignment, it is recommended that Granular 'B' Type II be used to backfill the excavation. In addition, in this instance (i.e. typically backfill below the water table), the granular fill should to be end-dumped simultaneously as the excavation advances in accordance with OPSS 209 (Embankments Over Swamps and Compressible Soils).

6.6.2 *Bedding and Backfill above Base of Culvert*

The precast box culvert should be constructed in accordance with OPSS 422 (Precast Reinforced Concrete Box Culverts). The box culvert should be constructed on a minimum 300 mm thick layer of SP 110S13 (Aggregates) Granular 'B' Type II material for bedding purposes and partial frost protection.

In dry conditions, the bedding should be placed in lifts not exceeding 200 mm in loose thickness, and compacted to at least 95 percent of the Standard Proctor maximum dry density (SPMDD) of the material as specified in OPSS 501 (Compacting). Where bedding material is placed in wet conditions, Granular 'B' Type II should be used. The structural design of the culvert should take into consideration the conditions for bedding placement and compaction in accordance with the requirements of Section 7.8.3.6 of the *CHBDC*. For culverts where the invert level is located at or below the groundwater table, the structural design should assume that the bedding material will only achieve 90 percent of the SPMDD during placement.

The culverts should be designed for the full overburden stress and appropriate live loads, assuming a fill unit weight of 22 kN/m³ for Granular 'A' and 21 kN/m³ for Granular 'B' Type II backfill above and surrounding the culvert.



Inspection should be carried out by qualified geotechnical personnel during all engineered fill placement operations to ensure that appropriate materials are used, and that field density testing is carried out on fills placed above the water level to check that adequate levels of compaction have been achieved.

6.6.3 Erosion Protection

Provision should be made for scour and erosion protection (suitable non-woven geotextiles and/or rip-rap) at the culvert location. In order to prevent surface water from flowing either beneath the culvert (potentially causing undermining and scouring) or around the culvert (creating seepage through the embankment fill, and potentially causing erosion and loss of fine soil particles), a clay seal or concrete cut-off wall should be provided at the upstream end of the culvert. If a clay seal is adopted, the clay material should meet the requirements of OPSS 1205 (Clay Seal), and the seal should be a minimum 1 m thick if constructed of natural clay or soil-bentonite mix and extend from a depth of 1 m below the scour level to a minimum horizontal distance of 2 m on either side of the culvert inlet opening, and a minimum vertical height equivalent to the high water level including along the embankment slope. Alternatively, a 0.6 m thick clay blanket (if constructed of natural clay or a soil-bentonite mix) may be constructed, extending upstream three (3) times the culvert height and along the adjacent slopes to a height of two (2) times the culvert height or the high water level, whichever is greater.

The requirements for and design of erosion protection measures for the inlet and outlet of the culvert should be assessed by the hydraulics design engineer. As a minimum, rip-rap treatment for the outlet of the culvert should be consistent with the standard presented in OPSD 810.010 (Rip-Rap Treatment for Sewer and Culvert Outlets). Erosion protection for the inlet of the culverts should follow the standard presented in OPSD 810.010 similar to the outlet but with the rip-rap placed up to the toe of slope level, in combination with the cut-off measures noted above. Similarly, rip-rap should be provided over the full extent of the clay blanket, including the creek side slopes and fill slope over the culvert.

6.6.4 Control of Groundwater and Surface Water

Excavation within the plan limits of the proposed culvert alignment will be required to remove peat and organic silt prior to placement of backfill/embankment fill, bedding material and the actual culvert structure. Creek/ditch flows via the culvert at the time of construction of the replacement culvert will need to be diverted/piped away from the excavation area during the construction period. As a result of the excavation, groundwater flow into the excavation can be expected to occur due to the relatively permeable subsoils and high groundwater levels observed at the culvert location. A precast concrete culvert can be placed and the associated bedding materials constructed 'in-the-wet' and, as such, control of surface water and groundwater would not be required at this culvert location under such conditions.

6.6.5 Analytical Testing for Construction Materials

The analytical test results on a sample of creek water taken adjacent to the culvert site are presented in Table B-1. The suite of parameters tested is intended to allow the structural engineer to assess the requirements for the appropriate type of cement to be used in construction and the need for corrosion protection.



7.0 CLOSURE

This report was prepared by Mr. André Bom, P.Eng., a geotechnical engineer with Golder. Mr. Jorge M. A. Costa, P.Eng., Golder's Designated MTO Contact for this project and a Principal with Golder, reviewed the technical aspects of and conducted a quality control review of the report.



FOUNDATION REPORT - HIGHWAY 11 NBL STA 11+873 CULVERT REPLACEMENT

Report Signature Page

GOLDER ASSOCIATES LTD.

André Bom, P.Eng.
Geotechnical Engineer



Jorge M. A. Costa, P.Eng.
Designated MTO Contact, Principal



AB/JMAC/lb

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REFERENCES

Canadian Highway Bridge Design Code (CHBDC) and Commentary on CAN/CSA-S6-06. 2006. CSA Special Publication, S6.1-06. Canadian Standard Association.

Chapman, L.J., and Putnam, D.F., 1984. The Physiography of Southern Ontario. Ontario Geological Survey, Special Volume 2, 3rd Edition. Ontario Ministry of Natural Resources.

Geology of Ontario, 1991. Ontario Geological Society, Special Volume 4, Part 2. Eds. P.C. Thurston, H.R. Williams, R.H. Sutcliffe and G.M. Stott. Ministry of Northern Development and Mines, Ontario.

STANDARDS:

ASTM International:

ASTM D1586-08a	Standard Test Method for Standard Penetration Test (SPT) and Split-Barrel Sampling of Soils
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Contract Design Estimating and Documentation (CDED):

Special Provision 110S13	Material Specification for Aggregates – Base, Subbase, Select Subgrade and Backfill Material. May 2010. Amendment to OPSS 1010.
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Ontario Occupational Health and Safety Act:

Ontario Regulation 213/91	Construction Projects
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Ontario Regulation 443/09	Amendment to Ontario Regulation 213
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Ontario Provincial Standard Drawing:

OPSD 203.010	Embankments Over Swamp – New Construction.
OPSD 802.031	Rigid Pipe Bedding, Cover and Backfill Type 3 Soil - Earth Excavation.
OPSD 803.010	Backfill and Cover for Concrete Culverts With Spans less than or equal to 3.0 m.
OPSD 810.010	Rip-Rap Treatment for Sewer and Culvert Outlets.

Ontario Provincial Standard Specification:

OPSS 209	Construction Specification for Embankments Over Swamps and Compressible Soils.
OPSS 421	Construction Specification For Pipe Culvert Installation In Open Cut.
OPSS 422	Construction Specification for Precast Reinforced Concrete Box Culverts and Box Sewers in Open Cut.
OPSS 501	Construction Specification for Compacting.

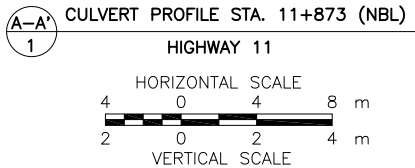
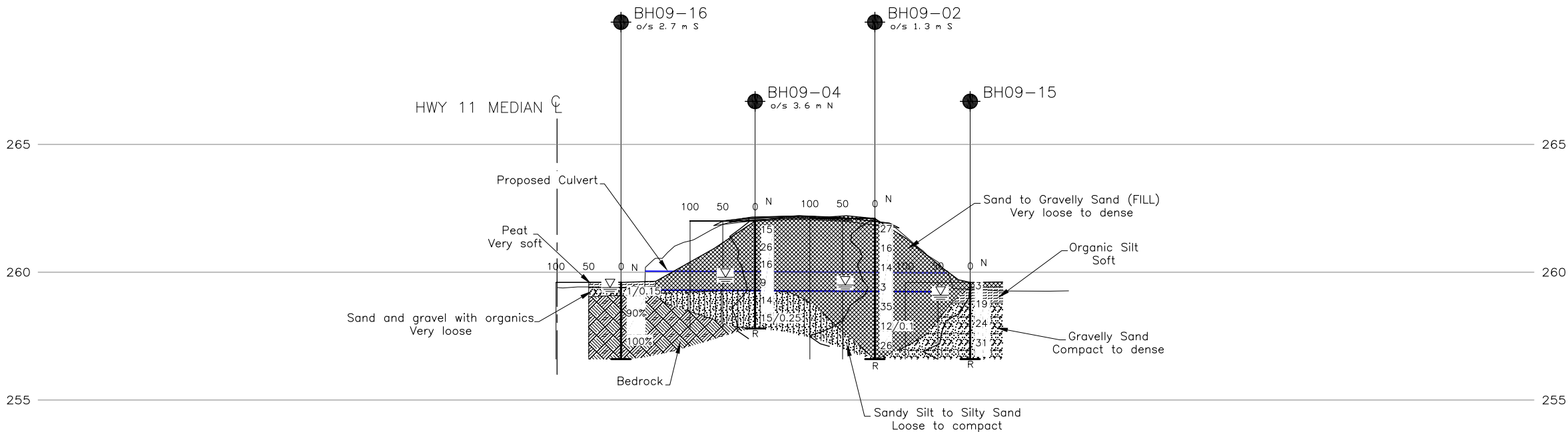
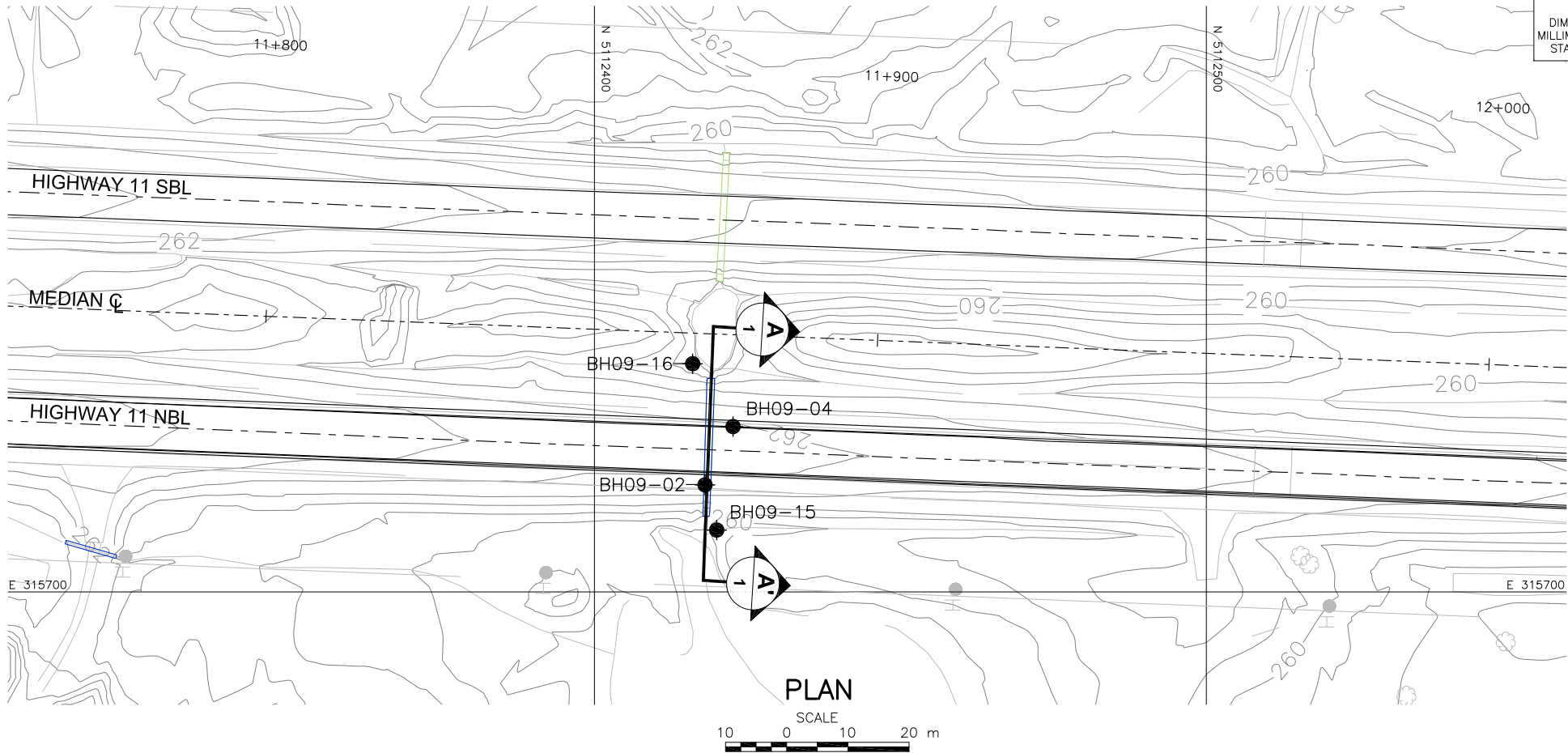


FOUNDATION REPORT - HIGHWAY 11 NBL STA 11+873 CULVERT REPLACEMENT

OPSS 539	Construction Specification for Temporary Protection Systems.
OPSS 1002	Material Specification for Aggregates – Concrete.
OPSS 1205	Material Specification for Clay Seal.

Ontario Water Resources Act:

Ontario Regulation 372/97 Amendment to Ontario Regulation 903



CONT No.
WP No. 5416-06-00

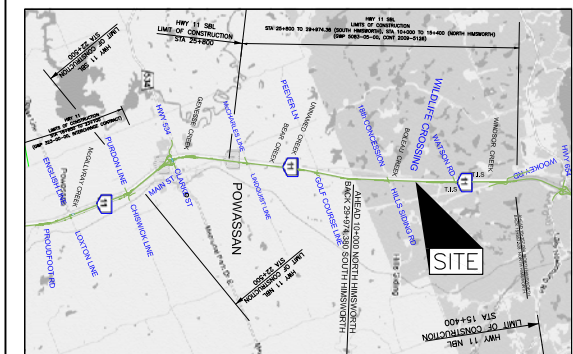
HIGHWAY 11
CULVERT AT STA 11+873 NBL
BOREHOLE LOCATIONS AND
SOIL STRATA



SHEET



Golder Associates Ltd.
SUDBURY, ONTARIO, CANADA



KEY PLAN
SCALE
2.5 0 2.5 km

LEGEND

- Borehole - Current Investigation
- N Standard Penetration Test Value
- 16 Blows/0.3m unless otherwise stated
(Std. Pen. Test, 475 j/blow)
- 100% Rock Quality Designation (RQD)
- R Refusal
- ≡ WL upon completion of drilling

BOREHOLE CO-ORDINATES

No.	ELEVATION	NORTHING	EASTING
BH09-02	262.1	5112418.1	315682.5
BH09-04	262.0	5112422.7	315673.0
BH09-15	259.6	5112420.0	315689.9
BH09-16	259.6	5112416.1	315662.7

NOTES

This drawing is for subsurface information only. The proposed structure details/works are shown for illustration purposes only and may not be consistent with the final design configuration as shown elsewhere in the Contracts Documents.

The boundaries between soil strata have been established only at borehole locations. Between boreholes the boundaries are assumed from geological evidence.

The complete Foundation Investigation and Design Report for this project and other related documents may be examined at the Materials Engineering and Research Office, Downsview. Information contained in this report and related documents is specifically excluded in accordance with Section GC 2.01 of OPS General Conditions.

REFERENCE

Base plans provided in digital format by URS, drawing file nos. BasePlan HWY 11.dwg received June 04, 2010, Keyplan received June 03, 2011.

NO.	DATE	BY	REVISION
Geores No. 31L-148			
HWY. 11	PROJECT NO. 09-1191-0042		DIST.
SUBM'D. LG	CHKD. AB	DATE: NOV 2011	SITE:
DRAWN: JJJ	CHKD.	APPD. JMAC	DWG. 1



APPENDIX A

Record of Boreholes and Drillhole



LIST OF SYMBOLS

Unless otherwise stated, the symbols employed in the report are as follows:

1. GENERAL

π	3.1416
$\ln x$,	natural logarithm of x
\log_{10}	x or log x, logarithm of x to base 10
g	acceleration due to gravity
t	time
FoS	Factor of Safety
V	volume
W	weight

II. STRESS AND STRAIN

γ	shear strain
Δ	change in, e.g. stress: $\Delta\sigma$
ϵ	linear strain
ϵ_v	volumetric strain
η	coefficient of viscosity
ν	Poisson's ratio
σ	total stress
σ'	effective stress ($\sigma' = \sigma - u$)
σ_{vo}	initial effective overburden stress
$\sigma_1, \sigma_2, \sigma_3$	principal stress (major, intermediate, minor)
σ_{oct}	mean stress or octahedral stress $= (\sigma_1 + \sigma_2 + \sigma_3)/3$
τ	shear stress
u	porewater pressure
E	modulus of deformation
G	shear modulus of deformation
K	bulk modulus of compressibility

III. SOIL PROPERTIES

(a) Index Properties

$\rho(\gamma)$	bulk density (bulk unit weight*)
$\rho_d(\gamma_d)$	dry density (dry unit weight)
$\rho_w(\gamma_w)$	density (unit weight) of water
$\rho_s(\gamma_s)$	density (unit weight) of solid particles
γ'	unit weight of submerged soil ($\gamma' = \gamma - \gamma_w$)
D_R	relative density (specific gravity) of solid particles ($D_R = \rho_s/\rho_w$) (formerly G_s)
e	void ratio
n	porosity
S	degree of saturation

* Density symbol is ρ . Unit weight symbol is γ where $\gamma = \rho g$ (i.e. mass density multiplied by acceleration due to gravity).

(a) Index Properties (continued)

w	water content
w_l	liquid limit
w_p	plastic limit
I_p	plasticity index $= (w_l - w_p)$
w_s	shrinkage limit
I_L	liquidity index $= (w - w_p)/I_p$
I_c	consistency index $= (w_l - w)/I_p$
e_{max}	void ratio in loosest state
e_{min}	void ratio in densest state
I_D	density index $= (e_{max} - e) / (e_{max} - e_{min})$ (formerly relative density)

(b) Hydraulic Properties

h	hydraulic head or potential
q	rate of flow
v	velocity of flow
i	hydraulic gradient
k	hydraulic conductivity (coefficient of permeability)
j	seepage force per unit volume

(c) Consolidation (one-dimensional)

C_c	compression index (normally consolidated range)
C_r	recompression index (over-consolidated range)
C_s	swelling index
C_a	coefficient of secondary consolidation
m_v	coefficient of volume change
c_v	coefficient of consolidation
T_v	time factor (vertical direction)
U	degree of consolidation
σ'_p	pre-consolidation pressure
OCR	over-consolidation ratio $= \sigma'_p / \sigma'_{vo}$

(d) Shear Strength

τ_p, τ_r	peak and residual shear strength
ϕ'	effective angle of internal friction
δ	angle of interface friction
μ	coefficient of friction $= \tan \delta$
c'	effective cohesion
c_u, s_u	undrained shear strength ($\phi = 0$ analysis)
p	mean total stress $(\sigma_1 + \sigma_3)/2$
p'	mean effective stress $(\sigma'_1 + \sigma'_3)/2$
q	$(\sigma_1 + \sigma_3)/2$ or $(\sigma'_1 + \sigma'_3)/2$
q_u	compressive strength $(\sigma_1 + \sigma_3)$
S_t	sensitivity

Notes: 1 $\tau = c' + \sigma' \tan \phi'$
2 Shear strength = (Compressive strength)/2



LIST OF ABBREVIATIONS

The abbreviations commonly employed on Records of Boreholes, on figures and in the text of the report are as follows:

I. SAMPLE TYPE

AS	Auger sample
BS	Block sample
CS	Chunk sample
SS	Split-spoon
DS	Denison type sample
FS	Foil sample
RC	Rock core
SC	Soil core
ST	Slotted tube
TO	Thin-walled, open
TP	Thin-walled, piston
WS	Wash sample

II. PENETRATION RESISTANCE

Standard Penetration Resistance (SPT), N:

The number of blows by a 63.5 kg. (140 lb.) hammer dropped 760 mm (30 in.) required to drive a 50 mm (2 in.) drive open sampler for a distance of 300 mm (12 in.)

Dynamic Cone Penetration Resistance; N_d :

The number of blows by a 63.5 kg (140 lb.) hammer dropped 760 mm (30 in.) to drive uncased a 50 mm (2 in.) diameter, 60° cone attached to "A" size drill rods for a distance of 300 mm (12 in.).

PH:	Sampler advanced by hydraulic pressure
PM:	Sampler advanced by manual pressure
WH:	Sampler advanced by static weight of hammer
WR:	Sampler advanced by weight of sampler and rod

Piezo-Cone Penetration Test (CPT)

A electronic cone penetrometer with a 60° conical tip and a project end area of 10 cm² pushed through ground at a penetration rate of 2 cm/s. Measurements of tip resistance (Q_t), porewater pressure (PWP) and friction along a sleeve are recorded electronically at 25 mm penetration intervals.

III. SOIL DESCRIPTION

(a) Cohesionless Soils

Density Index	N
Relative Density	Blows/300 mm or Blows/ft
Very loose	0 to 4
Loose	4 to 10
Compact	10 to 30
Dense	30 to 50
Very dense	over 50

(b) Cohesive Soils Consistency

	C_u, S_u	
	kPa	psf
Very soft	0 to 12	0 to 250
Soft	12 to 25	250 to 500
Firm	25 to 50	500 to 1,000
Stiff	50 to 100	1,000 to 2,000
Very stiff	100 to 200	2,000 to 4,000
Hard	over 200	over 4,000

IV. SOIL TESTS

w	water content
w_p	plastic limit
w_l	liquid limit
C	consolidation (oedometer) test
CHEM	chemical analysis (refer to text)
CID	consolidated isotropically drained triaxial test ¹
CIU	consolidated isotropically undrained triaxial test with porewater pressure measurement ¹
D_R	relative density (specific gravity, G_s)
DS	direct shear test
M	sieve analysis for particle size
MH	combined sieve and hydrometer (H) analysis
MPC	Modified Proctor compaction test
SPC	Standard Proctor compaction test
OC	organic content test
SO ₄	concentration of water-soluble sulphates
UC	unconfined compression test
UU	unconsolidated undrained triaxial test
V	field vane (LV-laboratory vane test)
γ	unit weight

Note: 1 Tests which are anisotropically consolidated prior to shear are shown as CAD, CAU.

V. MINOR SOIL CONSTITUENTS

Percent by Weight	Modifier	Example
0 to 5	Trace	Trace sand
5 to 12	Trace to Some (or Little)	Trace to some sand
12 to 20	Some	Some sand
20 to 30	(ey) or (y)	Sandy
over 30	And (cohesionless) or With (cohesive)	Sand and Gravel Silty Clay with sand / Clayey Silt with sand



LITHOLOGICAL AND GEOTECHNICAL ROCK DESCRIPTION TERMINOLOGY

WEATHERING STATE

Fresh: no visible sign of weathering

Faintly weathered: weathering limited to the surface of Major discontinuities

Slightly weathered: penetrative weathering developed on open discontinuity surfaces but only slight weathering of rock material.

Moderately weathered: weathering extends throughout the rock mass but the rock material is not friable.

Highly weathered: weathering extends throughout rock Mass and the rock material is partly friable.

Completely weathered: rock is wholly decomposed and in a friable condition but the rock texture and structure are preserved.

BEDDING THICKNESS

<u>Description</u>	<u>Bedding Plane Spacing</u>
Very thickly bedded	> 2 m
Thickly bedded	0.6 m to 2 m
Medium bedded	0.2 m to 0.6 m
Thinly bedded	60 mm to 0.2 m
Very thinly bedded	20 mm to 60 mm
Laminated	6 mm to 20 mm
Thinly laminated	< 6 mm

JOINT OR FOLIATION SPACING

<u>Description</u>	<u>Spacing</u>
Very wide	> 3 m
Wide	1 – 3 m
Moderately close	0.3 – 1 m
Close	50 – 300 mm
Very close	< 50 mm

GRAIN SIZE

<u>Terms</u>	<u>Size*</u>
Very Coarse Grained	> 60 mm
Coarse Grained	2 – 60 mm
Medium Grained	60 microns – 2 mm
Fine Grained	2 – 60 microns
Very Fine Grained	< 2 microns

* Note: Grains > 60 microns diameter are visible to the naked eye.

CORE CONDITION

Total Core Recovery (TCR)

The percentage of solid drill core recovered regardless of quality or length, measured relative to the length of the total core run.

Solid Core Recovery (SCR)

The percentage of solid drill core, regardless of length, recovered at full diameter, measured relative to the length of the total core run.

Rock Quality Designation (RQD)

The percentage of solid drill core, greater than 100 mm length, recovered at full diameter, measured relative to the length of the total core run. RQD varies from 0% for completely broken core to 100% for core in solid sticks.

DISCONTINUITY DATA

Fracture Index

A count of the number of discontinuities (physical separation) in the rock core, including both naturally occurring fractures and mechanically induced breaks caused by drilling.

Dip with Respect to (W.R.T.) Core Axis



The angle of the discontinuity relative to the axis (length) of the core. In a vertical borehole, a discontinuity with a 90° angle is horizontal.

Description and Notes

An abbreviated description of the discontinuities, whether naturally occurring separation such as fractures, bedding planes and foliation planes or mechanically induced fractures caused by drilling such as ground or shattered core and mechanically separated bedding or foliation surfaces. Additional information concerning the nature of fracture surfaces and infillings are also noted.

Abbreviations

B - Bedding	⊥ - Perpendicular To
FO - Foliation / Schistosity	- Parallel To
CL - Cleavage	P - Polished
SH - Shear Plane / Zone	K - Slickensided
VN - Vein	SM - Smooth
F - Fault	R - Rough
CO - Contact	ST - Stepped
J - Joint	PL - Planar
FR - Fracture	U - Undulating
MF - Mechanical Fracture	C - Curved

PROJECT		09-1191-0042		RECORD OF BOREHOLE No BH09-02		1 OF 1 METRIC												
W.P.		5416-06-00		LOCATION		N 5112418.1; E 315682.5												
DIST		HWY 11		BOREHOLE TYPE		108 mm I.D. Continuous Flight, Hollow Stem Augers, NW Casing, Wash Boring												
DATUM		Geodetic		DATE		May 4, 2010												
				ORIGINATED BY		EHS												
				COMPILED BY		AMW												
				CHECKED BY		AB												
SOIL PROFILE			SAMPLES			DYNAMIC CONE PENETRATION RESISTANCE PLOT			PLASTIC LIMIT NATURAL MOISTURE CONTENT LIQUID LIMIT			UNIT WEIGHT			REMARKS & GRAIN SIZE DISTRIBUTION (%)			
ELEV DEPTH	DESCRIPTION	STRAT PLOT	NUMBER	TYPE	"N" VALUES	GROUND WATER CONDITIONS	ELEVATION SCALE	20 40 60 80 100	20 40 60 80 100	W _p	W	W _L	γ	GR	SA	SI	CL	
262.1	GROUND SURFACE																	
0.0	Sand to gravelly sand, some silt (FILL) Very loose to dense Brown Moist		1	SS	27		262											
			2	SS	16		261											
			3	SS	14		260											
	Becoming wet below 2.6 m depth.		4	SS	3		259											
			5	SS	35		258											
	Boulder at 3.9 m depth, switched to NW Casing.		6	SS	12/0.1		257											
			7	SS	26													
256.6	END OF BOREHOLE CASING REFUSAL																	
5.5	Note: 1. Water level at a depth of 2.6 m below ground surface (Elev. 259.5 m) upon completion of drilling. 2. Advanced DCPT 4.2 m north of Borehole BH09-02 (located on other side of culvert, Elev. 262.0 m). Refusal at a depth of 5.0 m (hammer bouncing) (Elev. 257.0 m).																	



SUD-MTO 001 09-1191-0042-4000.GPJ GAL-MISS.GDT 16/11/11 DATA INPUT:

PROJECT		RECORD OF BOREHOLE		No BH09-04		1 OF 1		METRIC					
W.P.		LOCATION		ORIGINATED BY		DIST		COMPILED BY					
DATE		BOREHOLE TYPE		CHECKED BY		DATUM		DATE					
09-1191-0042		N 5112422.7; E 315673.0		EHS		HWY 11		AMW					
Geodetic		May 6, 2010		AB									
SOIL PROFILE			SAMPLES			DYNAMIC CONE PENETRATION RESISTANCE PLOT			REMARKS & GRAIN SIZE DISTRIBUTION (%)				
ELEV DEPTH	DESCRIPTION	STRAT PLOT	NUMBER	TYPE	"N" VALUES	GROUND WATER CONDITIONS	ELEVATION SCALE	20 40 60 80 100	PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT W	LIQUID LIMIT W _L	UNIT WEIGHT γ	GR SA SI CL
262.0	GROUND SURFACE												
0.0	Sand to gravelly sand, some silt (FILL) Compact Brown Moist		1	SS	15		261						
			2	SS	26		260						
			3	SS	16								
	Becoming wet below 2.2 m depth.		4a	SS	9								
259.3			4b				259						
2.7	Sandy SILT to Silty SAND, some clay, trace to some gravel Loose to compact Grey Wet		5	SS	14								
			6	SS	15/0.25		258						
257.8	END OF BOREHOLE SPOON AND AUGER REFUSAL												
4.2	Note: 1. Water level at a depth of 2.2 m below ground surface (Elev. 259.8 m) upon completion of drilling. 2. Advanced DCPT 1 m north of Borehole BH09-04. Refusal at a depth of 4.6 m (hammer bouncing).												

SUD-MTO 001 09-1191-0042-4000.GPJ GAL-MISS.GDT 16/11/11 DATA INPUT:

PROJECT		09-1191-0042		RECORD OF BOREHOLE No BH09-15		1 OF 1 METRIC								
W.P.		5416-06-00		LOCATION		N 5112420.0; E 315689.9								
DIST		HWY 11		BOREHOLE TYPE		108 mm I.D. Continuous Flight, Hollow Stem Augers								
DATUM		Geodetic		DATE		May 17, 2010								
						ORIGINATED BY ID								
						COMPILED BY AMW								
						CHECKED BY AB								
SOIL PROFILE			SAMPLES			GROUND WATER CONDITIONS	ELEVATION SCALE	DYNAMIC CONE PENETRATION RESISTANCE PLOT		PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT W	LIQUID LIMIT W _L	UNIT WEIGHT γ kN/m ³	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
ELEV DEPTH	DESCRIPTION	STRAT PLOT	NUMBER	TYPE	"N" VALUES			SHEAR STRENGTH kPa						
259.6	GROUND SURFACE													
0.0	Gravelly sand (FILL)		1	SS	3									
0.2	Brown Moist													
258.8	ORGANIC SILT													
0.8	Soft Grey Moist		2	SS	19									
	Gravelly SAND, some silt													
	Compact to dense													
	Brown Wet		3	SS	24									
			4	SS	31									
256.6	END OF BOREHOLE AUGER REFUSAL													
3.0	<p>Note:</p> <p>1. Water level at a depth of 0.5 m below ground surface (Elev. 259.1 m) upon completion of drilling.</p> <p>2. Advanced DCPT 1 m south of Borehole BH09-15. Refusal at a depth of 3.0 m (hammer bouncing).</p> <p>3. Borehole advanced on north side of creek on May 17, 2010; water surface at Elev. 259.6 m. On November 16, 2010 returned to site to probe bottom of creek (water surface elevation was not surveyed on return visit). Creek bed measured at about 0.2 m below water surface and probed to firm bottom at about 0.6 m below water surface.</p>													

SUD-MTO 001 09-1191-0042-4000.GPJ GAL-MISS.GDT 16/11/11 DATA INPUT:

PROJECT <u>09-1191-0042</u>		RECORD OF BOREHOLE No BH09-16				1 OF 1 METRIC											
W.P. <u>5416-06-00</u>		LOCATION <u>N 5112416.1; E 315662.7</u>				ORIGINATED BY <u>ID</u>											
DIST <u> </u> HWY <u>11</u>		BOREHOLE TYPE <u>108 mm I.D. Continuous Flight, Hollow Stem Augers, NW Casing, NQ Coring</u>				COMPILED BY <u>AMW</u>											
DATUM <u>Geodetic</u>		DATE <u>May 17, 2010</u>				CHECKED BY <u>AB</u>											
SOIL PROFILE			SAMPLES			DYNAMIC CONE PENETRATION RESISTANCE PLOT		PLASTIC LIMIT NATURAL MOISTURE CONTENT LIQUID LIMIT			UNIT WEIGHT γ kN/m ³	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL					
ELEV DEPTH	DESCRIPTION	STRAT PLOT	NUMBER	TYPE	"N" VALUES	GROUND WATER CONDITIONS	ELEVATION SCALE	SHEAR STRENGTH kPa ○ UNCONFINED + FIELD VANE ● QUICK TRIAXIAL × REMOULDED					WATER CONTENT (%) W _p W W _L				
259.6	GROUND SURFACE							20 40 60 80 100									
0.0	PEAT Very soft Black Wet		1a	SS	1			259									
259.1	SAND and GRAVEL, with organics Very loose Grey Wet		1b														
0.5	GNEISS (BEDROCK)		1	RC	REC 100%												RQD = 90%
	Bedrock cored from 0.5 m depth to 3.0 m depth. For coring details see Record of Drillhole BH09-16.		2	RC	REC 100%												RQD = 100%
256.6	END OF BOREHOLE							257									
3.0	Note: 1. Water level at a depth of 0.2 m below ground surface (Elev. 259.4 m) upon completion of drilling. 2. Advanced DCPT 1 m north of Borehole BH09-16. Refusal at a depth of 0.5 m (hammer bouncing). 3. Borehole advanced on south side of creek on May 17, 2010; water surface at Elev. 259.6 m. On November 16, 2010 returned to site to probe bottom of creek (water surface elevation was not surveyed on return visit). Creek bed measured at about 0.2 m below water surface and probed to firm bottom at about 0.4 m below water surface.																

SUD-MTO 001 09-1191-0042-4000.GPJ GAL-MISS.GDT 16/11/11 DATA INPUT:

SHEET 1 OF 1

DATUM: Geodetic

DRILLING CONTRACTOR: Walker Drilling

1 : 50



CHECKED: AB



APPENDIX B

Laboratory Test Results



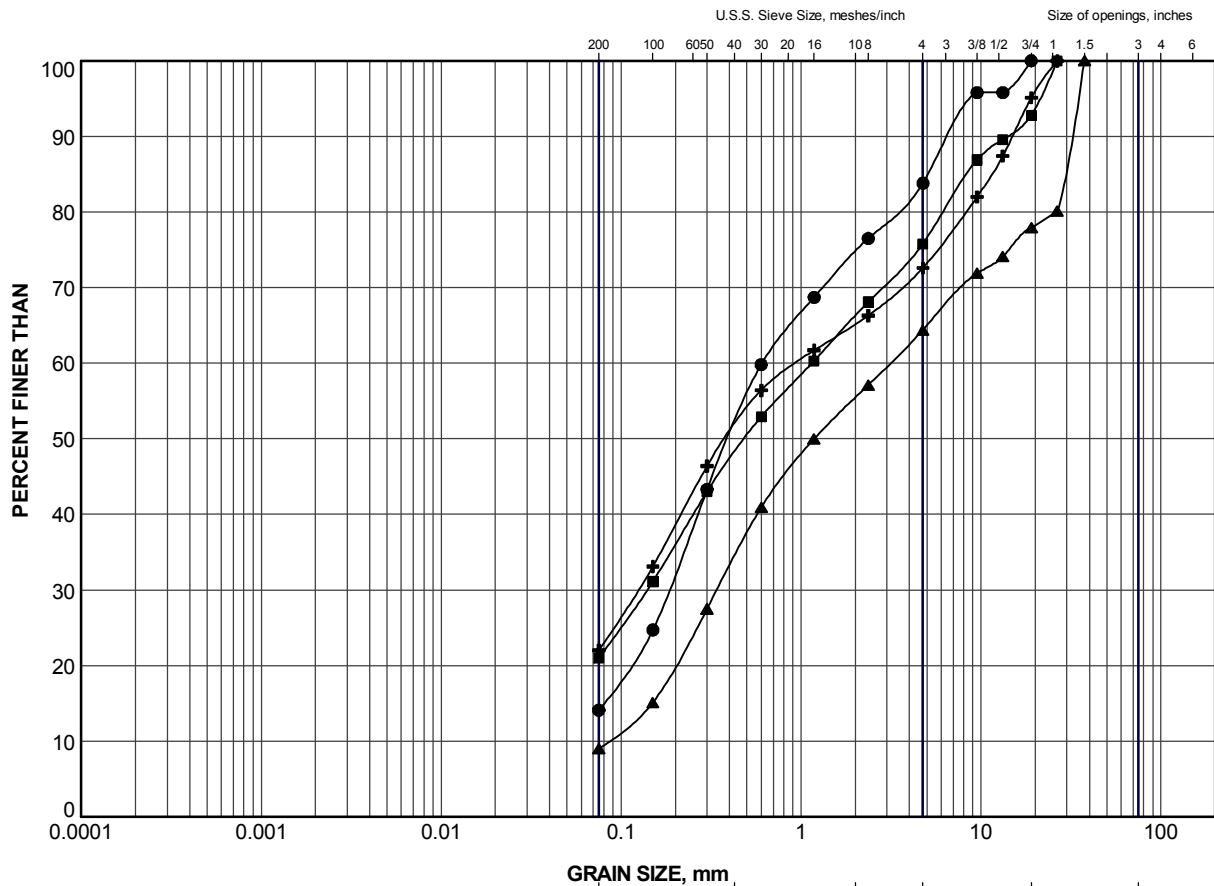
FOUNDATION REPORT - HIGHWAY 11 NBL STA 11+873 CULVERT REPLACEMENT

Table B-1 - Summary of Analytical Testing of Creek Water

Parameter	Units	Method Detection Limit	Result
Chloride	mg/L	0.2	439
Sulphate	mg/L	1	6
Conductivity	$\mu\text{S/cm}$	1	1650
Resistivity	Mohm-cm	n/a	0.0006
pH	n/a	n/a	7.53

Notes: 1. Samples obtained May 17, 2010.
2. Analytical testing carried out by Testmark Laboratory Ltd.


Compiled by: AB
Checked by: LG

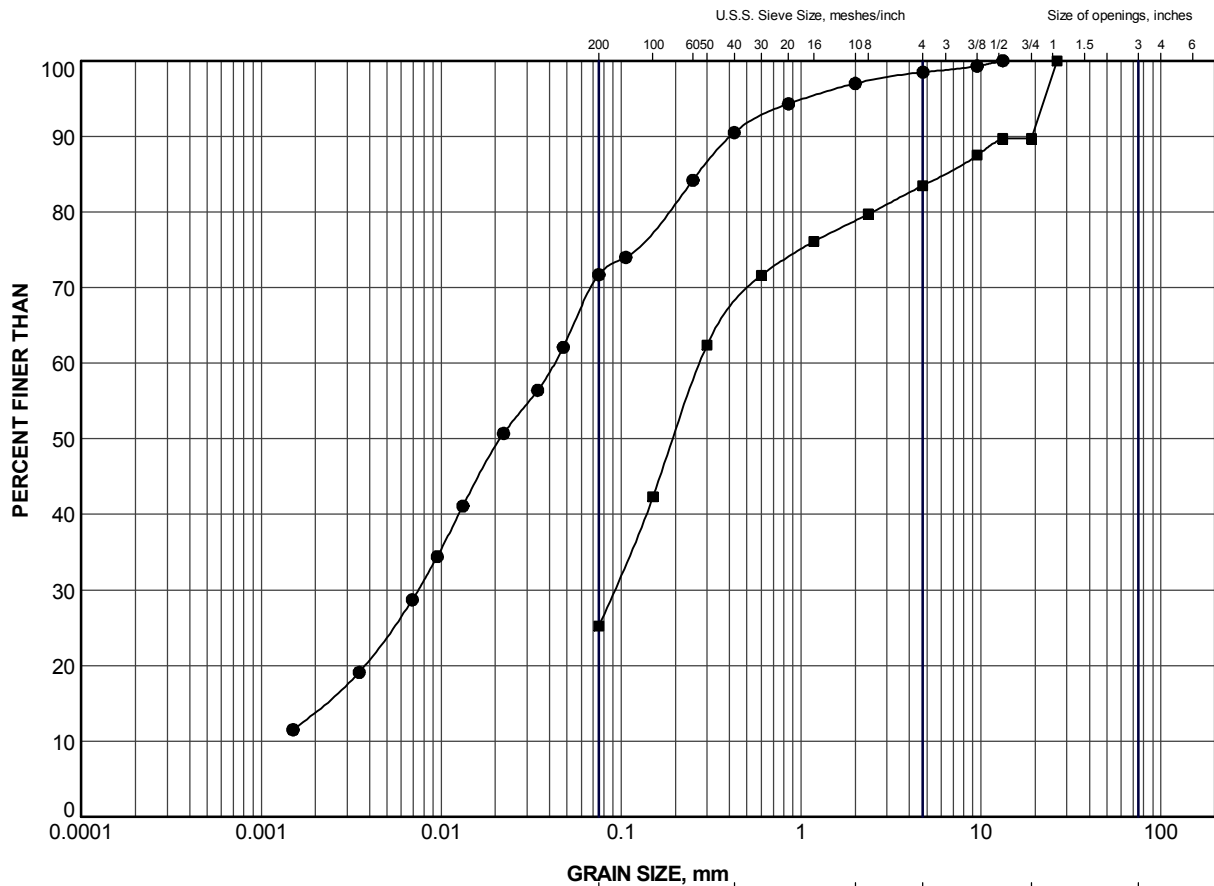


CLAY AND SILT	SAND SIZE, mm						Cobble Size
	fine	medium	coarse	fine	coarse		
	SAND SIZE			GRAVEL SIZE			

LEGEND


SYMBOL	BOREHOLE	SAMPLE	ELEV (m)
●	BH09-02	3	260.3
■	BH09-02	5	258.7
▲	BH09-02	7	257.2
+	BH09-04	4a	259.5

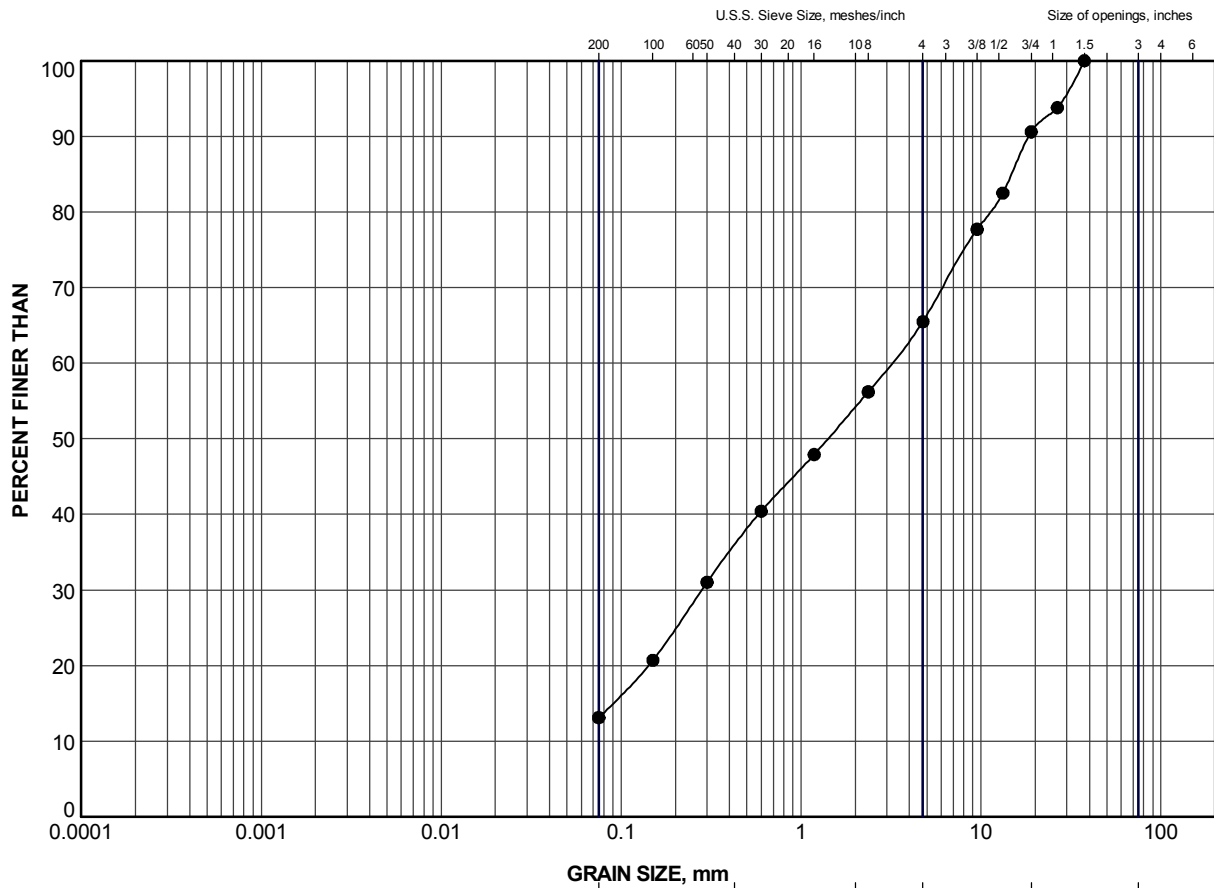
PROJECT				
HIGHWAY 11 NBL CULVERT 11+873				
TITLE				
GRAIN SIZE DISTRIBUTION				
SAND TO GRAVELLY SAND (FILL)				
PROJECT No.		09-1191-0042		FILE No. 09-1191-0042-4000.GPJ
DRAWN	JJL	Nov 2011	SCALE	N/A
CHECK	AB	Nov 2011	REV.	
APPR	JMAC	Nov 2011		
				FIGURE B-1



LEGEND

SYMBOL	BOREHOLE	SAMPLE	ELEV (m)
●	BH09-04	4b	259.2
■	BH09-04	5	258.6


PROJECT					
HIGHWAY 11 NBL CULVERT 11+873					
TITLE					
GRAIN SIZE DISTRIBUTION					
SANDY SILT TO SILTY SAND					
PROJECT No.		09-1191-0042		FILE No. 09-1191-0042-4000.GPJ	
DRAWN	JJL	Nov 2011	SCALE	N/A	REV.
CHECK	AB	Nov 2011			
APPR	JMAC	Nov 2011			
			FIGURE B-2		



GRAVEL SIZE, mm							Cobble Size
CLAY AND SILT	fine	medium	coarse	fine	coarse		
	SAND SIZE			GRAVEL SIZE			

LEGEND

SYMBOL	BOREHOLE	SAMPLE	ELEV (m)
●	BH09-15	4	257.0

PROJECT					
HIGHWAY 11 NBL CULVERT 11+873					
TITLE					
GRAIN SIZE DISTRIBUTION					
GRAVELLY SAND					
		PROJECT No. 09-1191-0042		FILE No. 09-1191-0042-4000.GPJ	
		DRAWN	JJL	Nov 2011	SCALE N/A
		CHECK	AB	Nov 2011	REV.
		APPR	JMAC	Nov 2011	
FIGURE B-3					

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