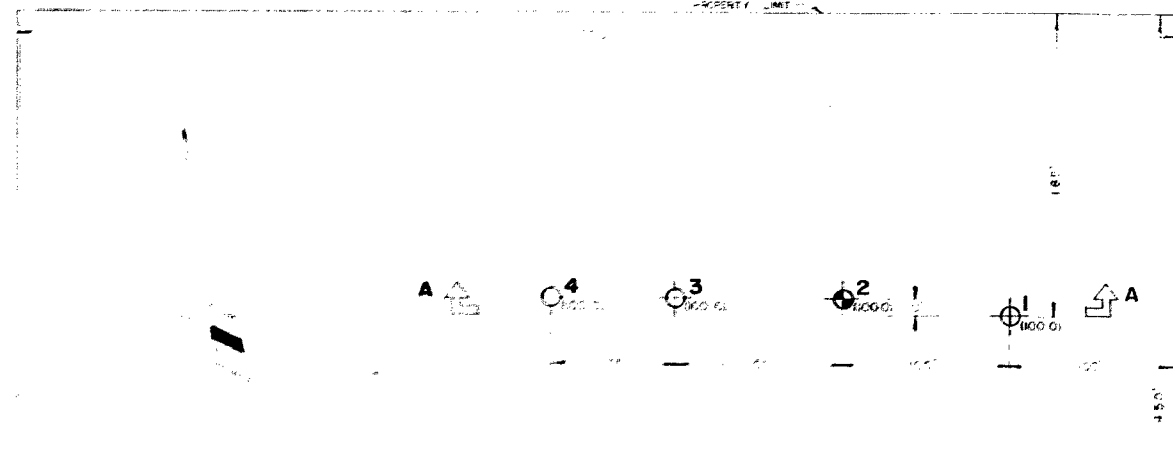
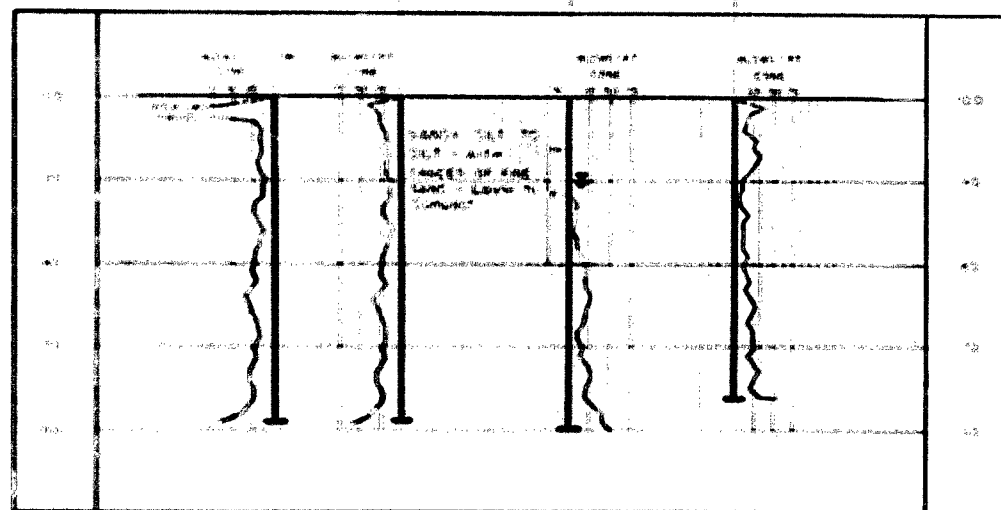


63-F-8
HWY # 541
GARSON
PATROL YARD



PLAN

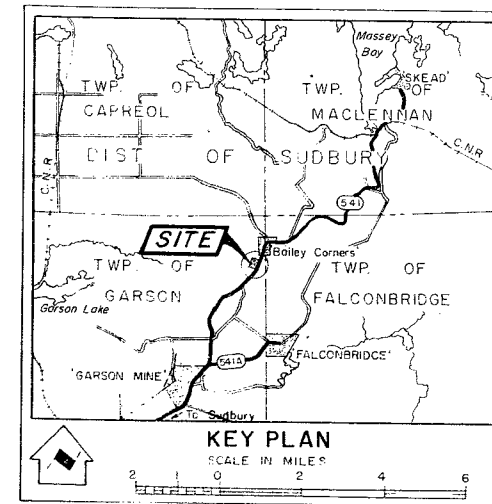


A - A

SECONDARY HWY. NO. 541
SKEAD ROAD
TO BAILEY CORNERS

SECONDARY HWY. NO. 541
SKEAD ROAD
TO BAILEY CORNERS

SECONDARY HWY. NO. 541
SKEAD ROAD
TO BAILEY CORNERS



LEGEND

- Cone Penetration Hole
 - ⊕ Hole B Cone Penetration Hole
 - ▼ Water Levels established at time of field investigation Jan 21, 1963
- Elevations Assumed at 100.0

NOTE

The boundaries between soil strata have been established only at the hole locations. Between hole locations the boundaries are assumed from geological evidence and may be subject to considerable error.

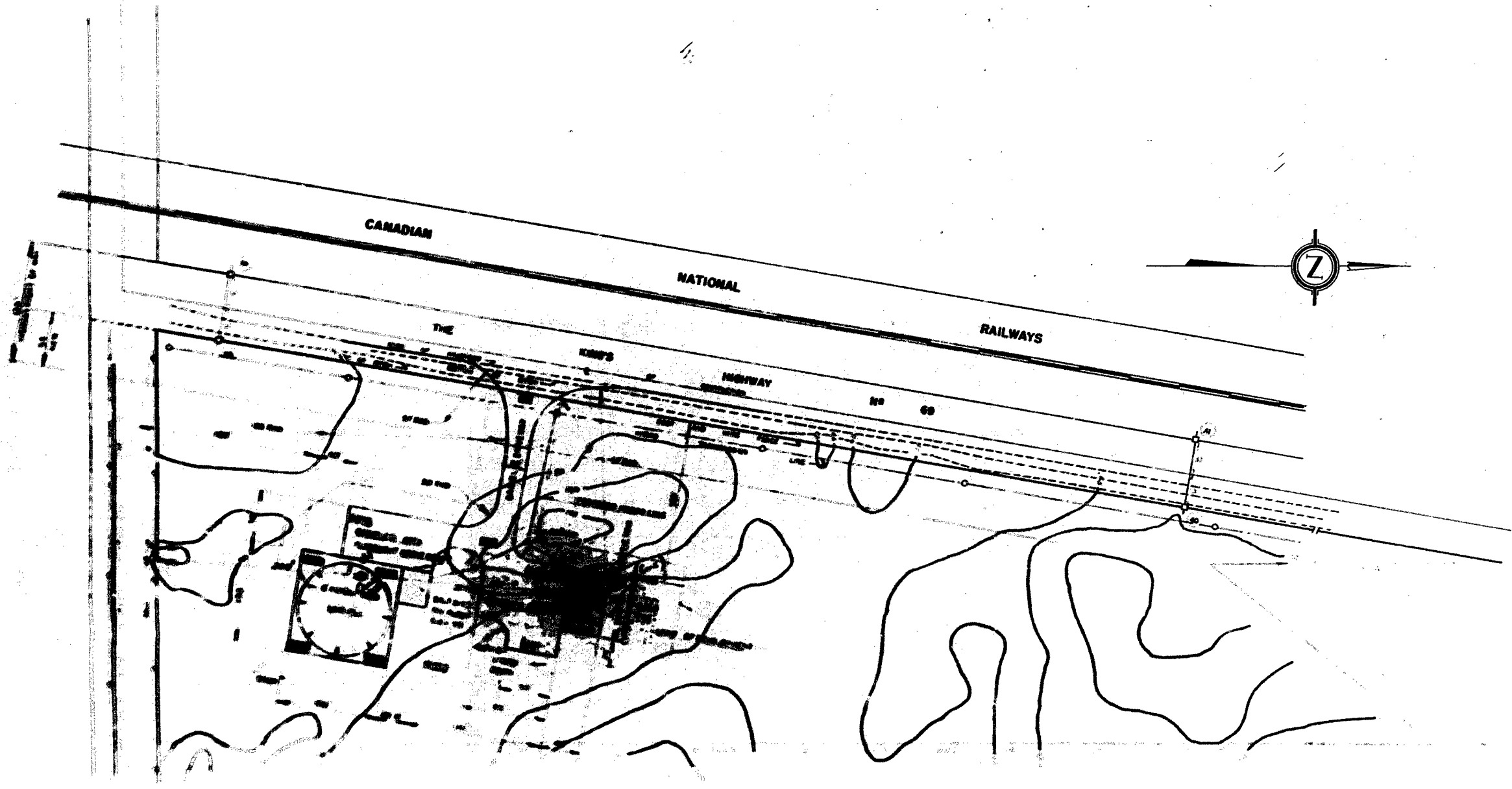
The complete soil investigation report for this structure may be examined at the bridge office and inspection office, Downsview, and at the Sudbury District office. The Department does not guarantee the accuracy of this report or the data used in the design of this structure.

MATERIALS & RESEARCH SECTION

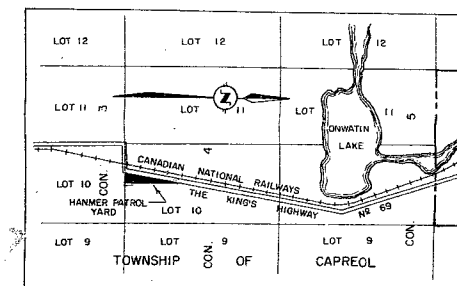
GARSON PATROL YARD

63-F-8A

DEAD END



LOT 10, 63-A9 CONCESSION 4
HANMER PATROL YARD



IDENTIFICATION PLAN
SCALE: 1 INCH = 1/2 MILE

About 1 mile north of 545'

PROPERTY OF THE GOVERNMENT OF CANADA		
SITE PLAN		
HANMER SLOBBURY DISTRICT		DEC-26-1962
		1" = 50'-0"
		5-174

23-65-109.

Mr. F. E. Cavell,
Superintendent,
Special Services Section.

Mr. A. G. Sternac,
Principal Foundation Engr.,
Foundation Section,
Materials & Research Division.
February 6, 1963.

D.H.C. FOUNDATION INVESTIGATION REPORT -
Proposed Garson Patrol Yard, Hwy. #541,
Dist. #12, Sudbury - W.J. 63-F-8 - W.P. (Nil)

Attached, we are forwarding you the above-mentioned foundation report.

The proposed layout of the buildings and roads, etc., was not shown on the plan provided by the Services Section. Because of the presence of deep snow, only a limited number of borings was possible without extensive ploughing. These borings were positioned along a line roughly bisecting the site. The results of these borings indicate a high degree of uniformity. We are, therefore, assuming similar conditions will exist over the whole site.

If there are any queries with respect to this project, please do not hesitate to contact our Office.

AGS/MceF
Attach.

A. G. Sternac
A. G. Sternac,
PRINCIPAL FOUNDATION ENGINEER

cc: Mr. F. E. Cavell (4)
Mr. H. A. Tregaskes
Mr. H. D. McMillan
Mr. T. A. Sharpe

Foundations Office ✓
Gen. Files.

Mr. F. E. Cavell,
Superintendent,
Special Services Section.

Mr. A. G. Stermac,
Principal Foundation Engr.,
Foundation Section,
Materials & Research Division.

January 31, 1963

D.H.O. FOUNDATION INVESTIGATION REPORT -
PROPOSED GARSON PATROL YARD, HWY. #541,
DISTRICT #17, SUDBURY - W.J. 63-F-8 - W.P. (N11).

It is proposed to construct a D.H.O. Patrol Yard on Highway #541, approximately 4 miles north of the Town of Garson. For design purposes, a foundation investigation of the site was requested by the Special Services Section in a memo dated January 7, 1963.

To determine the subsoil conditions at the site, four borings, consisting of dynamic cone penetration tests and a sampled borehole, were made, utilizing a conventional diamond drill adapted for soil sampling procedures.

Samples were recovered in a 2-inch O.D. split-spoon sampler driven into the soil with an energy of 350 ft.-lbs. per blow. In addition, grab samples were also recovered from the casing.

Each sample of the subsoil was visually classified in the field before transportation to the laboratory where a further classification was carried out.

The locations and elevations of all boreholes, together with the inferred stratigraphical profile, are shown on Drawing No. 63-F-8A. An elevation of 100.0 was assumed at B.H. #1.

The subsoil at the site consists of silt with traces of fine sand. The relative density of the silt is loose to compact and there is no marked increase in density with depth for the first 35 feet, or so.

cont'd. /2 ...

Mr. F. E. Cavell, Supt.,
Special Services Section.

January 31/63

The water table was found to be 10 feet below the ground surface.

It is recommended that the garage be supported on spread footings with a safe design load of 1 T.S.F. The footings should be placed as near the ground surface as frost conditions will allow.

No dewatering problems are expected.

The sand pile may be built, without any apparent danger of a base failure.

For all service roads, parking lots and other areas to be paved or gravelled, the topsoil should be stripped and replaced with 18" of acceptable granular borrow or sand cushion and topped with 6" of G.B.C. Class 'A'. Surfacing material for the roadways and parking areas should consist of a 3-inch layer of HL-4.

The field work, performed on January 23, 1963, together with the preparation of this report, was carried out by Mr. G. Mierzynski under the general supervision of Mr. K. Selby of the Foundation Section.

Equipment was owned and operated by the Johnstown Drilling Co. of Ottawa.

AGS/MdeF

Attach. - 1 Dwg.

cc: Messrs. F. E. Cavell (4)
H. A. Tregaskes
H. D. McMillan
T. A. Sharpe

Foundations Office ✓
Gen. Files.

A. G. Stermac
A. G. Stermac,
PRINCIPAL FOUNDATION ENGINEER

THIS COPY TO VENDOR