FOUNDATION INVESTIGATION AND PRELIMINARY DESIGN REPORT
SITCH CREEK CULVERT # 3 REPLACEMENT
HIGHWAY 595
TOWNSHIP OF GILLIES, THUNDER BAY DISTRICT

AGREEMENT NO.: 6013-E-0021
ASSIGNMENT NO.: 9
SITE NO.: 48W-201C
GEOCRES NO. 52A-191
GWP 6351-14-00

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PART 1: FACTUAL INFORMATION

1. INTRODUCTION

DST Consulting Engineers Inc. (DST) has been retained by the Ministry of Transportation (MTO), Geotechnical Section, Northwestern Region to conduct a foundation investigation and produce a foundation design report for the proposed culvert replacement on Highway 595. This work was carried out under Agreement No.: 6013-E-0021, Geotechnical Retainer, Assignment No. 4 and Assignment No. 9.

This report addresses the field investigation, laboratory test program, factual report on conditions (Part 1) and recommendations for preliminary design and construction for the proposed culvert replacement (Part 2).

2. SITE DESCRIPTION

The site is located on Highway 595, approximately 1.08 km North of Highway 588 (latitude 48.3044, longitude -89.7014), LHRS 62920, offset 1.080, Station 11+126, in the Township of Gillies, in the District of Thunder Bay.

It is understood that the existing 35.0 m long centreline culvert is a Structural Plate Corrugated Steel Pipe (SPCSP) culvert approximately 4.88 m in diameter. The existing culvert (Figure 2.3 and 2.4) was originally built in 1975 and inspection by others indicates there is light to moderate corrosion at the water level and the concrete cut off wall at the inlet has light to moderate corrosion, and moderate scaling. The fill thickness above the culvert is approximately 1.5 m and the side slope of the embankment is approximately 2H: 1V. The surrounding area is moderately vegetated and wooded (Figure 2.1 and 2.2). Photographs were taken by others (Figures 2.1 to 2.4).

Geological information is available from published *Ontario Geological Survey Map #52ASW* by the *Ontario Ministry of Natural Resources* for the Gillies area. The map indicates that the local area landform is identified as a silty alluvial plain. The topography in the area is mainly low local relief; plain with wet drainage conditions.

Figure 2.1 Location of existing culvert at Highway 595 (looking North)

Figure 2.2 Location of existing culvert at Highway 595 (looking South)

Figure 2.3 Culvert inlet (looking East)

Figure 2.4 Culvert outlet (looking West)

3. INVESTIGATION PROCEDURES AND LABORATORY TESTING

Site work was carried out on August 22nd and 25th, and September 8th, 2014 utilizing a CME 750 drill rig equipped for geotechnical drilling and operated by DST. A total of four boreholes were advanced to depths ranging from 1.5 m to 12.3 m. The minimum number and depth of the boreholes was specified by the Ministry of Transportation (MTO).

The borehole locations and stratigraphic sections are shown on the Borehole Location Plan and Drawings 2 to 3. Borehole 1 was advanced North of the existing culvert at Station 11+131, 4.0 m right of centreline, and advanced to a depth of 7.6 m below existing surface. Borehole 2 was advanced South of the existing culvert at Station 11+119, 1.7 m left of centreline, and advanced to a depth of 12.3 m below existing surface. The remaining two boreholes were advanced with portable hand equipment at the inlet and outlet of the existing culvert. Borehole 3 was advanced at the inlet at Station 11+124, 16.0 m right of centreline, and advanced to a depth of 1.5 m below existing surface. Borehole 4 was advanced at the outlet at Station 11+128, 13.0 m left of centreline, and advanced to a depth of 3.1 m below surface.

The borehole locations are referenced to the MTO Station numbering system as indicated on the drawings provided by the Ministry. The ground surface elevations at the borehole locations were surveyed by DST personnel and referenced to the existing culvert at Station 11+126. A nail in a utility pole on the Southeast side of the culvert at station 11+122, 12.0 m right was assigned as temporary benchmark with elevation of 100.0 m. Table 3.1 summarizes the detail of borehole locations and depths.

All boreholes were abandoned using suitable abandonment barrier as described in Ontario Regulation 903 and its amendments. Boreholes were decommissioned by backfilling to the bottom of the road base with cuttings and bentonite chips. From the bottom of the road base, granular materials were replaced to the bottom of the asphalt and the asphalt was sealed with a cold patch.

The fieldwork was supervised on a full-time basis by DST personnel who located the boreholes in the field, performed sampling, in-situ testing and logged the boreholes. Soil samples were obtained from the auger flights and from the split spoon sampler used for the standard penetration test (SPT). The SPT involves driving a 51 mm diameter thick-walled sampler into the soil under the energy of a 63.5 kg weight falling through 760 mm. The number of blows required to drive the sampler 305 mm is known as the standard penetration blow count (N) which provides an indication of the condition or consistency of the soil. The soil samples collected during drilling were identified in the field, placed in labelled containers and transported to DST's laboratory in Thunder Bay for further analyses.

Classification and index tests were subsequently performed in the laboratory on samples collected from the boreholes to aid in the selection of engineering properties. Laboratory tests included moisture contents, particle size analyses and Atterberg limits including plastic limit and liquid limit. A total of twenty nine (29) moisture contents, ten (10) sieve analyses, two (2) particle size analyses and three (3) Atterberg limits have been carried out for this assignment. Laboratory test results are presented in the Boreholes Logs and graphical plots attached Appendix D (Enclosures).

Table 3.1 Detail of borehole locations

Borehole ID	Station	Elevation (m)	Depth (m)	Offset (m)
BH1	11+131	102.0	7.6	4.0 Rt
BH2	11+119	101.9	12.3	1.7 Lt
BH3	11+124	97.9	1.2	16.0 Rt
BH4	11+128	97.2	3.1	13.0 Lt

4. DESCRIPTION OF SUBSURFACE CONDITIONS

The subsurface conditions are presented based on the information obtained during power auger drilling and hand auger drilling.

The generalized stratigraphy of the existing embankment, based on the conditions encountered in Boreholes 1 and 2, consists of asphalt surface treatment overlying a granular sand fill which is underlain by a silt layer followed by a till layer.

Table 4.1 Summary of soil strata at the culvert location

Layer	Depth (m)	Elevation (m)	Comments
Asphalt	0.05	101.9 to 101.8	
Fill-Sand Fill-sand and Crushed gravel	0.0to 6.2 0.05 to 3.8	102.0 to 95.8 101.9 to 98.1	
Silt	3.8 to 7.6	98.1 to 94.3	
Till	6.8 to 7.6 7.6 to 12.3	95.2 to 94.4 94.3 to 89.0	

4.1 Aspahlt

Asphalt surface treatment was encountered at surface in Boreholes 2 with thickness of 50 mm.

4.2 Topsoil

Topsoil was encountered at surface in Borehole 3 and 4 with a thickness of approximately 0.1 m.

4.3 Fill – Sand and Crushed Gravel

Sand fill and crushed gravel, trace silt was encountered in Boreholes 2 below the asphalt with a thickness of 0.2 m at depths between 0.05 to 0.2 m (Elev. 101.9 to 101.7 m). The moisture contents of samples tested range found to be 3 %.

4.4 Fill – Sand

Sand fill with some gravel to gravelly, trace to some silt, and cobbles was encountered in the Boreholes 1 and 2 at depths of 0.0 m and 0.2 m with a thickness of approximately 6.2 m

(Elev. 102.0 to 95.8 m) and 3.6 m (Elev. 101.7 to 98.1 m) respectively.

SPT ‘N’ values vary from 8 to 42, indicating a loose to dense condition. The moisture contents of the sand material vary from 4 to 9 %. The laboratory test results are summarized in Table 4.2.

Table 4.2 Summary of Sieve Analysis- Sand fill

Laboratory Results – Sieve Analysis	
Gravel %	15 to 43
Sand %	50 to 74
Fines %	7 to 14

4.5 Concrete

Concrete was encountered in Borehole 1 at depth of 6.2 m (Elev. 95.8 m) with thickness of 0.6 m (Elev. 95.8 to 95.2 m).

4.6 Silt

Silt with some sand to sandy, trace to some clay, trace gravel was encountered in Boreholes 2, 3 and 4 at a depths of 3.8 m (Elev. 98.1 m), 0.1 m (Elev. 97.8 m) and 0.1 m (Elev. 97.1 m) with thickness of 3.8 m, 0.5 m and 2.2 m respectively.

Atterberg limits tests carried out on samples from Boreholes 2, and 4 indicate that low to medium plastic silts. The moisture content of the silt ranges from 12 to 24 %. SPT ‘N’ values for silt range between 1 and 17 indicating very soft to very stiff consistency. The laboratory test results are summarized in following Tables 4.3

Table 4.3 Summary of Atterberg limits- silt

Laboratory Results – Atterberg Limits	
Liquid Limit %	20 to 44
Plastic Limit %	16 to 34
Plastic Index %	4 to 10

4.7 Clay

Silty clay with some gravel, cobbles was encountered in Borehole 3 at depth of 0.6 m (Elev. 97.3 m) with thickness of 0.6 m. The moisture content of the tested sample was found to be 20%.

4.8 Till

Till material with sand, gravel, some silt and trace clay was encountered in Borehole 1, 2, 3 and 4 at depth of 6.8 m (Elev. 95.2 m), 7.6 m (Elev. 94.3 m), 1.2 m (Elev. 96.7 m) and 2.3 m (Elev. 94.9 m) respectively. The thickness of this stratum is not defined as borehole terminus was reached within this stratum due to auger refusal on possible cobbles/boulders or bedrock.

SPT 'N' values vary from 17 to more than 100, indicating a compact to very dense condition. The moisture contents of the sand material vary from 14 to 18 %. The laboratory test results are summarized in Table 4.4.

Table 4.4 Summary of Sieve Analysis- Till

Laboratory Results – Sieve Analysis	
Gravel %	10 to 50
Sand %	35 to 66
Fines %	12 to 41

4.9 Auger refusal

Auger Refusal was encountered on possible bedrock or cobbles and boulders in Borehole 1, 2, 3 and 4 at depth of 7.6 m (Elev. 94.4 m), 12.3 m (Elev. 89.6 m), 1.5 m (Elev. 96.4 m) and 3.1 m (Elev. 94.1 m) respectively.

4.10 Groundwater

At the time of the field investigation groundwater was observed in Borehole 2 at depth of 6.2 m (Elev. 95.7 m). The groundwater levels can be expected to vary with the season and precipitation events.

Table 4.5 Groundwater Depths

Borehole	Groundwater Depth	Groundwater Elev.
Borehole 2	6.2	95.7

5. MISCELLANEOUS

Site work was carried out during the week of August 22nd, and 25th, 2014 utilizing a CME 750 all-terrain drill rig operated by DST personnel and the week of September 8th, 2014 utilizing a tripod. Fieldwork was supervised on a full time basis by Peter Raynak who located the boreholes in the field, performed sampling, in-situ testing and logged the boreholes. Soil samples collected during drilling were identified in the field, placed in labelled containers and transported to DST's laboratory in Thunder Bay for further analysis. Interpretation of the data and preparation of the report was completed by Deep Bansal, P.Eng and reviewed by Prof. Myint Win Bo, P.Eng a designated principal contact for MTO projects.

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PART 2: ENGINEERING DISCUSSIONS AND RECOMMENDATIONS

6. PROJECT DESCRIPTION

DST Consulting Engineers Inc. has been retained by the Ministry of Transportation (MTO), Northwestern Region, to conduct a foundation investigation and design report for the replacement of the Sitch Creek Culvert # 3 on Highway 595. This work was carried out under Agreement No. 6013-E-0021, Assignment No. 4 and Assignment No. 9, Foundation Investigation and Design Report for the Replacement of Various Culverts.

Existing structure at this location is a 4.88 m in width x 4.88 m in height x 35.0 m in length Structural Plate Corrugated Steel Pipe (SPCSP) culvert with a depth of soil cover of approximately 1.5 m. The culvert was identified with light to moderate corrosion at the water level with moderate scaling of the concrete cut-off wall at the inlet. The fill thickness above the culvert is approximately 1.5 m and the side slope of the embankment is identified through visual inspection and is approximately 2H:1V. The culvert replacement is recommended to be of a similar SPCSP culvert.

The generalized stratigraphy of the existing embankment, based on the conditions encountered in boreholes, consists of asphalt overlying a sand fill and crushed gravel layer that is underlain by a silt layer, followed by a layer of till.

This section presents interpretation of the geotechnical data presented in the factual report and provides geotechnical design recommendations and construction concerns for the proposed culvert replacement.

6.1 Replacement Structure

The proposed replacement structure at this site is a SPCSP culvert however other culvert types such as concrete box culverts or open footing culverts could also be considered for the culvert replacement.

It is understood that open cut excavation will be used to replace the structure. The design of the replacement structure must be in accordance with the Canadian Highway Bridge Design Code CAN/CSA-S6-06 (CHBDC, 2006) and all relevant Ministry of Transportation specifications and guidelines.

6.1.1 Earth Excavation

Earth excavation will be required adjacent to the existing and replacement structure and may require temporary surface water ditch diversion and temporary support for traffic. This method can more readily accommodate excavation of large boulders, if encountered during excavation. As a minimum, the procedures should be in accordance with OPSS 902 “Construction Specifications for Excavating and Backfilling-Structures”. Where temporary protection systems are required they shall be constructed in accordance with OPSS.PROV 539 “Construction Specification for Temporary Protection Systems” and Section 6.1.5 “Roadway Protection”.

When organic materials are encountered during excavation, the excavations to remove these organics and wood should be completed in accordance with OPSS.PROV 209 “Construction Specification for Embankments Over Swamps and Compressible Soils”.

Excavation should be in accordance with the requirements of the Occupational Health and Safety Act of Ontario (OHSA), O.Reg. 213/91. According to O.Reg. 213/91, s.226, the soils in the area of interest classify as Type 3 and Type 4 if located above and below the water table respectively. Type 3 soils generally are stiff to firm and compact to loose or are previously excavated soil, exhibit signs of surface cracking, exhibit signs of seepage, if it is dry, may run easily into a conical pile and have a low degree of internal strength. Type 4 soils generally are soft to very soft and very loose in consistency, very sensitive and upon disturbance are significantly reduced in natural strength, run easily or flow unless it is completely supported before excavation procedure, have almost no internal strength, are wet or muddy and exerts substantial fluid pressure on its supporting system. In accordance with O. Reg. 213/91, s.227 (3), if an excavation contains more than one type of soil, the soil shall be classified with the highest number as described in section 226. These should be assessed and confirmed in the field as construction progresses. Open excavation without shoring could be completed provided that the soils are sloped back sufficiently to maintain sidewall stability and protect workers. As per the OHSA O. Reg 213/91, s 234 it is recommended that the excavation side slopes should not be steeper than 1H: 1V for soils Type 1 to 3 and 3H: 1V for soil Type 4. The stability of the excavation side slopes will be highly dependent on the contractor's methodology and ability to effectively dewater the excavation. Bottom width of excavation should be 4 to 6 m wider than maximum width of proposed replacement culvert.

6.1.2 Lateral and Sliding Resistances

The analysis of horizontal and vertical effects of earth loads on the culvert can be performed considering soil parameters given in Table 6.1 and as described in Section 7.6.3.1 in Canadian Highway Bridge Design Code. Temporary bracing and shoring may be designed using the typical soil parameters given in Table 6.1, but the designer/contractor should verify the appropriate soil parameters for the designs of specific bracing and shoring system.

It is recommended that all excavations be either adequately sloped or securely shored and braced to prevent earth caving and to provide a safe and stable work area. The design should incorporate the effects of hydrostatic pressure, traffic surcharge and retained sloping earth conditions in the bracing design.

Table 6.1 Typical soil parameters for earth loads

Soil type	Top Elevation (m)	Unit weight (kN/m^3)	Internal drained friction angle (Deg)	Soil/Steel Interface friction angle δ (Deg)	Intact undrained shear strength (kPa)	Adhesion (kPa)
Granular A	-	20	35	14	-	-
Fill-Sand	102 to 101.8	20	35	14	-	-
Clay-silty	97.3	19	26	11	45	30
Silt	98.1 to 97.2	19	30	11	45	30
Till	94.3 to 96.7	22	34	14	-	-

& Please note that parameters of Granular A are dependent on the degree of compaction, mineralogy, angularity of the soil particles and therefore could vary from the listed values

Table 6.2 Lateral Earth Pressure Coefficients

Earth Pressure Coefficient	Equation*	Granular A Sand Fill#	Clay-silty#	Silt#	Till#
Active Earth Pressure (K_a)	$\left(\frac{1-Sin\emptyset}{1+Sin\emptyset}\right)$	0.27	0.39	0.33	0.28
Passive Earth Pressure(K_p)	$\left(\frac{1+Sin\emptyset}{1-Sin\emptyset}\right)$	3.68	2.55	3.0	3.53
At rest (K_o)	$(1-Sin\emptyset)$	0.42	0.56	0.50	0.44

* Φ is an angle of internal friction
# The earth pressure coefficient provided here are for the normally consolidated soils condition considering fully mobilized condition

For over consolidated (OC) soils the earth pressure coefficient at rest condition should be corrected using a following relationship

$$\mathbf{K_{0\,(OC)} = K_{0(NC)} * (OCR)^{0.5}}$$

Where

$K_{o(oc)}$= Earth pressure coefficient over consolidated soils

$K_{o(Nc)=}$ Earth pressure coefficient normally consolidated soils

OCR= Over consolidation Ratio

The following table provides a coefficient of friction for various soils with steel that may be used in the assessment of sliding resistances.

Table 6.3 Coefficient of friction for sliding resistance

Soils	Coefficient of Friction
Granular A , Sand Fill, Till	0.25
Clay-silty	0.20
Silt	0.20

6.1.3 Foundation Design

The culvert will be located at approximately the same vertical and horizontal alignment of the existing structure. As the proposed culvert is not expected to be heavily loaded, a shallow foundation is considered suitable for this site. As the cross sectional area of the replacement structure is to be the same or larger than the existing, the overall effect on the culvert foundation soils will be a small decrease in stress at the base of the culvert. The culvert should be installed to a minimum depth of 6.4 m (Elev 95.6 m) below top of pavement and bedding material placed on undisturbed native silt, clay or till soils.

Where unsuitable or unstable soils are encountered; the foundation soils must be removed to a firm or hard soils and replaced to the foundation grade. If sub-excavation for frost effects is carried out in the dry (with adequate dewatering controls), the material can be replaced with Granular A material meeting OPSS.PROV 1010 specifications and compacted to a minimum of 95 % of standard Proctor maximum dry density in accordance with OPSS.PROV 501 “Construction Specification for Compacting”. If sub-excavation for frost effects is carried out in the wet (water is maintained at or above adjacent groundwater table) All foundation preparation should be completed in accordance with OPSS 421 “Construction Specification for Pipe Culvert Installation in Open Cut”, any specifications provided in the contract documents and as indicated in Section 6.1.5 Bedding.

The settlement of foundation is expected to be not more than 25 mm changes in loading conditions to the site. Since considerable settlements are unlikely to occur, no camber is recommended at this site.

6.1.4 Roadway Protection

Since some temporary roadway protection is required during the structure replacement, installation of a gabion wall may be considered to ensure the stability of the bank and is a feasible option. Alternatively, the use of sheet pile or soldier piles with lagging installed as the excavation progresses may also be considered. Soldier piles, properly designed, will be more capable of accommodating the presence of cobbles and rock fill if encountered within the embankment fill. As the potential of encountering cobbles exists, the contractor should be prepared to handle this with the selection of adequate driving or vibratory equipment as well as steel thickness. The use of gabion wall will require widening of road embankment at the location of culvert replacement with temporary culvert extension. Alternatively a detour during construction may be considered which will allow full replacement of culvert at same time.

The design of roadway protection may be performed using the typical soil parameters given in Table 6.1, but the designer/contractor should verify the appropriate soil parameters for the designs.

The construction methodology must be in accordance with all applicable standards and regulations related to the method proposed. The contractor's method and equipment must be suitable for the site conditions and materials used.

6.1.5 Bedding

The foundation soils, clay and silts in particular, will be very susceptible to disturbance and weakening as a result of traffic, standing water and frost. Any foundation soils that could be disturbed shall be protected and therefore use of working mat during construction is recommended. The bottom of the excavation on which the culvert or granular pad is to rest shall not be disturbed. The bedding placement should commence immediately after the final removal of material to the foundation level has been completed.

The bedding for the structure should be designed in accordance with Section 7.6 of the CHBDC. The bedding shall be a minimum of 200 mm thick and extend to a minimum width (half of the width of culvert) beyond all sides of the culvert. The bedding material should consist of "Granular A" as per Soil Group I in accordance with Table 7.4 of the Canadian Highway Bridge Design Code. The "Granular A" shall be in accordance to OPSS.PROV 1010. The "Granular A" should be placed in layers not exceeding 200 mm in thickness, loose measurement, and each layer compacted to a minimum of 95 % of standard Proctor maximum dry density. The middle one-third of the culvert width of the top bedding layer, having minimum thickness of 75 mm, shall be loosely placed and uncompacted.

where construction is performed without dewatering bedding material should consist of 19 mm Type I or II clear stone as defined in OPSS.PROV 1004.05.02. Since fine materials are present beneath the clear stone a non-woven geotextile (OPSS 1860.07.05.01 Class II) with the filtration opening size (FOS) less than 135 µm will be required for separation. No compaction is required of the clear stone.

6.1.6 Sidefill and Overfill

The material used for culvert sidefill should not contain debris, organic matter, frozen materials, or large stones of a diameter greater than one-half the thickness of the compacted layers being placed or 100 mm, whichever is smaller. Soils shall be deposited uniformly on each side of the structure in order to prevent lateral displacement. The minimum width of the sidefill should be at least half of the culvert width in each side. The sidefill should consist of Granular A" and compacted to 95% of standard Proctor maximum dry density.

Overfill should consist of "Granular A" and should be compacted to not greater than the compaction or equivalent stiffness of soils in the sidefill zone and bedding. Due to presence of silt soils underneath the sand fill it is recommended that the backfill materials should be separated from the adjacent soil with a non-woven Class II geotextile, with a filtration opening size of between 50 to 100 µm, specified in OPSS 1860 "Material Specifications for Geotextiles".

6.1.7 Dewatering

During construction In order to prevent back up of water from upstream and downstream, a dyke made of sand bags has sometimes been used as a hydraulic barrier. However, a sheet pile vertical cut-off wall will provide better control of both surface and groundwater. A suitable sump and pump system, possibly supported by an efficient well-point system, will be required to dewater and stabilize the excavation. A well designed well-point system with a suitable diameter of well point at an appropriate spacing will perform better for working under dry condition and to prevent disturbance of the excavation base through sand boiling and hydraulic heave. It should be noted that depending on the season, depth of excavation and amount of water flow through the creek may vary. The contractor should be prepared to tackle this situation. The contractor should be alerted of the high water table and surface water, for example through a non-standard special provision (NSSP).

A continuous dewatering operation must be provided to keep the excavation stable and free of water. The excavation must be monitored daily throughout the duration of excavation until the completion of backfilling to confirm this. The dewatering system must be maintained and the surrounding area monitored for impacts to items such as, but not limited to, settlement and groundwater usage. The control of water from the dewatering operation should be accordance with OPSS 518 "Construction Specification for Control of Water from Dewatering Operations".

6.1.8 Erosion Control

Erosion control is essential at inlet and outlet for the successful performance of a culvert. Generally, rip-rap is used to avoid the erosion at inlet and outlet of the culvert. The rip-rap slows down the flow close to the channel bed and prevents culvert failure by the undermining.

To prevent erosion of the surrounding soils at the inlet, rip-rap Treatment shall be applied in accordance with OPSD 810.020 “Rip-Rap Treatment for Ditch Inlets” and OPSS 511 “Construction Specification for Rip-Rap, Rock Protection, and Granular Sheeting”.

The outlet shall be rip-rapped to prevent erosion of the surrounding soils in accordance with OPSD 810.010 “Rip-Rap treatment for Sewer and Culvert Outlets” and OPSS 511 “Construction Specification for Rip-Rap, Rock Protection, and Granular Sheeting”.

To prevent undermining of the bedding, cutoff walls shall be installed along the entrance and exit end bottom sides of culvert. Cutoff walls should be designed based on velocity of the water flow and the type of soil underneath.

The temporary erosion and sedimentation measures during the construction of culvert shall be controlled as described in OPSS 805 “Construction Specification for Temporary Erosion and Sedimentation Control Measures”.

6.1.9 Frost Protection

In accordance with OPSD 3090.100 “Foundation Frost Depths for Northern Ontario”, the frost penetration at this location is about 2.2 m. The frost susceptible soils shall not be used adjacent to the culvert wall within the depth of frost penetration from the road surface. The soils under the culvert are highly frost susceptible (capable of forming thick ice lenses with the associated pressures and heave).

During winter season, ice may form inside the culvert and a low flow rate may assist the ice formation. It is expected that ice may extend to the culvert invert and frost could therefore extend into the soils below the culverts, possibly as deep as 2.2 m. The frost heave may generate additional stresses on the culvert foundation and walls.

Three design approaches are commonly applied; designing the culvert with enough strength and rigidity to tolerate these pressures (recognizing that the maximum differential pressures and movements as a result of frost lensing cannot be accurately quantified); removing the frost susceptible soils within the frost zone; or providing adequate insulation to reduce frost penetration. As the frost penetration is extended below the invert level of the culvert, the frost protection should be in accordance with OPSD 803.030 and 803.031 “Frost Treatment - Pipe Culverts, Frost Penetration Line Below Bedding Grade” and “Frost Treatment - Pipe Culverts, Frost Penetration Line Between Top of Pipe and Bedding Grade”.

where sub-excavation for frost effects is carried out in the dry (with adequate dewatering controls), the material can be replaced with Granular B Type 1 material compacted to 95% of standard proctor maximum dry density. If the excavation is in the wet (water is maintained at or above adjacent groundwater table) then the material should be rockfill or clear stone surrounded by geotextile, without the need for compaction. Depending on the structural design of the culvert, partial sub-excavation (less than 2.0 m) may also be considered to reduce differential stresses associated with frost; however the exact pressures and movements cannot be accurately quantified.

Acceptable insulation to prevent frost penetration would be 125 mm Dow Styrofoam Highload 40 Insulation or an equivalent material with a compressive strength of approximately 275 kPa or greater. For a region that has a freezing index greater than 1500 Celsius Degree-Days it is recommended that the insulation be placed beneath the structure and extend 2.44 m from the face of the buried structure.

6.1.10 Embankment Foreslopes

Existing culvert foreslopes are approximately 2.0H:1V on both sides of the embankment. The foreslopes should be reinstated with a slope not steeper than 2H:1V if being constructed with granular materials. The foreslopes should be reinstated with a slope not steeper than 1.5H: 1V if being constructed with rock fill. The minimum thickness of rock fill must be greater than 2 m to achieve an adequate FOS for the reinstated rock fill embankment.

6.1.11 Construction Concerns

The main construction issues that need to be addressed for this site are removal of cover/embankment materials, staged removal of the existing culvert, provisions required for temporary roadway protection, diversion of the channel, excavation below the water table and reinstatement of the embankment fill. These items are important for the successful installation of the new culvert.

A quality verification Engineer shall be required to inspect the condition of the foundation and surrounding soils before installation of bedding and other backfills and ensure the width of trench and trench wall slopes are suitable, and ensure compliance with material placements and compaction methods.

7. CLOSURE

Based on the information collected from field investigation, parameters interpreted from laboratory test results, groundwater monitoring data and information provided by the client, the proposed replacement structure at this site is recommended to be a Structural Plate Corrugated Steel Pipe culvert. Table 7.1 below summarizes the advantages and disadvantages of the use of sheet pile, soldier pile and gabion walls for roadway protection. Since it is a temporary roadway protection, the gabion wall is considered to be a recommended option however design of roadway protection is the responsibility of the contractor as per the contract drawings.

Table 7.1 Advantages and disadvantages of various roadway protection methods

Roadway Protection Option	Advantages	Disadvantages
Sheet Pile	• Relatively non permeable • Increased erosion control capacity	• Lightweight material may encounter difficult driving through cobbles, concrete • Higher installation cost • Specialized construction and design required
Soldier Pile	• Heavier gauge materials may be better to be able to accommodate presence of cobbles, concrete • Lower cost	• Permeable • Potential for erosion of retained materials • longer installation time
Gabion Wall	• Ease of Installation • Lower cost • Presence of cobbles and boulders is not an issue	• Permeable • Potential for erosion of retained materials

8. REFERENCES

Canadian Foundation Engineering Manual. 2006. Fourth Edition, Canadian Geotechnical Society.

Canadian Highway Bridge Design Code. 2006, CAN/CSA-S6-06, A National Standard of Canada, Canadian standards Association.

Municipal and Provincial Common, Volume 1 - General & Construction Specifications, "*Ontario Provincial Standard for Roads & Public Work*s" Spec No. *OPSS* 511, 517, 518, 805, 902.

Municipal and Provincial Common, Volume 2 - Material Specifications, "*Ontario Provincial Standard for Roads & Public Work*s" Spec No. *OPSS* 1860.

Municipal and Provincial Common, Volume 3 - Drawings for Roads, Barriers, Drainage, Sanitary Sewers, Watermains and Structures, "*Ontario Provincial Standard for Roads & Public Work*s" Spec No. *OPSD* 203.040, 803.010, 803.030, 803.031, 810.010, 810.020, 3090.100.

Provincial-Orientated, Volume 5 - MTO General Conditions of Contract and General & Construction Specifications, "*Ontario Provincial Standard for Roads & Public Work*s" Spec No. *OPSS.PROV* 209, 501, 510, 539.

Provincial-Orientated, Volume 6 - Material Specifications, "*Ontario Provincial Standard for Roads & Public Work*s" Spec No. *OPSS.PROV* 1004, 1010.

The Surveys and Design Office, Highway Engineering Division, Ministry of Transportation, 1990, Pavement Design and Rehabilitation Manual.

9. LIMITATIONS OF REPORT

A description of limitations which are inherent in carrying out site investigation studies is given in Appendix 'A', and this forms an integral part of this report.

For DST CONSULTING ENGINEERS INC.

Prepared by:

Deep Bansal, P. Eng
Geotechnical Engineer

Reviewed by:

Bernardo Villegas, M.Sc
Manager

Reviewed By:

Dr. M W Bo, PhD., P. Eng, P.Geo, Int PE,
C.Geol, C. Eng, Eur Geol, Eur Eng
Senior Vice President / Senior Principal

APPENDIX 'A'

LIMITATIONS OF REPORT

LIMITATIONS OF REPORT

GEOTECHNICAL STUDIES

The data, conclusions and recommendations which are presented in this report, and the quality thereof, are based on a scope of work authorized by the Client. Note that no scope of work, no matter how exhaustive, can identify all conditions below ground. Subsurface and groundwater conditions between and beyond the testholes may differ from those encountered at the specific locations tested, and conditions may become apparent during construction which were not detected and could not be anticipated at the time of the site investigation. Conditions can also change with time. It is recommended practice that DST Consulting Engineers be retained during construction to confirm that the subsurface conditions throughout the site do not deviate materially from those encountered in the testholes. The benchmark and elevations used in this report are primarily to establish relative elevation differences between the testhole locations and should not be used for other purposes, such as grading, excavation, planning, development, etc.

The design recommendations given in this report are applicable only to the project described in the text and then only if constructed substantially in accordance with details stated in this report. Since all details of the design may not be known, we recommend that we be retained during the final stage to verify that the design is consistent with our recommendations, and that assumptions made in our analysis are valid.

Unless otherwise noted, the information contained herein in no way reflects on environmental aspects of either the site or the subsurface conditions.

The comments given in this report on potential construction problems and possible methods are intended only for the guidance of the designer. The number of testholes may not be sufficient to determine all the factors that may affect construction methods and costs, e.g. the thickness of surficial topsoil or fill layers may vary markedly and unpredictably. The contractors bidding on this project or undertaking the construction should, therefore, make their own interpretation of the factual information presented and draw their own conclusion as to how the subsurface conditions may affect their work.

Any results from an analytical laboratory or other subcontractor reported herein have been carried out by others, and DST Consulting Engineers Inc. cannot warranty their accuracy. Similarly, DST cannot warranty the accuracy of information supplied by the client.

Appendix B

DESCRIPTION OF TERMS

EXPLANATION OF TERMS USED IN REPORT

SPT 'N' VALUE: THE STANDARD PENETRATION TEST (SPT) N VALUE OF THE NUMBER OF BLOWS REQUIRED TO CAUSE A STANDARD 51 mm O.D. SPLIT BARREL SAMPLES TO PENETRATE 0.3 m INTO UNDISTURBED GROUND IN A BOREHOLE WHEN DRIVEN BY A HAMMER WITH A MASS OF 63.5 kg, FALLING FREELY A DISTANCE OF 0.76 m. FOR PENETRATION OF LESS THAN 0.3 m N VALUES ARE INDICATED AS THE NUMBER OF BLOWS FOR THE PENETRATION ACHIEVED. AVERAGE N VALUE IS DENOTED THUS Ñ.

DYNAMIC CONE PENETRATION TEST (DCPT): CONTINUOUS PENETRATION OF A CONICAL STEEL POINT (51 mm O.D. 60° CONE ANGLE) DRIVEN BY 475 J IMPACT ENERGY ON 'A' SIZE DRILL RODS. THE RESISTANCE TO CONE PENETRATION IS MEASURED AS THE NUMBER OF BLOWS FOR EACH 0.3 m ADVANCE OF THE CONICAL POINT INTO THE UNDISTURBED GROUND.

SOILS ARE DESCRIBED BY THEIR COMPOSITION AND CONSISTENCY OR DENSENESS

TEXTURAL CLASSIFICATION OF SOILS

BOULDERS	COBBLES	GRAVEL	SAND	SILT	CLAY
GREATER THAN 200 mm	75 TO 200 mm	4.75 TO 75 mm	0.075 TO 4.75 mm	0.002 TO 0.075 mm	LESS THAN 0.002 mm

COARSE GRAIN SOIL DESCRIPTION (50% GREATER THAN 0.075 mm)

TERMINOLOGY	TRACE OR OCCASIONAL	SOME	WITH	ADJECTIVE (e.g. SILTY OR SANDY)	AND (e.g. SAND AND SILT)
	LESS THAN 10%	10 TO 20%	20 TO 30%	30 TO 40%	40 TO 60%

CONSISTENCY*: COHESIVE SOILS ARE DESCRIBED ON THE BASIS OF THEIR UNDRAINED SHEAR STRENGTH (C_U) AND SPT 'N' VALUES AS FOLLOWS

C_U (kPa)	0 – 12	12 – 25	25 – 50	50 - 100	100 - 200	> 200
N (BLOWS / 0.3 m)	<2	2 - 4	4 - 8	8 - 15	15 - 30	>30
	VERY SOFT	SOFT	FIRM	STIFF	VERY STIFF	HARD

DENSENESS: COHESIONLESS SOILS ARE DESCRIBED ON THE BASIS ON DENSENESS AS INDICATED BY SPT 'N' VALUES AS FOLLOWS

N (BLOWS / 0.3 m)	0 – 5	5 – 10	10 – 30	30 – 50	> 50
	VERY LOOSE	LOOSE	COMPACT	DENSE	VERY DENSE

ROCKS ARE DESCRIBED BY THEIR COMPOSITION AND STRUCTURAL FEATURES AND/OR STRENGTH

RECOVERY: SUM OF ALL RECOVERED ROCK CORE PIECES FROM A CORING RUN EXPRESSED AS A PERCENT OF THE TOTAL LENGTH OF THE CORING RUN

MODIFIED RECOVERY: SUM OF THOSE INTACT CORE PIECES, 100 mm+ IN LENGTH EXPRESSED AS A PERCENTAGE OF THE LENGTH OF THE CORING RUN.

THE ***ROCK QUALITY DESIGNATION*** *(R.Q.D)* FOR MODIFIED RECOVERY IS:

R.Q.D (%)	0 – 25	25 – 50	50 – 75	75 – 90	90 – 100
	VERY POOR	POOR	FAIR	GOOD	EXCELLENT

LEGEND OF RECORDS FOR BOREHOLES: SYMBOLS AND ABBREVATIONS FOR SAMPLE TYPE

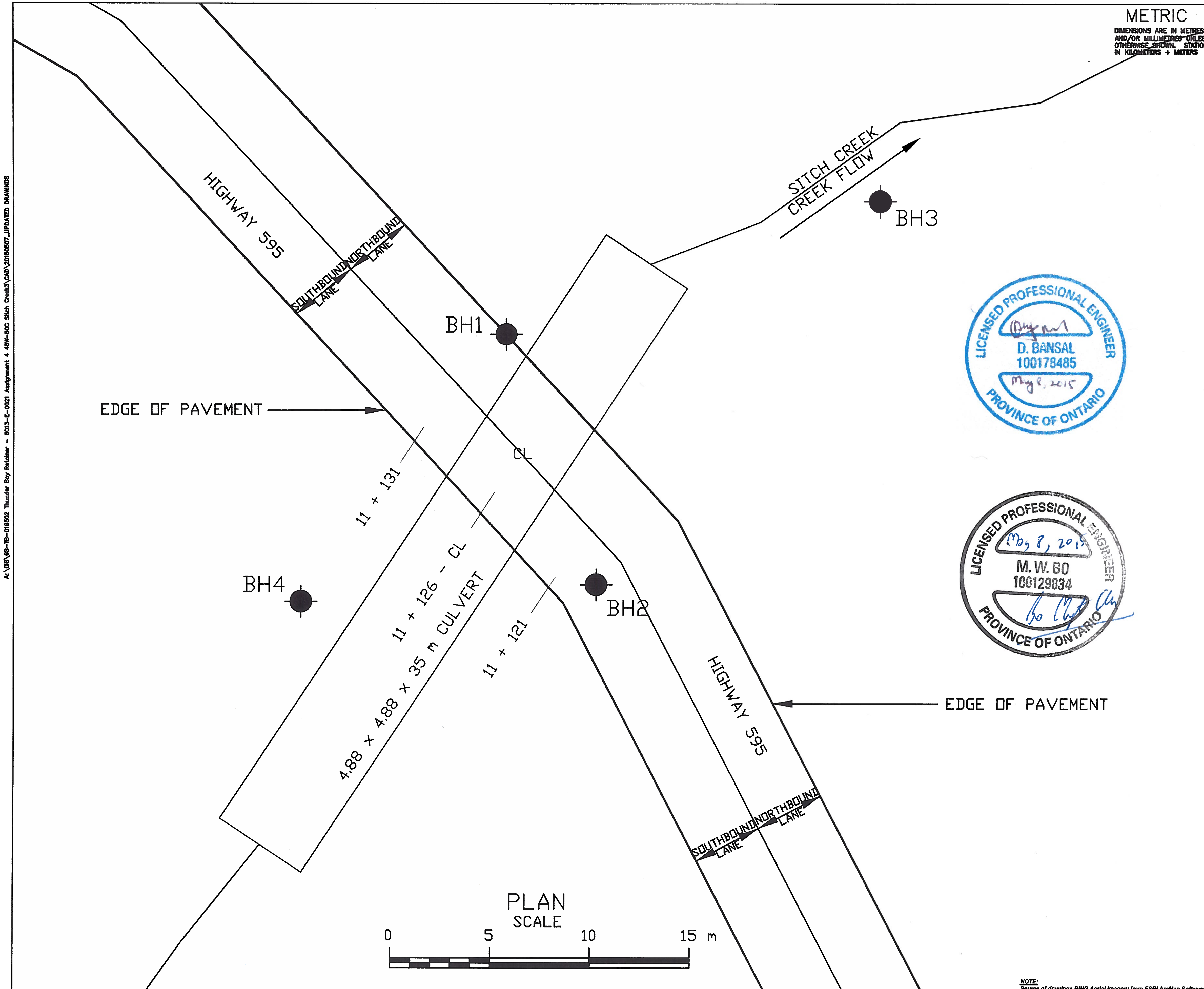
SS	SPLIT SPOON SAMPLE	WS	WASH SAMPLE
TW	THIN WALL SHELBY TUBE SAMPLE	AS	AUGER (GRAB) SAMPLE
PH	SAMPLER ADVANCED BY HYDRAULIC PRESSURE	TP	THIN WALL PISTON SAMPLE
WH	SAMPLER ADVANCED BY SELF STATIC WEIGHT	PM	SAMPLER ADVANCED BY MANUAL PRESSURE
SC	SOIL CORE	RC	ROCK CORE
▼	WATER LEVEL	$SENSITIVITY = \frac{UNDISTURBED\ SHEAR\ STRENGTH}{REMOLDED\ SHEAR\ STRENGTH}$	

*HIERARCHY OF SOIL STRENGTH PREDICTION: **1)** LABORATORY TRIAXIAL TESTING. **2)** FIELD INSITU VANE TESTING. **3)** LABORATORY VANE TESTING. **4)** SPT VALUES. **5)** POCKET PENETROMETER.

Appendix C

DRAWINGS

A:\GIS\GS-TB-019502 Thunder Bay Retainer - 6013-E-0021 Assignment 4 48W-80C Sitch Creek3\CAD\20150507_UPDATED DRAWINGS



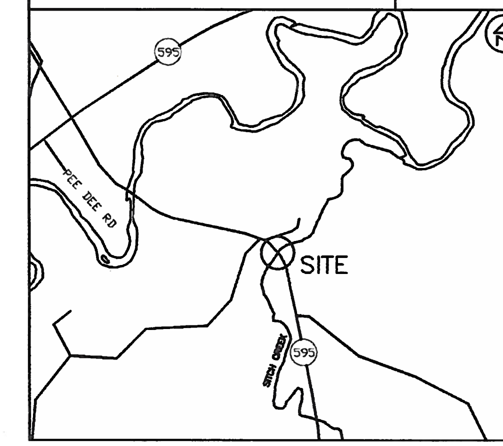
METRIC

DIMENSIONS ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE SHOWN. STATIONS IN KILOMETERS + METERS

CONT No
GWP No 6351-14-00
SITE No 48W-201/C
GEOCRES No 52A-191

CULVERT REPLACEMENT
SITCH CREEK CULVERT
STA 11+119 TO STA 11+131
Survey_______ Revised_______

SHEET



KEY PLAN
100 m 0 100 m

LEGEND

Borehole

No.	Elevation	Northing	Easting	Station	Offset
BH1	102.0	5353590 m N	299719 m E	11+131	4.0 m RT
BH2	101.8	5353582 m N	299719 m E	11+119	1.7 m LT
BH3	97.9	5353597 m N	299735 m E	11+124	16.0 m RT
BH4	97.2	5353577 m N	299706 m E	11+128	13.0 m LT

NOTE:
The boundaries between soil strata have been established only at borehole locations. Between boreholes the boundaries are assumed by interpolation and may not represent actual conditions.

NOTE:
Source of drawings BING Aerial Imagery from ESRI ArcMap Software.

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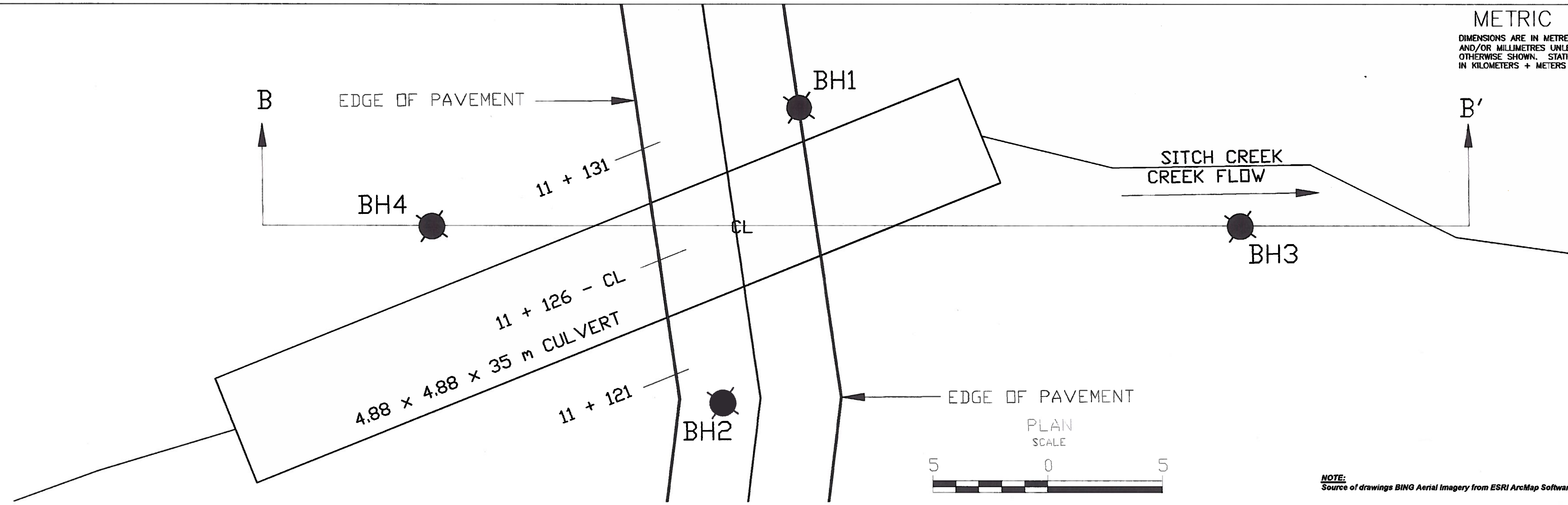
DRAWING 1

A:\GIS\GS-TB-019502 Thunder Bay Retainer – 6013-E-0021 Assignment 4 48W-80C Sitch Creek3\CAD\20150507_UPDATED DRAWINGS



NOTE: Source of drawings BING Aerial Imagery from ESRI ArcMap Software.

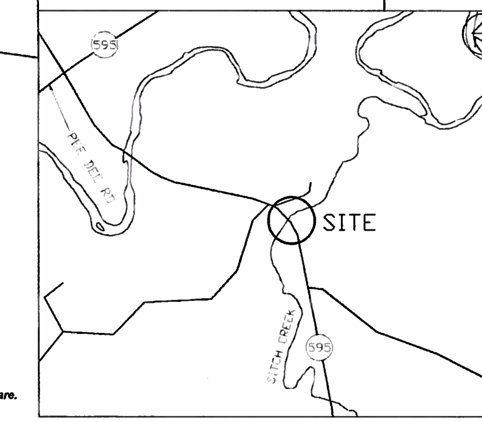
METRIC

DIMENSIONS ARE IN METRES AND/OR MILLIMETRES UNLESS OTHERWISE SHOWN. STATIONS IN KILOMETERS + METERS

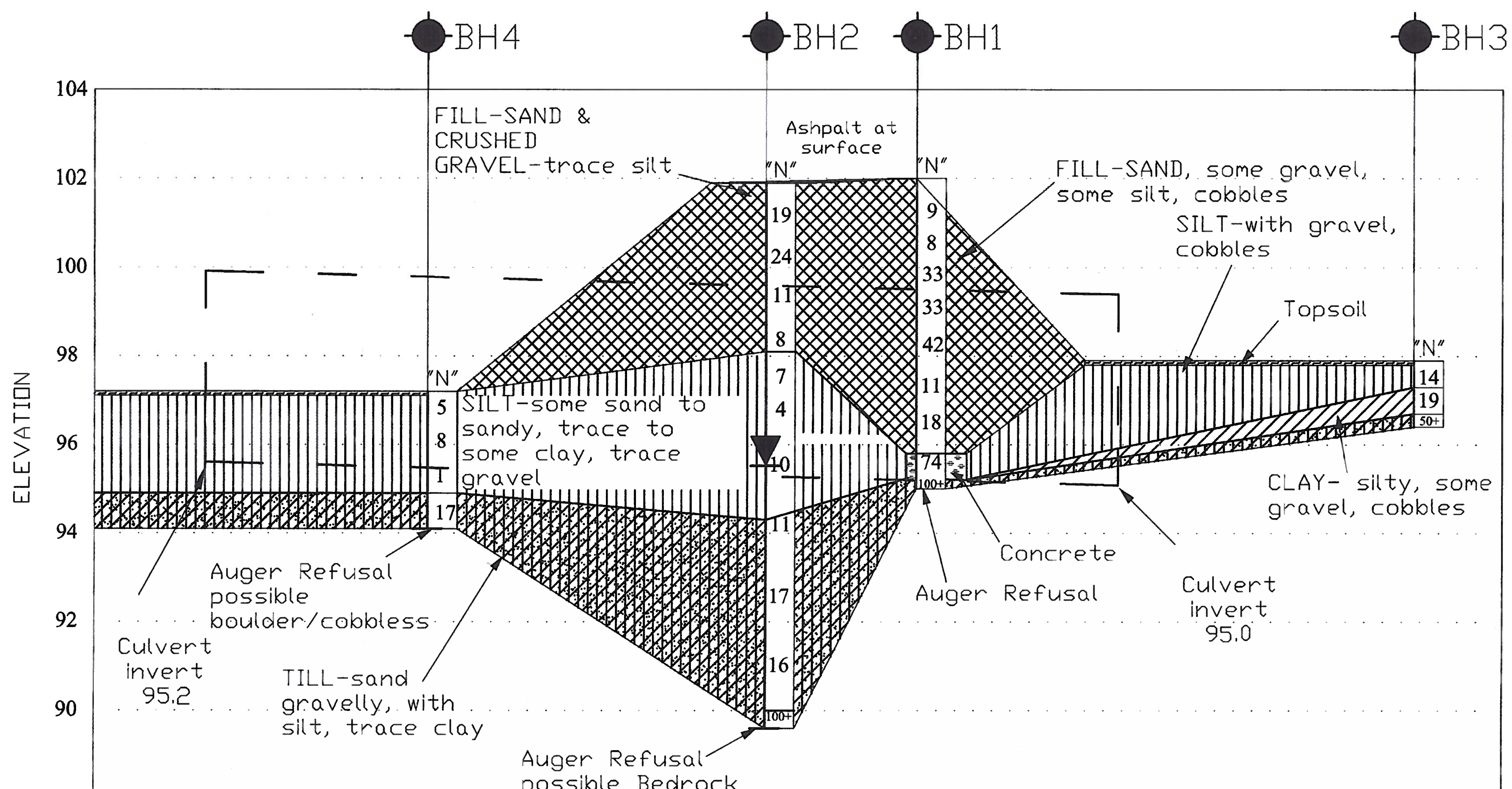
CONT	No
GWP	No 6351–14–00
SITE	No 48W–201/C
GEOCRES	No 52A–191

CULVERT REPLACEMENT
SITCH CREEK CULVERT
STA 11+119 TO STA 11+131
Survey________ Revised________

SHEET



KEY PLAN



CROSS SECTION B-B

SCALE

2.5 m 0 2.5 m

LICENSED PROFESSIONAL ENGINEER
D. BANSAL
100178485
PROVINCE OF ONTARIO

LICENSED PROFESSIONAL ENGINEER
M. W. BO
100129834
PROVINCE OF ONTARIO

LEGEND

- Borehole
- 'N' Blows/0.3m (Std. Pen Test, 475 J/Blow)
- Water level at time of investigation.

Fill, Organics, Topsoil, Till, Bedrock, Sand, Silt, Clay, Sand & Gravel, Boulders

No.	Elevation	Northing	Easting	Station	Offset
BH1	102.0	5353590 m N	299719 m E	11+131	4.0 m RT
BH2	101.8	5353582 m N	299719 m E	11+119	1.7 m LT
BH3	97.9	5353597 m N	299735 m E	11+124	16.0 m RT
BH4	97.2	5353577 m N	299706 m E	11+128	13.0 m LT

NOTE: The boundaries between soil strata have been established only at borehole locations. Between boreholes the boundaries are assumed by interpolation and may not represent actual conditions.

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DRAWING 2

Appendix D

ENCLOSURES

Ministry of Transportation Ontario

RECORD OF BOREHOLE No BH1

METRIC

W.P. 6013-E-0021 LOCATION Stich Creek # 3 STA 11+131 4.0 m RT ORIGINATED BY PR

DIST Thunder Bay HWY 595 BOREHOLE TYPE Hollow Stem Auger 80 mm COMPILED BY DB

DATUM Local DATE 2014 08 22 CHECKED BY DM

ELEV / DEPTH	DESCRIPTION	NUMBER	TYPE	"N" VALUES	ELEVATION SCALE	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
102.0	GROUND SURFACE					
	FILL-SAND-some gravel to gravelly, trace to some silt, cobbles, BROWN Loose to Dense	AS1	AS			24 67 (9)
		SS2	SS	9	101	
						43 50 (7)
		SS3	SS	8	100	
		SS4	SS	33		
		SS5	SS	33	99	37 53 (10)
		SS6	SS	42	98	
		SS7	SS	11	97	14 71 (15)
		SS8	SS	18	96	
95.8 / 6.2	Concrete	SS9	SS	74		18 69 (13)
95.2 / 6.8	TILL- sand, with gravel, some silt, trace clay, Very Dense	SS10	SS	100+	95	22 66 (12)
94.4 / 7.6	END OF BOREHOLE Auger Refusal					

Column headings: SOIL PROFILE (ELEV DEPTH, DESCRIPTION, STRAT PLOT); SAMPLES (NUMBER, TYPE, "N" VALUES); GROUND WATER CONDITIONS; ELEVATION SCALE; DYNAMIC CONE PENETRATION RESISTANCE PLOT (20 40 60 80 100); SHEAR STRENGTH kPa (O UNCONFINED, + FIELD VANE, □ QUICK TRIAXIAL, × LAB VANE; 50 100 150 200 250); PLASTIC LIMIT w_P, NATURAL MOISTURE CONTENT w, LIQUID LIMIT w_L; WATER CONTENT (%) 20 40 60; UNIT WEIGHT γ kN/m³; REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL

ON_MOT-HIGH VANES GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/24/14

+³, ×³: Numbers refer to Sensitivity   O³% STRAIN AT FAILURE

ENCLOSURE 1

RECORD OF BOREHOLE No BH2

METRIC

W.P. 6013-E-0021 LOCATION Stich Creek # 3 STA 11+119 1.7 m LT ORIGINATED BY PR
DIST Thunder Bay HWY 595 BOREHOLE TYPE Hollow Stem Auger 80 mm COMPILED BY DB
DATUM Local DATE 2014 08 25 CHECKED BY DM

ELEV / DEPTH	DESCRIPTION	NUMBER	TYPE	"N" VALUES	GROUND WATER CONDITIONS	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
101.9	GROUND SURFACE					
101.9/0.0	ASHPALT					
101.7/0.2	FILL-SAND & CRUSHED GRAVEL-trace silt	AS1	AS			
	FILL-SAND-some gravel, some silt, cobbles, BROWN, Loose to Compact					29 62 (9)
		SS2	SS	19		
		SS3	SS	24		
		SS4	SS	11		15 74 (11)
		SS5	SS	8		
98.1 / 3.8	SILT- some sand to sandy, trace to some clay, trace gravel, BROWN, Soft to Stiff					3 42 44 11
		SS6	SS	7		
		SS7	SS	4		
		SS8	SS	10	∇	
94.3 / 7.6	TILL-sand, gravelly, with silt, trace clay, DARK GREY, Compact to Very Dense					
		SS9	SS	11		
		SS10	SS	17		
		SS11	SS	16		
89.6		SS12	SS	100+		10 49 36 5
12.3	END OF BOREHOLE Auger Refusal on Possible Bedrock					

Column headings: SOIL PROFILE; SAMPLES; STRAT PLOT; ELEVATION SCALE (101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90); DYNAMIC CONE PENETRATION RESISTANCE PLOT (20, 40, 60, 80, 100); SHEAR STRENGTH kPa (50, 100, 150, 200, 250) — O UNCONFINED, + FIELD VANE, □ QUICK TRIAXIAL, × LAB VANE; PLASTIC LIMIT w_P, NATURAL MOISTURE CONTENT w, LIQUID LIMIT w_L; WATER CONTENT (%) (20, 40, 60); UNIT WEIGHT γ kN/m³.

+³, ×³: Numbers refer to Sensitivity   O 3% STRAIN AT FAILURE

Ministry of Transportation Ontario

RECORD OF BOREHOLE No BH3

METRIC

W.P. 6013-E-0021 LOCATION Stich Creek # 3 STA 11+124 16 m RT ORIGINATED BY PR

DIST Thunder Bay HWY 595 BOREHOLE TYPE Hollow Stem Auger 80 mm COMPILED BY DB

DATUM Local DATE 2014 09 08 CHECKED BY DM

ELEV / DEPTH	DESCRIPTION	NUMBER	TYPE	"N" VALUES	GROUND WATER CONDITIONS	ELEVATION SCALE	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
97.9	GROUND SURFACE						
97.8 / 0.1	TOPSOIL						
97.3 / 0.6	SILT-with gravel, cobbles, BROWN, Stiff	SS1	SS	14			
96.7 / 1.2	CLAY-silty, some gravel, cobbles, Very Stiff	SS2	SS	19		97	46 39 (15)
96.4 / 1.5	TILL-gravel, with sand, some silt, trace clay, DARK GREY, very Dense	SS3	SS	50+			
	END OF BOREHOLE Auger Refusal possible boulder/cobbles						

DYNAMIC CONE PENETRATION RESISTANCE PLOT: 20 40 60 80 100

SHEAR STRENGTH kPa: ○ UNCONFINED + FIELD VANE □ QUICK TRIAXIAL × LAB VANE; 50 100 150 200 250

PLASTIC LIMIT w_P, NATURAL MOISTURE CONTENT w, LIQUID LIMIT w_L; WATER CONTENT (%) 20 40 60

UNIT WEIGHT γ kN/m³

$+^3, \times^3$: Numbers refer to Sensitivity ○ 3% STRAIN AT FAILURE

ON_MOT-HIGH VANES GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/24/14

Ministry of Transportation Ontario

RECORD OF BOREHOLE No BH4

METRIC

W.P. 6013-E-0021 LOCATION Stich Creek # 3 STA 11+128 13.0 m LT ORIGINATED BY PR

DIST Thunder Bay HWY 595 BOREHOLE TYPE Hollow Stem Auger 80 mm COMPILED BY DB

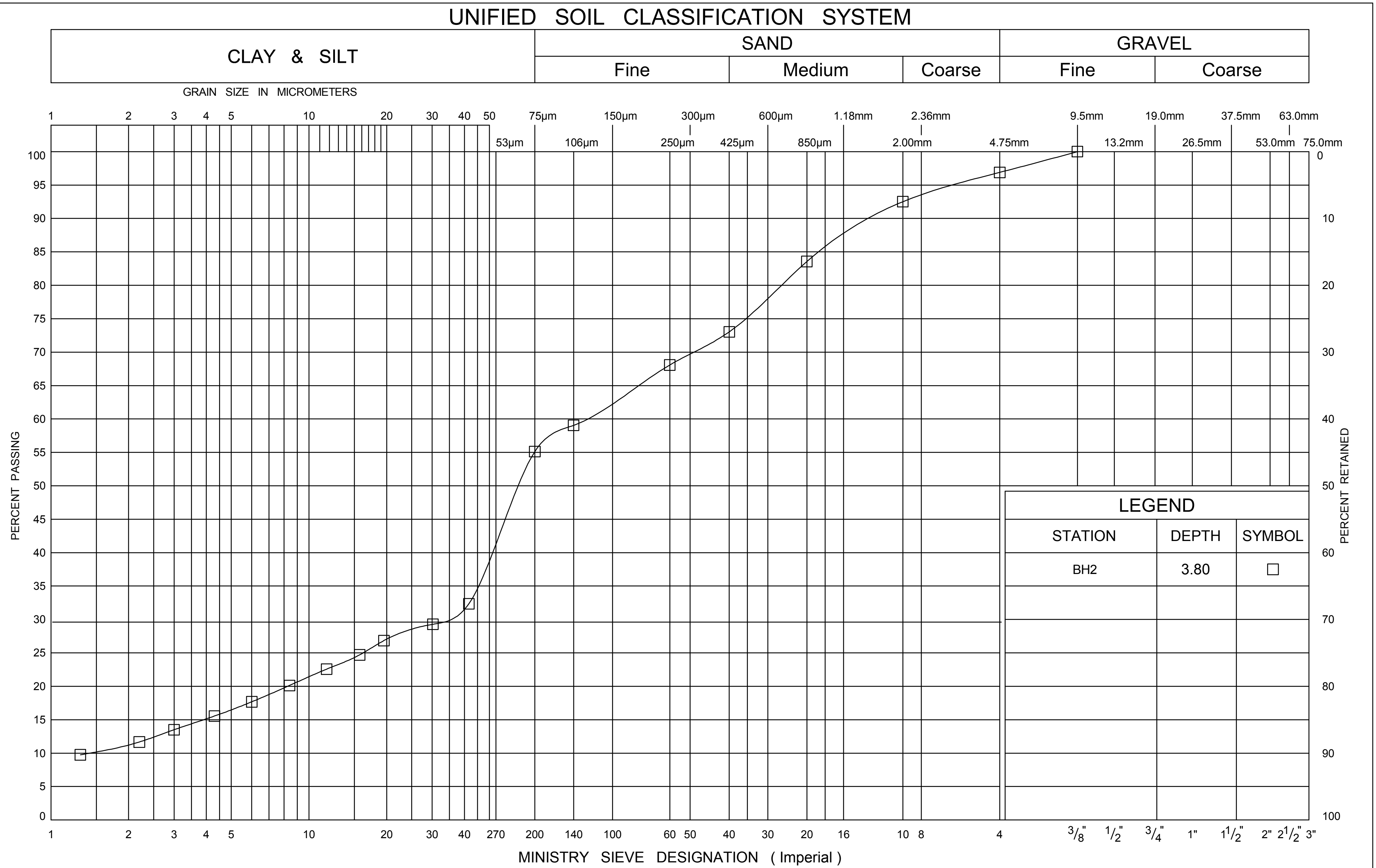
DATUM Local DATE 2014 09 08 CHECKED BY DM

ELEV / DEPTH	DESCRIPTION	SAMPLE NUMBER	TYPE	"N" VALUES	ELEVATION SCALE	NATURAL MOISTURE CONTENT	REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL
97.2	GROUND SURFACE						
97.2 / 0.4	TOPSOIL				97	● ~22	
	SILT-some gravel, some sand, trace clay, Very Soft to Stiff	SS1	SS	5			
		SS2	SS	8	96	● ~29	
	--roots and wood	SS3	SS	1		wP ~35, wL ~40	
94.9 / 2.3	TILL- gravel, with sand, some silt, trace clay, cobbles, Compact	SS4	SS	17	95	● ~16	50 35 (15)
94.1 / 3.1	END OF BOREHOLE Auger refusal possible cobbles/Boulders						

Column headings: SOIL PROFILE (ELEV DEPTH, DESCRIPTION, STRAT PLOT); SAMPLES (NUMBER, TYPE, "N" VALUES); GROUND WATER CONDITIONS; ELEVATION SCALE; DYNAMIC CONE PENETRATION RESISTANCE PLOT 20 40 60 80 100; SHEAR STRENGTH kPa ○ UNCONFINED + FIELD VANE □ QUICK TRIAXIAL × LAB VANE 50 100 150 200 250; PLASTIC LIMIT w_P, NATURAL MOISTURE CONTENT w, LIQUID LIMIT w_L, WATER CONTENT (%) 20 40 60; UNIT WEIGHT γ kN/m³; REMARKS & GRAIN SIZE DISTRIBUTION (%) GR SA SI CL

+³, ×³: Numbers refer to Sensitivity ○³% STRAIN AT FAILURE

78 12 M



LEGEND		
STATION	DEPTH	SYMBOL
BH2	3.80	□

Ministry of Transportation Ontario

GRAIN SIZE DISTRIBUTION
CLAY-Silty

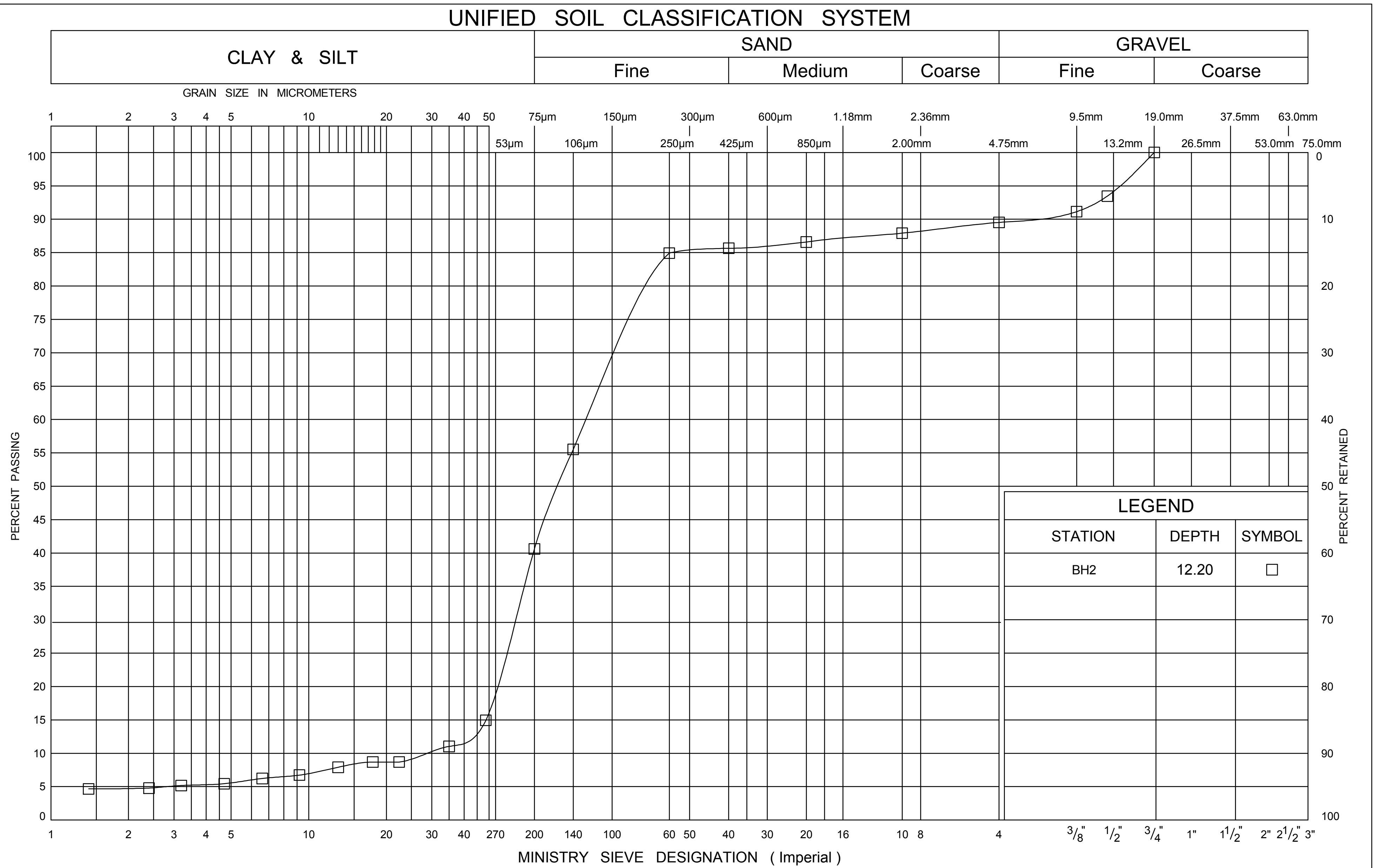
ENCLOSURE 5

W P 6013-E-0021

HWY 595

ONTARIO MOT GS STATION GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/17/14

78 12 M



ONTARIO MOT GS STATION GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/17/14

Ministry of Transportation Ontario

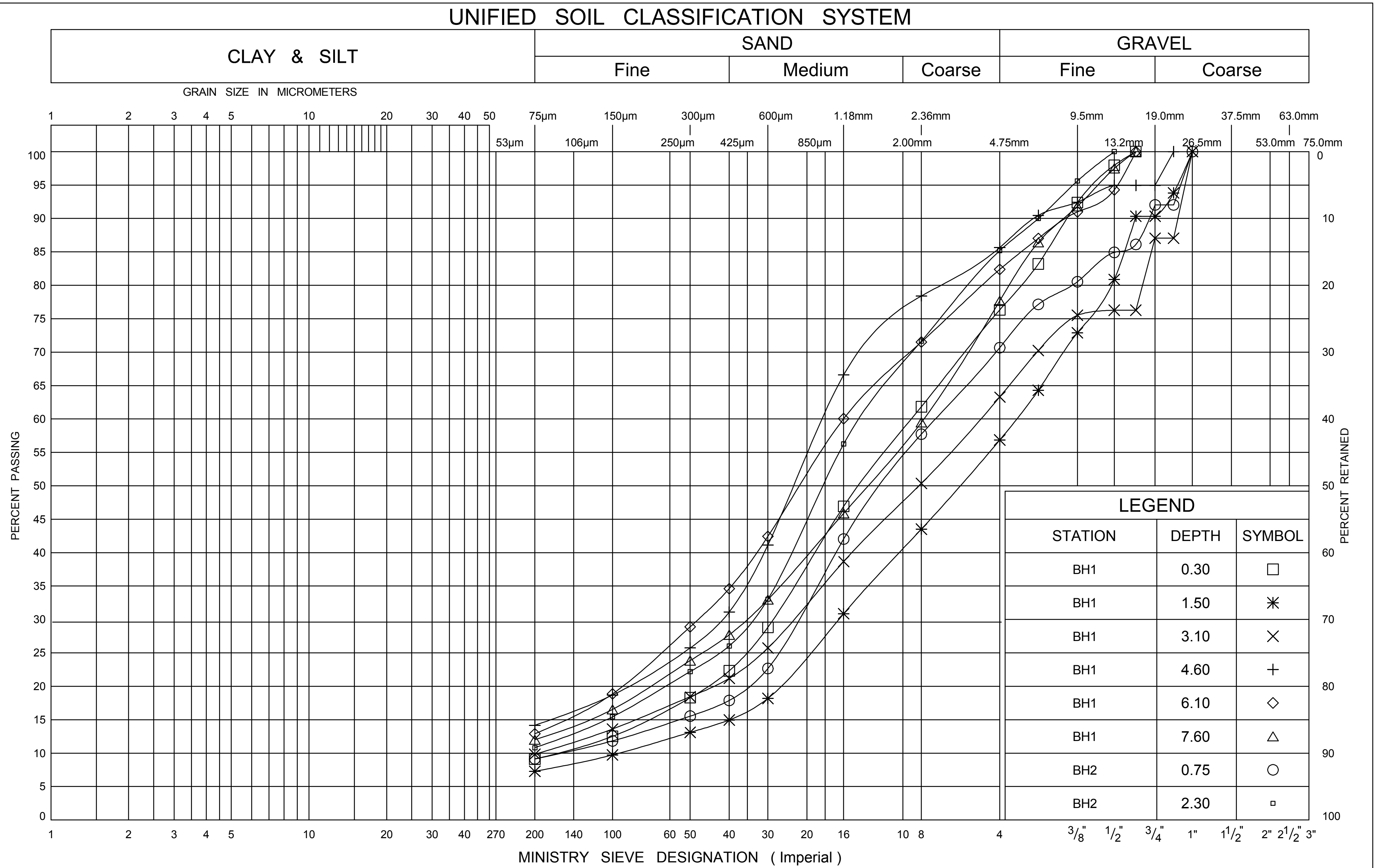
GRAIN SIZE DISTRIBUTION
TILL

ENCLOSURE 6

W P 6013-E-0021

HWY 595

78 12 M



LEGEND

STATION	DEPTH	SYMBOL
BH1	0.30	□
BH1	1.50	✳
BH1	3.10	×
BH1	4.60	+
BH1	6.10	◇
BH1	7.60	△
BH2	0.75	○
BH2	2.30	▫

Ministry of Transportation Ontario

GRAIN SIZE DISTRIBUTION
FILL-SAND

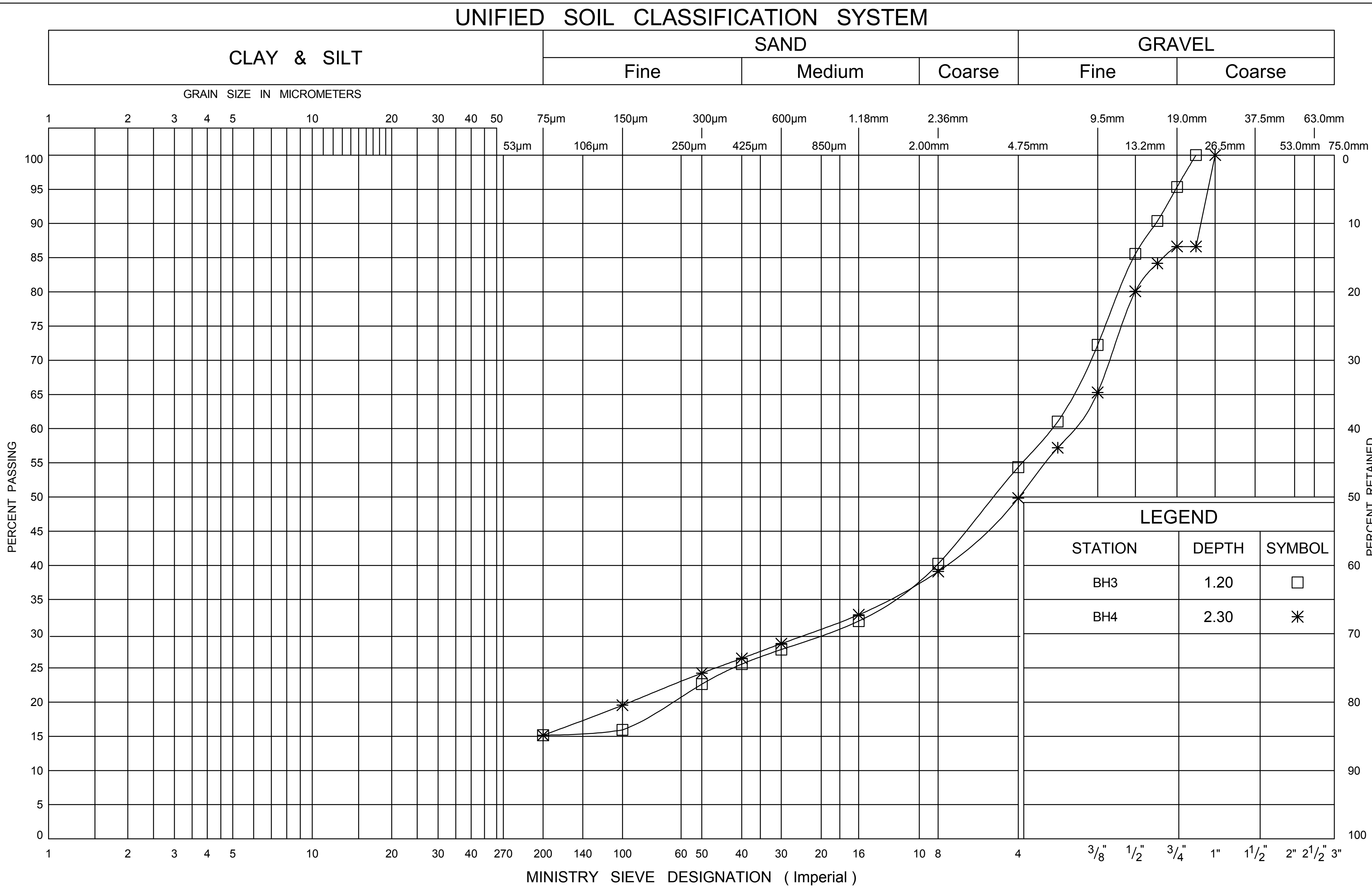
ENCLOSURE 7

W P 6013-E-0021

HWY 595

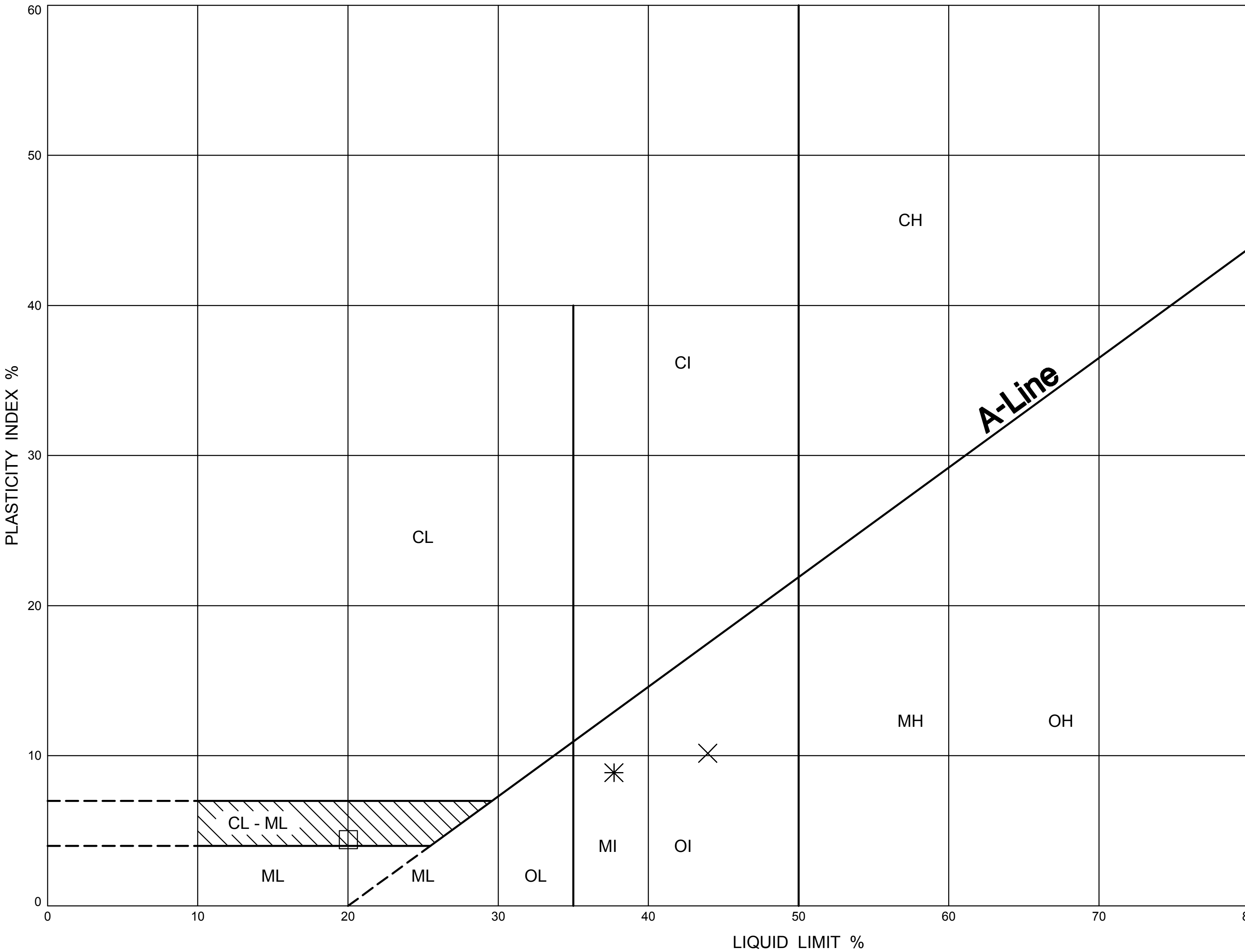
ONTARIO MOT GS STATION GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/17/14

78 12 M



Ministry of Transportation Ontario	GRAIN SIZE DISTRIBUTION TILL	ENCLOSURE 2 W P 6013-E-0021 595

ONTARIO MOT GS STATION GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/17/14



LEGEND

BH	DEPTH	SYMBOL
BH2	3.80	□
BH2	4.60	✳
BH4	1.50	×

ONTARIO MOT PLASTICITY CHART GS-TB-019502 STICH CREEK #3.GPJ DST_MIN.GDT 11/17/14

Ministry of Transportation Ontario

PLASTICITY CHART SILT

ENCLOSURE 8

W P 6013-E-0021

HWY 595