



FOUNDATION INVESTIGATION AND DESIGN REPORT

**REHABILITATION OF HIGHWAY 21
FROM BAYFIELD TO GODERICH, ONTARIO**

CULVERT REPLACEMENT AT STATION 22+826

**MINISTRY OF TRANSPORTATION ONTARIO - WEST REGION
PURCHASE ORDER NUMBER 3009-E-0022
GWP 834-93-00**

MTO GEOCRETS NO. 40P12-30

Submitted to:

Ministry of Transportation Ontario - West Region

3rd Floor, 659 Exeter Road
London, Ontario, N6E 1L3
Canada

Submitted by:

**AMEC Environment & Infrastructure,
a Division of AMEC Americas Limited**

104 Crockford Boulevard
Scarborough, Ontario, M1R 3C3
Canada

Tel: (416) 751-6565

Fax: (416) 751-7592

March 2013

TP110076

TABLE OF CONTENTS

		Page
1.0	INTRODUCTION.....	1
2.0	SITE AND PROJECT DESCRIPTION	2
3.0	GEOLOGY	2
4.0	INVESTIGATION PROCEDURES	3
4.1	Field Investigation	3
4.2	Laboratory Tests	4
5.0	SUB-SURFACE CONDITIONS	4
5.1	Topsoil.....	4
5.2	Silty Clay Fill.....	4
5.3	Clayey Silt	5
5.4	Groundwater Conditions.....	5
6.0	DISCUSSION AND RECOMMENDATIONS	7
6.1	Open Cut Method	7
6.1.1	Excavation	7
6.1.2	Dewatering and Drain / Ditch Diversion.....	8
6.1.3	Traffic Protection and Detours	9
6.1.4	Temporary Shoring.....	9
6.1.5	Bedding	10
6.1.6	Backfilling.....	10
6.2	Tunnelling Methods	10
6.2.1	Jacking and Boring	11
6.2.2	Pipe Ramming	12
6.2.3	Concluding Remarks	12
6.3	Comparison of the Construction Techniques	13
6.4	Entry / Receiver Pits	14
6.5	Settlement Monitoring	14
6.6	Soil Corrosivity	15
6.7	Earthquake Considerations	15
7.0	CLOSURE.....	16

LIMITATION OF REPORT

LIST OF CONSTRUCTION SPECIFICATIONS AND DRAWINGS

FIGURES

Drawing No. 1	Culvert Location Plan
Drawing No. 2	Borehole Location Plan
Drawing No. 3	Stratigraphic Cross Sections

APPENDICES

APPENDIX A:	Record of Boreholes (BH G20 and BH G21)
APPENDIX B:	Laboratory Test Results
APPENDIX C:	Site Photographs (Photographs 1 and 2)
APPENDIX D:	Settlement Monitoring Guidelines

1.0 INTRODUCTION

AMEC Environment & Infrastructure, a Division of AMEC Americas Limited (“AMEC”), was retained by the Ministry of Transportation Ontario - West Region (“MTO”) to provide Detail Design Services for the Rehabilitation of Highway 21, Ontario. The project highway is about 20 km long stretching northerly from about 1.85 km south of Bayfield River Bridge (Bayfield) to about 0.17 km north of Huckins Street (Goderich), Ontario. To provide the required geotechnical information for the Detail Design Services, AMEC conducted foundation investigation at the locations of eight (8) existing culverts identified for rehabilitation / replacement by AMEC Design Team. A site plan showing the culvert locations / stations is presented on Drawing No. 1.

The foundation investigation for the culverts comprised advancing a total of 21 boreholes (BH G1 to BH G21) as listed in Table 1.1. Culvert details, as provided by the Design Team, including the stations, type, dimensions and boreholes drilled are summarized in Table 1.1.

Table 1.1- Culvert Details*

Station	Existing Culvert		Boreholes Drilled	Proposed Work	Remark
	Type	Dimension			
10+200 to 10+300	Concrete-open rigid frame	1.80 x 1.20 x 34.3 m	BH G1 to BH G6	Replacement or extension	Two culverts at Jowett's Grove Road Intersection with Hwy 21
	Concrete-open	0.91 x 0.91 x 40.0 m			
10+550	CSP	0.61 m diameter and 24.4 m length	BH G7 and BH G8	Replacement	
10+705	CSP	0.61 m diameter and 24.0 m length	BH G9 and BH G10	Replacement	
11+187	CSP	0.46 m diameter and 24.7 m length	BH G11 and BH G12	Replacement	
11+873	CSP	0.61 m diameter and 21.7 m length	BH G13 and BH G14	Replacement	
12+810	CSP	0.61 m diameter and 19.3 m length	BH G15 and BH G16	Replacement	
21+055	Concrete-open rigid frame	1.82 m x 5.49 m x 24.0 m	BH G17, BH G18 and BH G19	Replacement	
22+826	CSP	0.76 m diameter and 21.4 m length	BH G20 and BH G21	Replacement	

* from Culvert Summary Table provided by AMEC Design Team

The purpose of the foundation investigation was to obtain information on the subsurface conditions at the culvert sites by means of boreholes, in-situ tests and laboratory tests on selected samples. Based on AMEC's interpretation of the data obtained in the investigation, recommendations are provided on the geotechnical aspects of replacement of the culverts.

As per Terms of Reference (TOR) in the Request for Proposal (Purchase Order Number: 3009-E-0022, dated March 2010), separate reports have been prepared for each culvert site. This report presents the results of foundation investigation together with design discussion and recommendations for the culvert at Station 22+826.

The factual results of the soil conditions encountered in the boreholes and laboratory tests (without design discussion and recommendations) for the culvert at Station 22+826 are presented in a separate report titled "Foundation Investigation Report".

2.0 SITE AND PROJECT DESCRIPTION

The investigated culvert site (at Station 22+826) is located about 315 m north of Union Road, between Bayfield and Goderich, Ontario (Drawing No. 1).

At this location, Highway 21 is a two-lane asphaltic concrete paved road with gravel shoulders on both sides, and runs on top of an embankment built up above the surrounding grade. The surrounding area is primarily rural in nature, with active agricultural operations and farm houses / vacant lands / wood lots.

Based on the Culvert Summary Table provided in Table 1.1, the existing culvert at this location is a CSP type, 0.76 m diameter and 21.4 m long. From the drawing provided by MTO (ETR Plate), the existing fill cover over the culvert is about 2.0 m \pm . AMEC Design Team recommended for replacement of the existing culvert.

Site photographs showing the culvert are presented in Appendix C (Photographs 1 and 2).

3.0 GEOLOGY

Based on Map 2556 (Southern Sheet): 'Quaternary Geology of Ontario' prepared by Ministry of Northern Development and Mines of Ontario (1991), the site is located in an area of transition where the overburden comprises (i) St. Joseph Till (Huron - Georgian Bay lobe) consisting of silt to silty clay matrix, clay content increases southward, clast poor, and (ii) Glaciolacustrine deposits consisting of sand, gravelly sand and gravel; nearshore and beach deposits; and (iii) Glaciolacustrine deposits consisting of silt and clay, minor sand, basin and quiet water deposits.

4.0 INVESTIGATION PROCEDURES

4.1 Field Investigation

In accordance with the Terms of Reference for this investigation, two (2) boreholes were advanced - one on each side of the existing culvert. Borehole BH G20 was drilled near the culvert inlet, while Borehole BH G21 was advanced near the outlet. The borehole locations are presented on Drawing No. 2.

The fieldwork was performed on 17 May 2011 after acquiring all necessary permits for road occupancy, and obtaining clearance for underground utilities. The ground surfaces at the borehole locations were surveyed with reference to the nearest geodetic benchmark (GBM 0011989U065, Sta. 19+755, El 206.086).

The boreholes were advanced using solid-stem continuous-flight augers, with a track-mounted power-auger drilling rig under the full-time supervision of experienced geotechnical personnel from AMEC. Soil samples were generally taken at 0.76 m intervals for the initial 3 m of the borehole, and 1.5 m thereafter, while performing the Standard Penetration Test (SPT) in accordance with ASTM D1586. This consisted of freely dropping a 63.5 kg (140 lbs.) hammer for a vertical distance of 0.76 m (30 inches) to drive a 51 mm (2 inches) diameter O.D. split-barrel (split spoon) sampler into the ground. The number of blows of the hammer required to drive the sampler into the relatively undisturbed ground by a vertical distance of 0.30 m (12 inches) was recorded as SPT 'N' value of the soil which indicated the consistency of cohesive soils or the compactness of non-cohesive soils.

The groundwater conditions were observed in the boreholes during sampling and upon completion of drilling. The groundwater depth measurements are presented on the Record of Boreholes. A single monitoring well was installed in Borehole BH G21 for long term monitoring of groundwater levels by the project hydrogeological team (the hydrogeological report is submitted separately). The groundwater levels were measured within the monitoring well on 14 June and 22 June 2011. The results of measurements are shown on the Record of Boreholes and summarized in Table 5.2 (Section 5.4).

Upon completion of drilling, Borehole BH G20 was backfilled with bentonite in accordance with the general requirements of Ministry of the Environment Regulation 903.

The soil samples were transported to AMEC's Advanced Soil Laboratory in Scarborough (Toronto) for further examination and laboratory soil testing. The program of laboratory testing included, where applicable, the grain size analysis, Liquid and Plastic Limit, in-situ water content determination, and soil corrosivity analysis.

The results of the in-situ and laboratory tests are presented in the corresponding Record of Boreholes (Appendix A) and Laboratory Test Results (Appendix B).

4.2 Laboratory Tests

In accordance with the Terms of Reference for this investigation, the following tests were conducted in the laboratory:

- In-situ water content determination (14);
- Grain size distribution analysis (2);
- Atterberg Limit tests (2); and
- Soil corrosivity (1).

The results of in-situ and laboratory tests are presented in the Record of Boreholes in Appendix A. The grain size distribution curves and plasticity chart are shown in Appendix B.

5.0 SUB-SURFACE CONDITIONS

Based on the investigation results, the soil profile consisted predominantly of topsoil underlain by native clayey silt deposit extending to the termination depths of the boreholes (elevations 207.9 m in BH G20 and 208.6 m \pm in BH G21). In Borehole BH G21, silty clay fill was encountered between topsoil and native clayey silt.

The stratigraphic units and groundwater conditions at the borehole locations are discussed in the following sections. Detailed information is provided in the Record of Boreholes (Appendix A). Interpolated stratigraphical cross sections showing the existing culvert are provided in Drawing No. 3.

Soil and groundwater conditions may vary between and beyond the borehole locations.

5.1 Topsoil

Topsoil was encountered at the existing grade in all boreholes. The measured thickness of topsoil was about 500 mm in BH G20, and 400 mm in BH G21. The topsoil consisted primarily of organic matter with some rootlets and soils.

The thickness of topsoil could vary beyond the borehole location.

SPT N-values measured in the topsoil / were 2 and 3 blows per 0.3 m. The measured moisture contents in the topsoil were 20 % and 31 %.

5.2 Silty Clay Fill

Silty clay fill was encountered below the topsoil in Borehole BH G21. The silty clay fill extended to about 0.9 m below the existing grade.

The silty clay fill was brown in color and contained trace organic matter.

5.3 Clayey Silt

Native clayey silt was encountered below the topsoil in Borehole BH G20, and the silty clay fill in Borehole BH G21. The clayey silt extended to the termination depths of the boreholes (elevations 207.9 m in BH G20 and 208.6 m ± in BH G21).

The clayey silt was brown/grey in color, and contained trace sand and gravel. The SPT 'N' values of the clayey silt ranged widely from 10 to 85 blows per 0.3 m. Typically, the SPT 'N'-values were greater than 18 blows per 0.3m indicating a very stiff to hard consistency. An exceptionally low N-value of 10 blows per 0.3 m was measured within Sample SS 2 in Borehole BH G21, possibly due to topsoil inclusion. The measured moisture contents in the clayey silt ranged from 12 % to 20 %.

Grain size analyses and Atterberg Limit tests were completed on 2 samples of the clayey silt, and the results are presented in Table 5.1.

Table 5.1 - Grain Size Distribution Analysis and Atterberg Limit Test Results

Borehole No.	Sample No.	Depth (Elevation) (m)	Grain Size Distribution				Atterberg Limit			USCS Modified Group Symbol
			Gravel (%)	Sand (%)	Silt (%)	Clay (%)	Liquid Limit	Plastic Limit	Plasticity Index	
BH G20	SS 2	0.8 - 1.2 (213.6 - 213.2)	1	14	54	31	28	13	15	CL
BH G21	SS 6	4.6 - 5.0 (210.6 - 210.2)	3	15	52	30	26	12	14	CL

The grain size distribution curves are presented in Figure No. B 1 and the plasticity chart is presented in Figure No. B 2, in Appendix B.

5.4 Groundwater Conditions

Groundwater conditions in the open boreholes were observed during and on completion of drilling. Groundwater was measured at depth of about 5.6 m below the existing grade (elevation 208.8 m ±) in Borehole BH G20, while it was about 4.4 m below the existing grade (elevation 210.8 m ±) in Borehole BH G21.

The groundwater levels were also measured in the monitoring well installed in Borehole BH G21 on 14 June and 22 June 2011. The results of groundwater measurements are shown on the Record of Boreholes and summarized in Table 5.2.

Table 5.2 - Results of Groundwater Measurements

Borehole	Measured Groundwater Level			Remarks
	Date	Depth (m)	Elevation (m)	
BH G20	17 May 2011	5.6 m ±	208.8 m ±	Completion of drilling
BH G21	17 May 2011	4.4 m ±	210.8 m ±	Completion of drilling
	14 June 2011	0.7 m ±	214.5 m ±	In monitoring well
	22 June 2011	0.7 m ±	214.5 m ±	In monitoring well

It should be pointed out that the groundwater at the site would fluctuate seasonally and can be expected to be somewhat higher during the spring months and in response to major weather events.

6.0 DISCUSSION AND RECOMMENDATIONS

In preparation of this report, the following drawings were forwarded to AMEC:

- Hwy 21 Culvert Summary Table, dated 3 January 2011.
- MTO Drawing related to the culvert at Station 22+826 (ETR Plate No. 171-21/27-0).
- Cross-section at Station 22+826

Based on the Culvert Summary Table provided to the Design Team, the existing culvert at Station 22+826 is CSP type, 0.76 m in diameter and 21.4 m long. The invert elevations of the culvert are 214.30 m (inlet) and 214.01 m (outlet). Based on the ETR Plate for the area, the existing fill cover over the culvert is 2.0 m \pm . As per recommendation by the AMEC Design Team, the existing culvert would be replaced.

Based on the investigation results, the soil profile consisted predominantly of topsoil underlain by native clayey silt deposit extending to the termination depths of the boreholes (elevations 207.9 m in BH G20 and 208.6 m \pm in BH G21). In Borehole BH G21, silty clay fill was encountered between topsoil and native clayey silt. Groundwater was measured at a depth of about 5.6 m below the existing grade (elevation 208.8 m \pm) in Borehole BH G20, and about 4.4 m below the existing grade (elevation 210.8 m \pm). Groundwater was measured in the monitoring well installed in Borehole BH G21, about three weeks after installation, at 0.7 m \pm (elevation 214.5 m \pm). Stratigraphic cross-sections at the culvert are shown in Drawing No. 3.

At the time of preparation of this report, no detail design information with regard to the replacement culvert was available. It may be possible that the replacement culvert would be installed at the same location as or parallel and adjacent to the existing culvert. The feasibility of replacing the culvert by means of a trenchless method (e.g., pipe ramming) is considered in this report.

Considering the existing culvert size, location and soil conditions, open cut and trenchless technology (tunnelling) could be considered for the installation of the culvert replacement at the site. The geotechnical considerations for these methods are discussed in the following sections.

6.1 Open Cut Method

The existing culvert could be replaced by the open cut method with the following considerations.

6.1.1 Excavation

All excavations should be carried out in accordance with the Occupational Health and Safety Act and Regulations for Construction Projects. The soils to be excavated can be classified as follows:

Silty clay fill	Type 3
Very stiff to hard clayey silt	Type 2

Accordingly, a bank slope of 1H:1V is required for excavations in Type 2 and Type 3 soils in accordance with the Occupational Health and Safety Act and Regulations for Construction Projects. For Type 2 soil, a 1.2 m high vertical cut at the bottom of excavation may generally be constructed. A flatter slope may be required depending on the site and groundwater conditions. If open cut excavation cannot be carried out due to space restriction, temporary shoring will be required. The temporary shoring is discussed in Section 6.1.4.

Excavated materials should be stock piled at least 3.0 m from the edge of the excavation to avoid the slope instability.

Cobbles and boulders should be expected within the soils. **The construction contract should include a Nonstandard Special Provision (NSSP) to warn the contractor of the possible presence of cobbles / boulders.**

There may be underground utilities (gas, water, sewer and telephone) within the road embankment which may be exposed during the excavation. All utilities, if present, should be adequately supported or relocated prior to excavation work. Approval should be sought from relevant authorities and utilities companies regarding excavation works around such services.

6.1.2 Dewatering and Drain / Ditch Diversion

Based on the groundwater conditions encountered in Borehole BH G21 (Section 5.4), the groundwater would likely be encountered at an elevation of 214.5 m \pm , which is close to the invert elevation of the existing culvert. Excavation to replace the existing culvert may encounter the groundwater. Groundwater seepage is expected to be slow through the silty clay / clayey silt soils, and could be dewatered using a system of sumps and pumps. High rates of seepage may occur from surface water and dewatering effort could require an increased number of sumps and pumps.

At the time of field work, water was noted in the drain / ditch. Provision must be made to divert water flows from one side of the road to the other during construction.

For phased construction (i.e., replace one portion of the culvert at a time), the drain flow can be collected from the upstream side and pumped / diverted to the downstream side. The hoses could be run through the portion of the culvert still in place, and then routed around to the north or south limit of the construction excavation for the portion under construction. If the highway were closed entirely to traffic, the drain flows could be pumped / diverted around the excavation.

Given the variations in drain flow and depending on the extent of the work area, a cofferdam (earth dyke) or sheet-piling could be required to prevent drain flows from entering the work area and/or reducing the groundwater inflow into the excavation.

Dewatering plans must consider any flows from the highway side drains / ditches that enter into the drain / ditch at the culvert location.

Dewatering and drain / ditch diversion activities should proceed ahead of the excavation operation.

6.1.3 Traffic Protection and Detours

The following scenarios could be considered for construction:

- Scenario 1 - reduction of traffic to one-lane using staged open-cut construction and provide a temporary detour;
- Scenario 2 - reduce traffic to one-lane using traffic protection (sheet-piling) with no temporary detour required; or
- Scenario 3 - close the road entirely to traffic and provide an alternate route.

It is recommended that practical aspects including traffic protection and temporary detours for the replacement of culvert should be as per contract design.

6.1.4 Temporary Shoring

The width of the open cut will likely be limited and supporting the sideslopes using a system of shoring may be required. The temporary shoring of the excavation should conform to OPSS 539 (*Construction Specification for Temporary Protection Systems*).

The temporary shoring system should be designed to resist the lateral earth, surcharge and hydrostatic pressure which could occur during construction. Bracings should also be installed within the shoring system to minimize movements of the soils. The design of temporary shoring should be carried out in accordance with Canadian Foundation Engineering Manual, 4th edition. Soil types and parameters for design considerations are summarized in Table 6.1.

Table 6.1 - Summary of Geotechnical Parameters

Soil Stratum	Bulk Unit Weight of Soil, γ (kN/m ³)	Angle of Internal Friction, (Degree)	Earth Pressure Coefficient ⁽¹⁾		
			At-rest, K_o	Active, K_a	Passive, K_p
Silty Clay fill	17	25	0.58	0.40	2.0
Clayey silt	20	28	0.53	0.35	2.0

⁽¹⁾ Values based on semi-empirical relationships. The K_p (passive condition) values are reduced in order to limit the lateral soil movement that is required to mobilize the passive resistance.

6.1.5 Bedding

The data from the boreholes suggests that the invert level of the proposed replacement culvert would likely be within the clayey silt soil. The replacement culvert should be founded on undisturbed native clayey silt below any existing fill. Fill soil, if encountered below the proposed culvert invert level, should be removed and replaced with suitable clean fill soils, compacted to minimum 95 % Standard Proctor Maximum Dry Density. The replacement culvert should be provided with granular bedding or lean concrete. The bedding material should consist of a well graded granular material such as Granular 'A' or better. The minimum bedding thickness shall be in accordance with OPSD 802.010. The thickness of the bedding may, however, have to be increased if wet or weak (soft to firm, or loose) subgrade conditions are encountered. Cut-off walls below the culvert invert should be considered to prevent erosion below the culvert, particularly if granular bedding is used.

6.1.6 Backfilling

Based on visual and tactile examination of the soil samples, and the measured moisture contents of the soil samples, the on-site excavated silty clay fill and native clayey silt could be generally be re-used as backfill provided their moisture contents at the time of construction are at or near optimum. All soils will likely require reconditioning prior to reuse (i.e. drying of the soil). The clayey silt will likely be excavated in cohesive blocks and will be difficult to handle and compact. For use as backfill, the material will have to be in less than 100 mm in size and placed in thin layers. Backfilling should be carried out in accordance with OPSS 206 (*Construction Specification for Grading*).

Backfill and cover for the replacement culvert should conform to OPSD 802.010 (*Flexible Pipe Embedment and Backfill, Earth Excavation*), while the frost treatment, where required, should comply with OPSD 803.030 (*Frost Treatment - Pipe Culverts, Frost Penetration Line below Bedding Grade*) and OPSD 803.031 (*Frost Treatment - Pipe Culverts, Frost Penetration Line between Top of Pipe and Bedding Grade*).

6.2 Tunnelling Methods

Tunnelling procedures depend upon a number of factors, the most important of which are the groundwater conditions and the soil type through which the tunnel must pass. The following geotechnical factors should be considered for the selection of tunnelling method:

- i. The proposed tunnelling method should cause minimal disturbance to the existing highway and its usage.
- ii. The proposed tunnelling method would not cause instability of the existing highway embankments.
- iii. The proposed tunnelling method should consider suitable means of groundwater dewatering during the tunnelling work, if it is encountered.

- iv. A minimum soil cover (height of soil over the culvert crown) of 2.0 m should be maintained during tunneling. A settlement monitoring program, as per Section 6.5, should be in place prior construction.

In view of the short length of culvert and soil conditions encountered at the site, the following two tunnelling methods may be considered, although other tunnelling methods (e.g., horizontal directional drilling) may also be considered, if applicable.

6.2.1 Jacking and Boring

Jacking and boring could be used directly at the existing culvert location by jacking a steel pipe with a larger diameter than the existing culvert, or nearby location.

This technique forms a horizontal bore hole from a drive shaft / pit to a reception shaft / pit by means of rotating cutting head. Spoil is transported back to the drive shaft / pit by helical auger flights rotating inside a steel casing. The casing is jacked in place simultaneously with the augering operation. After the installation of the steel casing, a new culvert pipe will be installed inside the casing and the gap between the casing and the pipe will be grouted.

Based on the soil condition encountered in Boreholes BH G20 and BH G21, the alignment of proposed pipe jacking and boring will likely pass through the existing fill soil (silty clay) and/or the clayey silt. The invert level of the replacement culvert is likely to be close to the groundwater level (Section 6.1.2). It is cautioned that soil/groundwater condition between and beyond the borehole locations may be different and that cobbles / boulders may be encountered especially in the fill soils. The groundwater level may also vary seasonally and perched water may be present. The silty clay / clayey silt soils are considered to lead to a slow seepage flow rate, but a high seepage rate may occur from water- bearing silt / sand seams (if encountered). The anticipated tunnelling condition is 'firm' according to Tunnelman's Ground Classification. Should silt and / or sand seams / lenses or weak zones be encountered during tunnelling, some local instability or seepage could occur.

Provision for handling groundwater seepage during tunneling should be discussed and a contingency plan should be in place prior to commencement of tunneling work. At this site, groundwater seepage, if any during tunnelling, may be handled by gravity drainage and Provision for handling groundwater seepage during tunnelling should be discussed and a contingency plan should be in place prior to commencement of tunnelling work. At this site, groundwater seepage, if any during tunnelling, may be handled by gravity drainage and pumping from open sumps (discussed in Section 6.1.2). The tunnelling alignment should be provided with a gentle gradient so that water seepage into the opening can be directed away from the tunnel face. If there is a possibility of loss of soils due to high groundwater seepage into the tunnel, proper measures(s) should be implemented (e.g., installing a shield at the tunnel face, grouting the soils around the tunnel prior to excavation, etc.). As a minimum and as a preventive measure against soil / water flowing or running condition and to maintain stability of the tunnel face, a plug of soil should be left inside the front end of the tunnel casing at all times.

The size of the plug depends on the soil and groundwater condition encountered the time of tunnelling. If unexpected high groundwater flow is encountered and/or loss of soil through the tunnel is excessive, the tunnel operation should be stopped immediately and remedial measures should be taken to stabilize the tunnel face. Potential gap between the tunnel casing and the soil, after the completion of tunnelling, should be grouted to reduce settlements.

Cobbles and boulders could be encountered within the soils. **The construction contract should include a Nonstandard Special Provision (NSSP) to warn the contractor of the possible presence of cobbles / boulders.**

The construction of the tunnel should comply with OPSS 416 (*Construction Specification for Pipeline and Utility Installation by Jacking and Boring*).

The work should be carried out by specialized contractor experienced with such jacking and boring work.

The soil parameters presented in Section 6.1.4 are also applicable with this method. Further, the following soil parameters may be used preliminary design purposes:

- Adhesion between the steel casing and surrounding soil: 50 kPa.
- Modulus of Elasticity, E, for the surrounding soil: 30 MPa.

6.2.2 Pipe Ramming

Pipe ramming could be used directly at the location of the existing culvert or nearby by ramming a steel pipe with a larger diameter than the existing culvert, or nearby location.

The pipe ramming is an established and widely used trenchless method for installation of steel pipes and casings. In operation, pipe ramming method utilizes a pneumatic tool to hammer the pipe into the ground. The spoils inside the pipe can be removed either during or after the installation. The pipe ramming method is applicable in a wide variety of soils and frequently used under railway and road embankments where pipe installation is required for relatively short lengths. Pipe ramming operation generates vibrations to the soil and noise.

This method is feasible for cohesionless and cohesive soils.

Discussion provided for jacking and boring in Section 6.2.1 is also applicable with this method.

6.2.3 Concluding Remarks

Based on the requirements of the project and the soil conditions, any of the two tunnelling methods may be used. The steel casing may be used directly as the new culvert if acceptable by the designer. Tunnelling method to be selected should cause minimum disturbance to Highway 21.

It is recommended that practical aspects for the best suited/economical method of installation be discussed with experienced tunnel contractors prior to commencement of the tunnelling work.

6.3 Comparison of the Construction Techniques

A comparison of the construction techniques (open cut and tunnelling) are provided in Table 6.2.

Table 6.2 - Comparison of Construction Methods

Construction Technique	Description	Advantages	Disadvantages	Risks / Consequences	Cost Comparison
Open Cut	Open cut or shored excavation to replace existing CSP culvert.	<ul style="list-style-type: none"> - Use of standard excavation and construction equipment. - No specialist contractor is required. - Maintain the existing culvert location. 	<ul style="list-style-type: none"> - Disruption to traffic by opening only one lane or road closure. - Will require roadside protection (trench box or similar) to maintain traffic flow. A sliding trench box can be used. Traffic signalling will be required for one lane traffic. - Temporary dewatering and / or detouring of the existing water way will be required. - Will require rebuilding of embankment fills and road. 	Excavation sideslopes may not be stable during construction due to rainfall, groundwater, etc.	Low to Medium
Tunnelling by Jacking and Boring / Pipe Ramming	<ul style="list-style-type: none"> - Boring underneath the embankment and jacking/ramming a new pipe into place. - Will require jacking and receiving pits. 	<ul style="list-style-type: none"> - No disruption to traffic flow. 	<ul style="list-style-type: none"> - Requires specialist contractor and specialized equipment. - Will require dewatering of jacking and receiving pits. - Temporary diversion of water way into and out of proposed replacement culvert location. 	<ul style="list-style-type: none"> - Soil condition based on limited borehole data. - Risk of encountering cobbles / boulders, which may complicate jacking and boring / ramming operations. - Jacking and boring / ramming through wet to saturated fine grained soil may result in construction difficulties with the 	Medium to High

Construction Technique	Description	Advantages	Disadvantages	Risks / Consequences	Cost Comparison
				stability of the bore face. - Jacking and boring / ramming below embankment soils may result in settlement within embankment.	

Based on the above comparison of the construction techniques, the open cut method would likely be less costly. However, if interrupting the traffic on Highway 21 is to be avoided, tunnelling should be considered.

6.4 Entry / Receiver Pits

In constructing the tunnels, pits are required on both ends. The pits for the liner installation are expected to be at or below a depth of about 1 m to 2 m below the existing culvert invert. The soils to be excavated may consist of fill soils (silty clay) and native clayey silt deposit. Subgrade materials for supporting tunneling equipment at the pits would likely consist of native stiff to very clayey silt. Groundwater and dewatering is discussed in Sections 6.1.1 and 6.1.2 respectively. Geotechnical reaction of 100 kPa (SLS) and geotechnical resistance of 150 kPa (factored ULS) are recommended for consideration when the equipment is founded on native undisturbed soil. The exposed base of the entry / receiver pits should be covered with a mud slab to protect the subgrade from disturbance, and to provide a stable platform for pipe jacking/ramming operation.

6.5 Settlement Monitoring

During tunnelling, the ground over and in the vicinity of the tunnel alignment may experience settlement. Good workmanship and site control is the most effect way to reduce settlements to practical minimum. It is recommended that ground movement during tunnelling be monitored. This is to confirm that the tunnelling process does not cause any significant impact on the existing highway. If any adverse effect of tunnelling is identified by the monitoring program, the tunneling process can be modified accordingly.

Settlement monitoring should follow the MTO Settlement Monitoring Guidelines – Tunnelling, which is attached in Appendix D of this report. As per the guideline, a maximum settlement of 10 mm relative to baseline readings should be considered as review level, at which the method, rate or sequence of construction and/or ground stabilization measures should be reviewed and/or modified to mitigate further ground displacement. Furthermore, an alert level of a maximum settlement of 15 mm relative to baseline readings is recommended, at which stage the construction operation should be stopped, and measures to secure the site and to mitigate further movement should be immediately taken to ensure public safety and maintenance of traffic flow.

Alternatively, the contractor may provide an alternative settlement monitoring program acceptable to MTO/Contract Administrator. The program should be approved by MTO/Contract Administrator prior to start of work.

6.6 Soil Corrosivity

One soil sample (BH G21 - SS 2) was analysed by Maxxam Analytics Laboratory in Mississauga to determine the soil corrosivity potential with respect to concrete and steel. The Certificate of Analysis is included in Appendix B. A summary of the test results are presented in the Table 6.3.

Table 6.3 - Results of Corrosivity Testing

Soil Sample No.	pH	Electrical Conductivity $\mu\text{mho/cm}$	Resistivity (ohms-cm)	Chloride ($\mu\text{g/g}$)	Sulphate ($\mu\text{g/g}$)
BH G21 - SS 2	7.7	532	1900	270	<20

The test results have shown that the sulphate content of the soil is <20 ppm ($\mu\text{g/g}$). As per Table 3 “Additional Requirements for concrete subjected to sulphate attack”, Clause 4.1.1.6 of CSA Standards Specification A23.1-09, any soil which has sulphate content below 0.1% (i.e., 1,000 ppm or $\mu\text{g/g}$) is not considered aggressive with respect to concrete. As such, in accordance with Table 6 of CSA A23.1-09, Type GU (general use) cement can be used for concrete.

Based on the results of soil resistivity of analyzed soil sample, the degree of corrosivity should be considered as “severe” for exposed metallic structures. This is based on a comparison of the test results to literature reference (J.D. Palmer, Soil Resistivity Measurement and Analysis, Materials Performance, Volume 13, 1974).

A corrosion specialist should be retained, if necessary, to review the test results and provide recommendation for the most effective protection solutions.

6.7 Earthquake Considerations

In conformance with the criteria in Clause 4.4.6.2 in Section 4: Seismic Design of the Canadian Highway Bridge Design Code CAN/CSA-S6-06 (May 2010), the site soil profile is Type I.

7.0 CLOSURE

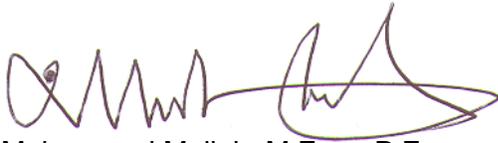
The sub-soil information contained in this report should be used solely for the purpose of foundation assessment of the culvert site at Station 22+826 on Highway 21, between Goderich and Bayfield, Ontario.

The Limitations of Report is an integral part of this report.

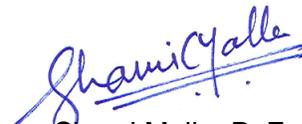
This report was prepared by Mohammad Mollah, M.Eng., P.Eng., and was reviewed by Dr. Prapote Boonsinsuk, Ph.D., P.Eng.

Sincerely,

**AMEC Environment & Infrastructure,
a Division of AMEC Americas Limited**



Mohammad Mollah, M.Eng., P.Eng.
Senior Geotechnical Engineer



Shami Malla, P. Eng.
Project Manager



Prapote Boonsinsuk, Ph.D., P.Eng.
Principal Designated Contact





**AMEC Environment & Infrastructure,
a Division of AMEC Americas Limited**

LIMITATIONS OF REPORT

The conclusions and recommendations given in this report are based on information determined at the testhole locations. The information contained herein in no way reflects on the environmental aspects of the project, unless otherwise stated. Subsurface and groundwater conditions between and beyond the testholes may differ from those encountered at the testhole locations, and conditions may become apparent during construction, which could not be detected or anticipated at the time of the site investigation.

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 the details stated in this report.

The comments made in this report relating to potential construction problems and possible methods of construction 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. 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 conclusions as to how the subsurface conditions may affect their work. This work has been undertaken in accordance with normally accepted geotechnical engineering practices.

This report was prepared specifically for the culvert at Station 22+826 in Highway 21, Ontario, as described in the report. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. AMEC Environment & Infrastructure, a Division of AMEC Americas Limited, accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

List of Construction Specifications and Drawings



Specification / Drawing	Title
Specifications	
OPSS 180 (Nov/11)	General Specification for the Management and Disposal of Excess Materials
OPSS 206 (Nov/09)	Construction Specification for Grading (Re-issued 2010-11)
OPSS 501 (Nov/10)	Construction Specification for Compacting
OPSS 416 (Nov/09)	Construction Specification for Pipeline and Utility Installation by Jacking and Boring
OPSS 450 (Nov/12)	Construction Specification for Pipeline and Utility Installation by Horizontal Directional Drilling
OPSS 501 (Nov/10)	Construction Specification for Compacting
OPSS 511 (Apr/11)	Construction Specification for rip-rap, rock protection, and granular sheeting
OPSS 539 (Nov/09)	Construction Specification for temporary protection systems
OPSS 572 (Nov/03)	Construction Specification for Seed and Cover
OPSS 802 (Nov/10)	Construction Specification for Topsoil
OPSS 803 (Nov/10)	Construction Specification for Sodding
OPSS 804 (Nov/10)	Construction Specification for Seed and Cover
OPSS 902 (Nov/10)	Construction Specifications for excavating and Backfilling of structures
OPSS 1004 (Nov/06)	Material Specifications for Aggregates - Miscellaneous
OPSS 1010(Apr/04)	Material Specifications for Aggregates – Base, subbase, select subgrade, and backfill material
OPSS 1860 (Apr/12)	Material Specification for Geotextiles
Drawings	
OPSD 208.010	Benching of Earth Slopes
OPSD 802.010	Flexible Pipe Embedment and Backfill, Earth Excavation
OPSD 803.030	Frost Treatment – Pipe Culverts, Frost Penetration Line Below Bedding Grade
OPSD 803.031	Frost Treatment – Pipe Culverts, Frost Penetration Line between Top of Pipe and Bedding Grade
OPSD 810.010	Rip-rap treatment for sewer and culvert outlets

DRAWINGS

DRAWING NO. 1	CULVERT LOCATION PLAN
DRAWING NO. 2	BOREHOLE LOCATION PLAN
DRAWING NO. 3	STRATIGRAPHIC CROSS SECTIONS



SCALE



LEGEND

 CULVERT LOCATION

AMEC Environment & Infrastructure,
a Division of AMEC Americas Limited



CLIENT
**MINISTRY OF
TRANSPORTATION ONTARIO
WEST REGION**

TITLE
CULVERT LOCATION PLAN

DWN BY:
KW

DATUM:
-

DATE:
JANUARY 2013

PROJECT
REHABILITATION OF HIGHWAY 21 - FROM BAYFIELD TO GODERICH, ONTARIO
PURCHASE ORDER NUMBER: 3009-E-0022, WP 834-93-00, GEOCREs No.: 40P12-30

CHK'D BY:
PB

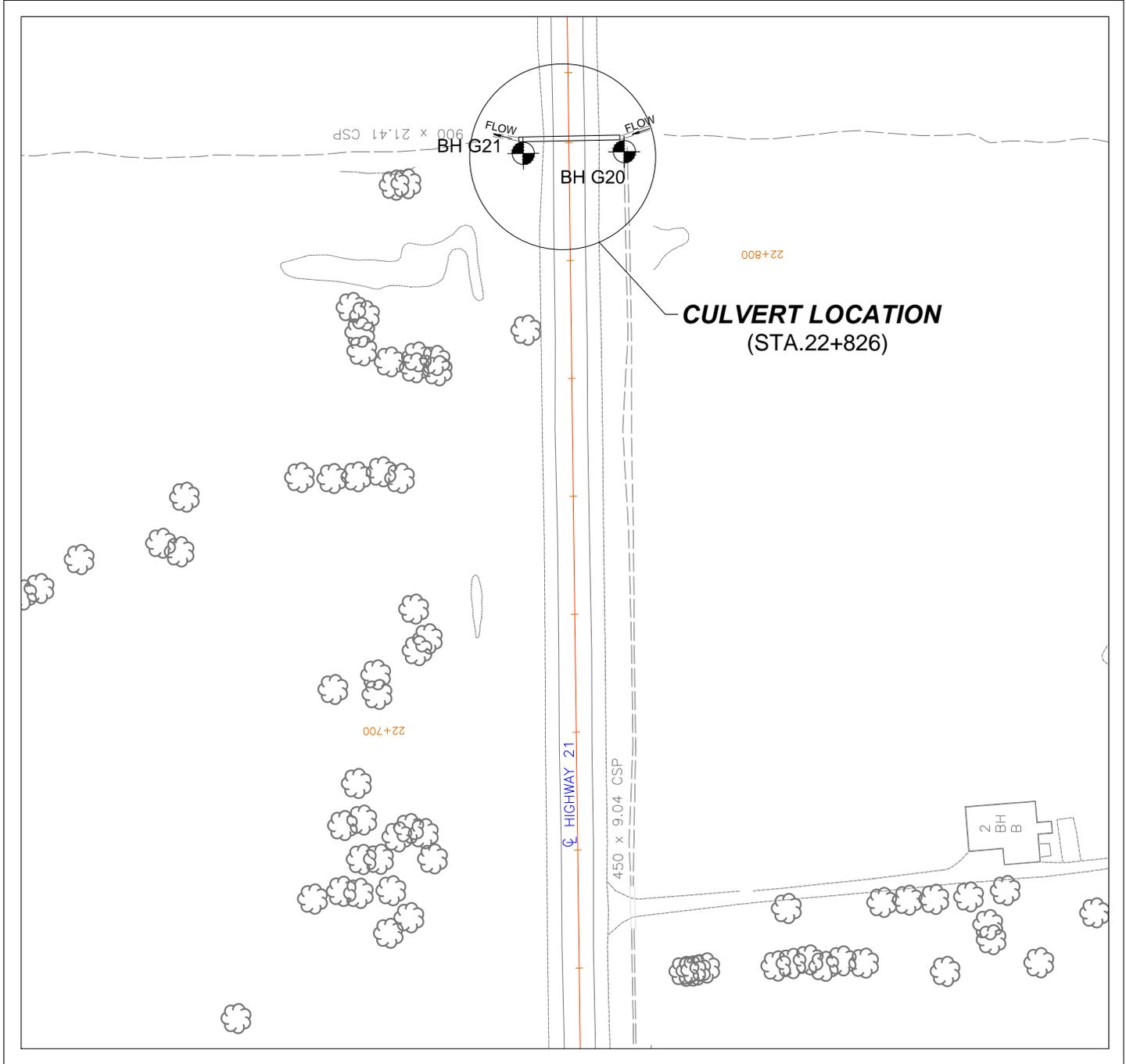
REV. NO.:
A

PROJECT NO.:
TP110076

PROJECTION:
-

SCALE:
AS SHOWN

DRAWING No.
1



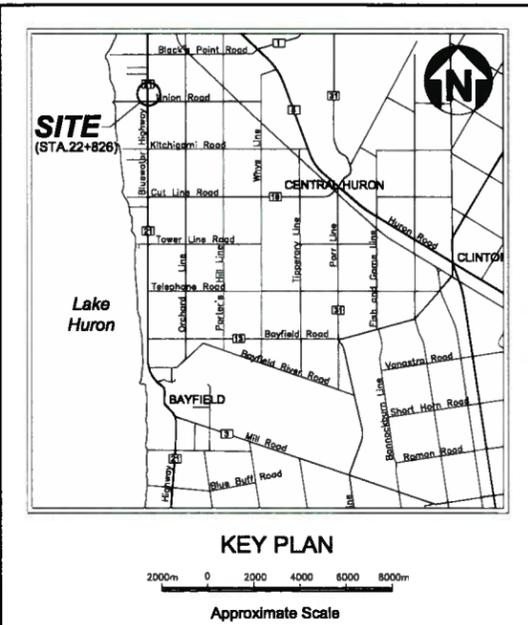
SCALE



<p>AMEC Environment & Infrastructure, a Division of AMEC Americas Limited</p>		<p>CLIENT LOGO</p> 	<p>CLIENT MINISTRY OF TRANSPORTATION ONTARIO WEST REGION</p>	
<p>TITLE BOREHOLE LOCATION PLAN</p>		<p>DWN BY: KW</p>	<p>DATUM: -</p>	<p>DATE: JANUARY 2013</p>
<p>PROJECT REHABILITATION OF HIGHWAY 21 - FROM BAYFIELD TO GODERICH PURCHASE ORDER NUMBER: 3009-E-0022, WP 834-93-00, GEOCREs No.: 40P12-30</p>		<p>CHK'D BY: PB</p>	<p>REV. NO.: A</p>	<p>PROJECT NO.: TP110076</p>
		<p>PROJECTION: -</p>	<p>SCALE: AS SHOWN</p>	<p>DRAWING No. 2</p>

METRIC
DIMENSIONS ARE IN METRES
AND/OR MILLIMETRES
UNLESS OTHERWISE SHOWN

PURCHASE ORDER NUMBER: 3009-E-0022		SHEET 1 OF 1
G.W.P. No. 834-93-00		
REHABILITATION OF HWY 21 FROM BAYFIELD TO GODERICH GEOCRE No.40P12-30 CULVERT AT STA 22+826 STRATIGRAPHIC CROSS SECTION		
 AMEC Environment & Infrastructure, a Division of AMEC Americas Limited		



LEGEND

-  BOREHOLE LOCATION
-  GROUNDWATER LEVEL AT TIME OF INVESTIGATION
-  GROUNDWATER LEVEL IN MONITORING WELL (HIGHEST)
- EOP EDGE OF PAVEMENT
- SHR SHOULDER ROUND

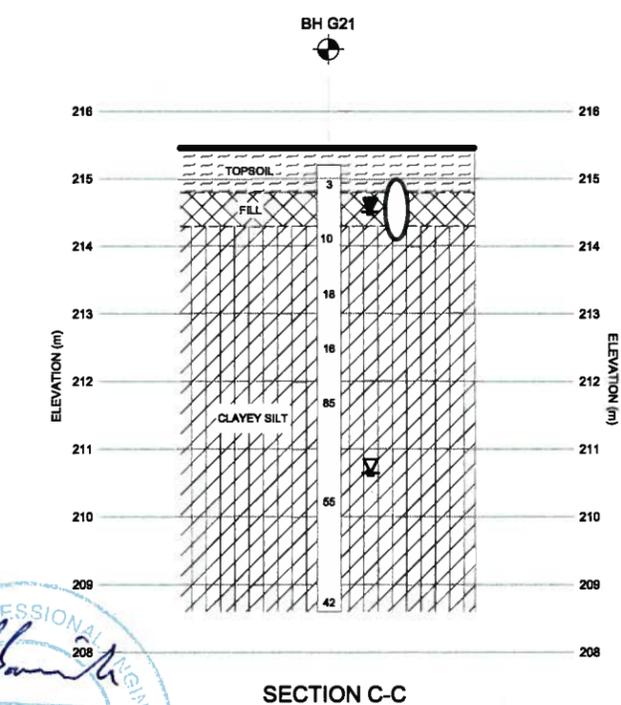
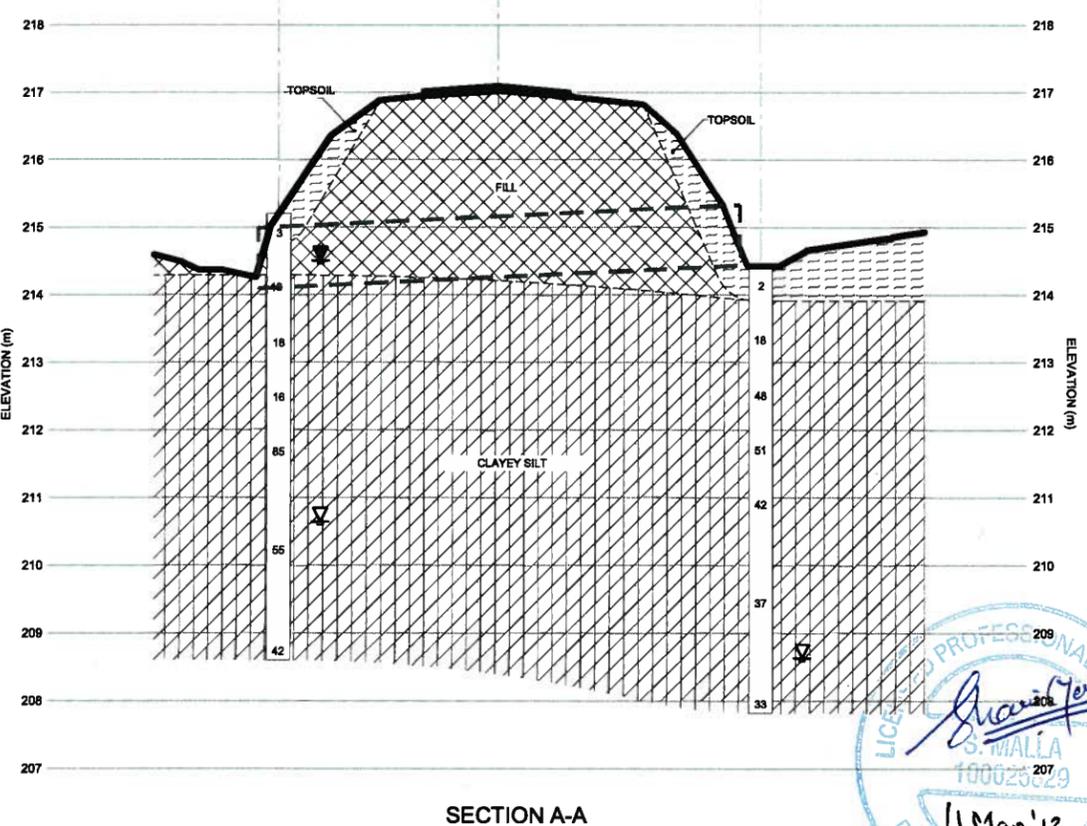
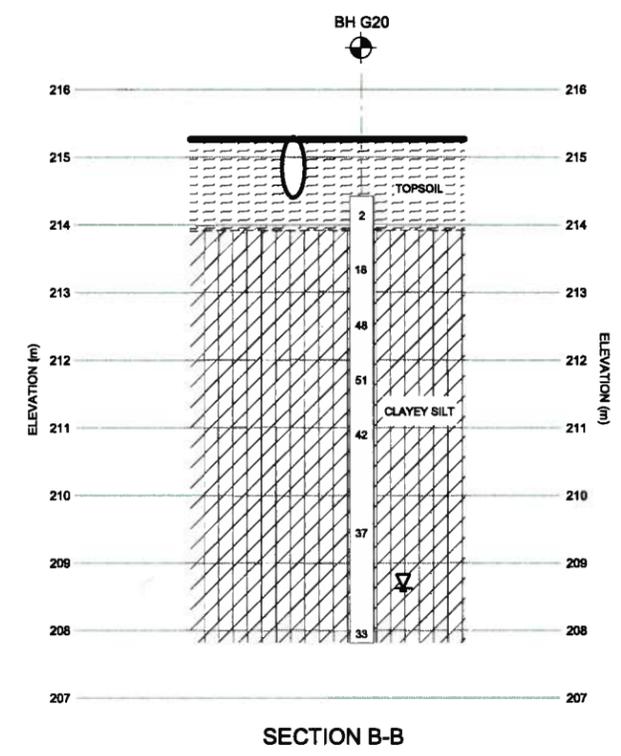
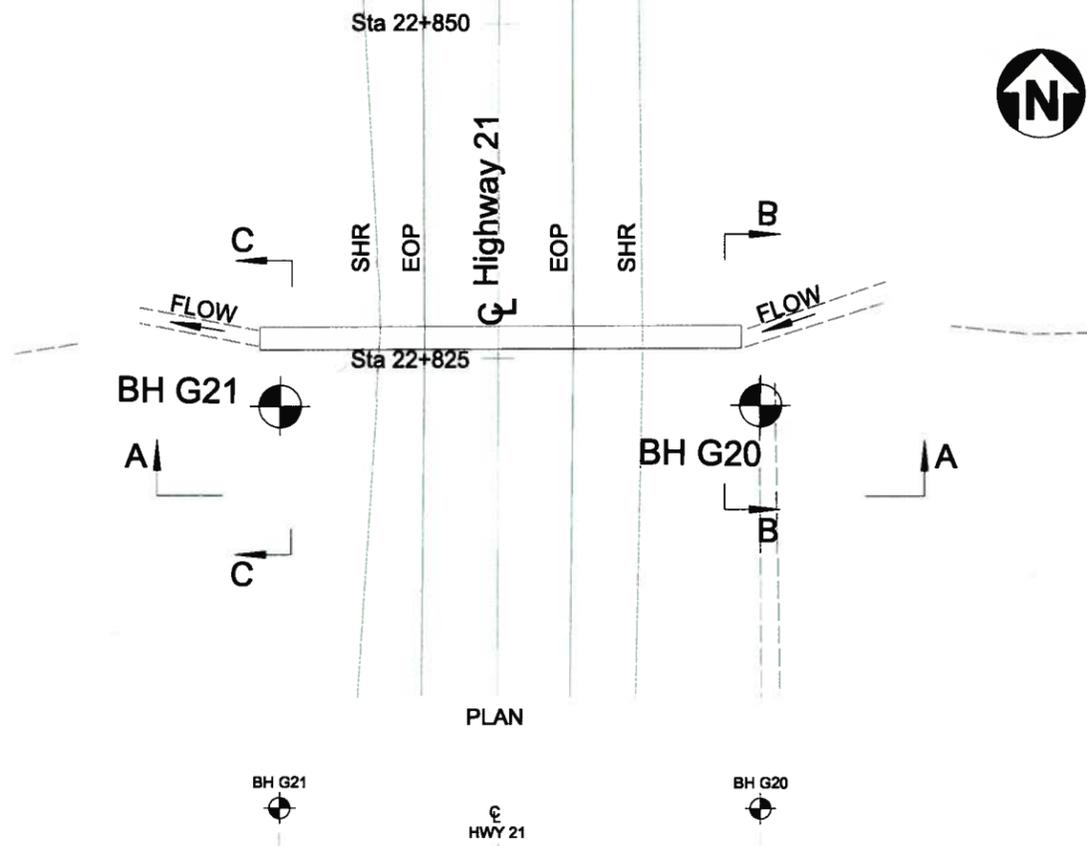
DESCRIPTION	UTM COORDINATES		ELEVATION (m)
	NORTHING	EASTING	
BH G20	4836856	443139	214.42
BH G21	4836856	443118	215.20

NOTES:

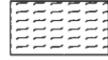
- The boundaries between soil strata have been established only at borehole locations. Between boreholes, the boundaries are assumed from geological evidence and may be subject to considerable error.
- This drawing is for subsurface information only. Surface details and features are for conceptual illustration.
- Borehole without  was dry.

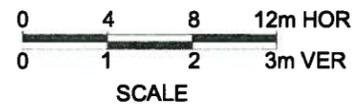
REVISIONS				
NO.	DESCRIPTION	DATE	BY	CHK

DESIGN PB	CHK PB	CODE CHBDC-06	CL 625-ONT	DATE JAN. 2013
DRAWN KW	CHK HS	SITE 22+826		DWG 3



SOIL STRATIGRAPHY

	TOPSOIL		CLAYEY SILT
	FILL		



Professional Engineer
S. MALLA
100025029
11 Mar '13
PROVINCE OF ONTARIO

Professional Engineer
P. BOONSINSUK
11 Mar '13
PROVINCE OF ONTARIO

P:\GEO\Projects\2011\TP-Burlington\TP110076-HWY 21\05-Foundations\Drawings...ITB112041 - Washburn Drain.DWG

APPENDIX A
RECORD OF BOREHOLES

EXPLANATION OF BOREHOLE LOG

This form describes some of the information provided on the borehole logs, which is based primarily on examination of the recovered samples, and the results of the field and laboratory tests. Additional description of the soil/rock encountered is given in the accompanying geotechnical report.

GENERAL INFORMATION

Project details, borehole number, location coordinates and type of drilling equipment used are given at the top of the borehole log.

SOIL LITHOLOGY

Elevation and Depth

This column gives the elevation and depth of inferred geologic layers. The elevation is referred to the datum shown in the Description column.

Lithology Plot

This column presents a graphic depiction of the soil and rock stratigraphy encountered within the borehole.

Description

This column gives a description of the soil strata, based on visual and tactile examination of the samples augmented with field and laboratory test results. Each stratum is described according to the *MTC Soil Classification Manual*.

The compactness condition of cohesionless soils (SPT) and the consistency of cohesive soils (undrained shear strength) are defined as follows (*Ref. MTC Soil Classification Manual*):

Compactness of	
<u>Cohesionless Soils</u>	<u>SPT N-Value*</u>
Very loose	0 to 5
Loose	5 to 10
Compact	10 to 30
Dense	30 to 50
Very Dense	> 50

Consistency of		<u>Undrained Shear Strength</u>
<u>Cohesive Soils</u>		<u>kPa</u>
Very soft		0 to 12
Soft		12 to 25
Firm		25 to 50
Stiff		50 to 100
Very stiff		100 to 200
Hard		Over 200

* For penetration of less than 0.3 m, N-values are indicated as the number of blows for the penetration achieved (e.g. 50/25: 50 blows for 25 centimeter penetration).

Soil Sampling

Sample types are abbreviated as follows:

SS	Split Spoon	TW	Thin Wall Open (Pushed)	RC	Rock Core	GS	Grab Sample
AS	Auger Sample	TP	Thin Wall Piston (Pushed)	WS	Washed Sample	AR	Air Return Sample

Additional information provided in this section includes sample numbering, sample recovery and numerical testing results.

Field and Laboratory Testing

Results of field testing (e.g., SPT, pocket penetrometer, and vane testing) and laboratory testing (e.g., natural moisture content, and limits) executed on the recovered samples are plotted in this section.

Instrumentation Installation

Instrumentation installations (monitoring wells, piezometers, inclinometers, etc.) are plotted in this section. Water levels, if measured during fieldwork, are also plotted. These water levels may or may not be representative of the static groundwater level depending on the nature of soil stratum where the piezometer tips are located, the time elapsed from installation to reading and other applicable factors.

Comments

This column is used to describe non-standard situations or notes of interest.

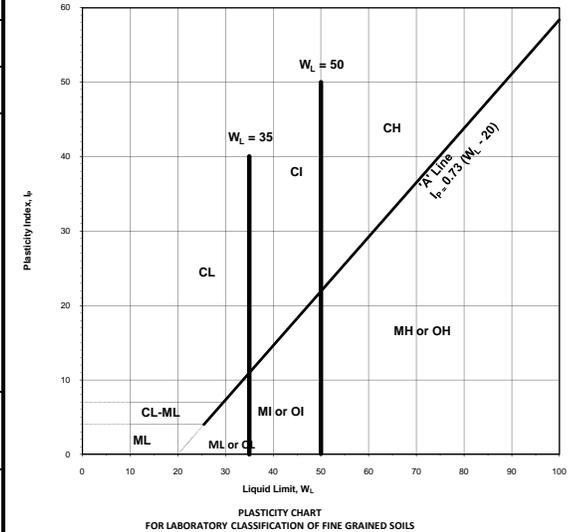
MTC SOIL CLASSIFICATION

Based on MTC Soil Classification Manual



MAJOR DIVISION		GROUP SYMBOL	TYPICAL DESCRIPTION	INFORMATION REQUIRED FOR DESCRIBING SOILS	LABORATORY CLASSIFICATION CRITERIA	
COARSE GRAINED SOILS (MORE THAN HALF BY WEIGHT LARGER THAN 75µm)	GRAVELS MORE THAN HALF THE COARSE FRACTION LARGER THAN 4.75mm	CLEAN GRAVELS (LITTLE OR NO FINES)	WIDE RANGE IN GRAIN SIZE & SUBSTANTIAL AMOUNTS OF ALL INTERMEDIATE PARTICLE SIZE	GW	WELL GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	$C_u = \frac{D_{60}}{D_{10}}$ GREATER THAN 4; $C_c = \frac{(D_{30})^2}{D_{10} \times D_{60}}$ BETWEEN 1 AND 3
		GRAVEL WITH FINES (APPLICABLE AMOUNT OF FINES)	PREDOMINANTLY ONE SIZE OF A RANGE OF SIZES WITH SOME INTERMEDIATE SIZES MISSING	GP	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	
	SANDS MORE THAN HALF THE COARSE FRACTION SMALLER THAN 4.75mm	CLEAN SANDS (LITTLE OR NO FINES)	WIDE RANGE IN GRAIN SIZE & SUBSTANTIAL AMOUNT OF ALL INTERMEDIATE PARTICLE SIZES	SW	WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES	DETERMINE PERCENTAGE OF GRAVEL & SAND FROM GRAIN SIZE CURVE, DEPENDING ON PERCENTAGE OF FINES (FRACTION SMALLER THAN 75 µm) COARSE GRAINED SOILS ARE CLASSIFIED AS FOLLOWS: LESS THAN 5% GW, GP, SW, SP MORE THAN 12% GM, GC, SM, SC 5% TO 12% BORDER LINE CASES REQUIRE USE OF DUAL SYMBOL
			PREDOMINANTLY ONE SIZE OR A RANGE OF SIZES WITH SOME INTERMEDIATE SIZE MISSING	SP	POORLY GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES	
		SANDS WITH FINES (APPLICABLE AMOUNT OF FINES)	NON PLASTIC FINES (FOR IDENTIFICATION PROCEDURES SEE ML BELOW)	GM	SILTY GRAVELS, POORLY GRADED GRAVEL-SAND- SILT MIXTURES	
			PLASTIC FINES (FOR IDENTIFICATION PROCEDURES SEE CL BELOW)	GC	CLAYEY GRAVELS, POORLY GRADED GRAVEL-SAND-CLAY MIXTURES	
FINE GRAINED SOILS (MORE THAN HALF BY WEIGHT SMALLER THAN 75µm)	IDENTIFICATION PROCEDURE ON FRACTION SMALLER THAN 425µm					
	LIQUID LIMIT LESS THAN 35	DRY STRENGTH (CRUSHING CHARACTERISTICS)	DILATANCY (REACTION TO SHAKING)	TOUGHNESS (CONSISTENCY NEAR PLASTIC LIMIT)		
		NONE	QUICK	NONE	ML	INORGANIC SILTS & SANDY SILTS OR SLIGHTLY PLASTICITY, ROCK FLOUR
		MEDIUM TO HIGH	NONE TO VERY SLOW	MEDIUM	CL	SILTY CLAYS (INORGANIC), GRAVELLY CLAYS, SANDY CLAYS, LEAN CLAYS
	LIQUID LIMIT BETWEEN 35 AND 50	SLIGHT TO MEDIUM	SLOW	SLIGHT	OL	ORGANIC SILT OF LOW PLASTICITY, ORGANIC SANDY SILTS
		NONE TO SLIGHT	SLOW TO QUICK	SLIGHT	MI	INORGANIC COMPRESSIBLE FINE SANDY SILT WITH CLAY OF MEDIUM PLASTICITY, CLAYEY SILTS
		HIGH	NONE	MEDIUM TO HIGH	CI	SILTY CLAYS (INORGANIC) OF MEDIUM PLASTICITY
	LIQUID LIMIT GREATER THAN 50	SLIGHT TO MEDIUM	VERY SLOW	SLIGHT	OI	ORGANIC SILTY CLAYS OF MEDIUM PLASTICITY
		SLIGHT TO MEDIUM	SLOW TO NONE	MEDIUM	MH	INORGANIC SILTS, HIGHLY COMPRESSIBLE MICACEOUS OR DIATOMACEOUS FINE SANDY SILTS, ELASTIC SILTS
		HIGH TO VERY HIGH	NONE	HIGH	CH	CLAYS (INORGANIC) OF HIGH PLASTICITY, FAT CLAYS
	MEDIUM TO HIGH	NONE TO VERY SLOW	SLIGHT TO MEDIUM	OH	ORGANIC CLAYS OF HIGH PLASTICITY	
HIGH ORGANIC SOILS	READILY IDENTIFIED BY COLOUR, ODOUR, SPONGY FEEL & FREQUENTLY BY FIBROUS TEXTURE			Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS	

USE GRAIN SIZE CURVE IN IDENTIFYING THE FACTORS AS GIVEN UNDER FIELD IDENTIFICATION



FRACTION	U.S STANDARD SIEVE SIZE		DEFINING RANGES OF PERCENTAGE BY WEIGHT OF MINOR COMPONENTS			DESCRIPTOR
	COARSE	FINE	PASSING	RETAINED	PERCENT	
GRAVEL	COARSE	FINE	75 mm	26.5 mm	40-50	AND
			26.5 mm	4.75 mm		
SAND	COARSE	FINE	4.75 mm	2.00 mm	30-40	Y/EY
	MEDIUM		2.00 mm	425 µm	20-30	WITH
	FINE		425 µm	75 µm	10-20	SOME
FINES (SILT OR CLAY BASED ON PLASTICITY)			75 µm		1-10	TRACE
OVERSIZED MATERIAL						
ROUNDED OR SUBROUNDED: COBBLES 75 mm TO 200 mm BOULDERS > 200 mm				NOT ROUNDED: ROCK FRAGMENTS > 75 mm ROCKS > 0.76 CUBIC METRE IN VOLUME		

BOUNDARY CLASSIFICATION: BOUNDARY CLASSIFICATION: SOILS POSSESSING CHARACTERISTICS OF TWO GROUPS ARE DESIGNATED BY COMBINATIONS OF GROUP SYMBOLS FOR EXAMPLE GW-GC WELL GRADED GRAVEL-SAND MIXTURE WITH CLAY BINDER



AMEC Earth & Environmental,
a Division of AMEC American

www.amec.com

MTC SOIL CLASSIFICATION MANUAL
ENGINEERING PROPERTIES OF SOIL



TYPICAL NAMES OF SOIL GROUPS	GROUP SYMBOLS	PERMEABILITY WHEN COMPACTED	STRENGTH WHEN COMPACTED	COMPRESSIBILITY WHEN COMPACTED	WORKABILITY AS A CONSTRUCTION MATERIAL	SCOUR RESISTANCE	SUSCEPTIBILITY TO SURFICIAL EROSION	SUSCEPTIBILITY TO FROST ACTION	DRAINAGE CHARACTERISTICS
WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	GW	PERVIOUS	EXCELLENT	NEGLECTIBLE	EXCELLENT	MEDIUM	NEGLECTIBLE	NEGLECTIBLE	EXCELLENT
POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES	GP	VERY PERVIOUS	GOOD	NEGLECTIBLE	GOOD	MEDIUM	NEGLECTIBLE	NEGLECTIBLE	EXCELLENT
SILTY GRAVELS, POORLY GRADED GRAVEL- SAND-SILT MIXTURES	GM	SEMI-PERVIOUS TO IMPERVIOUS	GOOD	NEGLECTIBLE	GOOD	LOW TO MEDIUM	SLIGHT	SLIGHT	FAIR TO SEMI IMPERVIOUS
CLAYEY GRAVELS, POORLY GRADED GRAVEL-SAND-CLAY MIXTURES	GC	IMPERVIOUS	GOOD TO FAIR	VERY LOW	GOOD	MEDIUM	SLIGHT	NEGLECTIBLE TO SLIGHT	PRACTICALLY IMPERVIOUS
WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES	SW	PERVIOUS	EXCELLENT	NEGLECTIBLE	EXCELLENT	LOW TO MEDIUM	SLIGHT	NEGLECTIBLE	EXCELLENT
POORLY GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES	SP	PERVIOUS	GOOD	VERY LOW	FAIR TO GOOD	LOW TO MEDIUM	MODERATE	NEGLECTIBLE TO SLIGHT	EXCELLENT
SILTY SANDS, POORLY GRADED SAND-SILT MIXTURES	SM	SEMI-PERVIOUS TO IMPERVIOUS	GOOD	LOW	FAIR	LOW	MODERATE	SLIGHT TO MODERATE	FAIR TO SEMI IMPERVIOUS IMPERVIOUS
CLAYEY SANDS, POORLY GRADED SAND WITH SOME CLAY MIXTURES	SC	IMPERVIOUS	GOOD TO FAIR	LOW	GOOD	VERY LOW TO LOW	MODERATE TO SLIGHT	NEGLECTIBLE	PRACTICALLY IMPERVIOUS
INORGANIC SILTS AND SANDY SILTS OF SLIGHT PLASTICITY, ROCK FLOUR	ML	SEMI-PERVIOUS TO IMPERVIOUS	FAIR	MEDIUM	FAIR	VERY LOW	SEVERE	SEVERE	FAIR TO POOR
INORGANIC CLAYEY SILTS OF LOW PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, LEAN CLAYS	CL	IMPERVIOUS	FAIR	MEDIUM	GOOD TO FAIR	LOW TO MEDIUM	SLIGHT TO MODERATE	MODERATE TO SEVERE	PRACTICALLY IMPERVIOUS
ORGANIC SILTS OF LOW PLASTICITY	OL	SEMI-PERVIOUS TO IMPERVIOUS	POOR	MEDIUM	FAIR TO POOR	VERY LOW TO LOW	SEVERE	SEVERE	POOR
INORGANIC COMPRESSIBLE SILTS OF MEDIUM PLASTICITY	MI	SEMI-PERVIOUS TO IMPERVIOUS	FAIR	MEDIUM TO HIGH	FAIR TO POOR	LOW	MODERATE	MODERATE TO SEVERE	FAIR TO POOR
INORGANIC SILTY CLAYS OF MEDIUM PLASTICITY	CI	IMPERVIOUS	FAIR TO POOR	HIGH	FAIR	LOW TO MEDIUM	SLIGHT	MODERATE TO SEVERE	SEMI IMPERVIOUS TO PRACTICALLY
ORGANIC SILTY CLAY OF MEDIUM PLASTICITY	OI	SEMI-PERVIOUS TO IMPERVIOUS	POOR	HIGH	POOR	VERY LOW TO LOW	SEVERE	MODERATE TO SEVERE	POOR TO PRACTICALLY IMPERVIOUS
INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS	MH	SEMI-PERVIOUS TO IMPERVIOUS	FAIR TO POOR	HIGH	POOR	VERY LOW	MEDIUM	SEVERE	POOR
INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS	CH	IMPERVIOUS	POOR	HIGH	FAIR TO POOR	LOW TO MEDIUM	SLIGHT TO NEGLECTIBLE	NEGLECTIBLE	PRACTICALLY IMPERVIOUS
ORGANIC CLAYS OF HIGH PLASTICITY	OH	IMPERVIOUS	POOR	HIGH	POOR	LOW	MODERATE	NEGLECTIBLE TO SLIGHT	PRACTICALLY IMPERVIOUS
PEAT AND OTHER HIGHLY ORGANIC SOILS	Pt	-	-	-	-	LOW	SEVERE	-	FAIR TO GOOD

RECORD OF BOREHOLE No. BH G20

1 OF 1

G.W.P. 834-93-00 LOCATION Sta: 22+826, 3.0 m S of Culvert, 4.7 m Rt of CL of Rd, E 443139; N 4836856 ORIGINATED BY JF
 DIST Goderich HWY 21 BOREHOLE TYPE 150 mm diameter borehole (Solid Stem) COMPILED BY SAL
 DATUM Geodetic DATE 17 May 2011 - 17 May 2011 CHECKED BY SM
 PROJECT Rehabilitation of Highway 21, from Bayfield to Goderich, Ontario JOB NO. TP110076

SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	DEPTH m	ELEVATION SCALE m	DYNAMIC CONE PENETRATION RESISTANCE PLOT					PLASTIC LIMIT W _p	NATURAL MOISTURE CONTENT W	LIQUID LIMIT W _L	SOIL VAPOUR READING PPM	REMARKS & GRAIN SIZE DISTRIBUTION (%)		
ELEV DEPTH (m)	DESCRIPTION	STRAT PLOT	NUMBER	TYPE				"N" VALUES	SHEAR STRENGTH kPa									WATER CONTENT (%)	
						20	40	60	80	100		20	40	60	GR	SA	SI	CL	
214.4 0.0	about 500 mm TOPSOIL		1	SS	2														
213.9 0.5	brown CLAYEY SILT trace sand and gravel very stiff to hard		2	SS	18							16			1	14	54	31	
			3	SS	46							13							
	grey		4	SS	51							13							
			5	SS	42							12							
			6	SS	37							15							
			7	SS	33							15							
207.9 6.6	End of Borehole Groundwater level on 17 May 2011 was 5.6 m depth																		

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

RECORD OF BOREHOLE No. BH G21

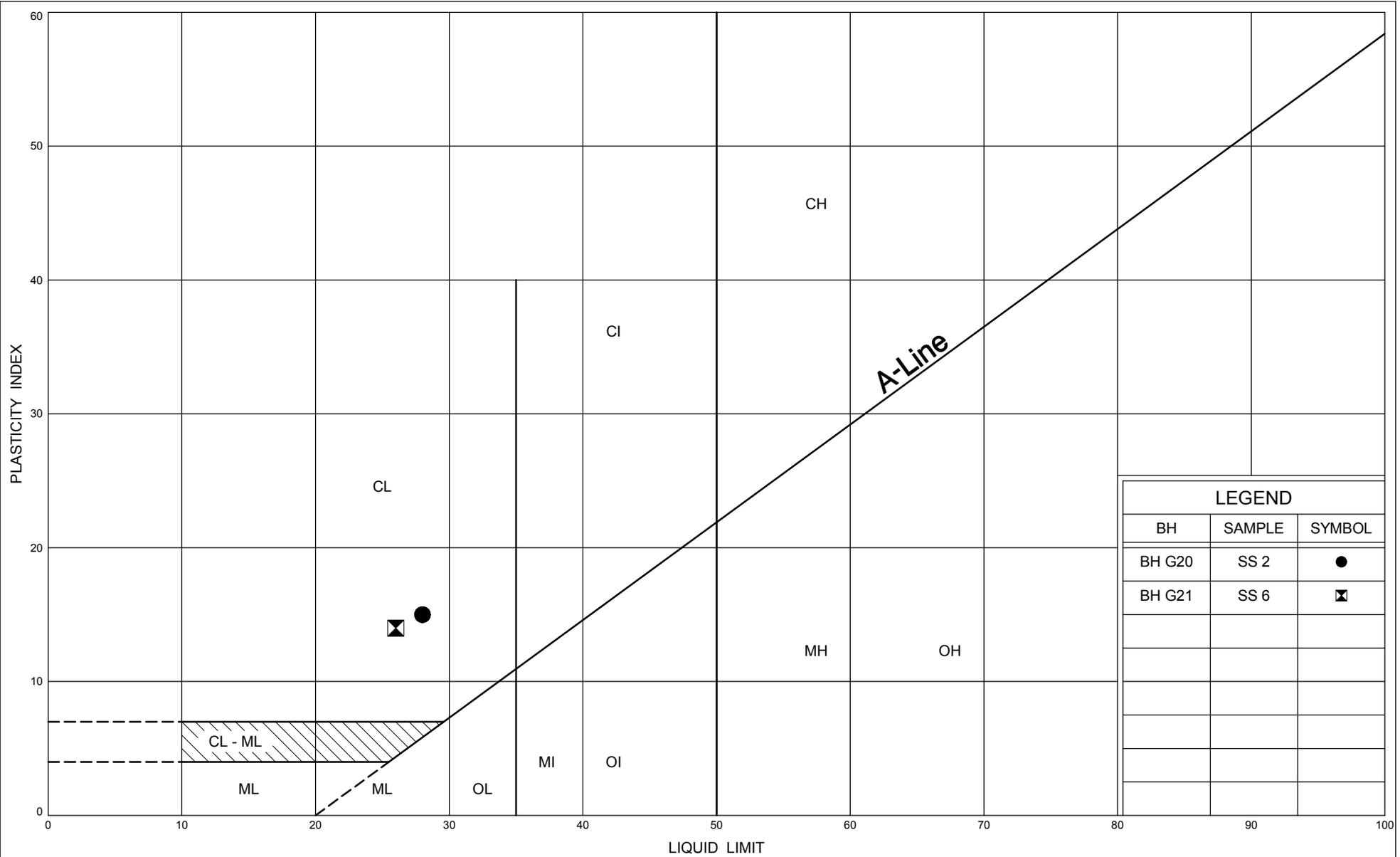
1 OF 1

G.W.P. 834-93-00 LOCATION Sta: 22+826, 3.0 m S of Culvert, 9.7 m Lt of CL of Rd, E 443118; N 4836856 ORIGINATED BY JF
 DIST Goderich HWY 21 BOREHOLE TYPE 150 mm diameter borehole (Solid Stem) COMPILED BY SAL
 DATUM Geodetic DATE 17 May 2011 - 17 May 2011 CHECKED BY SM
 PROJECT Rehabilitation of Highway 21, from Bayfield to Goderich, Ontario JOB NO. TP110076

SOIL PROFILE		SAMPLES			GROUND WATER CONDITIONS	DEPTH m	ELEVATION SCALE m	DYNAMIC CONE PENETRATION RESISTANCE PLOT					PLASTIC NATURAL LIQUID LIMIT			SOIL VAPOUR READING	REMARKS & GRAIN SIZE DISTRIBUTION (%)
ELEV DEPTH (m)	DESCRIPTION	STRAT PLOT	NUMBER	TYPE				"N" VALUES	20	40	60	80	100	W _p	W		
215.2 0.0	about 400 mm TOPSOIL																
214.8 0.4	brown Silty Clay FILL trace organic matter		1	SS	3							20					
214.3 0.9	brown CLAYEY SILT trace sand and gravel stiff to hard		2	SS	10							20					
			3	SS	18							15					
	----- grey		4	SS	66							12					
			5	SS	85							12				High blow count could be due to cobbles/boulders.	
			6	SS	55							13				3 15 52 30	
208.6 6.6	End of Borehole Monitoring well details: - 50 mm diameter PVC pipe: - concrete: 0.0 - 0.3 m - bentonite plug: 0.3 - 1.2 m - sand pack: 1.5 - 1.5 m - slotted pipe: 1.5 - 4.57 m - sand pack: 4.57 - 6.1 m - protective casing: 0.9 m above ground. Groundwater level on 17 May 2011 was 4.4 m depth 22 June 2011 was 0.7 m depth		7	SS	42/15							12					

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

APPENDIX B
LABORATORY TEST RESULTS



LEGEND		
BH	SAMPLE	SYMBOL
BH G20	SS 2	●
BH G21	SS 6	⊠



PLASTICITY CHART

Clayey Silt

Figure No. B2

G.W.P. 834-93-00

Culvert at Sta. 22+826, Hwy 21, Bayfield to Goderich

Your Project #: TP110076.5
 Site: HWY21 (7 CULVERTS)
 Your C.O.C. #: 32091

Attention: Shami Malla
 AMEC Earth & Environmental Ltd
 Scarborough
 104 Crockford Blvd
 Scarborough, ON
 CANADA M1R3C3

Report Date: 2011/06/06

CERTIFICATE OF ANALYSIS

MAXXAM JOB #: B175937
Received: 2011/05/27, 17:25

Sample Matrix: Soil
 # Samples Received: 7

Analyses	Quantity	Date Extracted	Date Analyzed	Laboratory Method	Method Reference
Chloride (20:1 extract)	4	N/A	2011/06/02	CAM SOP-00463	
Chloride (20:1 extract)	3	N/A	2011/06/04	CAM SOP-00463	
Conductivity	7	N/A	2011/06/02	CAM SOP-00414	APHA 2510
pH CaCl2 EXTRACT	6	2011/06/02	2011/06/02	CAM SOP-00413	SM 4500 H
pH CaCl2 EXTRACT	1	2011/06/03	2011/06/03	CAM SOP-00413	SM 4500 H
Resistivity of Soil	7	2011/05/30	2011/06/02	CAM SOP-00414	APHA 2510
Sulphate (20:1 Extract)	7	N/A	2011/06/04	CAM SOP-00464	EPA 375.4

* RPDs calculated using raw data. The rounding of final results may result in the apparent difference.
 * Results relate only to the items tested.

Encryption Key

Please direct all questions regarding this Certificate of Analysis to your Project Manager.

GINA BAYBAYAN,
 Email: GBAYBAYAN@maxxam.ca
 Phone# (905) 817-5766

=====
 Maxxam has procedures in place to guard against improper use of the electronic signature and have the required "signatories", as per section 5.10.2 of ISO/IEC 17025:2005(E), signing the reports. For Service Group specific validation please refer to the Validation Signature Page.

Total cover pages: 1

Maxxam Job #: B175937
 Report Date: 2011/06/06

AMEC Earth & Environmental Ltd
 Client Project #: TP110076.5
 Project name: HWY21 (7 CULVERTS)

RESULTS OF ANALYSES OF SOIL

Maxxam ID		JQ4509	JQ4510	JQ4511		JQ4512		JQ4513		JQ4514		
Sampling Date		2011/05/16	2011/05/16	2011/05/16		2011/05/16		2011/05/18		2011/05/17		
	Units	BH G7 / SS2	BH G10 / SS4	BH G12 / SS4	QC Batch	BH G13 / SS2	QC Batch	BH G15 / SS2	QC Batch	BH G17 / SS3	RDL	QC Batch
Calculated Parameters												
Resistivity	ohm-cm	2600	530	1100	2502843	3200	2502843	6000	2502843	3200		2502843
Inorganics												
Soluble (20:1) Chloride (Cl)	ug/g	140	970	470	2508305	120	2506767	<20	2506767	49	20	2506767
Conductivity	umho/cm	389	1870	951	2506690	316	2506690	166	2506690	317	2	2506690
Available (CaCl2) pH	pH	7.61	7.50	7.60	2506893	7.81	2506893	7.61	2508147	7.93		2506893
Soluble (20:1) Sulphate (SO4)	ug/g	<20	<20	<20	2508307	<20	2506764	<20	2506764	120	20	2506764

Maxxam ID		JQ4515		
Sampling Date		2011/05/17		
	Units	BH G21 / SS2	RDL	QC Batch
Calculated Parameters				
Resistivity	ohm-cm	1900		2502843
Inorganics				
Soluble (20:1) Chloride (Cl)	ug/g	270	20	2506767
Conductivity	umho/cm	532	2	2506690
Available (CaCl2) pH	pH	7.74		2506893
Soluble (20:1) Sulphate (SO4)	ug/g	<20	20	2506764

RDL = Reportable Detection Limit
 QC Batch = Quality Control Batch

Maxxam Job #: B175937
Report Date: 2011/06/06

AMEC Earth & Environmental Ltd
Client Project #: TP110076.5
Project name: HWY21 (7 CULVERTS)

Package 1	20.3°C
-----------	--------

Each temperature is the average of up to three cooler temperatures taken at receipt

GENERAL COMMENTS

Maxxam Job #: B175937
 Report Date: 2011/06/06

AMEC Earth & Environmental Ltd
 Client Project #: TP110076.5
 Project name: HWY21 (7 CULVERTS)

QUALITY ASSURANCE REPORT

QC Batch	Parameter	Date	Matrix Spike		Spiked Blank		Method Blank		RPD		QC Standard	
			% Recovery	QC Limits	% Recovery	QC Limits	Value	Units	Value (%)	QC Limits	% Recovery	QC Limits
2506690	Conductivity	2011/06/02					<2	umho/cm	2.4	35	103	75 - 125
2506764	Soluble (20:1) Sulphate (SO4)	2011/06/04	102	75 - 125	97	85 - 115	<20	ug/g	NC	35		
2506767	Soluble (20:1) Chloride (Cl)	2011/06/02	109	75 - 125	98	85 - 115	<20	ug/g	NC	35		
2508305	Soluble (20:1) Chloride (Cl)	2011/06/04	95	75 - 125	103	85 - 115	<20	ug/g	5.0	35		
2508307	Soluble (20:1) Sulphate (SO4)	2011/06/04	111	75 - 125	95	85 - 115	<20	ug/g	NC	35		

N/A = Not Applicable

RPD = Relative Percent Difference

Duplicate: Paired analysis of a separate portion of the same sample. Used to evaluate the variance in the measurement.

Matrix Spike: A sample to which a known amount of the analyte of interest has been added. Used to evaluate sample matrix interference.

QC Standard: A blank matrix to which a known amount of the analyte has been added. Used to evaluate analyte recovery.

Spiked Blank: A blank matrix to which a known amount of the analyte has been added. Used to evaluate analyte recovery.

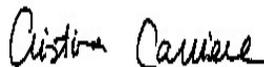
Method Blank: A blank matrix containing all reagents used in the analytical procedure. Used to identify laboratory contamination.

NC (RPD): The RPD was not calculated. The level of analyte detected in the parent sample and its duplicate was not sufficiently significant to permit a reliable calculation.

Validation Signature Page

Maxxam Job #: B175937

The analytical data and all QC contained in this report were reviewed and validated by the following individual(s).

A handwritten signature in black ink that reads "Cristina Carriere".

CRISTINA CARRIERE, Scientific Services

=====
Maxxam has procedures in place to guard against improper use of the electronic signature and have the required "signatories", as per section 5.10.2 of ISO/IEC 17025:2005(E), signing the reports. For Service Group specific validation please refer to the Validation Signature Page.

APPENDIX C
SITE PHOTOGRAPHS



Photograph No. 1: View of culvert inlet.



Photograph No. 2: View of culvert outlet.

APPENDIX D

SETTLEMENT MONITORING GUIDELINE

APPENDIX: SETTLEMENT MONITORING GUIDELINES - TUNNELING

The purpose of settlement monitoring is to prevent damage to existing utilities and highway structures along the tunnel alignment. Ground settlement include settlement due to lost ground and dewatering/drainage.

Instrumentation Arrays

All measurement points shall be installed and surveyed before the start of excavation to establish benchmarks/baseline.

Surface Monitoring Points

Surface monitoring points will be installed to cover the whole length of the tunnel with in the right of way under the jurisdiction of MTO (Figure 1).

Surface monitoring points will be located at not greater than 5m intervals along the tunnel alignment. The surface monitoring will be identified using paint marks on the pavement. Surface monitoring points installed on the unpaved right of way shall be founded below frost penetration depths. The interval and/or marking of the points should be changed with MTO's approval where traffic disruptions might occur.

The final instrumentation plan should be finalised when Contractor's proposed construction method is available.

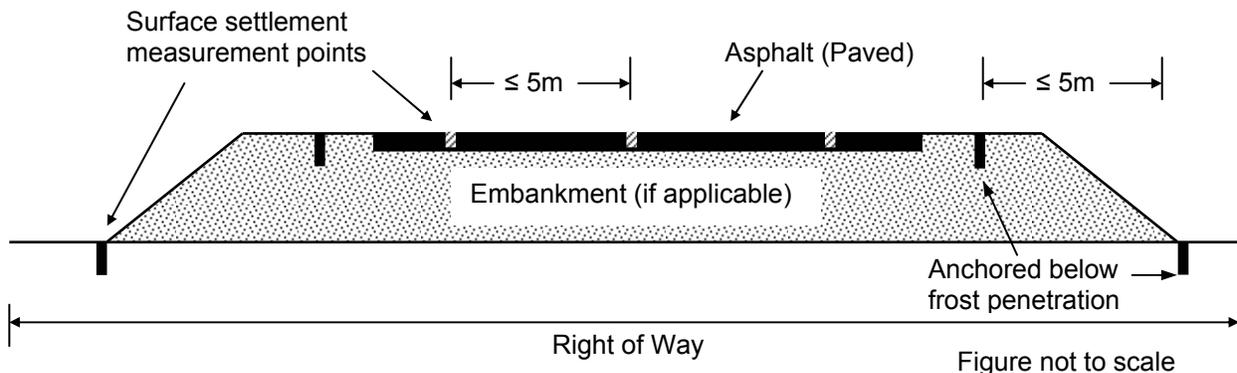


Figure 1: Typical configuration of surface settlement monitoring points along the tunnel alignment.

Condition Survey

A condition survey for the pavement will be carried out prior to commencement of construction and documented for the purpose of requirement of restoration. The condition survey shall document visible flaws such as cracks, distortions and deviations, heaves, and depressions. This surface survey will be completed during the installation of the monitors and again once the tunnel has been completed.

Reading Frequency

An average of at least two readings shall be taken to establish the initial conditions.

The reading and collection of data from the surface monitoring points shall be read and recorded by the Contractor during the construction period and after construction for period of at least 2 weeks provided that further settlement has stopped.

A minimum of three (3) sets of reading be taken daily, provided that movements are within anticipated limits. Otherwise, the frequencies should increase according to a pre-planned interval.

Monitoring of movements is required during work stoppages, such as during non-operation period (off-shifts) or weekends. A minimum of three (3) sets of readings should be taken daily.

Measurements of the monitoring points shall be reported promptly to MTO for review.

Data Collection and Data Transfer

A procedure is required to be established in consultation with MTO so that the monitoring data and the interpreted data will reach all parties as soon as necessary. The contract administrator/consultant and the Contractor should interpret monitoring data as needed for the purpose of on-going construction. The Foundation Engineer should be contacted for technical support to the prime Consultant in the interpretation of ground movements and review of the Contractor's response when Review and Alert Levels are reached.

Criteria for Assessment

The acceptable surface settlement (or heave) will be according to criteria as specified below.

Baseline Reading – A baseline reading of the instrumentation shall be taken prior to commencement of the work. An average of at least two initial readings shall be recorded as baseline reading.

Review Level – A maximum value of 10 mm relative to the baseline readings is suggested for this project. If this level is reached, the method, rate or sequence of construction, or ground stabilization measures should be reviewed or modified to mitigate further ground displacements.

Alert Level – A maximum value of 15mm relative to the baseline readings is suggested for this project. If this level is reached, the Contractor shall cease construction operations and to execute pre-planned measures to secure the site, to mitigate further movements and to assure safety of public and maintain traffic.

Review of Contractor's Proposed Method

MTO, the Proponent's prime consultant and Foundation Engineer should review the Contractor's proposed method of construction. The proposed method should include a description of the potential loss of ground, and calculation of the maximum settlement in relation to the Contractor's procedure and equipment, alternative/remedial measures when review level of measurement is reached; and contingency/remedial measures when alert level of measurement is reached.

Contractor's Responsibility For Restoration and Warranty Provision

In addition to the monitoring program to assess the adequacy of the construction method to control potential ground movements and groundwater, the Contractor is responsible for reinstatement (such as surface paving) should movements or other surface distress occur, and provide a reasonable warranty period acceptable to MTO. Remedial measures shall be approved by MTO; however, MTO maintains the right to perform the maintenance at the proponent's expense.

Construction Monitoring

The Proponent shall retain a qualified Geotechnical Consultant to supervise the installation of surface settlement points on site and to provide direction, technical input and field inspection on this project.