

DATE: March 14, 1990

TO: Stanley Woods, State Bridge Engineer for Hwys.
Attn: Larry Graham, Chief Preliminary Bridge Engineer

FROM: Gary C. Whited, P.E.
State Materials Engineer for Hwys.

SUBJECT: Site Investigation Report
Project I.D. 8070-08-00
USH 63 Over Dry River Creek
Baldwin to Deer Park Road (ST. CROIX CO.)
Structure B-55-128

This supplements our Soil Boring Report of January 11, 1990. With the now available information on flow line, box size, etc., we can make these recommendations. Based on the information that a triple 9' x 7' concrete box culvert with culvert grade line at elevation 1082± and road grade at 1093±, the culvert base will be in firm sands and gravel near a contact with loose black silt above. Standard design and construction procedures should be adequate. Some pockets of the black silt may extend down into this zone and if so spot excavation and backfill should be required.

The overfill will be minimal so no camber should be required.

by:



Clyde N. Laughter, P.E.
Chief Soils Engineer

CNL:al0415
Attachments

cc: Bridge (Orig. + 1)
District 6 (4)
C.O. Design
C.O. Files
GCW
Soils File /

DATE: January 31, 1990

TO: Gregory J. Piette, P.E., Director
Transportation District 8
ATTN: Ed Rutledge, Dist. Chief Constr. & Materials Engineer

FROM: Gary C. Whited, P.E.
State Materials Engineer for Hwys.

SUBJECT: Materials/Soils
Soil Borings
Project I.D. 8070-08-00
USH 63 over Dry River Creek
Baldwin to Deer Park Road
St. Croix County

Four borings have been made for the proposed structure carrying USH 63, Station 577+75± over a creek about 7 miles north of Baldwin. The borings were made in essential compliance with AASHTO Method, Standard Penetration Tests, to assess relative soil density, provide basic data for a foundation evaluation where structure design data is available, and to obtain samples for soil textural identification and classification. Soil textures noted in the drilling logs are driller's field identifications.

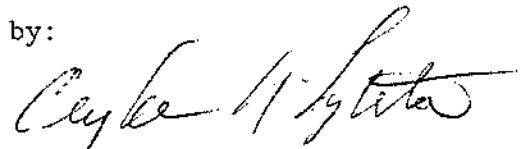
All borings logged 3 to 5 feet of soft black silty soil similar to topsoil from the ground surface of elevation 1090± down to 1087 to 1085. Below this, firm sandy silts and firm sands and gravel were logged to weathered limestone at elevation 1072±.

The groundwater level at the time of drilling, January 1990, was at elevation 1070±.

With no available information on structure type, grade lines, flow lines or other necessary information, no recommendations are feasible. If a culvert type structure is used, there are several options to consider that are dependent on flow line, overfill, and sizing. In a similar vein, if a bridge is selected, several foundation options exist for a rather indefinite situation.

When these data are available, we will furnish a full Site Investigation Report.

by:



Clyde N. Laughter, P.E.
Chief Soils Engineer

GCW:m20053

cc: District 8 (original plus 3)
Bridge (2)
C.O. Design

GCW
C.O. File
Soils File ✓

End

25-16 State of Wisconsin/Department of Transportation

GROUND WATER OBSERVATIONS

Start 1/10/90 Unit 200

VISUAL FIELD CLASSIFICATION AND REMARKS

Final

Barling No.	
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