APPENDIX ‘A’

GEOTECHNICAL REPORT

Quality Engineering | Valued Relationships

WSP Canada Group Ltd.

2025 Local Streets Renewal Program (R-07) - St Anne's Road Rehabilitation

Prepared for:
Scott Suderman, C.E.T., P.Eng.
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111-93 Lombard Avenue
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Project Number: 1000-043-28

Date: January 7, 2025

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TREK GEOTECHNICAL Quality Engineering | Valued Relationships

January 7, 2025 Our File No. 1000-043-28

Scott Suderman, C.E.T., P.Eng.
WSP Canada Group Ltd.
111-93 Lombard Avenue
Winnipeg, MB
R3B 3B1

RE: 2025 Local Streets Renewal Program (R-07) - St Anne's Road Rehabilitation

TREK Geotechnical Inc. is pleased to submit our Final Report for the road investigation for 2025 Local Streets Renewal Program (R-07) St Anne's Road Rehabilitation.

Please contact the undersigned should you have any questions.

Sincerely,

TREK Geotechnical Inc.
Per:

Nelson John Ferreira, Ph.D., P.Eng.
Senior Geotechnical Engineer

Encl.

Revision History

Revision No.	Author	Issue Date	Description
0	TG	January 7, 2025	Final Report

Authorization Signatures

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Certificate of Authorization
TREK GEOTECHNICAL INC.
No. 4877 Date:_____

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1.0 Introduction

This report summarizes the results of the road investigation completed for the Local Streets Renewal Package (R-07) St Anne's Rehabilitation. The investigation was carried out along St Anne's Road between St Mary's Road and Fermor Ave. Information collected describes the asphalt and concrete pavement structure. The investigation was carried out in accordance with the City of Winnipeg RFQ No. 331-2024.

2.0 Road Investigation

The investigation included coring of pavement at 30 locations on St Anne's Road between St Mary's Road and Fermor Ave. The investigation locations are shown on Figures 01 to 06 (attached) and the table below summarizes the investigation program per street.

Table 1 – Road Investigation Program

23-RI-02 Pavement and Geotechnical Investigation	# of Locations	Investigation
St Anne's Road – St Mary's Road to Fermor Ave	30	30 Cores – 2 Compressive Strength

The road investigation was conducted between December 16, 2024 to December 19, 2024. The pavement structure (asphalt/concrete) was cored by Mark Thomsen of TREK Geotechnical Inc. (TREK) using a portable coring press equipped with a hollow 100mm diameter diamond core drill bits. Core samples were also retrieved and logged at TREK's material testing laboratory. A summary table of the concrete pavement cores, compressive strength of pavement cores and photographs of the cores are included in Appendix A.

Two concrete cores were selected for concrete compressive strength breaks and the length to diameter ratio was 2.0 for both cores collected. The core compressive strength tests were tested in accordance with CSA A23.2-14C – wet condition. The measured compressive strengths were also corrected based on an adapted ACI 214.4R-03 Standard to estimate the in-place concrete strengths. The table below summarizes the compressive strength results while the compressive strength testing details and the correction factor methodology are included in Appendix A.

Table 1: Concrete Core Compressive Strength Results

Core ID (Location)	Uncorrected Compressive Strength (MPa)	Corrected Compressive Strength (MPa)
PC-09	53.38	61.93
PC-18	51.52	68.22

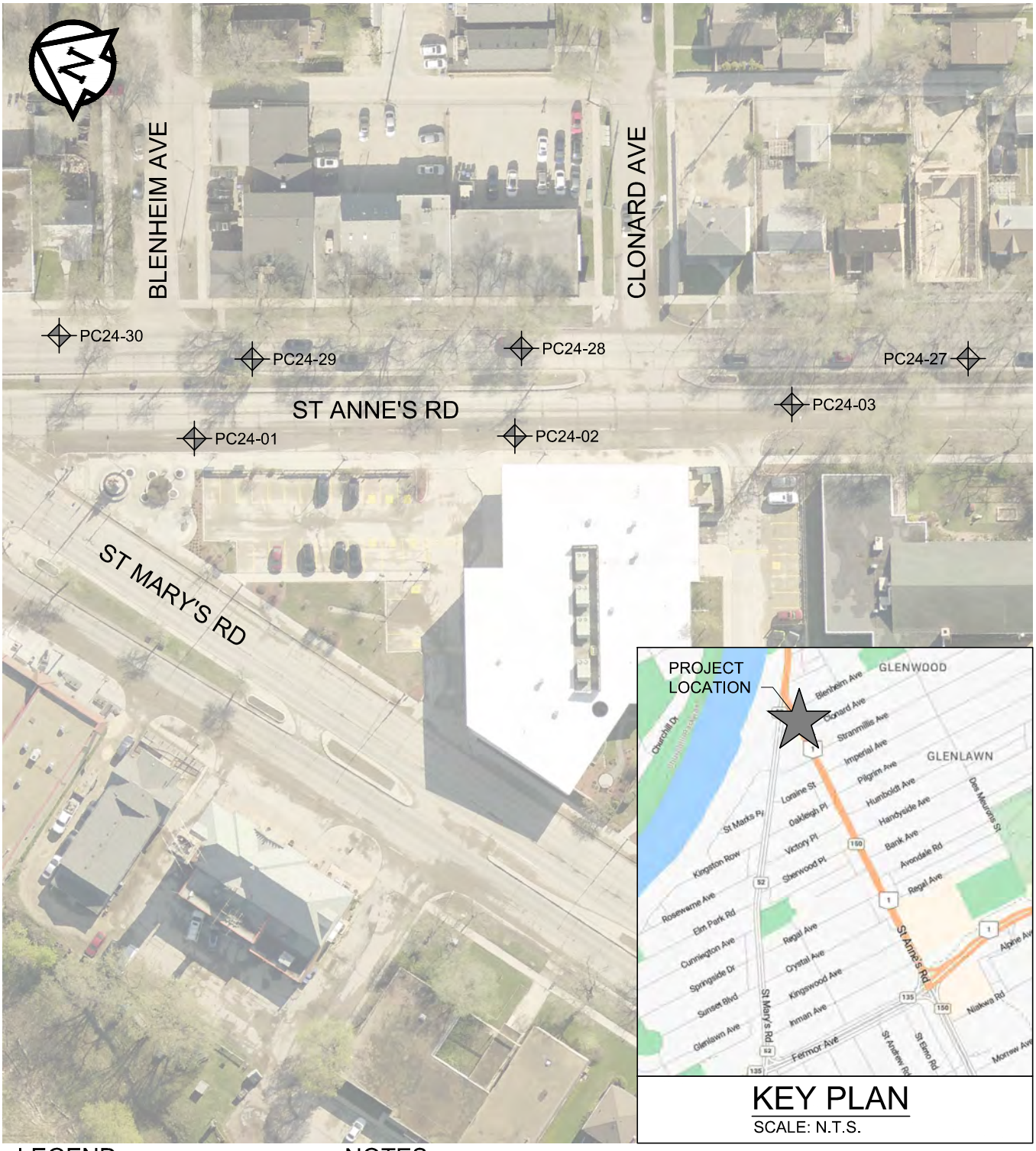
3.0 Closure

The information provided in this report is in accordance with current engineering principles and practices (Standard of Practice). The findings of this report were based on information provided (field investigation).

All information provided in this report is subject to our standard terms and conditions for engineering services, a copy of which is provided to each of our clients with the original scope of work, or a mutually executed standard engineering services agreement. If these conditions are not attached, and you are not already in possession of such terms and conditions, contact our office and you will be promptly provided with a copy.

This report has been prepared by TREK Geotechnical Inc. (the Consultant) for the exclusive use of WSP Canada Group Ltd. (the Client) and their agents for the work product presented in the report. Any findings or recommendations provided in this report are not to be used or relied upon by any third parties, except as agreed to in writing by the Client and Consultant prior to use.

Figures



LEGEND:

PAVEMENT CORE (TREK, 2024)

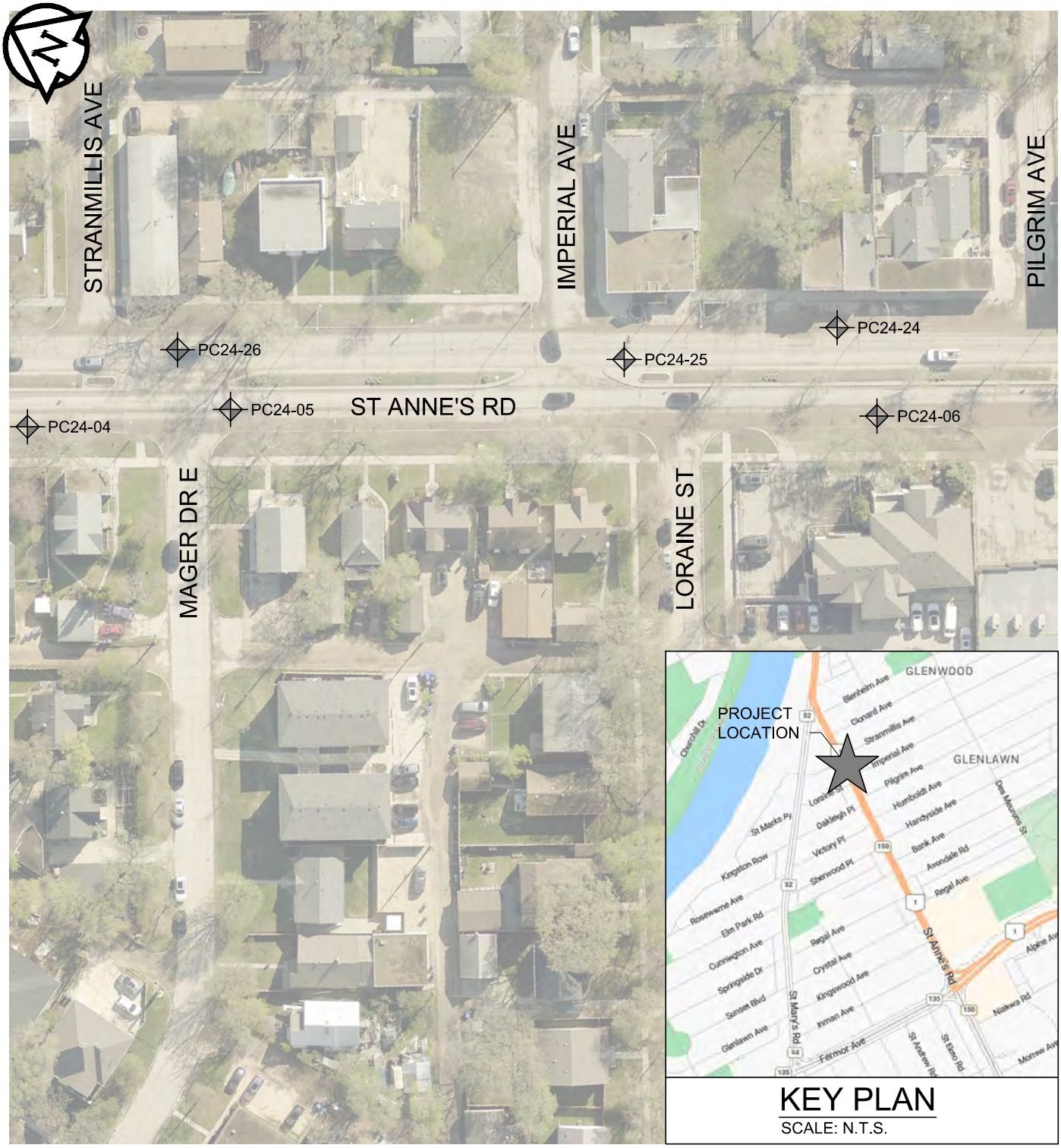
NOTES:

1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m

SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 01
Pavement Core Location Plan



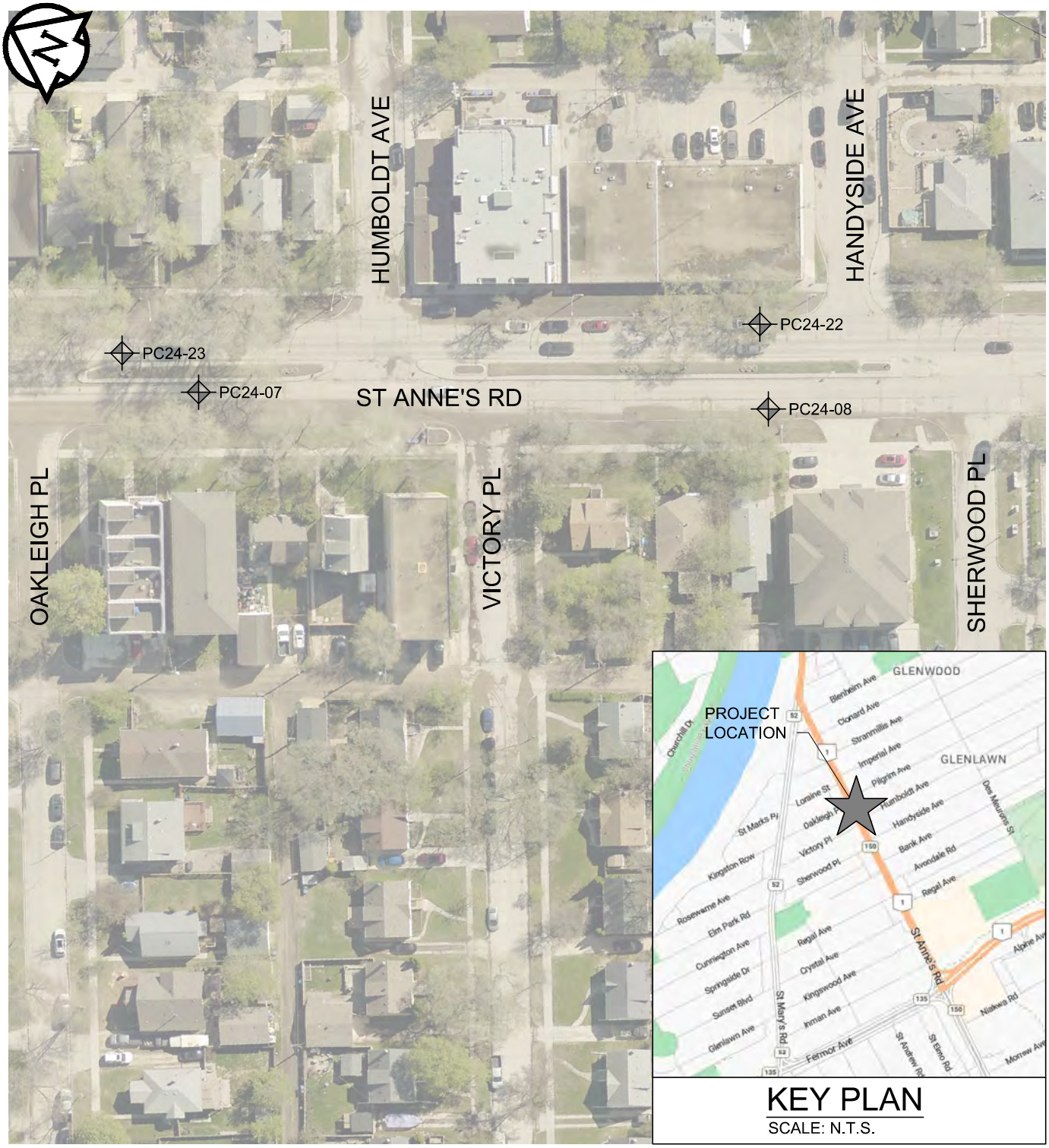
KEY PLAN
SCALE: N.T.S.

LEGEND:
PAVEMENT CORE (TREK, 2024)

NOTES:
1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m
SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 02
Pavement Core Location Plan



LEGEND:

PAVEMENT CORE (TREK, 2024)

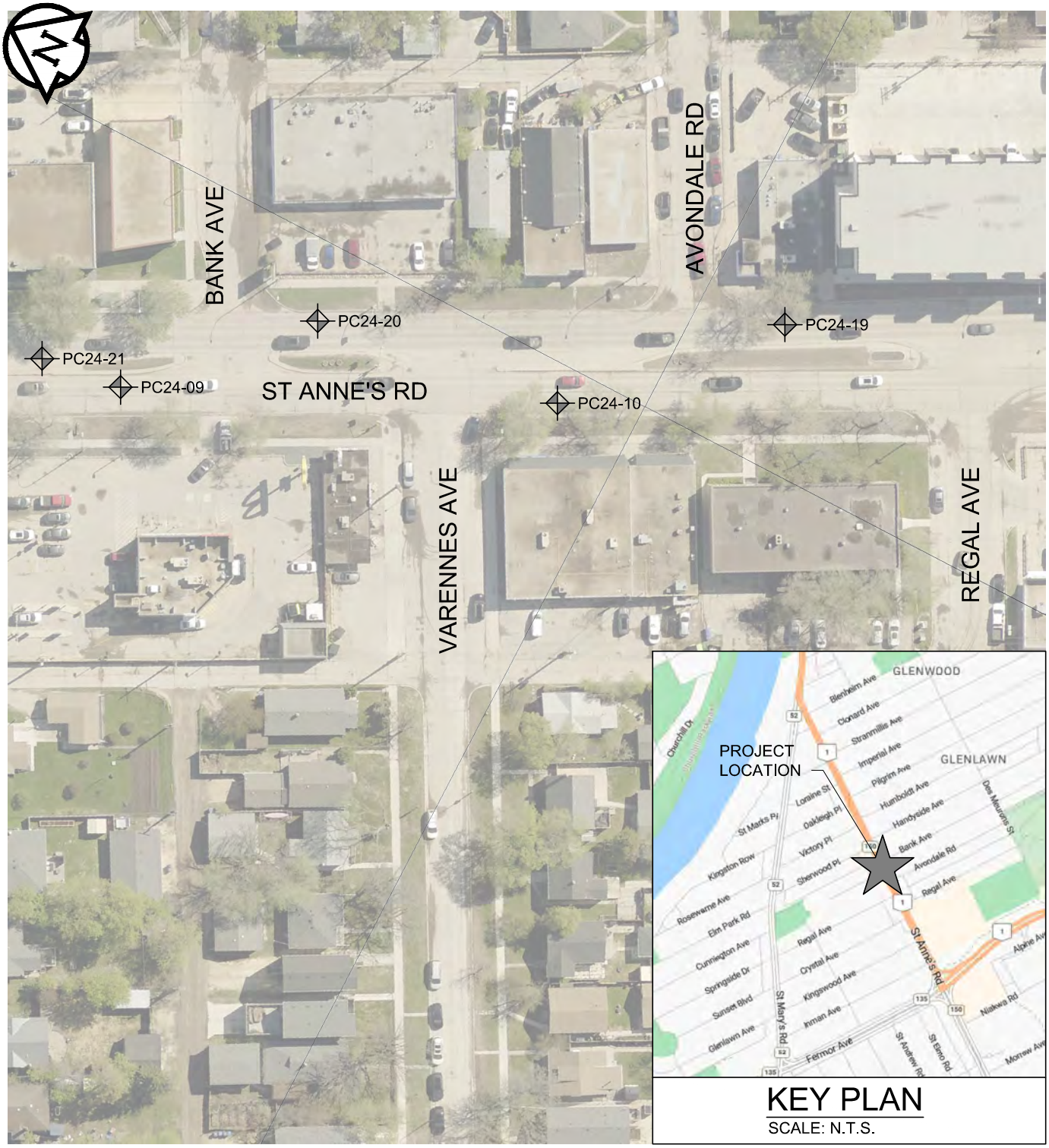
NOTES:

1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m

SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 03
Pavement Core Location Plan



KEY PLAN
SCALE: N.T.S.

LEGEND:

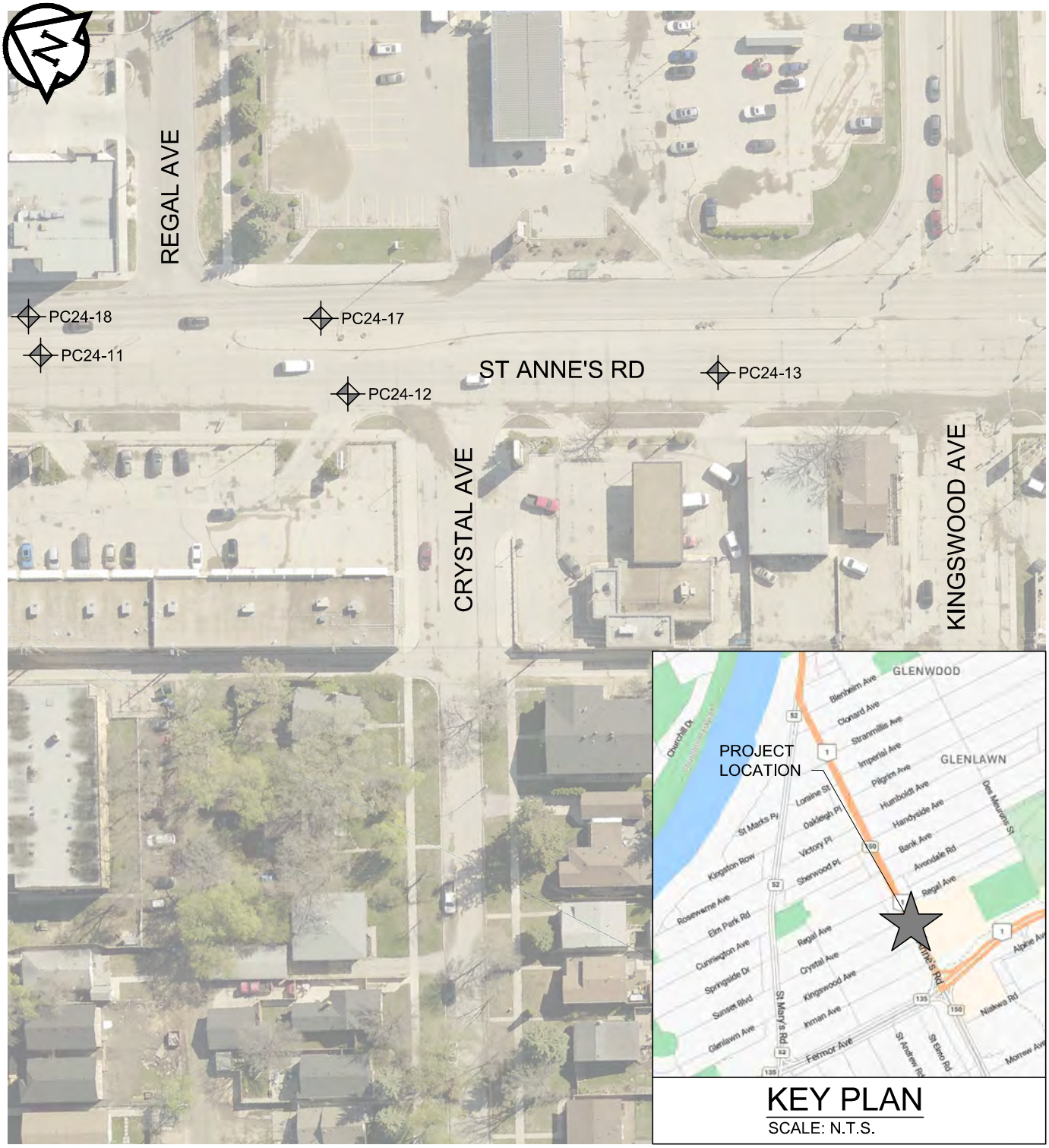
PAVEMENT CORE (TREK, 2024)

NOTES:

1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m
SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 04
Pavement Core Location Plan



KEY PLAN
SCALE: N.T.S.

LEGEND:
PAVEMENT CORE (TREK, 2024)

NOTES:
1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m
SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 05
Pavement Core Location Plan

KEY PLAN
SCALE: N.T.S.

LEGEND:

PAVEMENT CORE (TREK, 2024)

NOTES:

1. AERIAL IMAGERY FROM CITY OF WINNIPEG (2024).

0 10 20 30 40 50 m
SCALE = 1 : 1 000 (216 mm x 279 mm)

Figure 06
Pavement Core Location Plan

Appendix A

Summary Table, Core Compressive Strength and Pavement Core Photos

St Anne's Road – St Mary's Road to Fermor Ave

2025 Local Street Renewal Program (R-07)

St Anne's Road Rehabilitation

Pavement Core No.	Pavement Core Location	Pavement Surface		Pavement Structure Material		
		Type	Thickness (mm)	Type	Thickness (mm)	Corrected Compressive Strength (Mpa)
PC24-01	UTM : 5525202 m N, 635780 m E; Located at bus stop #50550, Southbound Curb Lane, 1.5 m East of West curb	Asphalt	90	Concrete	195	
PC24-02	UTM : 5525153 m N, 635806 m E; Located at #25 St Anne's Rd, Southbound Center Lane, 5.5 m East of West curb	Asphalt	55	Concrete	190	
PC24-03	UTM : 5525113 m N, 635806 m E; Located at #46 St Anne's Rd, Southbound Median Lane, 2.0 m West of East curb	Asphalt	65	Concrete	210	
PC24-04	UTM : 5525072 m N, 635851 m E; Located at #52 St Anne's Rd, Southbound Curb Lane, 1.5 m East of West curb	Asphalt	55	Concrete	205	
PC24-05	UTM : 5525042 m N, 635870 m E; Located at #60 St Anne's Rd, Southbound Median Lane, 1.5 m West of East curb	Asphalt	55	Concrete	190	
PC24-06	UTM : 5525941 m N, 635920 m E; Located at #80 St Anne's Rd, Southbound Curb Lane, 1.5 m East of West curb	Asphalt	0	Concrete	200	
PC24-07	UTM : 5524874 m N, 635962 m E; Located at #100 St Anne's Rd, Southbound Median Lane, 1.2 m East of West curb	Asphalt	0	Concrete	200	
PC24-08	UTM : 5524783 m N, 636002 m E; Located at #124 St Anne's Rd, Southbound Curb Lane, 1.3 m East of West curb	Asphalt	0	Concrete	195	
PC24-09	UTM : 5524721 m N, 636043 m E; Located at #144 St Anne's Rd, Southbound Median Lane, 1.2 m West of East curb	Asphalt	45	Concrete	200	61.93
PC24-10	UTM : 5524645 m N, 636076 m E; Located at #158 St Anne's Rd, Southbound Curb Lane, 1.3 m East of West curb	Asphalt	85	Concrete	205	
PC24-11	UTM : 5524567 m N, 636128 m E; Located at #172 St Anne's Rd, Southbound Turning Lane, 1.5 m West of East curb	Asphalt	100	Concrete	0	
PC24-12	UTM : 5524515 m N, 636144 m E; Located at #180 St Anne's Rd, Southbound Curb Lane, 1.4 m East of West curb	Asphalt	115	Concrete	205	
PC24-13	UTM : 5524459 m N, 636176 m E; Located at #198 St Anne's Rd, Southbound Center Lane, 4.5 m East of West curb	Asphalt	50	Concrete	200	
PC24-14	UTM : 5524374 m N, 636230 m E; Located at #208 St Anne's Rd, Southbound Turning Lane, 1.5 m West of East curb	Asphalt	175	Concrete	305	

2025 Local Street Renewal Program (R-07)

St Anne's Road Rehabilitation

Pavement Core No.	Pavement Core Location	Pavement Surface		Pavement Structure Material		
		Type	Thickness (mm)	Type	Thickness (mm)	Corrected Compressive Strength (Mpa)
PC24-15	UTM : 5524367 m N, 636242 m E; Located at #208 St Anne's Rd, Northbound Median Lane, 1.5 m East of West curb	Asphalt	140	Concrete	0	
PC24-16	UTM : 5524405 m N, 636220 m E; Located at #208 St Anne's Rd, Northbound Curb Lane, 5 m East of West curb	Asphalt	70	Concrete	0	
PC24-17	UTM : 5524572 m N, 636133 m E; Located at #180 St Anne's Rd, Northbound Median Lane, 1.5 m East of West curb	Asphalt	275	Concrete	0	
PC24-18	UTM : 5524572 m N, 636133 m E; Located at #175 St Anne's Rd, Northbound Curb Lane, 2.0 m West of East curb	Asphalt	80	Concrete	220	68.22
PC24-19	UTM : 5524617 m N, 636108 m E; Located at #167 St Anne's Rd, Northbound Median Lane, 1.6 m East of West curb	Asphalt	255	Concrete	0	
PC24-20	UTM : 5524690 m N, 636072 m E; Located at #145 St Anne's Rd, Northbound Curb Lane, 1.3 m West of East curb	Asphalt	135	Concrete	0	
PC24-21	UTM : 5524729 m N, 636043 m E; Located at #141 St Anne's Rd, Northbound Median Lane, 4.3 m East of West curb	Asphalt	240	Concrete	140	
PC24-22	UTM : 5524793 m N, 636018 m E; Located at #125 St Anne's Rd, Northbound Curb Lane, 1.6 m West of East curb	Asphalt	160	Concrete	150	
PC24-23	UTM : 5524888m N, 635960 m E; Located at #99 St Anne's Rd, Northbound Median Lane, 1.4 m East of West curb	Asphalt	210	Concrete	0	
PC24-24	UTM : 5524953 m N, 635928 m E; Located at #208 St Anne's Rd, Northbound Curb Lane, 4.3 m West of East curb	Asphalt	180	Concrete	150	
PC24-25	UTM : 5524986 m N, 635911 m E; Located at #71 St Anne's Rd, Northbound Median Lane, 1.3 m East of West curb	Asphalt	200	Concrete	140	
PC24-26	UTM : 5525055 m N, 635875 m E; Located at #51 St Anne's Rd, Northbound Curb Lane, 1.3 m West of East curb	Asphalt	160	Concrete	90	
PC24-27	UTM : 5525089 m N, 635853 m E; Located at #45 St Anne's Rd, Northbound Median Lane, 1.5 m East of West curb	Asphalt	180	Concrete	170	
PC24-28	UTM : 5525159 m N, 635820 m E; Located at #25 St Anne's Rd, Northbound Curb Lane, 1.3 m West of East curb	Asphalt	260	Concrete	0	
PC24-29	UTM : 5525198 m N, 635794 m E; Located at #11 St Anne's Rd, Northbound Median Lane, 1.5 m East of West curb	Asphalt	160	Concrete	200	
PC24-30	UTM : 5525231 m N, 635785 m E; Located at #7 St Anne's Rd, Northbound Curb Lane, 1.4 m West of East curb	Asphalt	130	Concrete	240	

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Concrete Core Compressive Strength Report

CSA A23.2-14C

Project No. 1000-043-28 **Date** December 23, 2024

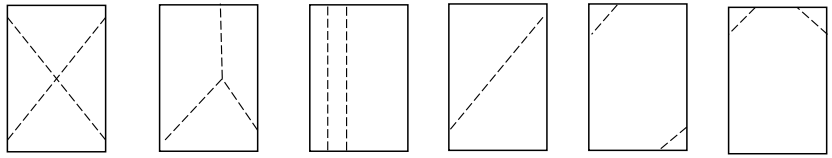
Project 2025 Local Streets Renewal Program (R-07) - St Ane's Road Rehabilitation **Technician** K.Manchur

Client WSP Canada Group Ltd.

Core Location	Core ID	Date Received	Date of Break	Age at Break	Diam. (mm)	Length (mm)	Moisture Conditioning	Compressive Strength (MPa)		Break Type	Correction Factors*				
								Uncorrected f_{conc}	Corrected* f_c		$F_{l/d}$	F_{dia}	F_{mc}	F_D	F_{reinf}
St. Annes Road	PC-09	12-16-2024	12-23-2024	-	95	190	Soaked 48 h	53.38	61.93	1	1.0000	1.0042	1.0900	1.0600	1.0000
St. Annes Road	PC-18	12-17-2024	12-23-2024	-	95	190	Soaked 48 h	51.52	68.22	1	1.0000	1.0042	1.0900	1.0600	1.1413

Comments

*Correction factors $F_{l/d}$, F_{dia}, F_{mc}, and F_D calculated as per ACI 214.4R-03, and correction factor F_{reinf} calculated as per Khoury et al. (2014): $f_c = f_{conc}F_{l/d}F_{dia}F_{mc}F_DF_{reinf}$



Type 1 Type 2 Type 3 Type 4 Type 5 Type 6

Reviewed by (print): Angela Fidler-Kliewer, C.Tech. Signature: Angela Fidler-Kliewer

Table 1 Factors involved in interpretation of core results by different codes.

List	Code/standard	Edition	Factors Considered					
			Aspect ratio	Diameter	Reinforcing	Moisture	Damage	Direction
1	Egyptian Code/Standard Specification	2008	√		√			√
2	British Code/Standard Specification	2003	√		√			√
3	American Concrete Institute ACI	1998	√					
		2012	√	√		√	√	
4	European Standard Specification	1998	√	√	√		√	
		2009	√		√			
5	Japanese Standard	1998	√					
6	Concrete Society	1987	√		√		√	√

In addition, for core specimen containing two bars no further apart than the diameter of the larger bar, only the bar corresponding to the higher value of $(\Phi_r * d)$ is considered. If the bars are further apart, their combined effect should be assessed by replacing the term $(\Phi_r * d)$ by the term $(\sum \Phi_r * d)$.

It should be pointed out that above equations used to interpret the core concrete strength to the in-situ concrete cube strength have been developed based on a set of assumptions and through many converting process. It is also of interest to note that the damage effect is considered in the development of the formulas in indirect way. The subject derivation and detailed formulas may be seen elsewhere [14].

3.2. American Concrete Institute (ACI)

3.2.1. Former ACI Code (2002) & Current ASTM (2009)

The methodology of core interpretation given in the former ACI code was remained without changes for decades and up to Year (2003). The in-place strength of concrete cylinder at the location from which a core test specimen was extracted can be computed using the equation:

$$f_{cy} = F_{l/d} \cdot f_{core} \tag{4}$$

where f_{cy} is the equivalent in-place concrete cylinder strength, f_{core} is concrete core strength, and $F_{l/d}$ is the strength correction factor for aspect ratio.

The former ACI code does not include any equation to calculate the correction factor ($F_{l/d}$); however, the code gives different values for this term that is associated with different aspect ratios (l/d) as given in Table 2. It should also be noted that the approach of current ASTM is similar to that mentioned above. The only considered variable is the aspect ratio (l/d). It should be noted that identical approach to that mentioned above is still effective in ASTM C42/C42M-03 [10].

3.2.2. Current ACI Code (2012) [15]

Starting from Year 2003, significant changes have been made to the relevant ACI Code provisions regarding the interpretation of core strength test results. New factors have been considered. These include core diameter, moisture content of core sample, core damage associated with drilling, in addition to the effect of aspect ratio that was previously considered in the former ACI edition (1998). According to the ACI 214.4R-03, the in-place concrete strength can be computed using the equation:

$$f_c = F_{l/d} \cdot F_{dia} \cdot F_{mc} \cdot F_D \cdot f_{core} \tag{5}$$

where f_c is the equivalent in-place concrete cylinder strength, f_{core} is concrete core strength, $F_{l/d}$ is strength correction factor for aspect ratio, F_{dia} is strength correction factors for diameter, F_{mc} is strength correction factor for moisture condition of core sample, and F_D is the strength correction factor that accounts for effect of damage sustained during core drilling including micro-cracking and undulations at the drilled surface and cutting through coarse-aggregate particles that may subsequently pop out during testing.

The ACI committee considered the correction factors presented in Table 3 for converting core strengths into equivalent in-place strengths based on the work reported by Bartlett and MacGregor [6]. It should be noted that the magnitude of

Table 2 Mean values for factor $F_{l/d}$ according to ACI Code (1998) and ASTM.

	Specimen length-to-diameter ratio, l/d			
	1.00	1.25	1.50	1.75
$F_{l/d}$	0.87	0.93	0.96	0.98

Table 3 Strength correction factors according to ACI 214.4R-03.

List	Factors	Mean values
(1)[b]	$F_{l/d}$: l/d ratio	
	As-received	$1 - \{0.130 - \alpha f_{core}\}(2 - \frac{l}{d})^2$
	Soaked 48 h	$1 - \{0.117 - \alpha f_{core}\}(2 - \frac{l}{d})^2$
	Air dried[a]	$1 - \{0.144 - \alpha f_{core}\}(2 - \frac{l}{d})^2$
(2)	F_{dia}: core diameter	
	50 mm	1.06
	100 mm	1.00
	150 mm	0.98
(3)	F_{mc}: core moisture content	
	As-received	1.00
	Soaked 48 h	1.09
	Air dried[a]	0.96
(4)	F_D: damage due to drilling	1.06

[a] Standard treatment specified in ASTM C 42/C 42M.
[b] Constant α equals $4.3(10^{-4})$ 1/MPa for f_{core} in MPa.

Table 6 List of comparisons between tested cores to determine.

	A18	A17	A16	A15	A14	A13	A12	A11	A10	A9	A8	A7	A6	A5	A4	A3	A2	A1
A1	♦●	●	♦●	■●	■●		●				●			▲	▲	■	▲	
A2																		
A3						■●				■●								
A4																		
A5																		
A6								■▲●	■▲●			■▲						
A7								■▲●	■▲●									
A8		●	♦	●	●													
A9																		
A10								■▲●										
A11																		
A12		●		●	●													
A13																		
A14		●		●														
A15		●																
A16	●♦																	
A17	♦																	
A18																		

● Diameter of steel bar.
▲ Distance of steel bar from nearly end of core.
■ Number of steel bars and spacing between bars.
♦ Distance of steel bar from vertical axis of specimen.

This brief review indicated that the various proposed relationships for correction factors are all nonlinear. It should be noted that the equations given by the Egyptian Code takes into account most variables that may affect the interpretation of the results; however, the code ignores the deterioration of steel–concrete bond that may occur and also the position of the reinforcement from vertical axis of core specimens.

Weighted nonlinear regression analysis has been performed to determine the factor (F_{reinf}) with the use of the software "SAS" package and "Data Fit." This shows that the correction factor for reinforcement (F_{reinf}) is given by the following expression:

- For cores containing a single bar:

$$F_{reinf} = \left[1 + 1.5\frac{[\Phi_r \times r + \Phi_r \times (S/10)]}{\Phi_c * L}\right] \times \frac{1.13}{f_{core}^{0.015}} \quad (12)$$

- For core specimen containing two bars no further apart than the diameter of the larger bar, only the bar corresponding to the higher value of ($\Phi_r * d$) is considered. If the bars are further apart, their combined effect is assessed by replacing the term ($\Phi_r * r$) by ($\sum \Phi_r * r$ as follows:

$$F_{reinf} = \left[1 + 1.5\frac{\sum[\Phi_r \times r + \Phi_r \times (S/10)]}{\Phi_c * L}\right] \times \frac{1.13}{f_{core}^{0.015}} \quad (13)$$

where F_{reinf} is the correction factor for reinforcement, Φ_r is the diameter of the reinforcement, Φ_c is the diameter of the concrete specimen, r is the distance of axis of bar from nearer end of specimen, S is the distance of axis of bar from axis of core specimen, L is the length of the specimen after end preparation by grinding or capping, and f_{core} is the concrete core strength (kg/cm^2).

6.1.6. *Effect of moisture condition of core*

Results of about 100 cores indicate that the strength of cores left to dry in air for 7 days is on average 13% greater than that of cores soaked at least 40 h before testing. The strength of cores with negligible moisture gradient and tested after cutting is found to be 7–9% larger than that of soaked cores as shown in Fig. 20. The authors strongly recommend to use a correction factor accounting for moisture condition (F_m) equals to 1.09 and 0.96, respectively, for cores tested after 48 h soaked in water and for those tested after 7 days dry in air.

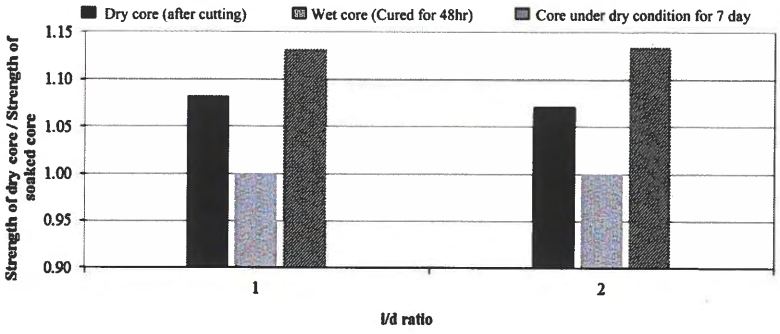


Figure 20 Effect of core moisture condition on core strength for different aspect ratios (l/d).

Photo 1: Pavement Core Sample at PC-01

Photo 2: Pavement Core Sample at PC-02

Photo 3: Pavement Core Sample at PC-03

Photo 4: Pavement Core Sample at PC-04

Photo 5: Pavement Core Sample at PC-05

Photo 6: Pavement Core Sample at PC-06

Photo 7: Pavement Core Sample at PC-07

Photo 8: Pavement Core Sample at PC-08

Photo 9: Pavement Core Sample at PC-09

Photo 10: Pavement Core Sample at PC-10

Photo 11: Pavement Core Sample at PC-11

Photo 12: Pavement Core Sample at PC-12

Photo 13: Pavement Core Sample at PC-13

Photo 14: Pavement Core Sample at PC-14

Photo 15: Pavement Core Sample at PC-15

Photo 16: Pavement Core Sample at PC-16

Photo 17: Pavement Core Sample at PC-17

Photo 18: Pavement Core Sample at PC-18

Photo 19: Pavement Core Sample at PC-19

Photo 20: Pavement Core Sample at PC-20

Photo 21: Pavement Core Sample at PC-21

Photo 22: Pavement Core Sample at PC-22

Photo 23: Pavement Core Sample at PC-23

Photo 24: Pavement Core Sample at PC-24

Photo 25: Pavement Core Sample at PC-25

Photo 26: Pavement Core Sample at PC-26

Photo 27: Pavement Core Sample at PC-27

Photo 28: Pavement Core Sample at PC-28

Photo 29: Pavement Core Sample at PC-29

Photo 30: Pavement Core Sample at PC-30