EVALUATION OF OFFSHORE BORROW RESOURCES

AND

INVESTIGATION OF A PROPOSED AIRSTRIP SITE

TUKTOYAKTUK, N.W.T.





. Don Hayley .

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EVALUATION OF OFFCHORE

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AIRSTRIP SITE

TUKTOYAKTUK, N.W.T.

Submitted To:

IMPERIAL OIL LTD.

FRONTIER PLANNING GROUP

CALGARY, ALBERTA

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E.W.Brooker & Associates Ltd.

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INTRODUCTION

1.1 General

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Arctic development has perpetually been hampered by a lack of suitable unfrozen earth construction materials. Imperial Oil Engineers have been experimenting for more than a year with a large suction dredge which is capable of excavating non permafrost underwater soils and depositing them on land. In anticipation of utilizing the dredge during the 1973 summer season for construction of onshore facilities, an investigation of bay bottom materials present in the Tuktoyaktuk area has been carried out. Numerous exploratory holes were drilled from the ice along the east side of Tuktoyaktuk harbour near the IOL base camp to differentiate suitable construction materials. In addition, offshore borrow resources in the bay adjacent to Tuktoyaktuk settlement have been assessed.

The possibility of utilizing the dredged bay bottom material for construction of an airstrip to service the imperial Oil base camp at Tuktoyaktuk is also under consideration. The proposed strip must be capable of accommodating Hercules and Electra type aircrafts for which minimum requirements would be 6000 feet in length and 200 feet in width. Three alternative sites have been selected by imperial Oil engineers and a field drilling program has been carried out at one of these sites. The findings of the airstrip investigation are presented in Section III of the report and some preliminary design requirements are discussed in Section IV.

This investigation and report was requested by Mr. J. J. A. deJong of Imperial Oil Limited, Frontier Planning Group and authorization was issued by service order No. 13597179 on April 13, 1973.

1.2 <u>Construction Techniques</u>

The bay bottom materials are to be retreived by the suction dredge and stockpiled on the land surface. Dredging rate is believed to be in the order of 500 cubic yards of solids per hour which is discharged through a pipe 24 inches in diameter. Solid material comprises only about 15% of the total discharged

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volume, thus a large water flow from the stockpile back to the bay must be contended with. After excess water has drained from the dredged soil, it will be loaded and trucked to the airstrip or other site for grade construction purposes.

In some instances the dredged material may be deposited directly where fill is required. This technique is adequate for infilling lakes or other depressions where natural lateral confinement is provided. It is proposed to use this technique for reclaiming the area within Tuktoyaktuk settlement which is currently occupied by the lake (Drawing A-1).

The most suitable soil for construction purposes, utilizing this scheme, is sand. Previous study by Brooker & Associates for Imperial Oil Ltd. on behavior of dredged silt has shown that poor drainage characteristics can lead to development of significant pore pressures within the deposition mound which may result in serious instability problems. Thus, the construction material must be reasonably free draining. On the other hand, previous experience has shown that dredging of gravel sized material is a very inefficient operation.

1.3 Scope

The scope of this investigation consisted of the following:

- Evaluation of potential sources of offshore borrow material suitable for construction purposes, with particular reference to the proposed airstrip.
- b. Evaluation of potential offshore borrow material for lake infilling at Tuktoyaktuk settlement.
- c. Preliminary evaluation of subsurface conditions at three alternátive airstrip sites selected by IOL engineers. Only one site was drilled, however, due to lake of time created by impending spring breakup.

d. Evaluation of the data to determine technical feasibility and material quantities required for preliminary design of an airstrip at the location investigated. E-604

Other factors, which are associated with the proposed construction scheme but have not been considered are:

Evaluation of possible stockpile areas for dredged material.

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Hydrological and geothermal aspects of underwater excavation and water discharge on the ground surface.

c. Evaluation of possible access roads to the new airstrip.

11. POTENTIAL OFFSHORE BORROW SOURCES

2.1 General

Seventy-nine exploratory borings were drilled in the vicinity of Tuktoyaktuk with a Mayhew 1000 rotary rig. Fifty-six of the boreholes were located offshore at a fairly regular spacing of 500 or 1000 feet in areas where dredging would be feasible and sandy soils are most likely to occur (Drawing A-1).

Permafrost was not encountered during offshore drilling of most boreholes. In a few cases, close to shore where it was frozen to the bottom at the time of the field work, frozen soil was encountered. Borehole logs indicating ice thickness, water depth and bottom soils to the maximum depth of penetration are contained in Appendix C.

Three potential borrow areas, which are close to possible construction sites, have been outlined in Drawing A-1. The materials found within the outlined areas are considered the most suitable of all soils encountered during the offshore borrow investigation. The potential borrow areas are designated as 1, 11, and 111 as described below.

2.2 Borrow Area I

Proposed Borrow Area 1 is located in the two bays immediately south of the 10L base camp. It is in close proximity to alternative airstrip location C. The

surface area outlined as suitable for underwater excavation is 284,000 square yards.

Gradation analysis of four representative soil samples obtained from boreholes in this region are shown in Figure 1. It is apparent that a wide range of material types is present varying from clayey sand to sand with some gravel. Some care will have to be taken if this source is utilized in order to minimize the quantity of silt and clay size materials excavated.

2.3 Borrow Area II

Borrow Area II (205,000 yds²) is located north of the IOL camp at the mouth of a river which discharges into Tuktoyaktuk Bay. Proximity to alternative airstrip sites A and B (not investigated) is good. The soil generally has a narrower range of gradation characteristics than that of Area I as indicated in Figure 2. In general, the soil ranges from silty sand with some clay to clean sand with a trace of gravel. This material is preferable to that identified in Area I since less sorting would be necessary.

2.4 Borrow Area III

Area III is located in Tuktoyaktuk Bay adjacent to the settlement as indicated in Drawing A-1. This is a potential source of material for infilling the lake within the settlement. Both sand and gravel were identified in the bay. Gravel thickness overlying the sand ranges from 0 to 14 feet. The gravel contains sand, silt and clay as indicated in Figure 3 and would generally be termed 'dirty'. The underlying sand is fine to medium grained, 'uniform' material which would probably be ideal for lake infill.

The borrow area outlined has a surface area more than twice that of the lake to be infilled. Thus, there would be little difficulty obtaining the necessary fill from this nearby borrow source.



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FIGURE I



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FIGURE 2

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GRAIN SIZE DISTRIBUTION SAND CLAY SILT GRAVEL FINE COARSE #200 100 ស៊ី ស៊ី 4 õ ន្ទ × 2. 22 × ŧ. 'n 100 100 90 90 80 80 AREA 1 70 70 SAND 10-15 22 60 60 PERCENT SMALLER 1-5 23 50 50 10-15 AREA III 23 40 40 GRAVEL 30 30 1-5 61 20 20 RANGE OF MATERIALS BORROW AREA III 10 10 0 0 . .00 .00 .005 8 10.0 20.0 50.0 **10** 010 020 020 500 8 8 8 8 **GRAIN SIZE IN MILLIMETERS**

FIGURE 3

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III. SUBSURFACE CONDITIONS AT AIRSTRIP C

3.1 General

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The onshore boreholes were icoated predominately along the centerline of the proposed airstrip site, alternative C. The borehole spacing was not regular but varied according to topographic and terrain conditions determined from study of the airphotos. Several holes were drilled off the centerline to confirm the extent of specific topographic features. Detailed borehole logs together with associated laboratory data for all onshore holes are contained in Appendix B.

 \mathbb{C}^{2}

3.2 Site Description

The proposed airstrip site, referred to as Alternative C, is located approximately 1 mile southeast of the IOL base camp at Tuktoyaktuk as indicated on the site plan, Drawing A-1. Topography is flat to undulating along its length, with low, flat hills rising about 10 feet above surrounding level areas. The centerline profile has been determined by ground survey and subsurface conditions examined by drilling and logging 23 boreholes.

Evaluation of the field data is shown in Drawing A-2. The area in the region of the airstrip has been sub-divided into four terrain types, described in the following subsections, depending upon the surface soils present and a relative estimate of sensitivity to disturbance by construction activities.

3.3 Glaciofluvial Sand and Gravel

Glacial outwash, consisting of sandy gravel and sand is very close to the ground surface on the hill tops outlined in Drawing A-2. Peat and organic silt ranging in thickness from $\frac{1}{2}$ to 2 feet overlies the granular soil in most places. These areas are generally the best drained of the regions studied. Little or no

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visible ice segregation was found in the sand and gravel throughout the depth of borehole penetration. The granular materials encountered range in texture from clean well graded sandy gravel to silty sand with some clay.

3.4 Lacustrine Silt and Clay

Silt and clay of lacustrine origin surround the sand and gravel hills. Active ice wedging is apparent on the airphotos throughout most of these areas and excess ice content in the soil has been estimated at up to 60% but is commonly 20 to 30%. The soil ranges from non to low plastic clayey silt with some sand to high plastic clay. These areas would be subject to severe settlement if permitted to thaw.

3.5 Thin Lacustrine Sediments Over Sand and Gravel

In these areas, a thin veneer of silt and clay overlies the glacioflucial sand and gravel. Depth of thaw stable material generally ranges from 3 to 12 feet. The soil types are similar to those described above. The areas should be considered moderately sensitive to disturbance by construction activities.

3.6 Organic Terrain

Areas designated in Drawing A-2 as organic terrain were found to have peat extending to a depth of 4 to 8 feet underlain by lacustrine silt and clay. Visual estimated excess ice content in the peat is often as high as 35% of the total volume. The peat itself will be only moderately sensitive to thaw settlement due to loss of excess ice, however, it will be highly compressible under load after thaw has occurred. Present insitu total moisture content of the peat is commonly 500 to 800 percent.

IV. AIRSTRIP CONSTRUCTION

4.1 <u>General</u>

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No attempt has been made at this particular time to evaluate which of the three alternative airstrip sites is most desirable. Alternative C is a feasible site from a geotechnical engineering standpoint. Grade construction at this site is discussed in this section of the report.

4.2 Geothermal Considerations

In view of the thaw sensitive nature of most soils encountered beneath the proposed airstrip it is necessary to design a grade which will ensure degradation of the permafrost does not occur. The depth of thaw in a homogeneous silty sand subgrade with gravel surface has been estimated at 6 to 7 feet, based on the Modified Berggren equation. Thus, if 6 to 7 feet of sand is placed on the tundra at a time when the existing active layer is frozen, thaw below the existing ground level should not occur. Fill placement on a frozen surface will minimize the amount of settlement which would occur as a result of compression of the surface organic soils. Moreover, the frozen peat will act as a heat sink, providing further safety against degradation of the permafrost table (high latent heat).

It is considered feasible to cut, to a limited extent, the tops of gravel mounds. In these areas only, all surface organic soil should be stripped off, exposing the frozen sand and gravel. Over excavation by at least 2 feet is recommended, with reconstruction to grade by placement of fill from the borrow source.

4.3 Grade Design

A tentative grade has been selected based on the foregoing geothermal requirements as indicated in Drawing A-2. The grade is 7000 feet long, with the north

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3200 feet level and the south 3800 feet sloping up from the center at 0.13 percent. Minimum total fill depth in critical areas is 6 feet and average depth is 8.6 feet. Three separate cuts are anticipated through gravel knolls as indicated on the profile, Drawing A-2. Total fill requirements, including 3/1 sideslopes all around, has been estimated at 554,000 cubic yards.

This grade is considered a good starting point for further study of feasibility of the project. It is believed to be conservative in that additional cut or reduced fill thickness may be justified based on more detailed field and analytical study.

In order to insure the airstrip is serviceable during all weather conditions, a prepared granular surface will be required. Thickness of the prepared gravel surface depends upon final quality of the subgrade and aircraft wheel-load. Ministry of Transport design standards for Electra type aircraft would require between $1\frac{1}{2}$ and $2\frac{1}{2}$ feet of compacted gravel¹. Since it would be a very expensive undertaking, to place this quantity of gravel (about 100,000 cubic yards) at Tuktoyaktuk it may be desirable to reduce the thickness considerably and allow the strip to become unserviceable during 1 or 2 weeks of spring breakup.

4.4 Soil Compaction

The following benefits would be derived from adequately compacting the subgrade soil.

1.

Shear strength of the soll would be improved substantially thus reducing the thickness of gravel surface course required.

2.

Infiltration of surface water and the tendancy for frost heave would both be reduced as a result of decreased permeability.

Wheel loading from an Electra is more severe than that from a Hercules.

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3.

Differential settlement, which can lead to a costly maintenance problem, within the fill would be minimized.

It is recommended that thickness of the intial lift be 2 to 3 feet with this followed by 1 foot thick lifts. The lifts should be compacted by a large vibrating drum roller imparting a dynamic force in the order to 25,000 ft. lbs. Final relative density of the top 2 feet of subgrade soils should be at least 80 percent. Relative density of the gravel surface course should be at least 90 percent. In order to achieve these density requirements it will be necessary to ensure the fill is not frozen at the time of placement and compaction.

4.5 Drainage

1.

Natural surface drainage in the area is believed to be unaffected by construction of an airstrip at alternative location C. This fact should be verified by further ground reconnaissance during the spring or summer. If surface drainage is interrupted, culverts may be required through the fill. Water must not be allowed to pond alongside the newly constructed fill.

Drainage from the fill itself should be given adequate consideration. A shaped subgrade, which will not allow water to pond on top should be constructed and maintained. Sideslopes may be subjected to erosion from runoff if not protected. Landscaping and seeding the slopes to encourage vegetation growth would probably provide adequate erosion protection.

V. SUMMARY AND CONCLUSIONS

The following conclusions are based on an evaluation of the field data together with the airstrip design recommendations stated in the previous section.

Three potential offshore borrow areas have been defined by exploratory borings. The materials identified within these regions varies from clayey sand to silty gravel. The order of preference of borrow areas with respect to material type is: 111, 11 and 1. 2.

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8.

Sufficient sand and gravel material is available in the bay (Borrow Area 111) to infill the lake in Tuktoyaktuk settlement.

- Alternative location C, chosen by Imperial Oil engineers for proposed construction of an airstrip at Tuktoyaktuk, in a feasible site from an engineering standpoint. An estimate of construction cost can be prepared from the information provided.
- 4. A more detailed field investigation of subsurface conditions, particularly in the vicinity of proposed cuts, should be undertaken before proceeding with final design. Also, regional drainage patterns should be studied during the spring and summer months.
- 5. Minimum fill thickness required to ensure degradation of the permafrost does not occur has been estimated at 6 to 7 feet. More comprehensive geothermal analyses should be undertaken to verify this prior to final design.
- 6. Silty sand fill may be dredged from the bay nearby (Borrow Area 1), stockpiled to drain and trucked to the site. The unfrozen fill should be placed in lifts and compacted with a large vibratory roller.
- 7. A gravel surface course is required to improve all-weather capability of the strip. The thickness of gravel can be minimized if the strip is allowed to become unserviceable for a week or two during spring breakup.
 - Other airstrip sites A and B, which have not been investigated, may possibly be more desirable locations. Most recommendations stated herein would also apply to these, however, no estimate of fill quantities can be made at this time.

Respectfully Submitted,









APPENDIX B

FIELD AND LABORATORY INVESTIGATION

The field drilling program was carried out between April 13 and 24, 1973. A total of 55 holes were drilled offshore from the ice in Tuktoyaktuk Bay to assess potential soil borrow material and 24 were drilled onshore to evaluate subsurface conditions at one proposed airstrip site. The holes were advanced with a Nodwell mounted Mayhew 1000 rotary drill rig utilizing air as the circulating medium. For offshore work, the rig was modified with a 'Becker Conversion' which reversed normal circulation of air in the hole and allowed the cuttings to be blown up the center of a double walled casing. All cuttings were caught in a 'cyclone' and bagged in five foot intervals for classification and testing purposes. The reverse circulation technique was abandoned for onshore drilling because It was found to be ineffective for drilling frozen soil. Undisturbed samples of frozen or unfrozen soil were not obtained during the field work. Thus, estimates of ground ice type and quantity must be considered very approximate only, based on judgement of the experienced field technician.

All boreholes were located in the field by a survey crew from Hamilton and Olsen Surveys Ltd. Edmonton. In addition, a centerline profile of the proposed airstrip site was determined and elevation of all boreholes obtained. All elevations have been referred to the Geodetic Benchmark system.

Soil samples retained were shipped to the Brooker Edmonton Laboratory for further examination and testing. Testing was restricted to Classification Tests predominantly Atterberg Limites and Grain Size Analysis. The results are included in the borehole logs and on summary sheets included in this appendix.



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SUMMARY OF TEST RESULTS

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5	2	29.1				6	24	70						
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6	7	29.0	20.1	12.7	7.4									
8	2	16.4				5	15	47	33			a e e		
9	4	13.8					10	46	44					
10	10	56.5	50.4	20.8	29.6	45	55	•						
11	4	74.4	55.3	33.3	22.0									
12	4	28.2				5	16	32	47					
12	10	20.6	22.3	17.2	5.2	•								
16	4	71.9	17.4	12.6	4.8									
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FIGURE

GRAIN SIZE DISTRIBUTION SAND CLAY SILT GRAVEL FINE COARSE #100 #200 *****8 ទី ខ្ម 5 5 8 #16 1% * -~ × š . 100 100 90 90 80 80 70 70 60 60 PERCENT SMALLER 50 50 40 40 30 30 20 20 ÷ + 10 10 0 Ω ПГ T-11 10.0 20.0 50.0 010 020 .050 2.00 5.00 8 .00 <u>.05</u> <u>81</u> 80 50 1.0 **GRAIN SIZE IN MILLIMETERS** PROJECT LO.L. AIRSTRIP 'C' JOB No. E 604 DATE MAY 4/73 B.H. 5 SAMPLE DESCRIPTION SAMPLE No. BROOKER & ASSOCIATES DEPTH ____

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	- 12 - 14			
	- 16			
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SOIL DESCRIPTION	SAMFLE TYPE	OEPTH FT.	ICE DESCRIPTION (NRC)		DR'Y WAT	DENS Er co	ITY	p.c. IT	f	X Ø
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- Sandy	N	- 2 -	Unfrozen							
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SAND - Dark Brown				田田						÷
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- Some Gravel	IX	- 8 -	, and en							11 11
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SAND - Medium Brown		- 16-								
- Some Silt										11
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	l III	- 22-	· ·							111
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END OF HOLE		24								-
ice 7'		- 26-								
Water and ice 20'			•							Ì
Depth of hole from ice level 45'		- 28-								Ē
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PROJECT			Ar-11 10/72				۰.	1	HOLE	ħ
COQ Offshore Borrow 1	nvest.		DATE APTIL 10//3	EL	EVAT	10N2	El	—	37	
vil engineers E-604			LOGGED BY DY	DE	PTH	#** *		[SHE	Ē
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s a set Solt	DESCRIPTION	SAMPLE TYPE	EPTN FT.	ICE DESCRIPTION	DRY DENSITY : WATER CONTENT	.c.f. X % ♥
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SAND -	Dark Brown Some Gravel	H	- 2 -	Unfrozen		
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	High Plasticity Sandy		- 12-	Unfrozen		
END OF HO	Some Gravel		· 14-	· · · · · · · · · · · · · · · · · · ·		
ice 7' ice and wate	r 33'		- 18	· · · · · ·		
Depth of hole	s from ice level 45' force returns		20-			
beyond 45'			22-			
			26-			
			28			
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É i i			34-	•		
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	PROJECT		-+			HOLE NO.
civil engineers	I.O.L Tuk Offshore Borrow I E-604	nvest.		DATE <u>April 18/73</u> LOGGED BY <u>DY</u>	ELEVATION 12' DEPTH	40 SHEET





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	SOIL DESCRIPTION	Sample Type	ວອາກ FT.	ICE DESCRIPTION (NRC)		DRY WATE	DENS R CO	NTENI	p.c.1	6	X .: 9
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	LAY - Grey										
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	END OF HOLE										
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<u></u>	CCO Offshore Borrow I	nvest		UATE	EL	EVATIO	NC	<u></u>	-1		
1	civil engineers E-604			LOGGED BY DY	30 J	РТН _	1	<u>U'</u>	-	SHEE	T
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SOIL DESCRIPTION	SAMPLE TYPE	DEPTI: FT.	ICE DESCRIPTION (NRC)		DRY WATE	DENS R CC	ITY	р.с. Т	f. 16	×
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AND - Dark Brown		- • -	and a second							
- Silty	M	- 2 -	•	HHH						
- Gravelly	· · · · · · · · · · · · · · · · · · ·		•							
	1	- 4 -	Unfrozen							
SAND - Dort Brown					調査		H.:			
- Fine Grained	N									
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				重	里田		黒田			
	N	- 14 .								
	H									
		- 16-								
		- 18-		朣						
END OF HOLE									ШП	
les thislances 71		20								
Nater and ice 20'		- ,, -		171.4 1411						
Depth of hole below ice level	40'			HH I						
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N.W.T Tuk	<u></u>		DATE April 19/73	E		ION				25
ivil angineers	ow invest.	[LOGGED BY DY	0	ЕРТН	. <u></u>	20'		S	HEE
E-6048									1	of

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31LT - Dark Brown 0 <	140 ICO 100 120
o 20 40 60 80 SILT - Dark Brown - Some Clay - Medium Plasticity - 4 -	100 120
SILT - Dark Brown - Some Clay - Medium Plasticity - 4 -	
STLT - Dark Brown - Some Clay - Medium Plasticity - 4 -	
- Some Clay - Medium Plasticity - 4 -	
- Medium Plasticity Unfrozen .	
END OF HOLE	
Water and ice 50	
Depth of hole below ice level 45	
Returns to dense for rig to force up	
PROJECT A TI 10 /72	7K
N.V.T Tuk DATE April 19/13 ELEVATION	20
Offshore Borrow Invest. LOGGED BY DY DEPTH 15'	SHEET
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SOIL	DESCRIPTION		ICE DESCRIPTION	WAT	DENSI ER CO	TY P NTENT	.c.f. %	• • •		
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	ce thickness 7'									
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		40								
ECO ivil engineers	PROJECT N.W.T Tuk Offshore Borrow Inve E-6048	ast.	DATE <u>April 19/73</u> LOGGED BY <u>DY</u>	ELEVAT DEPTH	ION	<u>\/A</u>	2	HEET		

SOIL DESCRIPTION	SAMFLE TYPE	DEPTN FT	ICE DESCRIPTION (NRC)		DRY WATE	р.с. Т).c.f. X % 9				
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	\rightarrow	+ • -			20 19:13	40	60 1	os बिह्य		120 파파티코	
7' ice											
58' water						¥:					
No drill stem to go		- 4 -	•	ΗH							
deeper	· ·			E HE							
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		- 16-	•	王	調題						
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SOIL DESCRIPTION	SATPLE D TYPE	epth FT.	ICE DESCRIPTION- (NRC)		DRY WATE	DENS R CO	TY NTENT	9.c.f.		X Ø
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AND - Med. Brown	H									
- Slify	M-	2 -								
GRAVEL - Dark Brown		· ·					<u>n</u> =			
- Sandy		4 -			4					
- Coarse rounded	Π		11-6							
particles	M ⁻	6 -	Untrozen							
				H						
Γ	M	· * 1		H						
GRAVEL - Dark Brown	· []		•						1112	
- Sandy		10-		囲						
- Coarse rounded	M			臣		<u>Hili</u>				
particles		1	Unfrozen		4		14 11			
	IN-	14.		壨	111-17	<u>+</u> 1:1:1:				
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F		16-	•	購				TE 11		
END OF HOLE		18-		 						
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Ice thickness /		20-								
No water			•	111:						
Deprin of note below ice level 25		22								
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N.W.T Tuk			DATE April 19/73	FI	EVATIO	ON			48	
Offshore Borrow	Invest.			_		181				
civil engineersE-6048 ·			LOGGED BY	DE	PTH .			-Г	SH	EET
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SOIL D	ESCRIPTION	Sample Type	JEPTH FT.	ICE DESCRIPTION (NRC)		DRY WATE	DENSI R CO	TY NTENT	p.c.f. r %	>	X
	<u> </u>	1			40 0	ЕО 20	80 40	100 60	120 80	140 100	150 120
RAVEL - - 789	Dark Brown Sandy Some Silt 6 Gravel		- 0 - 2 - 4 -	Unfrozen							
- 69 59	6 Silt 6 Clay, Dark Brown		-6- -8-								
- -	Some Silt		- 12- - 14 -	Unfrozen							
	Dark Brown Fine Grained		- 16- - 18- - 20-								
	Dark Brown Fine grained		- 22-	•							
Ice Thickness Ice and water Depth of hole	7' depth 10' below ice level 35	8	- 26- - <u>28</u> -								
	•		-:30- -:32- -:34-								
	• • •		- 36- - 38-								
	PROJECT N.W.T Tuk Offshore Borrow	Invest	- 40-	DATE April 19/73	Ε	EVAT	ION	5'		HOLE	NO. 51
civil engineers	E-604B			LOGGED BY		(PTH		-		SHEI 1 of	ET 1



. SOIL DESCRIPTION	C	DRY DENS	ITY P INTENT	.c.f. %	×		
	$\setminus \square$		40	60 80	601	120	140 160
	\rightarrow		O	20 40	60	60	100 120
LAY - Black	Цľ		rif (
- Organic	N_ ,	<u>VS 35-40%</u>					
SAND - Med. Brown							
- Silty	NL,						
- Some Gravel	Ц'	Nbn					
	11-6	1	385				
•	W *						
SAND - Med. Brown							
- Fine Grained	W °	Unfrozen					
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END OF HOLE	· · · · · · · · · · · · · · · · · · ·		H				
Ice thickness 5'	''						
No water							
Depth of hole below ice level 15	• ''		EH H		715 (H) (F		
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		DATE APTI 19/13	ELE	VATION		64	
civil engineers	invest.	LOGGED BY DY	DEP	тн	0'	s	HEET
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SOIL DESCRIP	PTION	SAMPLE TYPE	DEPTH FT.	ICE DESCRIPTION (NRC)		DRY WATE	DENSI R CO	TY NTENI	p.c.f. %	e e e e e e e e e e e e e e e e e e e	X Đ
		- 		- <u></u>	40	60	eo	100	120	140	
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GRAVEL – Dark	Brown	h									
- Sanc	ly	N	- 2 -				12.1				
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		· · · · · · · · · · · · · · · · · · ·	F 6 7								Ē
End of Hole		N N		- 				FH F 7			
les thislass 71	•										
No water			L . J	•		調量			HI 13		
Depth of hole helow	w ice level 14	51 1	- 10]			21					
Depit of hole below		·	L 19 -				ШĦ				
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vil engineers	-604B			LOGGED BY <u>Dy</u>	DE DE	PTH _	·		-[SHE	Ē
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SUMMERY OF TEST RESULTS

IMPER OIL LIMITED OFFSHORE BORROW INVESTIGATION TUKTOYAKTUK

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JOB No

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E-604

TEST	DERTH	NATURAL	Atter	berg L	imits	M	IS	SPECIEIC	ORGANIC	DRY	CTDATA		
HOLE	DEFTH	CONTENT	WL	WP	PI	(N	I.L.T. CLAS	SIFICATIO	N)	GRAVITY	CONTENT	DENSITY	CLASSIFICATION
	feet	%	%	%	%	% CLAY	% SILT	% SAND	%GRAVEL		%		
22	1 - 5	SAMPL	E GI	EN T	O IMI	ERIAL O	L LIMIT	ED					
22	10 - 15							98	2				
23	1 - 5					5	11	15	69			;	
23	10 - 15						13	82	5				
47	1 - 5						5	94	1				
61	1 - 5					5	6	11	78				
			-										
9	1 - 5					6	27	67					
11	1 - 5					16	23	61					
12	1 - 5						3	91	2				
12	10 - 15						8	88	4				
36	1 - 5					32	24	44			1		
38	1 - 5					6	21	46	27				
38	15 - 20						3	97					
42	1 - 5						8	90	2				
													а а. С. А.





GRAIN SIZE DISTRIBUTION SAND MEDIUM CLAY SILT GRAVEL FINE COARSE #200 #100 ស៊ី ស៊ី #10 40 30 *#*16 £20 1% × 00 2. × . š 100 10 90 90 80 80 70 70 60 PERCENT SMALLER 60 50 50 . 40 40 30 30 20 20 10 10 0 П 0 117 . . . ő .00 002 005 .010 .020 050 9<mark>7</mark> 200 500 1.0 8 5.00 10.0 20.0 50.0 GRAIN SIZE IN MILLIMETERS PROJECT I.O.L. OFFSHORE BORROW JOB No. E-604 DATE MAY 14/73 SAMPLE DESCRIPTION. SAMPLE No. ____ B.H. 11 **BROOKER & ASSOCIATES** 1'-5' DEPTH

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FIGURE






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CLAY SILT SAND GRAVEL FINE MEDIUM COARSE #200 #100 #40 \$9 \$0 \$0 \$ 9E# #16 \$2 20 * 2. 11/2 8 × 1 š 100 10 90 90 80 80 70 70 60 PERCENT SMALLER 60 50 50 40 40 30 30 20 20 10 10 0 0 ПП 00 .00 002 300. .010 .020 050 .100 .500 200 1.8 2.00 5.00 10.0 20.0 50.0 . GRAIN SIZE IN MILLIMETERS PROJECT NWT OFFSHORE BORROW JOB No. E-604B DATE MAY 11/73 SAMPLE DESCRIPTION SAMPLE No. _____ B.H.23 **BROOKER & ASSOCIATES** DEPTH _____ 10'-15'

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GRAIN SIZE DISTRIBUTION

S. Aller A.



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GRAIN SIZE DISTRIBUTION



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