

### DEPARTMENT OF PUBLIC WORKS

WESTERN REGION

REPORT ON

GEOTECHNICAL INVESTIGATION KILOMETER 107 TO KILOMETER 208 FT. LIARD HIGHWAY

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#### I INTRODUCTION

#### 1.1 General

This report presents the results of a centerline soil survey and assessment of potential borrow sources along the Ft. Liard highway route between the Muskeg River (km 207) and the British Columbia border (km 254.5). The objectives of this geotechnical programme were to identify and classify the subgrade soils along the route; to evaluate their suitability for conventional "cut and fill" embankment construction; to locate and evaluate sources of embankment borrow as required; and to evaluate all potential sources of granular surfacing materials within a reasonable haul distance of the right-of-way.

Field work on this section of the highway was carried out during the course of a field investigation over the entire non-completed length of the Ft. Liard Highway in the N.W.T., i.e. from km 35 to km 254.5. This overall programme, as described below, commenced in mid January, 1978 and was completed near the end of March.

### 1.2 Scope of Field Programme

Field operations were carried out from a mobile camp and commenced near Ft. Simpson and proceeded toward the B.C. Border. Drilling equipment was supplied by P.W.C. and camp and caterpillar support were provided on a contract basis. The field crew averaged 15 throughout the work, consisting of eight (8) to nine (9) P.W.C. staff, and six (6) to seven (7) contractor employees.

During the course of the field programme approximately 1500 holes were drilled, logged and sampled. A total of 129 potential borrow areas were investigated. Approximately 8000 samples were taken and moisture contents and visual classifications were obtained on all samples in the Departmental Laboratory in Edmonton. Selected representative samples, primarily from major highway cut sections and from borrow sources, were subjected to more extensive classification testing.

## 1.3 Field Procedures

Field work was under the direction of a geotechnical engineer with the assistance of a senior technician, responsible for field location and clearing of borrow sites, and flagging test holes. Technicians assigned to each drill crew were responsible for logging boreholes, field identification of soil, sampling, packaging and labelling of all samples.

Prior to the commencement of field work, and throughout the course of the work, aerial photograph analysis was employed to evaluate the terrain and select potential borrow sites. Centerline drill hole locations were determined primarily from a tentative gradeline along

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the centerline profile, with some modifications made on the basis of terrain observations during flagging. The extent of borrow search along any portion of the route was modified daily on the basis of suitability of the right-of-way subsoils for cut and borrow. Drill hole locations were marked on centerline profiles, or, in the case of borrow search, on air photos or air photo mosaics.

The following criteria, based on both construction and environmental considerations, generally were observed in hole layout for borrow:

- Seismic lines and trails were used for access whenever possible;
- An attempt was made to locate access lines so they could be used for future haul roads;
- 3) In order to screen future borrow activity from the highway, all access lines were 'dog-legged' at a distance of approximately 75 m (250 feet) off centerline;
- 4) Holes were not located within 90 m (300 feet) of centerline, nor within 90 m (300 feet) of lakes or streams, as environmental restrictions dictated against obtaining borrow within these limits;
- 5) Wherever possible a portion of a potential borrow source was selected for investigation in such a

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manner that the pit, if developed, would not be visible from the highway and would have good drainage;

6) Access lines were cleared with a minimum cutting of trees and disturbance to the organic cover, and all lines were 'cleaned up' with all 'leaners' knocked down and brush cover piled on one side of the lines.

A track mounted Mobile B-50 auger rig using 15 cm (six inch) solid stem flight augers was used for the majority of the work. This rig was double shifted until the last three (3) weeks of the programme when a truck mounted auger rig was brought in via Ft. Nelson and Ft. Liard as a supplement.

Centerline test holes were generally drilled to a depth of 3 to 3.3 m (10 to 11 feet) or, in major cut sections, below the tentative gradeline elevation. Disturbed 'grab' samples were obtained off the augers at depths of 0.5 m (1.5'), 0.9 m (3'), 1.5 m (5'), 2.4 m (8'), 3.3 m (11'), 4.6 m (15'), 6 m (20'), 7.6 m (25'), etc.

Borrow area test holes were usually advanced to depths of 6 m to 9 m (20 to 30 feet) with identical sampling methods and depths.

All samples were returned to the Departmental laboratory

in Edmonton, and were visually identified, assessed as to relative moisture content, and tested for natural moisture content. Additional testing was carried out on selected samples from borrow pits and major cut sections - usually both grain size analysis and Atterberg Limits were performed. Final borehole logs were then prepared with both field and laboratory data included, for evaluation and reporting.

### 1.4 Numbering and Classification Systems

#### A. Borehole Numbering

Boreholes on centerline were prefixed with the kilometre in which it was located, identified by the letter C to indicate centerline, and then progressively numbered within each kilometre. Thus hole No. 102-C-4 is the fourth hole drilled on centerline between km 102 and km 103.

Borrow areas were numbered consecutively from km 35 **BOUTH**, and holes for borrow investigations were prefixed by the pit number. Subsequently, the kilometre in which the borrow area is located was added to the number, i.e. #242-128B-3 indicates the 3rd hole drilled in borrow area 128 which is located between kilometre 242 and 243.

### B. Soils Classification

Soils were classified according to the Unified Classification System which is outlined at the rear of this text.

Soil samples were also categorized in the laboratory using a series of terms to indicate the relative moisture content of the soil. The terms and their approximate relationship to the Atterberg Limits are summarized below:

Relative	Moisture Cont	tent	Atterberg Limits
	'dry'		
	'humid'		
	'damp'		_ plastic limit
	'moist'		
	'wet'		liquid limit
	'saturated'		
	'free water'		

The above information is included on the borehole log sheets for all samples.

### 1.5 Permafrost Ice Description

Very little permafrost is present along the highway location; that which was encountered occurs as random pockets often overlain by muskeg. The ice classification system used was the National Research Council system which follows this text. In addition to the N.R.C. classification, the logging technicians also employed a series of relative terms to indicate the amount of visual ground ice. These terms and their approximate relation~

ship to ground ice are outlined below:

	$\mathbf{V} \mathbf{E} (\mathbf{r}, \mathbf{u})$
Relative Term	Visual Ground Ice
'nil'	- frozen, but little or no ice in
	any form - usually confined to dry
	surface gravels or bedrock.
'low'	<ul> <li>ice coatings, ice crystals and,</li> </ul>

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possibly, occasional very small lenses.

'moderate' - numerous small ice lenses.

'high'	- continuous small ice lenses with
	a significant amount of large
	(1.3 cm +) (½" +) ice lenses.

'very high' - continuous large ice lenses.

'ice' - ice with some soil, or clear ice.

II SUMMARY OF RESULTS

Blackstone River (km 107.8) to Muskeg River (km 208) Test drilling along this section of the Highway consisted of 500 centerline holes plus 210 holes in 60 potential borrow areas. All hole locations are shown on the 1:10,000 airphoto mosaics included with the design packages. This volume includes borehole logs from km 107.8 to 164; volume II contains borehole logs from km 164 to 208. 2.1 General Geology and Route Location

The highway location within this section closely parallels the Liard River, and much of the topography along the route reflects the past influence of the Liard River.

Between the Muskeg River and km 162 (mile 101), the Liard River occupies a fairly narrow valley that has been incised into a glacial till plain with some lateral bedrock control. The river has probably been located in its present channel for many thousands of years. Within this section the highway is located above the Liard Valley and is generally upon glacial till. From km 162 to 185 the topography is bedrock controlled with a thin mantle of glacial till. Beginning near Rabbit Creek (km 185) the glacial till mantle becomes thicker and the surface topography begins to reflect glacial advance, i.e. drumline and fluting, rather than bedrock control. Bedrock through this section is primarily dolomitic limestone.

From km 162 to the Blackstone River, the Liard valley becomes very broad and the width of old river deposits and abandoned higher channels is as much as 15 km in this section. The river is presently incised in a channel which has near vertical banks up to 30 - 40 m in height. On the south and east is a gently sloping, poorly drained, alluvial plain that extends 7 - 8 km from the incised channel. Relief on this plain is minimal and at all locations where the terrain is flat or gently sloping,

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and not drained by incised stream gullies, muskeg has developed. There are large areas of such organic terrain, litte i much of which has deep deposits of peat and groundwater at or near the ground surface. The highway is located relatively near the Liard channel and tends to be located on low ridges which avoid the muskegs and provide slightly improved grainage. Near the edges of steep banks, ie river or creek gullies, the subsoil is better drained at least within the upper few meters. Subsoil thoughout this section consist of alluvial clay-silts or silty trades. clays with (glacial) till at depth. Borrow sources are limited to better drained promontories along the creeks or rivers, or to low ridges. Well-drained high ground is several km to the south of the route. Granular deposits near the route are non-existant with the possible exception of localized stream deposits along the Netla River.

The following describes this portion of the route and the test boring results in detail. Cut depths and fill heights referred to herein were based upon a preliminary gradeline des

## 2.2 Kilometer by kilometer Comments

### Blackstone River (km 107.8) to km 109

This is the crossing of a tributary to the Blackstone River and the ascent out of the Blackstone River valley.

The channels of the Blackstone and its tributary are roughly parallel at the crossing and separated by a narrow

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(200 m) ridge of non-eroded till and alluvium some 11-12 m above the general level of the floodplains. A major cut of about 10 m is proposed here. Test borings reveal 5 - 6 m of alluvial sands, silts and some gravel over glacial clay-till that is near optimum. All material in the cut will be suitable for embankment

construction.

From km 108.2 to 108.7 the route crosses the flood plain and an old infilled channel of the tributary stream. Muskeg and organic silts can be expected in the old channel and both short and long term settlements can be expected under the proposed 6 - 8 m fill. Three to one side slopes and/or berms are recommended to safeguard against a shear failure here.

From km 108.7 to km 109 the highway is in cut section as it ascends through the valley wall of the tributary stream. The entire cut section (maximum depth of about 5 m) will be in a medium plastic silty clay with moisture contents probably 5 - 7% above optimum. Backslopes in this material will be stable with little or no seepage and the excavated material may be used at the base of the high fill on the floodplain with some rutting under loaded equipment.

#### Km 109 to km 124

Through this section the highway is located on a gently

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sloping alluvial plain. Relief is minimal and drainage poor. The route follows as best possible the available treed relief to bypass areas of muskeg, shallow peat and surface wetness. The water table is shallow throughout. Good borrow is practically non-existant - the subsoil profile consists generally of 1 - 2 m of silt over a medium plastic silty clay. Moisture contents range between 20 and 30% (or higher) and are consistently above the plastic limit and well above optimum. Permafrost was not encountered in any test holes, however, isolated pockets probably exist in muskeg areas fortunately the route largely avoids significant muskegs.

The ground elevation is consistently near elevation 123 -124 throughout and the entire section will be in fill with the exception of shallow cuts proposed at a large creek at km 115.4. Cuts here to about 1.5 m maximum will be in damp to moist silt and should present no problems.

There are few features within this section that offer hope for good borrow. The highway is located near or upon the best terrain possible across the plain and the greatest relief tends to be near the alignment. Nine (9) features were test drilled for borrow between km 109 and 124 (borrow areas #38 to #46). None will provide good borrow as the subsoil consists of 1 - 2 m of clay silt over silty clay, with moisture contents averaging near 25% and well above optimum (estimated at about 19-20% in the silty clay and about 15-17% in the clay-silt).

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Construction will have to make do with what is available and shallow borrow areas (2 - 3 m) and light, small capacity earth movers are suggested. Areas #42 and #43 are the wettest features drilled- all remaining areas contain some usable material.

### Km 124 to km 132

Within this section the route continues across the poorly drained alluvial plain but gains slightly in elevation (to about 145 - 147) and enters an area of more defined cross drainage with a resulting increase in micro - relief . The route follows available low treed ridges which offer slightly better drained subsoil than the surrounding terrain. There are several minor cuts proposed where the route crosses small creek gullies or very low ridges. In most cut areas the subsoil is above optimum but it is expected that ditching will drain and fully stabilize cut areas. At km 125 a cut to 1.5 m will be in sandy clay - silt that is above optimum but acceptable. At km 125.7 a cut to about 2 m is proposed at an approach to a creek gully - subsoil is silt that is moist to wet and above optimum; in addition permafrost was noted near the start of cut. Any portion of this cut in permafrost should probably be sub-cut and backfilled - most material from the cut although above optimum can be used at the base of the gully fill - wet material will have to be wasted. Shallow cuts to 1 m are proposed at km 128 and 131 - both in silts that are

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above optimum; with ditching, cut sections should dry out and firm up. An additional cut section could be considered at km 129.1 where the subsoil is damp to moist sand - silt which should drain and stabilize readily with ditching.

Again the most promising features for borrow are near the low treed ridges on which the highway is located. Nine areas were test drilled for borrow between km 124 and 132 (Borrow areas #47 to #55). None will provide good borrow as the subsoil consists generally of 2 - 4 m of clayey or sandy silt over silty clay with moisture contents above optimum below a depth of about 2 m. Again shallow borrow pits and light, small capacity earth movers are suggested. Areas #47, #48, #49 (holes #1, #2, #3), #52 (holes #2 and #3), #53 (holes #1, #2, #4), #54 and #55 all should provide some usable material in the upper 2 - 3 m.

#### Km 132 to km 133.5

Through this section the highway crosses two (2) major creek gullies that extend approximately 11 m and 18 m below the surrounding terrain. Major cuts and fills are proposed here. The gullies are V-shaped and probably still actively eroding during flood at the base hence do not contain any significant organic deposits. Fill settlements should not be a problem.

A cut to about 3 m at km 132.1 will extend through about 2 m of moist to wet clay-silt into silty clay that should be stable. Most material from the cut, although above optimum, can be used for fill - some wet zones may have to be wasted. At km 133.1 a cut to 4 - 5 m will encounter similar subsoil - again all materials are above optimum but cuts should be stable and most materials can be placed in the large fills.

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One borrow area (#56) was test drilled between the two gullies and proved to be the best construction material encountered west of the Blackstone River (km 107.8). The subsoil is a silty clay over a silt-gravel-sand mix with low moisture contents. Although this area is near a creek it is recommended this borrow source be developed and utilized to the maximum, possibly as a surface lift over silty embankments.

#### Km 133.5 to km 137

The route is located within about 100 to 300 m of the incised Liard channel here, on flat alluvial sediments with no relief. A series of small slumps on the channel bank are indicative of the weak unstable soils in this area. The highway through this section will be entirely in fill. Subsoil is clayey and sandy silt that is somewhat better drained in the upper few meters than the route to the east.

Three (3) areas (#57, #58 and #59) were test drilled for borrow. Subsoil is primarily clayey and sandy silt and areas #57, and #58 (holes #1 and #2) will provide

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usable material to a limited depth (2 - 4 m).

### Km 137 to km 139

This is the crossing of the Netla River and the Netla River valley. A major cut to 14 - 15 m deep and approximately 300 m long is proposed on the descent through the valley wall on the east. The subsoil here is primarily silty sand that is well drained and near optimum. No problems with the cut are anticipated. Ditch erosion here could be severe - frequent ditch checks will be required.

Holes on either side of the Netla River within the valley encountered permafrost and thawed moisture contents near 30 - 35%. On the east the permafrost area will be under 3 - 4 m of fill which should insulate the permafrost and result in very slow thaw degradation and settlement. This side of the valley floor should be disturbed as little as possible before and during construction. On the west a shallow cut is proposed (to 3 m) at km 138.3 in the permafrost area. Thawed moisture contents are near the liquid limit hence cuts in this material will be unstable. Raising the gradeline here is not feasible as it would increase the bridge length over the river. It is recommended the cut be made to a depth of at least 2.5 m and allowed to thaw, drain and stabilize during one (1) summer period, before being repaired to design grade.

A second cut to about 3 m is proposed near the top of the valley wall on the west at km 138.6. The subsoil here is permafrost free and slightly above optimum and will present no problems to the cut.

Two (2) areas along the Netla River were test drilled for gravel - area #60 approximately 500 m + downstream of the crossing site and area #61 approximately 500 m upstream of the crossing. Both areas are within meander bends of the river and only slightly above river level. Deposits tend to be very sandy, although some holes encountered sandy gravel, i.e. holes #60 - 3, 4 and 5 and #61 - 3, 4, 5 and 9. These areas would not appear to be viable sources of gravel, however, they do indicate there is potential for gravel along the Netla. Fortunately the highway location roughly parallels the river to approximately kilometre 146 and there are two (2) areas where test pitting is recommended, both on the south side of the Netla - at approximately kilometre 142.5 and 146.0. Both areas are higher abandoned terraces of the Netla and may provide a gravel source above the water table and away from the present stream channel.

### Km 139 to km 141

Within this section the route traverses to km 140.4 an old floodplain where both the Liard and Netla Rivers appear to have meandered during downcutting, and then climbs back to the alluvial upland through a cut section

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in the valley wall.

Deposits on the old floodplain are silts and clays and several holes encountered permafrost. A minimum fill height of about 1.5 m is recommended here with no disturbance to the existing surface. Long term settlements can be expected across this area as the permafrost thaws, however, they should occur slowly and can likely be repaired during normal maintenance blading.

The cut section at km 140.6 will be roughly 200 m in length and 6 m in depth. Deposits in the cut consist of approximately 3 m of silt over a silty clay. Moisture contents are as much as 10% above optimum, and difficulty will occur during excavation and fill placement. The cuts (3:1 minimum) should remain stable, however, rutting and shoving in fills will occur until the material dries.

One borrow area (#62) was test drilled on the old floodplain. All holes encountered permafrost and this area is unsuitable.

## Km 141 to km 146



The route traverses a narrow (300 to 500 m) ridge of high ground that separates the Netla River valley on the south and on the north, a former temporary channel and floodplain of the Liard River that is now poorly drained with extensive muskeg. The terrain is relatively flat near elevation 154 and the highway will be in fill throughout. Subsoil through this area is alluvial silts and clays. No permafrost was encountered.

Five (5) borrow areas (#63 to #67) were test drilled here. The subsoil in all areas is low plastic silty clay with a thin overlay of silt (1 - 2 m). Moisture contents are slightly above optimum. Areas #63, #64 and #67 (holes #1 and #2) offer the best material. Again shallow pits and light construction equipment are recommended.

### Km 146 to km 149

At km 146 the route turns away from the Netla river valley and parallels the edge of a former temporary channel of the Liard River. The location is on the edge of the slight upland adjacent to the old channel: on both sides of the highway are flat, poorly drained, muskeg areas probably with extensive permafrost. The present location offers the best possible route across this very bad area and avoids most of the muskeg. Subsoils are silts, clays and some sands that are wet of optimum with the exception of possibly the upper 1 m on slight ridges where cross drainage occurs. Permafrost was encountered in several holes.

Several shallow cuts are proposed through slight ridges. As some of the ridges are in permafrost, it is recommended the proposed gradeline be raised such that shallow cuts are effected only at km 147.5 and at 149.0. Three (3) borrow areas (#68 to #70) were checked along the edge of the slight upland. Only area #70 is considered to have any potential as a usable borrow source and it is borderline with moisture contents above optimum.

#### Km 149 to km 155

From km 149 to 155 the route is within about 100 to 500 m of the steep banks of the present Liard river channel. To the east and south is a flat, poorly drained, muskeg area with high groundwater levels. For the most part, the route is close enough to the Liard channel that the subsoil is sufficiently well drained to be free of ponds and muskegs, however, groundwater levels are high. Several deep V-shaped cross drainage gullies are crossed, all of which are actively eroding and free of extensive peat and soft sediments at the base.

Subsoil through this section is primarily low plastic silty clay that is well above optimum. Cuts are proposed at two major creek gullies. At km 152.8 cuts totalling about 350 m in length and up to 5 m in depth are planned. Subsoil is silty clay with moisture contents averaging near 25% and well above optimum (estimated at 17-18%). Permafrost was encountered at depth in hole #152-6 on the S.W. side of the gully. These cuts can be completed as planned and backslopes should remain stable, however, the large volume of excavated material will not compact well in fill and will rut and shove badly under loaded equipment. The S.W. side of this gully where permafrost was noted is very wet and represents the worst conditions. A slight gradeline raise here would be beneficial.

At km 154.0 shallow cuts of less than 1 m are proposed on each side of a gully, which will be okay.

Five (5) borrow areas (#70 to #75) were test drilled in this section, all on better drained promontories near gullies or on bluffs above the Liard River. Borrow areas #71 (holes #1, #2 and #5) and #75 are slightly above optimum and most suitable. The remaining areas contain material at moisture contents similar to that in the major cut sections.

### Km 155 to km 156.5

This is the crossing of a major creek gully roughly 30 m deep, that will entail cuts of possibly 8 - 10 m on either side and a fill of possibly 1.5 m. The subsoil is similar on both sides of the gully - a low plastic silty clay with moisture contents averaging 25 - 27% and well above optimum (estimated at 18%). This gully crossing could represent a major problem both in backslope stability and embankment stability. The natural slopes in the gully have stabilized at about 8:1 and the subsoil is sufficiently wet that sloughs may occur in cut slopes of 8 - 10 m. In addition the material will not compact in fill at the in-situ moisture content, and will rut and shove under loaded equipment. Thus a high

fill constructed with this material could be unstable.

In order to provide some safeguards against failures the following is recommended: 1. It is considered that two (2) short cut slopes with an intervening bench will be more stable than a single slope. Thus it is recommended the cut slopes be benched at mid-height with each cut above and below the bench be limited to 5 m at a 2:1 slope. A bench width of 20' is recommended. Further it is recommended the cut (and resulting fill) be placed in two (2) stages with initial excavation to 5 m (or bench level), followed by a delay of at least two (2) summer months before completion of cut. 2. The fill should be placed at 3:1 slopes with a 6 m berm (from stream bed level) placed on both sides. The'bench' width of the berm should be about 9 - 10 m. Ideally the material should be dried to near optimum and compacted in the fill, however this simply may not be possible or practical. Relatively small earthmovers and a limited rate of fill placement - say 0.5 m per day is suggested to promote some drying, increased compaction and improved equipment mobility.

### Km 156.5 to km 164

Within this section the highway turns away from the Liard River channel across a slightly sloping, poorly drained plain. To km 162 the route crosses alluvial silts and silty clays with the groundwater table near the surface. Near km 162 the terrain begins to climb and

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the subsoil changes to thin (1 - 1.5 m) slopewash deposits over glacial clay till. Between approximately km 159.5 and km 162 there are thin (to 1 m) pockets and overlays of peat and organic silts which should be removed before fill placement. No permafrost was noted in test holes, however, pockets of permafrost can be expected through this area.

A long cut (400 + m) to a depth of about 1.5 m is proposed near km 163. The subsoil here is 1 to 1.5 m of clay-silt over low plastic clay till. Deposits above the till are wet whereas the till is slightly above optimum and a good construction material. It is suggested this cut be deepened into the till to gain more good embankment material.

Five (5) borrow areas were test drilled through this section. Areas \$76, \$77 and \$78 are in the alluvial deposits between km 157 and 160. The subsoil in these areas consists of clayey-silts over silty clays and only the upper 1.5 to 2 m is reasonably close to optimum moisture. Area \$78 is the best of these three (3). Area \$79 is adjacent to the proposed cut at km 163 and the subsoil is similar - wet clay-silts to 1 - 2 m over clay till with some gravelly sand. Deepening the cut at km 163 could eliminate the need for a borrow pit here. Area \$81 is 400 to 500 m east of the highway at km 164 along a seismic line. There is

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a considerable volume of sand and gravelly sand in this area. The deposit lacks sufficient gravel sizes to be considered as surfacing gravel, however, this material would be suitable for culvert bedding and backfill. Stripping over the gravel-sand averages 2 - 3 m.

### Km 164 to km 172

This area is dominated by a prominent bedrock controlled hill which rises to about elevation 335. The route skirts around the flanks of this high ground reaching a maximum elevation of approximately 250, and is for the most part on a gentle cross-slope. The terrain is partially bedrock controlled with a thin (to about 15 m maximum) mantle of glacial till. Drainage through this area is generally good and no permafrost was encountered in the test holes.

A cut is proposed at km 164.3 in a bedrock controlled ridge with a till overlay. Unfortunately a hole was not drilled on the crest of the ridge where bedrock could be within 3 m of the surface. A maximum cut of 3 m is recommended here to avoid bedrock contact.

From km 164.4 to km 167 the highway will be in fill. There are shallow (< 1 m) deposits of peat and soft organic soils on some portions of this section that should be excavated before fill placement.

From km 167 to km 170 the terrain becomes very irregular with numerous bedrock controlled ridges, till ridges,

erosion channels and areas of rather severe cross-slope. Numerous cuts are proposed. The subsoil is primarily glacial till that is slightly above optimum but a good construction material, with some clay-silt slopewash overlay that is considerably wet of optimum. Most cuts should extend into the competent glacial till and no major problems are anticipated.

At km 170 the terrain flattens and the drainage becomes poorer, and the highway returns to a fill section to km 172.

Very little borrow will be required through this portion of the route, as there are numerous cut sections. Five (5) areas were test drilled. Area #80 at km 164 encountered 3 - 4 m of usable till over bedrock (dolomite). Areas #82, #83, #87 and #88 all encountered glacial till with some slopewash overlay. The till is slightly above optimum but a competent construction material. Areas #82 and #88 are preferred if borrow is required.

### Km 172 to km 182

At km 172 the route enters into an area that is largely bedrock controlled with a thin mantle of glacial till (ranging from possibly 2 to 10 m in thickness). There are some minor ground moraine depositional features, i.e. drumlins, flutings. Relief is irregular and rough, however, drainage is generally good. The route closely parallels the Liard River here. Bedrock is dolomitic

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limestone as evidenced by exposures near km 181-182.

A balanced gradeline should be possible through this section with the majority of cuts limited to within the glacial till and minimal penetration into bedrock. Bedrock cuts can probably not be avoided between km 176 and 177, near km 179.2 and near km 181.

Only three (3) borrow areas (#84, #85 and #86) were test drilled because of the probability of balanced gradeline. All three (3) encountered competent glacial till and are excellent borrow sources.

### Km 182 to km 188

Through this area the relief is less irregular as the depth of the glacial till mantle becomes thicker. The route continues to parallel the Liard River and is located primarily upon ground moraine with a thin (1 m average) slopewash overlay. There are two (2) small cross drainage valleys within this section - at km 183 and at km 186 - and cuts are proposed at both locations. A balanced gradeline should be possible through this area although the subsoil tends to be wetter than north of km 182.

Near km 183 the route crosses two (2) creek channels within the small valley and then climbs over a long till ridge near km 184.4. Cuts are proposed on both sides of both creeks. Subsoil in the proposed cut areas is primarily silt and is considerably wet of optimum. It is suggested the cuts near the creeks be kept to a minimum, i.e. limit to about 2 to 2.25 m @ km 183.26 and that the gradeline be lowered into the glacial till ridge @ km 184.4 to provide needed borrow. The glacial till from km 184 to 184.7 is good construction material that is near optimum.

Near km 184.8 the route crosses the edge of a peat area with underlying permafrost for about 200 - 250 m. A small alignment change toward the Liard River and onto a treed till ridge is suggested here to bypass this peat bog. Alternately sub-excavation, ditching, and thawing before fill placement is recommended. Peat and organics to about 0.5 m can be expected in the creek crossing at km 185.3.

Cuts are proposed on either side of the creek channel at km 186.1 and in ridges to km 187.5. The subsoil here is glacial till with some slopewash overlay (to about 0.5 m average). The slopewash silts and the top 0.3 m of the till are wet of optimum, however, the underlying material is near optimum and a competent material. Construction through this section should be straight forward - the wet surface material can be spread in thin lifts and intermixed with better material during construction.

Two borrow areas (#89 and #90) were test drilled within

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this area, both in till ridges with some slopewash overlay. Both areas can be used if required - the till is near optimum; the overlying silts are wet of optimum.

### Km 188 to km 190

This is the crossing of Rabbit Creek. The valley depth here is about 40 m and the creek is entrenched in bedrock at the base. Valley walls are presently treed and stable at about 4 or 5 to 1, although there is some evidence of previous instability about 400 - 500 m upstream of the proposed crossing, and there is evidence of a fairly recent minor "skin" slide in a tributary creek near the route. Both glacial till and overlying alluvial deposits were encountered in the valley walls - it would appear the valley was down-cut through the glacial till at one time, then in-filled with alluvium and subsequently the present valley was cut into this alluvium.

This crossing is expected to result in major problems. The subsoil in the valley walls is variable and much of it is above optimum moisture - in some zones it is above the liquid limit. On the north side there are alluvial sand-silts over glacial till at variable depths. The alluvial deposits are wet and cut slope instability and seepage could occur - fortunately those deposits are relatively shallow and the majority of the cut will bottom out in competent glacial till. Shallow cut slopes

in the alluvial deposits should be not less than 3:1, in the till, slopes of 12:1 may be used. Test hole #188-10 near the edge of the north valley wall encountered the worst condition - approximately 10 m of wet or saturated clay silts above competent till. A cut of roughly 15 m is proposed here and long cut slopes at 3:1 in the saturated clay-silt will seep and most probably slump (the cut may 'day light' on the east into a tributary creek gully). It is recommended this cut be completed in three (3) stages - the initial cut may be about 7 m as the upper 3 m of subsoil is relatively dry, with two (2) subsequent cuts of about 4 m. The interval between the cuts should be at least three (3) months to allow drainage and some drying - preferably the initial cut could be made in the first year of a two (2) year contract and the final cuts in the second year. Material from the cut will rut and shove and will not compact without drying - it may be possible to partially mix the wet material with drier till from farther back in the cut.

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On the south side the subsoil is a similar clay-silt that is well above optimum (wet or saturated), especially test hole #189.2. A three (3) stage cut is recommended on this side as well. Some material will have to be wasted here.

It may be possible to improve the subsoil conditions and/or the cut-fill in the valley by an alignment change. A shift of about 300 m toward the Liard River would

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probably improve soil conditions on the north side, however, there would likely be only minor improvement on the south side and the valley would be deeper. A shift upstream to the original line run in 1970 would result in a broader valley, hence shallower cuts, and possibly a lower fill. A curved approach near the present alignment could reduce cuts somewhat but would result in sidehill cuts and possibly some sidehill fill. Thus there are many alternatives and in view of the anticipated cost of the major cut-fill crossing, it is recommended all alternatives be reviewed in some detail.

#### Km 190 to km 199

The route traverses the edge of an area of ground moraine marked by low till ridges (flutings) and some soft sediments and shallow peat in intervening depressions. Drainage is not good and to km 195 the subsoil tends to be very wet of topimum. Cut sections should be avoided to km 195 with the exception of shallow cuts on sharply defined ridges. There is a variable overlay of silts above the glacial till and these upper deposits are wet. There are shallow peat and organic silts above the glacial till in depressions between km 192.5 and 194.8, and possibly some permafrost pockets. The soft organic sediments generally do not exceed a depth of 0.5 to 1.0 m and should be excavated before construction, A balanced gradeline will probably not be possible to km Beginning at km 195 the route climbs onto a well 195.

treed, irregular till feature and to km 199 there are many opportunities for cut and a balanced gradeline should result. The subsoil tends to be wet of optimum in the upper 1 m, however, most cuts will extend into glacial till (sandy-silty clay with pebbles and some cobbles or boulders) which is near optimum and a good construction material. The irregular topography results in some depressions in cut areas that trap water, hence pockets of wet material may be encountered during construction, i.e. cut at km 197.4, however, these cannot be avoided and may be wasted or mixed with drier material during construction. Again there are short depressions with shallow peat overlays that should be sub-excavated, i.e. km 198.6.

Five (5) borrow areas (#91 to #95) were test drilled between km 190 and 196,all on till ridges. Areas #91 and #92 encountered soft shale at a depth of about 4 m. All areas are suitable, however, areas #91, #92 and #95 are best. The till is low plastic with a significant sand content and with cobbles and some boulder layers see borrow area #94.

### Km 199 to km 206.0

Near km 199 the highway enters into an area that appears to be dead-ice moraine rather than ground moraine. Drainage is poor, moisture contents are generally higher, and there are some deposits of lacustrine clays intermixed with the glacial till.

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The highway will be in a major cut at km 199 and the south side of this cut will be in clay-silt that is wet of optimum to about 3 m. The majority of this cut is in glacial till and the wet pockets will have to be wasted or intermixed.

At km 200.3 there is a sharply defined creek gully some 10 m in depth and shallow cuts (to about 3 m maximum) are proposed. The subsoil to depth of cut is primarily a highly plastic clay which is slightly above optimum, however, no problems should occur with cut or fill here.

At km 200.9 a cut to 3 - 4 m is proposed in till-moisture contents are well above optimum in part, however, there is no alternative to a cut here. The till is low plastic and has some sand content hence should dry fairly rapidly, and the material from the cut should be usable with some drying and/or mixing on the roadway. Note there is about 0.6 m of peat at km 201, just south of the cut, that should be stripped and wasted.

Beginning at km 201 the route begins a gradual descent toward the Muskeg River Valley at km 207. Through this area the subsoil is primarily glacial till at shallow depths but with about 1 m of slopewash clay-silt above. Drainage is not good and moisture contents are well above optimum to about 1.5 m. Cuts would not be practical here without preliminary ditching. There are shallow peat and organic silt overlays (to 1.3 m maximum but mostly to about 0.3 m) at numerous locations which should be stripped before construction.

Four areas were test-drilled for borrow - #96, #97 and #98 which are adjacent to the route between km 200 and 203, and a ridge about 900 m east of the route along a seismic line at km 205.2 (test hole #205-4). Glacial till was encountered in all areas and all are suitable as borrow sources. The upper 1 m is wet in all areas, however, the till at depth is near optimum and a good construction material. Note that several auger holes met refusal on cobbles and/or boulders in the till.

### Km 206 to 207.8

This is the descent into the Muskeg River valley to the Muskeg River.

The present Muskeg River valley is probably located in a much larger, old, pre-glacial channel that was eroded through glacial till and bedrock. During the last deglaciation period this valley was infilled with alluvial silts, sands and some gravels, much of which have been scoured and eroded out by the river to the present floodplain. There remain remnants of these former deposits on both sides of the valley extending well above the present valley floor. At km 206.5 the route crosses a deep (13 m) sharply defined creek gully that appears to approximate the edge of the old glacial valley. To the north of this creek are glacial till deposits - to the

- 32 -

south are alluvial sediments. The proposed gradeline will enter into a cut section beginning at the south side of the creek gully and will remain in cut through to the Muskeg River floodplain at km 207.2. Maximum depth of cut will be about 12 - 13 m. Subsoil in the cut will consist primarily of a silty sand that is at a moisture content near 5 - 6%, and should present no problems during construction. Ditch erosion here could be severe and frequent ditch checks will be required.

A fill to about 10 m maximum will occur on the valley floor near the north wall. Floodplain deposits consist of surficial silts and sands with sandy gravel below a depth of about 3 - 4 m. Glacial till was encountered at 7 m in one hole (#207-5A). Only minor fill settlements are expected and there is little risk of a foundation shear failure here. - 34 -

#### GLOSSARY OF TERMS

Active Layer	The layer of soil above the permafrost table (in the area of this study, the active layer usually freezes completely during the winter.)
Alluvium	Stream deposits of comparatively recent time, does not include subaqueous deposits of seas and lakes.
Anhydrite	A mineral, anhydrous calcium sulfate, CaSO4. Orthorhombic, commonly massive in evaporite beds.
Annuals	A plant that lives only one year or season.
Autoclave Expansion	Laboratory test procedure as designated by ASTM-C151-63 for determination of expansive qualities for all types of Portland Cement and aggregate reactions.
Berm	A horizontal portion of an earth embankment to ensure greater stability of a long slope.
Biotic	Of or pertaining to life or mode of living.
Boreal	Pertaining to the North.
Boulder	A rock fragment larger than 8" in diameter.
Cartographic	Pertaining to a map. In geology a cartographic unit is a rock or group of rocks that is shown on a geologic map by a single color or pattern.
Clay	Soil particles smaller than 0.002 mm. in diameter
Cobble	A rock fragment between 3" and 8" in diameter.
Colluvium	A general term applied to loose and incoherent deposits, usually at the foot of a slope or cliff and brought there chiefly by gravity.

Conglomerate

Continuous Zone

Cretaceous

Crystalline

Delta Deposits

Devonian

Discontinuous Zone

Dolomite

Drunken Forest

Ecology

Eolian

Escarpment

Rounded water-worn fragments of rocks or pebbles, cemented together by another mineral substance which may be of a siliceous or argillaceous nature.

That zone where permafrost occurs everywhere beneath the ground surface including large lakes and rivers.

The third and latest of the periods included in the Mesozoic era; also the system of strate deposited in the Cretaceous period.

Of or pertaining to the nature of a crystal; having regular molecular structure.

An alluvial deposit, usually triangular, at the mouth of a river.

In the ordinarily accepted classification, the fourth in order of age of periods, compris in the Paleozoic era, following the Silurian and succeeded by the Mississippian. Also the system of strata deposited at that time.

That zone where permafrost occurs everywhere
 beneath the ground surface except beneath
 large lakes or wide rivers.

A mineral, CaMg  $(CO_3)_2$ , commonly with some iron replacing magnesium; a common rock-forming mineral.

An area characterized by the appearance of many trees leaning in differing directions without any apparent pattern to the direction of inclination. This phenomenon is caused by differential thawing of ground ice.

The study of the mutual relationships between organisms and their environments.

Deposits which are due to the transporting action of the wind.

The steep face of a ridge of high land.

Esker	A narrow ridge of gravelly or sandy drift, deposited by a stream in association with glacier ice.
Excess Ice	Ice in excess of the fraction that would be retained as water in the soil voids upon thawing.
Fauna	The animals collectively of any given age or region.
Flood Plain	That portion of a river valley, adjacent to the river channel, which is built of sediments during the present regime of the stream and which is covered with water when the river overflows its banks at flood stages.
Flora	The plants collectively of any given formation, age or region.
Fossiliferous	Containing organic remains.
Geomorphology	The study of landscape and of the geologic forces that produce it. It is the dynamic geology of the face of the earth. It concerns that branch of physical geography dealing with the origin and development of the earth's surface; features (landforms) and the history of geologic changes through the interpretation of topographic forms.
Geothermal Gradient	Change in temperature of the earth with depth, either in degrees per unit depth or in units of depth per degree.
Glacial Till	Non sorted, non stratified sediment carried or deposited by a glacier.

Fluvioglacial. Pertaining to streams flowing from glaciers or to the deposits made by such Glaciofluvial streams.

Pertaining to glacial-lake conditions, as in. Glaciolacustrine glaciolacustrine deposits.

Ground Ice Bodies of more or less clear ice in permanently frozen ground. Ground Moraine A moraine with low relief, devoid of transvers linear elements. Alabaster. Selenite. Satin Spar. A mineral,  $CaSO_4$ ,  $2H_2O$ . Monoclinic. A common mineral Gypsum of evaporites. Heterogeneous Differing in kind; having unlike qualities; possessed of different characteristics; opposed to homogeneous. Hummock A mound or knoll. Icing Mass of surface ice formed during winter by successive freezing of sheets of water seeping from the ground, a river or spring. Kames A mound composed chiefly of gravel or sand, whose form is the result of original deposition modified by settling during the melting of glacier ice against or upon which the sediment is accumulated. Karst A limestone plateau marked by sinkholes and underlain by cavernous carbonate rocks having subterranean drainage channelways that largely follow solution-widened joints, faults, and bedding planes. Lacustrine Produced or belonging to lakes. Lichen Any of a group of low growing plant formations composed of a certain fungi growing close together with certain algae. Massif A French term adopted in geology and physical geography for a mountainous mass or group of connected heights, whether isolated or forming a part of a larger mountain system.

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Meandering

Moraine

Morphological

Muskeg

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Ordovician

Organic Soil

Perennial

Permafrost

Permafrost Table

Petrography

Condition of river that follows a winding path owing to natural physical causes not imposed by external restraint. Characterized by alternating shoals and bank erosion.

Drift, deposited chiefly by direct glacial action and having constructional topography independent of control by the surface on which the drift lie

The scientific study of form. Used in various connections, e.g. landforms (geomorphology).

The term designating organic terrain, the physical condition of which is governed by the \_ structure of peat it contains and its related mineral sublayer, considered in relation to topographic features and the surface vegetation with which the peat co-exists.

The second of the periods comprised in the -Paleozoic era, in the geological classification now generally used. Also the system of strata deposited during that period.

Soil material which contains a significant proportion of organic material. Where the organic nature of the soil is its dominent characteristics, the soil is referred to as a peat.

Lasting through the year.

The thermal condition under which earth materials are at a temperature below 32°F continuously for a number of years.

Permafrost Degradation The lowering of the permafrost table due to thawing.

A more or less irregular surface which represents the upper limit of permafrost.

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The branch of science treating of the systematic description and classification of rocks.

Sand

Screes

Seasonal Frost

Silurian

Sinuous

Slope Wash

Sporadic Zone

Subgrade

Surface Degradation

Taiga

Talus

Soil particles smaller than 2.0mm. in diamete and larger than 0.06mm. in diameter.

A heap of rock waste at the base of a cliff o a sheet of coarse debris mantling a mountain slope.

Freezing of the ground during the winter. Th term implies that the frost so formed will th during the following spring or summer.

The third in order of age of the geologic periods comprised in the Paleozoic era, in th nomenclature in general use. Also the system of strata deposited during that period.

Winding or curving in and out.

Soil and rock material that is being or has moved down a slope predominantly by the actio of gravity assisted by running water that is not concentrated into channels.

That zone where permafrost occurs only in isolated patches (usually beneath peat bogs)

The original ground upon which an embankment is placed.

The lowering of the ground surface due to thawing of underlying ground ice.

A Russian word applied to the old, swampy, forested region of the north...that region between the Tundra in the north and the Boreal in the south.

Coarse angular fragments of rock and subordinate soil material dislodged by weathering (temperature and moisture changes) and collected at the foot of cliffs and other steep slopes and moved downslope primarily by the pull of gravity.

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	Terrace	A relatively flat elongate stairstepped surface bounded by a steeper ascending slope on one side and a steep descending slope on the other.	
	Tertiary	The earlier of the two geologic periods comprised in the Cenozoic era, in the classi- fication generally used. Also the system of strata deposited during that period.	
	Thaw Settlement	Settlement of a soil mass due to thawing of ground ice.	
	Thermal Conductivity	The amount of heat passing through a unit cross-section in unit time under the influence of unit heat gradient.	
	Thermal Erosion	Erosion due to the melting of ground ice rather than the removal of soil	
AND ANY A LOCAL DATA AND A STREAM	Thermal Regime	The temperature conditions in the ground at a given point in time.	-
	Thermal Regression	The thawing of frozen ground due to surface disturbance, increasing temperature, etc.	
And a set of the set o	Thermokarst	Uneven land subsidence caused by the melting of ground ice. The resulting ground surface resembles the karst topography found in lime- stone areas.	
	Thermokarst Lake	(Cave-in Lake), lakes which occupy depressions resulting from subsidence caused by thawing of ground ice.	_
	Tundra	Any of the vast, nearly level, treeless plains of the Arctic Regions.	
	Turbid	Having the sediment stirred up hence muddy, impure.	-

# EXPLANATION OF

# SYMBOLS AND TERMS USED IN THIS REPORT

	GEN				YSTEM FOR SOILS
	MAJOR DIVISI		Group SYMBOL	Graph SYMBOL	TYPICAL DESCRIPTION
	BOULDI	ERS	N/A	6P	LARGER THAN 8 INCHES DIAMETER
sieve)	COBBL	ES	N/A	0000	3 TO 8 INCHES DIAMETER
200	S f coarse than No.4 maller diameter	CLEAN GRAVELS	GW		WELL GRADED GRAVELS, LITTLE OR NO FINES
SOILS 'ger than	i .c. roi-ra i	(little or no fines)	GP		POORLY GRADED GRAVELS, AND GRAVEL- SAND MIXTURES, LITTLE OR NO FINES
	GRAVELS than half i larger tl & l00% sm i inches d	DIRTY GRAVELS (with some	GM		SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES
COARSE-GRAINED f by weight la	more t grains sieve & than 3	fines)	GC		CLAYEY GRAVELS, GRAVEL-SAND CLAY MIXTURES
COARS half by	an	CLEAN SANDS (little or no fines)	SW		WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
than ha	i > i		SP		POORLY GRADED SANDS, LITTLE OR NO FINES
(more t	th No No	DIRTY SANDS (with some	SМ		SILTY SANDS, SAND-SILT MIXTURES
<u>``</u>	more th grains No	fines)	sc		CLAYEY SANDS, SAND-CLAY MIXTURES
s 200	SILTS WW "A" P negli- te orga- content	W <sub>L</sub> 50%	ML		INORGANIC SILTS AND VERY FINE SANDS ROCK FLOUR, SILTY SANDS OF SLIGHT PLASTICITY
passes	SILT below " line ne gible o nic con	W <sub>L</sub> 50%	мн		INORGANIC SILTS, MICACEOUS OR DIATO MACEOUS, FINE SANDY OR SILTY SOILS
SOILS weight	ine on chart orga-	W <sub>L</sub> 30%	CL		INORGANIC CLAYS OF LOW PLASTICITY, GRAVELLY, SANDY, OF SILTY CLAYS, LEAN CLAYS
GRAINED half by sieve	CLAYS e "A" l: ticity igible content	30% W <sub>L</sub> 50%	СІ		INORGANIC CLAYS OF MEDIUM PLASTI- CITY, SILTY CLAYS
FINE-GRAINED than half by sieve	CLAYS above "A" 1 plasticity negligible nic content	W <sub>L</sub> 50%	Сн		INORGANIC CLAYS OR HIGH PLASTICITY FAT CLAYS
l (more 1	CRGANIC SILTS & CLAYS elow "A" ine on chart	W <sub>L</sub> 50%	OL		ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	ORGAN SILTS SILTS CLAN below line o	W <sub>L</sub> 50%	он		ORGANIC CLAYS OF HIGH PLASTICITY
H	IGHLY ORGANIC	SOILS	Ρt		PEAT AND OTHER HIGHLY DEGANIC SOIL

### NATIONAL RESEARCH COUNCIL PERMAFROST

#### CLASSIFICATION SYSTEM

Permafrost ground ice occurs in three basic conditions including non-visible, visible (less than one inch in thickness) and clear ice.

A. Non-visible - N

Nf - poorly bonded or friable frozen soil
Nbn - well bonded soil, no excess ice
Nbe - well bonded soil, excess ice

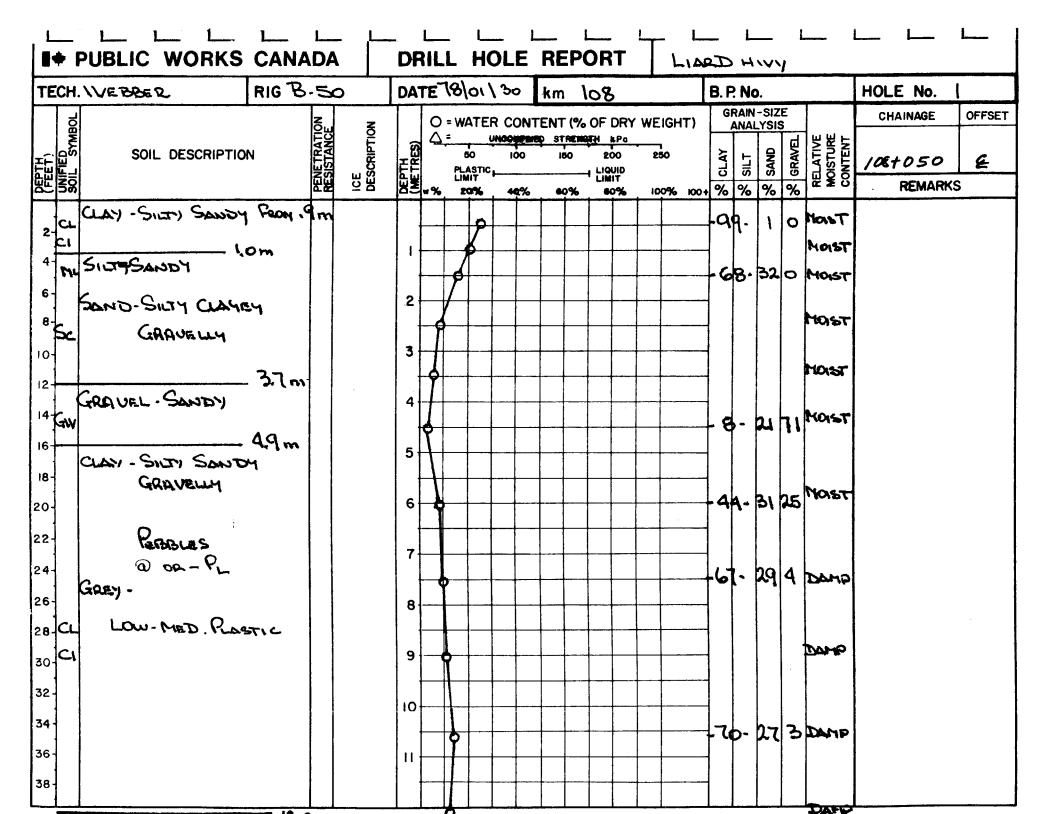
- B. <u>Visible</u> V (less than 1" thick)  $V_x$  - individual ice crystals or inclusions  $V_c$  - ice coatings on particles  $V_r$  - random or irregularly oriented ice formations  $V_s$  - stratified or oriented ice formations
- C. <u>Visible Ice</u> (greater than 1" thick) Ice - ice with soil inclusions Ice + soil - ice without soil inclusions

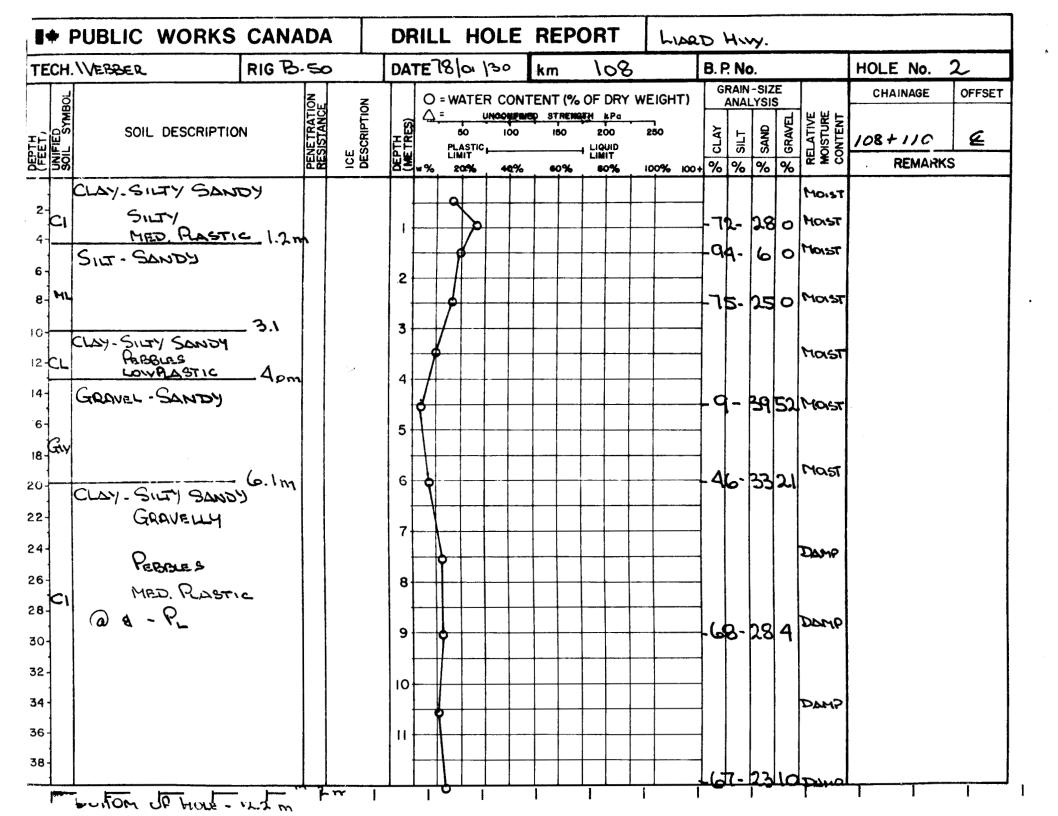
A more complete description of this system is included in NRC publication TM 79.

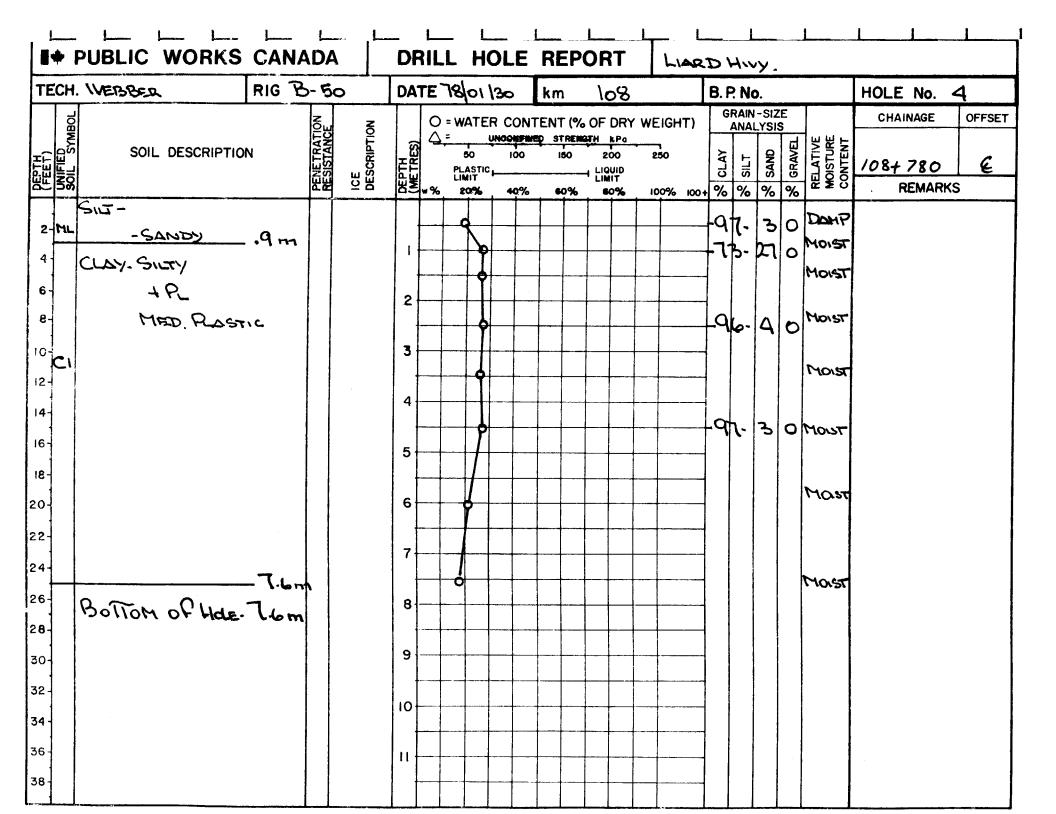
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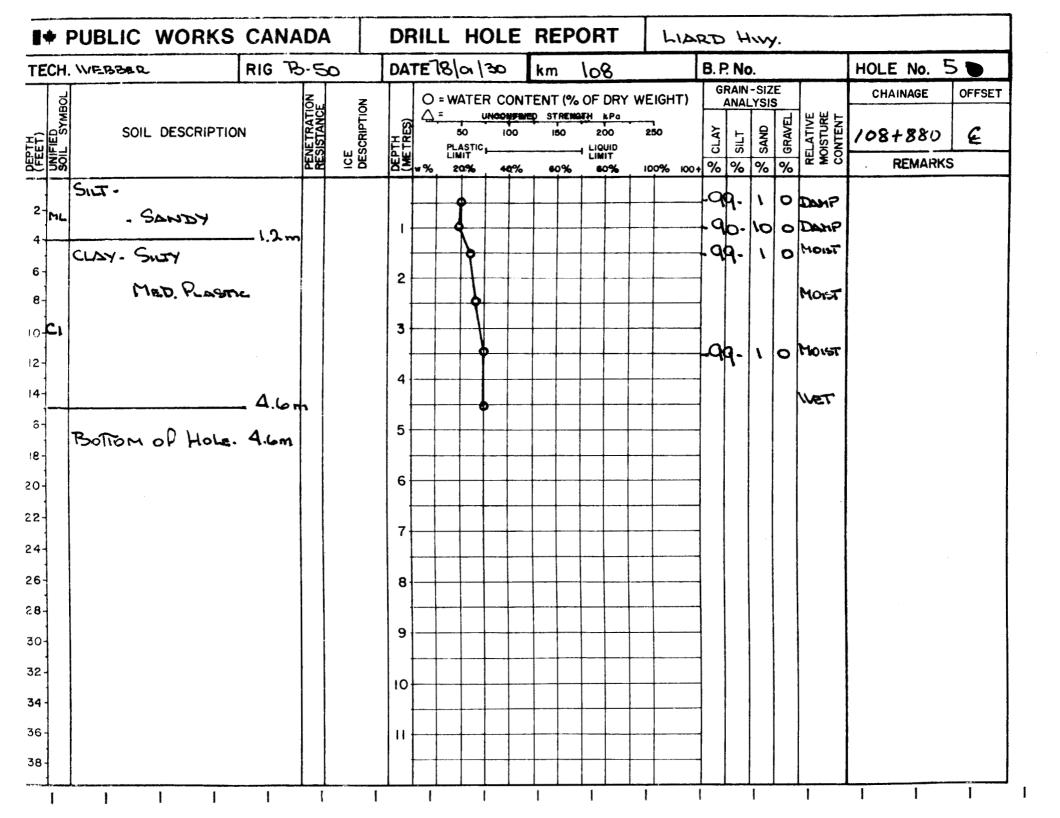
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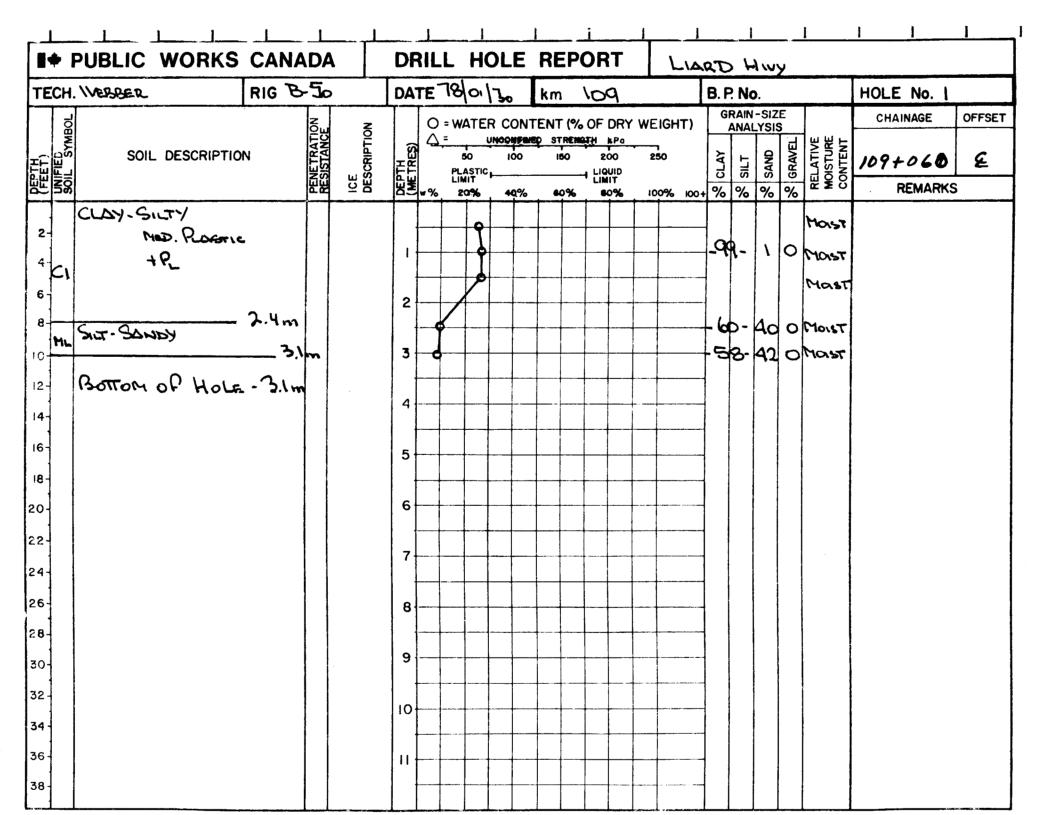
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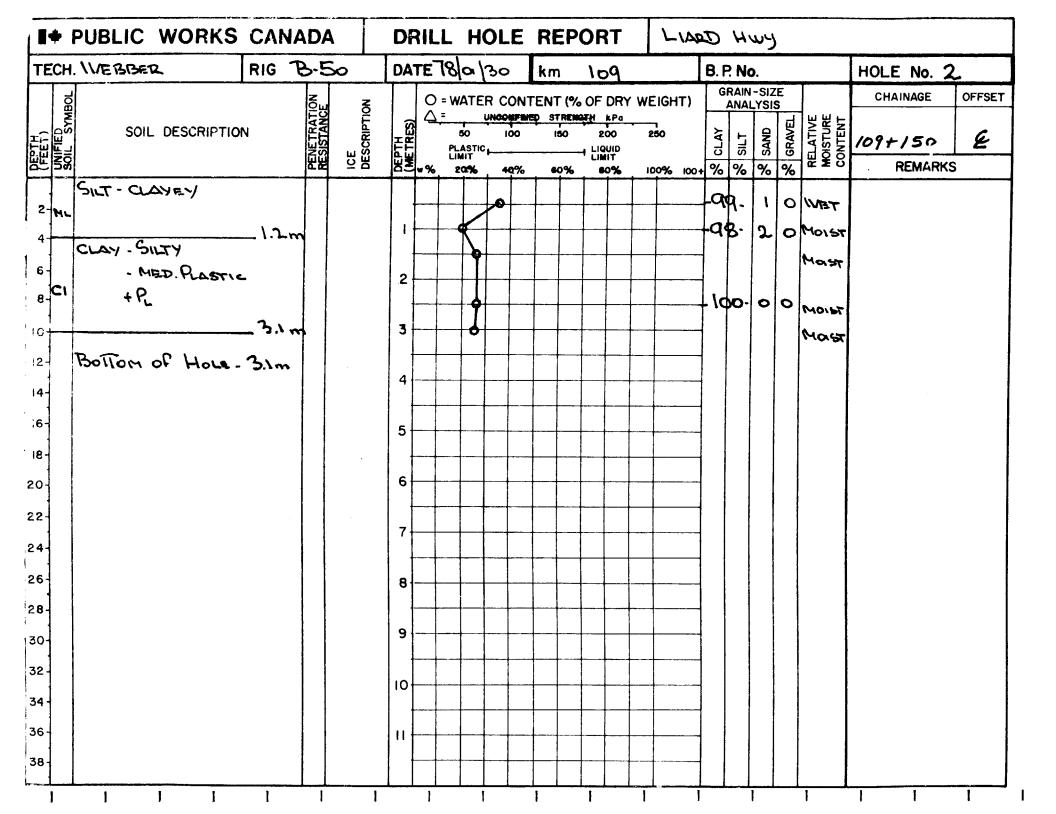


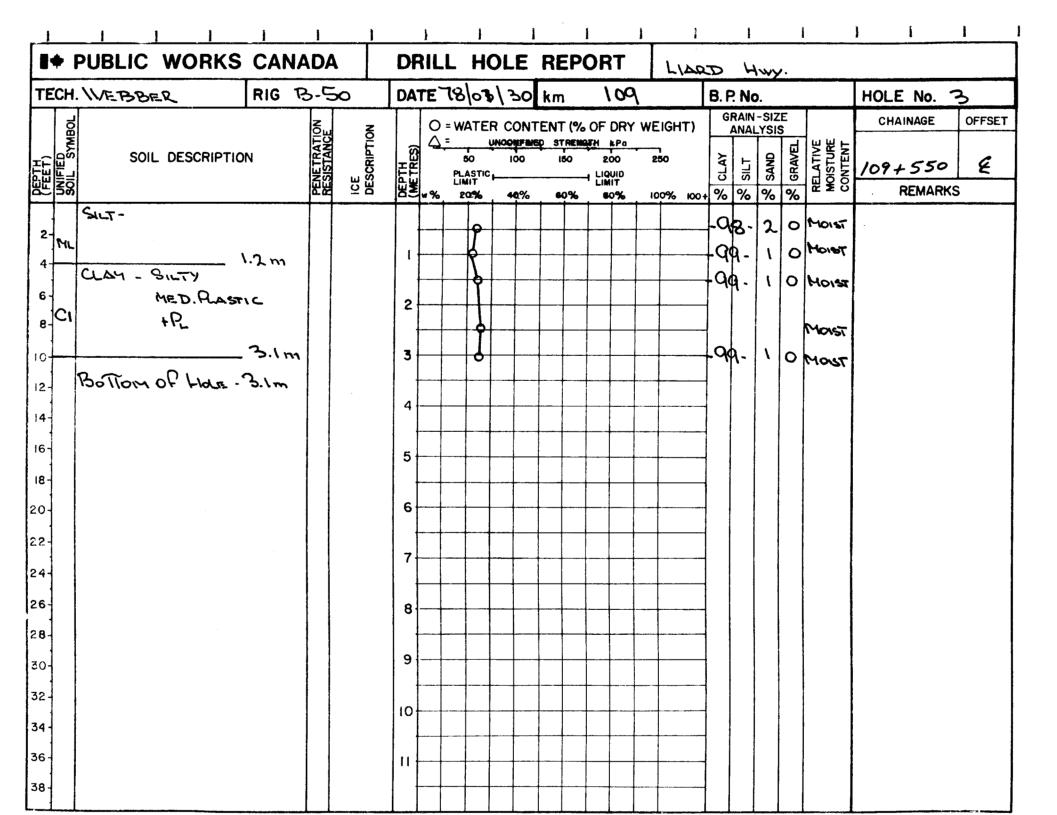


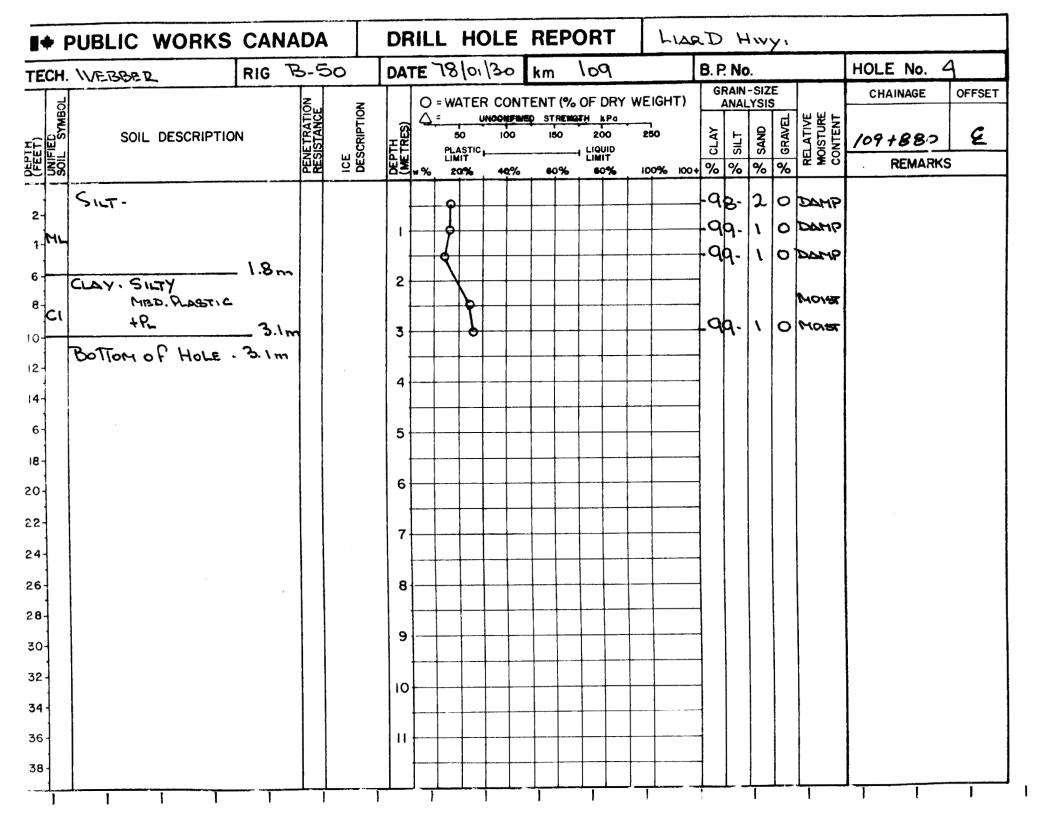




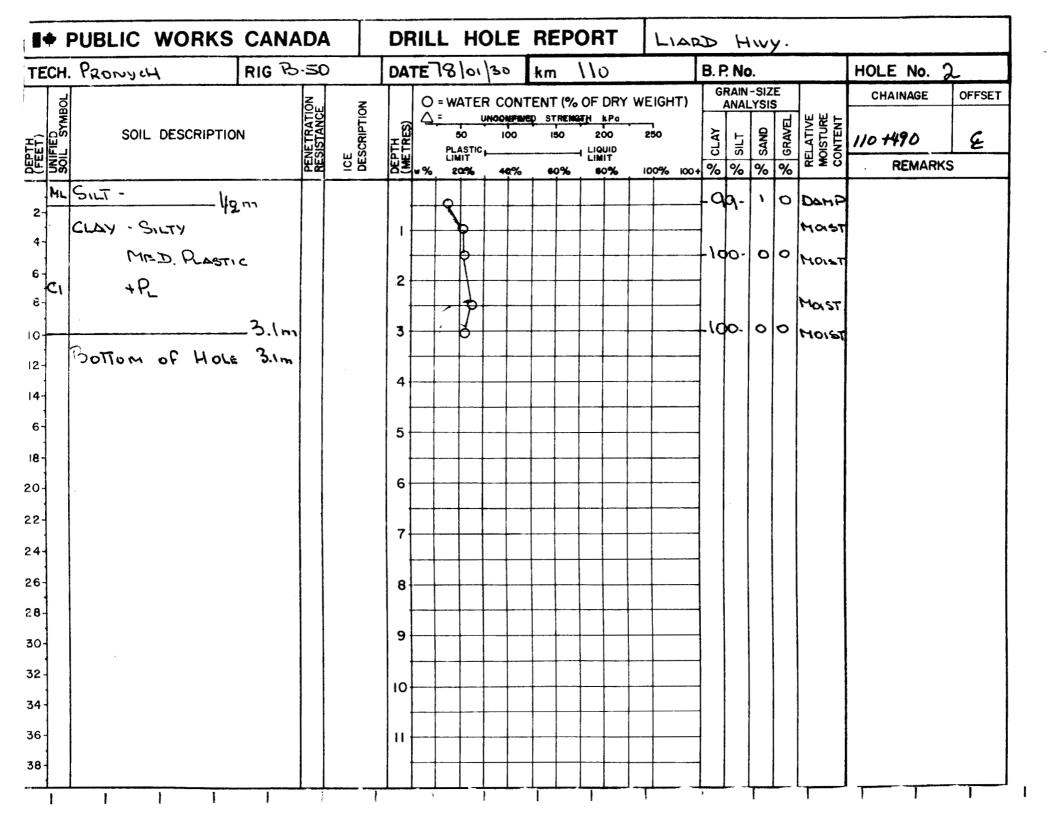




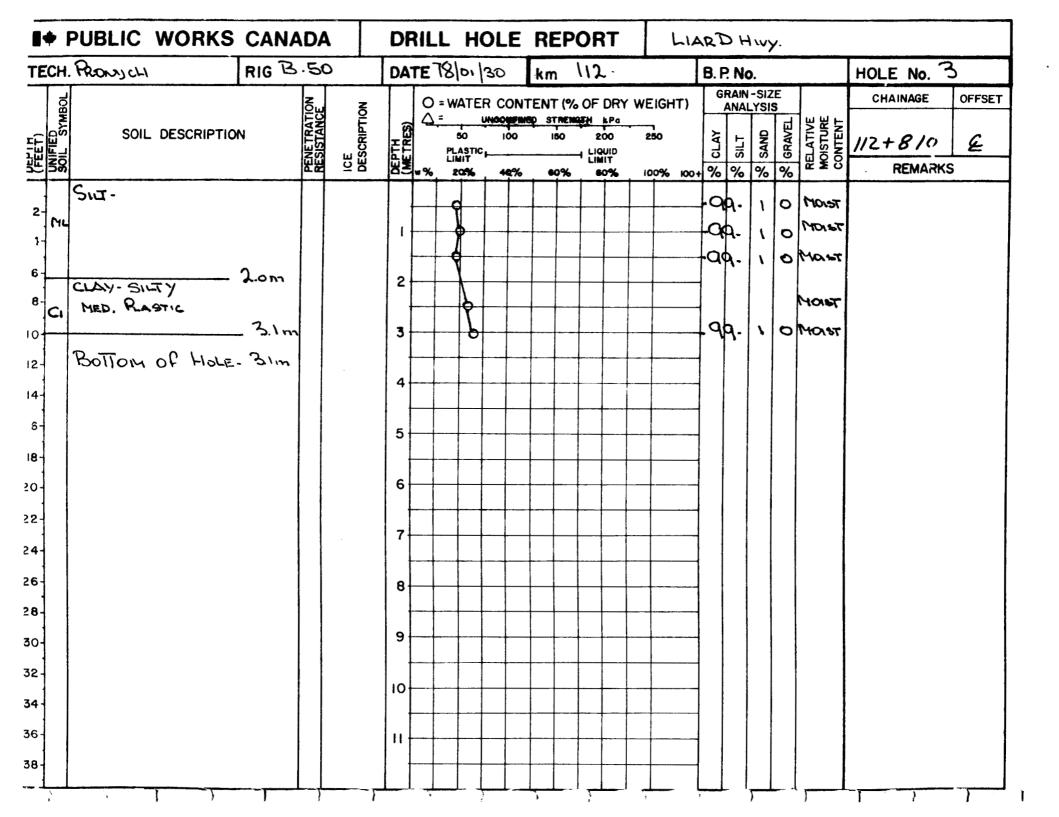




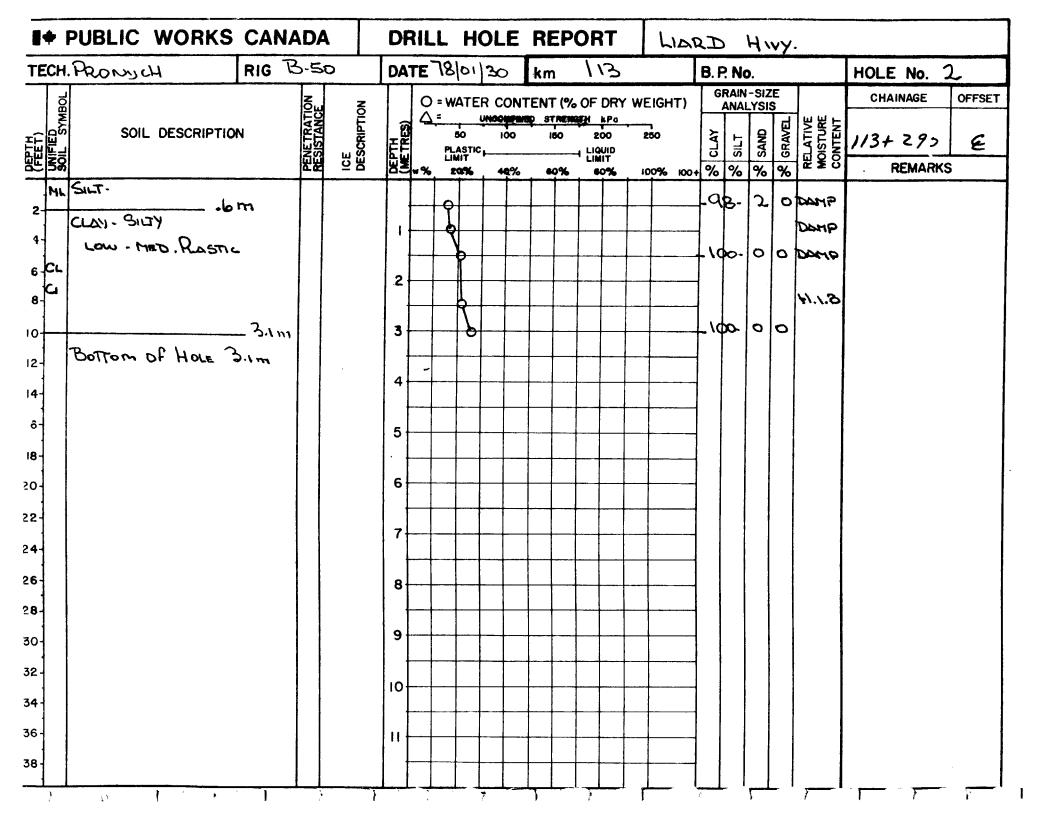
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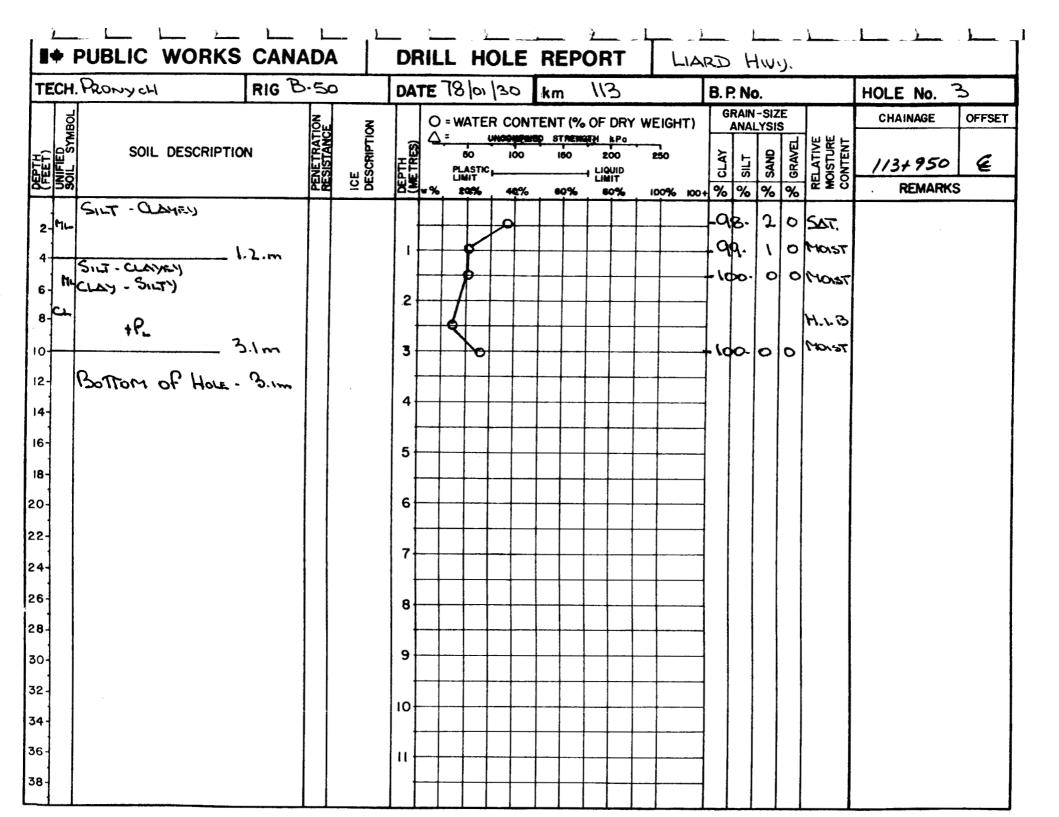


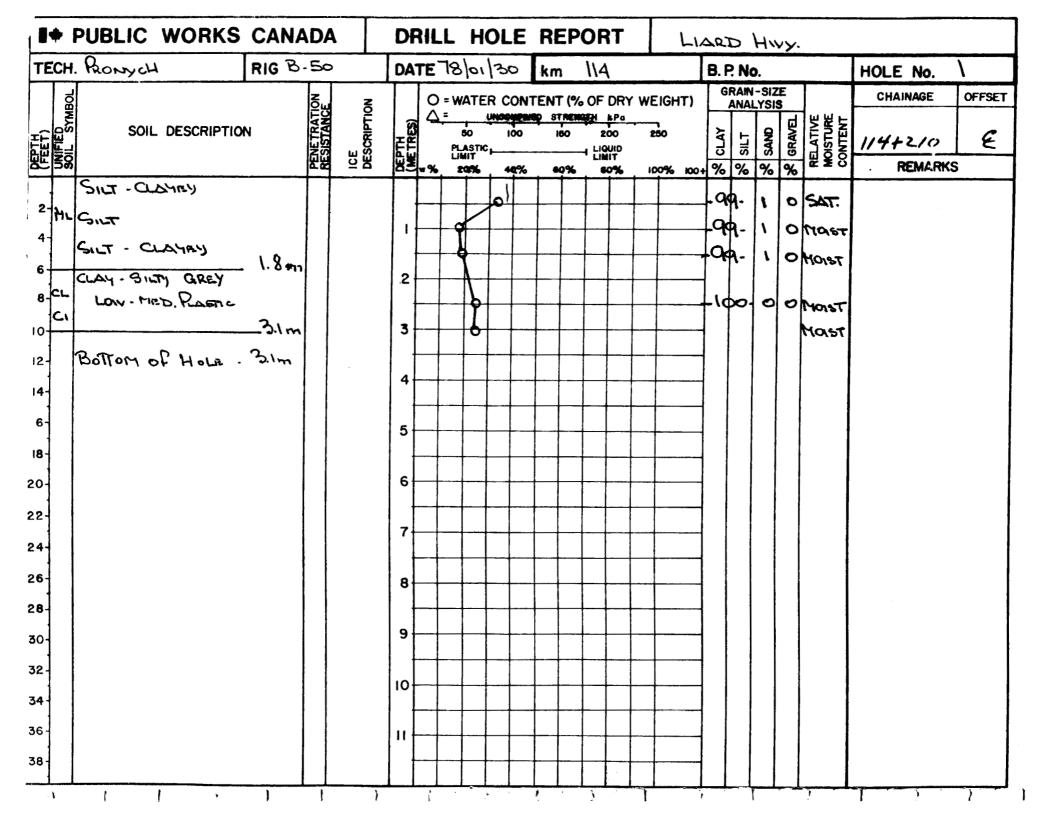
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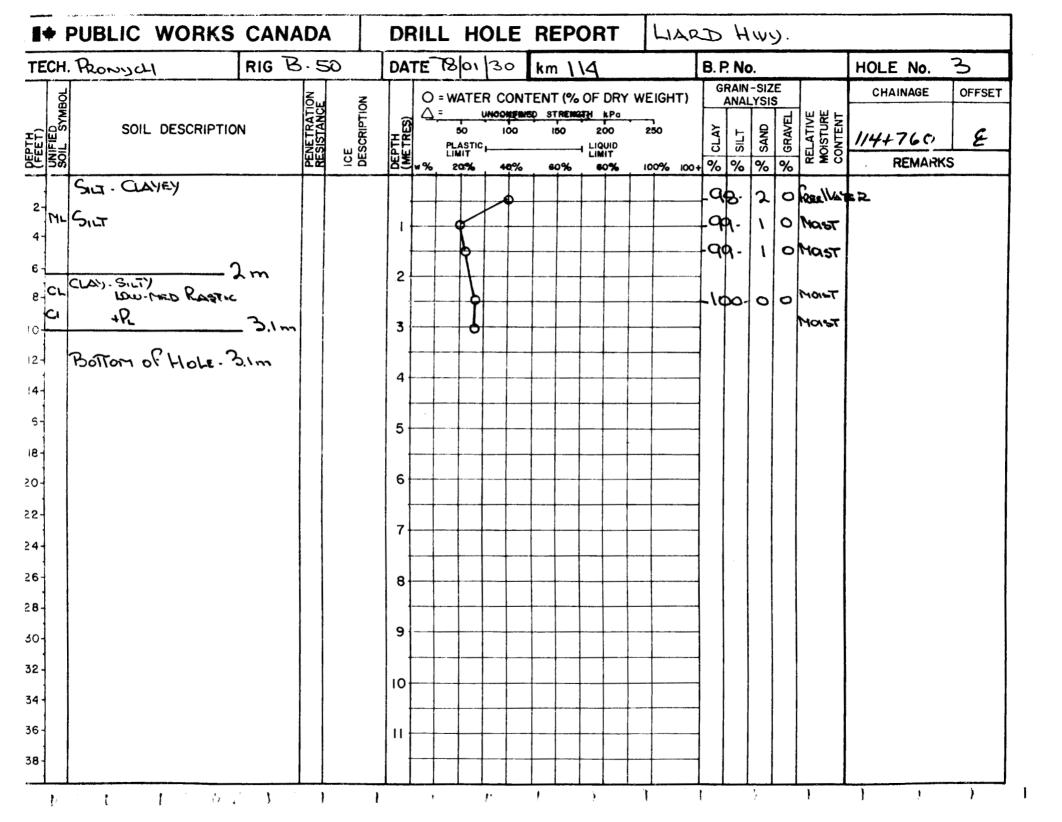
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DEPTH (FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTION	٩	PENETRATION RESISTANCE ICE	SCRIPTI	DEPTH (METRES)	Δ.	50 PLASTIC	100		FRE 1944	200		250		CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	1/3+1/0	E
			មិតិត ក្នុ	Ö	μĨ	<b>*%</b>	2056	40%	, <b>e</b>	9%	60%	6	100%	100+				%	μĘ≱Ω	REMARK	S
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		1.8 m													- \d	<b>x</b> -	0	0	WALT		
6 8 a	CLAN - SILTY LOW-MAD RASSIC				2		1									20-	0	0	MOIST		
CI		3.1m			3		7									$\sim$	-		MOLET		
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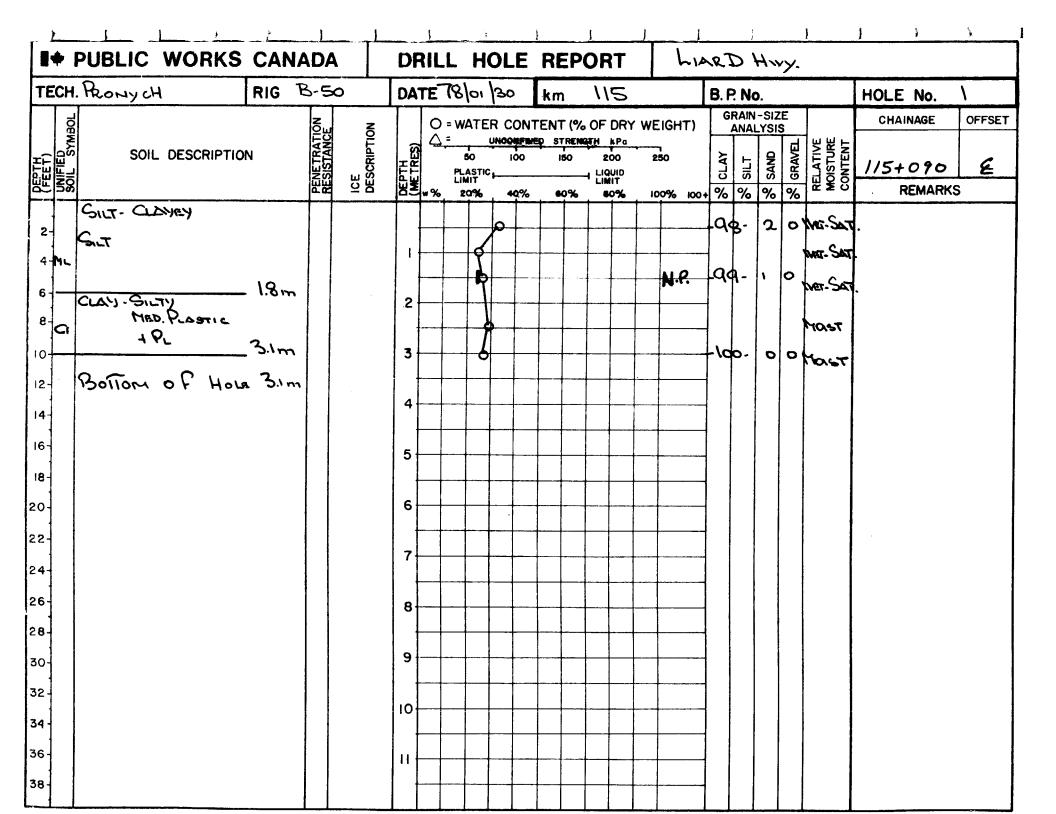






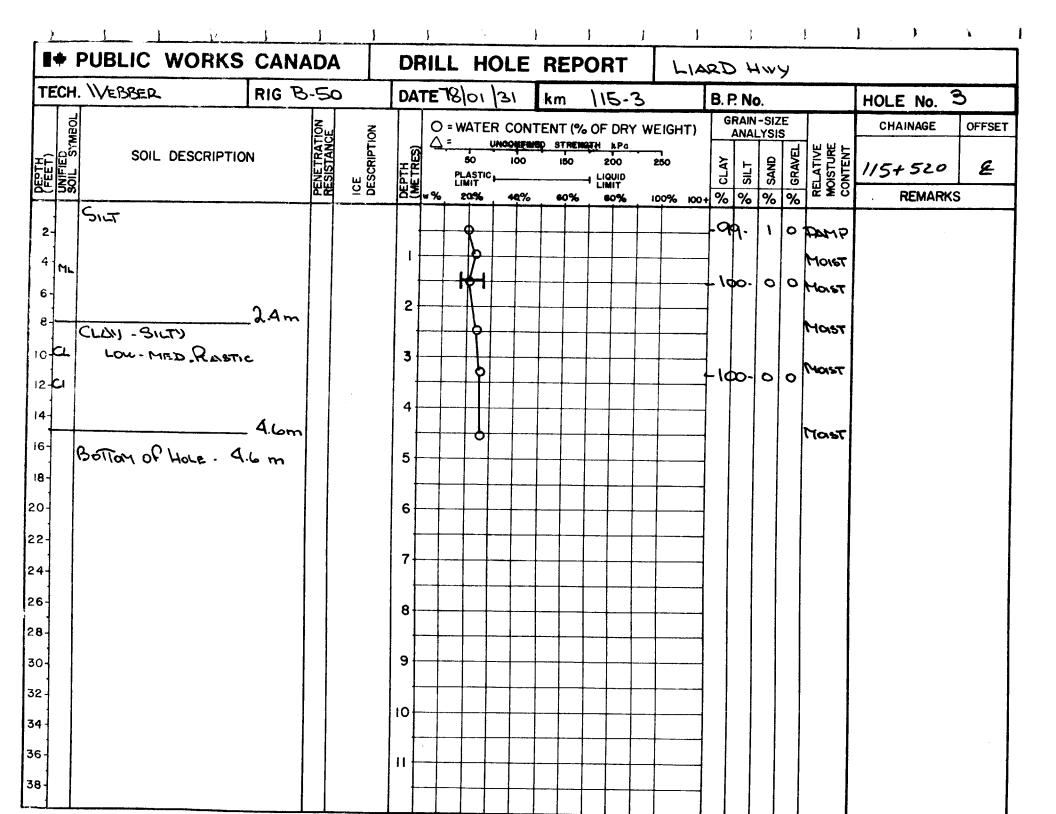
	UBLIC WORKS				DR			DLE	RE	PC	)R'	<b>r</b>	L	ARI			<u>vy</u> .			
TECH.	PRONY CH	RIG B-	50		DAT	EJS	5/01/	30	кm	١	14				? No				HOLE No.	2
(FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTION	4	PENE TRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES)	Δ=		100	19 <u>087</u> 10	(% ( <b>NENG</b> 10 1		Pa D 1D	WEIGHT) 250	CLAY		QNPS	GRAVEL .	RELATIVE MOISTURE CONTENT	CHAINAGE //44 300 . REMARK	OFFSET
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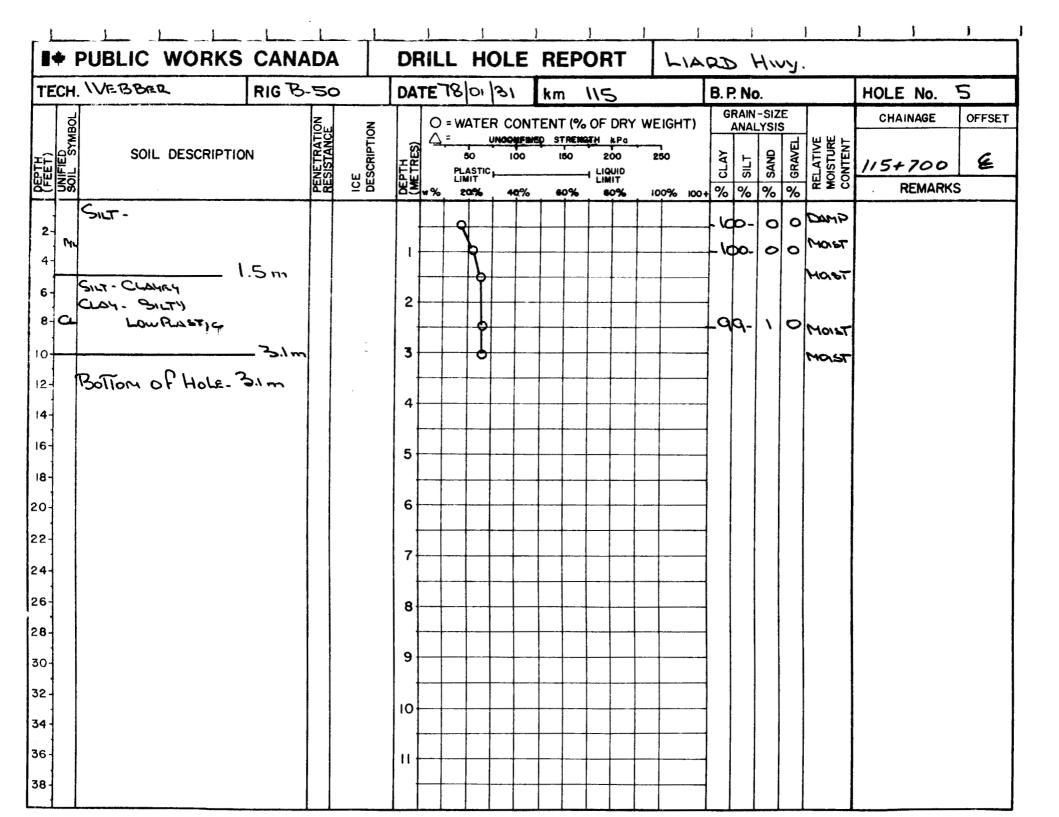
<b>#</b> +	PUBLIC	WORKS	CANA	DA		DF	RIL	LH	OL	E	REP	OF	RT	1	-126	B	1-1	<u>``</u> }	1.			
ГЕСН	1. Peonych		RIG B	-50	,	DA	TE	18/01	130		km	١	15			B. F	? No	).			HOLE No.	2
MBOI				ATION NCE	TION				ER CO					WEIG	iHT)		RAIN ANAL	<u>YSI</u>	S	RE FI	CHAINAGE	OFFSE
(FEET) UNIFIED SOIL SYMBOL	SOIL	DESCRIPTIO	N	PENE TRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES)		50 PLASTI LIMIT	c,	0	150			250		2 CLAY	SILT	SAND	C GRAVEL	RELATIV MOISTUI CONTEN	115+182 REMARK	E
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5-			2.1m			2		-6												WET		
	SILT. CLAYA CLAY-SILT							<b>}</b>								- \c	<b>xo</b> -	0	0	WET		
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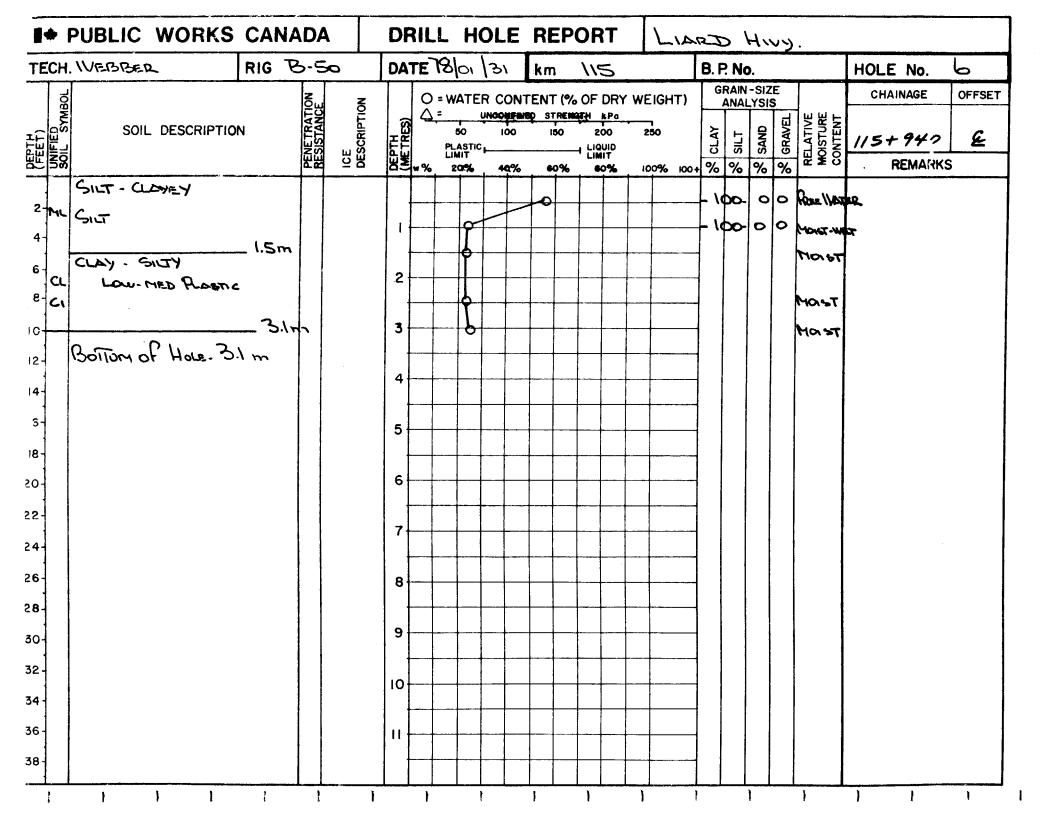
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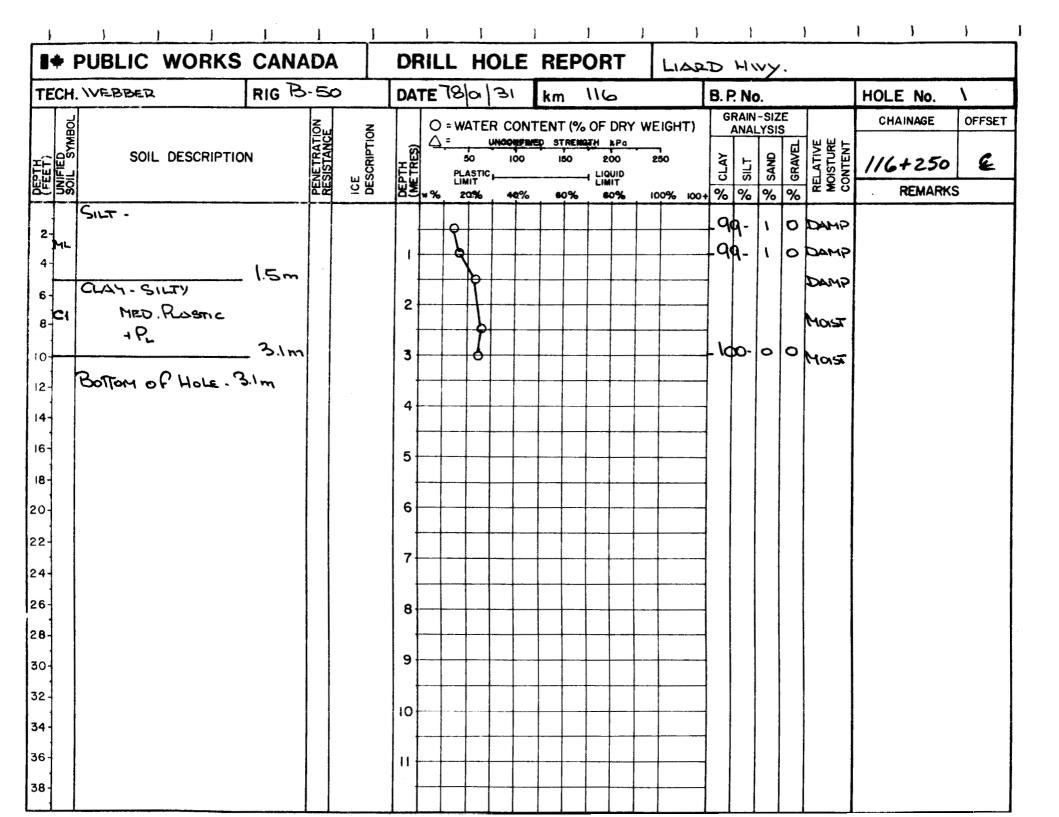


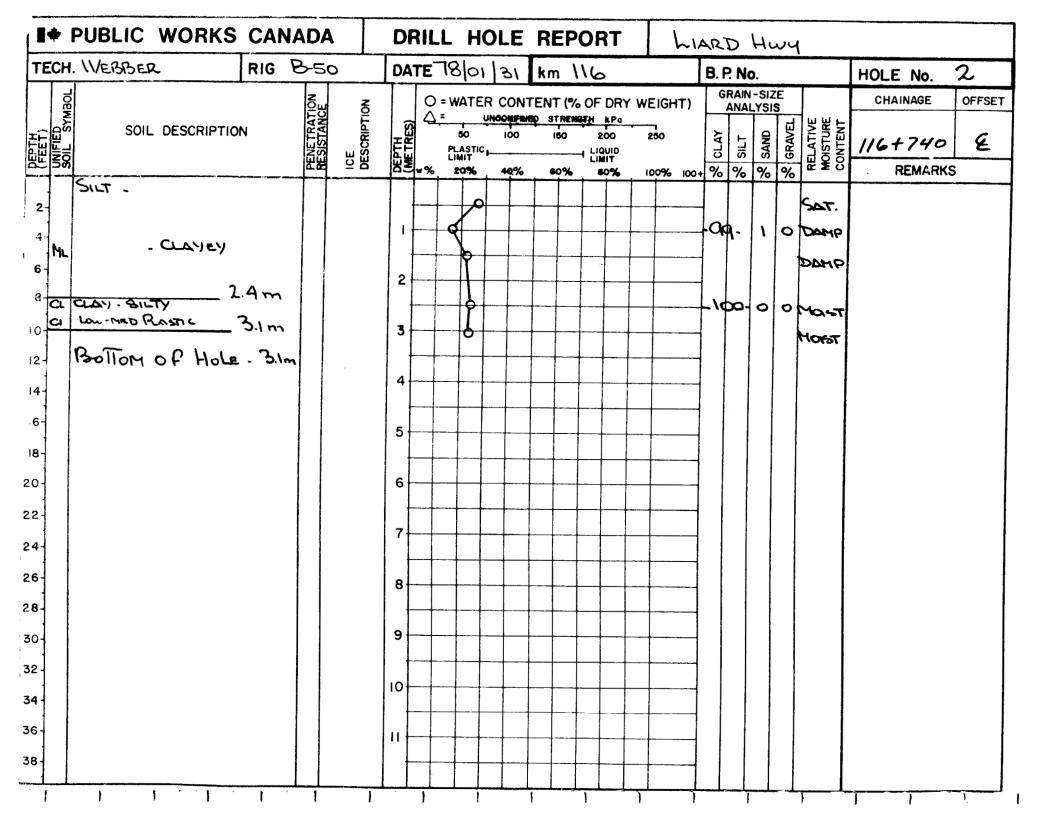
<b>!</b> +	PUBLIC WORKS	CANADA		RIL	LHO	OLE	REF	OR	T	L		2D	<b>&gt;</b> \	<i><b>H</b>~</i>	γ·			
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(FEET) UNIFIED SOIL SYMADI	SOIL DESCRIPTIO	Z PENETRATION RESISTANCE	DESCRIPTION	(METRES) %	50 PLASTIC LIMIT	100	150		00	250		CLAY	SILT	SAND	GRAVEL	LATIVE	115+610 REMARK	E
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4	- CLAYRY						<u> </u>					-19	<b>x</b> 0-	0	0	MOIST		
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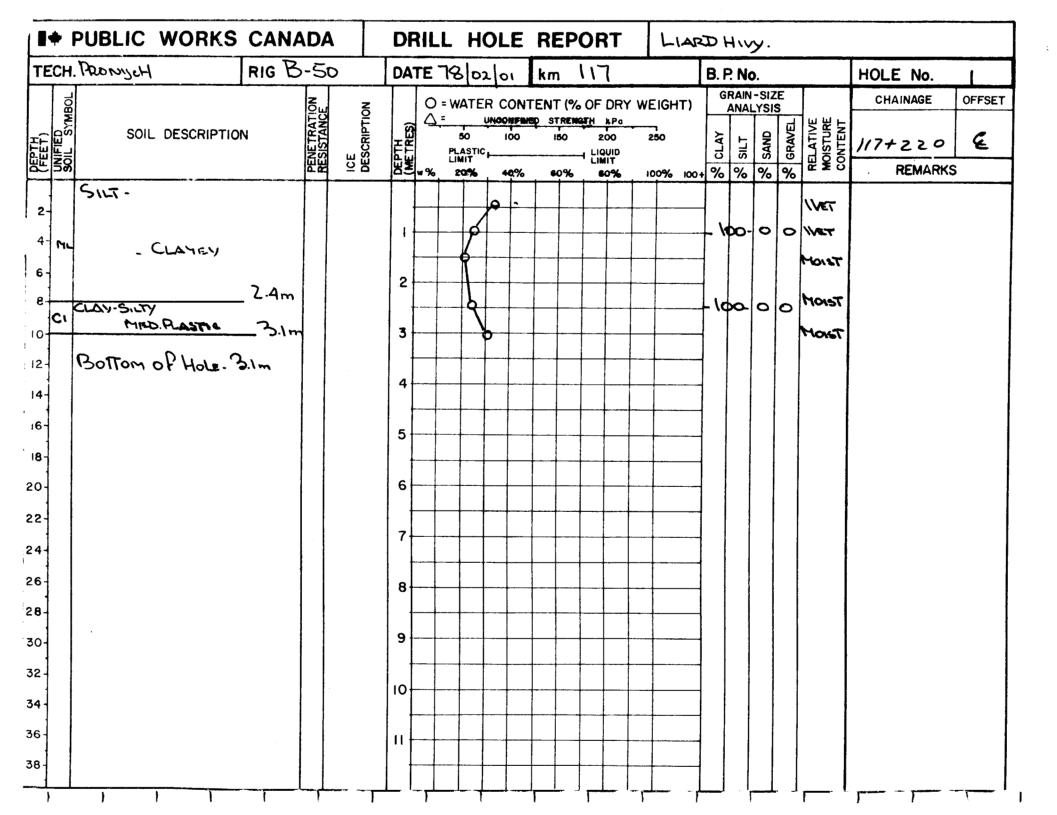








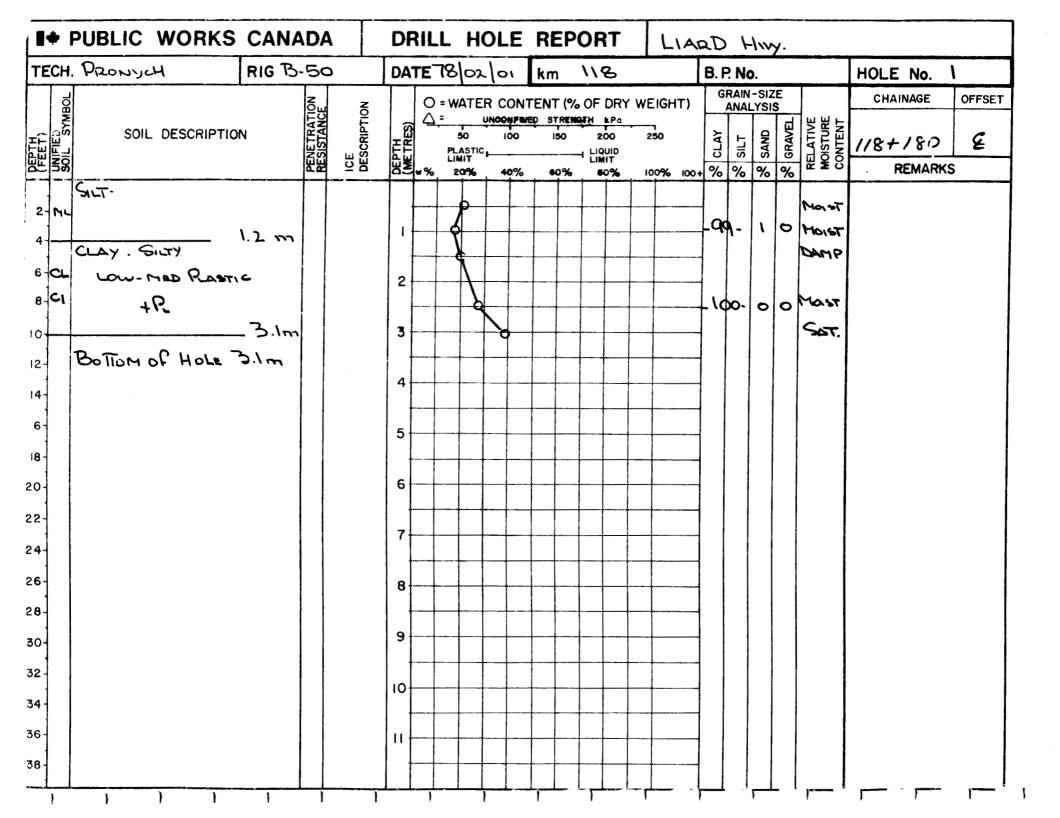
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■ PUBLIC WORK	S CANA	DA		DF	RIL	LH	OLI	EI	REP	OR	T	HIA	RD	<i>• +</i>	1.5	γ			
TECH. PRONSICH	RIG B	-50		DA	TE]	8 02	.01		km	1	16		<b>B</b> . I	P. No	<b>)</b> .			HOLE No.	3
SOIL DESCRIPT	ION	PENETRATION RESISTANCE	ICE DESCRIPTION	(H (RES)	Δ.	= 50	UNCON	FINED		97.H 1 20	кРа 20	WEIGHT)			-SIZ	5	RELATIVE MOISTURE CONTENT	CHAINAGE	OFFSET
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8-CI MED. PLASTIC +PL	- 3.1m G			3		þ								<b>q</b> .	١		Damp Noist		
12- Bottom of Hold	. J.\m			4						-									
18- 20-				5 6															
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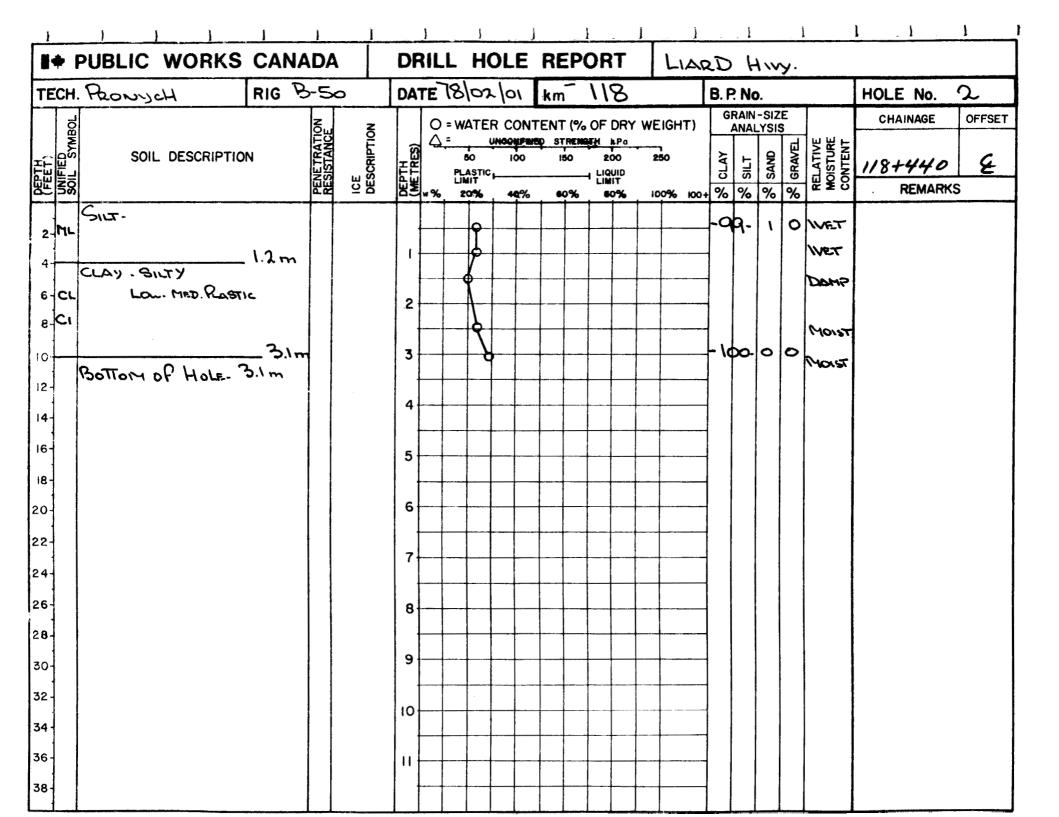


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	PUBLIC WORK	S CANADA				OLE				LIAR	D	H	<u>vy</u> .				
TECH	. PhonnycH	RIG 13-50	DAT	EJ	8102	101	km	711				P. No				HOLE No.	2
DEPTH (FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPT	O PENETRATION RESISTANCE ICE	<u> </u>	Δ=		R CON		ENGTH		WEIGHT)			YSIS	5	ive Ure Ent	CHAINAGE	OFFSE
	SUL DESCRIPT	PENETT BESIST DESCRI	DEPTH (METRE	- 94	PLASTIC LIMIT	<b>}</b>		1 LII	QUID	250	% CLA	SILT	SAN	S GRA	RELATIVE MOISTURE CONTENT	117+410 REMARK	E
1 ************************************	SILT		+	70		40%	<b>60</b> <sup>4</sup>		<b>6%</b>	10076 100		<b>A</b> -	1		Moist		
2- ML 4-			1		ø		+		_					1	MOIST		
6-	CLON - SILTY	1.5m			Ŕ		+		++		+ \	00-	0	0	DATR		
12 <sub>-8</sub>	MED. PLASTIC +PL	-	2	_	þ						]				MOIST		
10		/m	3-		Ϋ́		+								Mast		
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	PUBLIC WORKS							RE				LIA				<u>У</u> .			
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(FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTIO	N	PENETRATION RESISTANCE ICE DESCRIPTION	DEPTH (METRES)		50 PLASTIC LIMIT	100	IED STR		200 1901D	250		CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	117+710	Ł
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3-C1	MED. RASTIC +PL	<u>3.1m</u>		2		6							_ lo	8-	0		Maist Maist		
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SOIL DESCRIPT SOIL DESCRIPT SOIL DESCRIPT SOIL DESCRIPT	Q PENETRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES) *	50 PLASTI	100 •	150	20	IID T	250	CLAY		SAND	GRAVEL	RELATIVE MOISTURE CONTENT	117+950	٤
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6- 8 	- 2.4m		2											Mast		
10 LOW RESTIC			3							<u>ا</u> ا	00-	0	0	WET		
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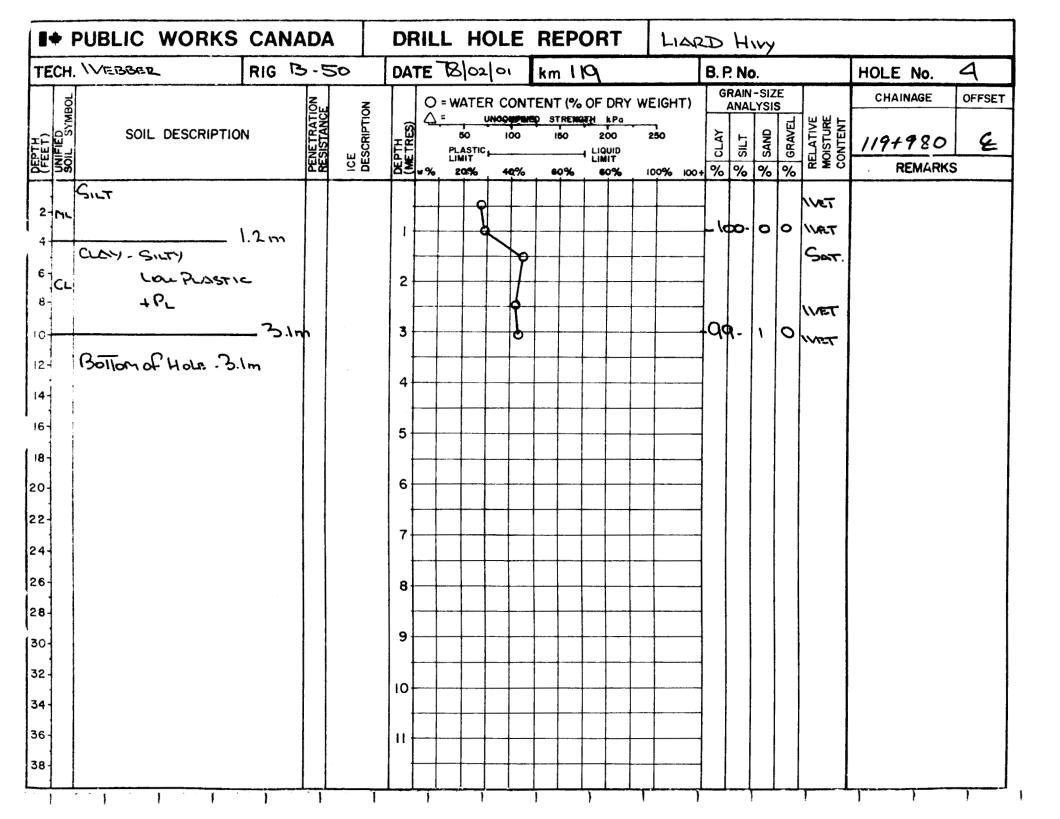
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ECH.	Ronsch	RIG B.	50	DA	TE	80:	rloi	kn	n N	18			B	. P. N	lo.			HOLE No.	3
ABOL					I ^ -		ER CO					WEIGHT	, [		N-SIZ ALYSI	S		CHAINAGE	OFFSE
UNIFIED SOIL SYMBOL	SOIL DESCRIPTIO	N	PENETRATION RESISTANCE ICE DESCRIPTION	DEPTH (METRES)		50 PLAST LIMIT	100		TREN2	20 LIQU	0	250			SAND	GRAVEL	RELATIVE MOISTURE CONTENT	118+650	E
<u>I</u> SØ				E DE	• %	20%		6 •	ю%	LIMI 60		100% 1	×0+	6 %	<u>%</u>	%	ES € R	REMARKS	5
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ABOL			N N N	NO		0	= WATE						WEIGH	IT)	G	RAIN ANAL	-SIZ	5			HAINAG	BE .	OFFSET
ET) ET) Sr/MBOL	SOIL DESCRIPTION	N	PENETRATION RESISTANCE	ICE DESCRIPTION	RG H		50	UNCONF		150	20	0	250		CLAY	SILT	SAND	<b>GRAVEL</b>	RELATIVE MOISTURE CONTENT	119	7+0	50	E
SOIL FEE			PEN	ICE	DEPTH (METRE	<b>w</b> %	PLASTIC LIMIT 20%	40%	6	<b>60%</b>		)1D  T  %	100%	100 1				5 %	REL KON CON			ARKS	
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2- ML																			Maist				
4-	CLAY - SILTY	1.5m													-10	0-	0	0	Mast				
6- 8-C1	MED. PLASTIC				2		-++		_														
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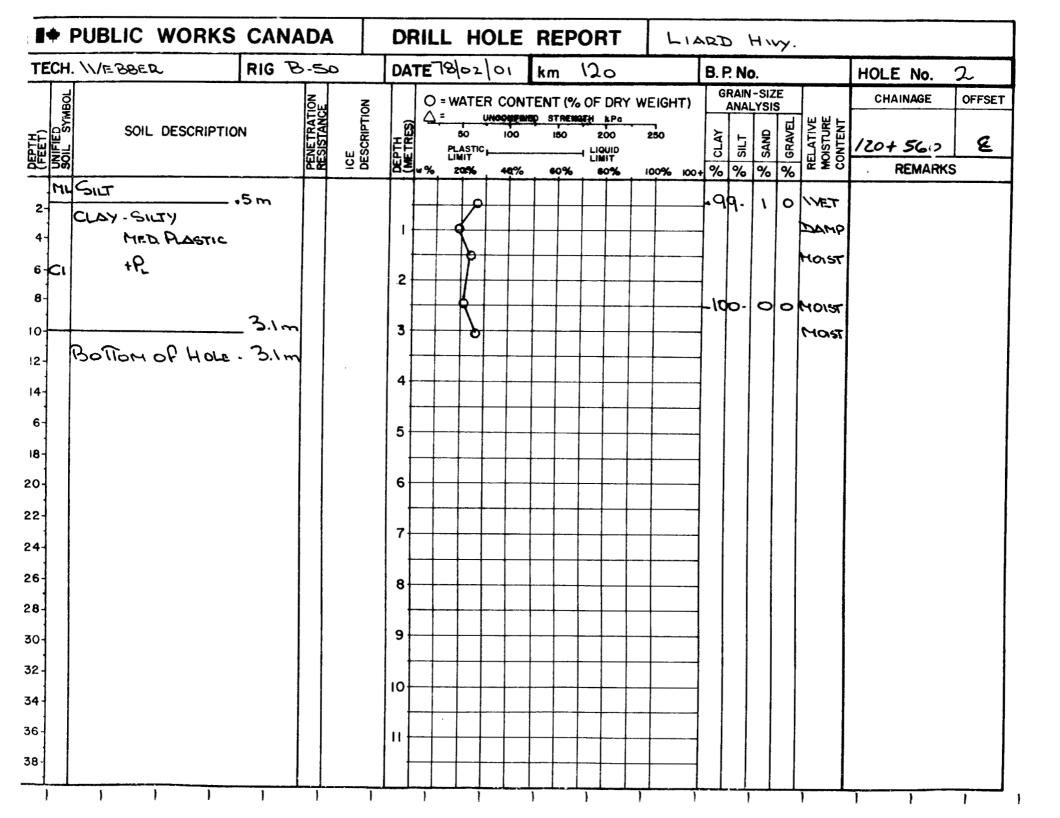
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_	PRONJCH	RIG	T 1		TE	18/02	101	km	11	9			B.F				<del>y</del>	HOLE No.	2
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UNIFIED SOIL SYMBOL	SOIL DESCRIPTION	N	PENETRATION RESISTANCE ICE DESCRIPTION	PTH FTRES)		50 PLASTIC		15	0	200 LIQUID		1 50	CLAY	SILT	SAND	GRAVEL	ELATIVE OISTURE	119+36 5 REMARK	6
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TECH. PRONSCH	RIG B-50	DATE	78/02	-101	km	119		B. P. N	_			HOLE No.	3
MBOL	NON LION					GOF DRY	WEIGHT)	GRAII ANA	N-SIZ ALYSI: I	S		CHAINAGE	OFFSE
	5	1 23		100	150	200	250	CLAY	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	119+660	٤
	PEN C E DES	DEPTH (METRE	LIMIT	40%	60%		100% 100			%	₩ N N N	REMARKS	\$
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CL LOW- MRD. YLAS			- <del> </del>					4			MOIST		
6- 8-C1		2	+++										
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			no		HOLE					<del></del>	<u> </u>		<u> </u>	<u>)                                     </u>	]
TECH. WEBBER	RIG B.	L	· · · · · · · · · · · · · · · · · · ·		02/01		<u> </u>	LIA				<u> 2.</u>			
		1					120			P. NO		E		HOLE No.	1
		RESISTANCE ICE DESCRIPTION	DEPTH (METRES)	Λ =	UNCONFR 100	TENT (% 150 stren 150	200	Y WEIGHT)	CLAY	<u>anai</u>	SIND	<u>।</u> नि	RELATIVE MOISTURE CONTENT	CHAINAGE	OFFSET
		RESI ICE DES(		PLAS LIMIT		60%	LIQUID	100% 100					CANE	REMARK	
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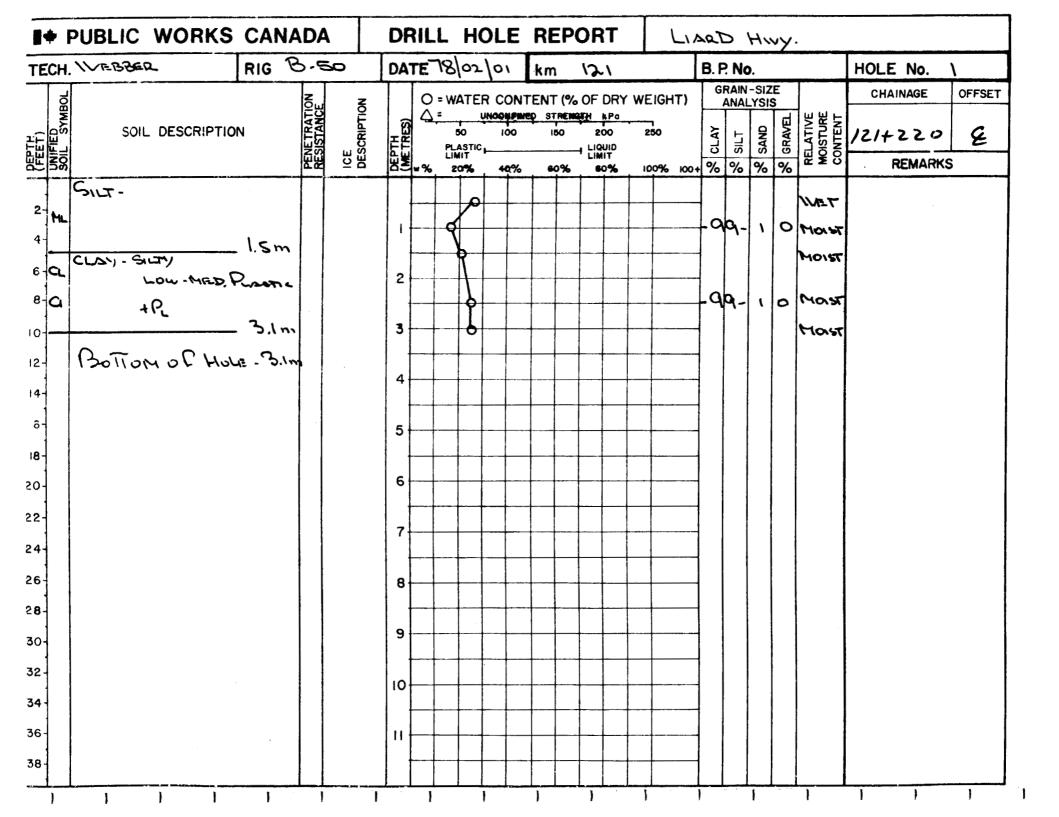
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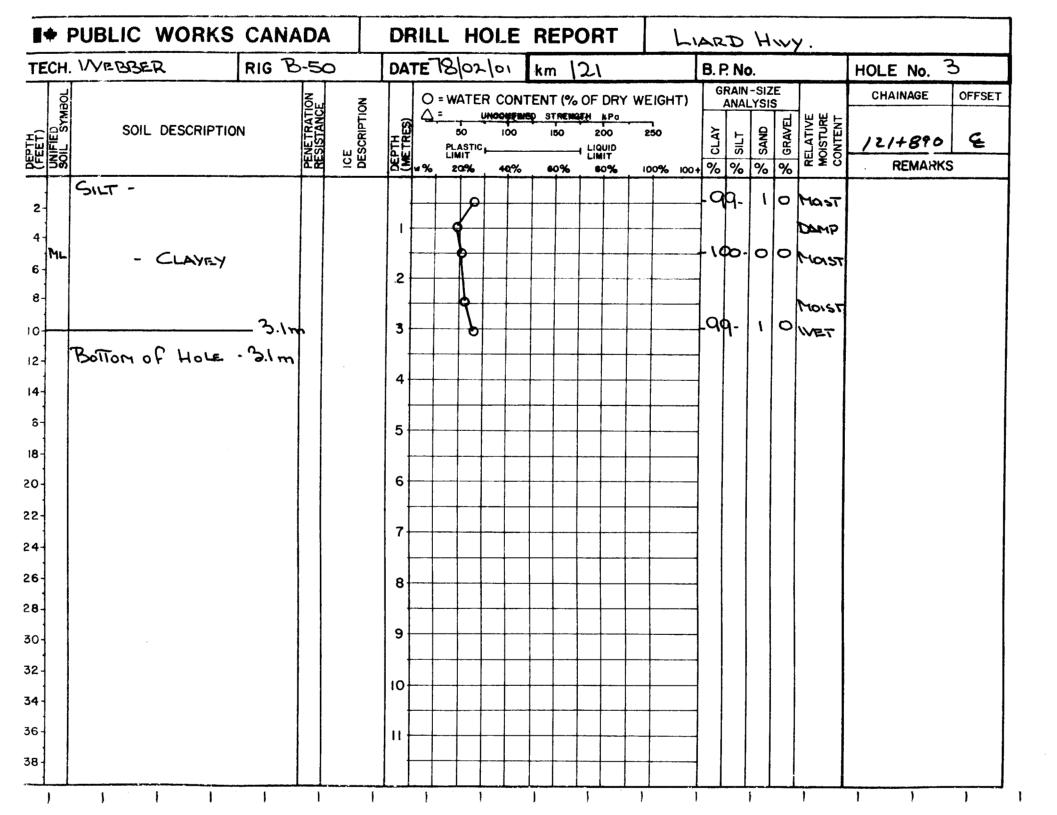
SOIL DESCRIPTION     AMALYSIS       SOIL DESCRIPTION     Effective       Soil DESCRIPTION     Effective <tr< th=""><th></th><th></th><th>)</th><th></th><th><u> </u></th><th></th><th>)</th><th><u>)</u></th><th>)</th><th></th><th>1</th><th></th><th>1</th><th>;</th><th>) )</th><th>]</th></tr<>			)		<u> </u>		)	<u>)</u>	)		1		1	;	) )	]
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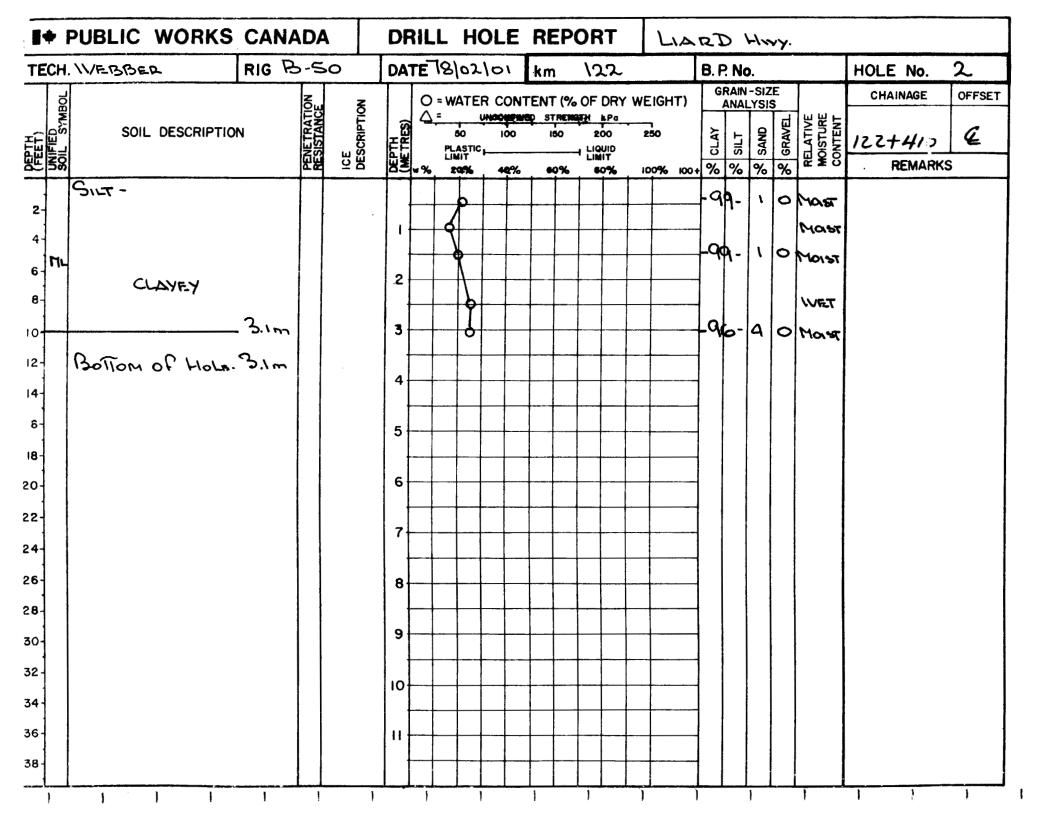
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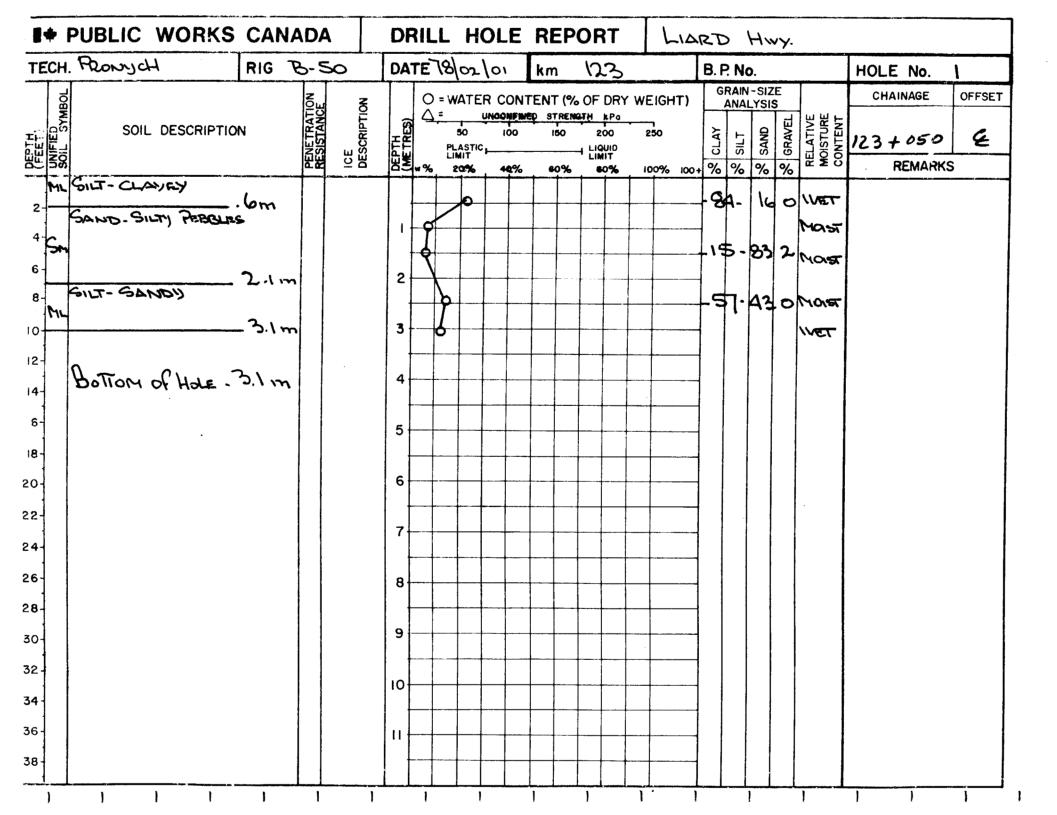
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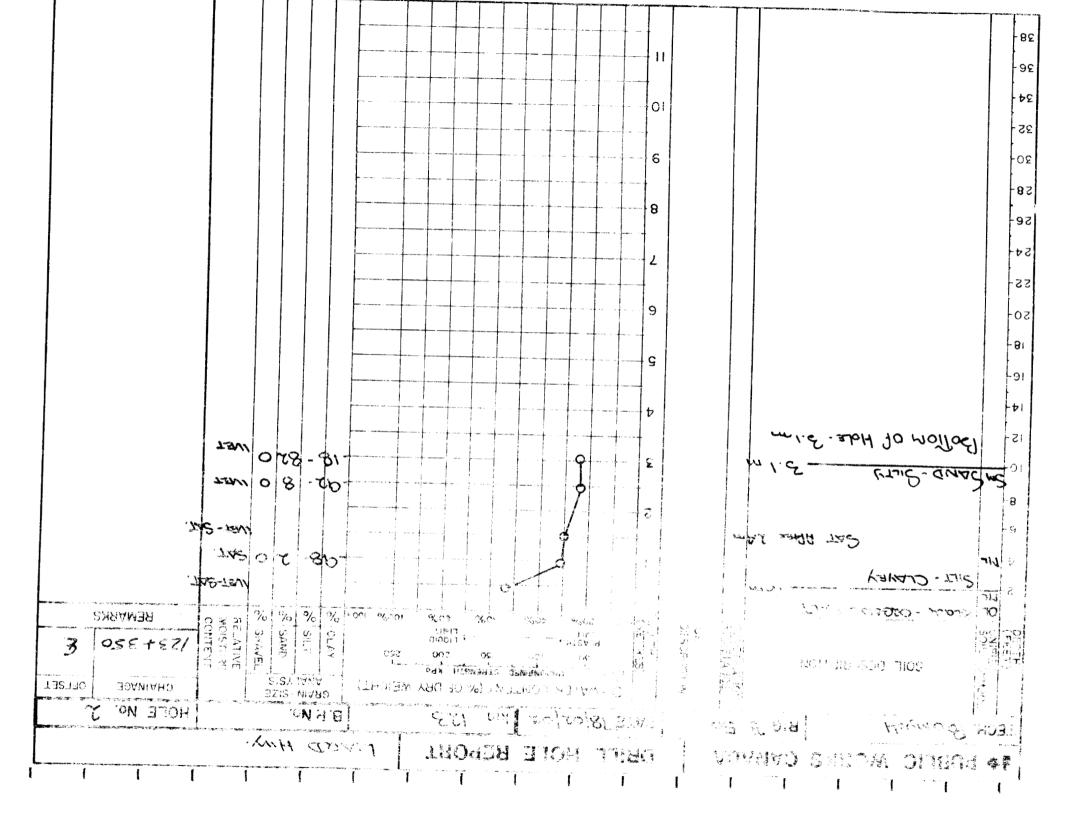


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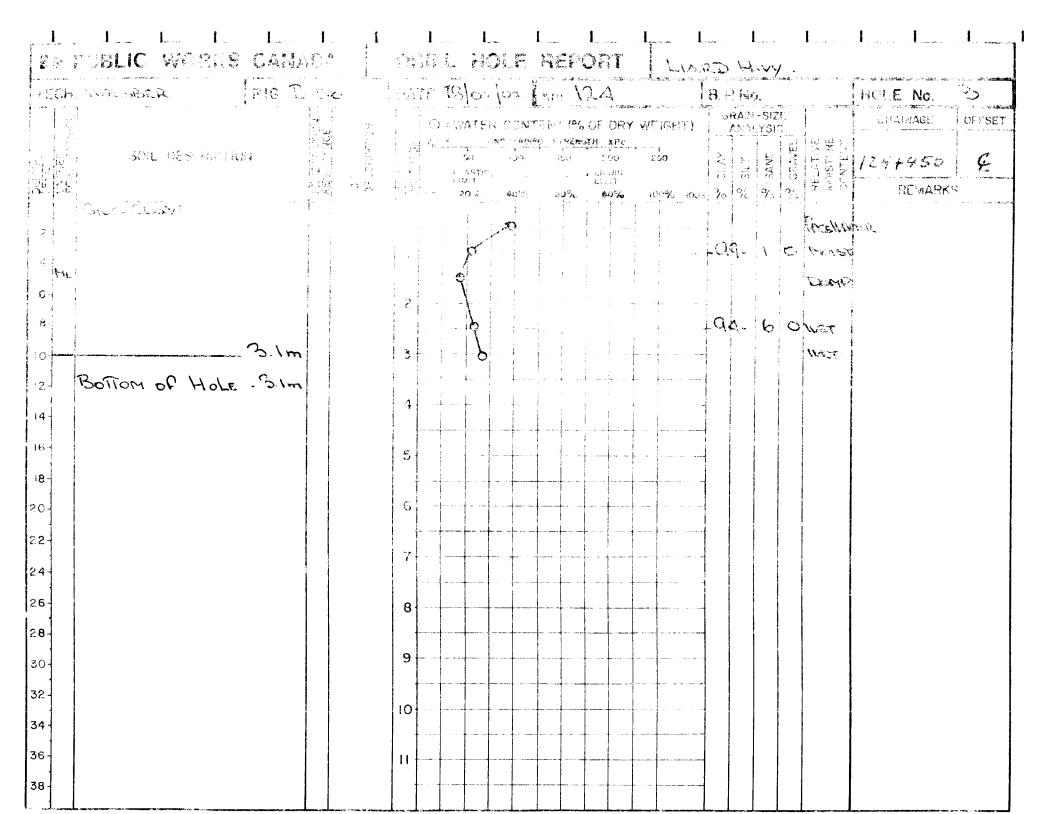


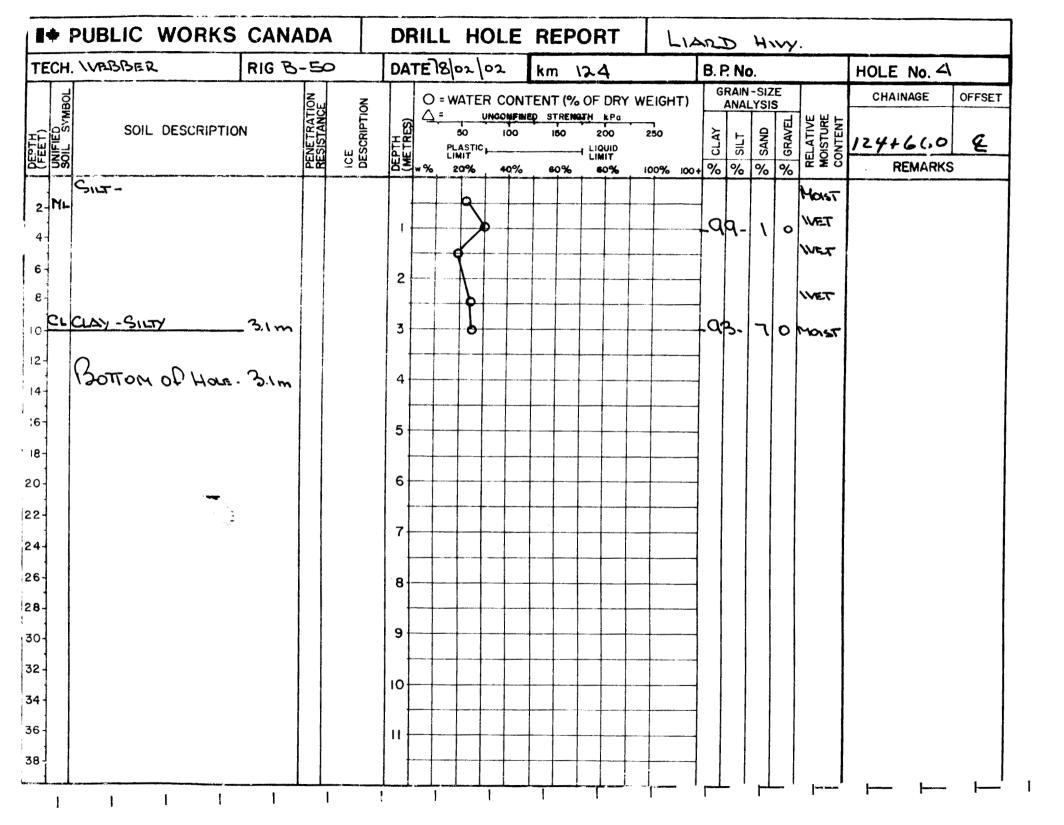


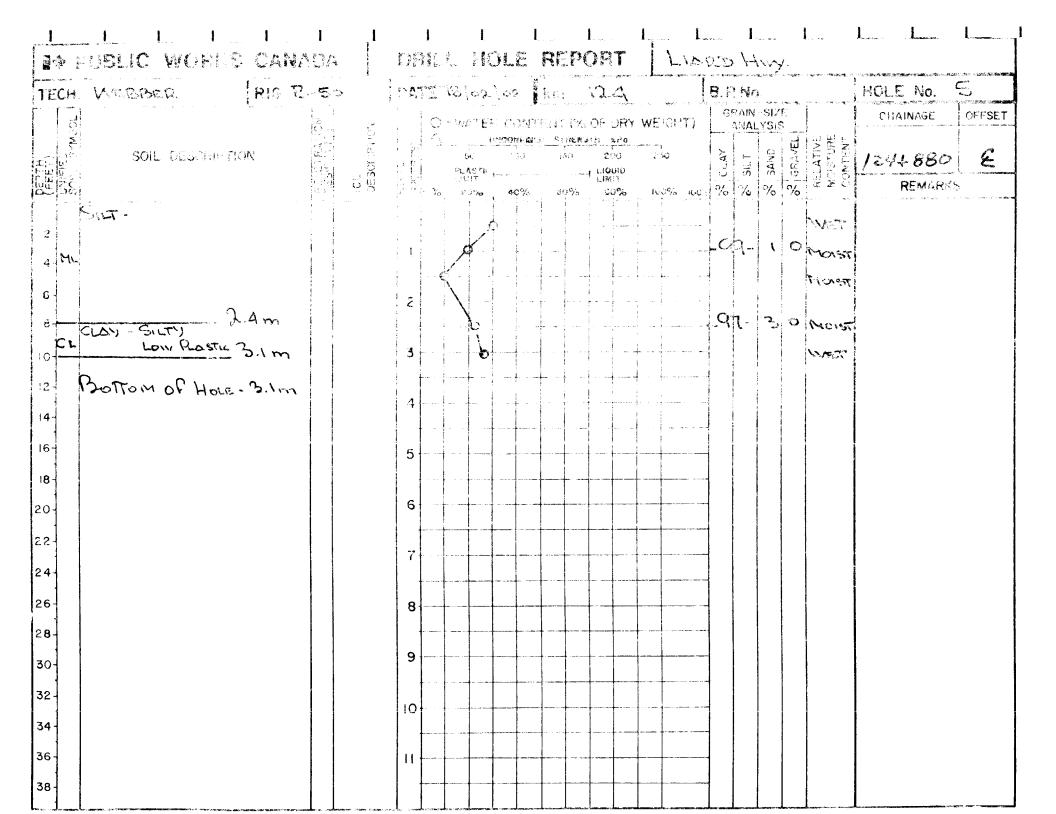
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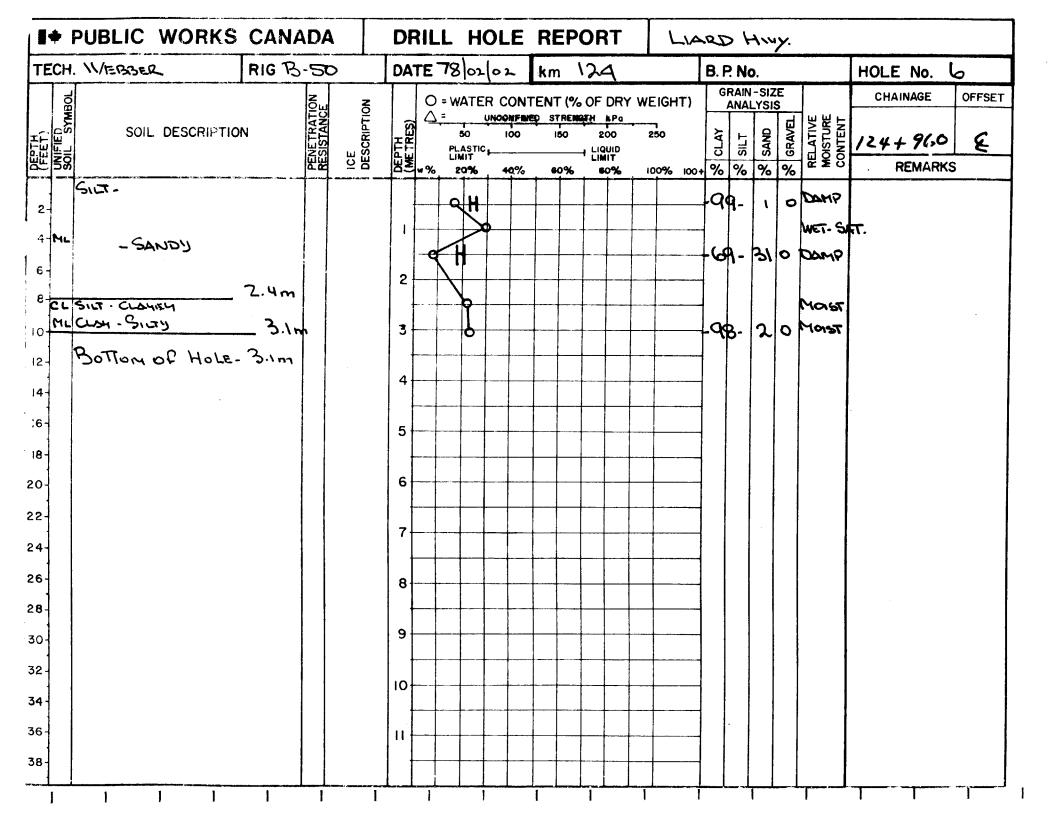
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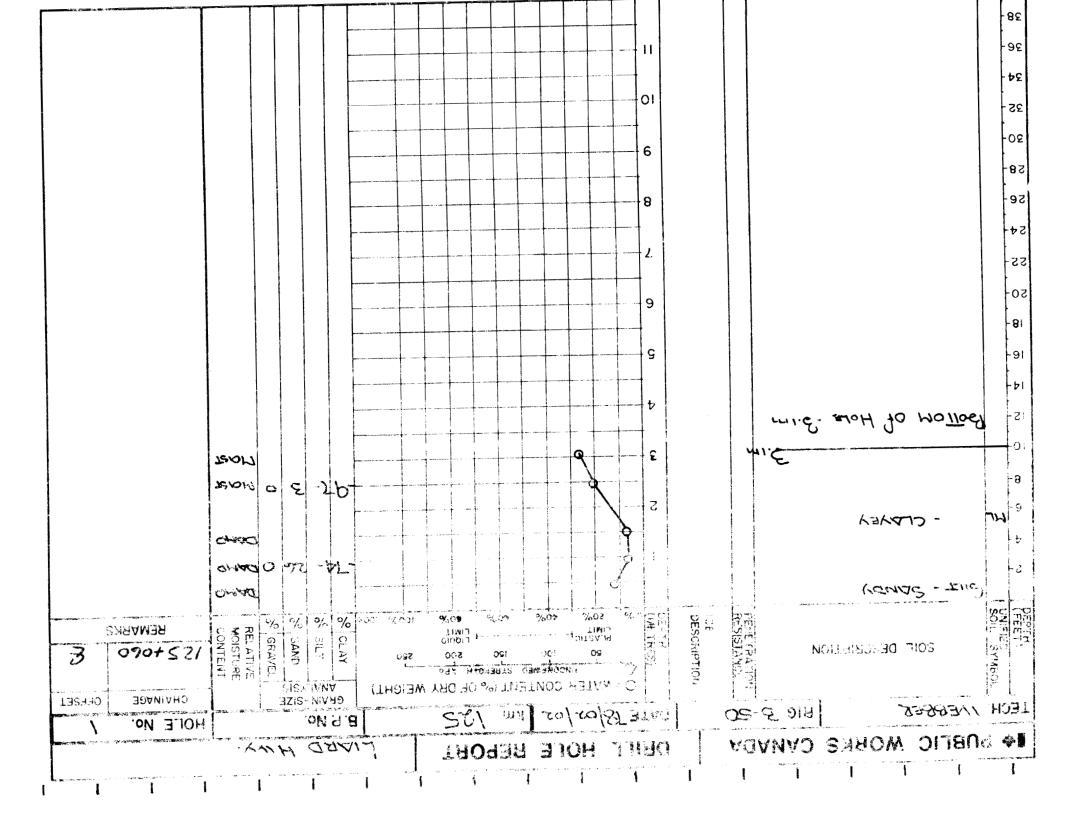
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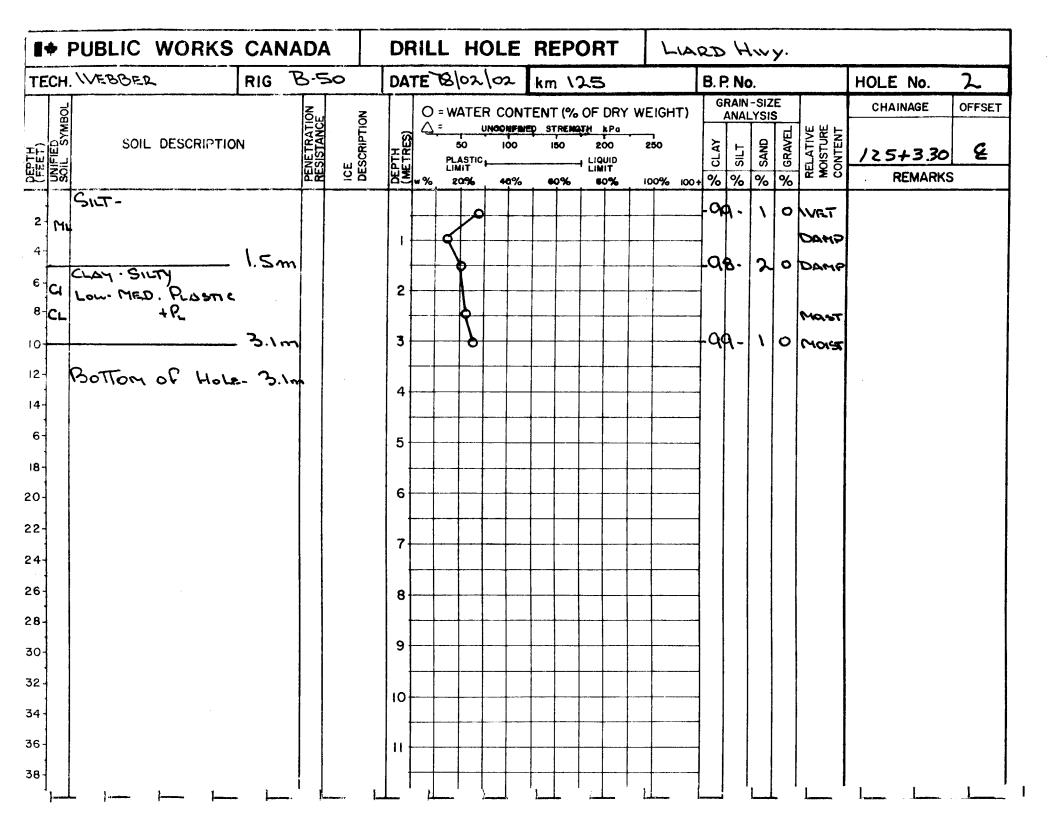


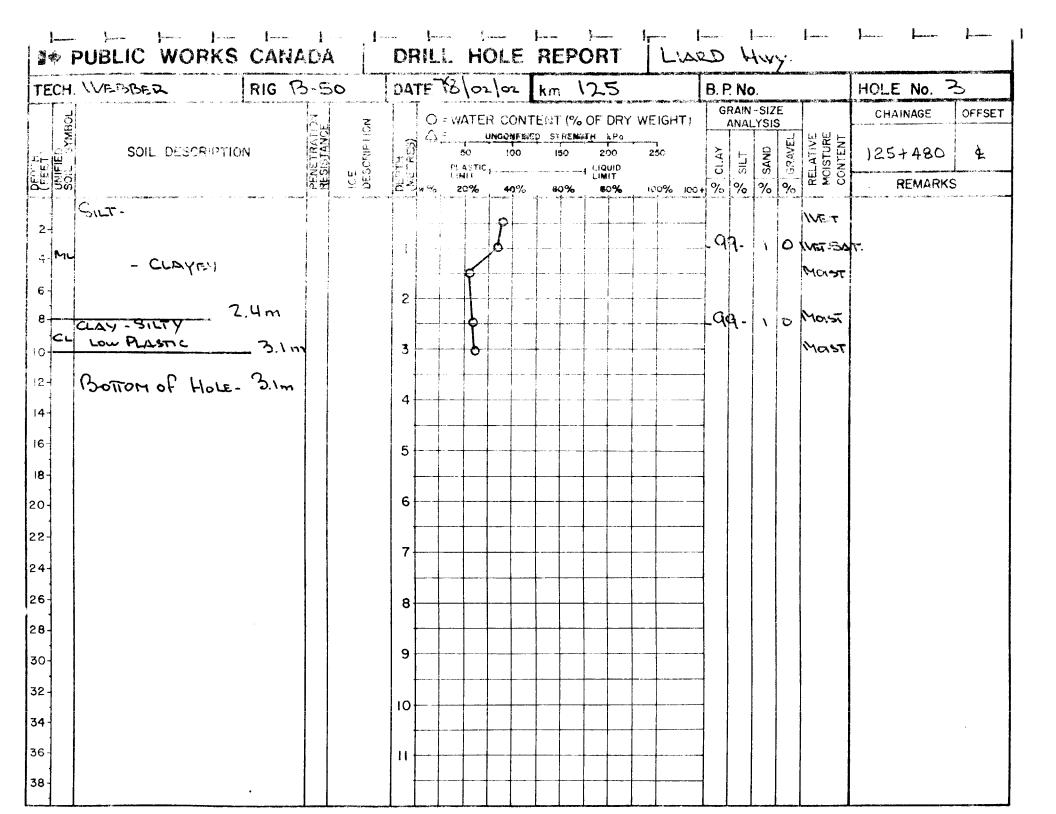


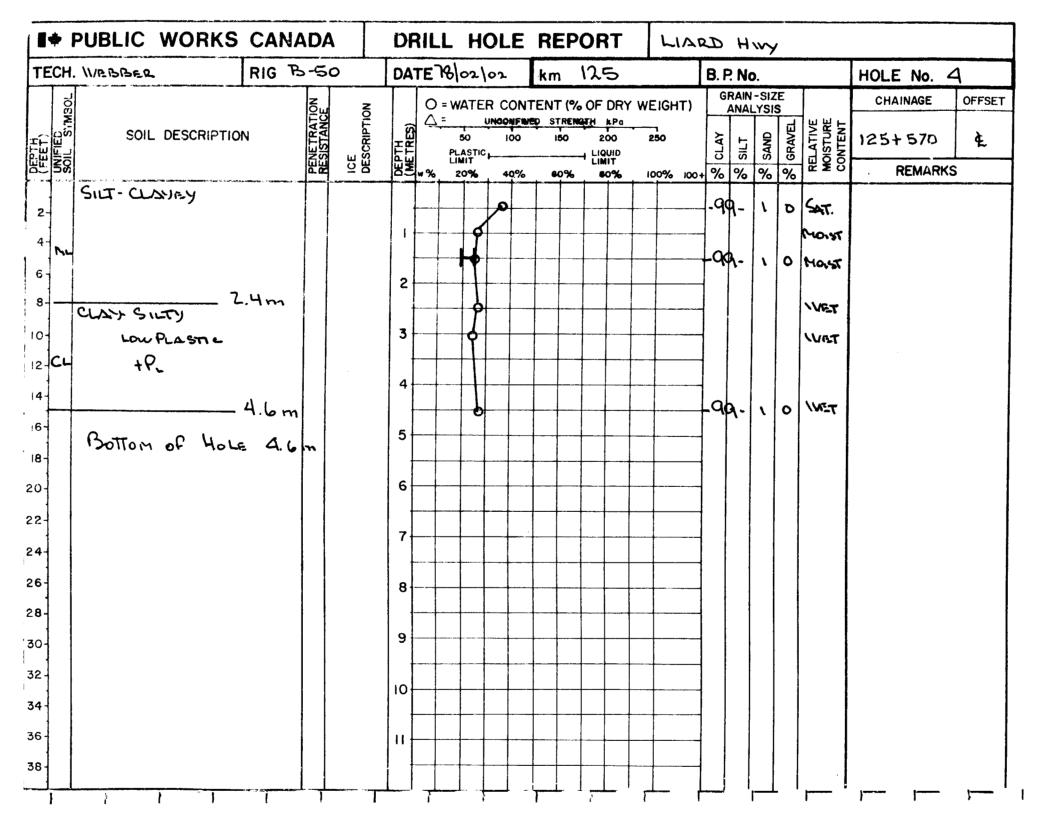


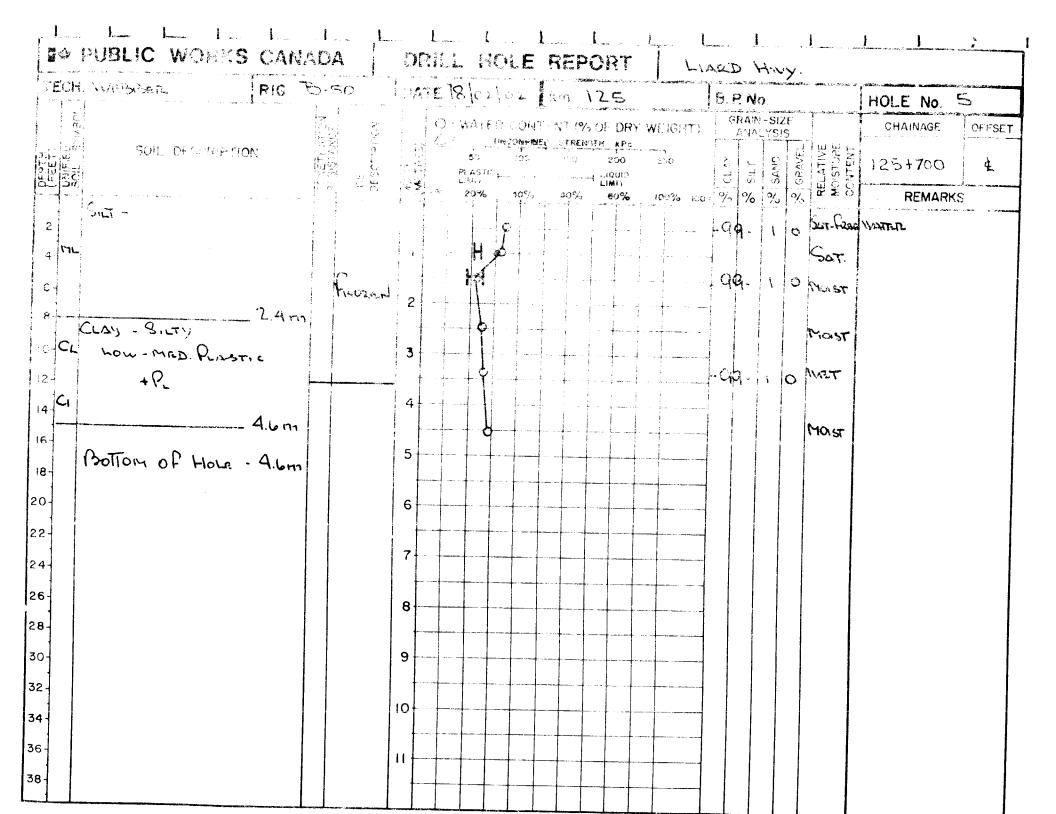


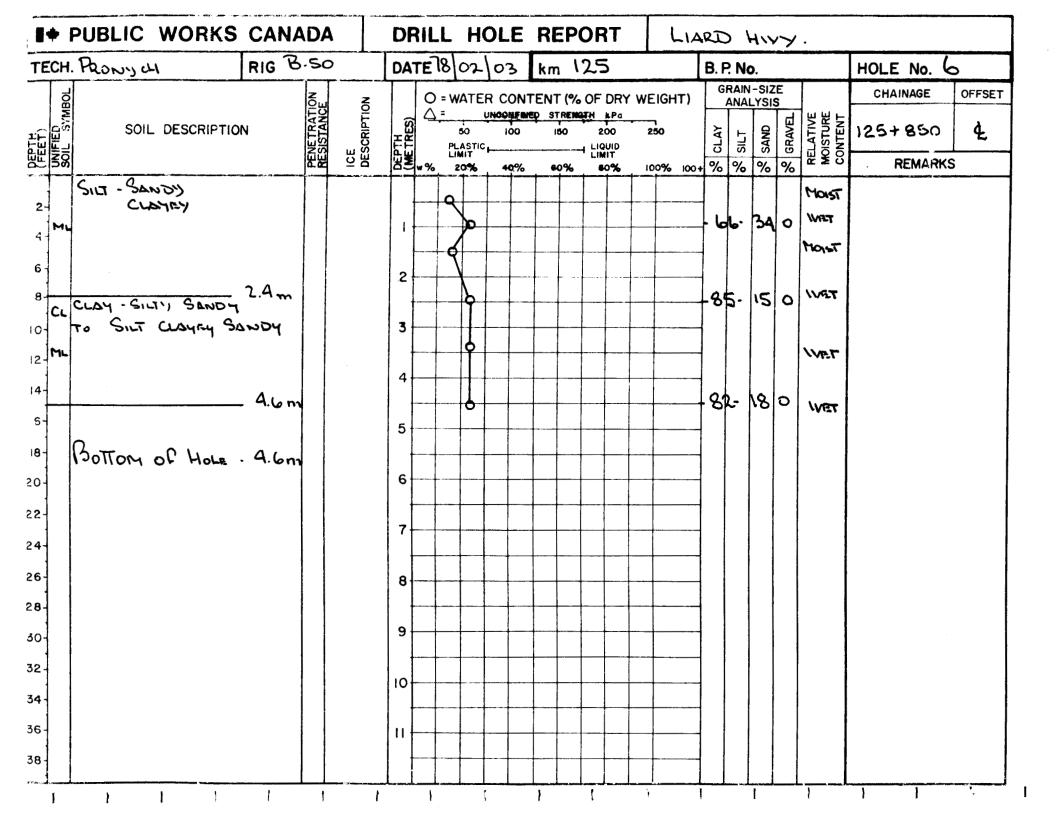


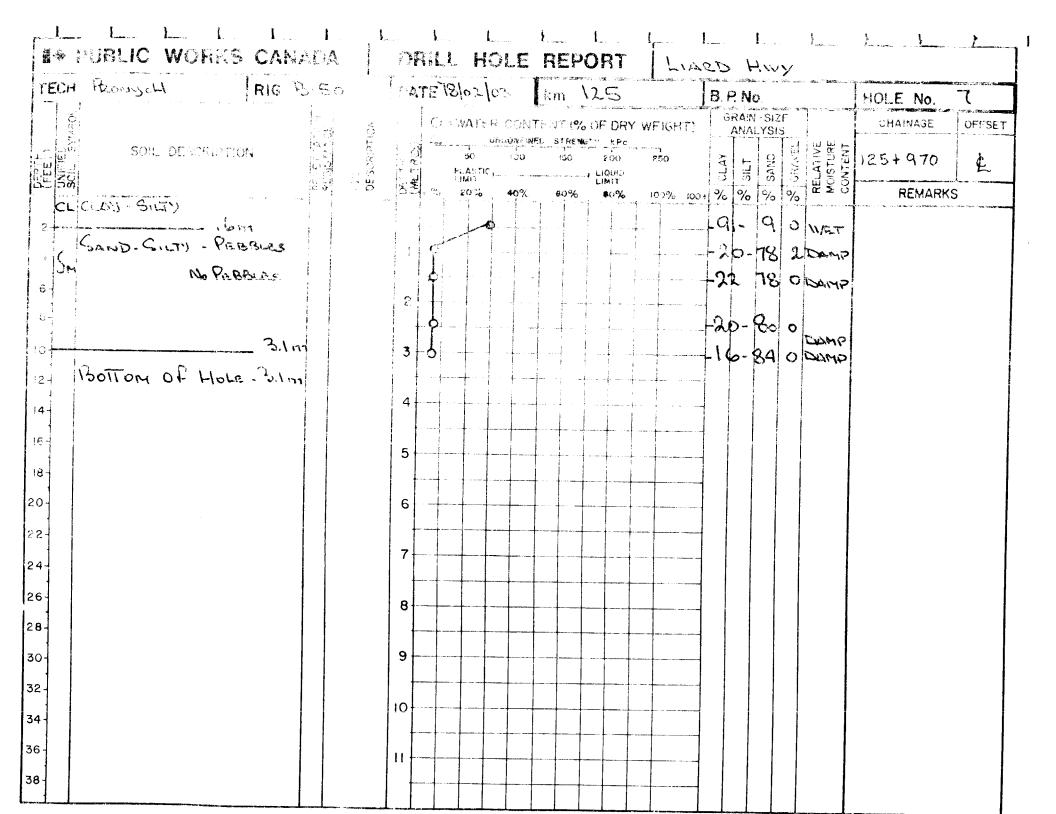


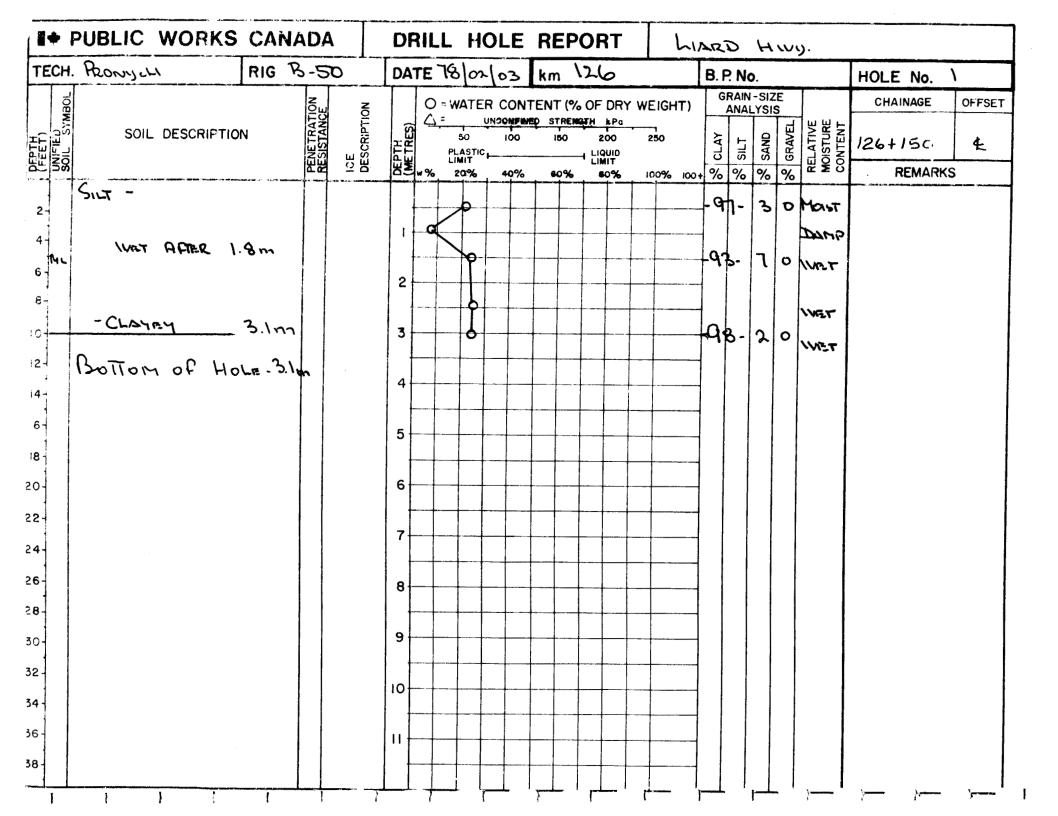


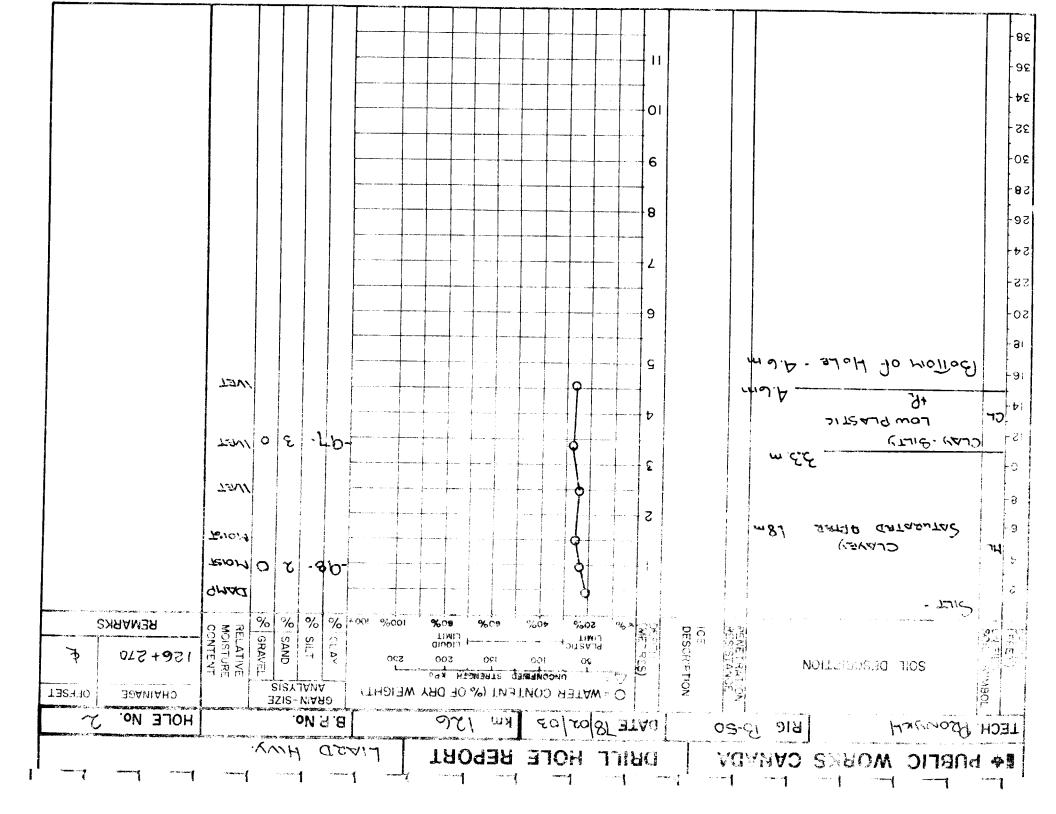


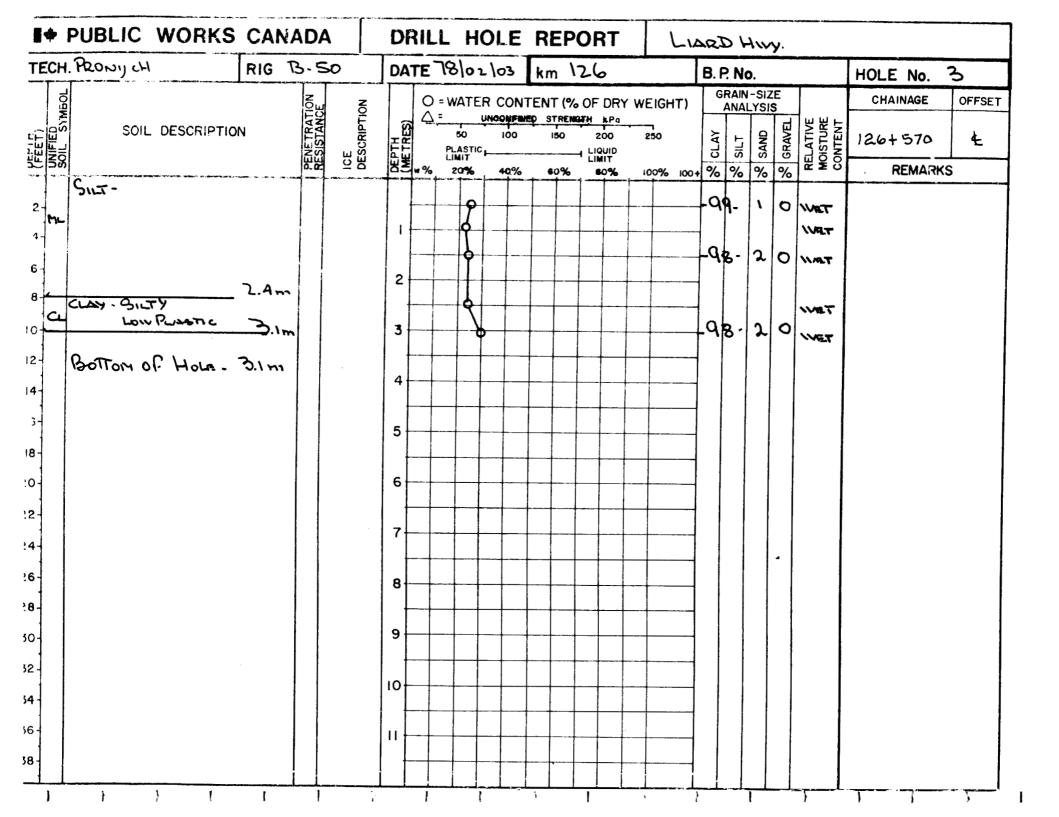


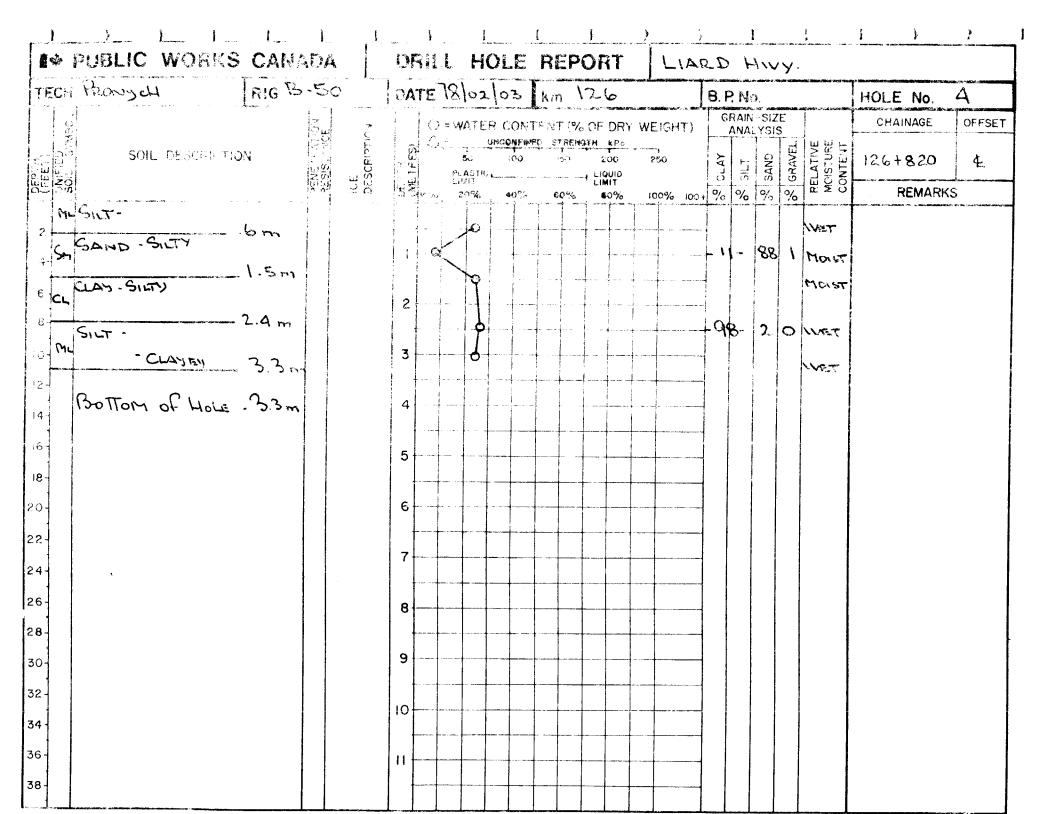


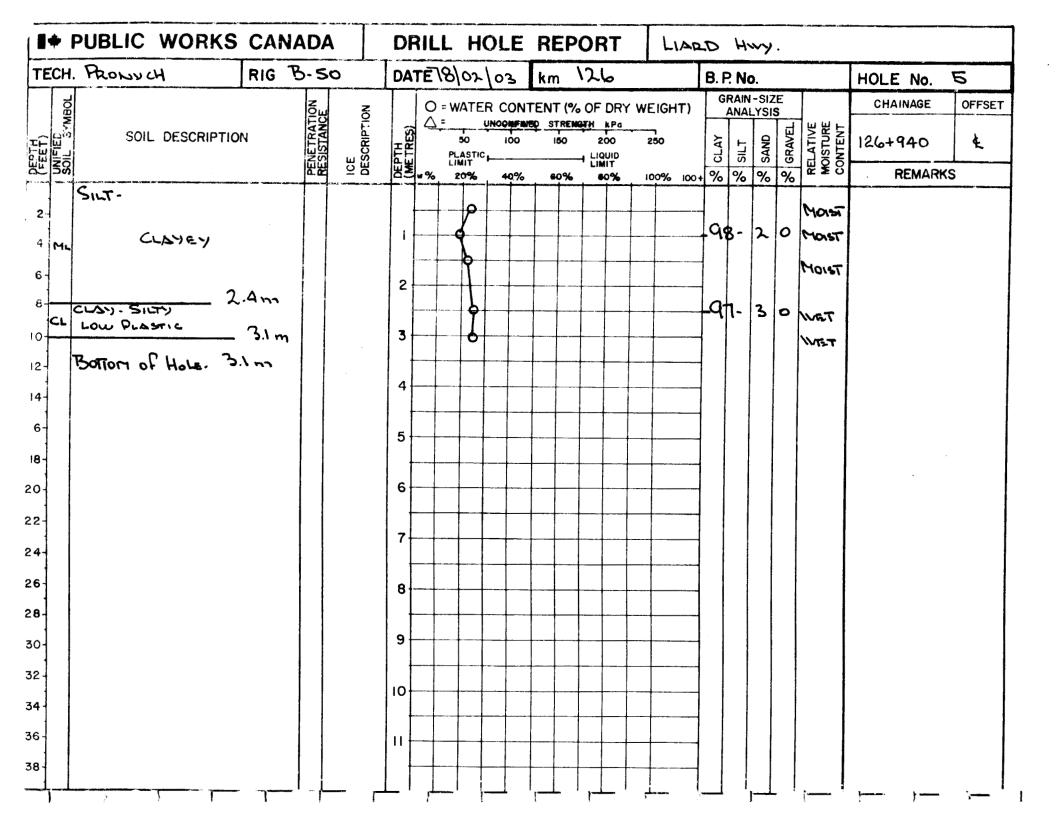


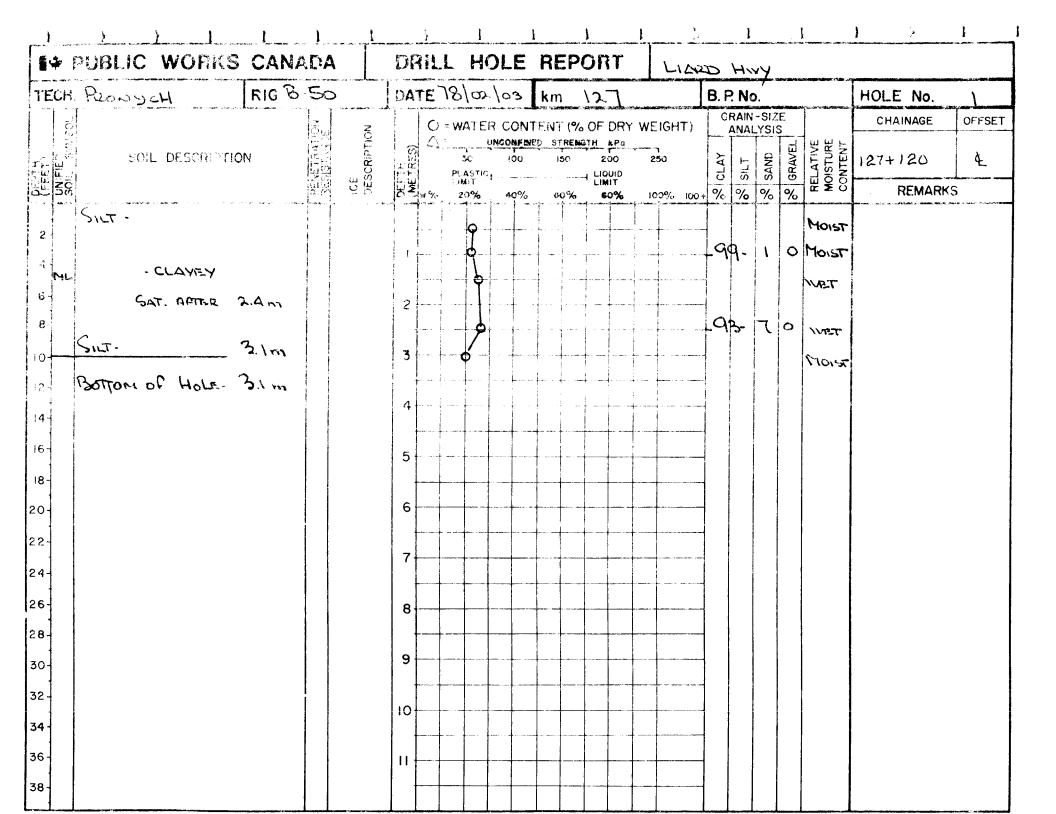


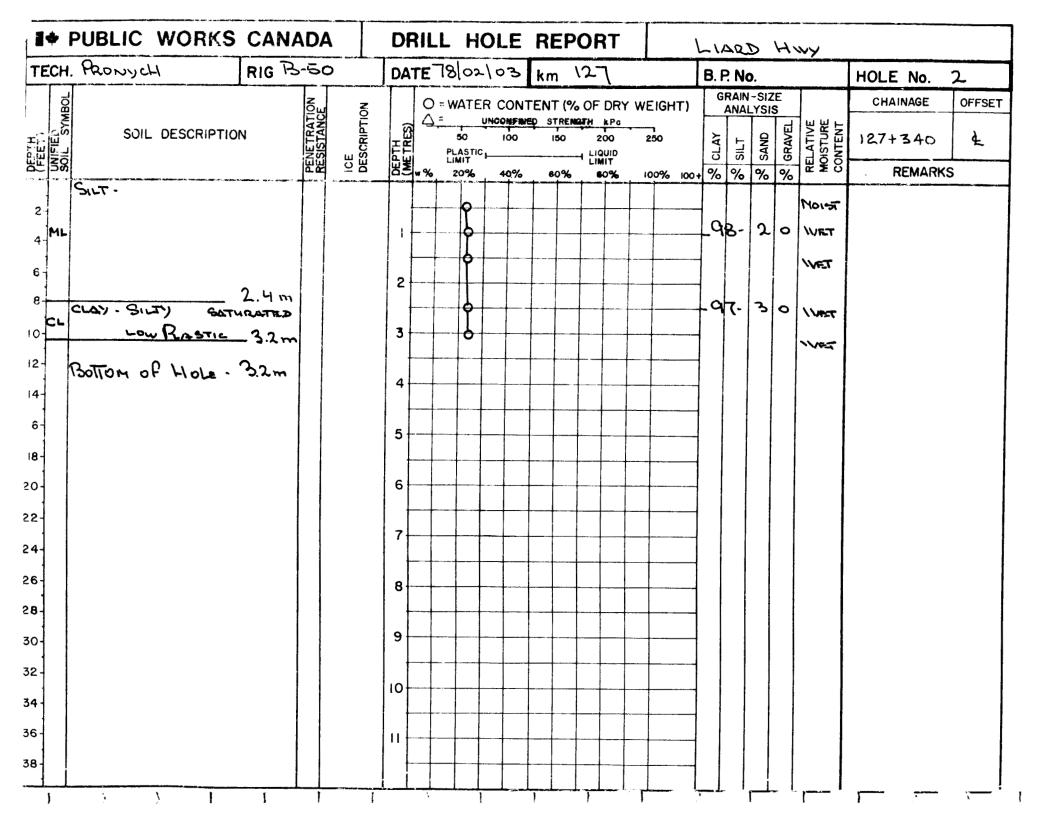


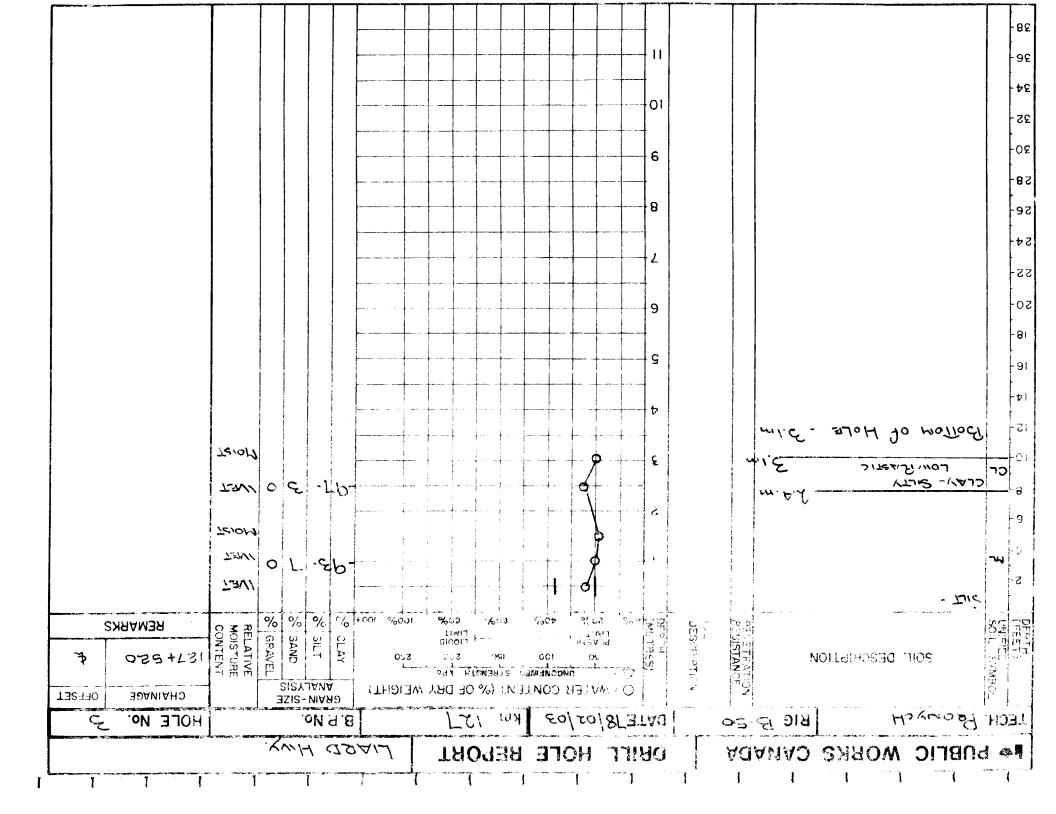




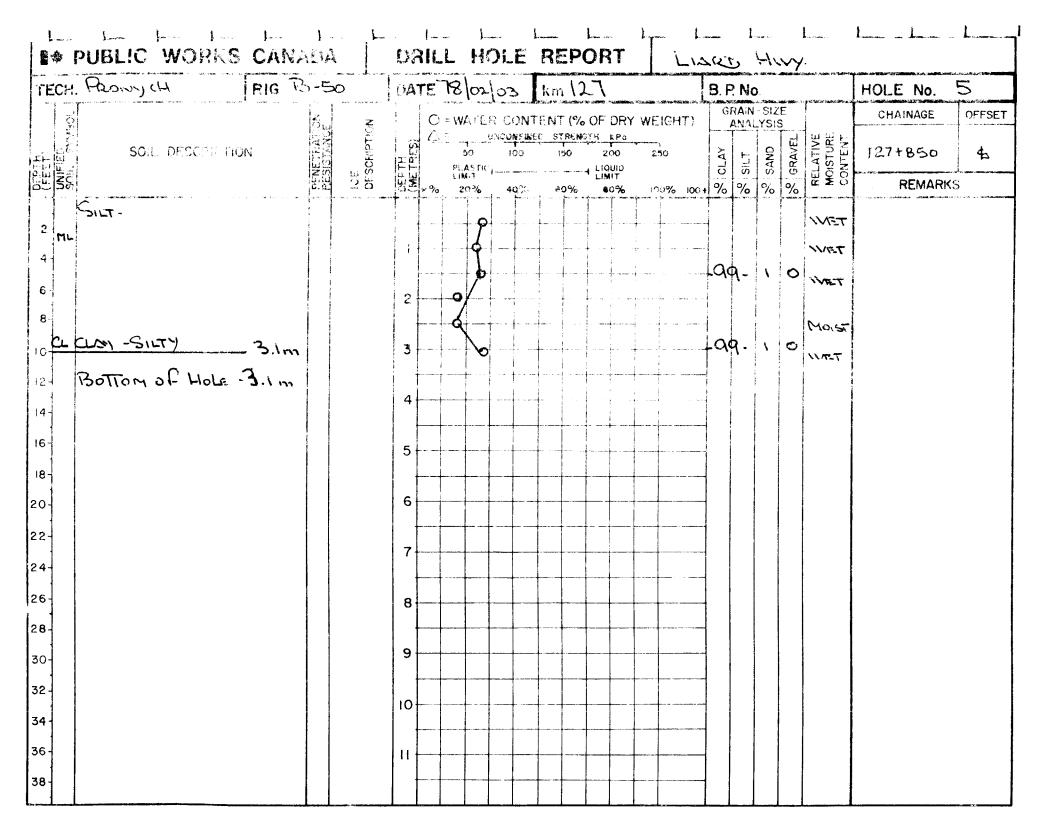


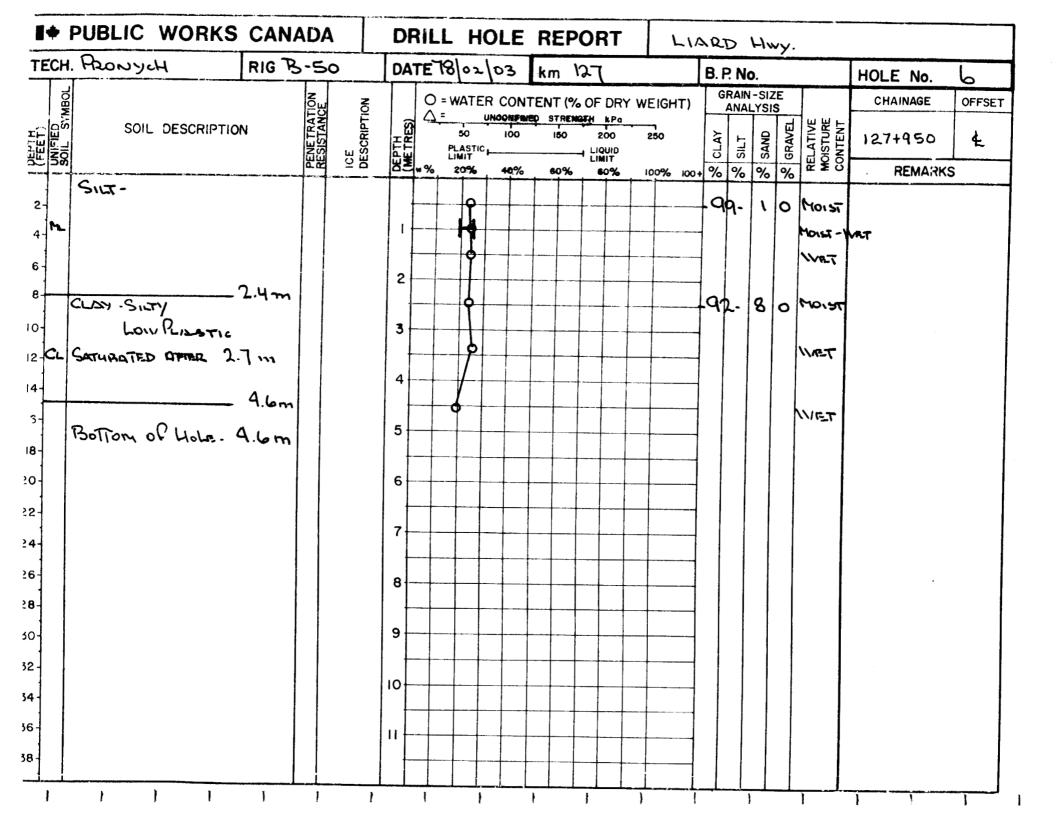


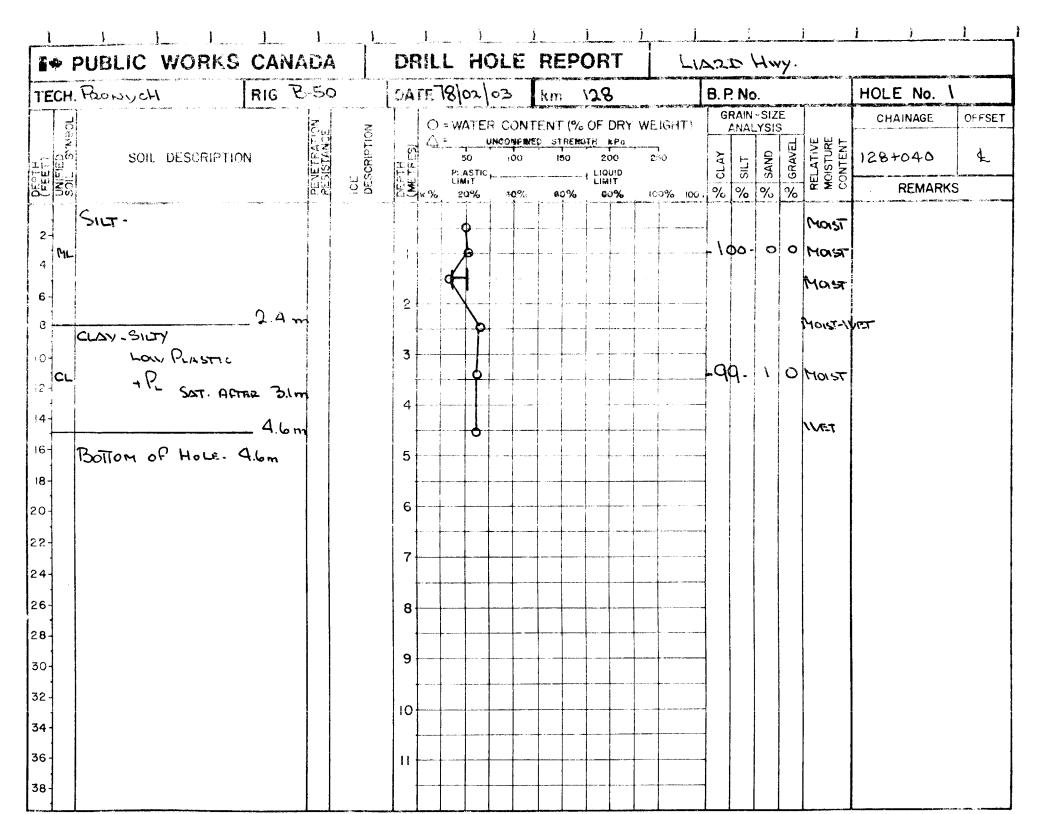


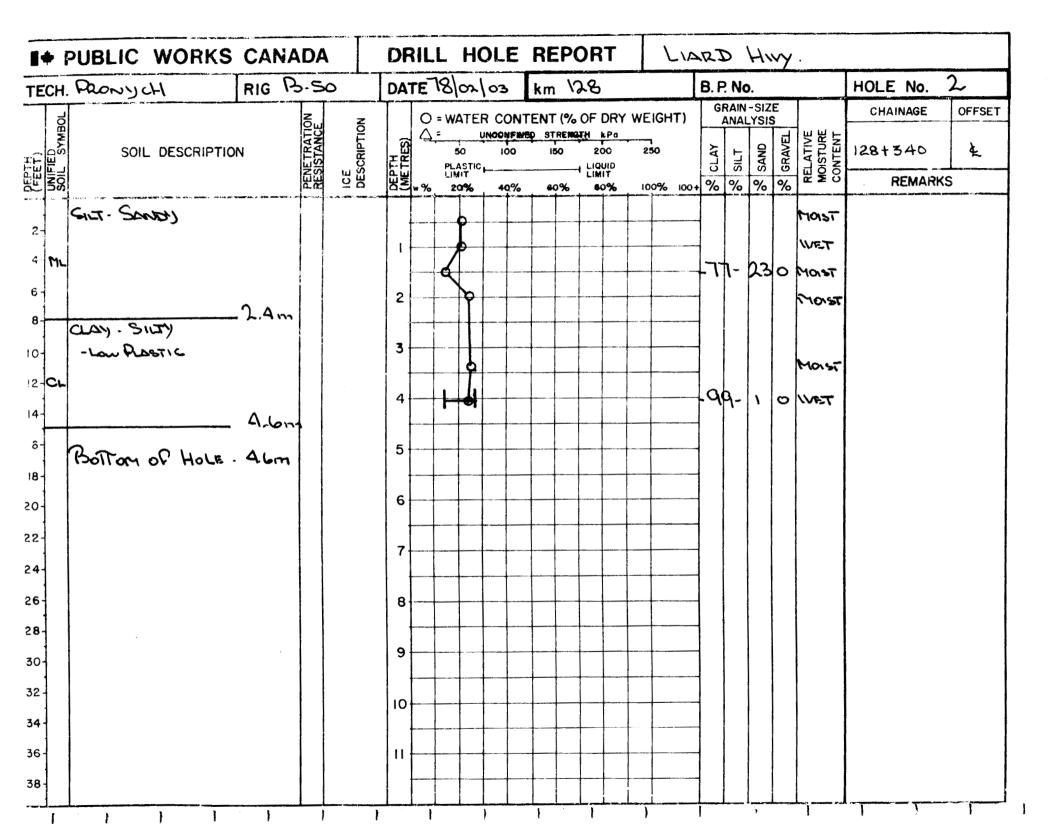


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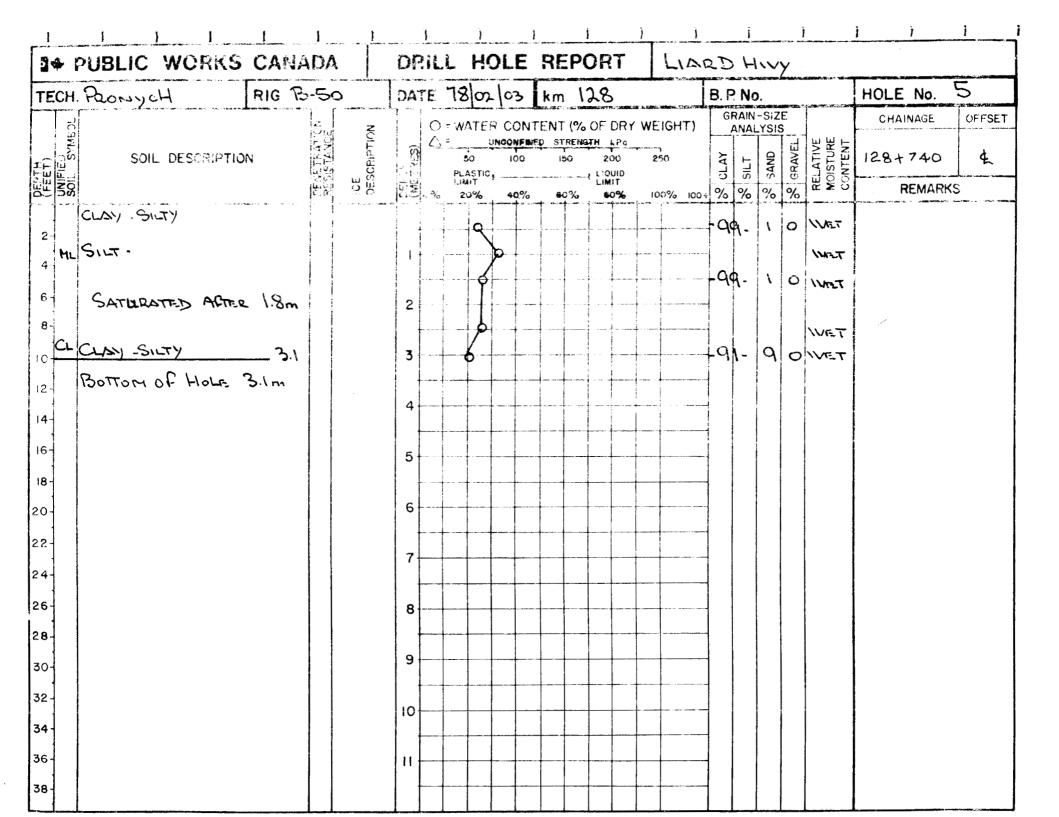


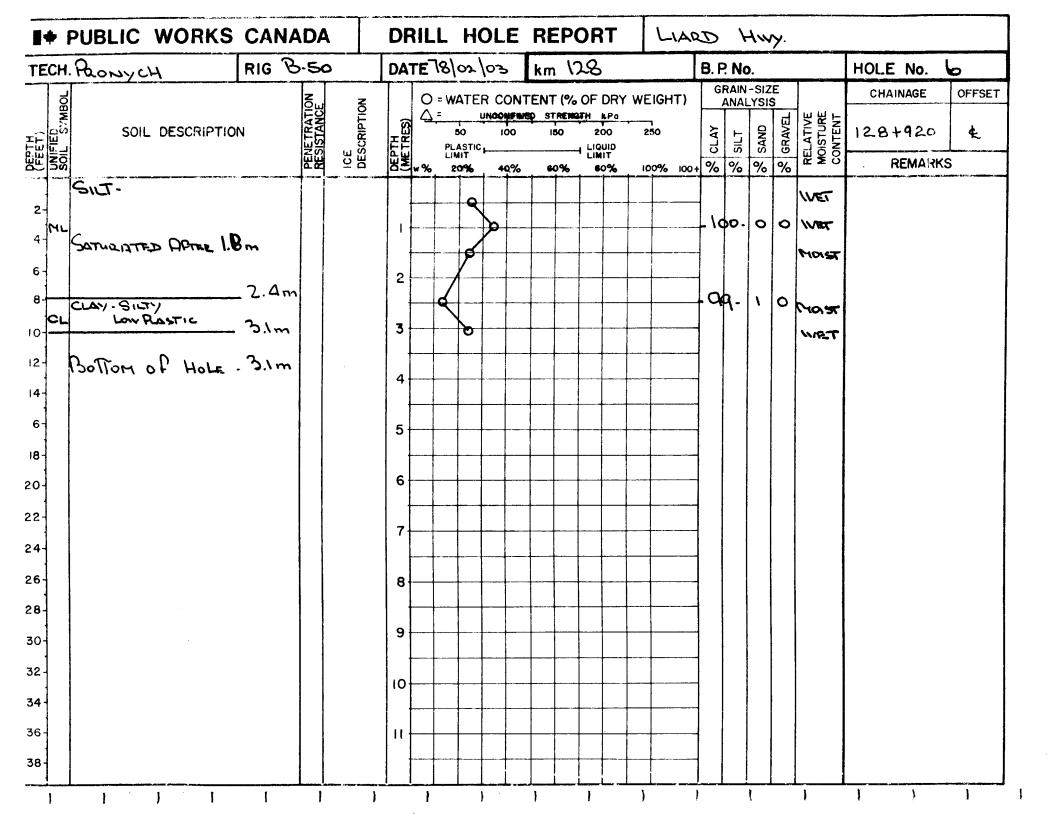


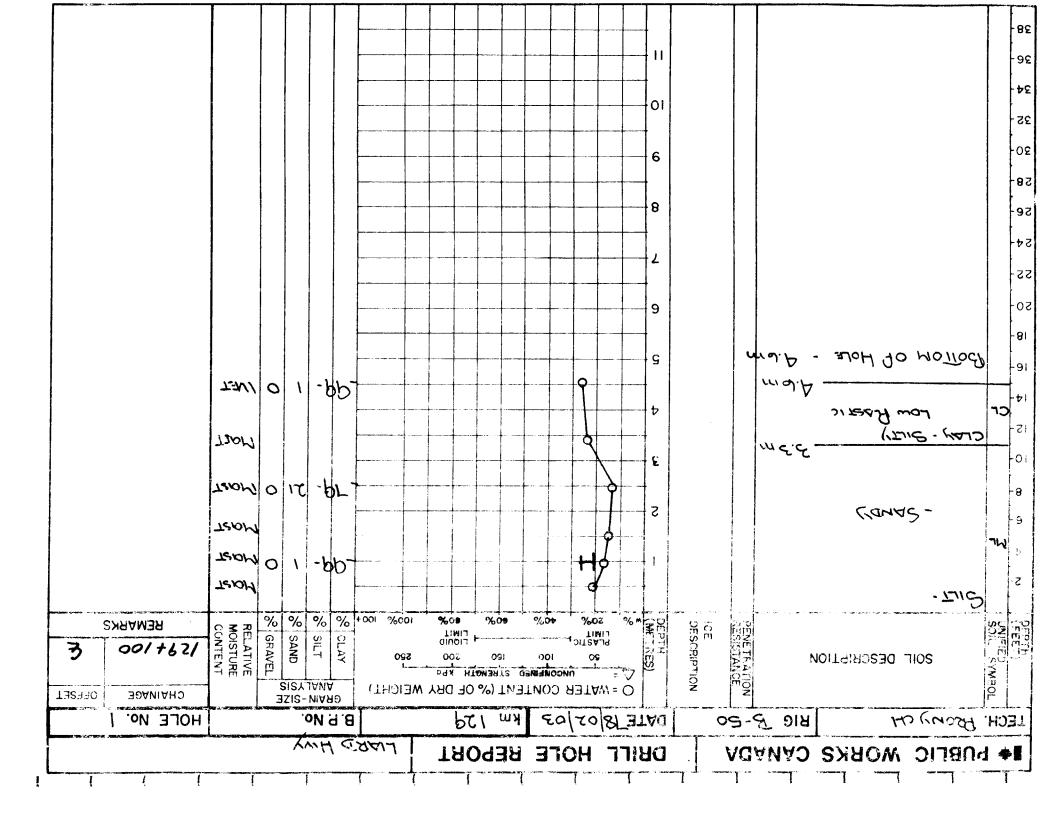


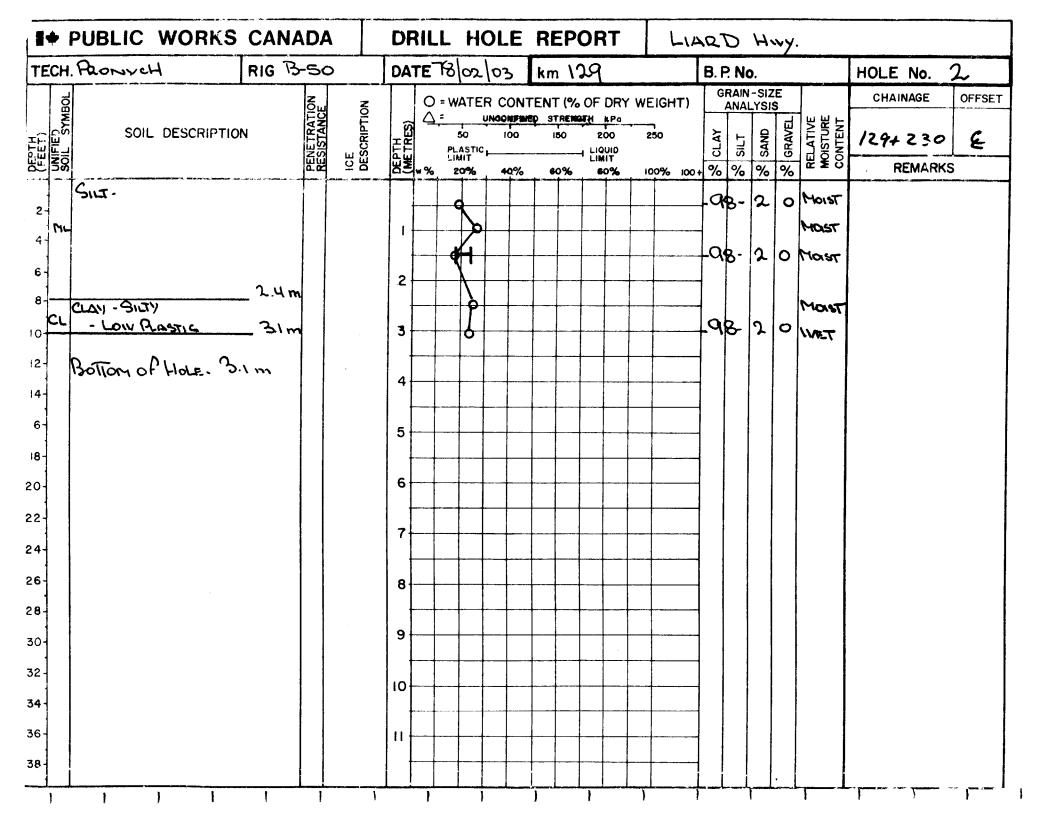


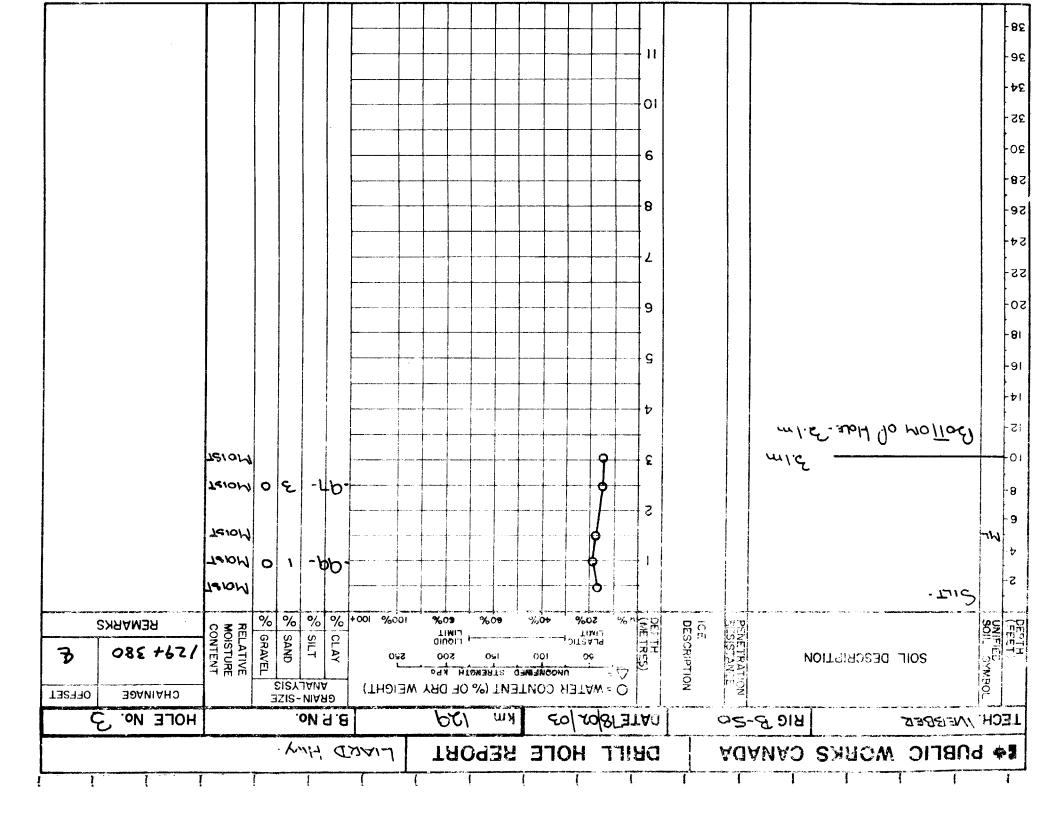
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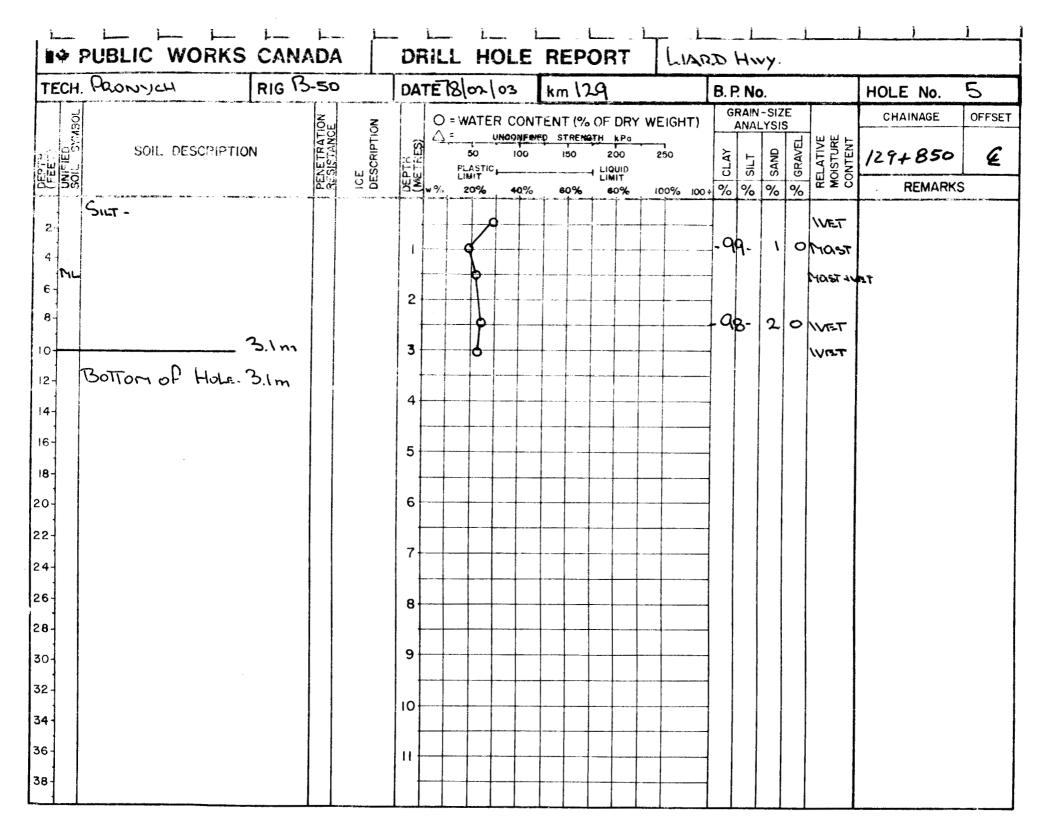


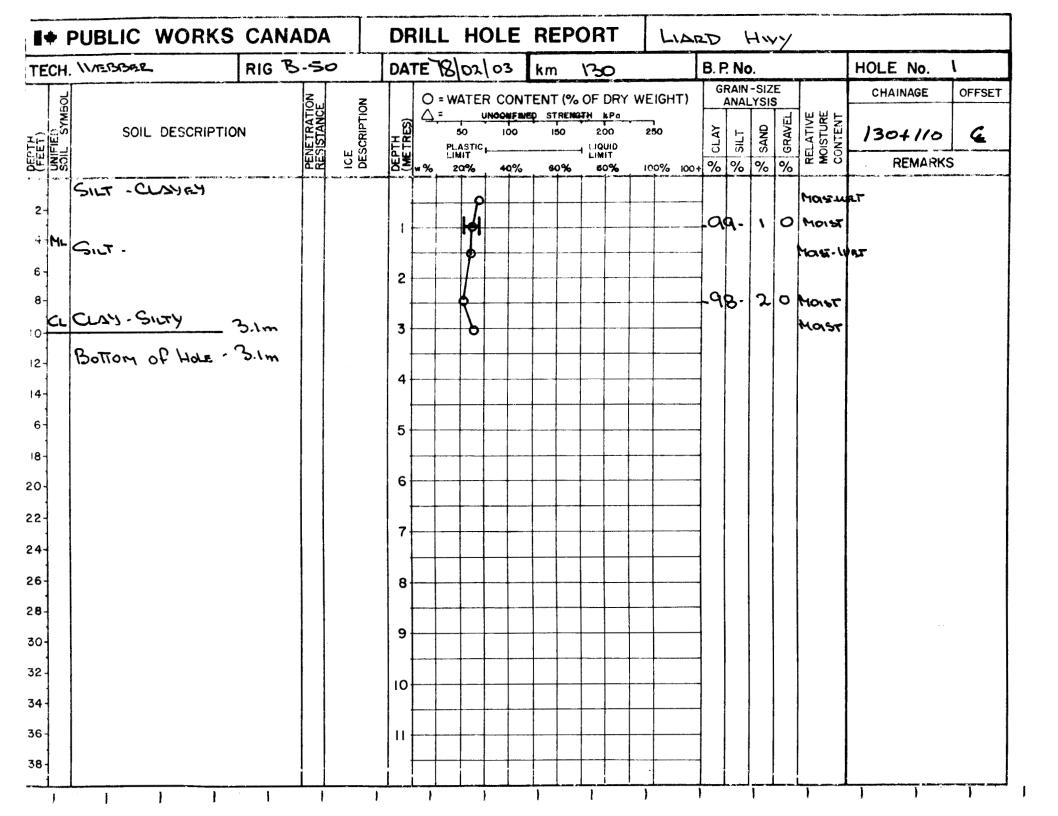


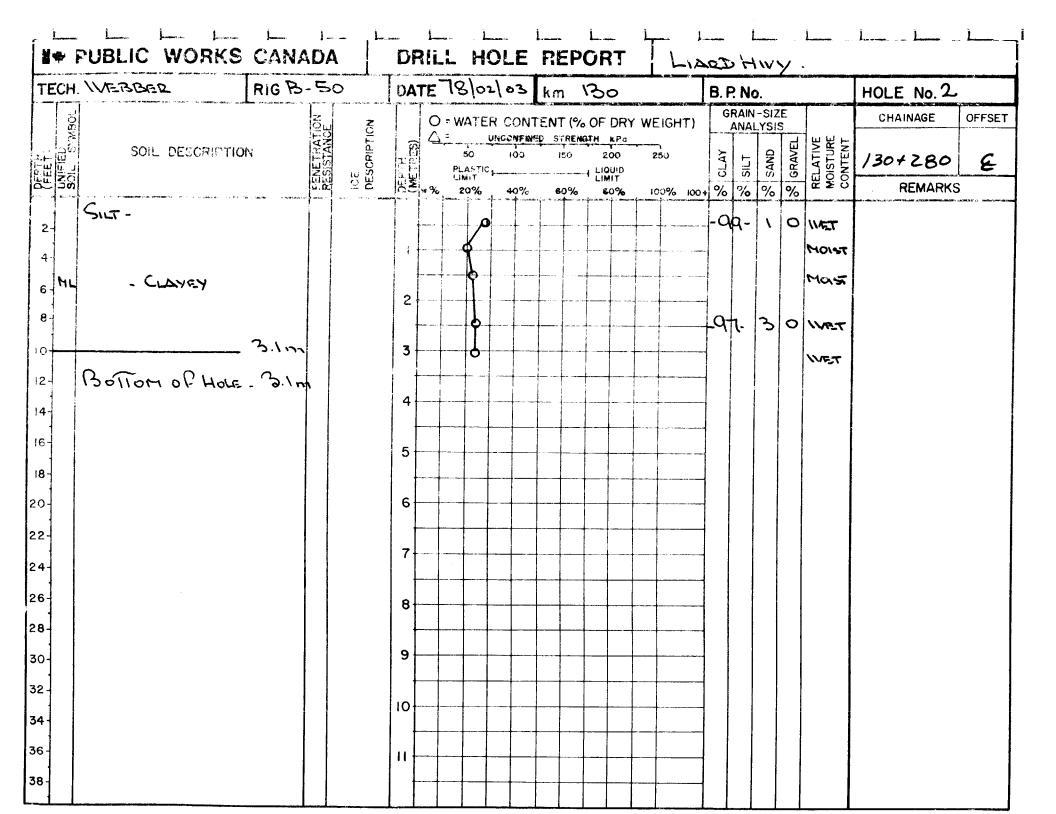


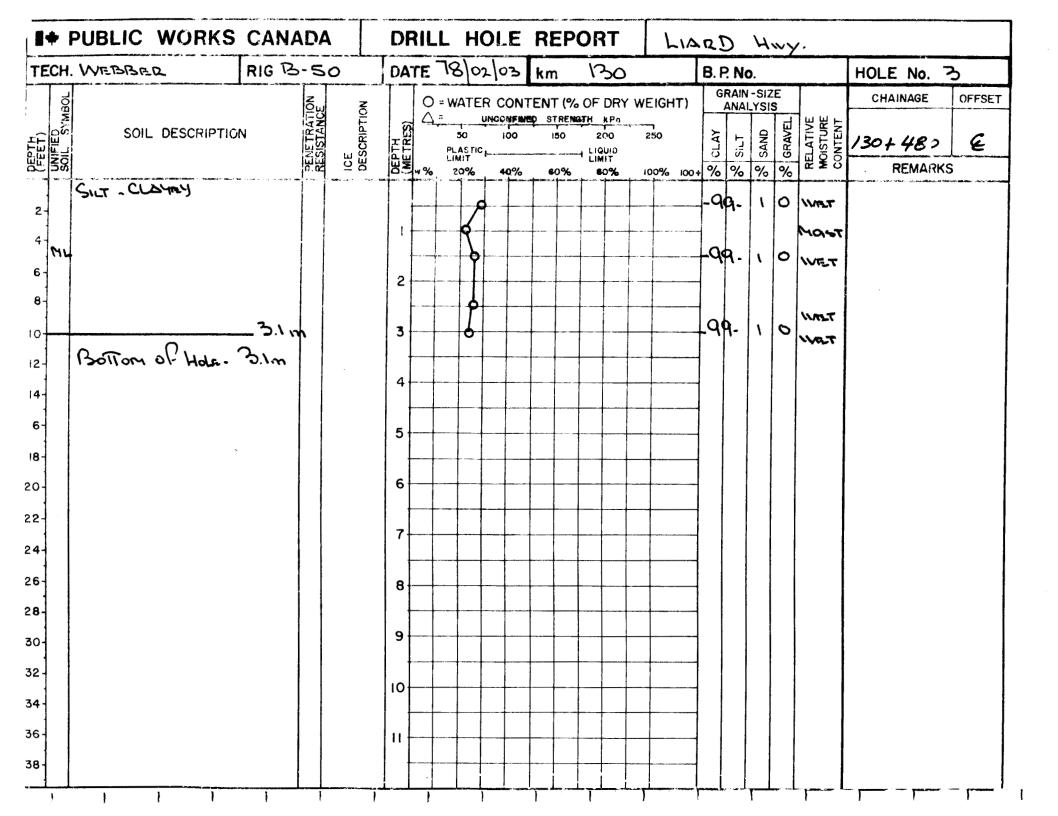


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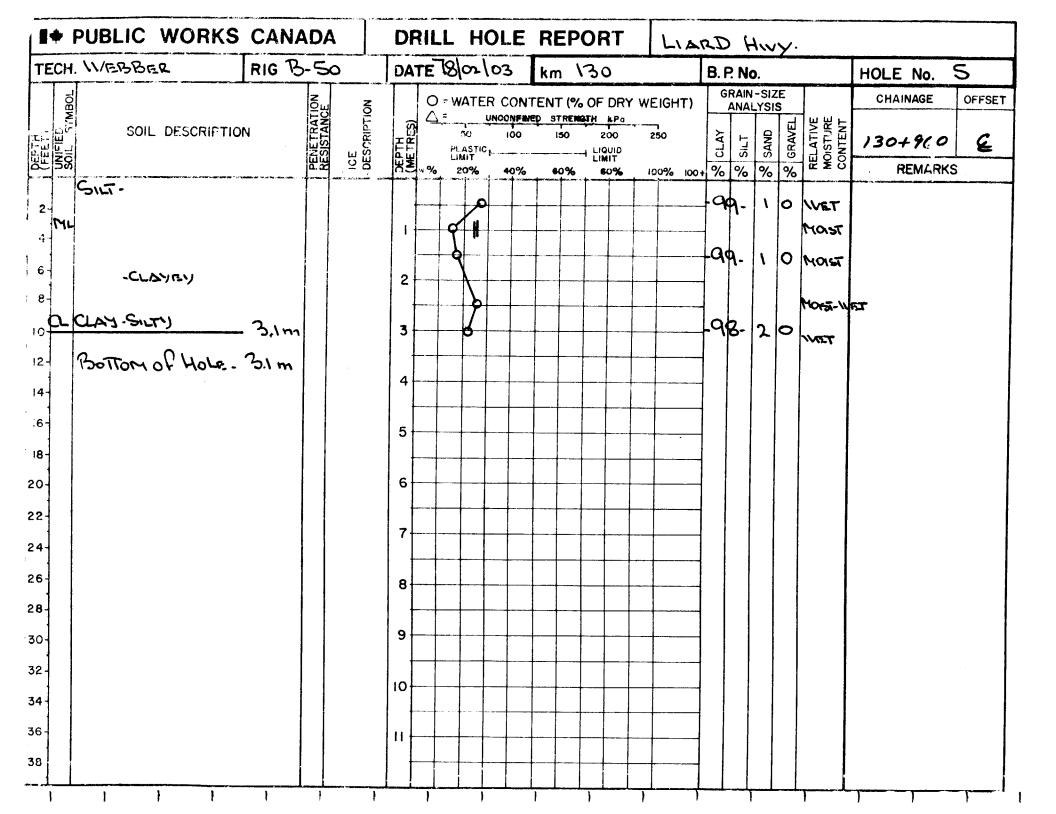


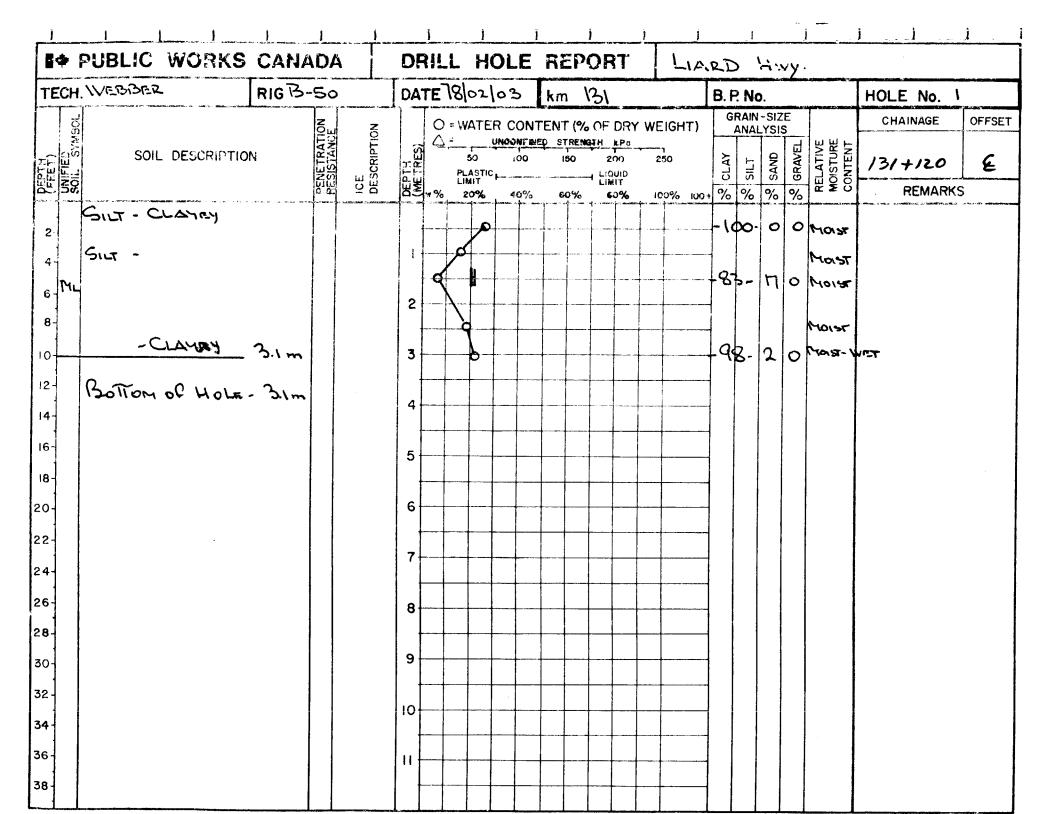


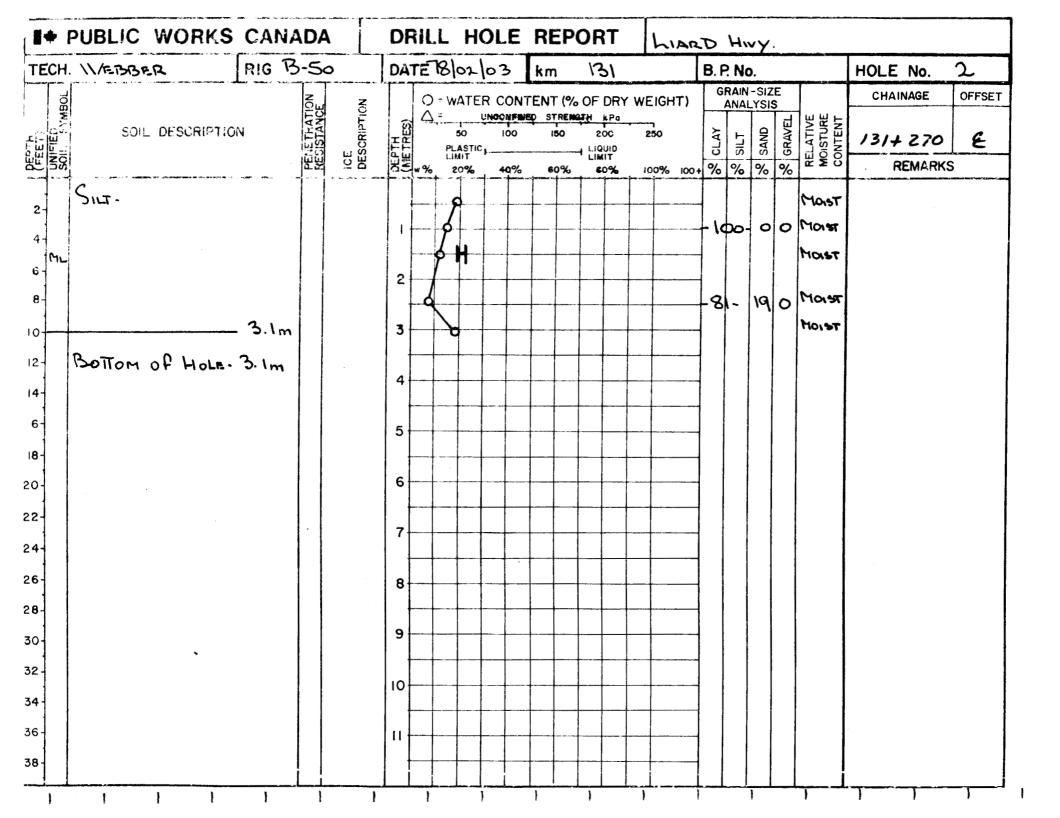


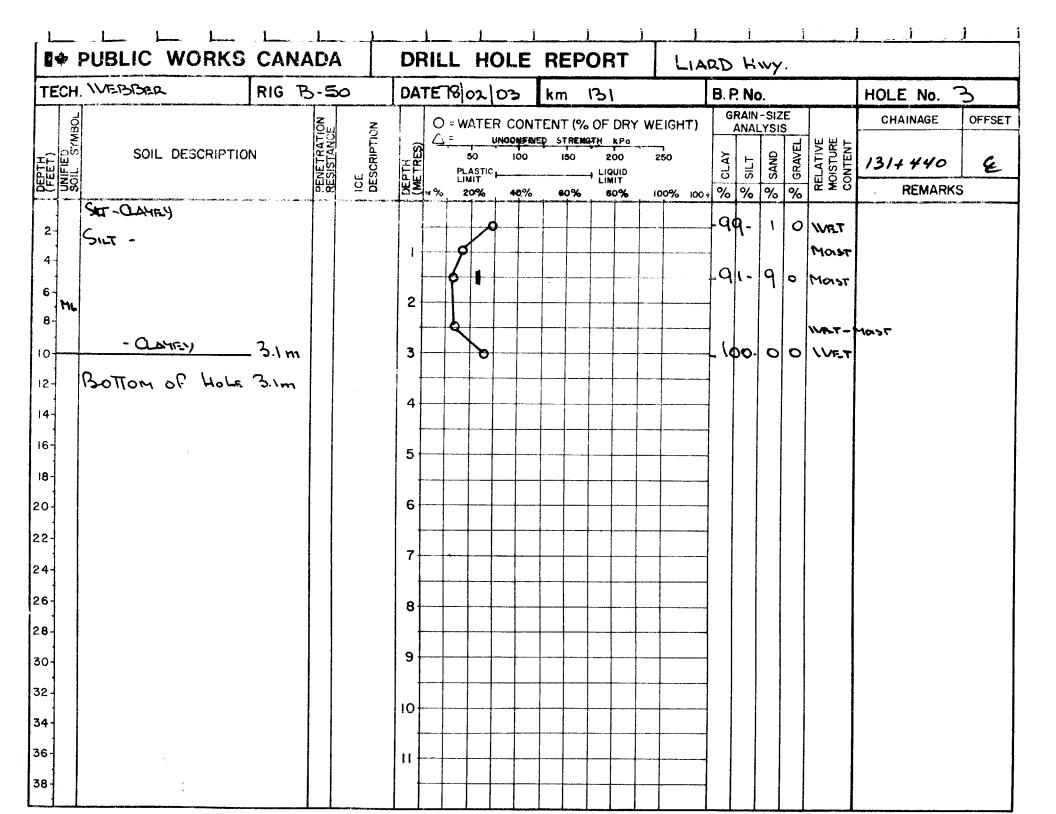


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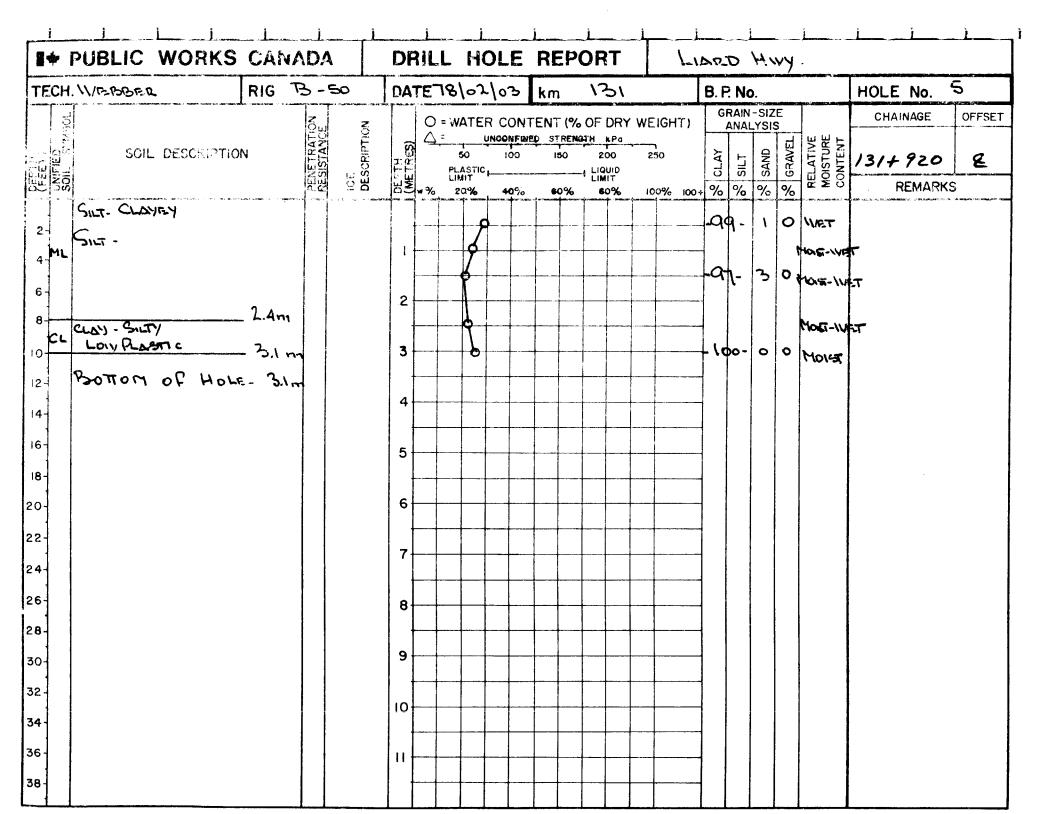






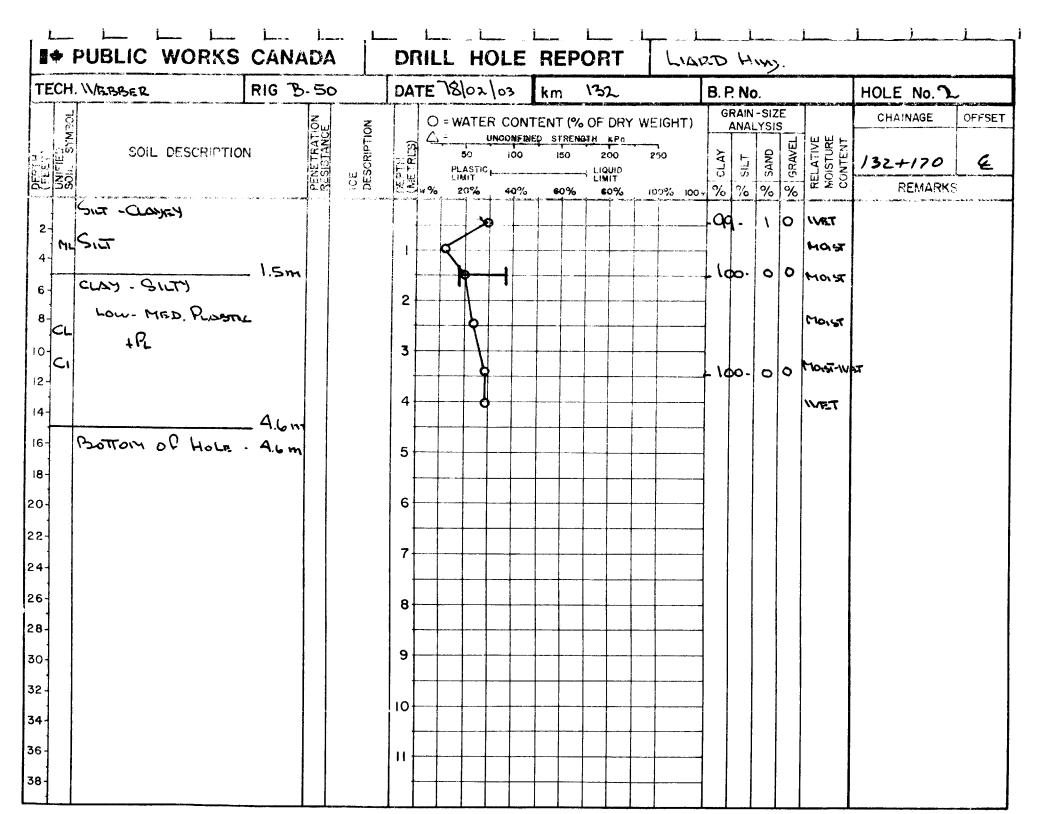


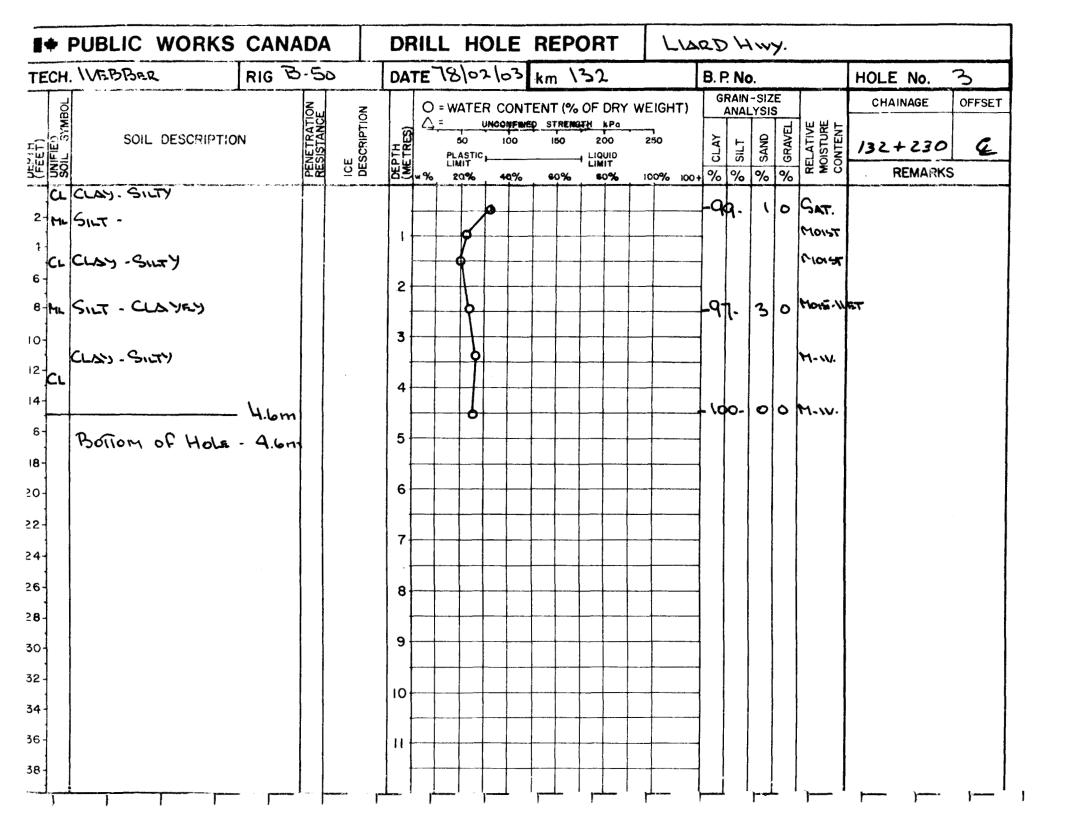
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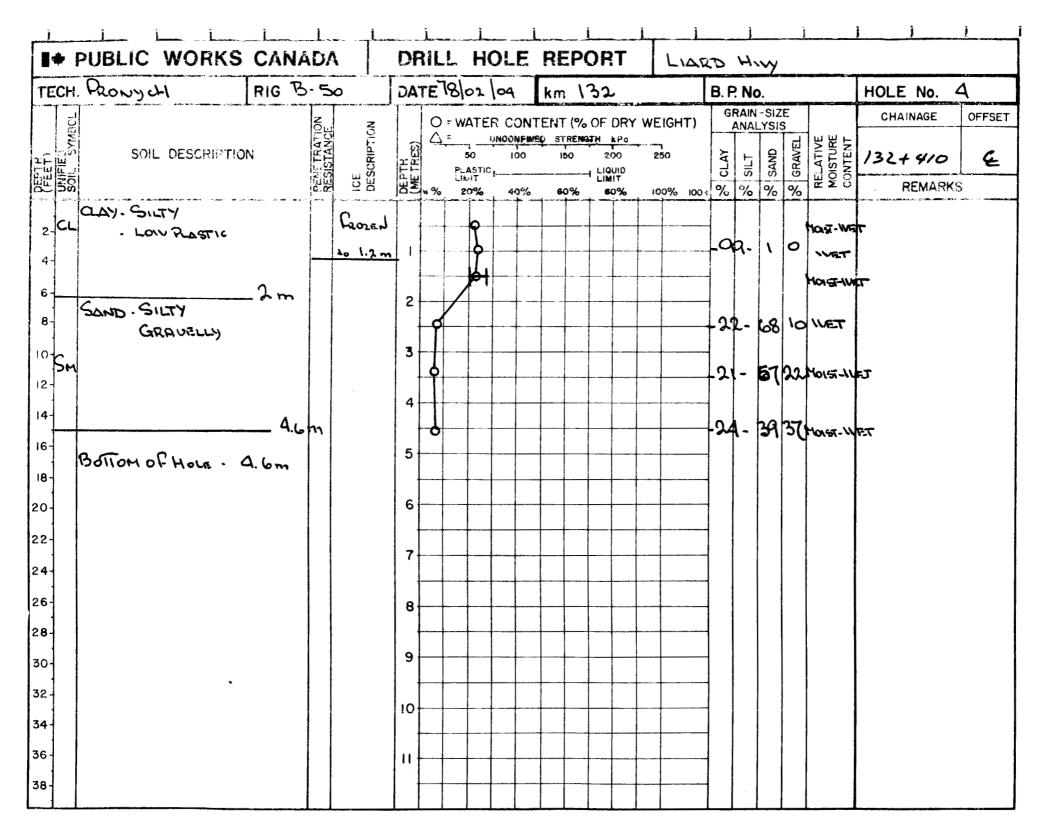


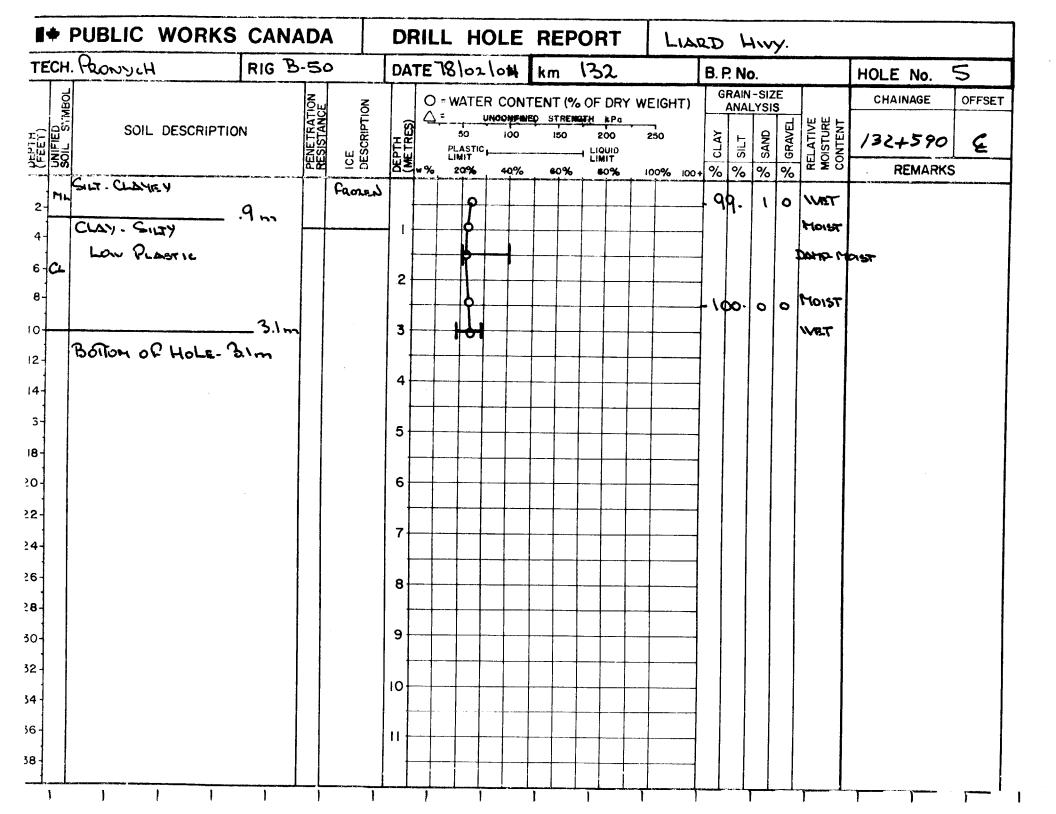
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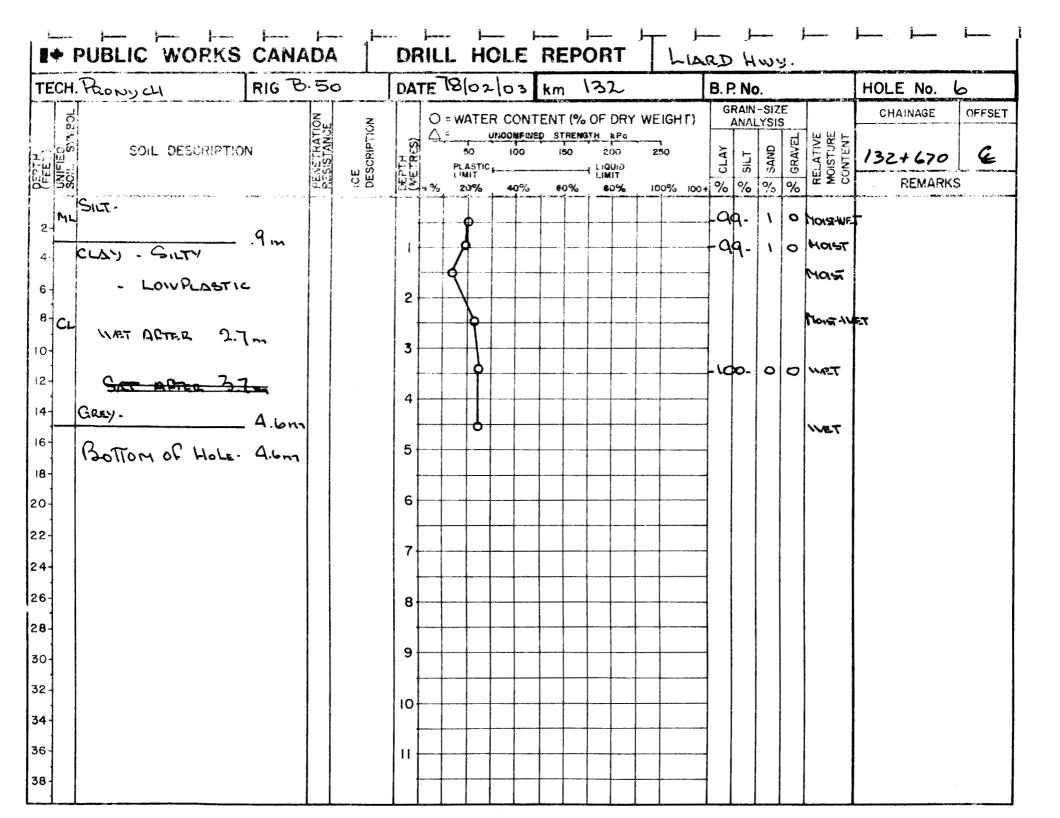
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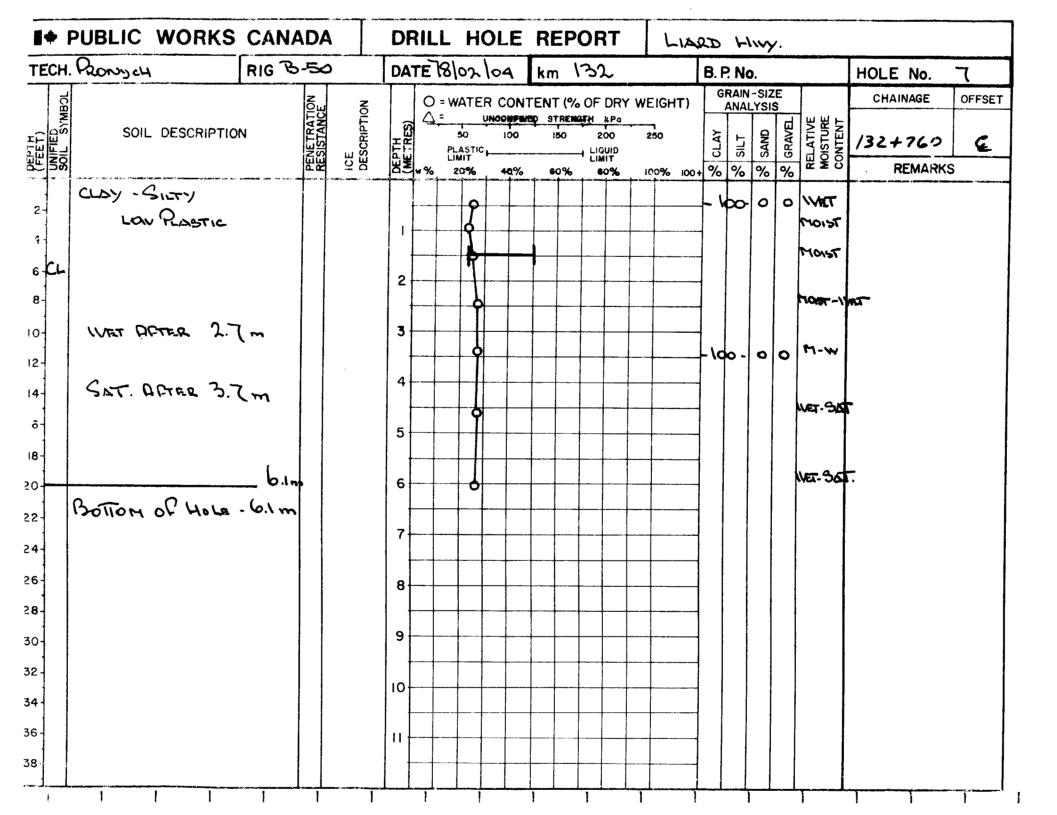


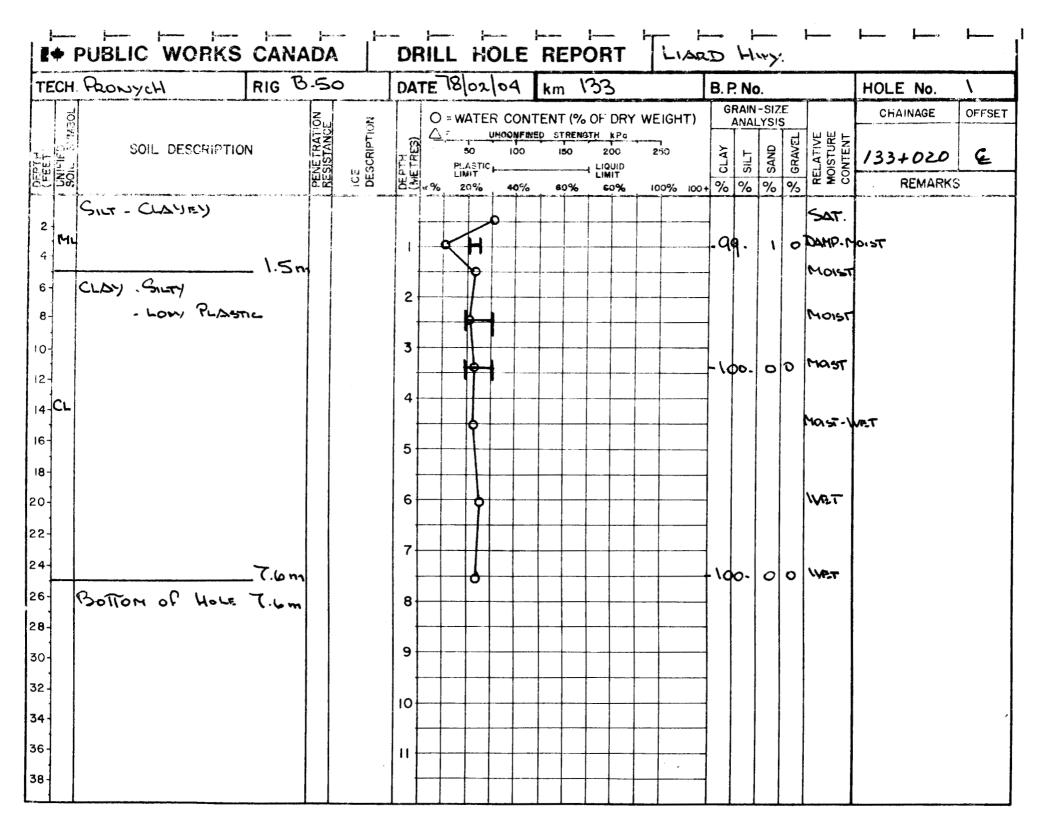


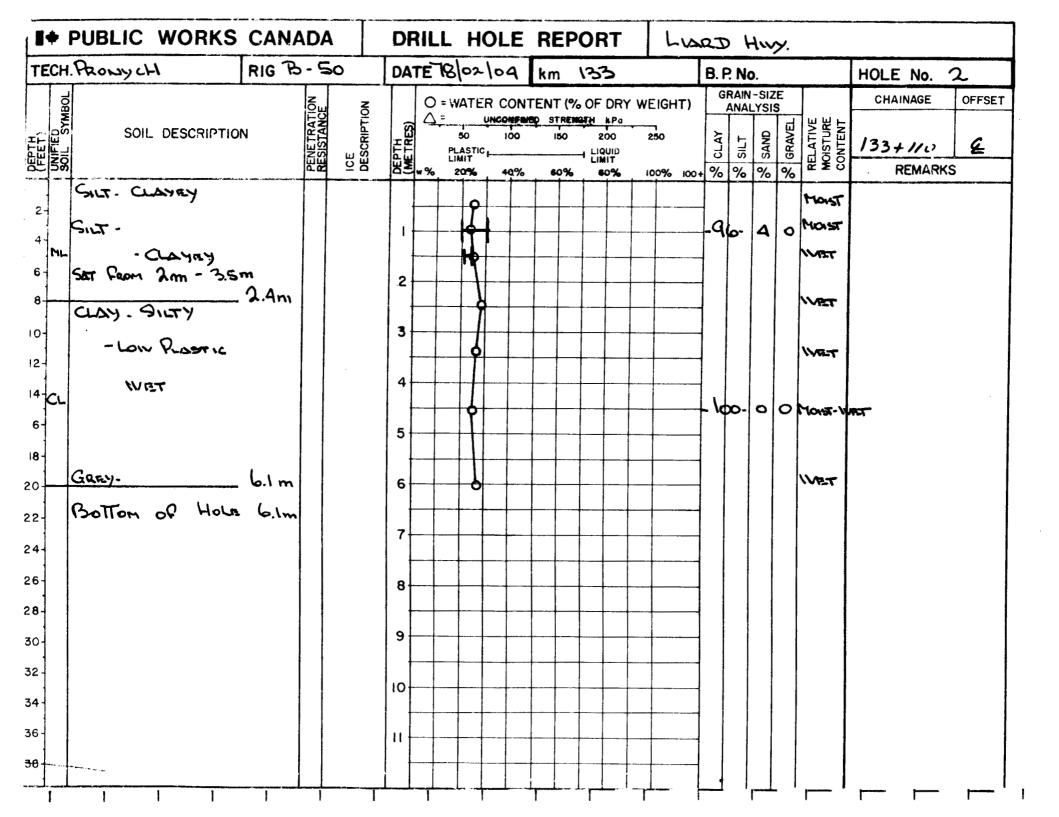


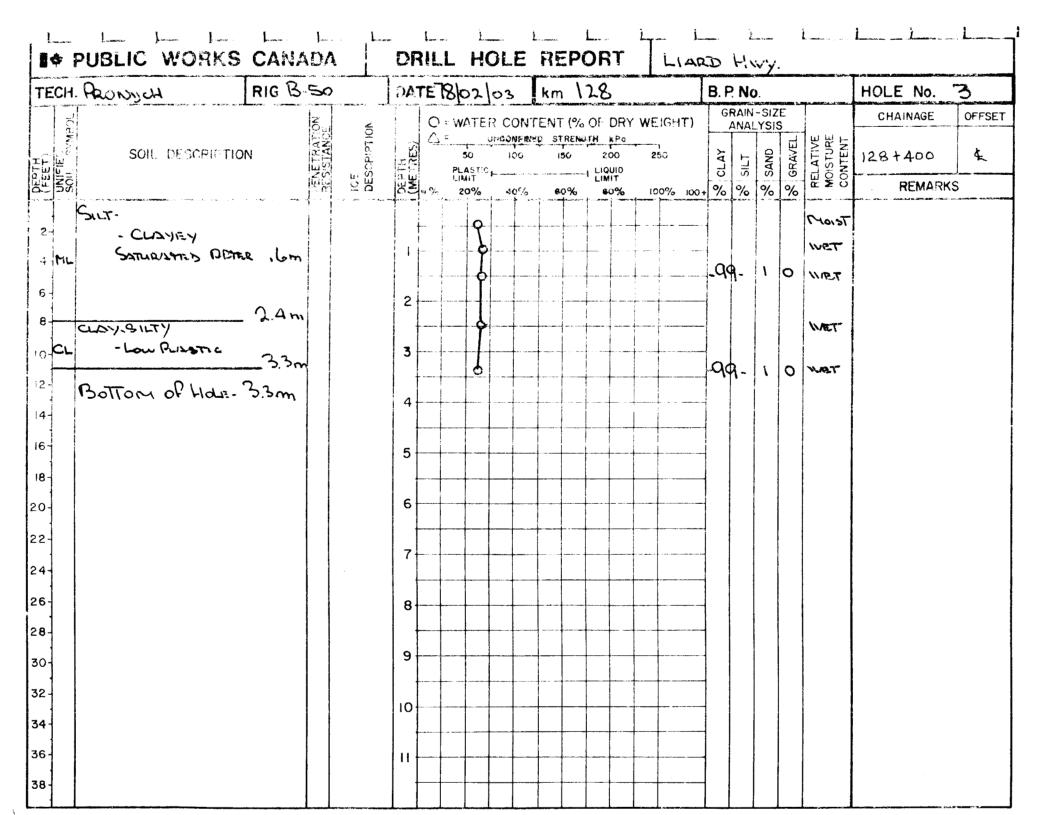


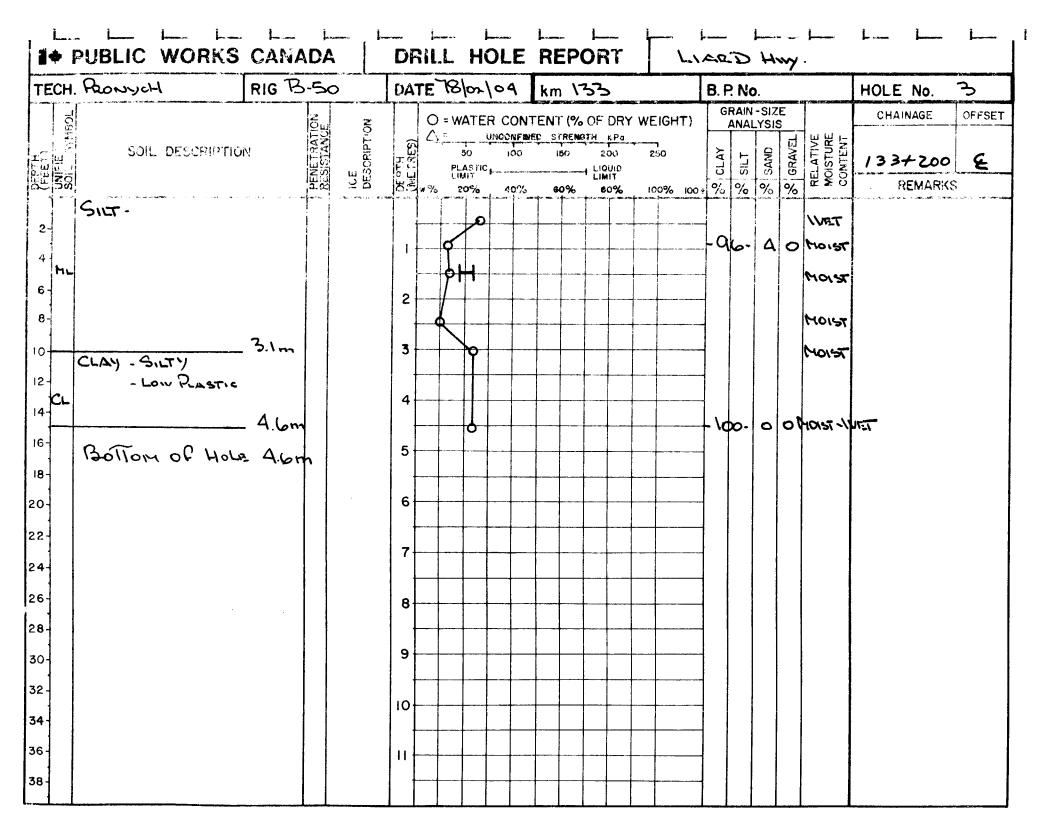


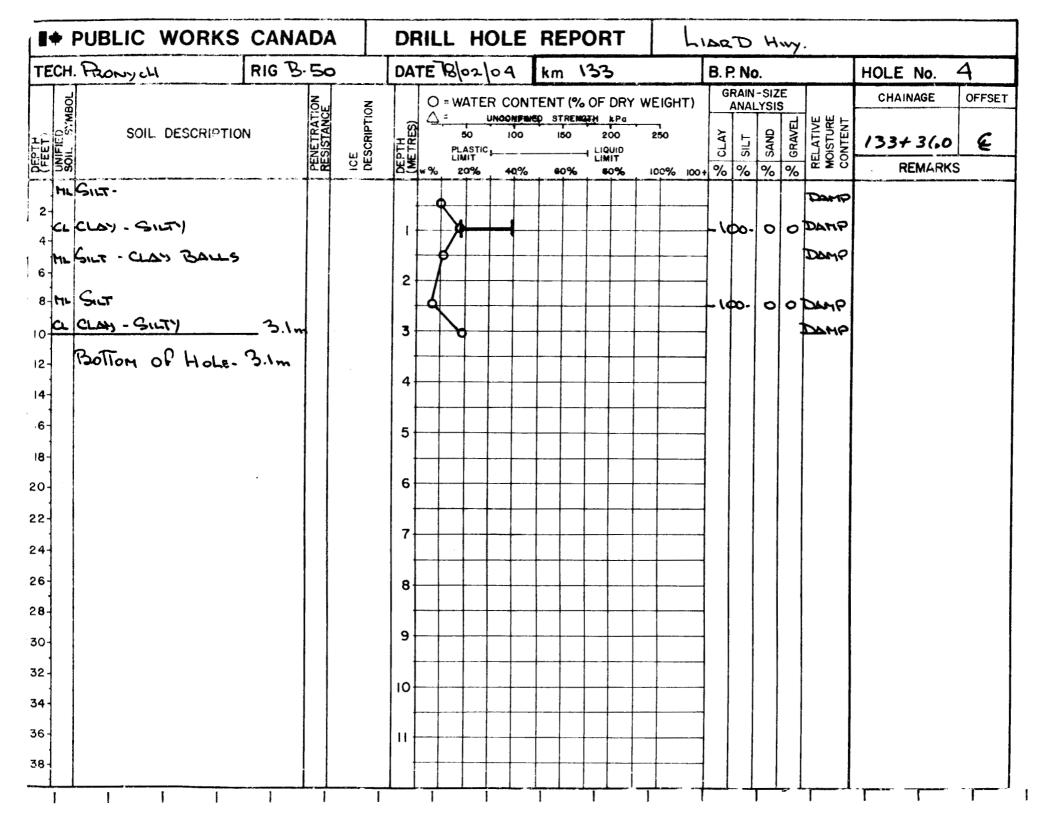


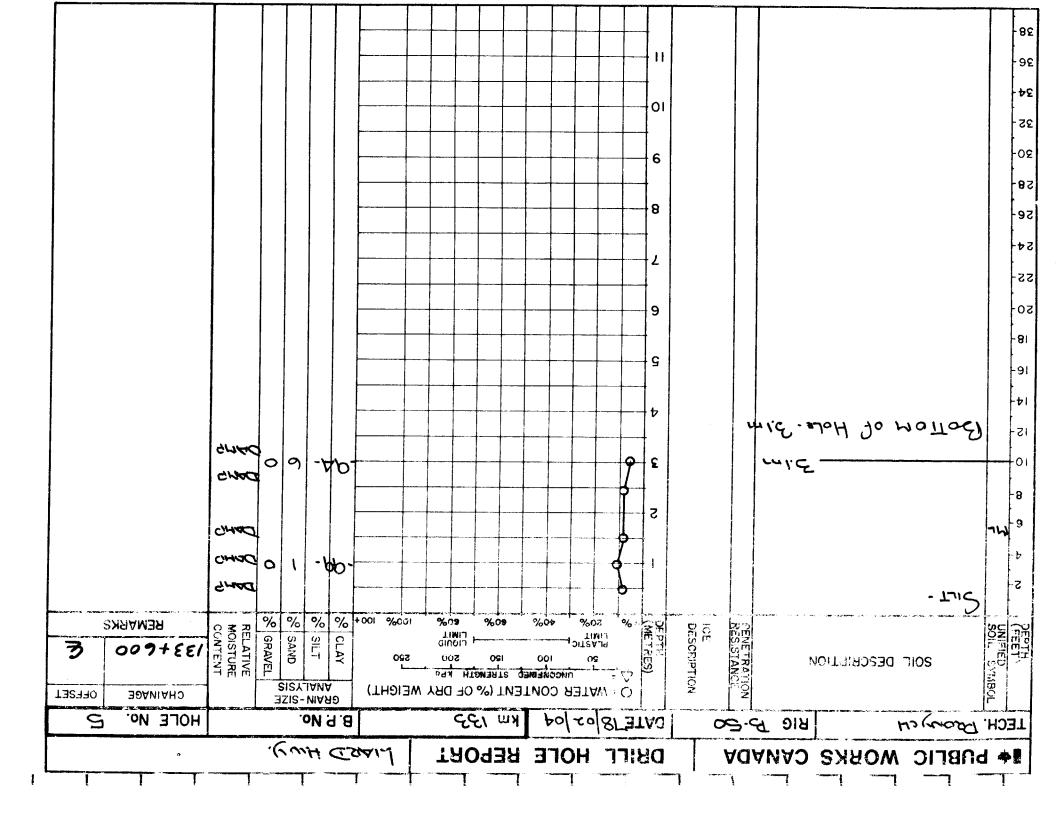


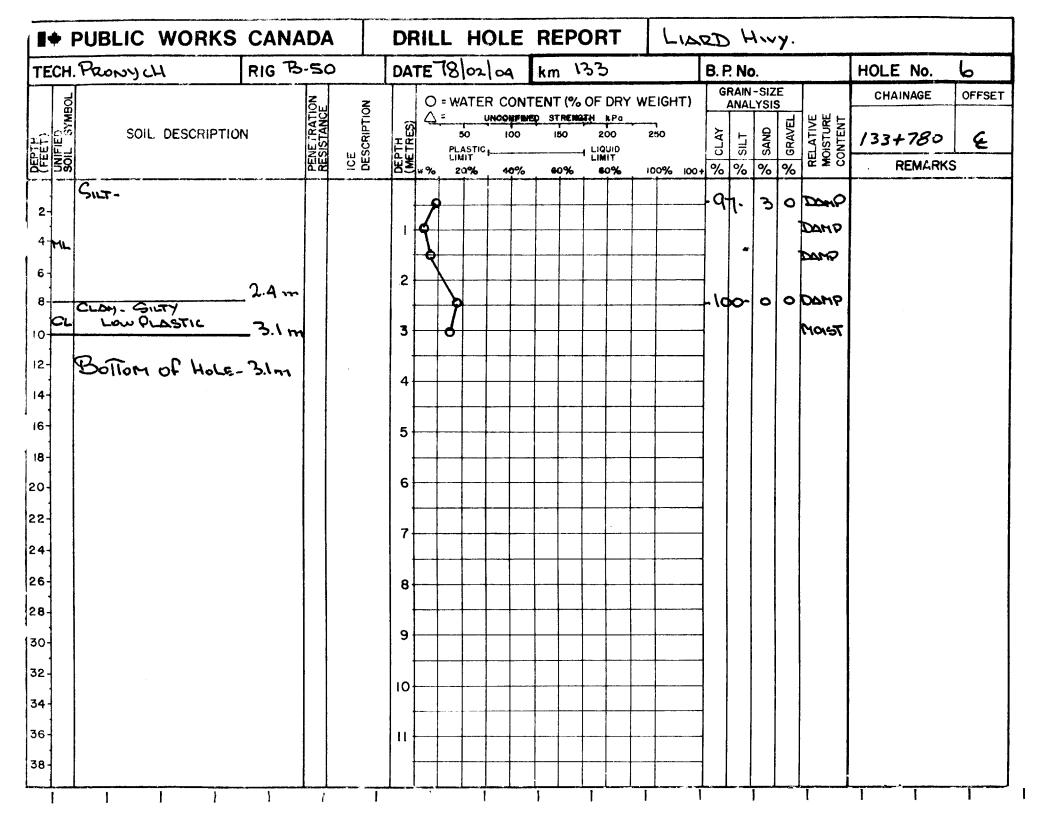


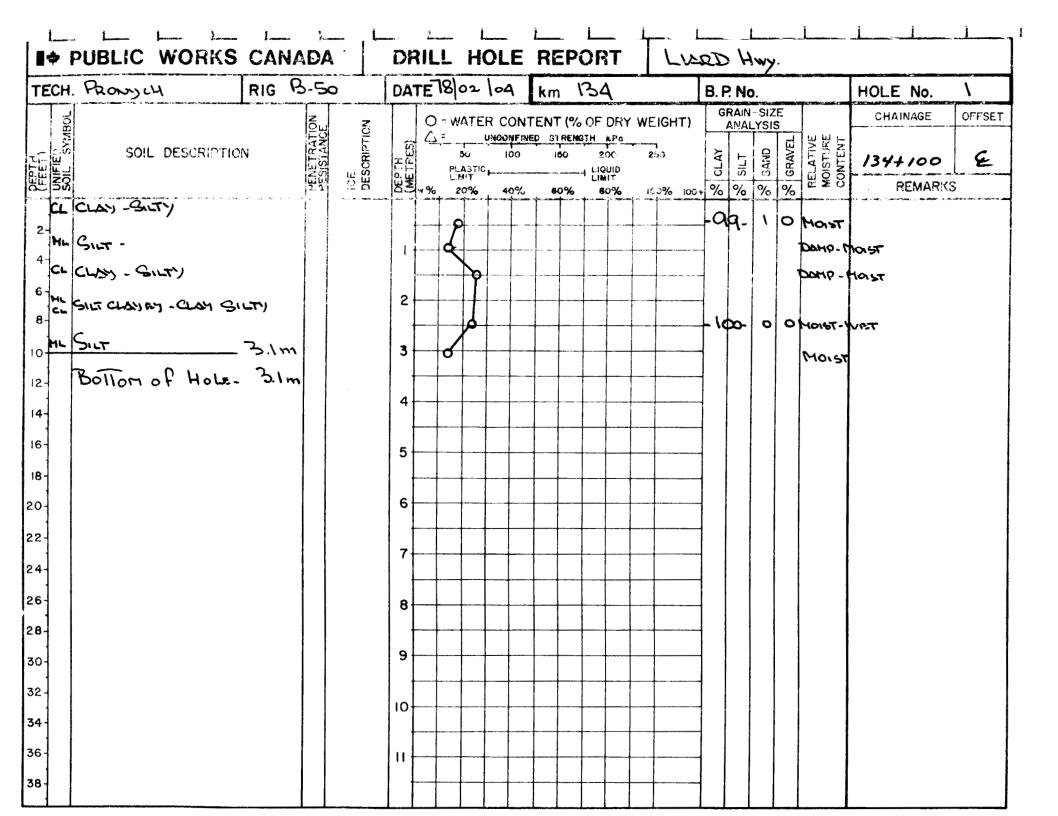


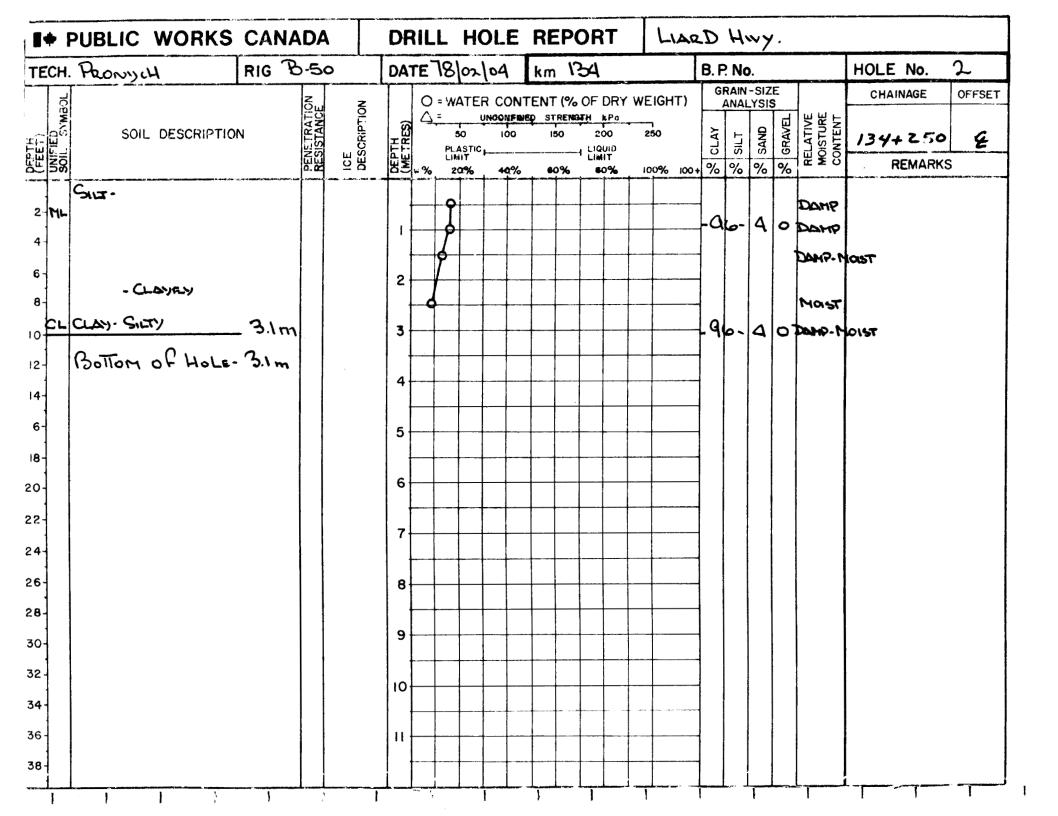


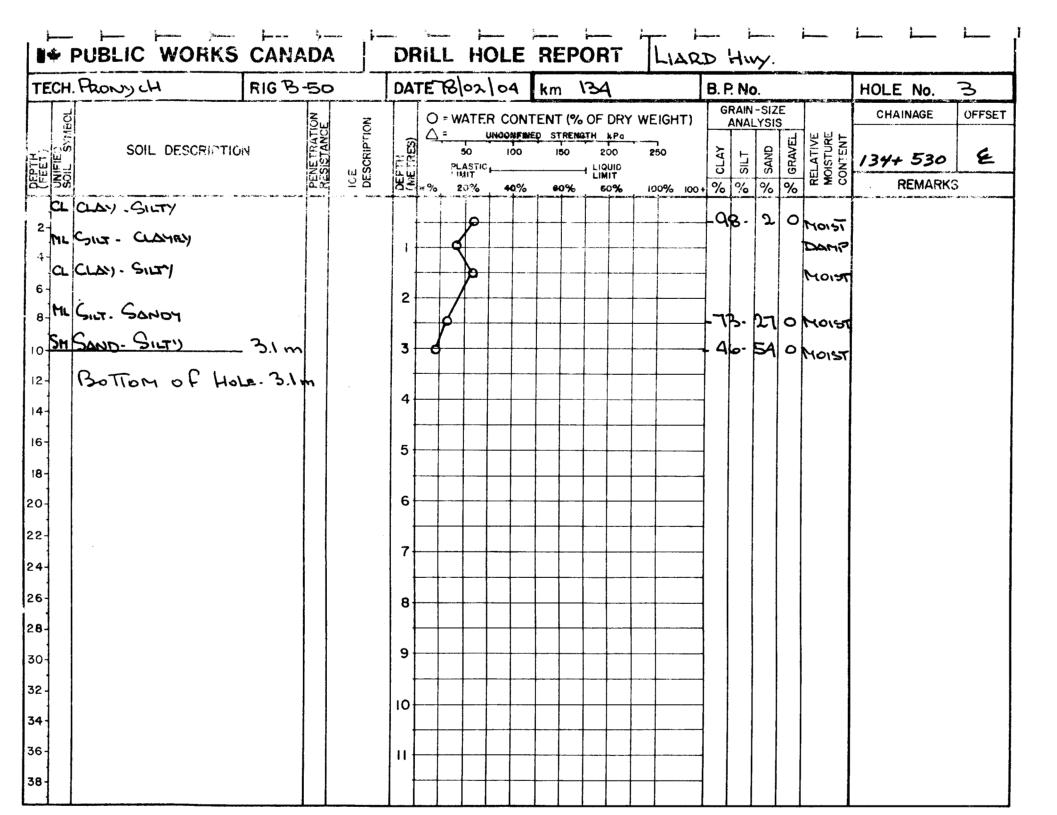


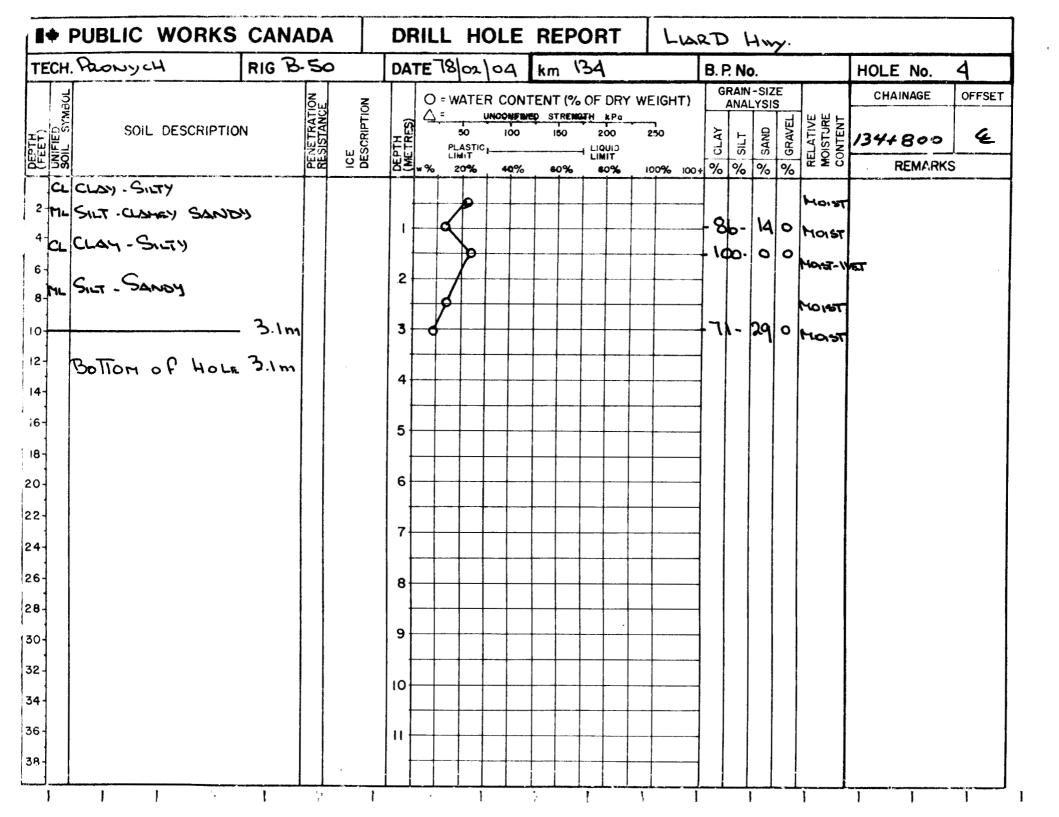


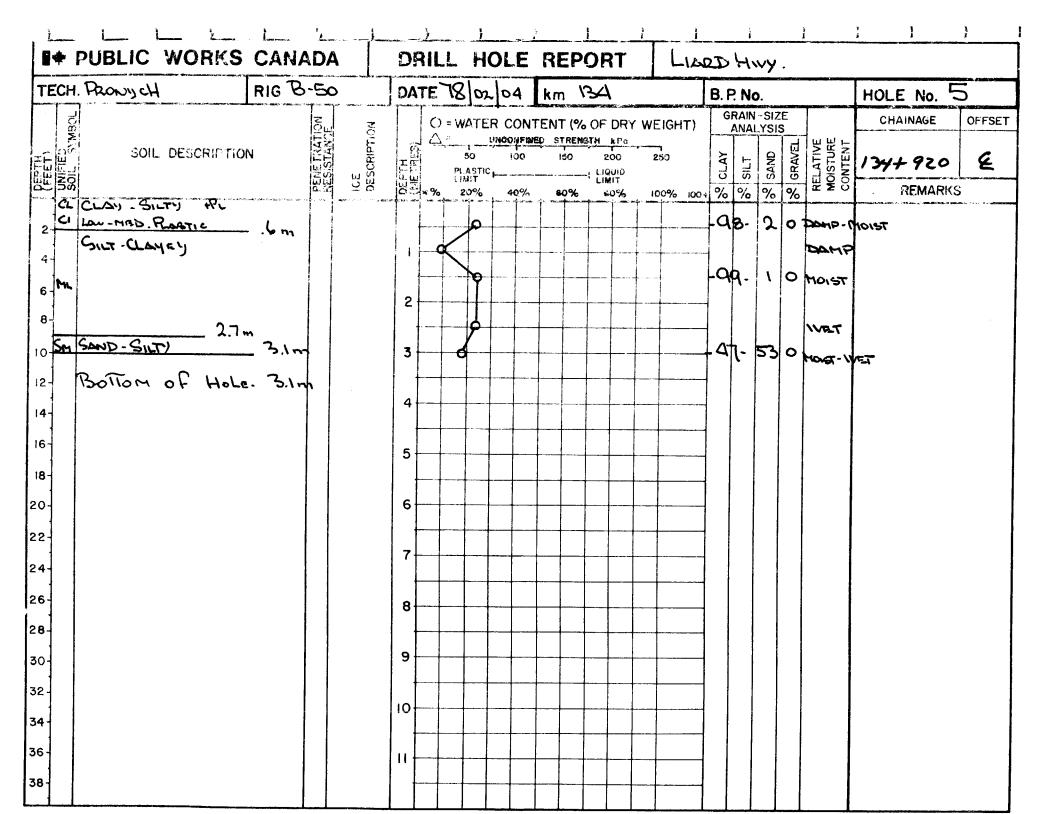


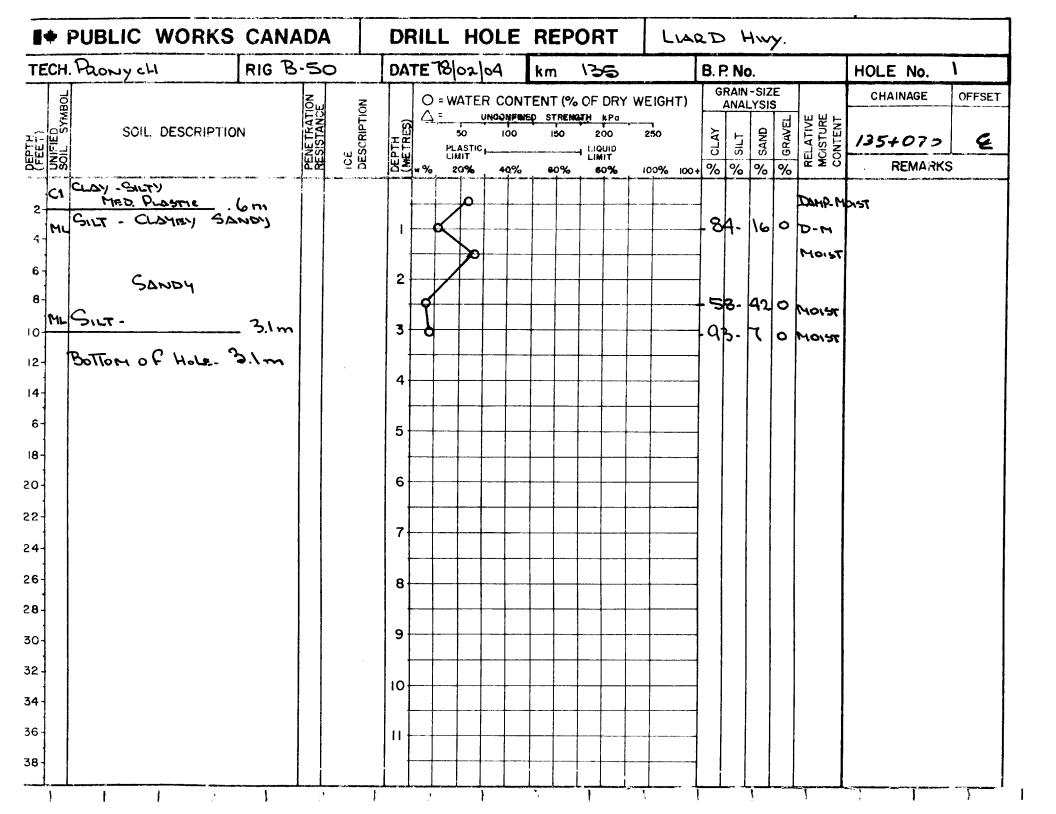


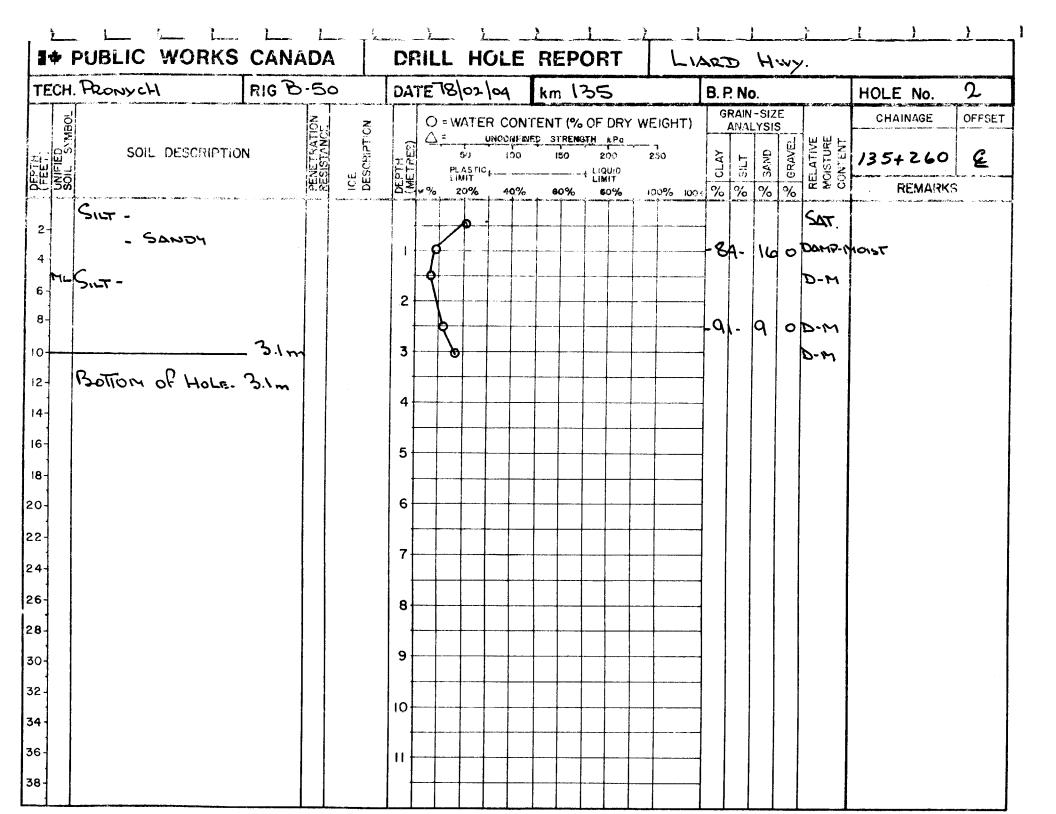


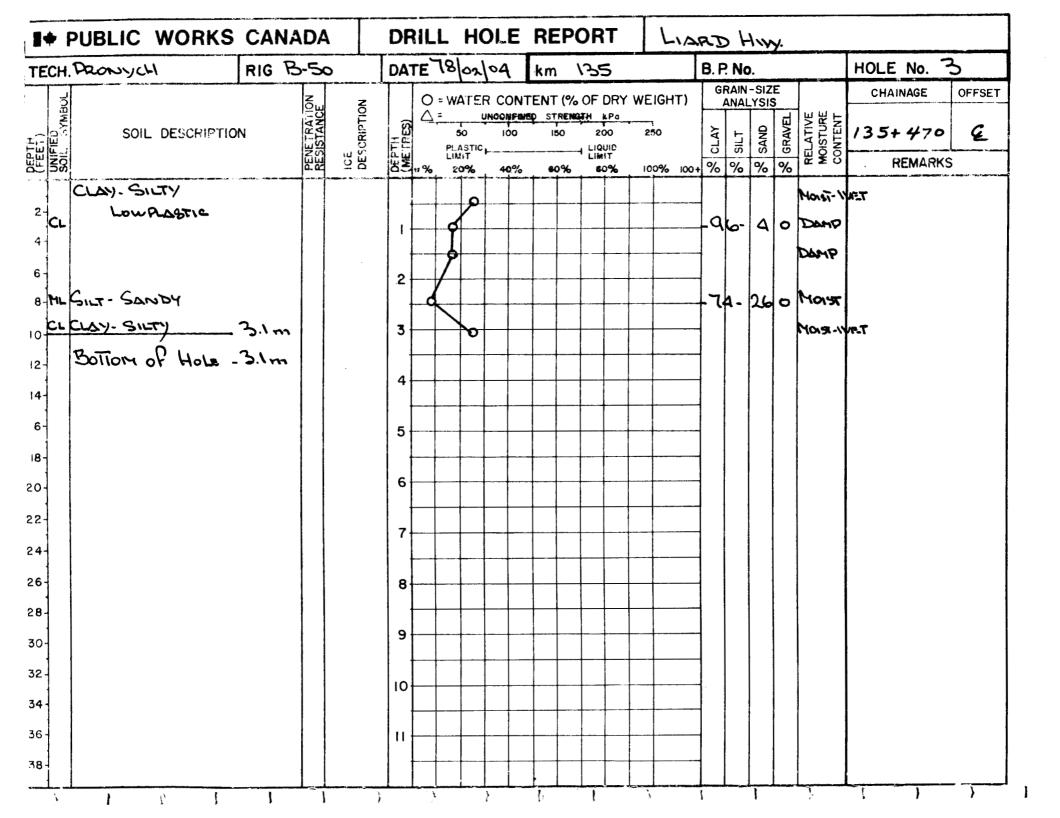


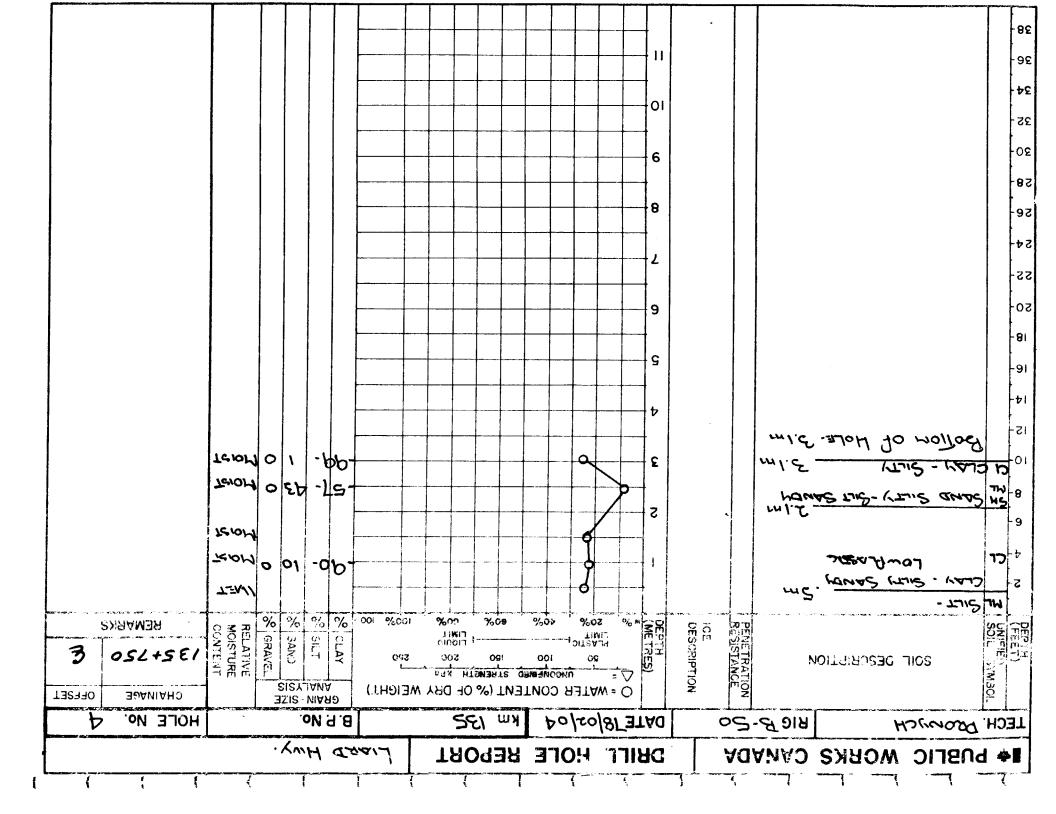


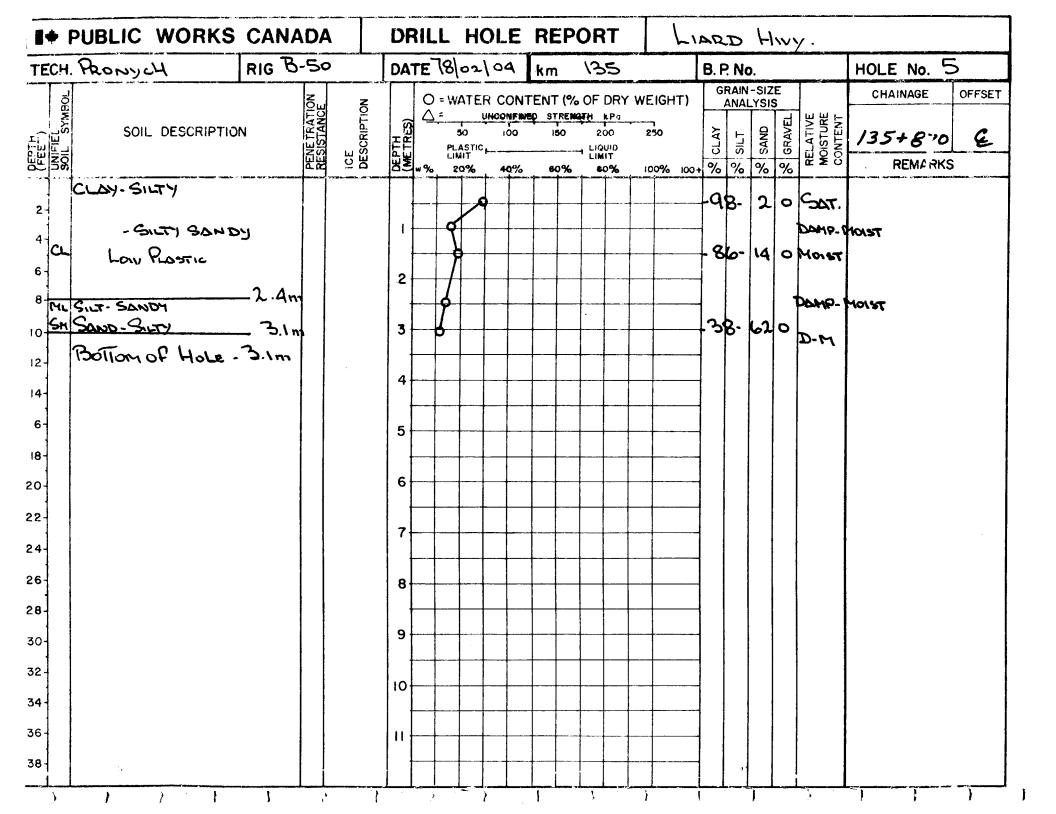


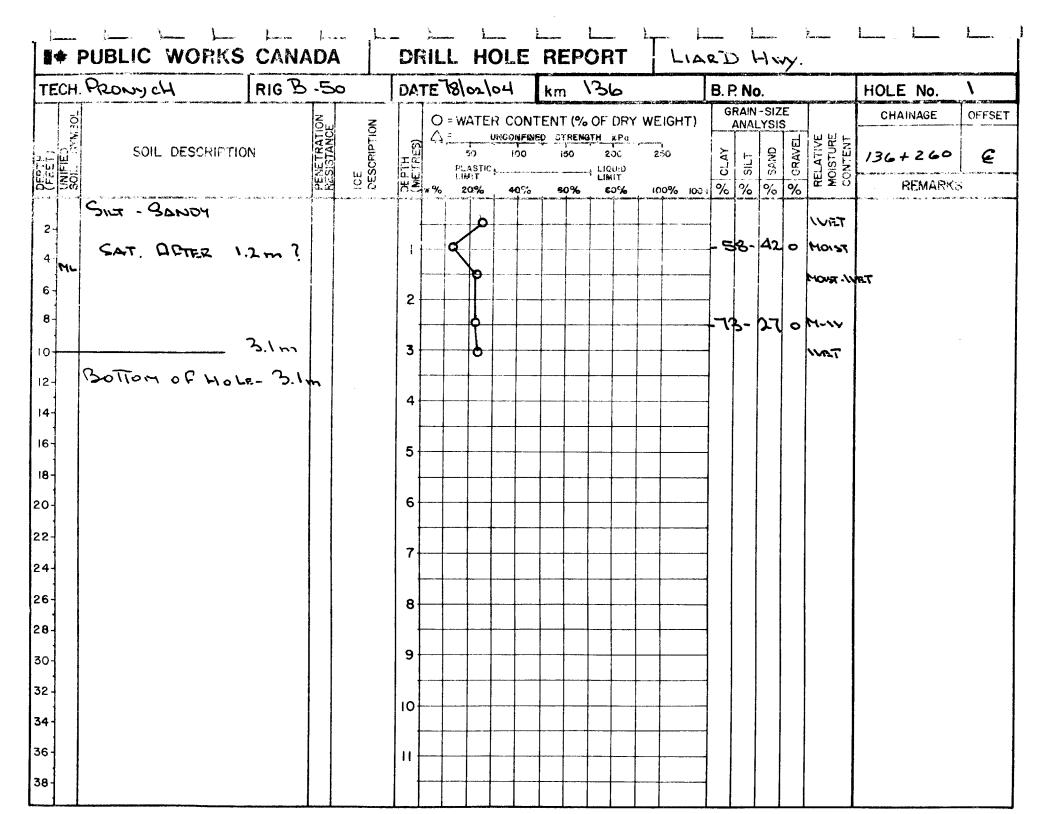


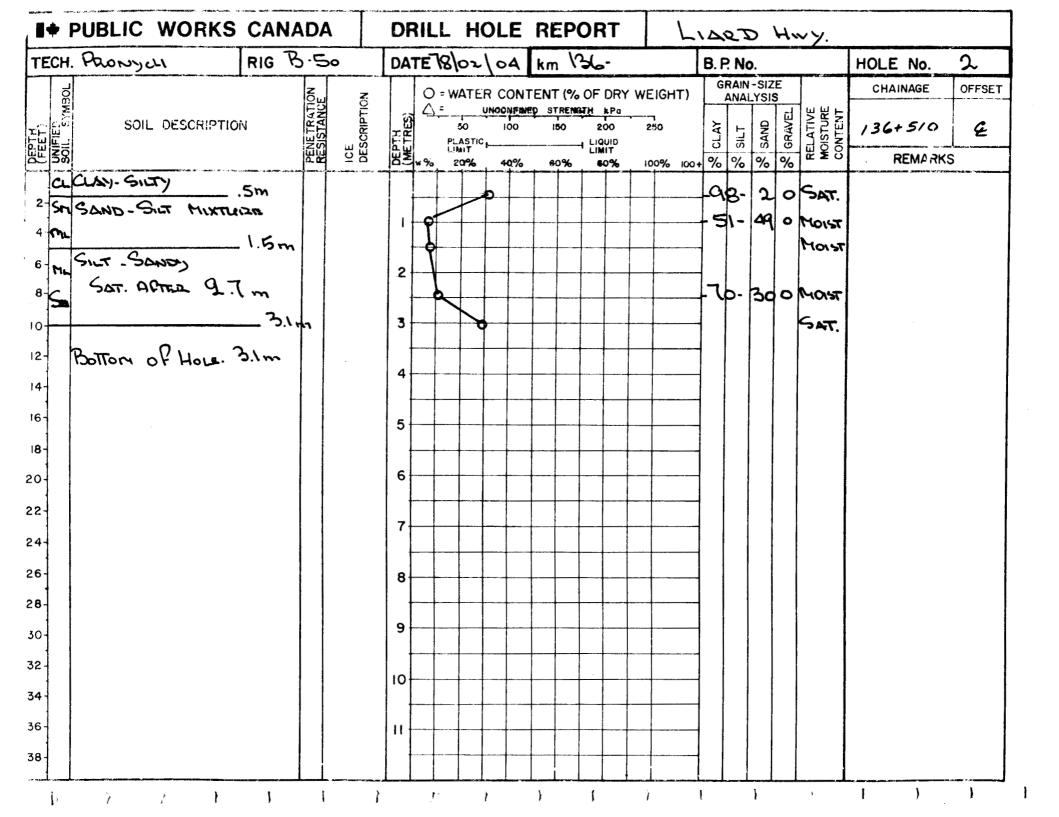


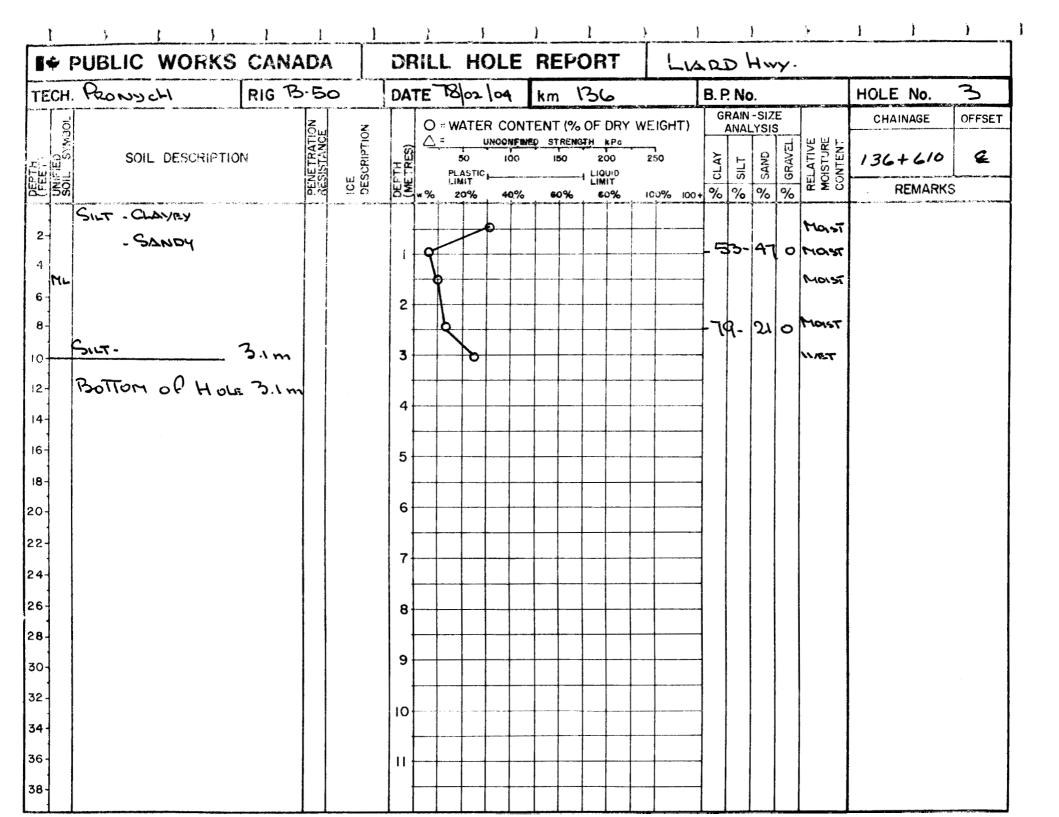


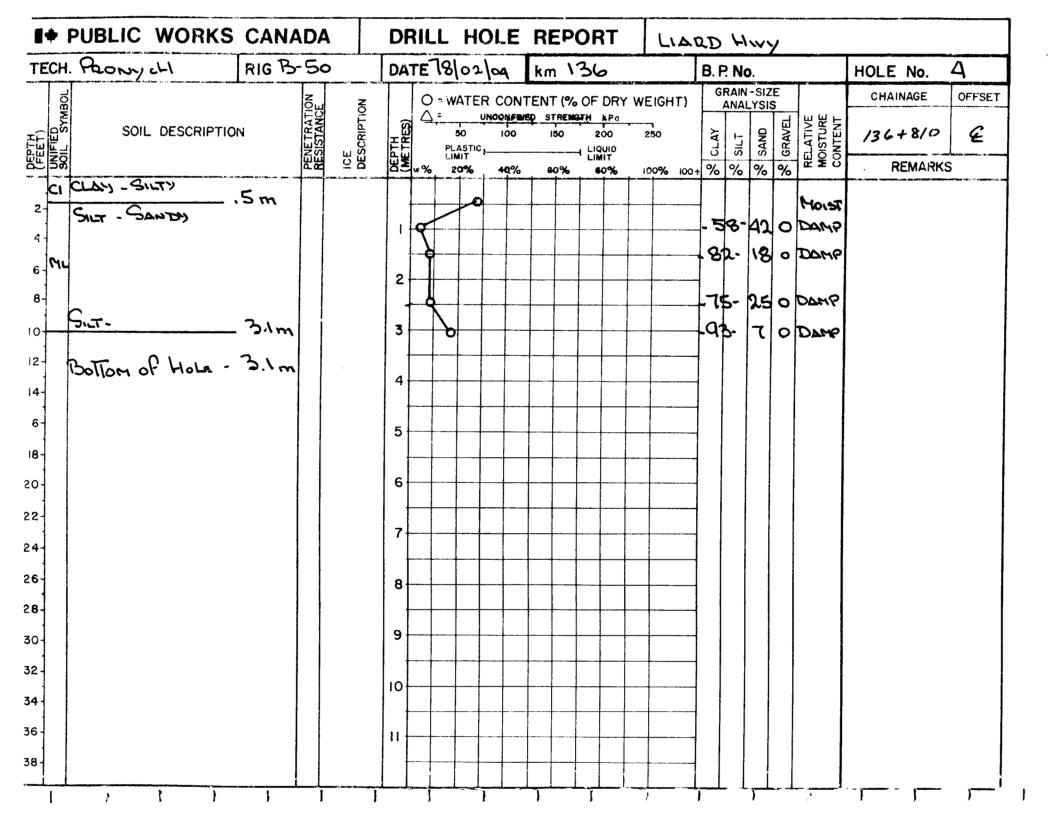


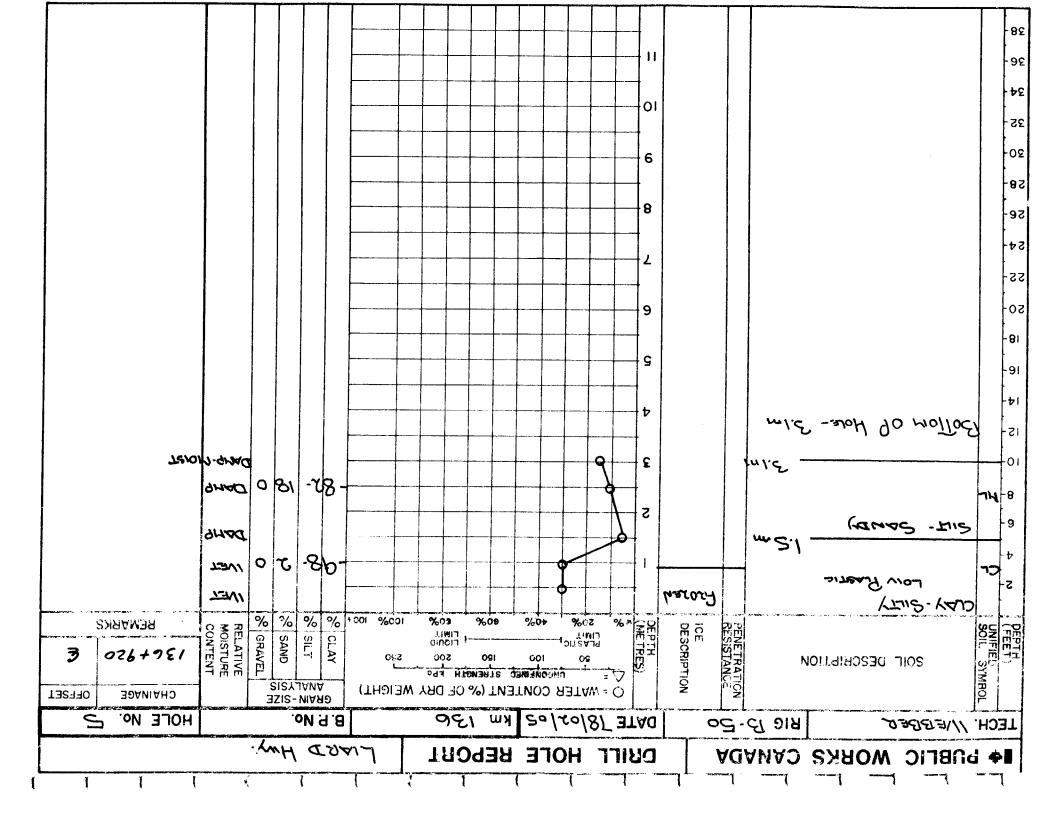


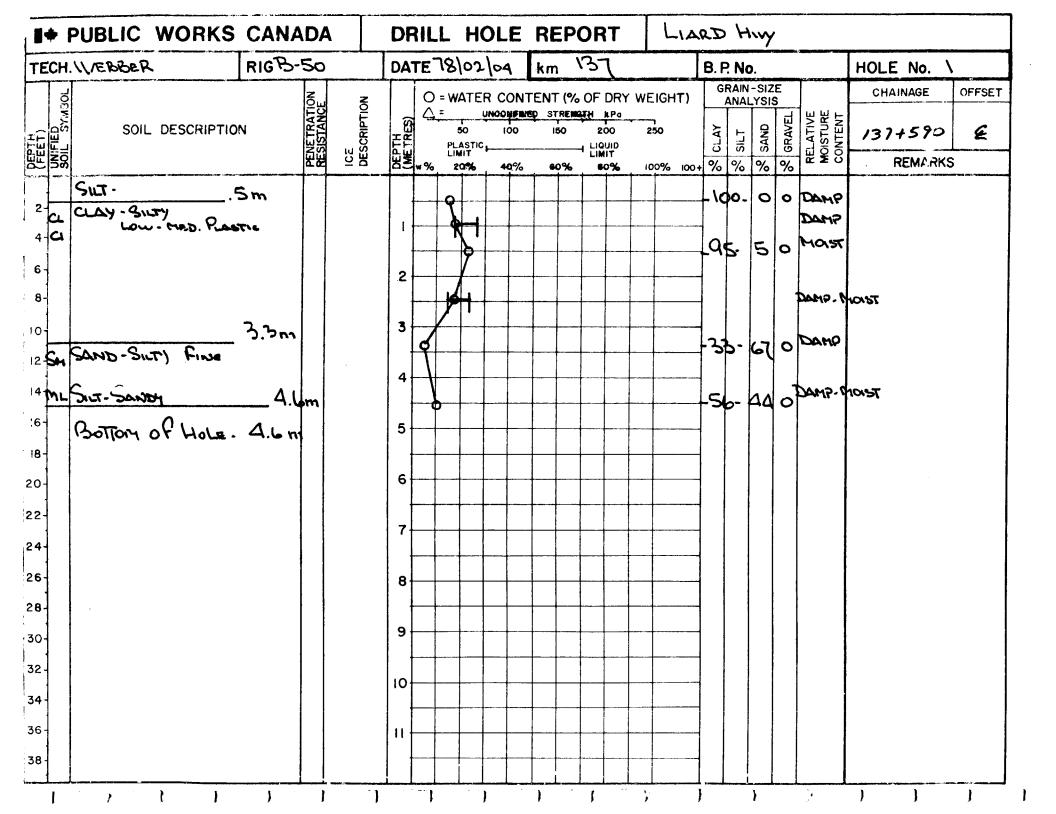


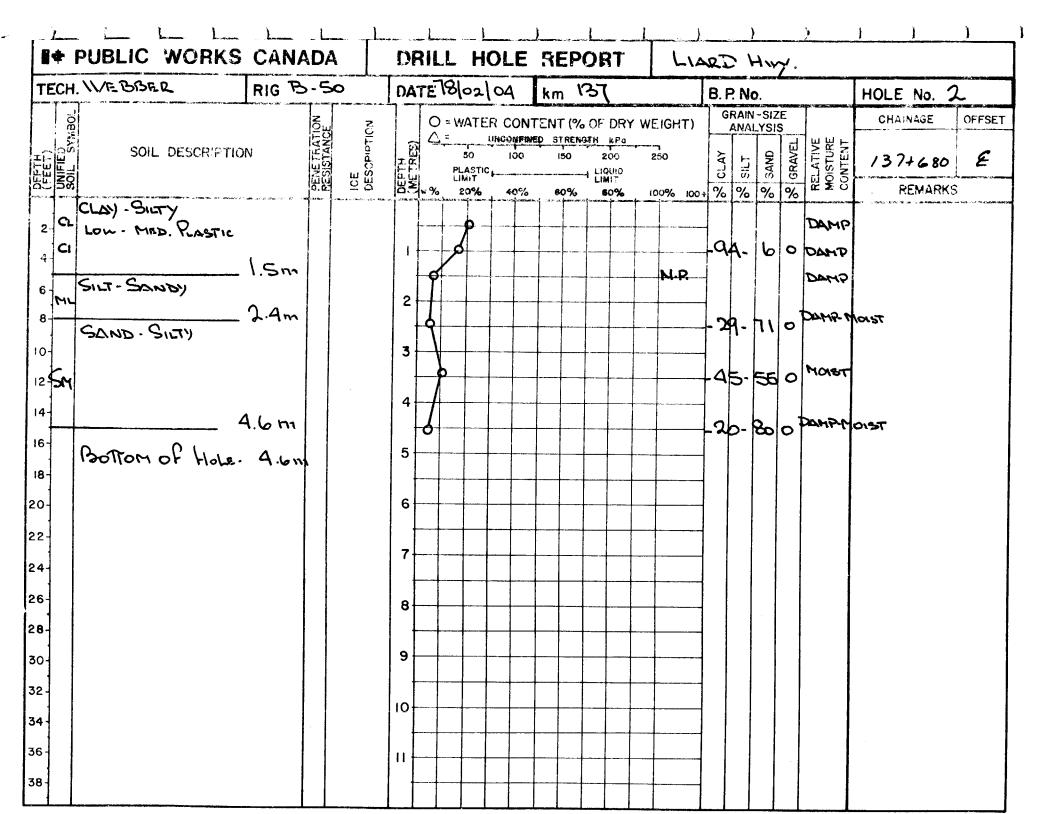


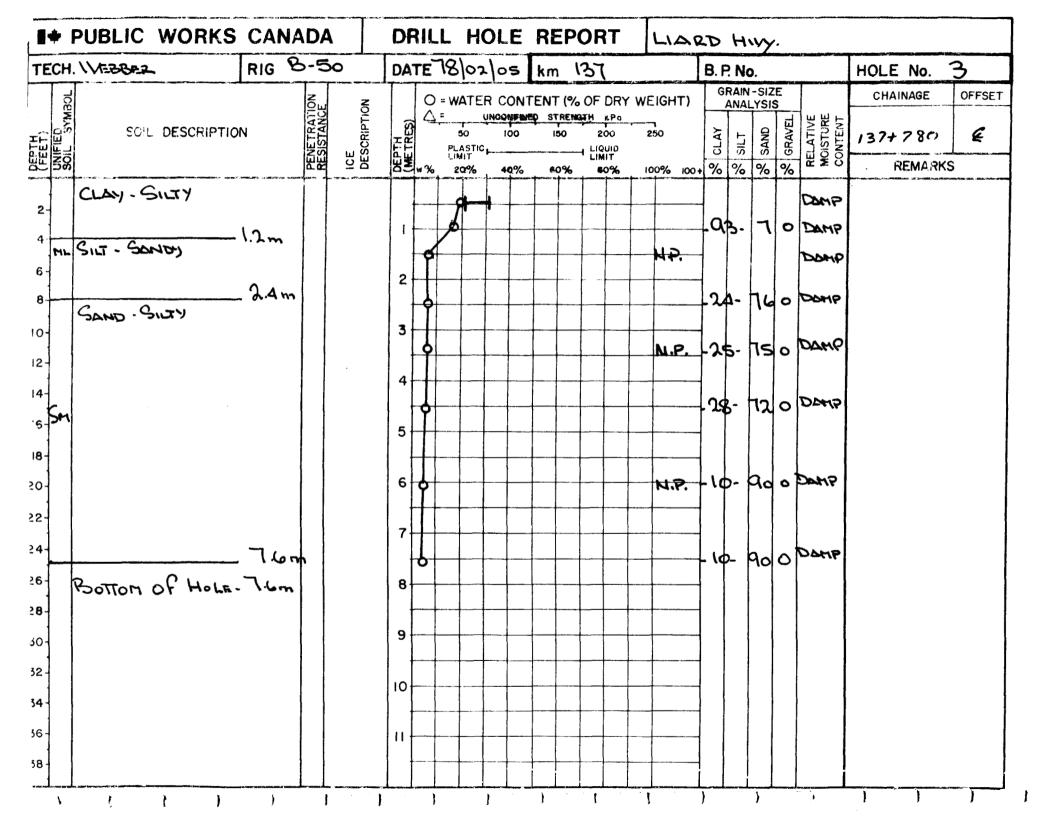


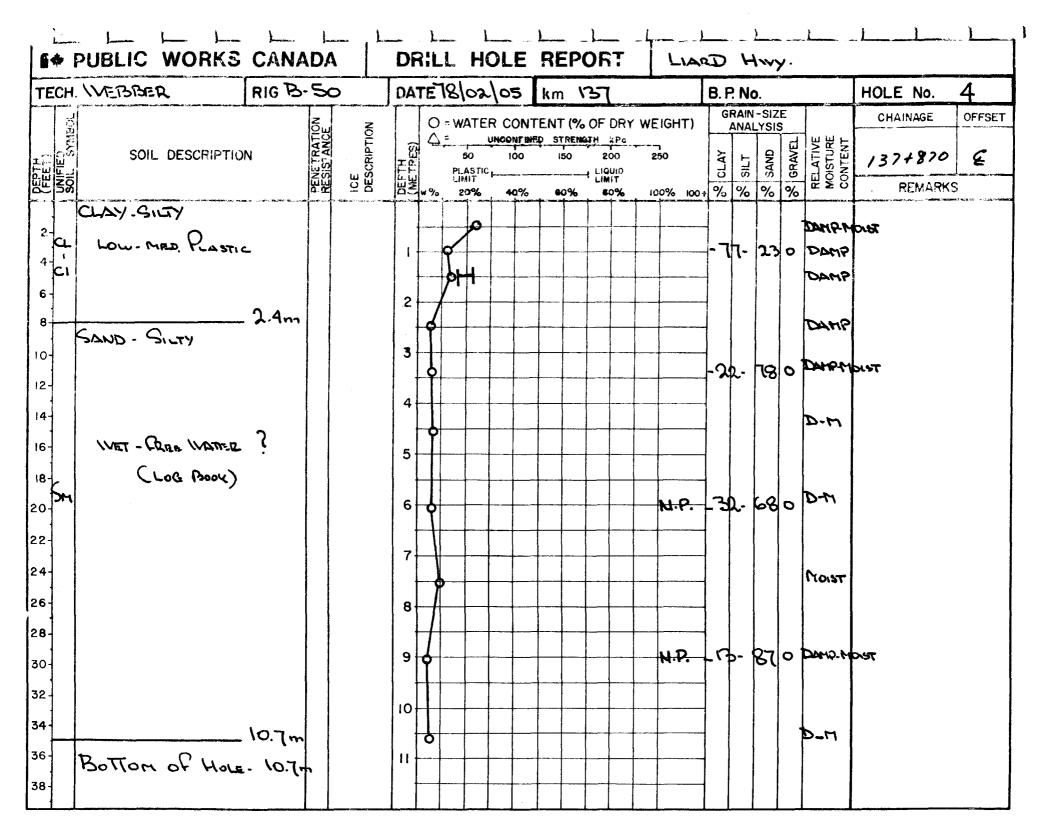


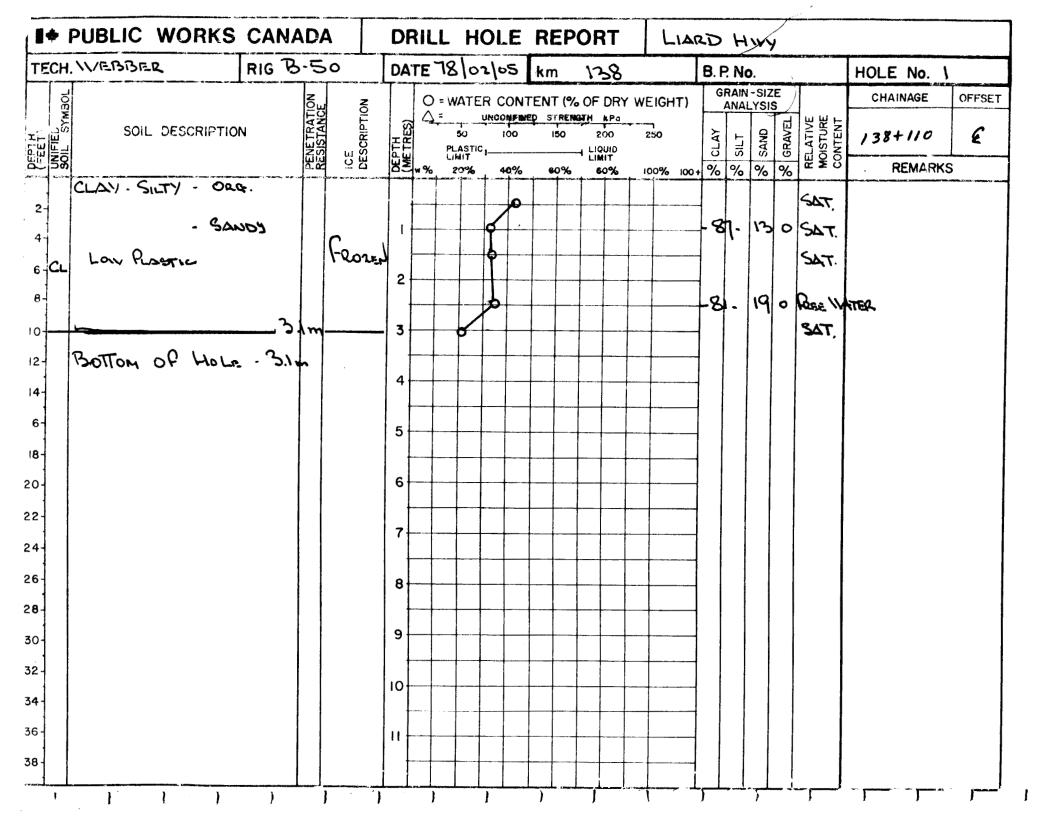


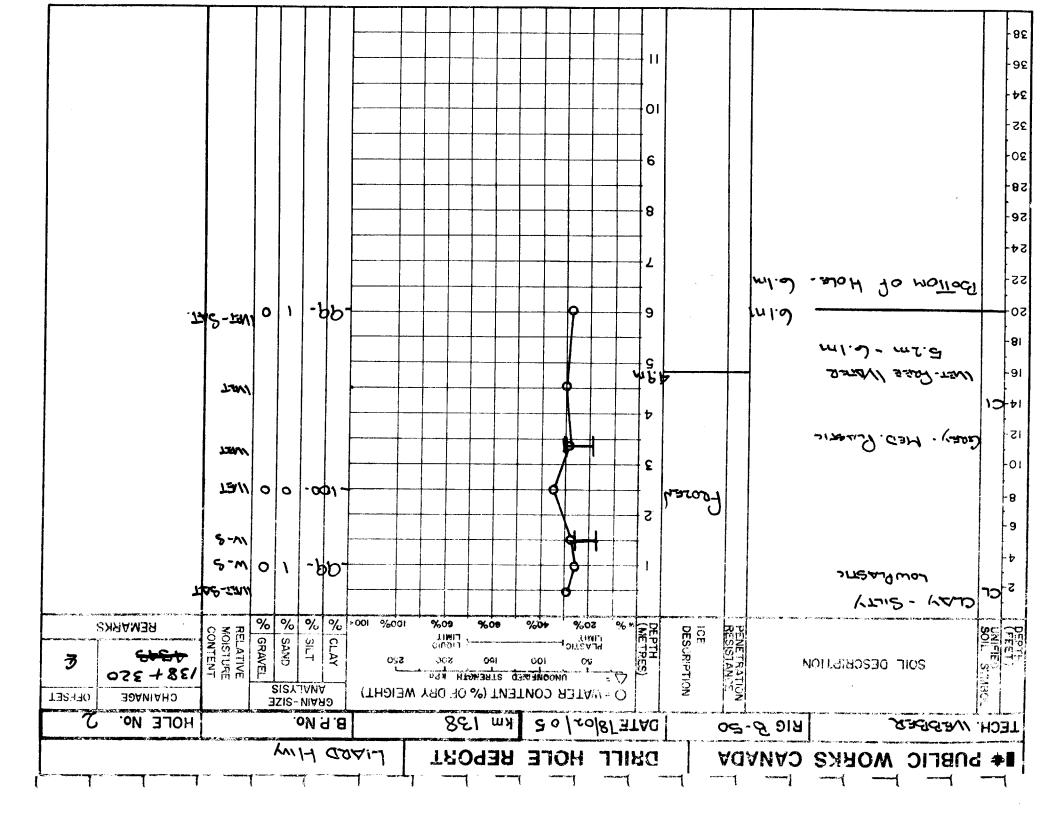


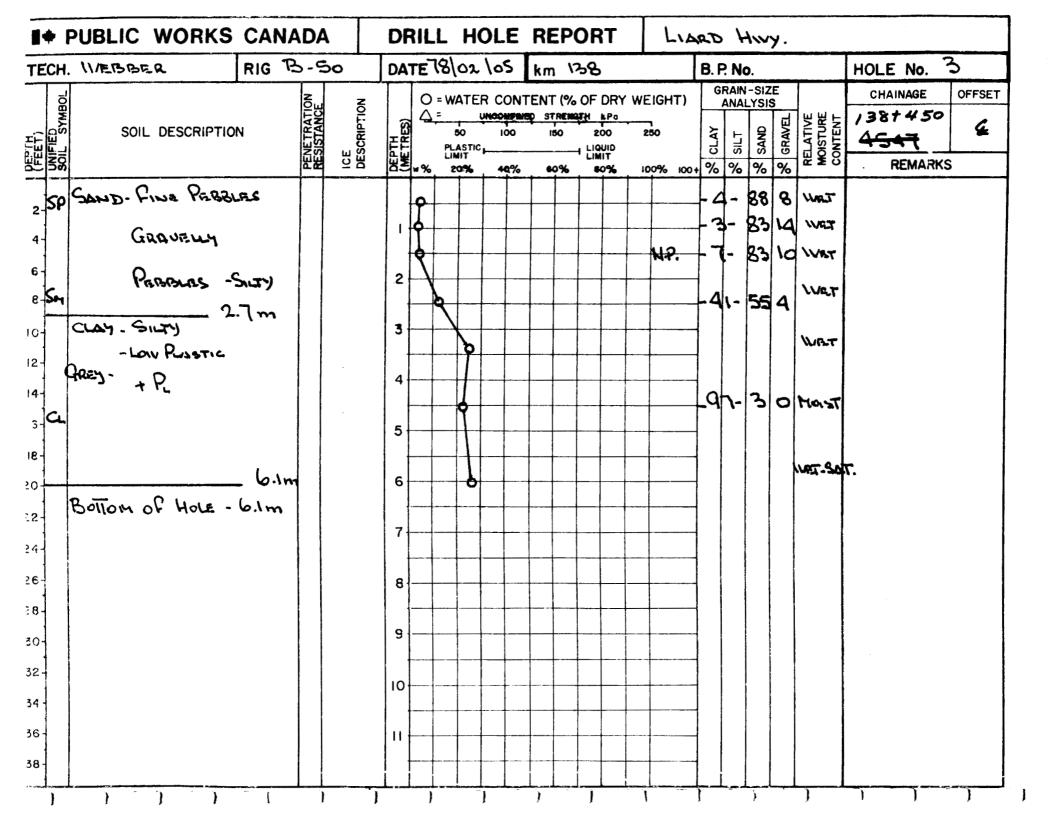


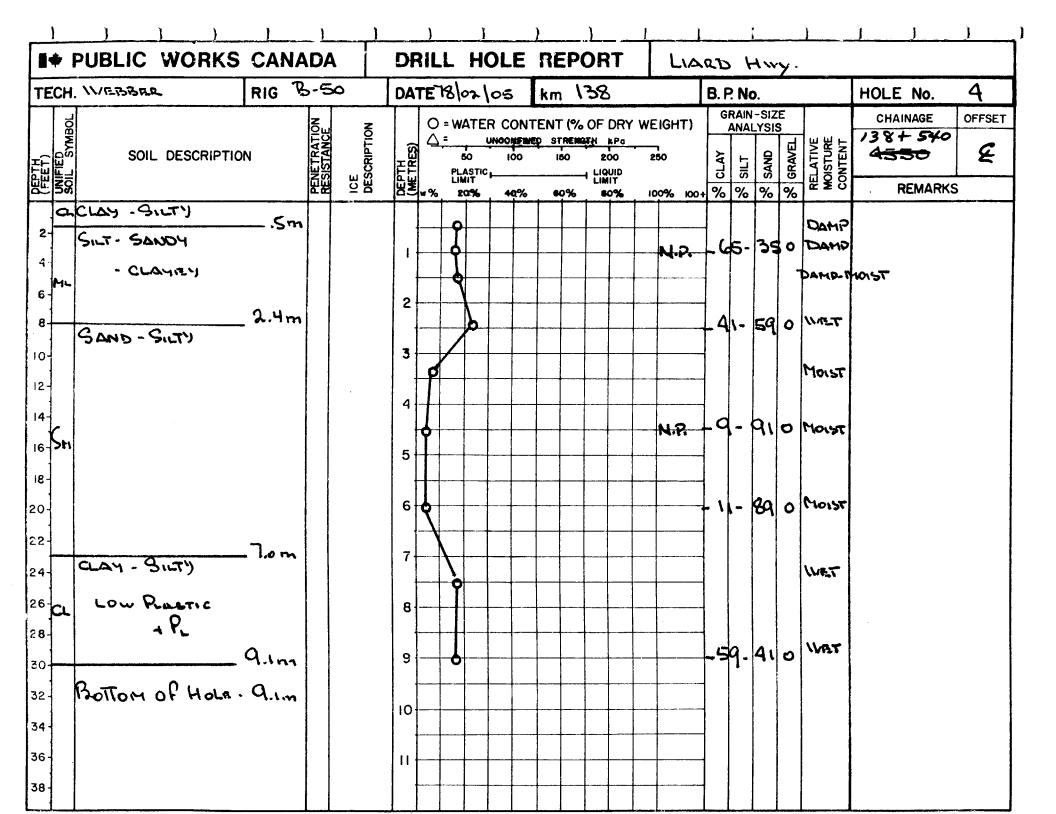


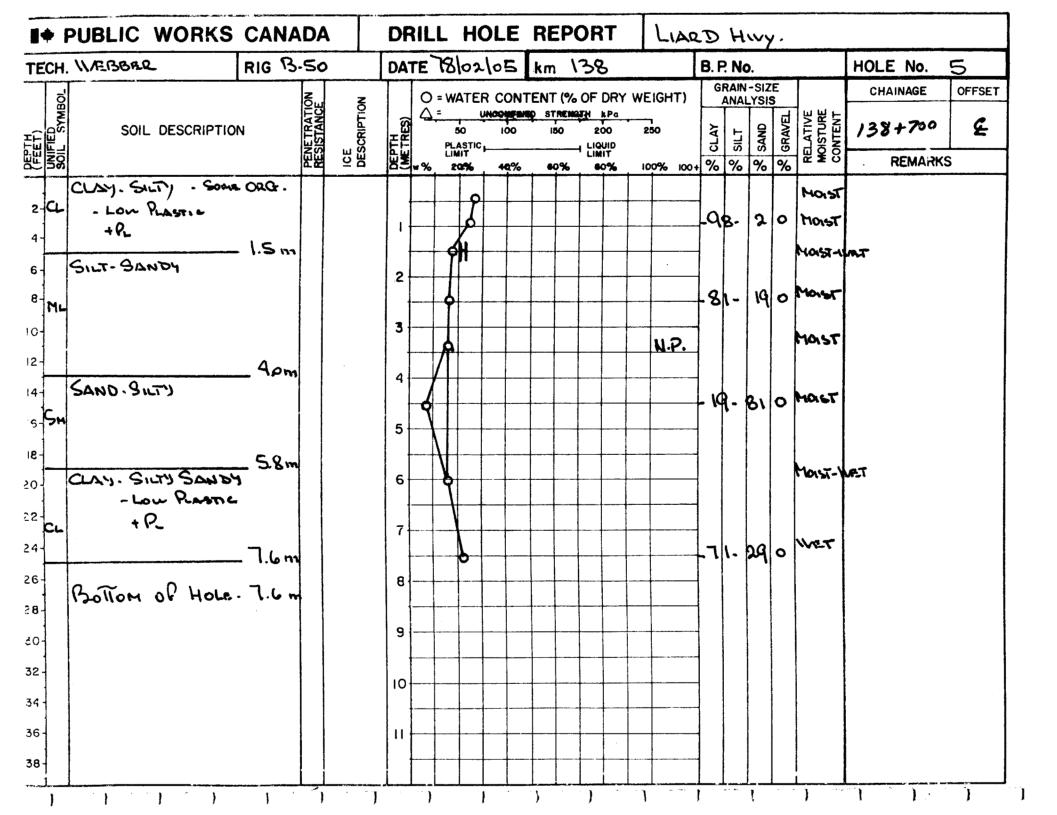


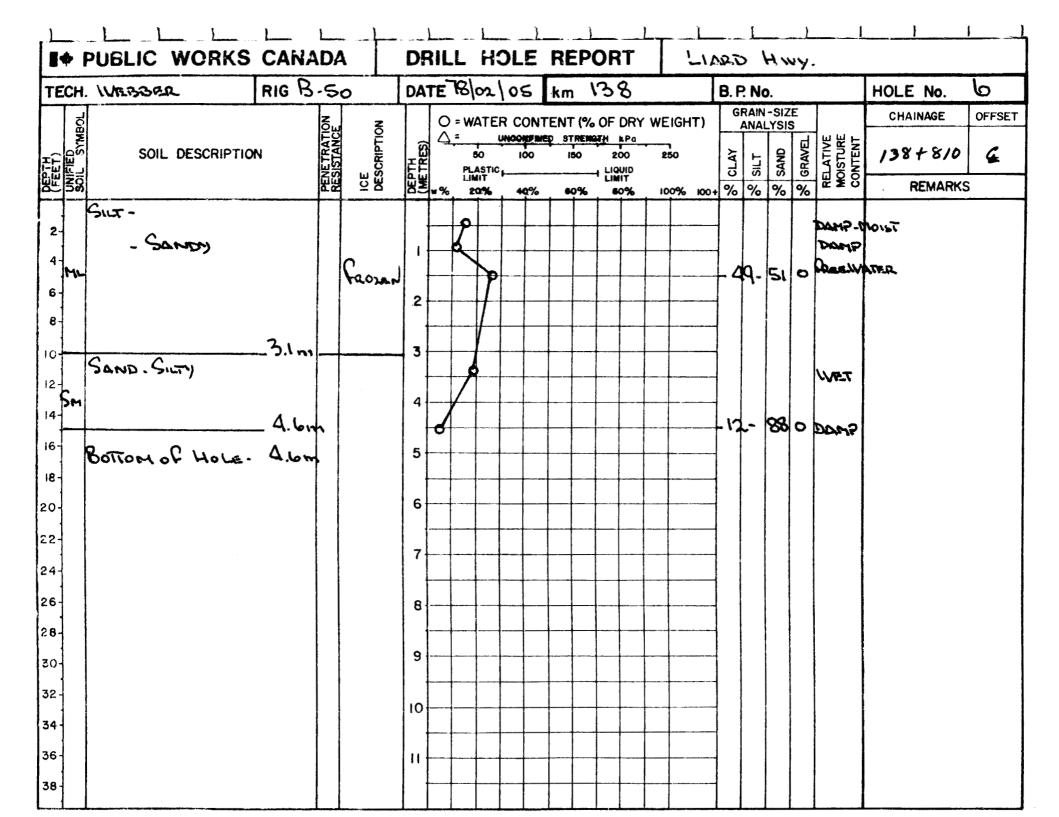


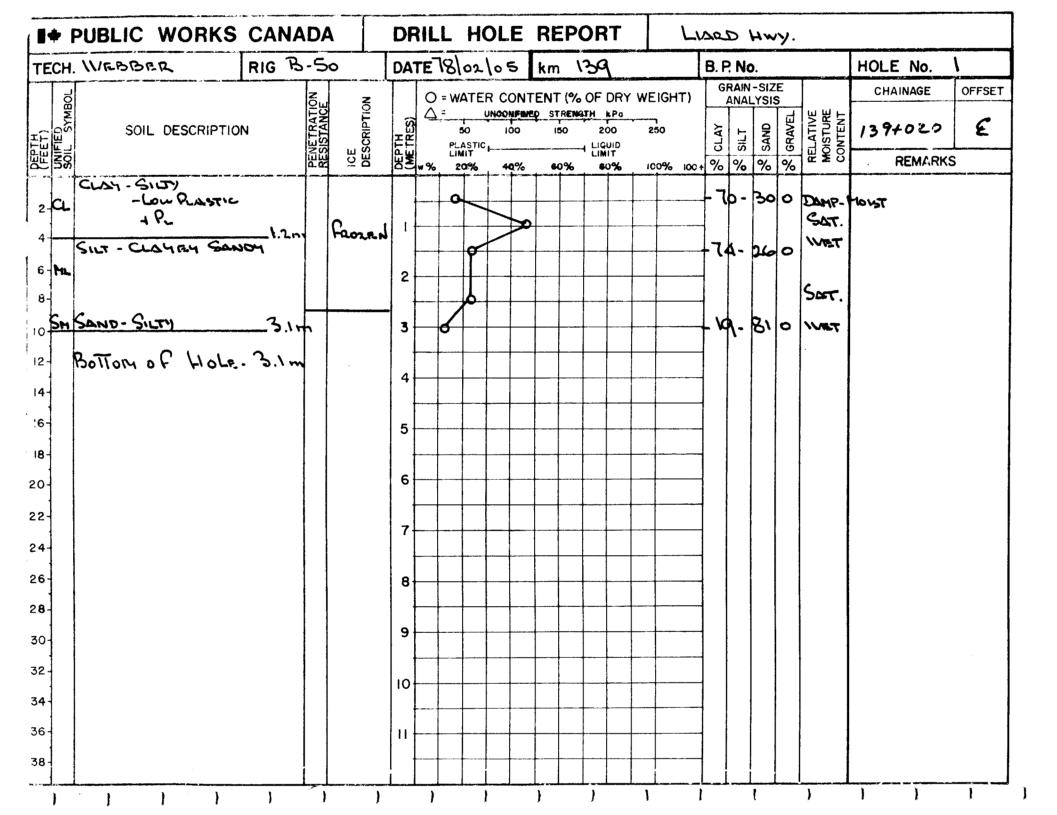


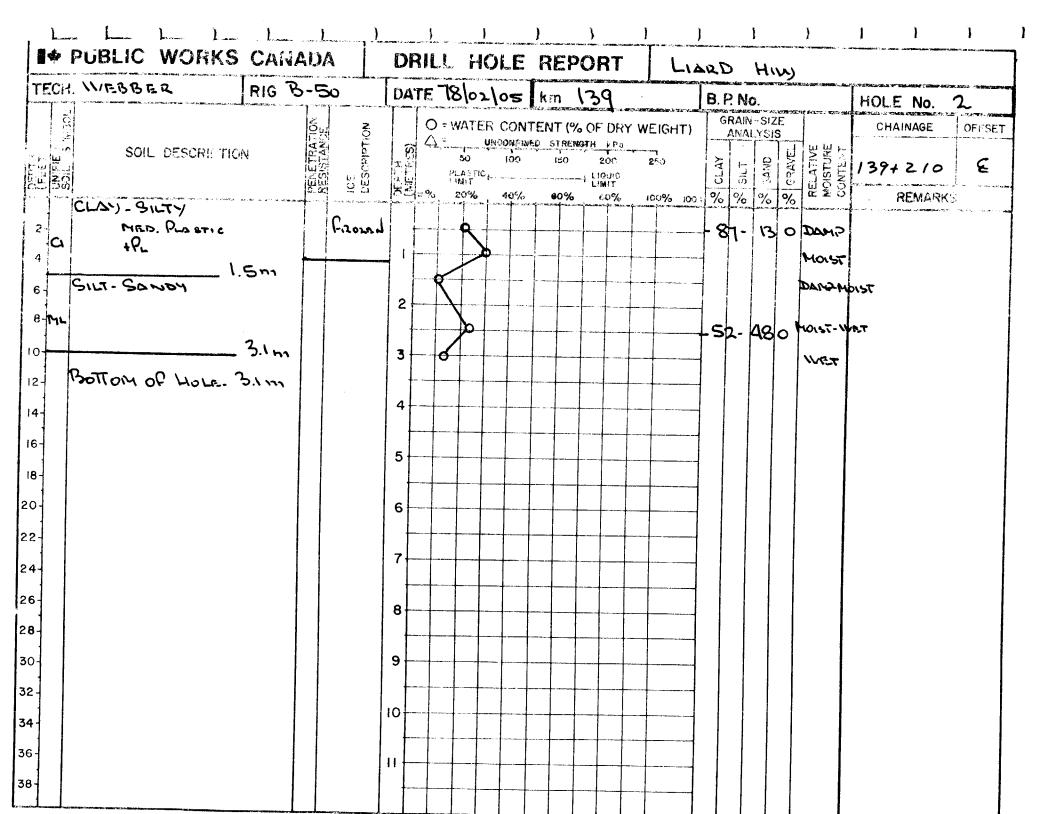


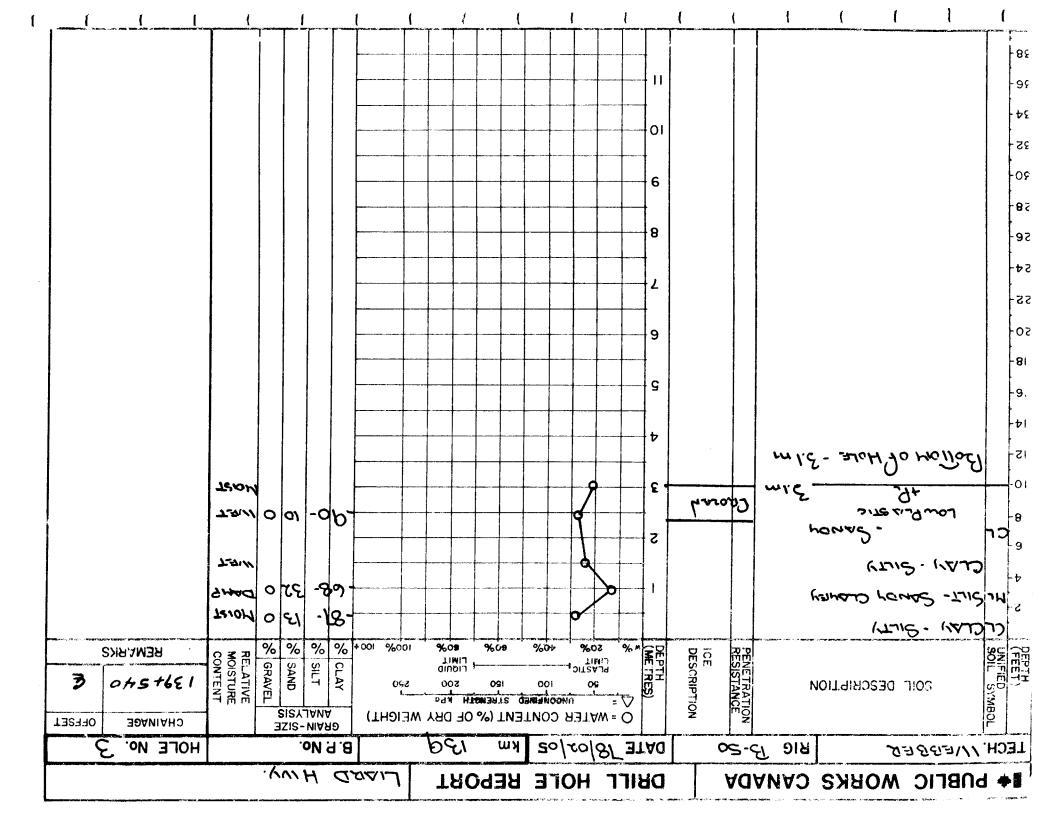


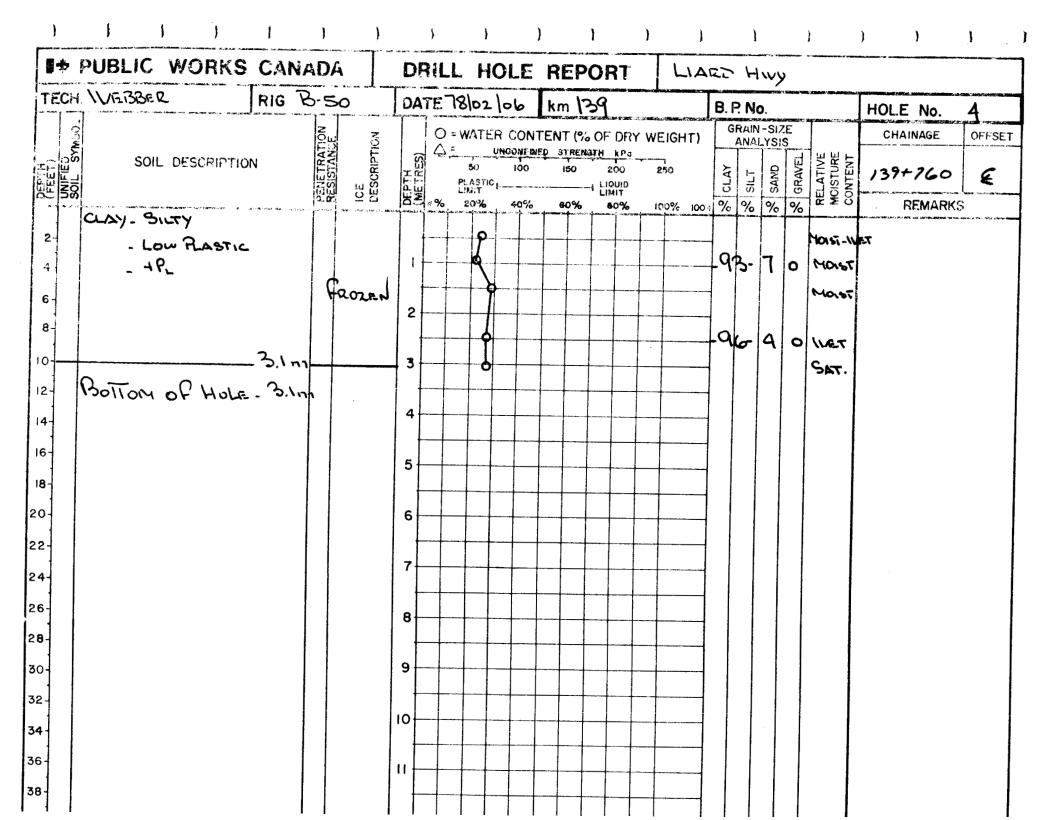


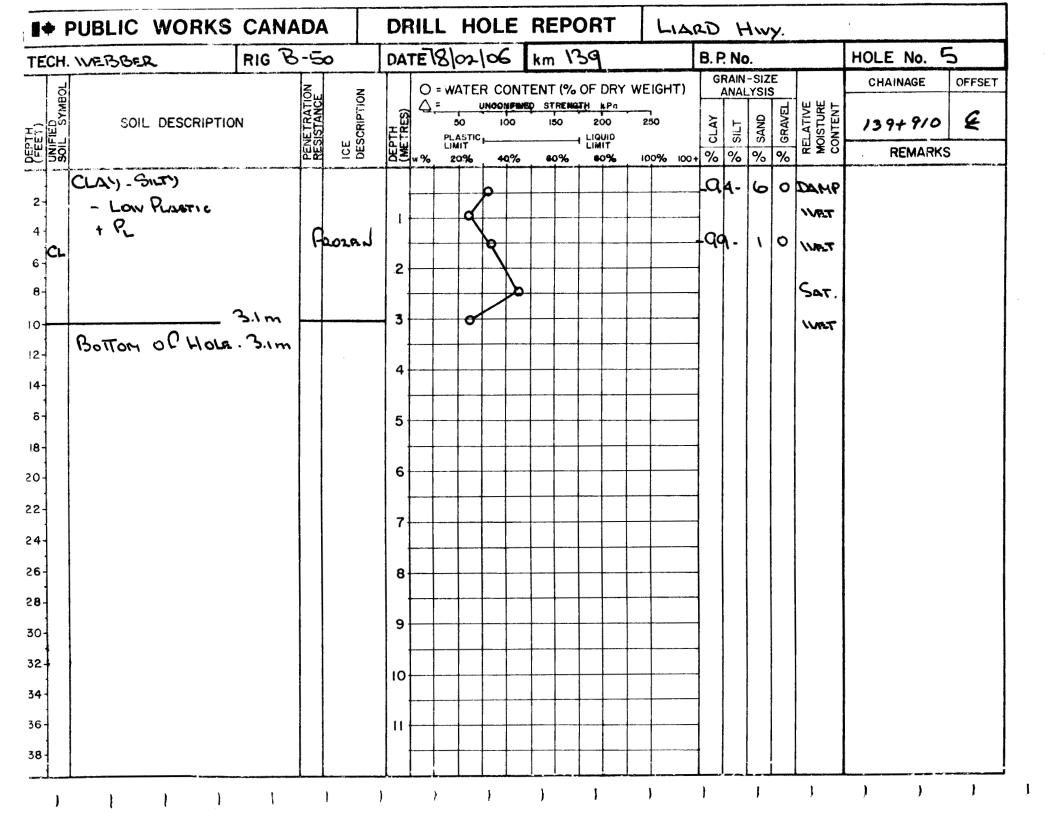


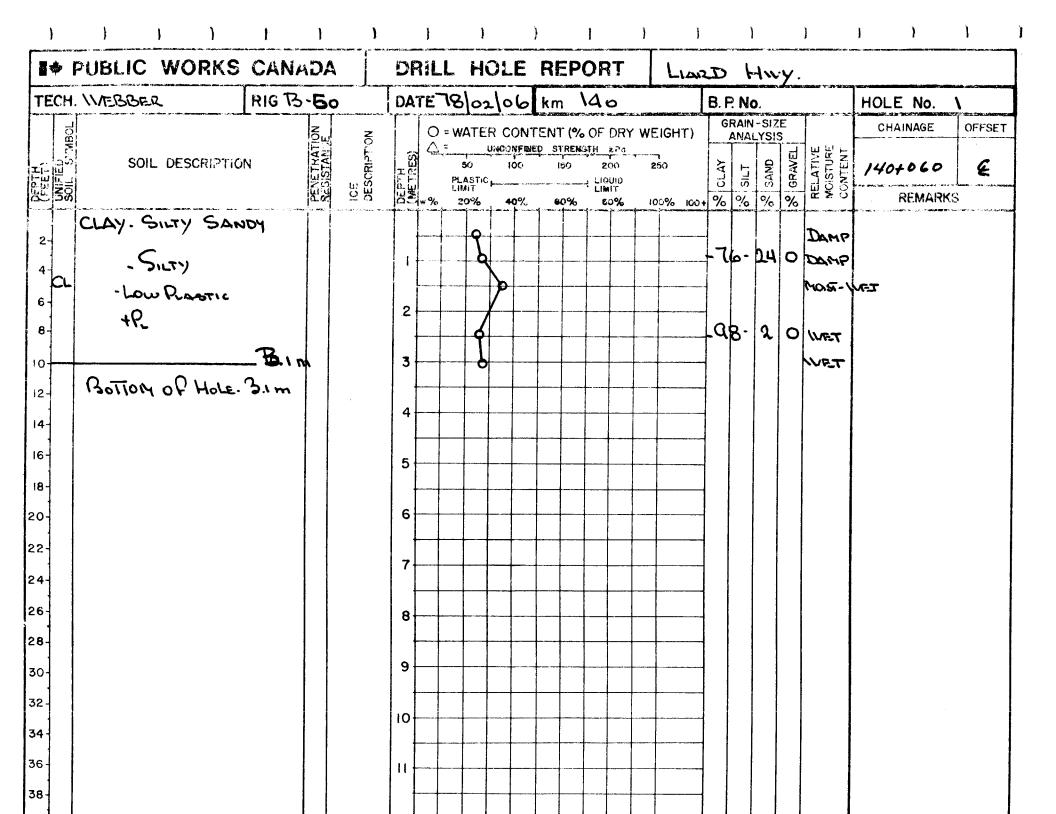




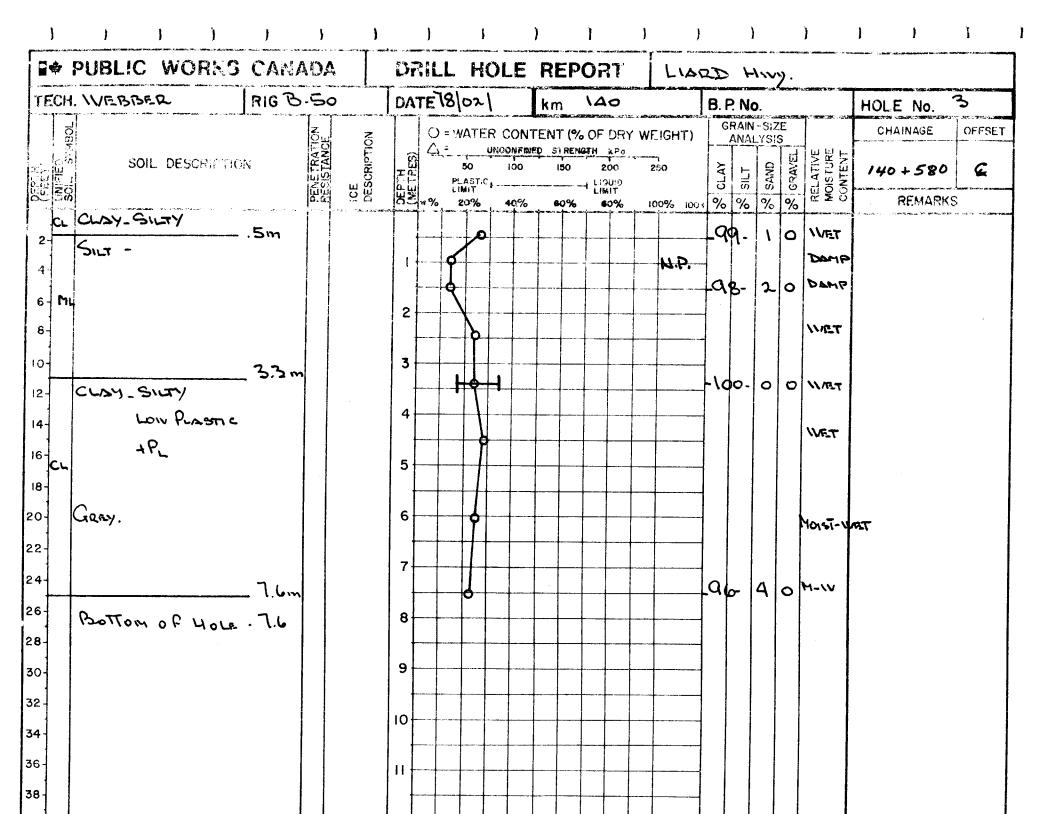


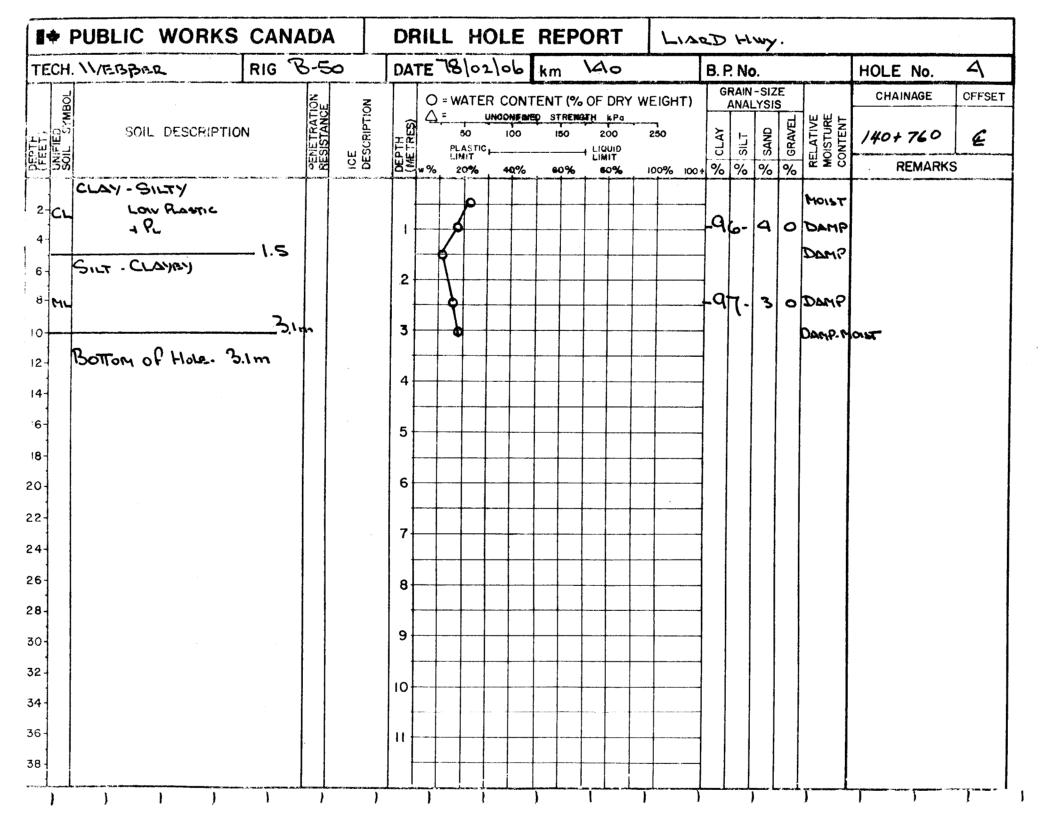


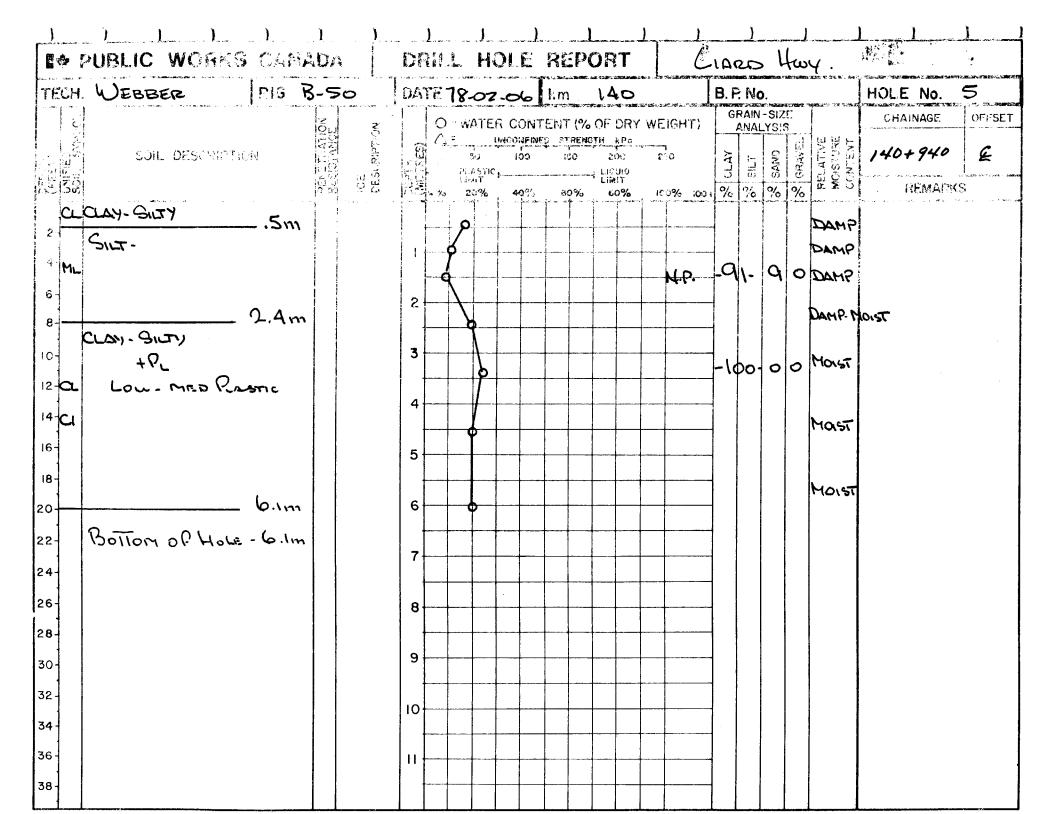


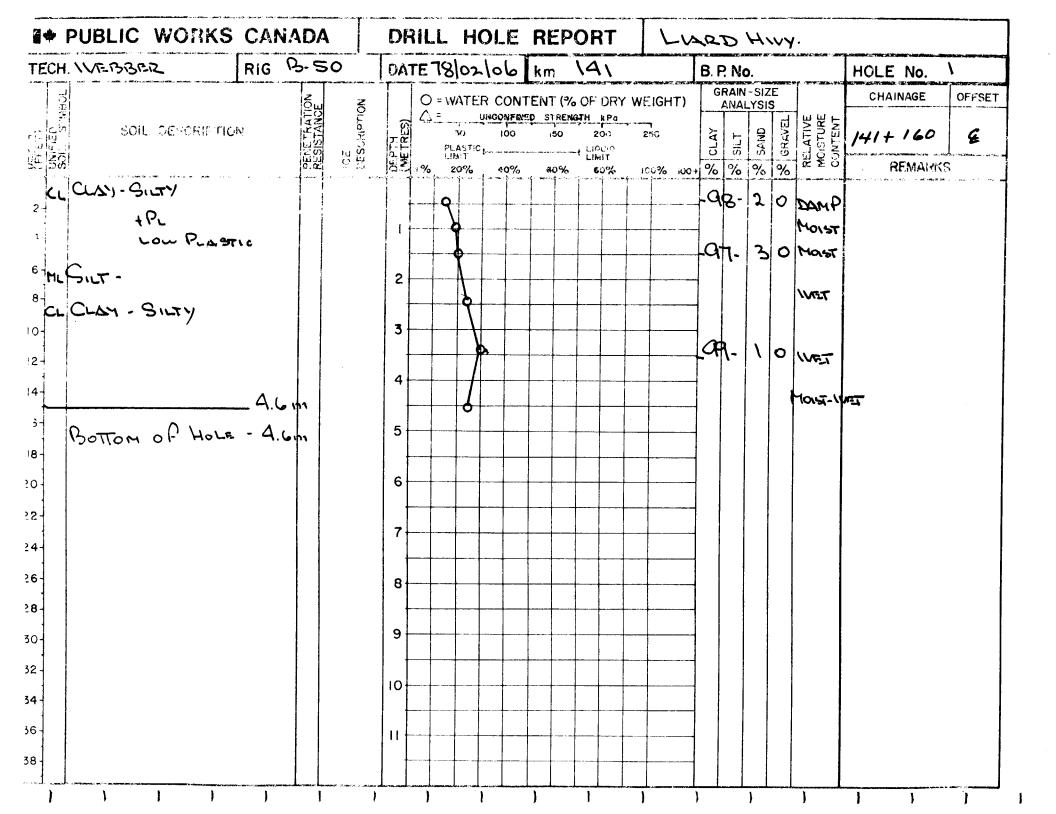


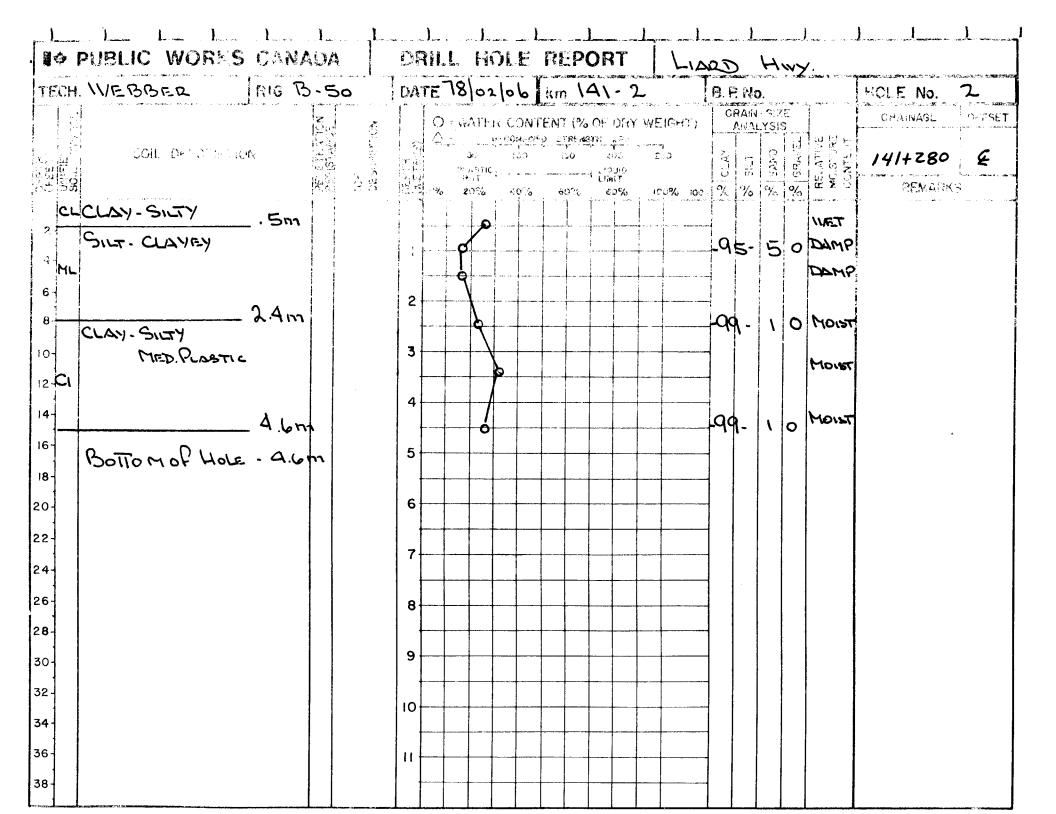
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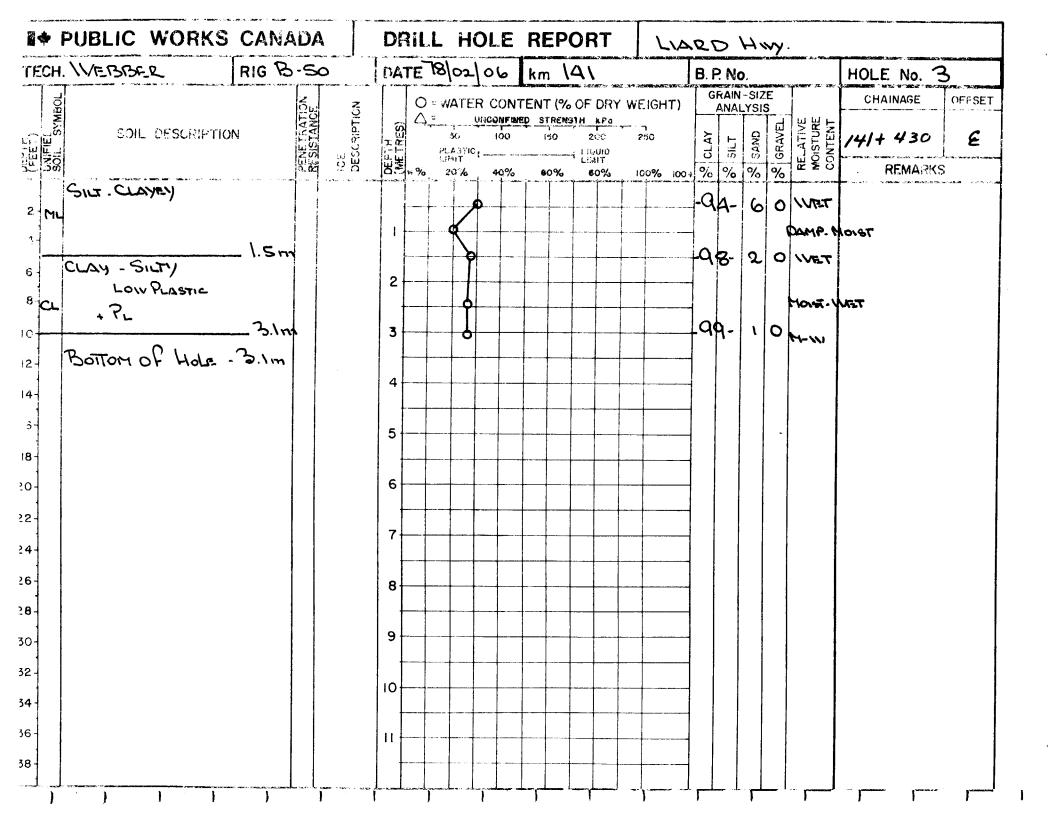


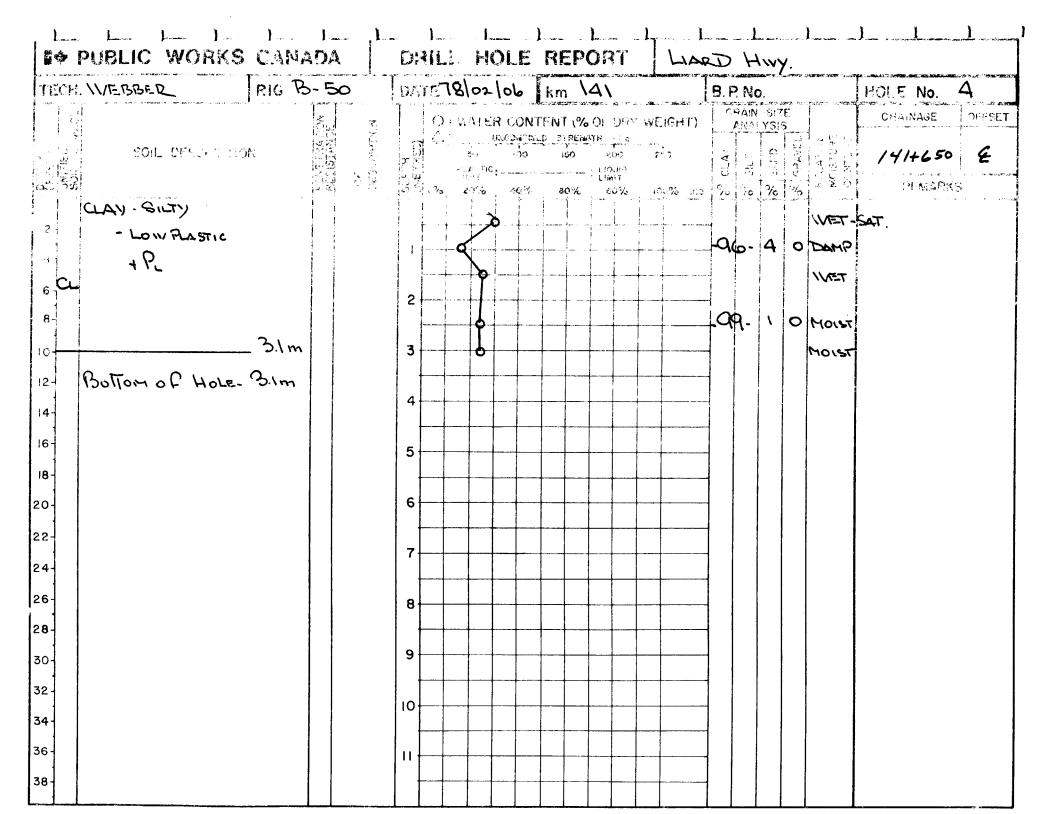


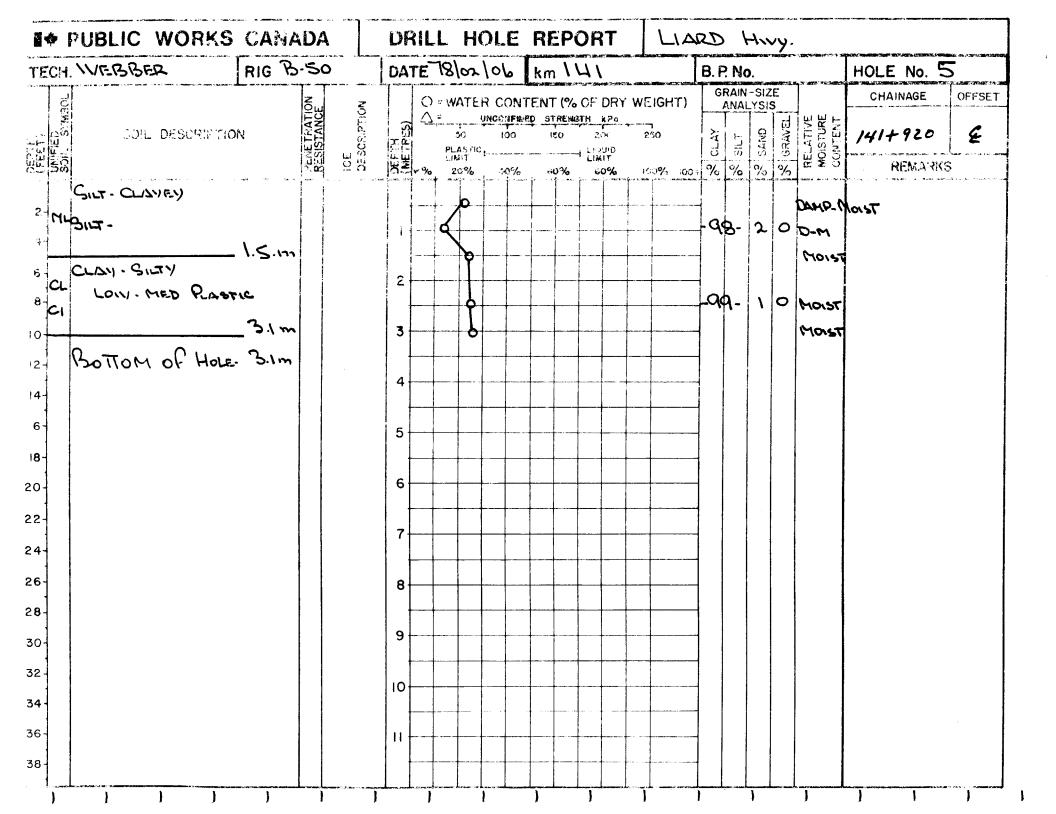


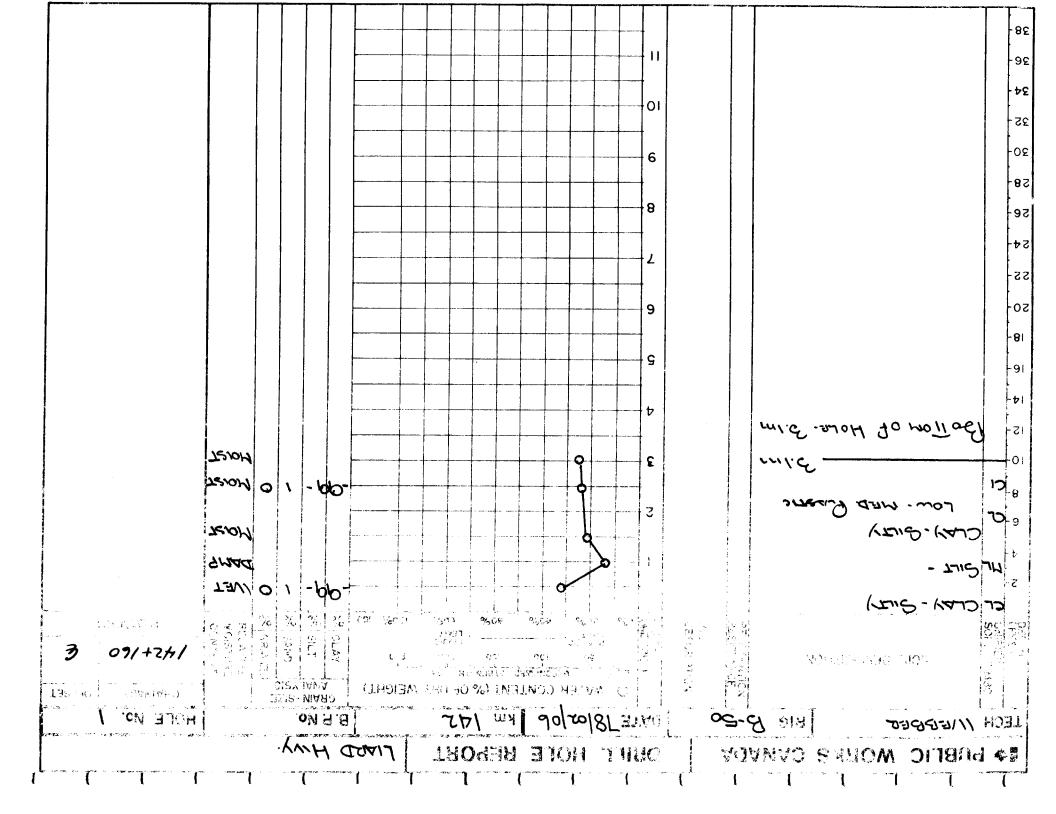


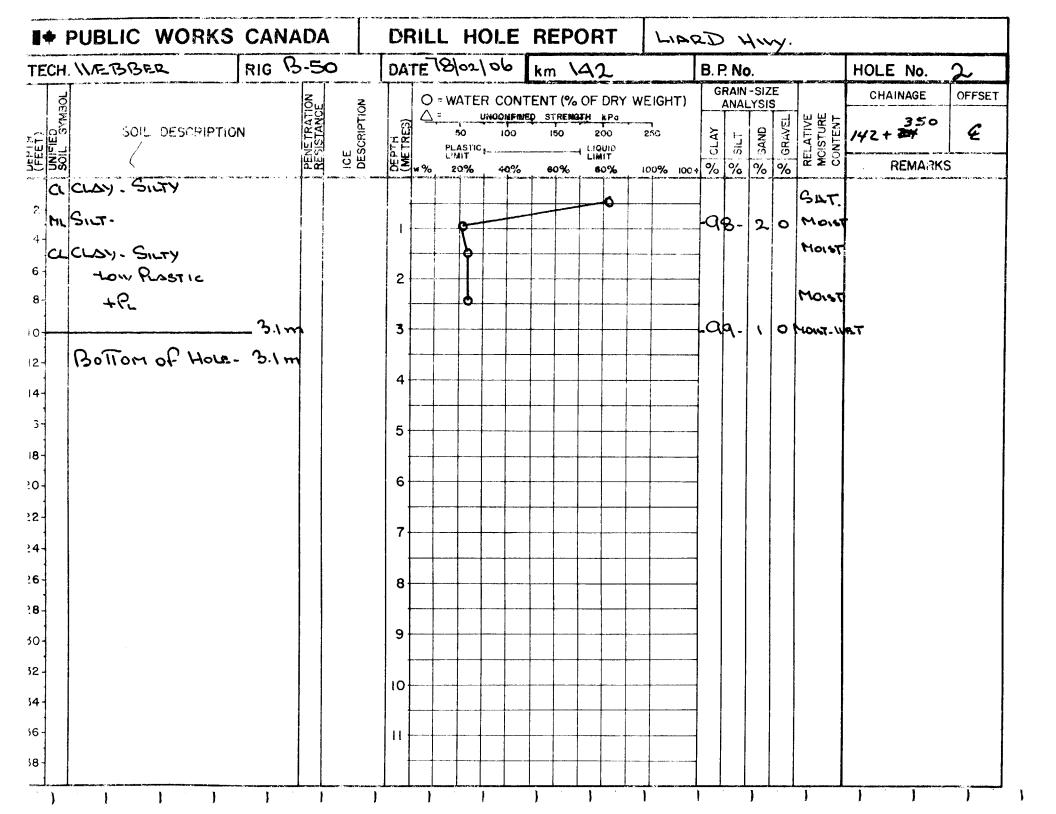


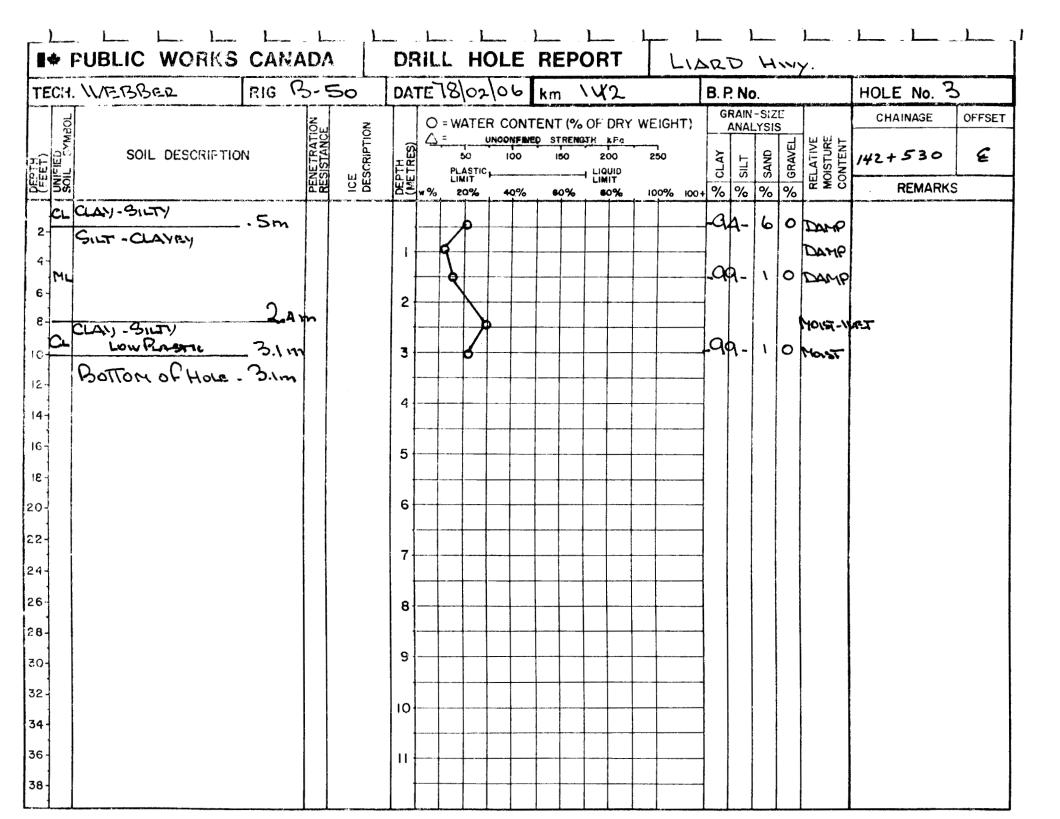


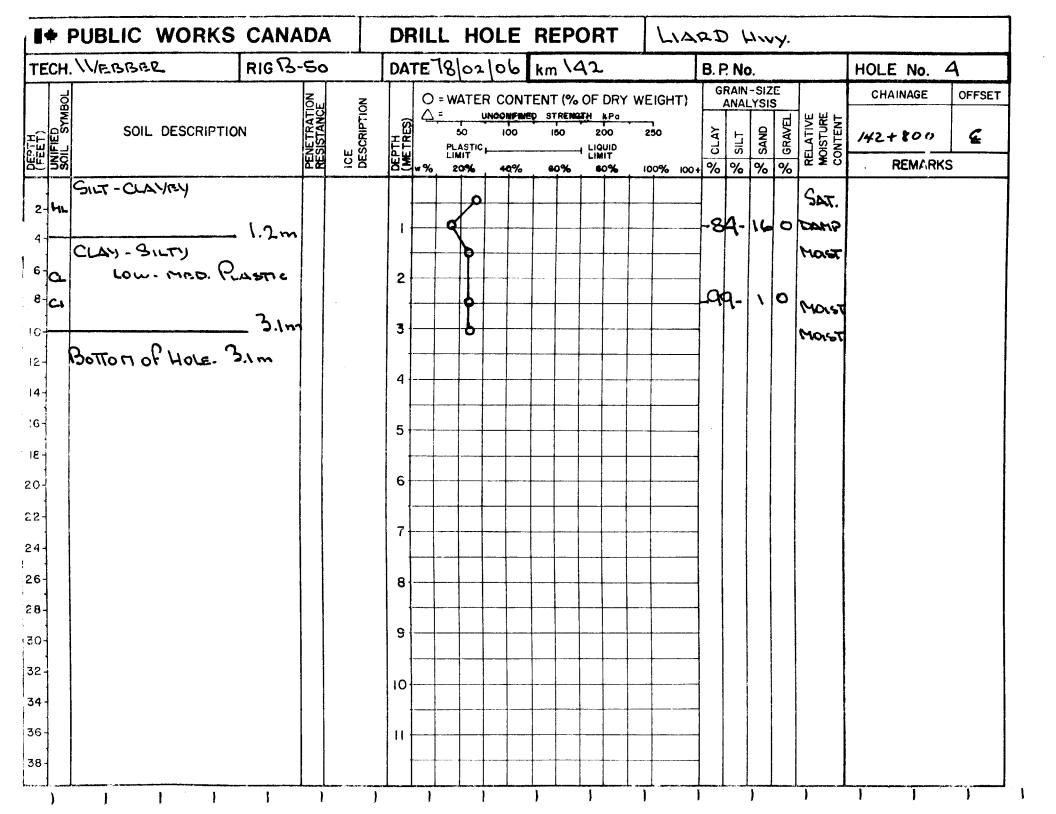


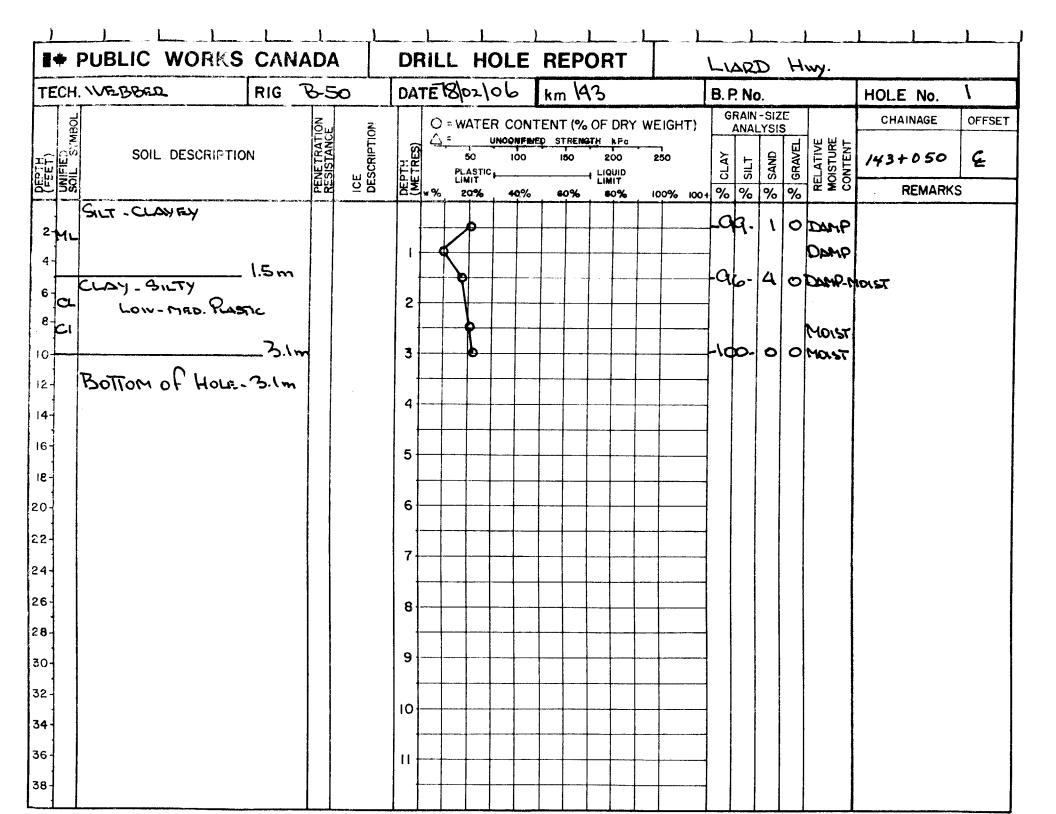


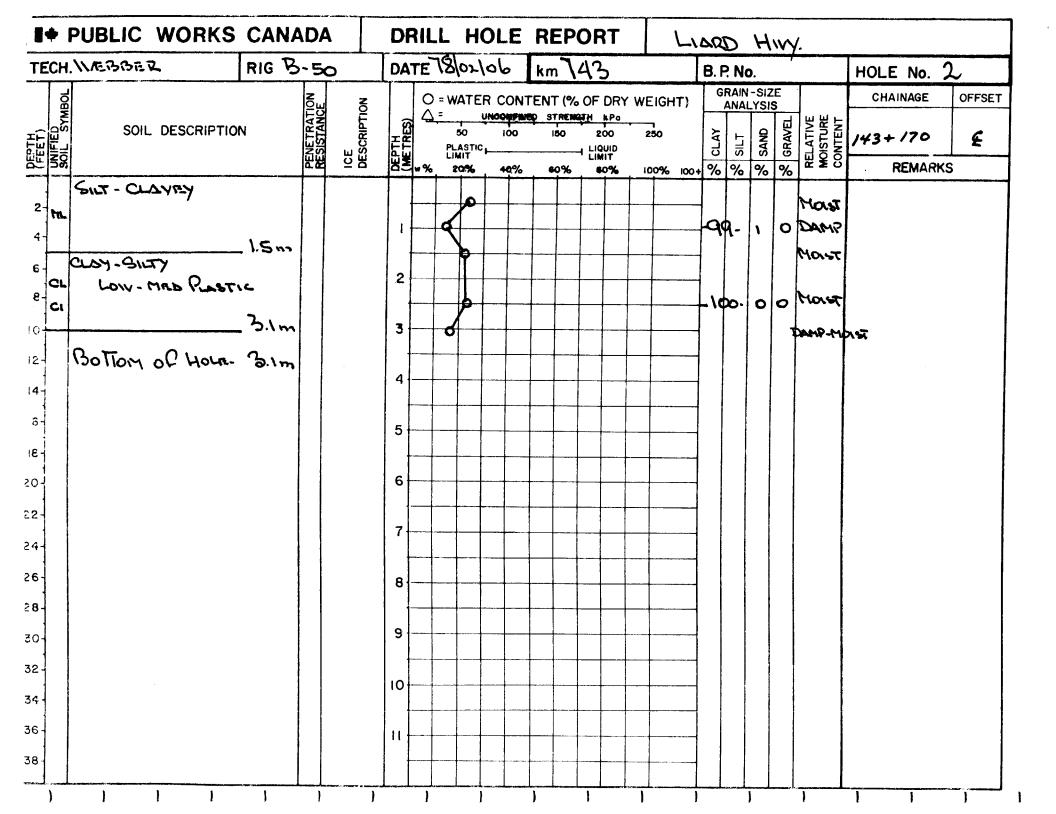


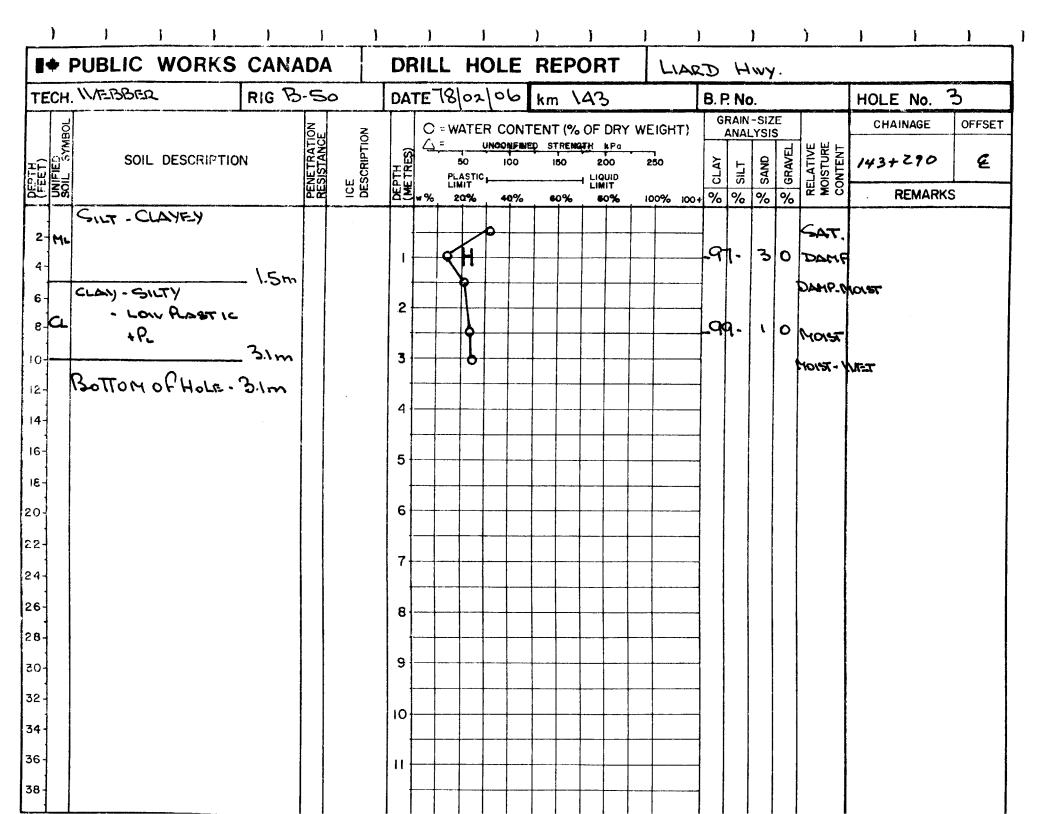


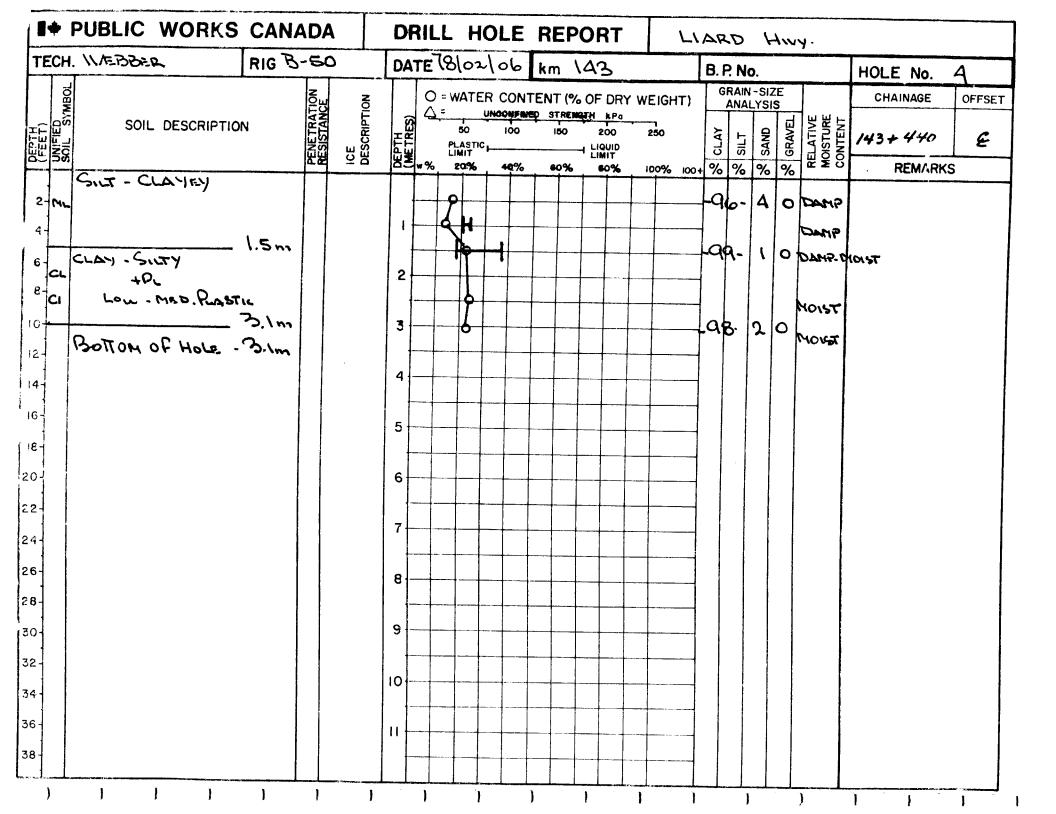


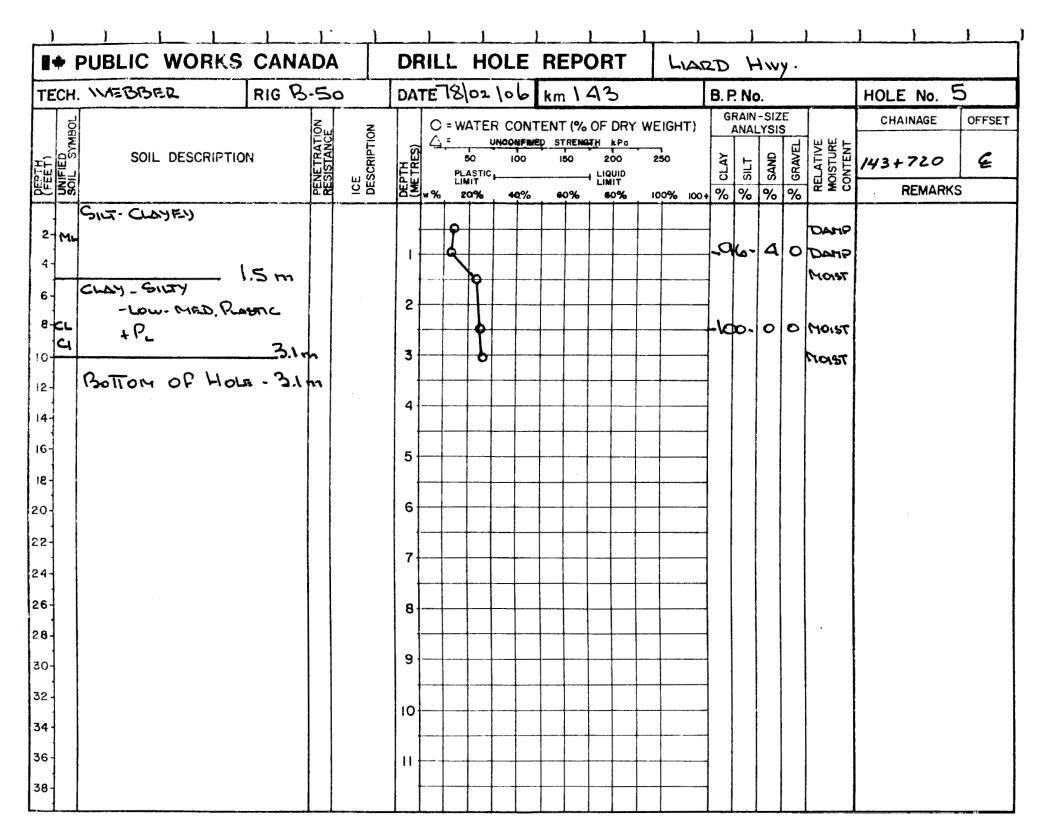




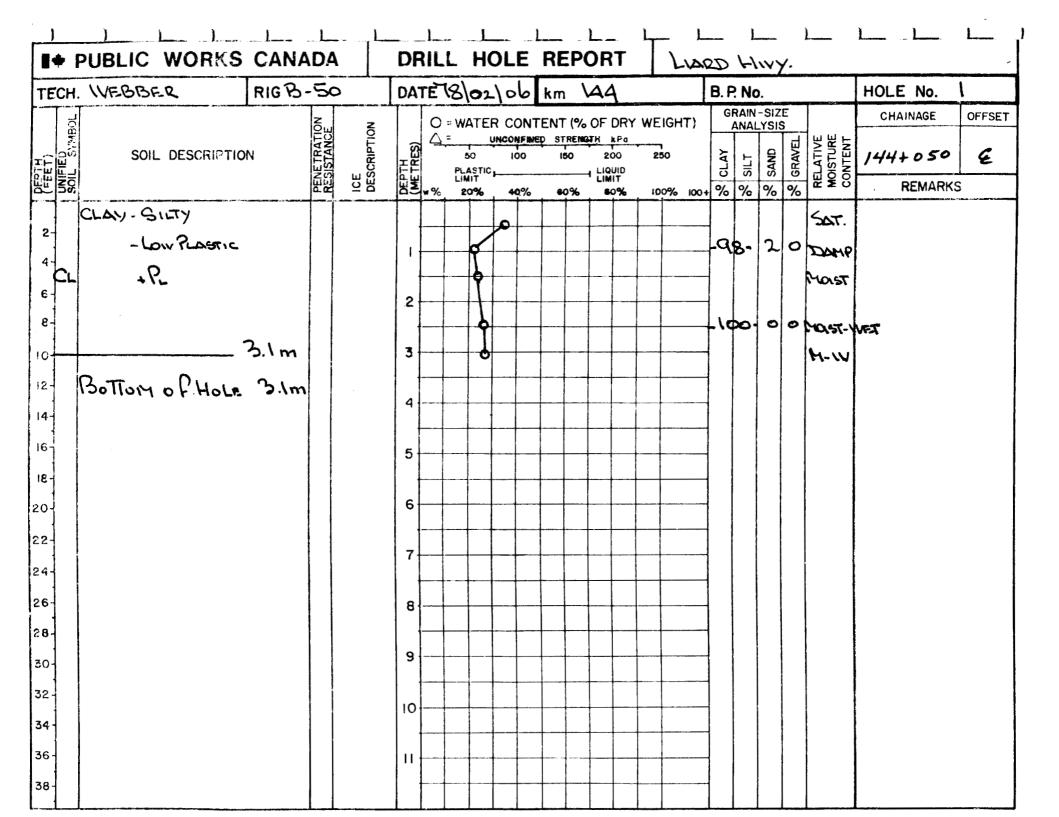


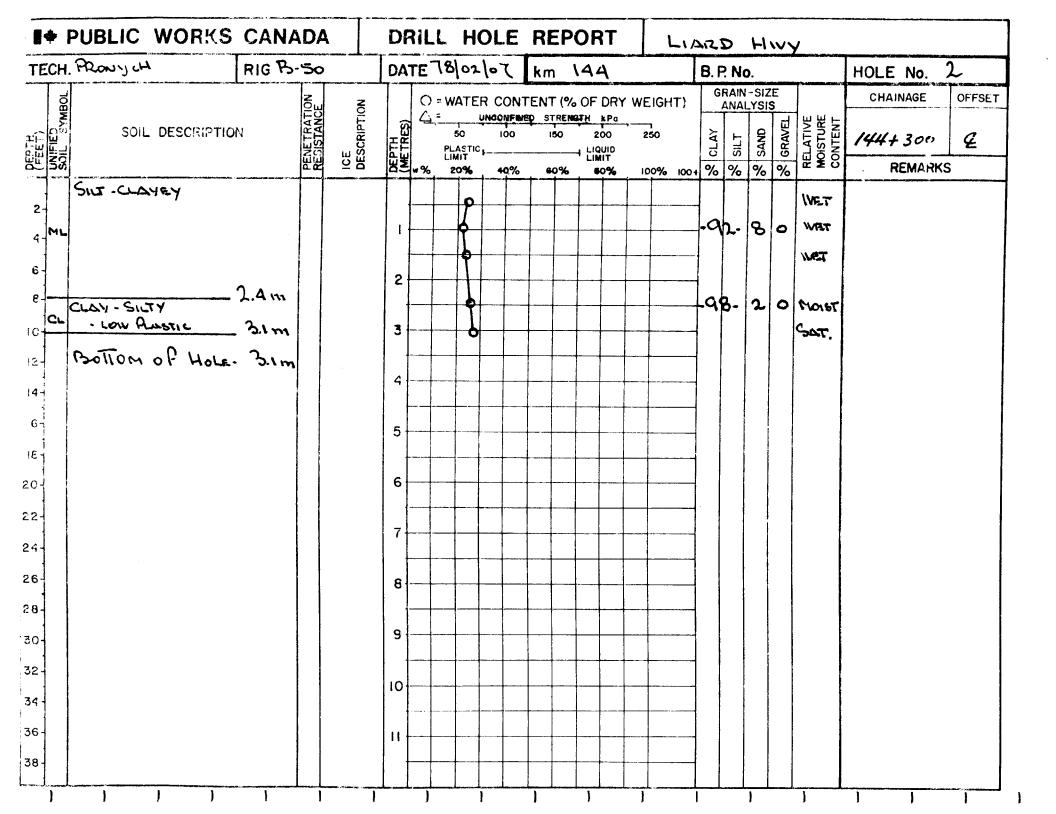


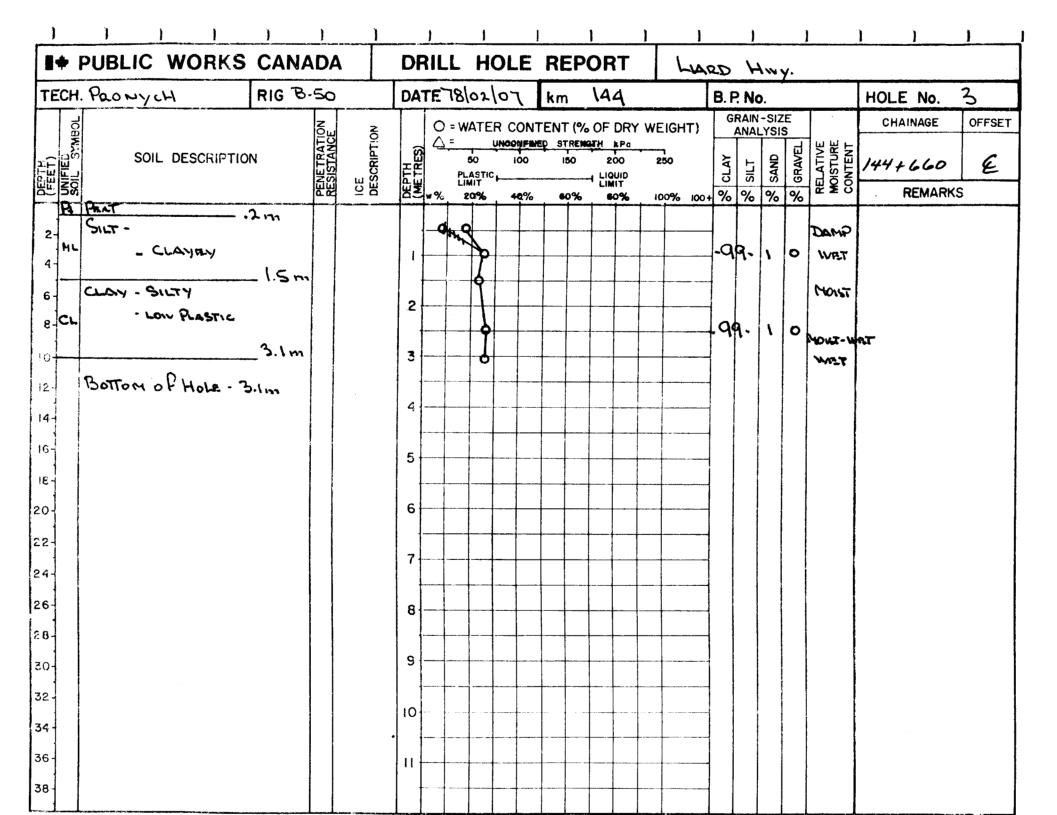


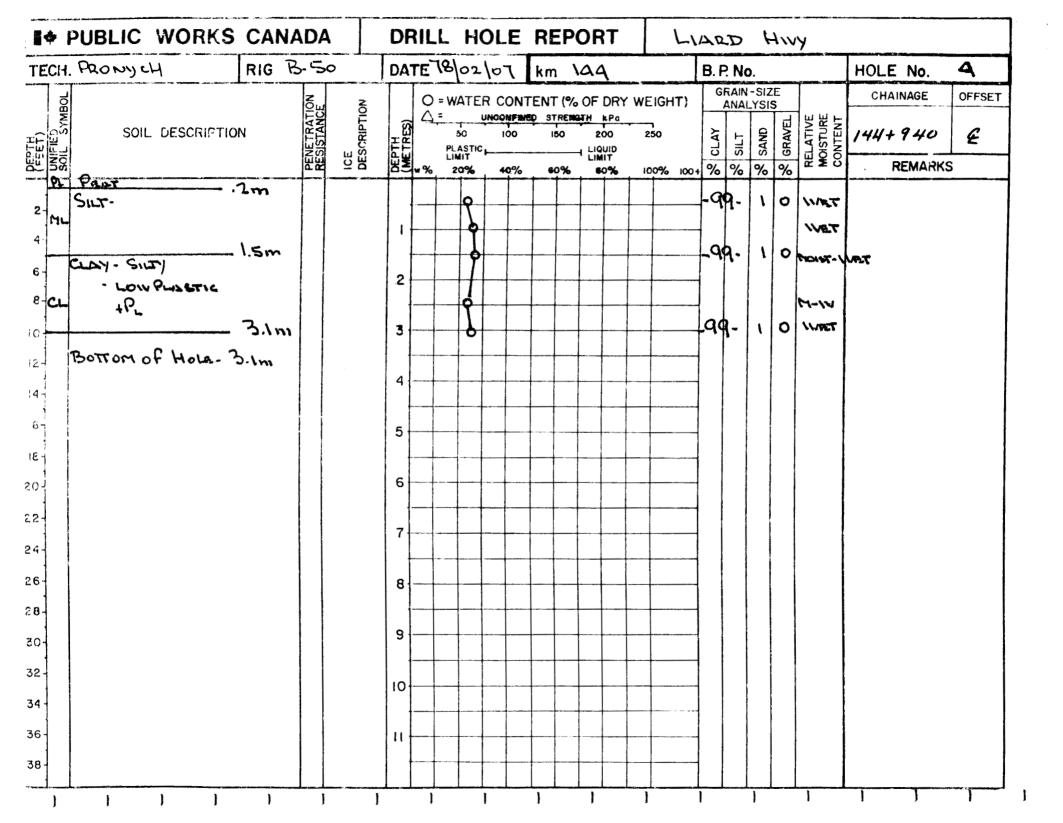


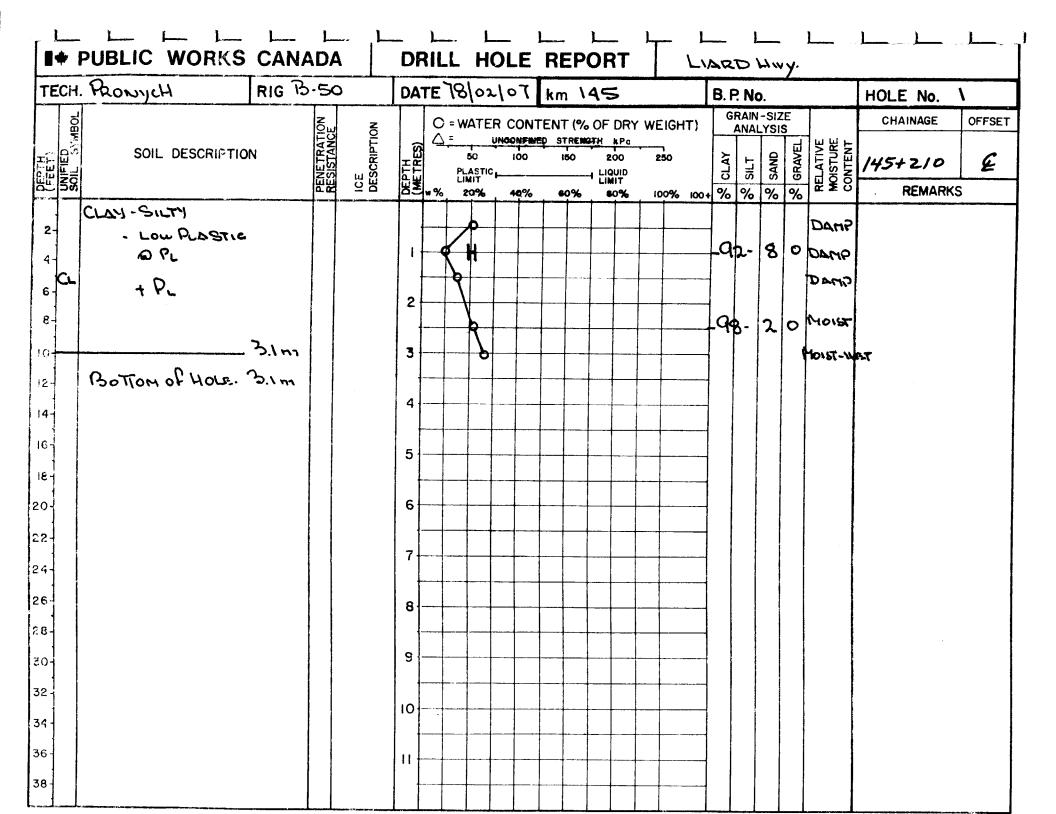
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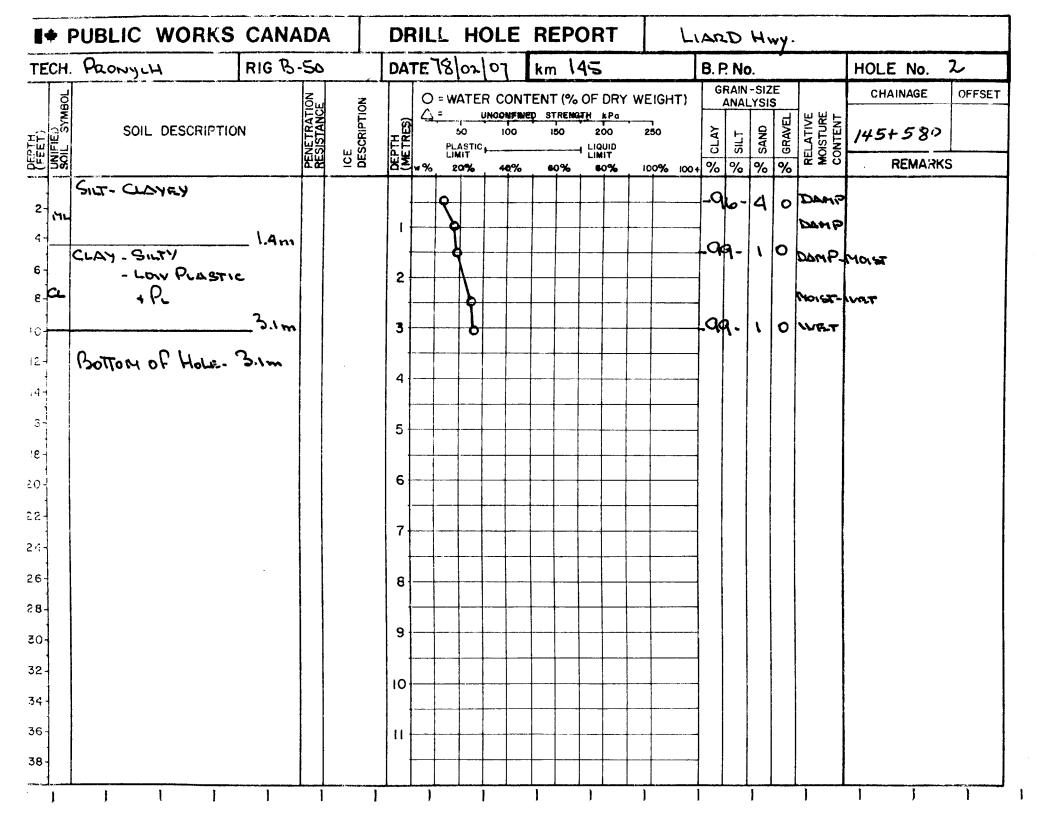


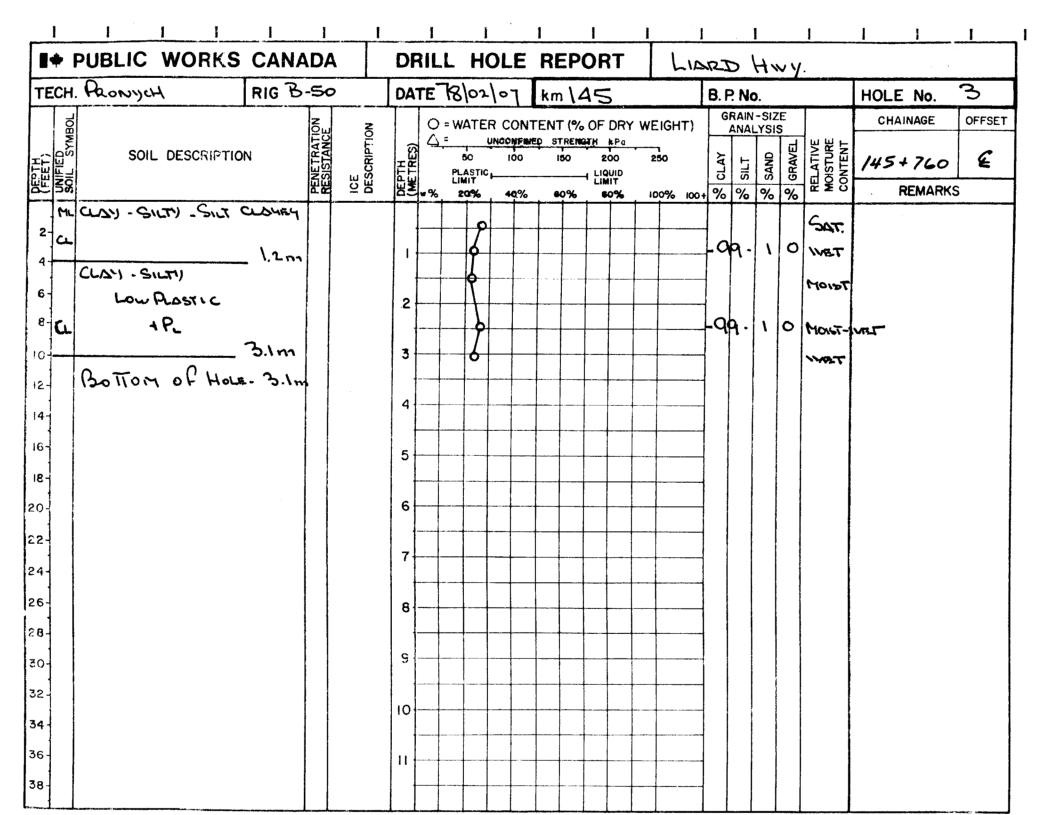


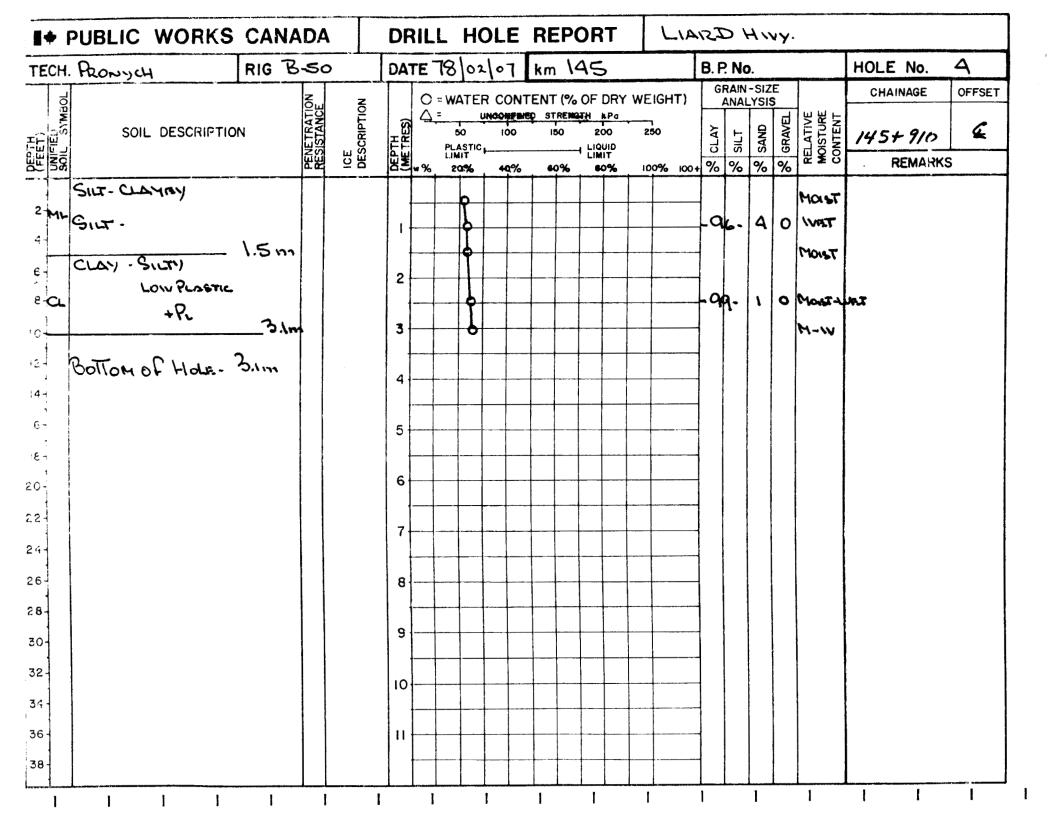


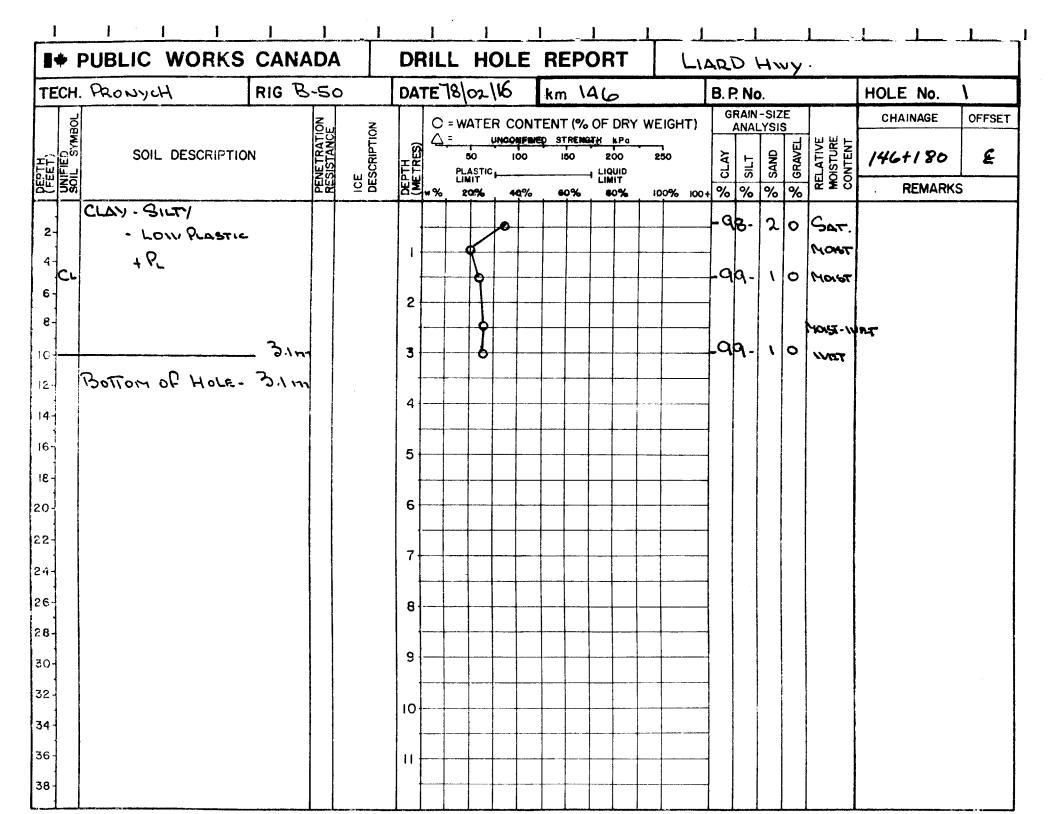


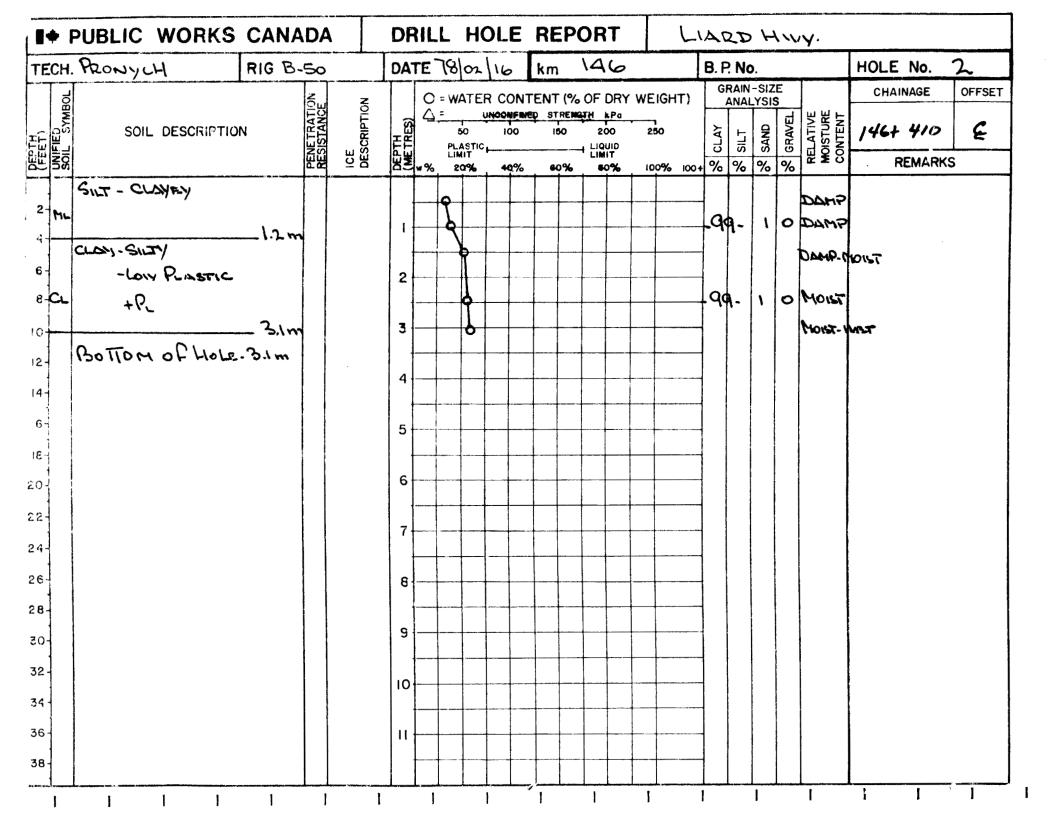


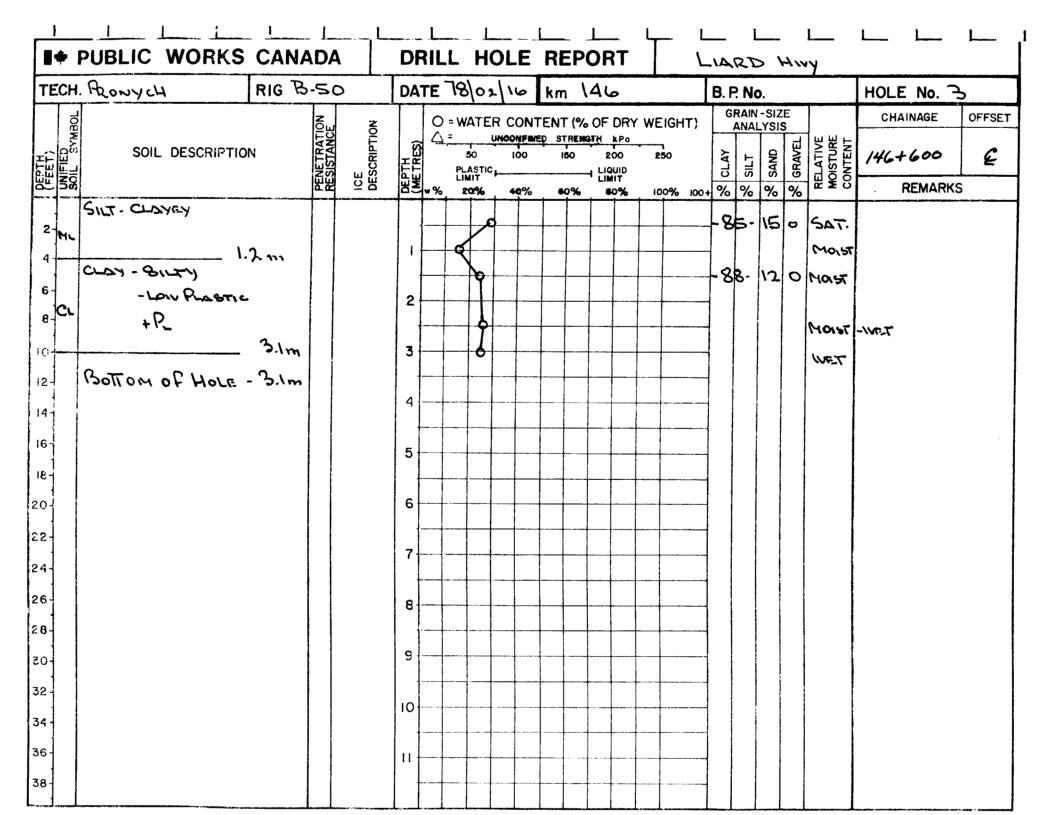


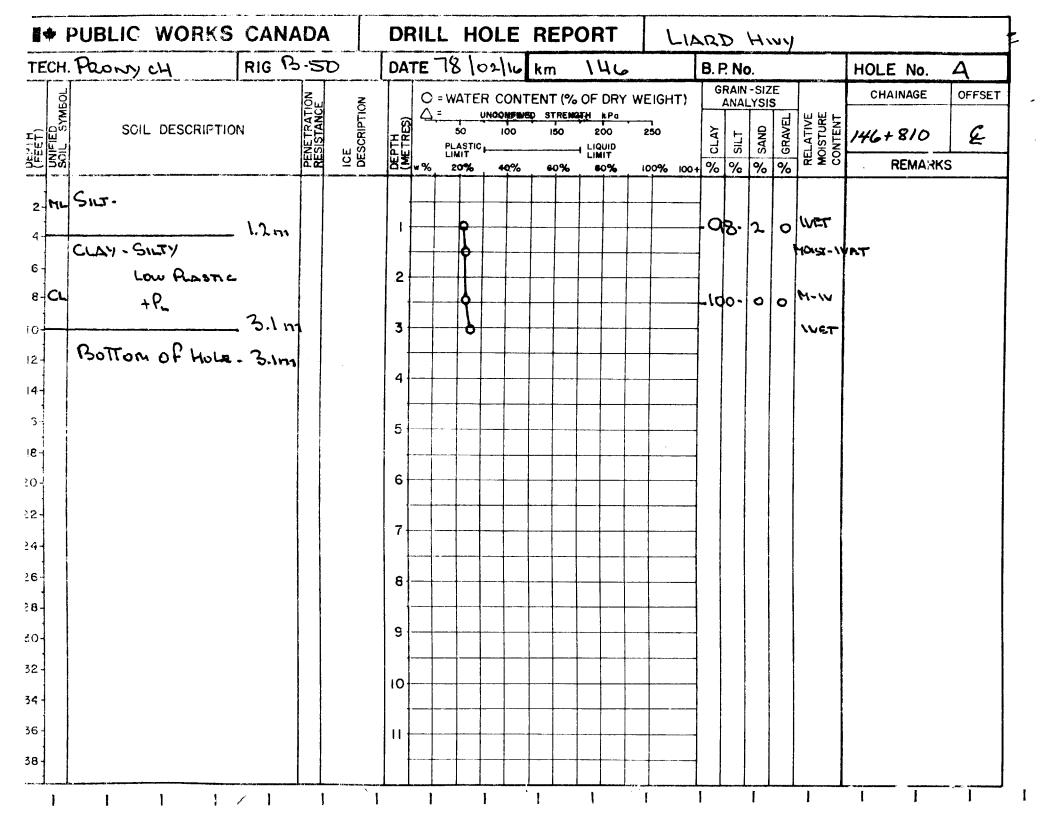


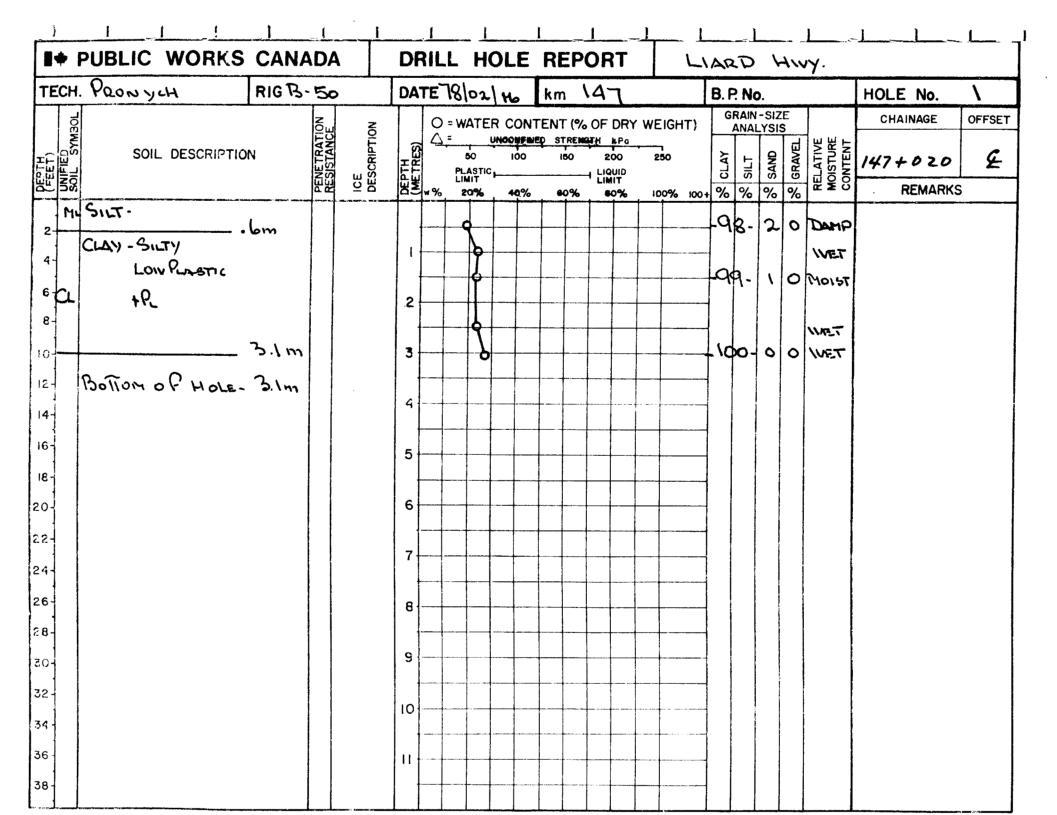


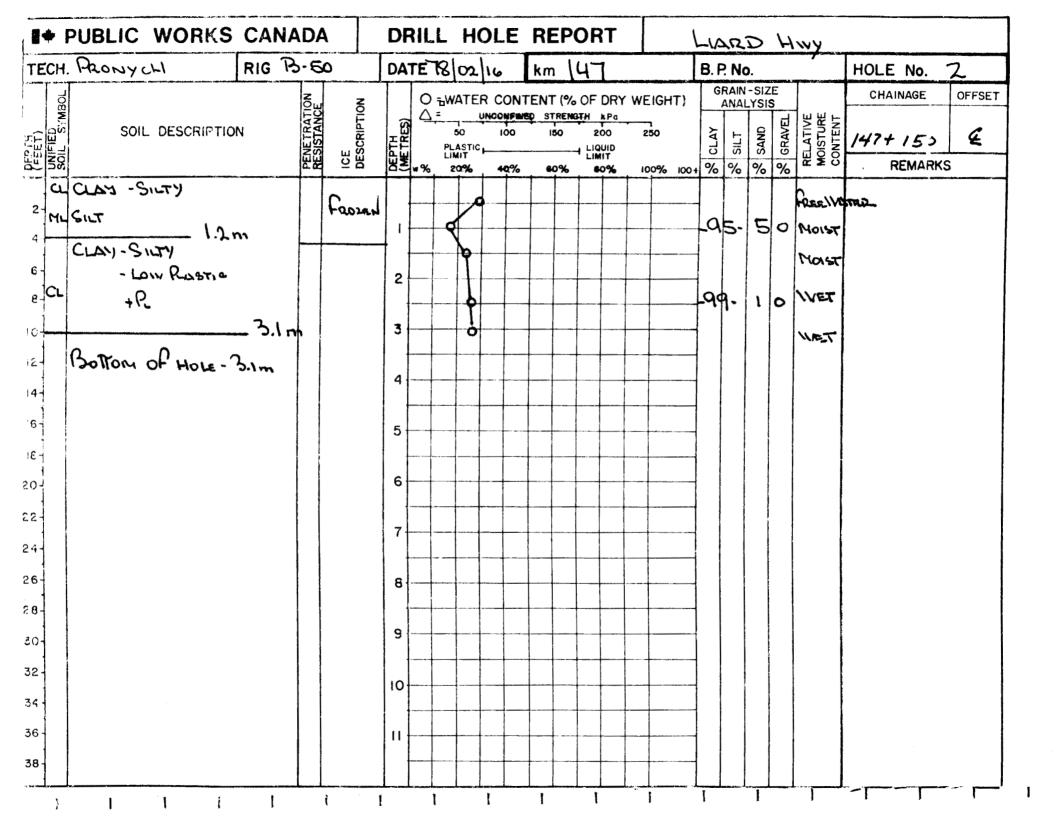


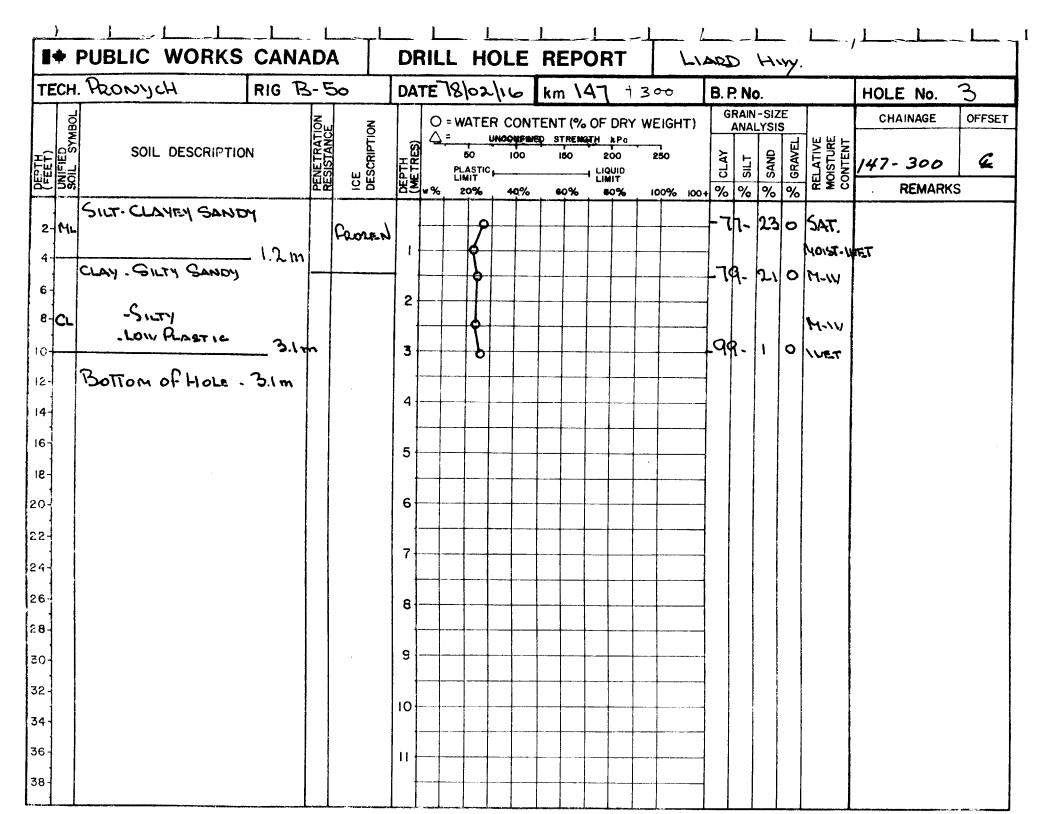


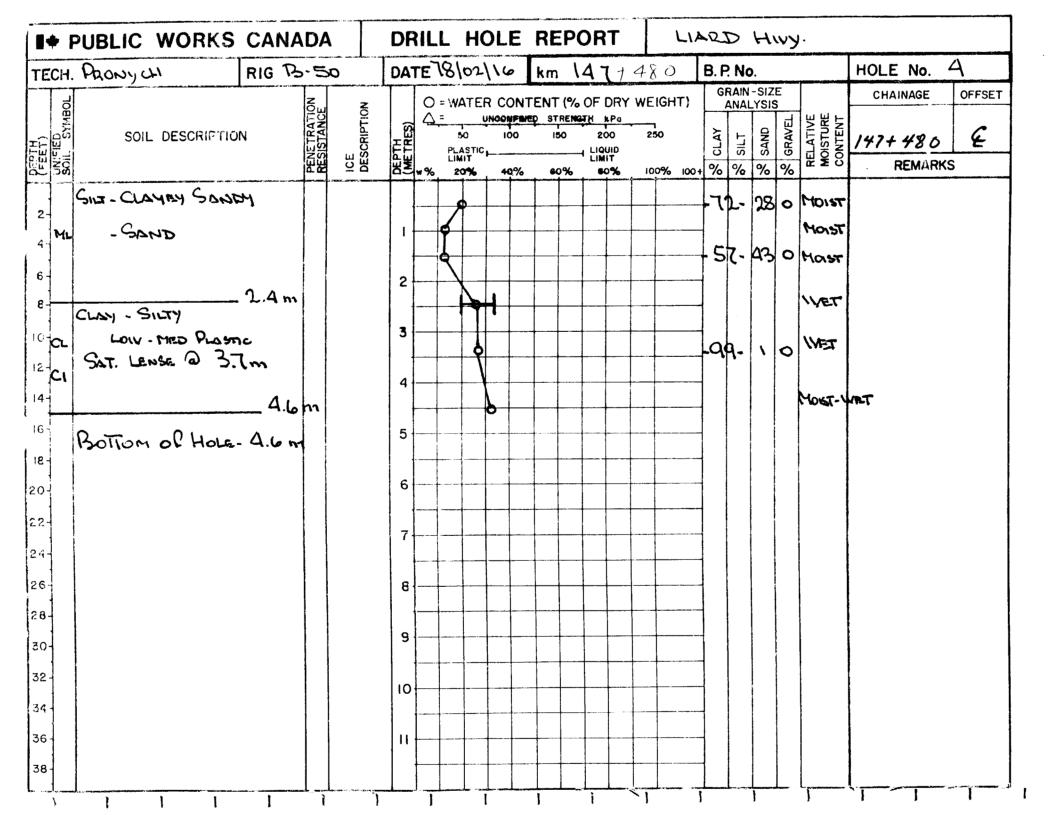


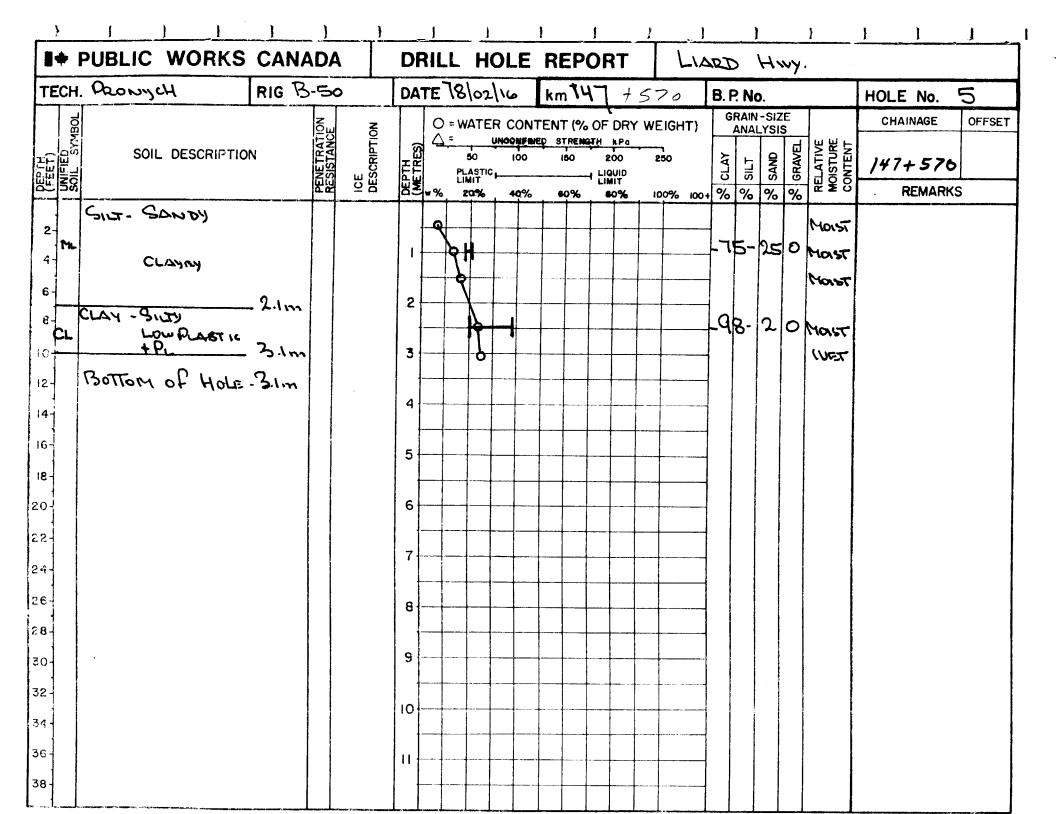


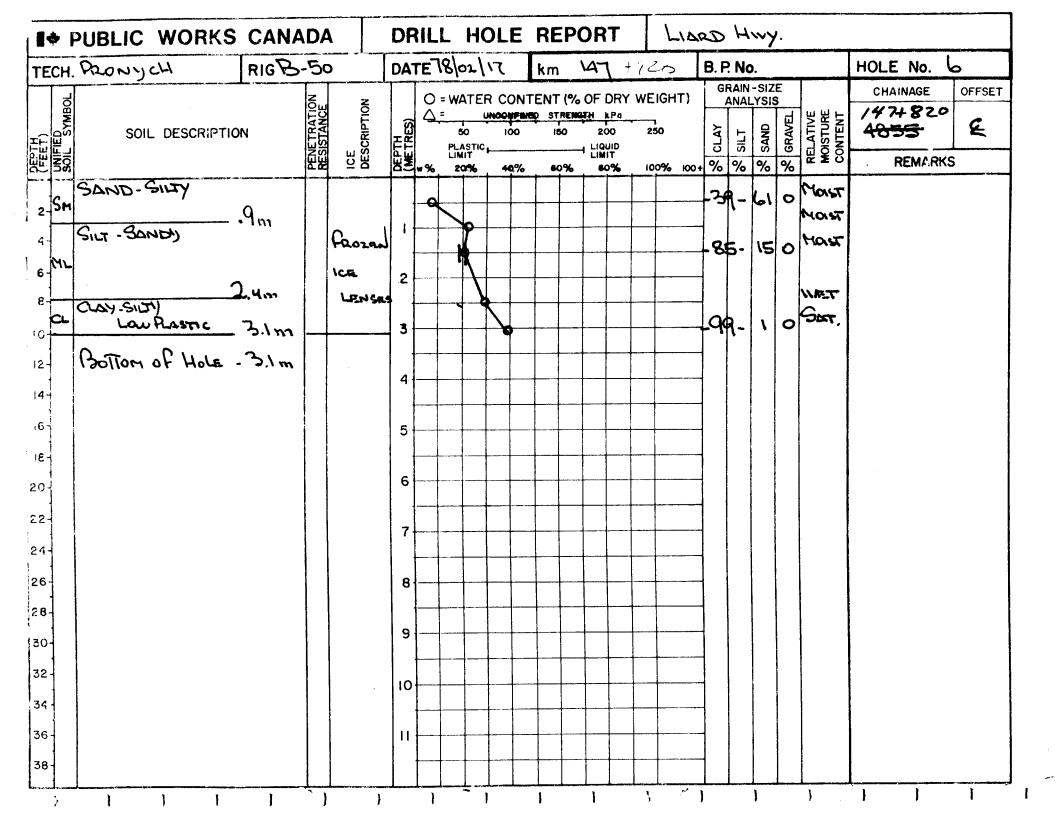


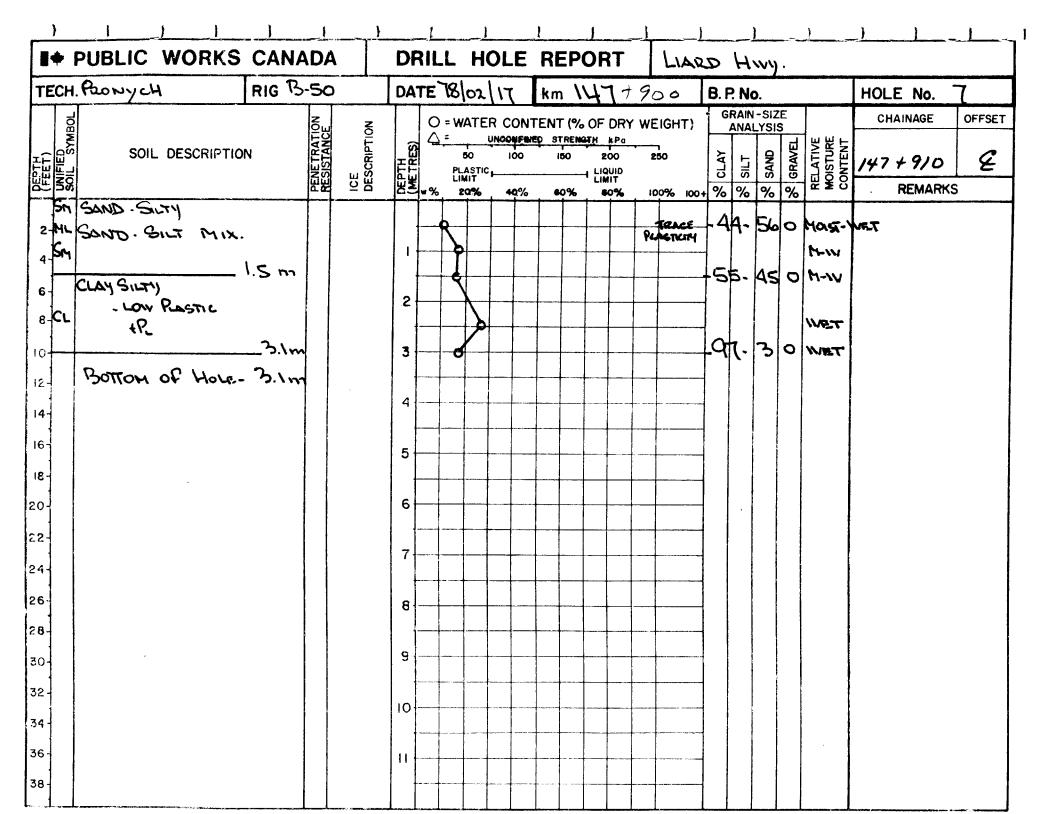


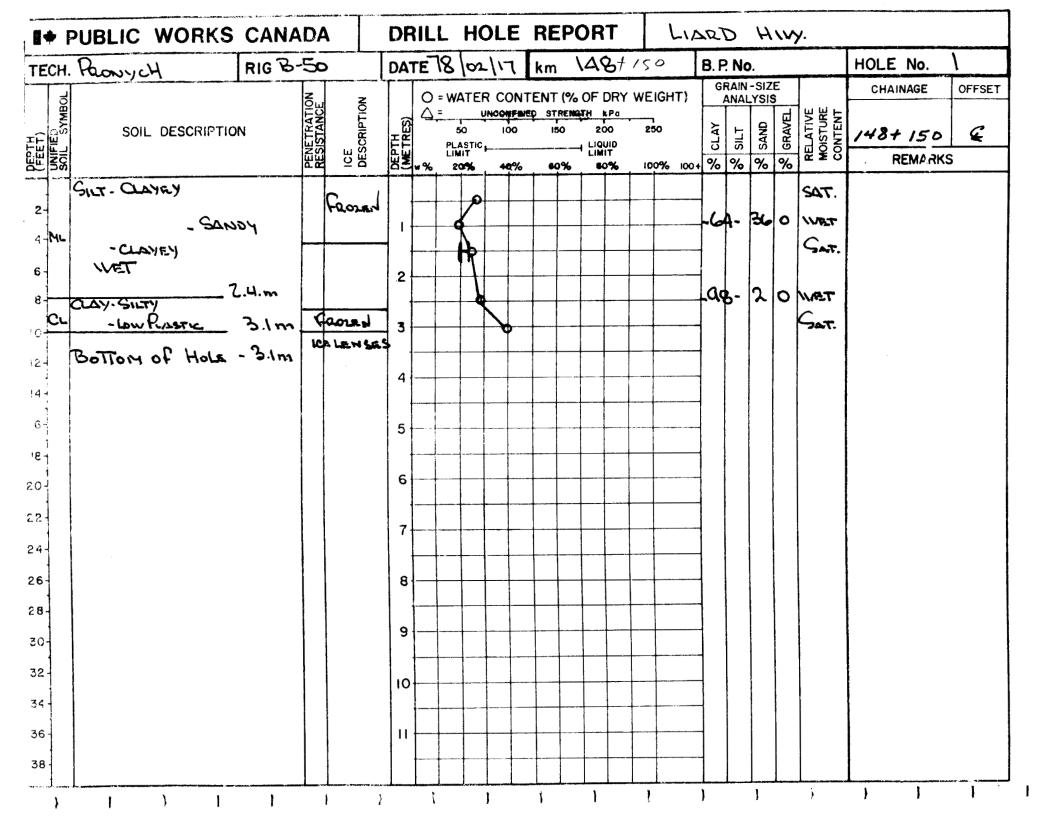


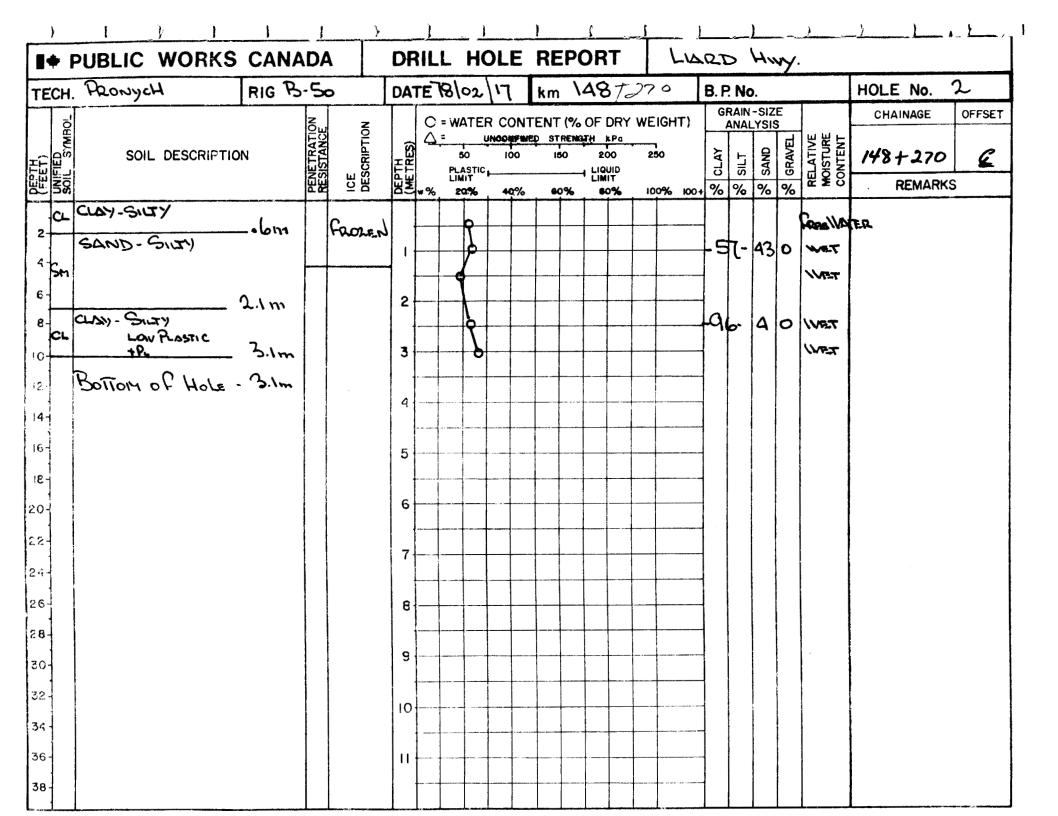


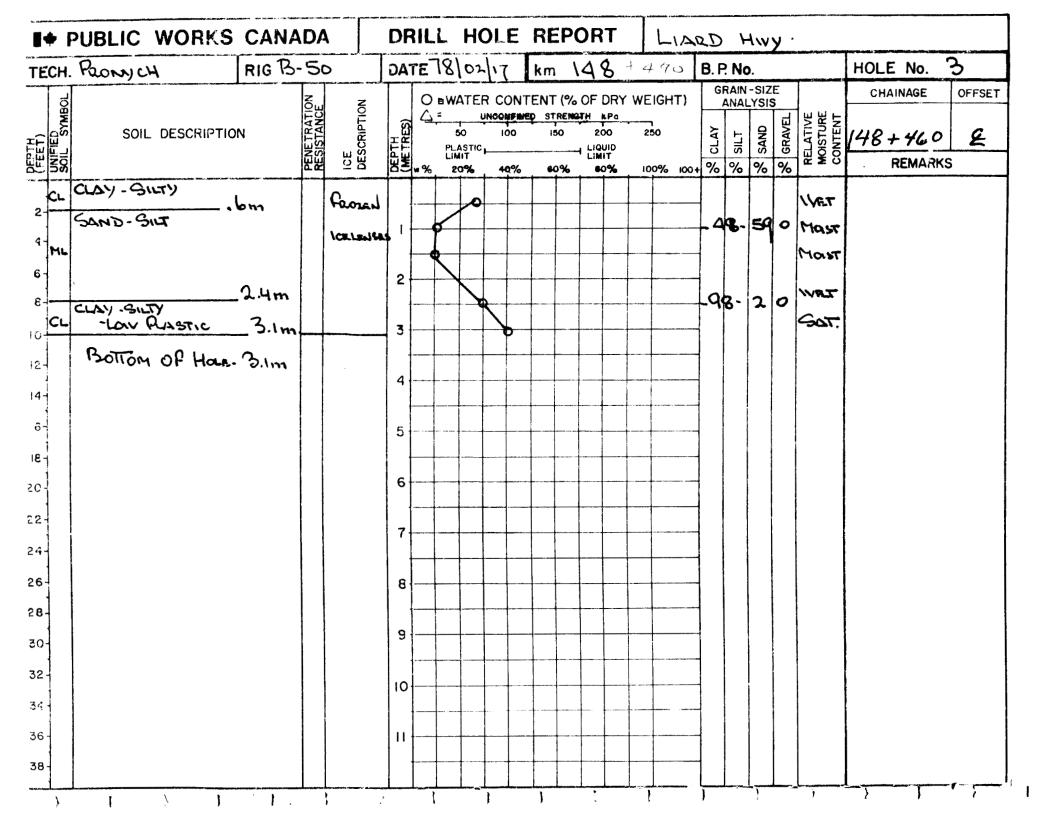


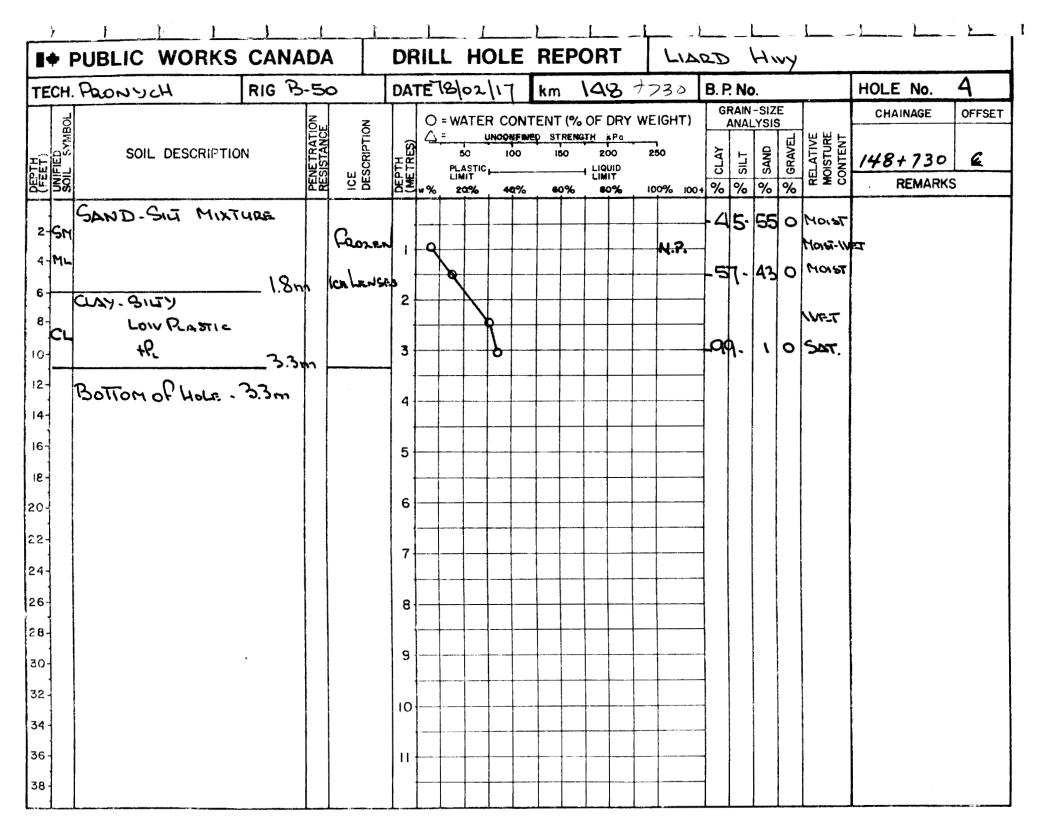


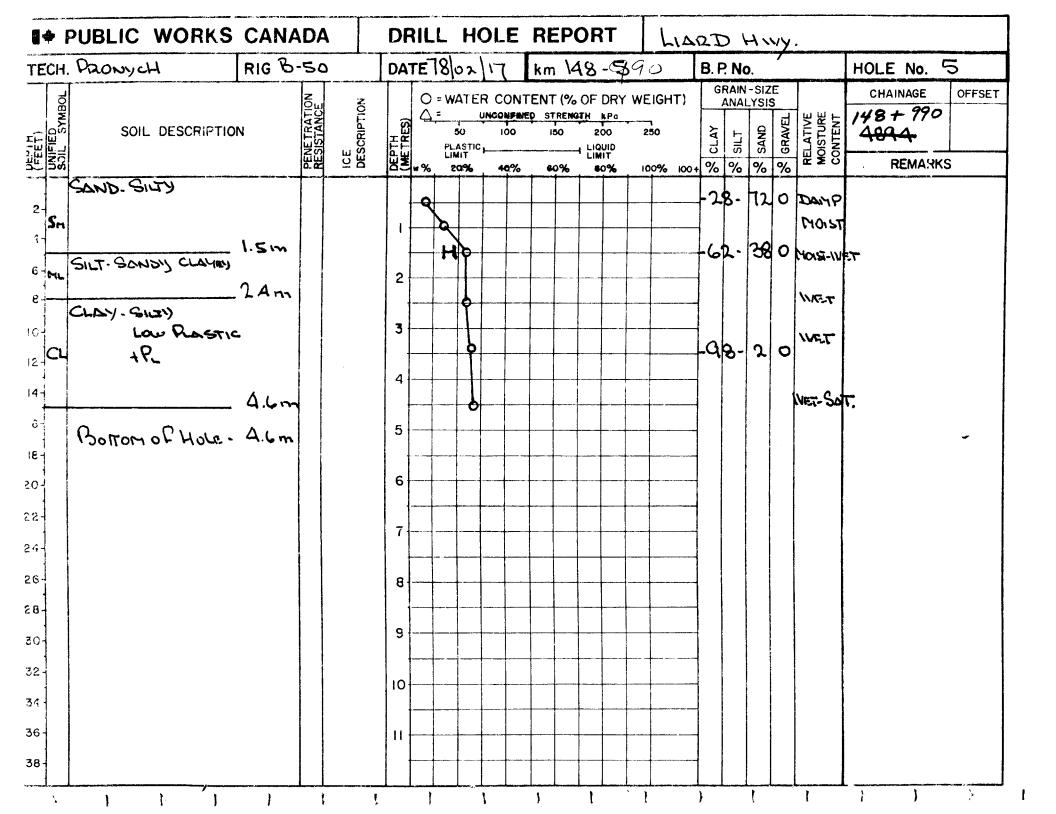


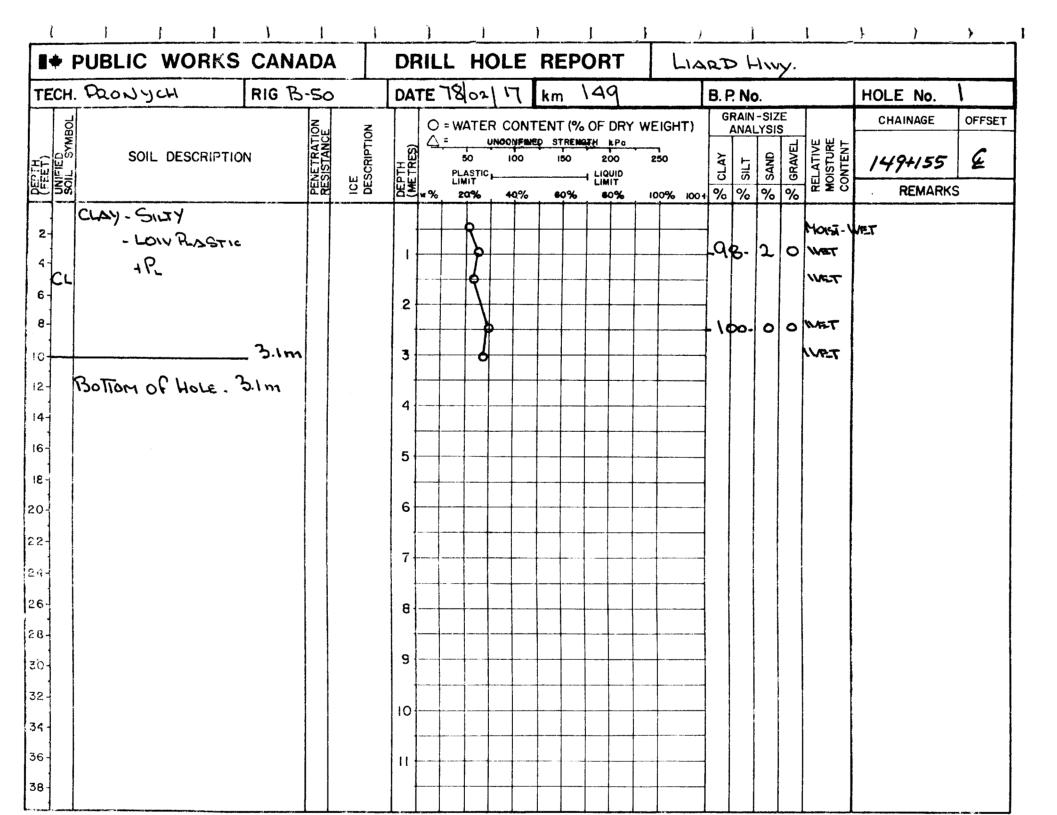


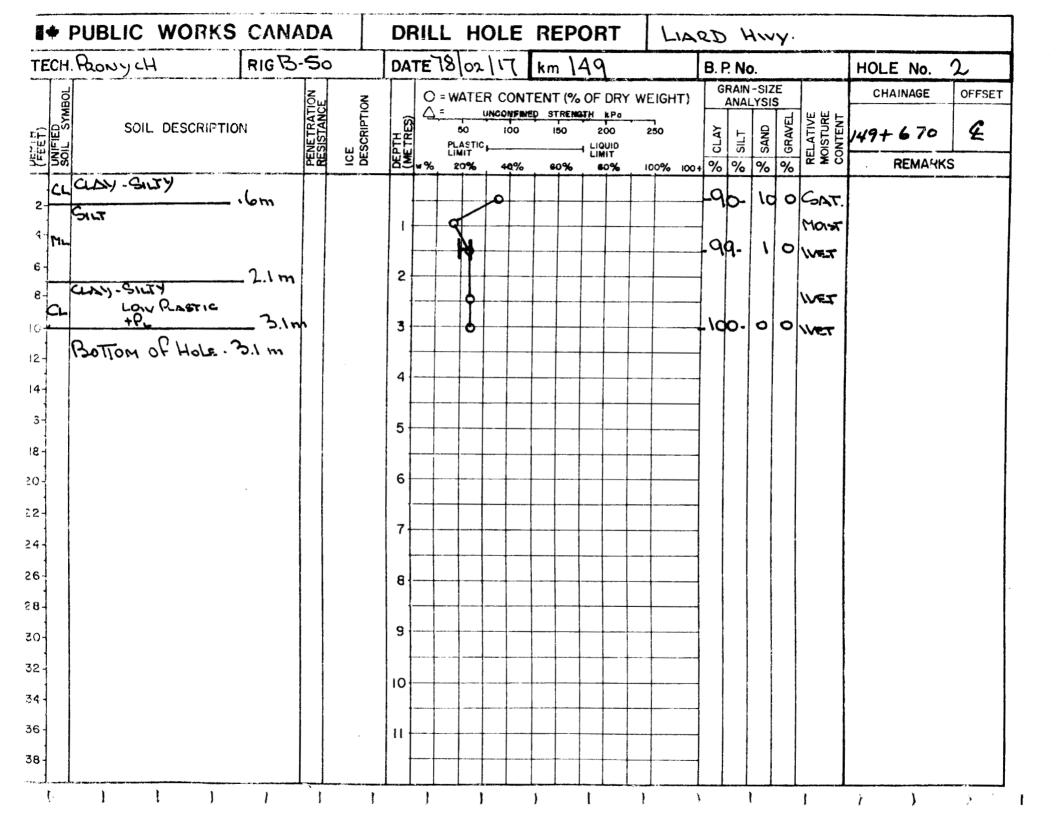


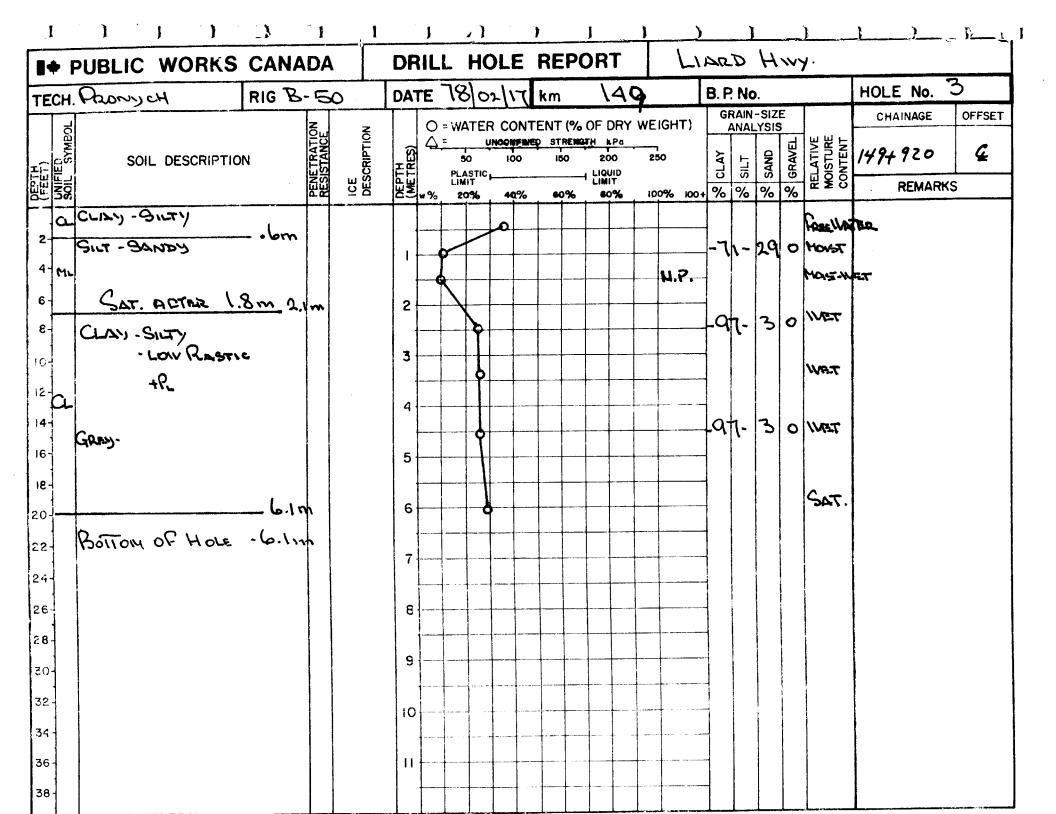


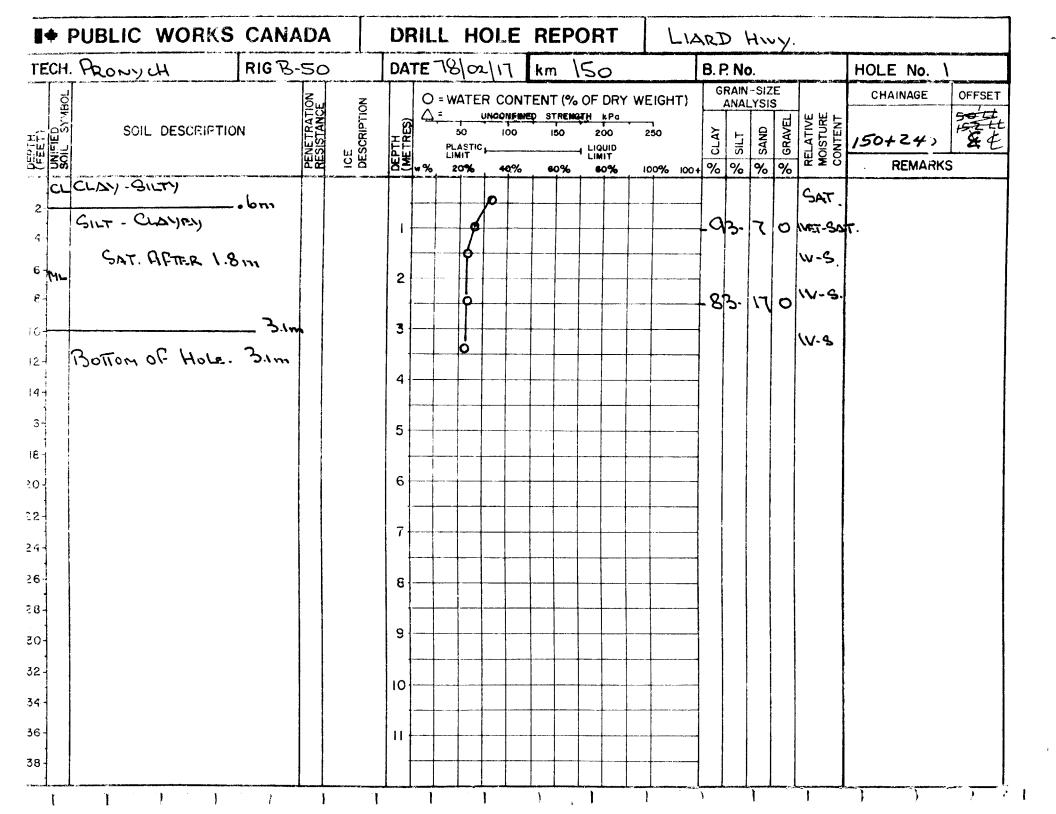


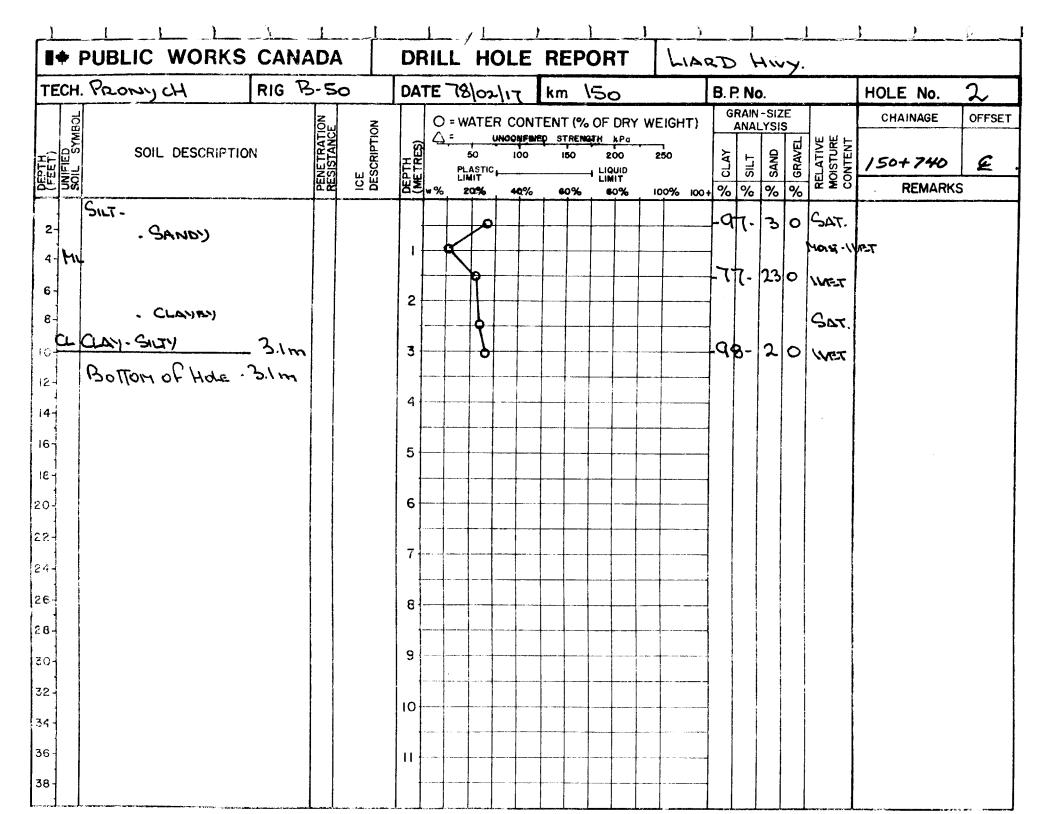


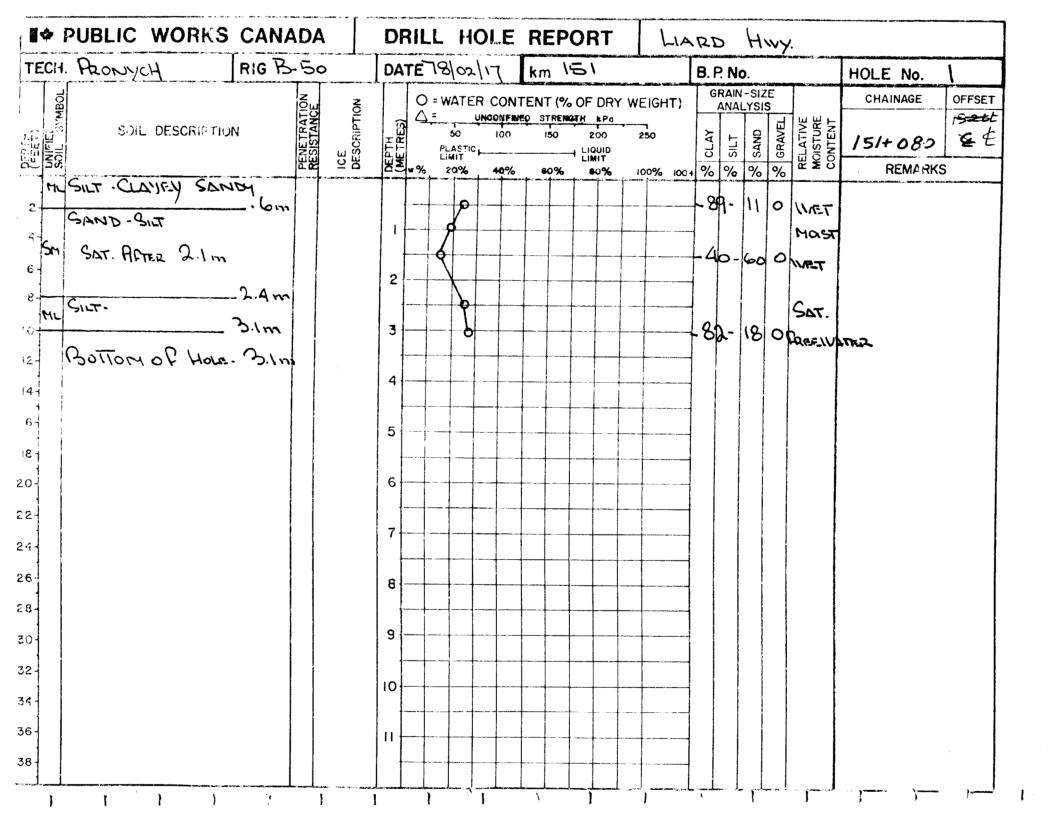


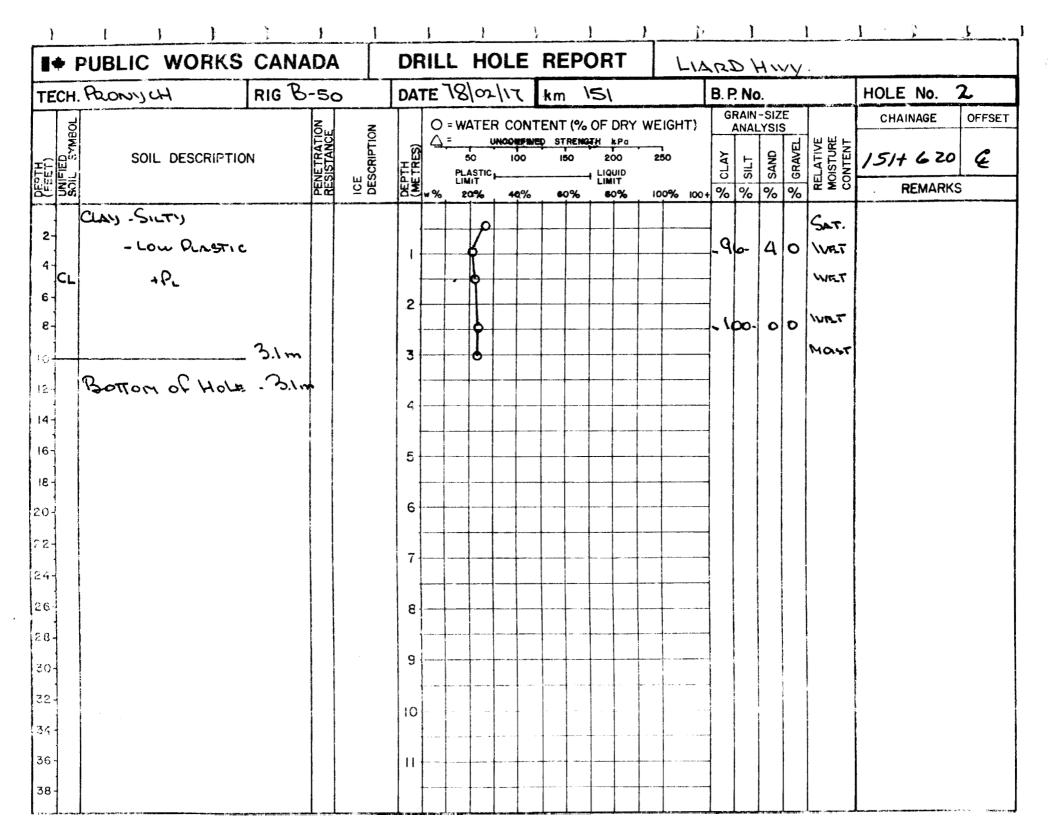


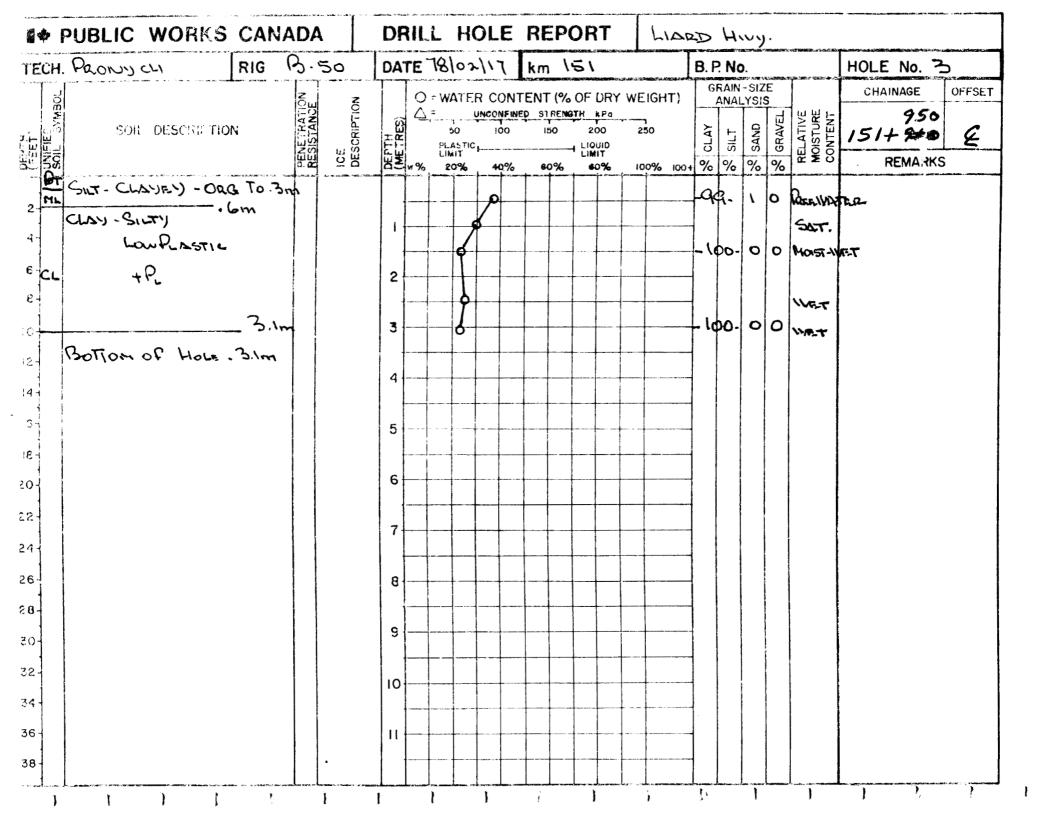


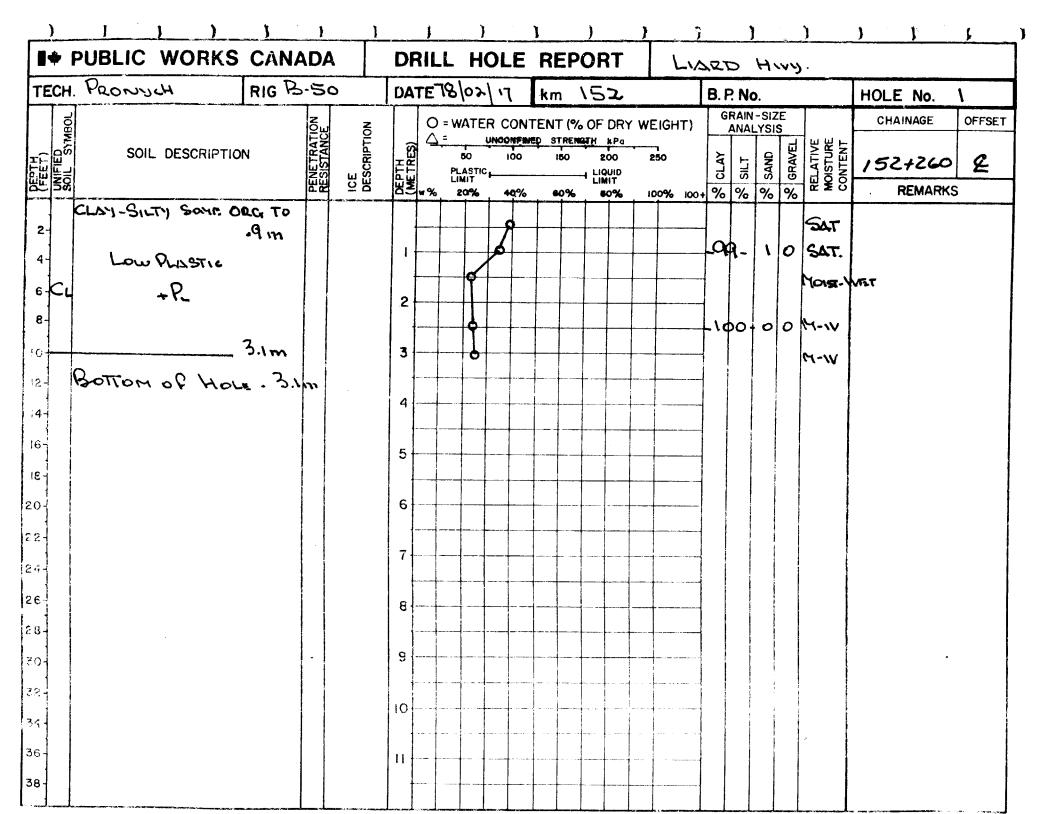


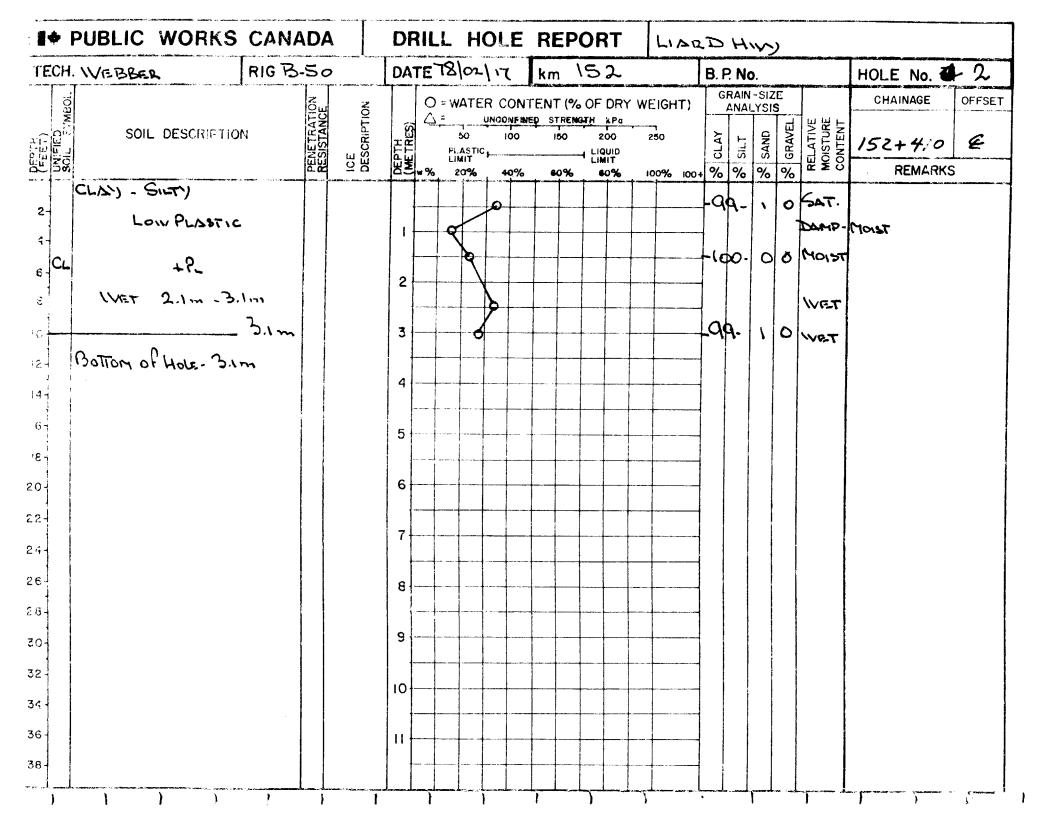


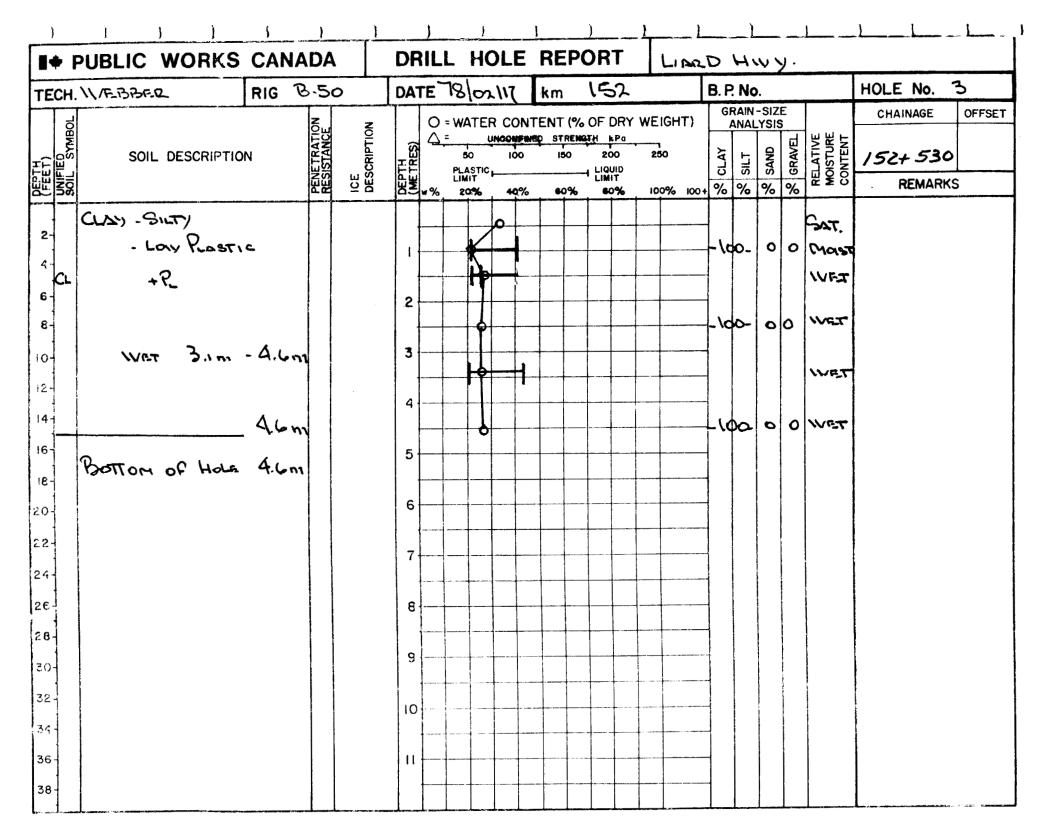


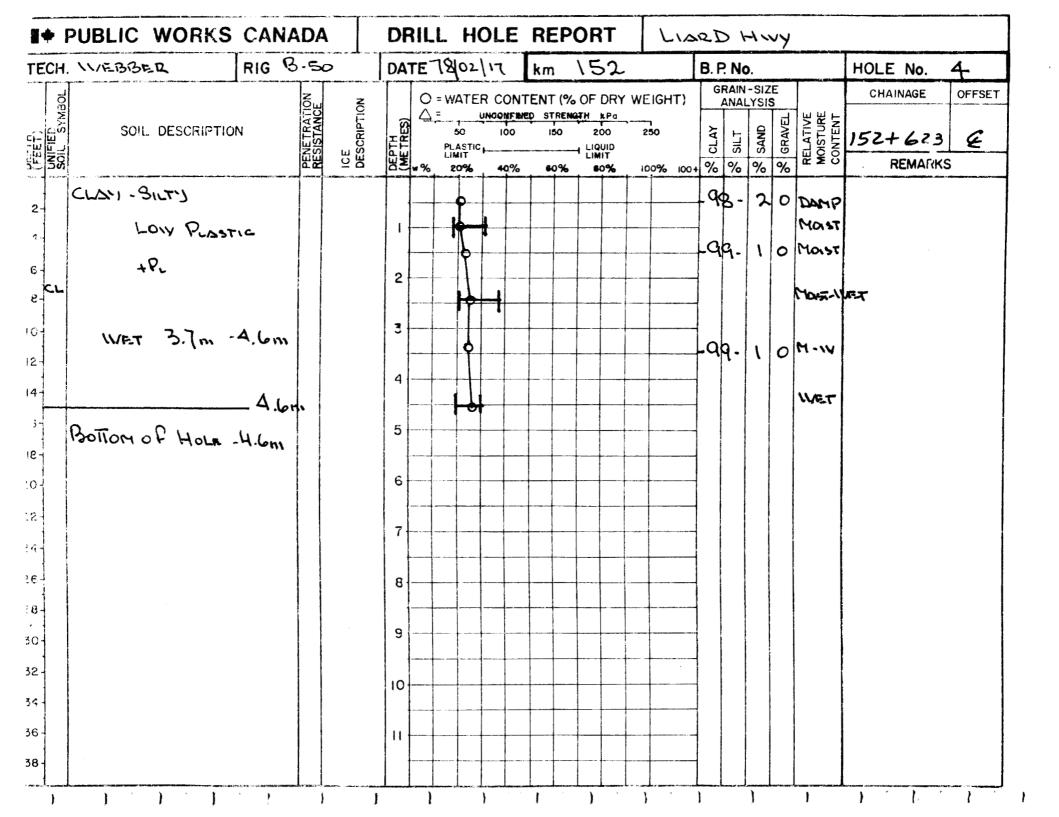


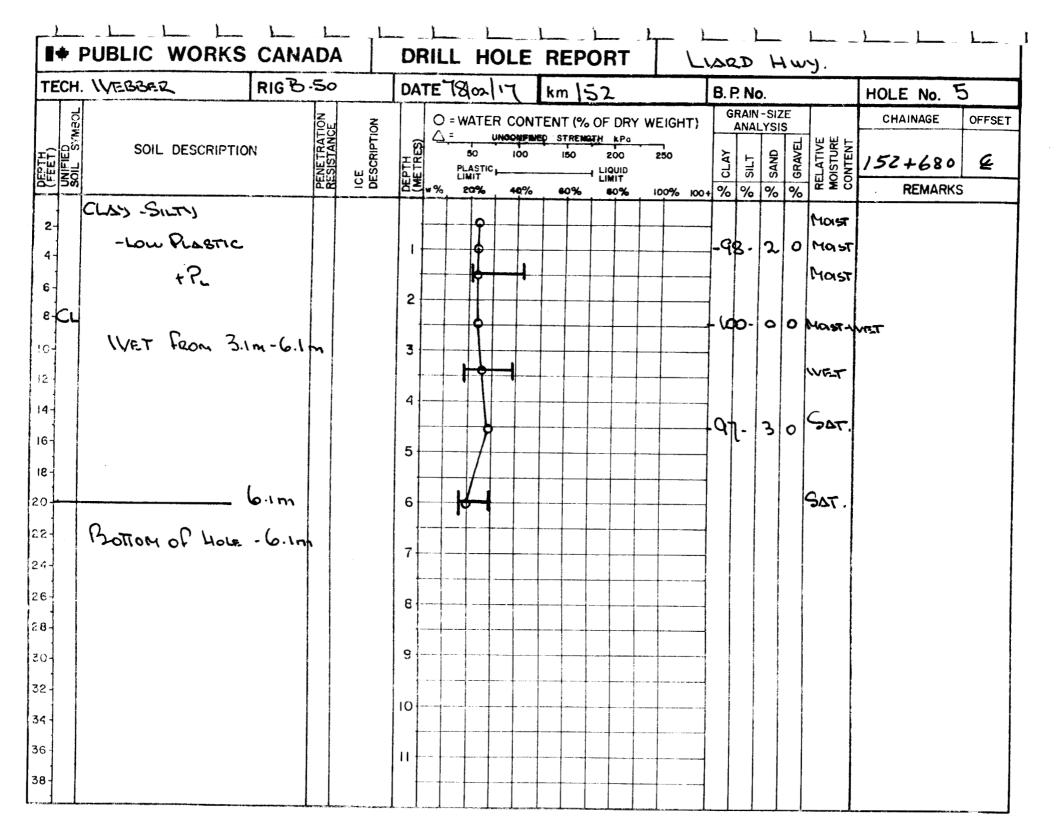


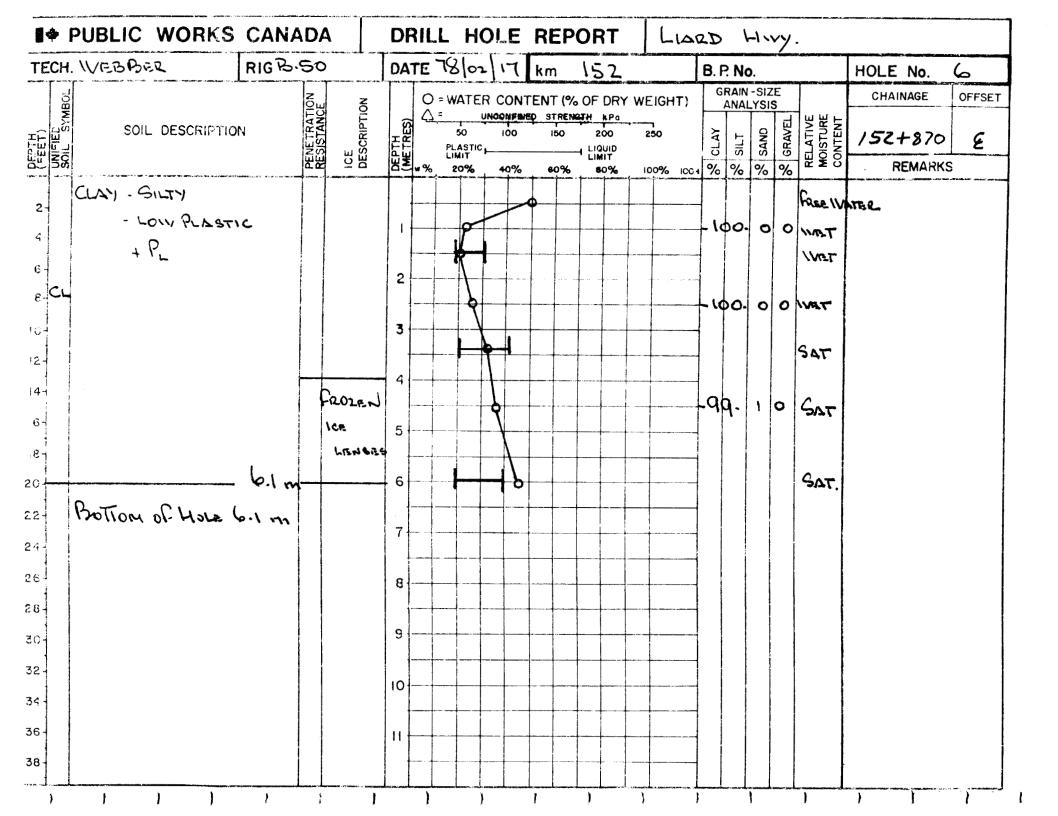


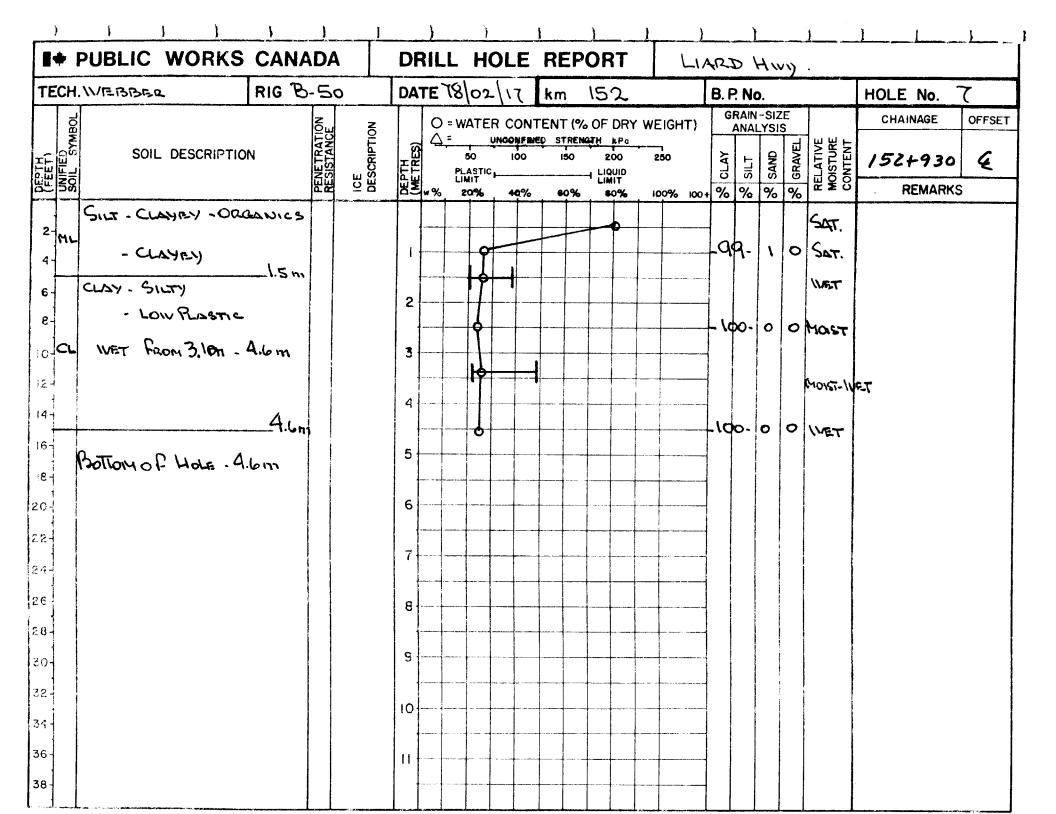


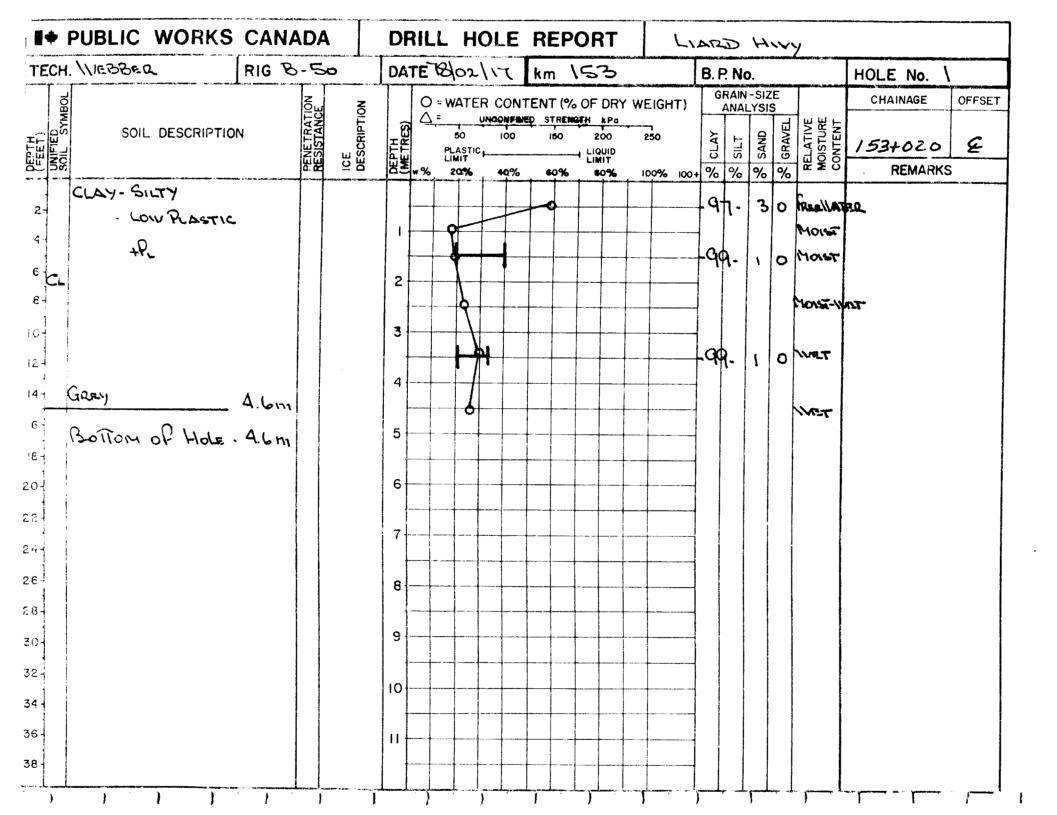


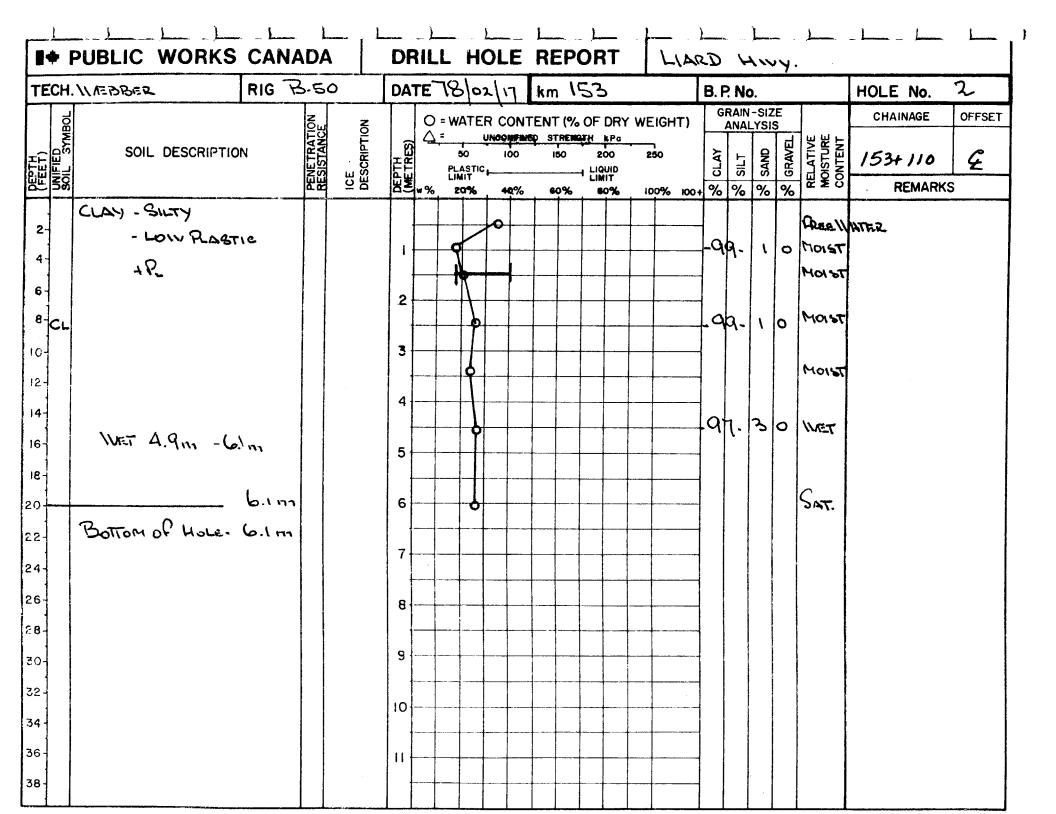


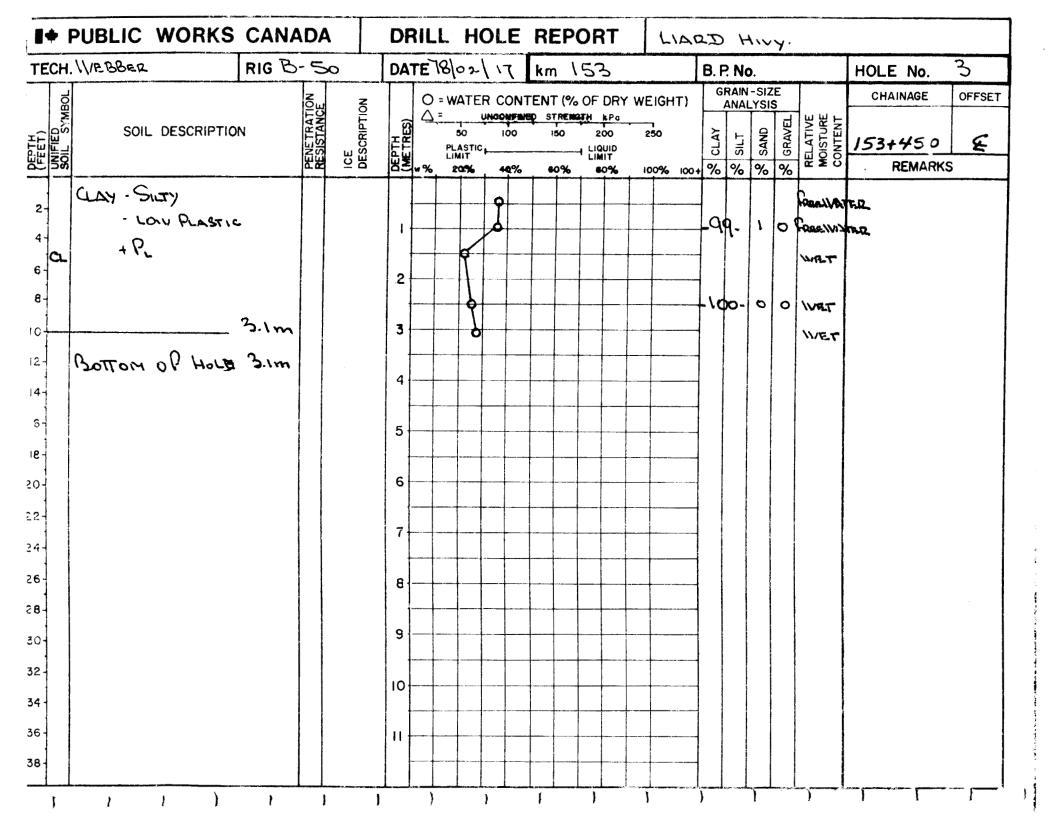


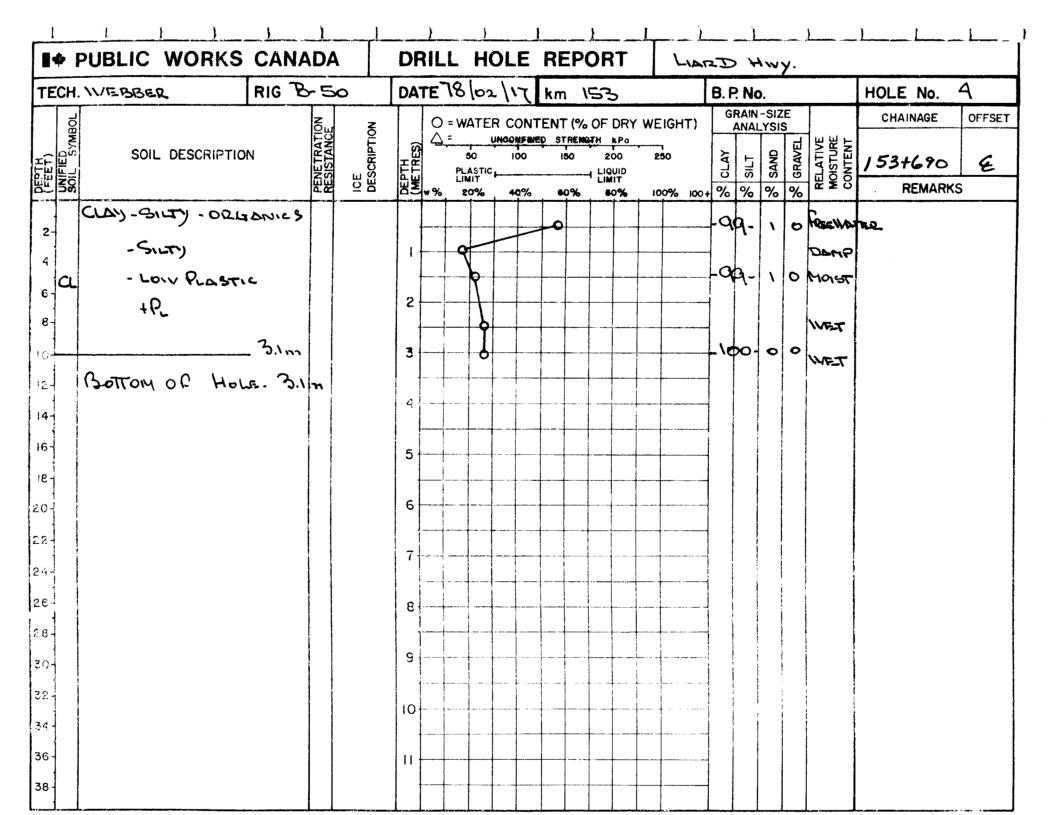


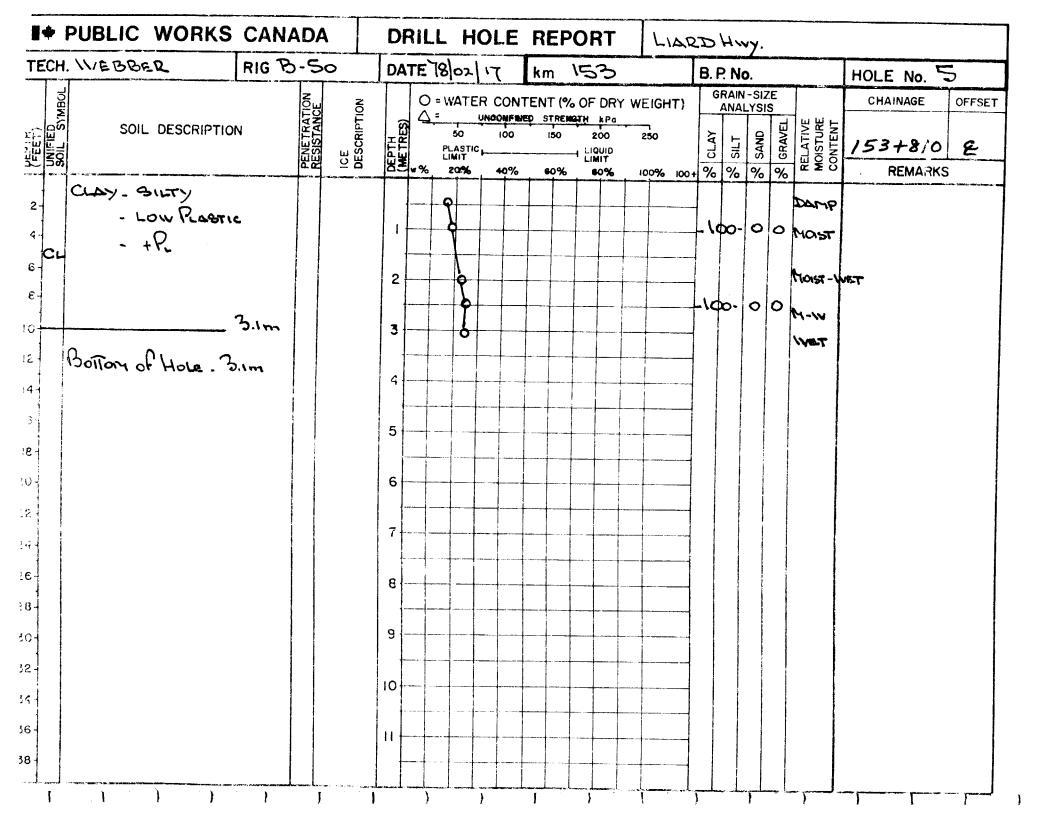


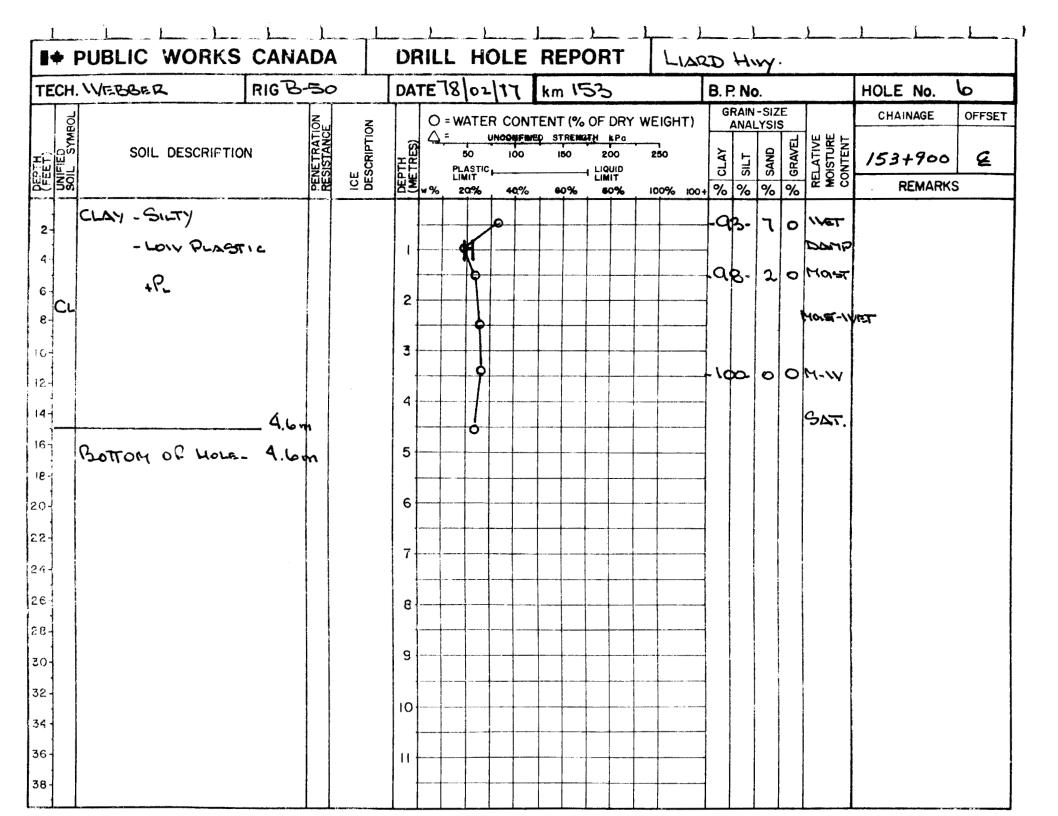


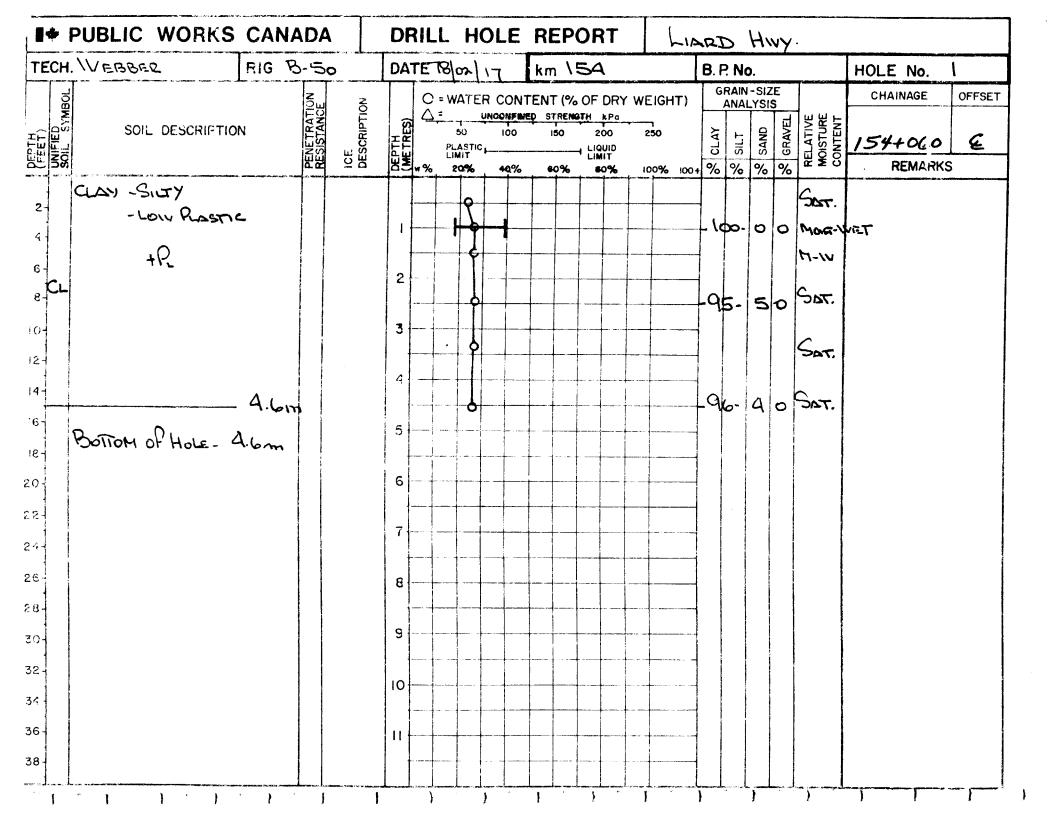


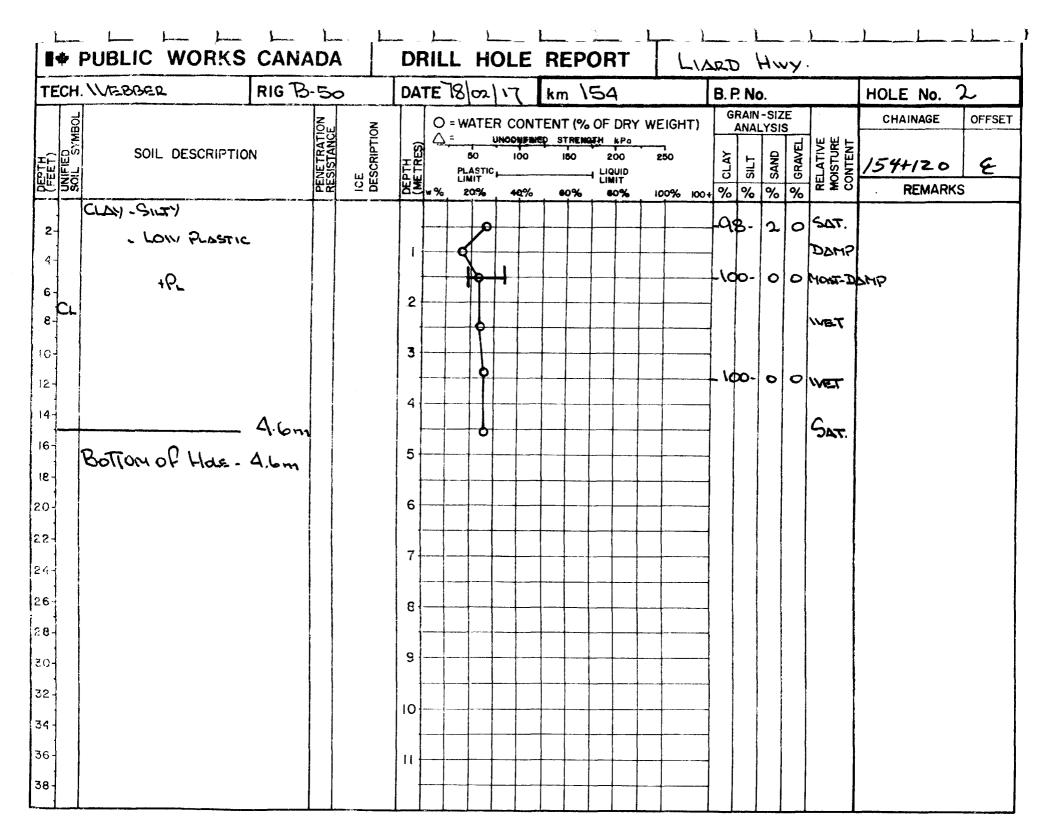


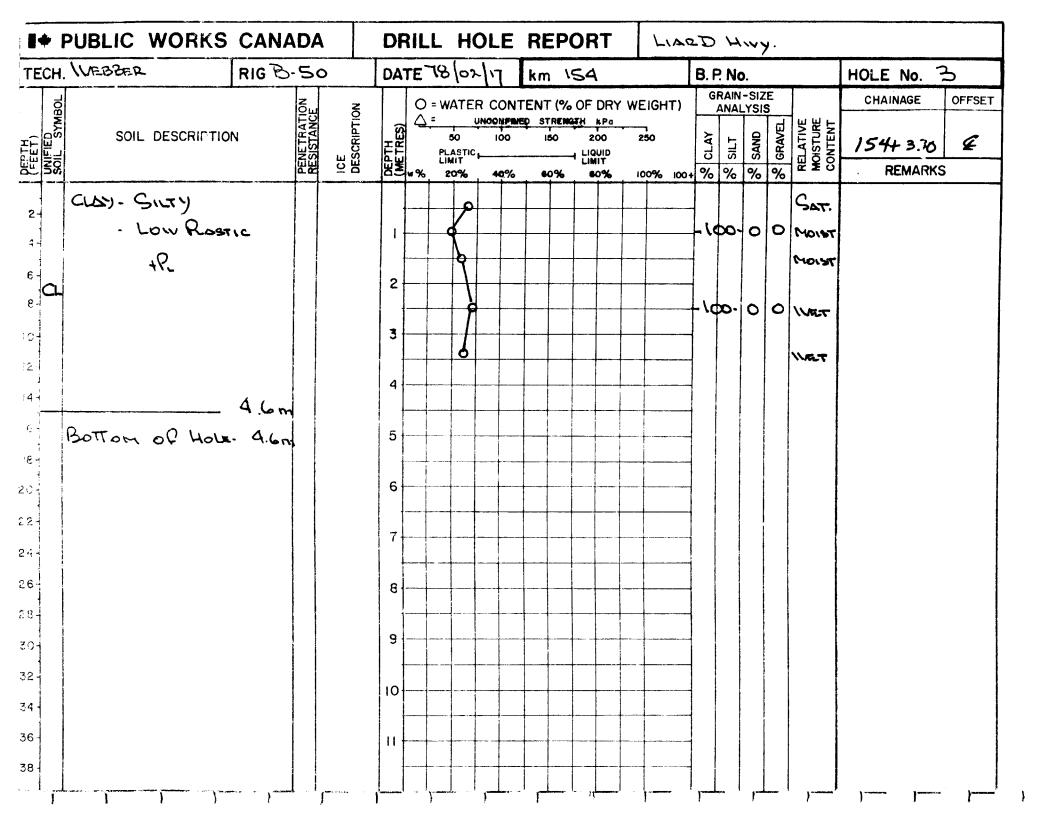


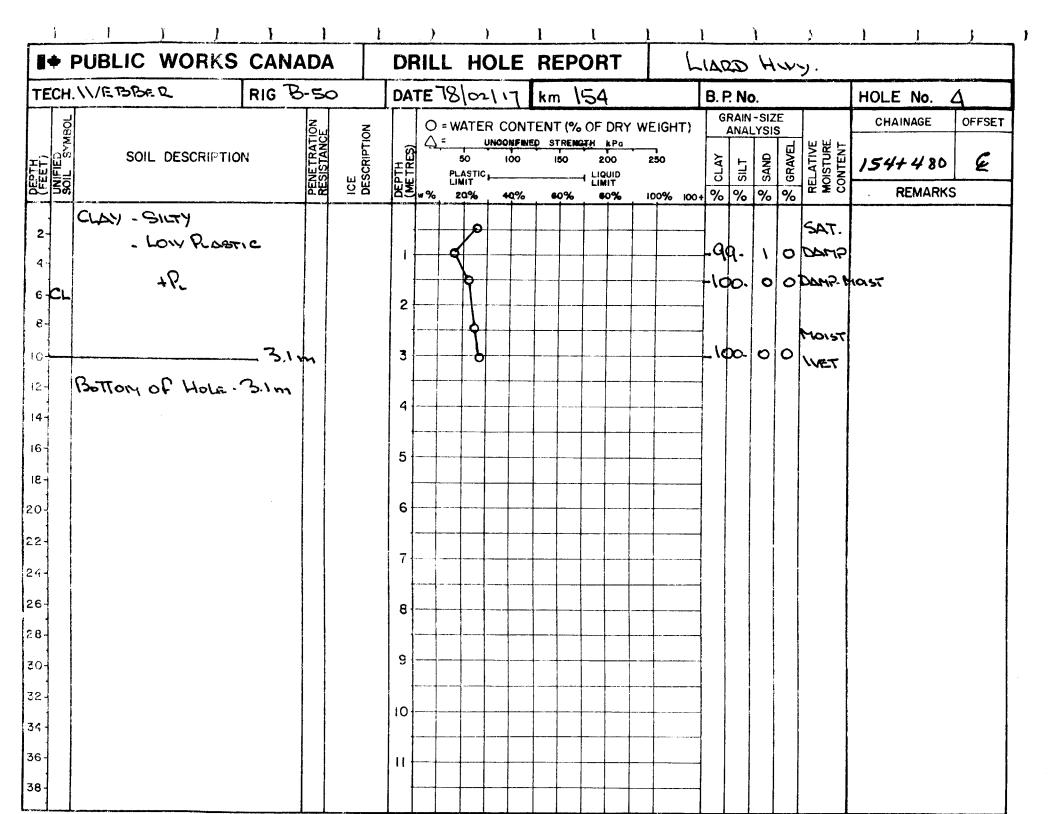


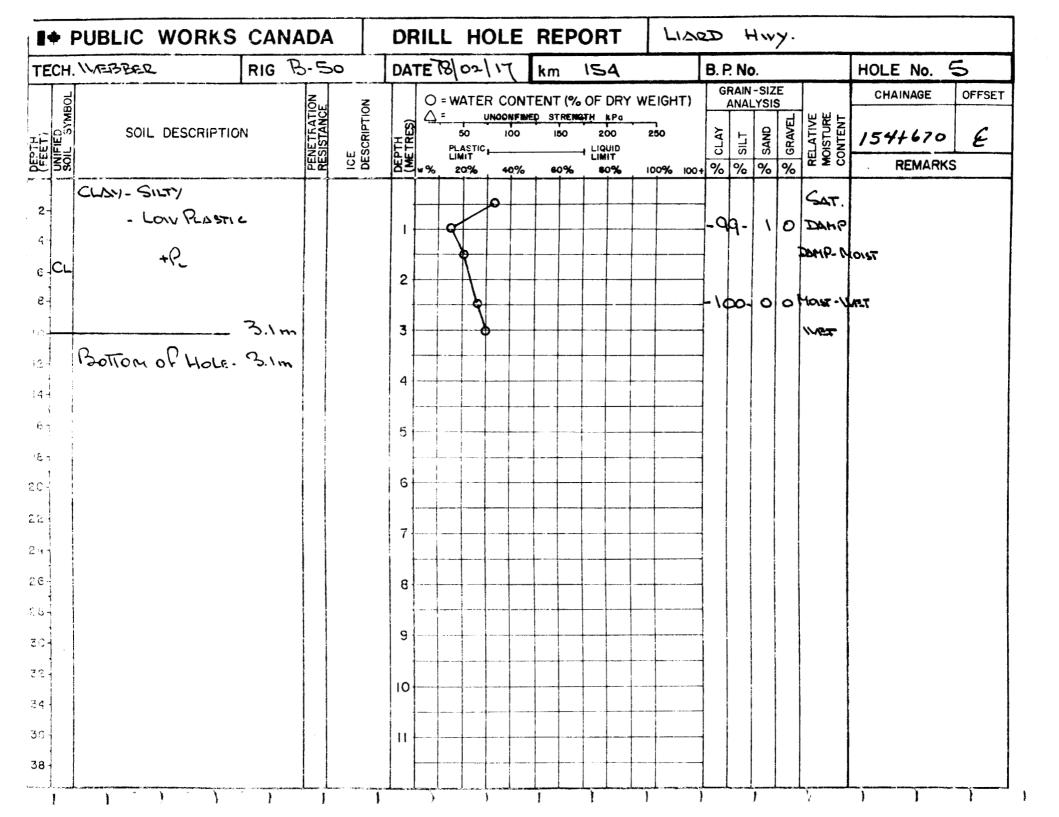


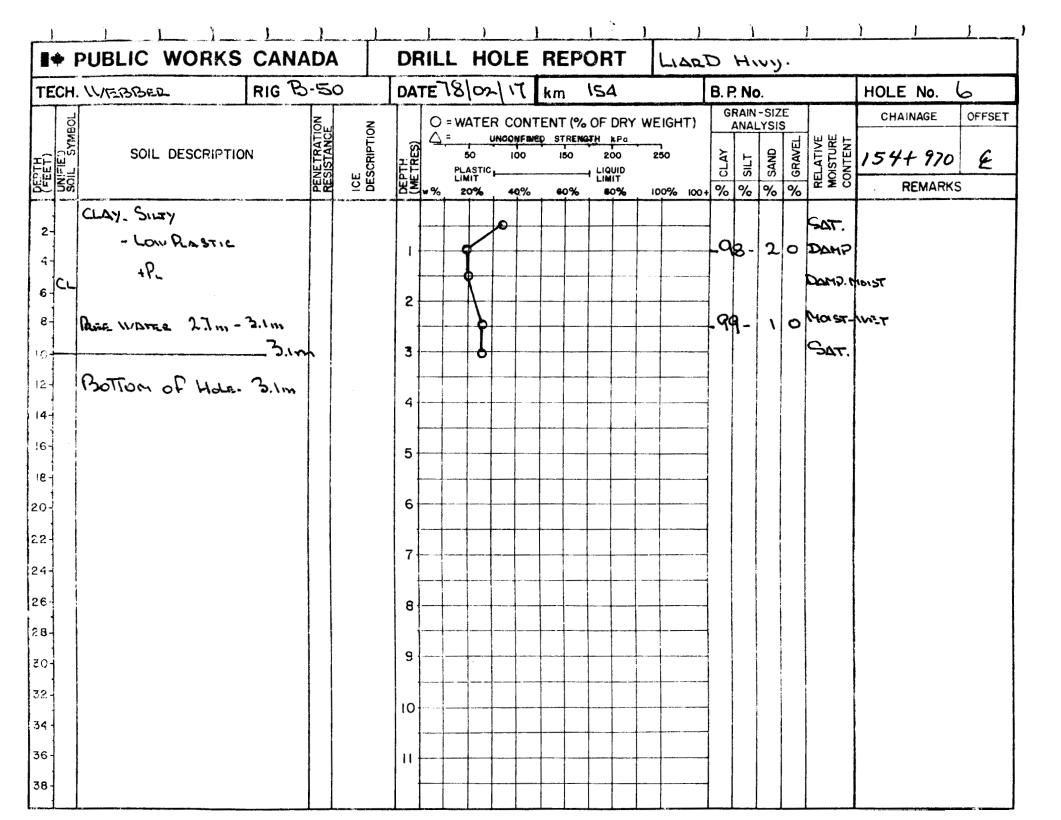


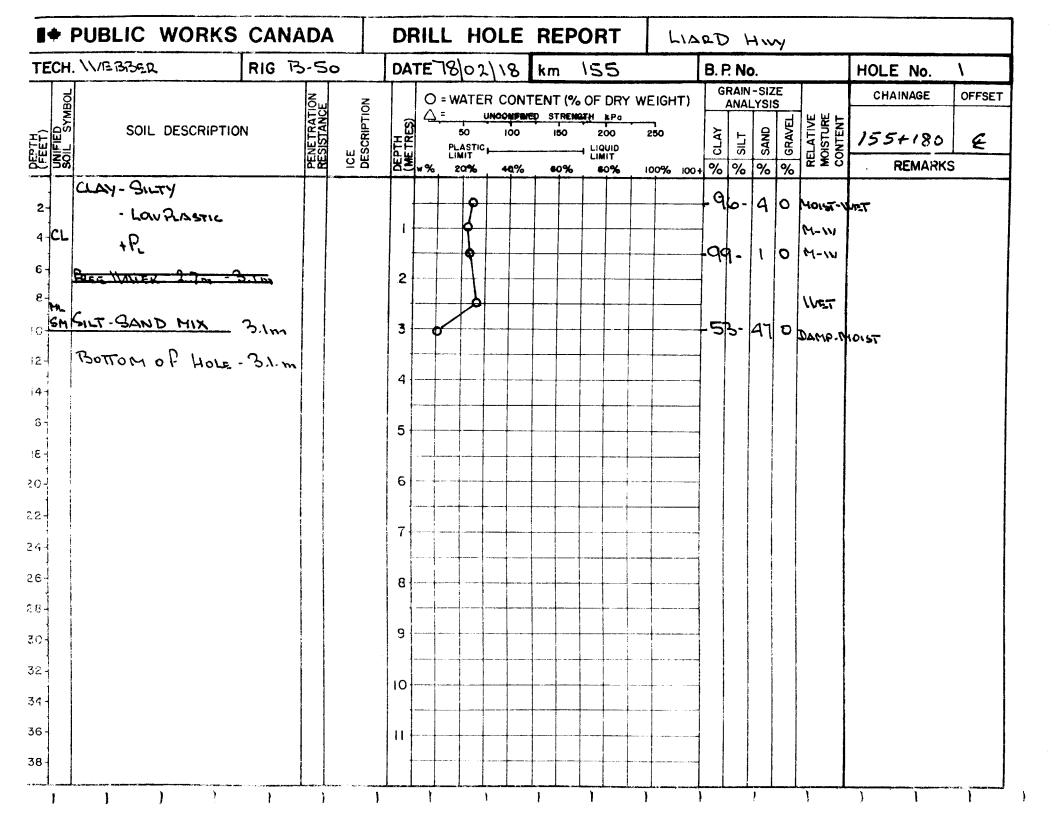


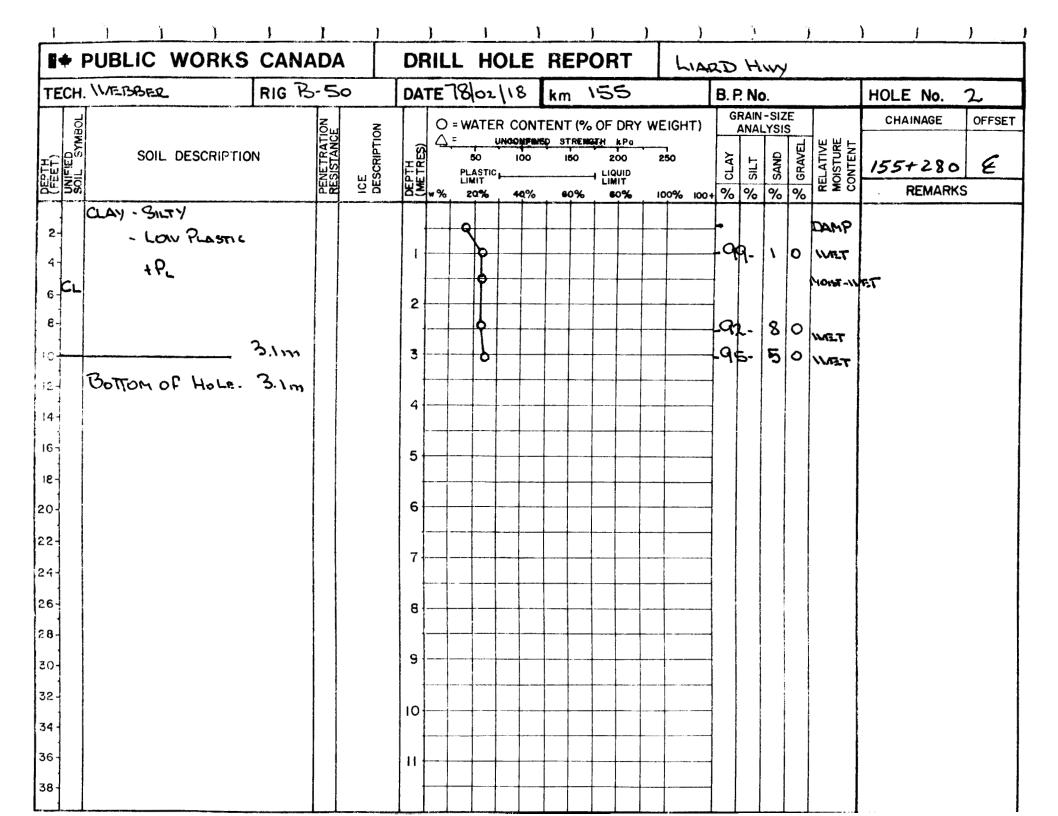


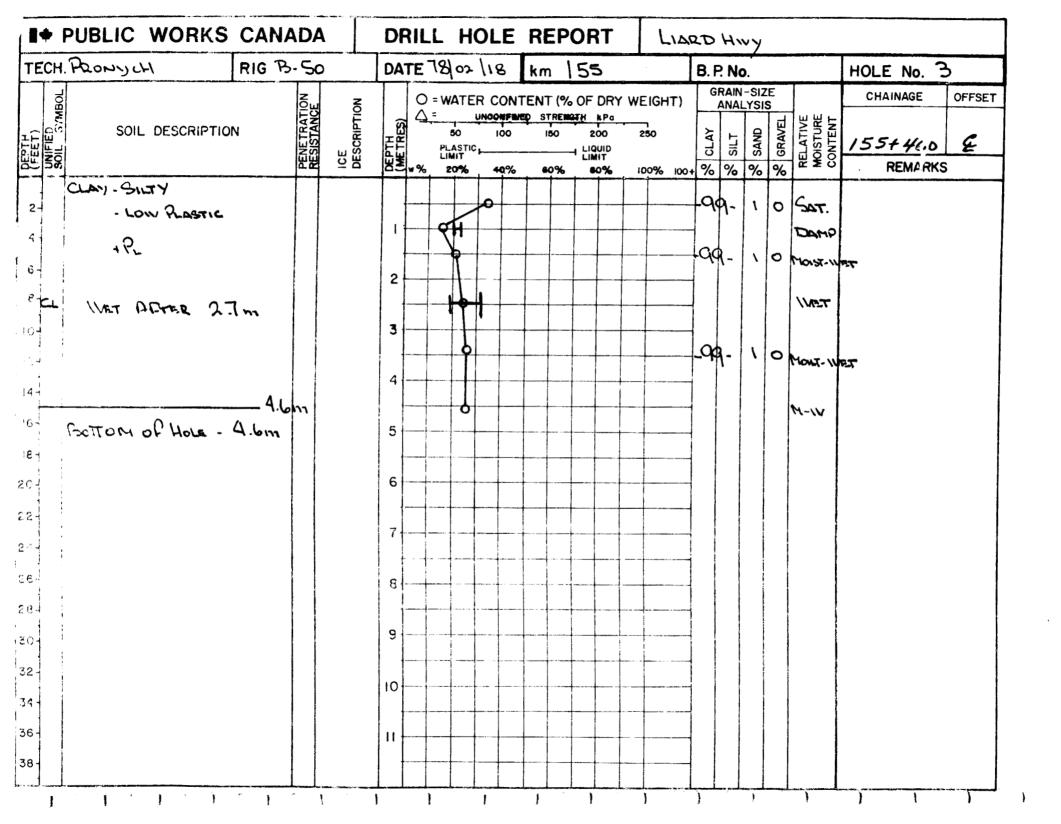


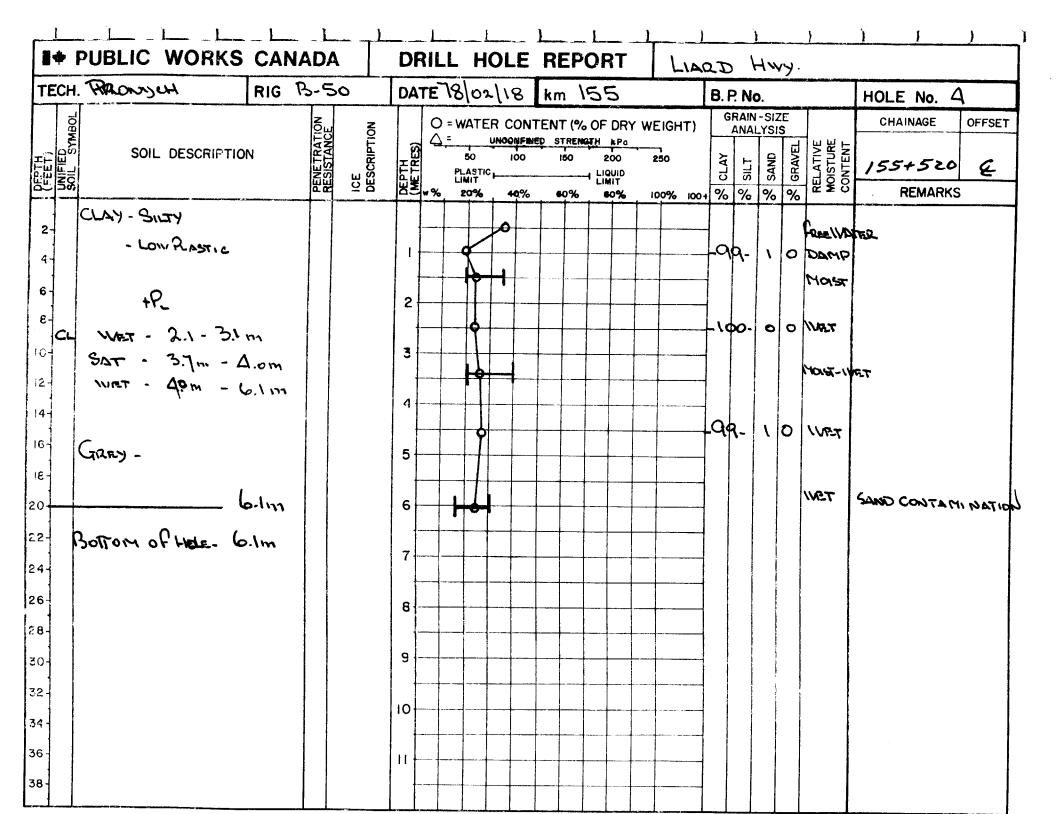


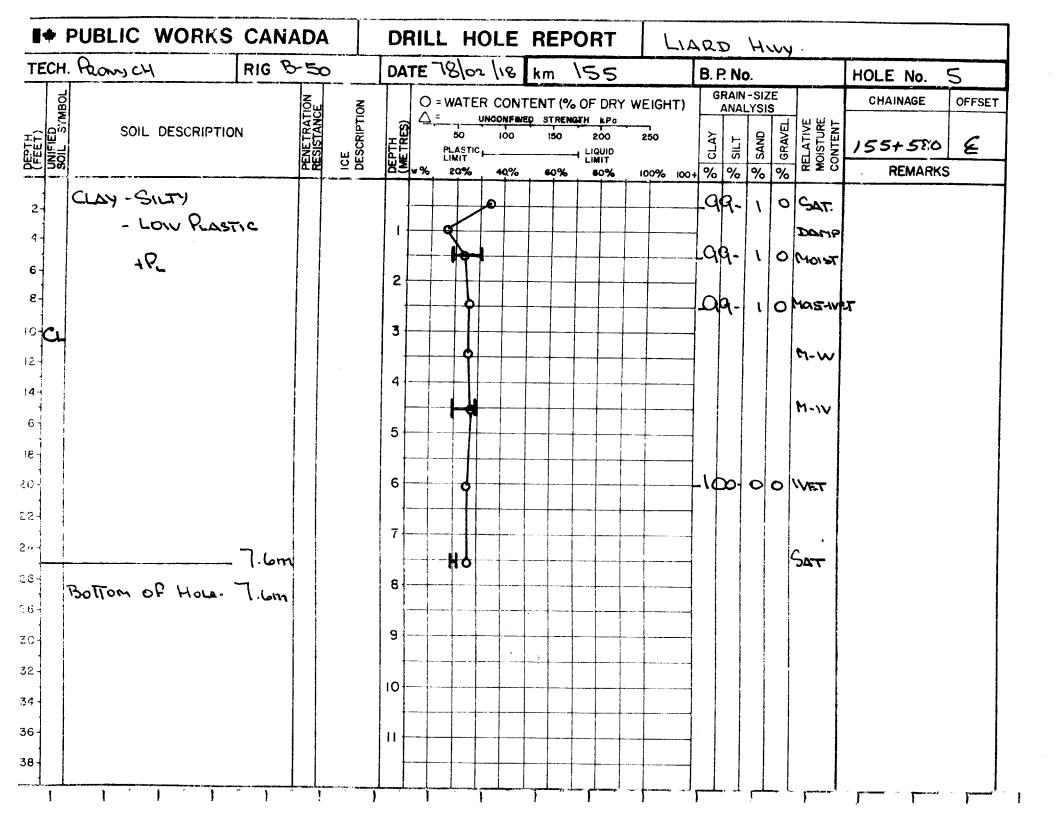


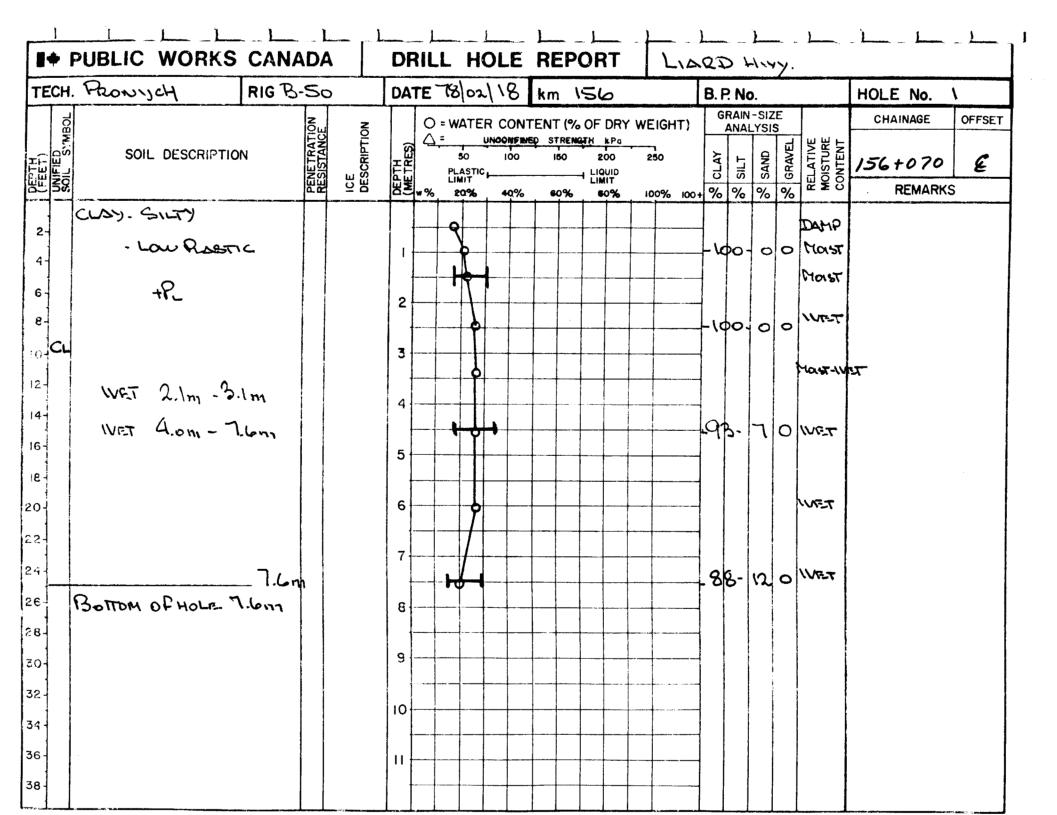


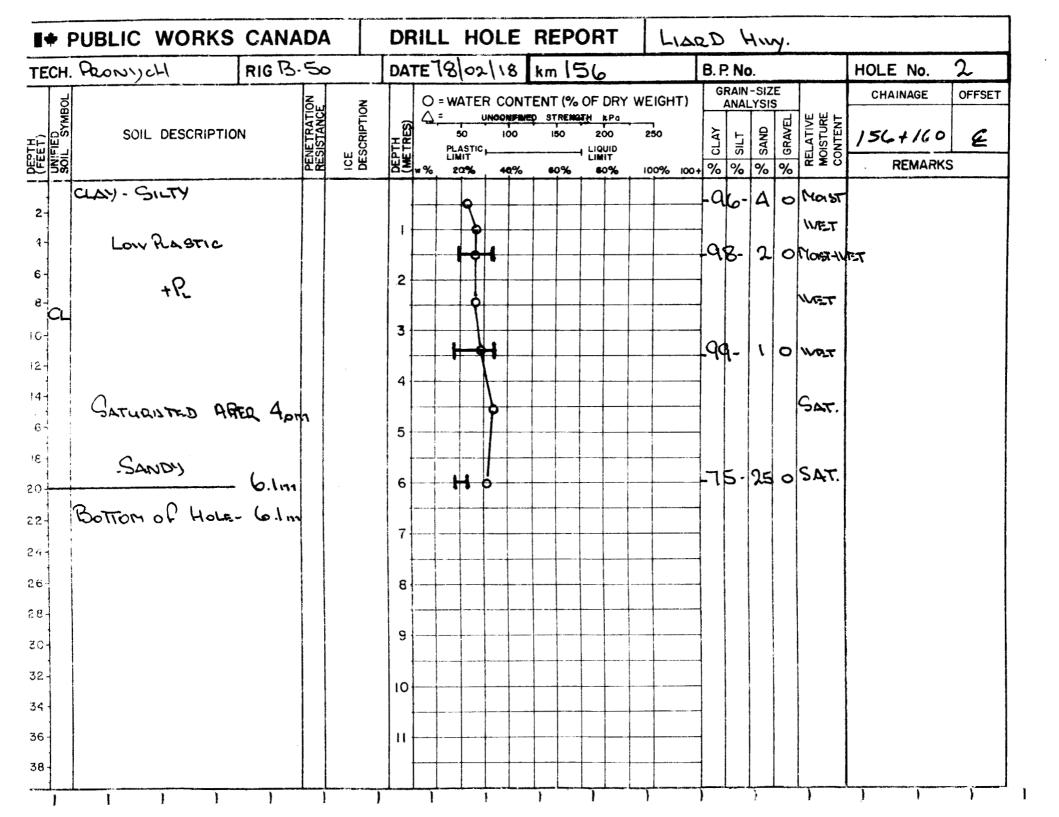


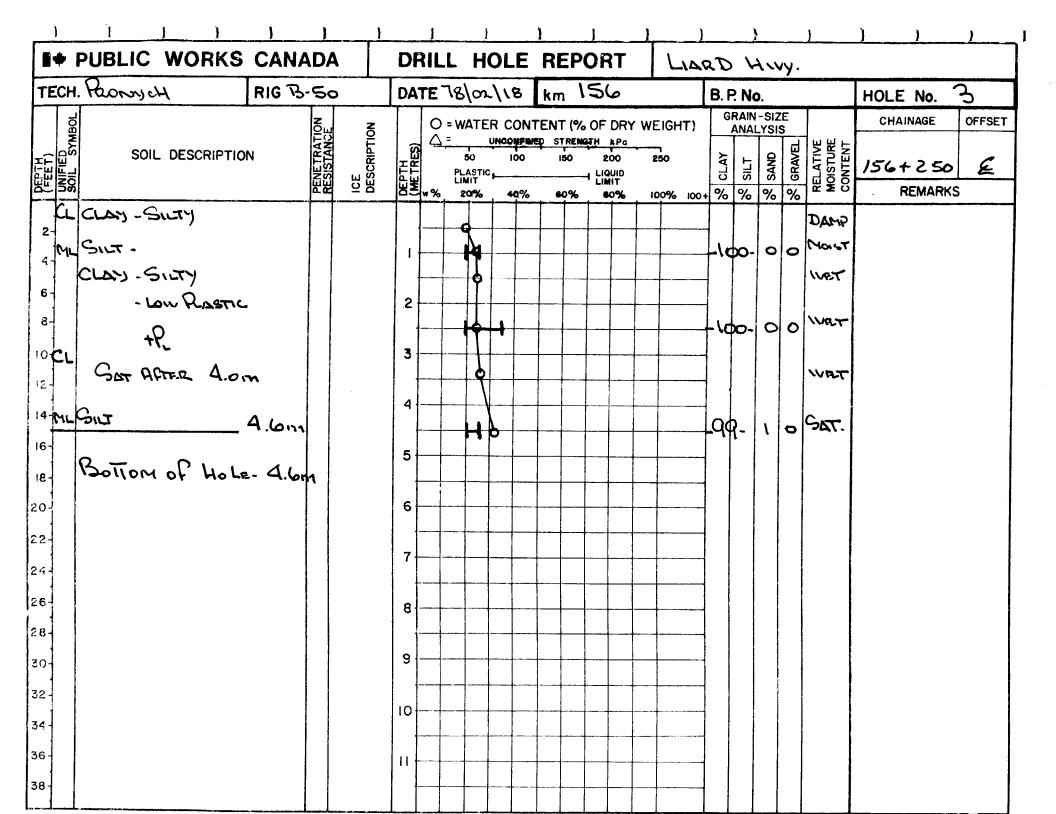


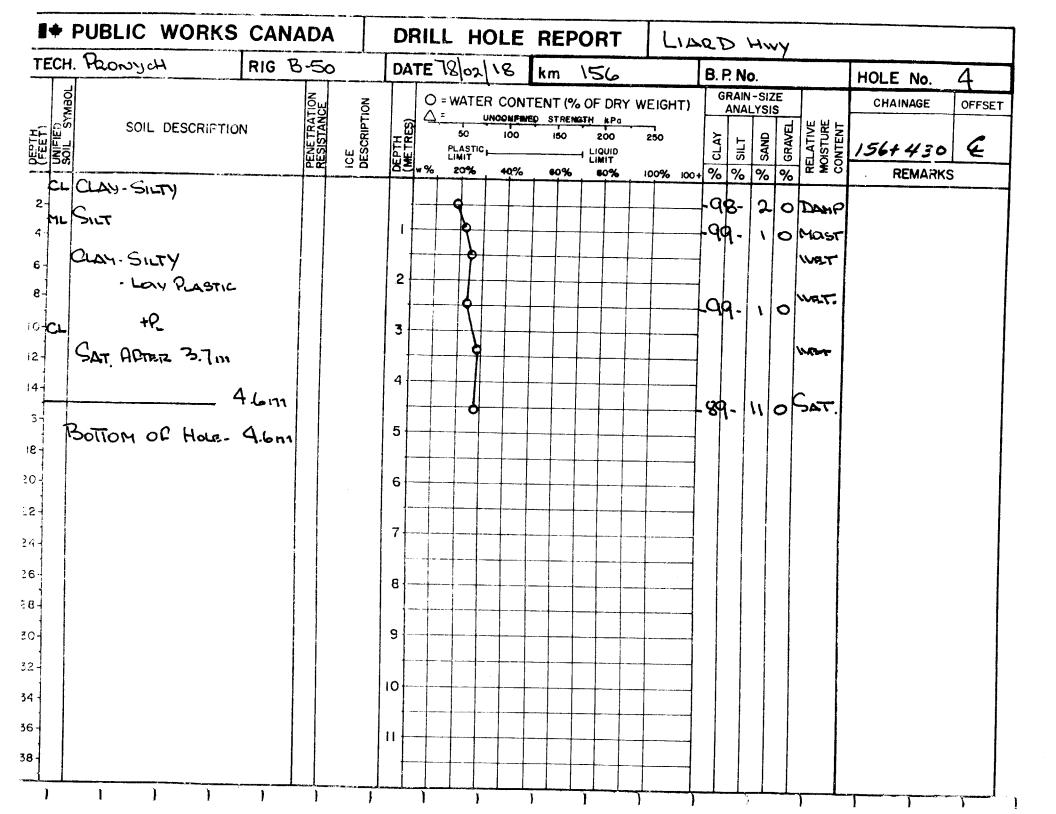


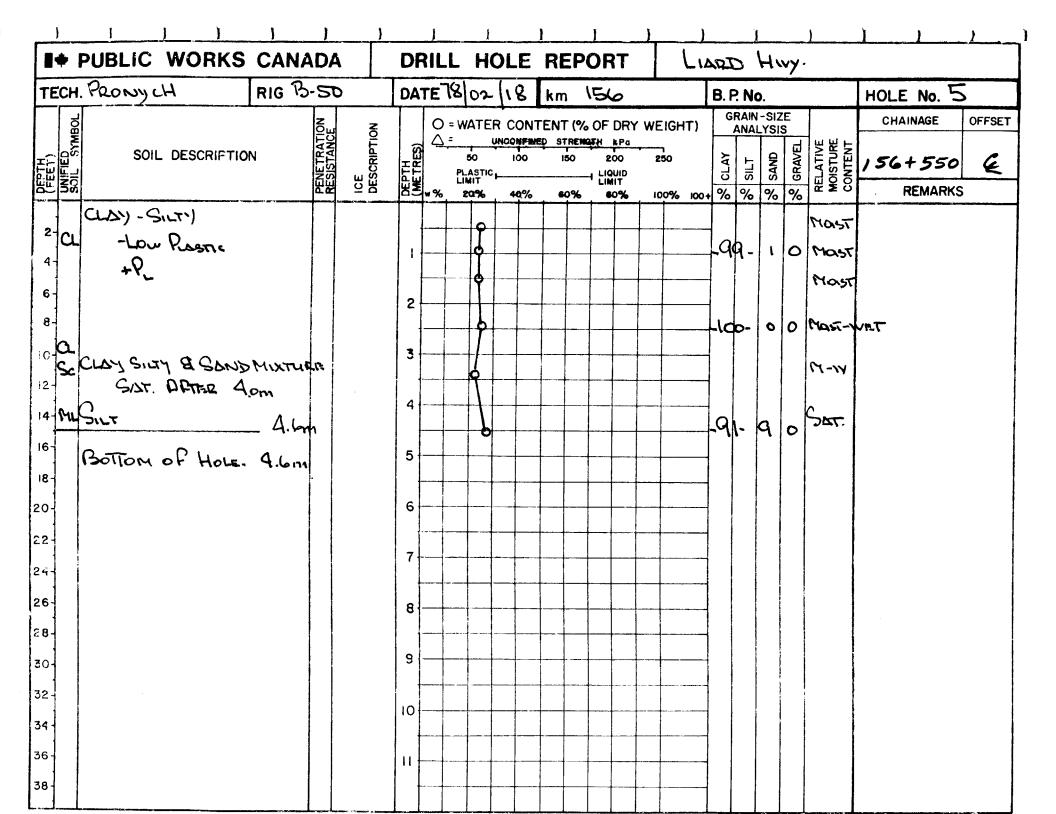


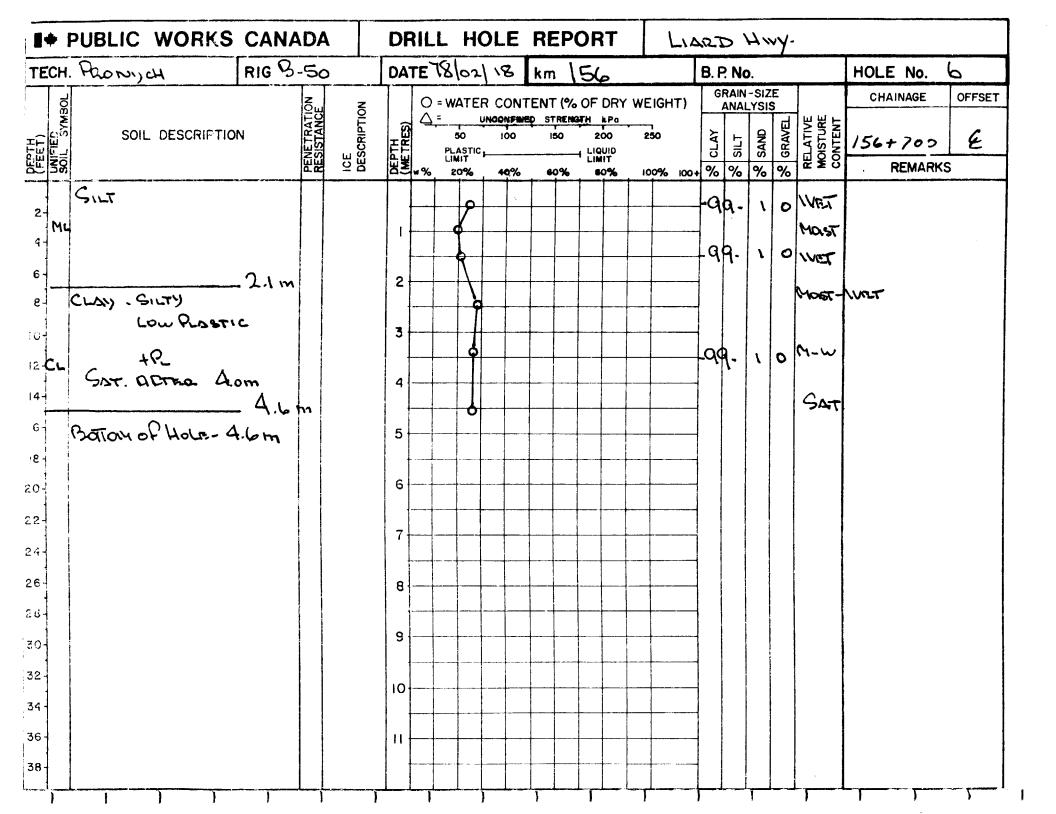




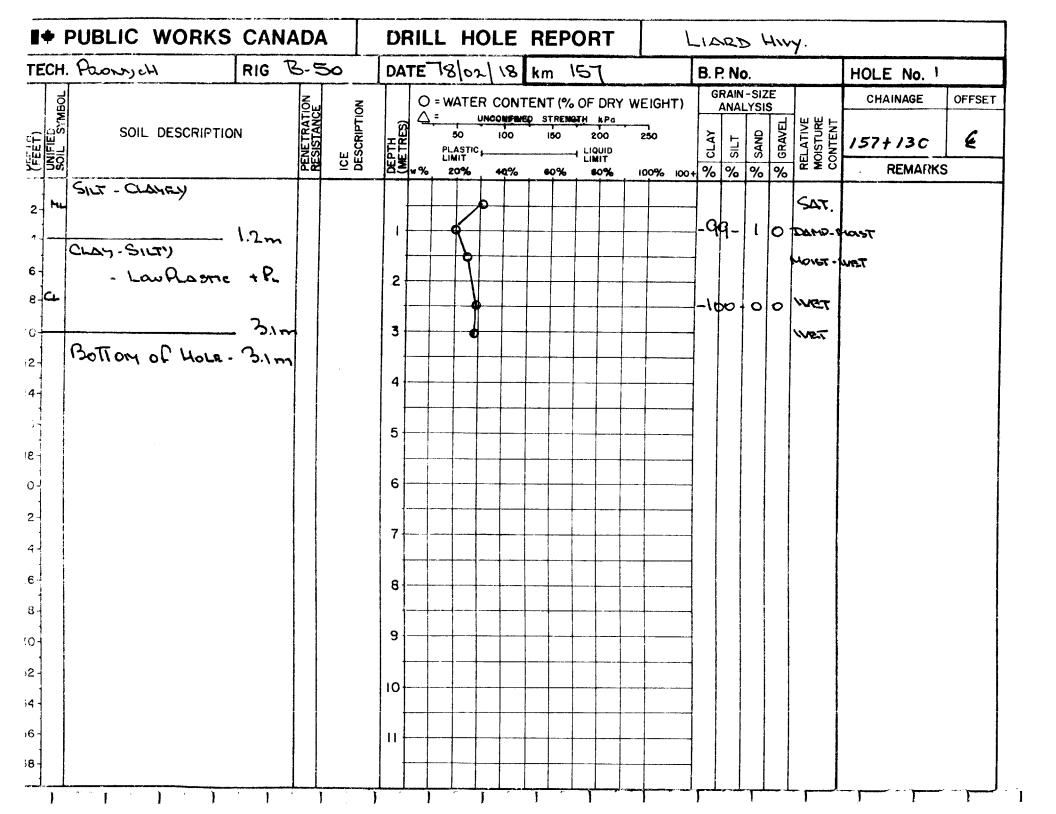


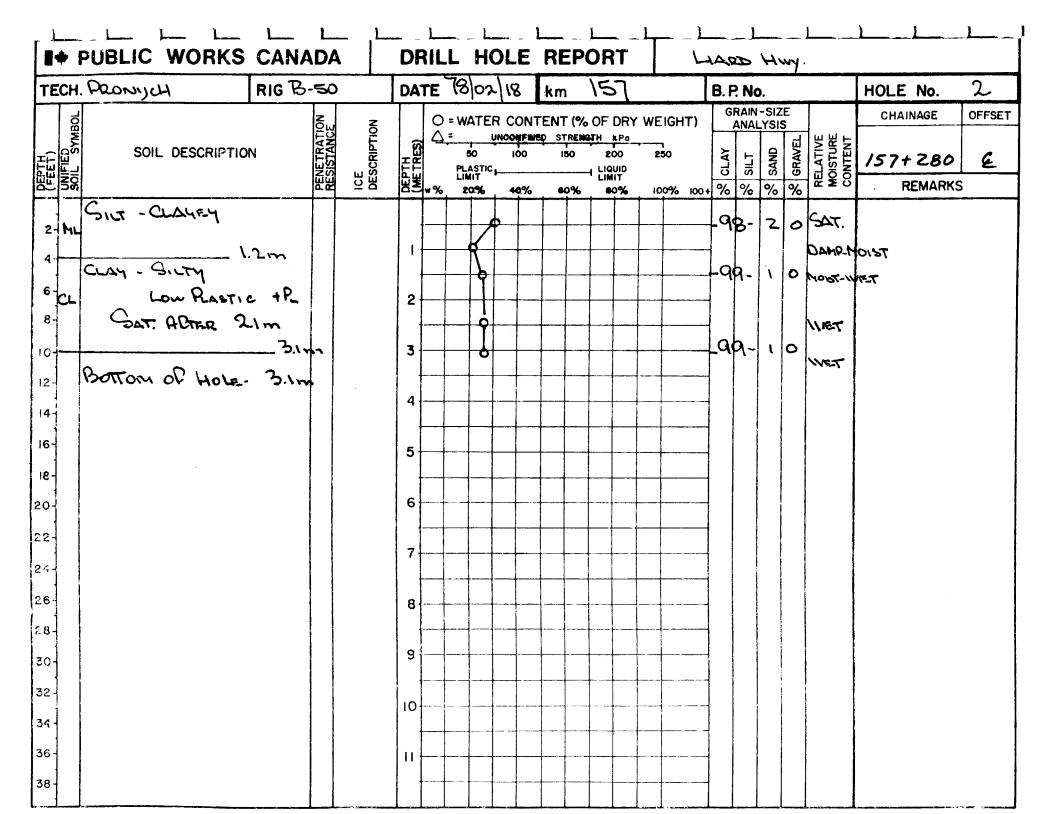


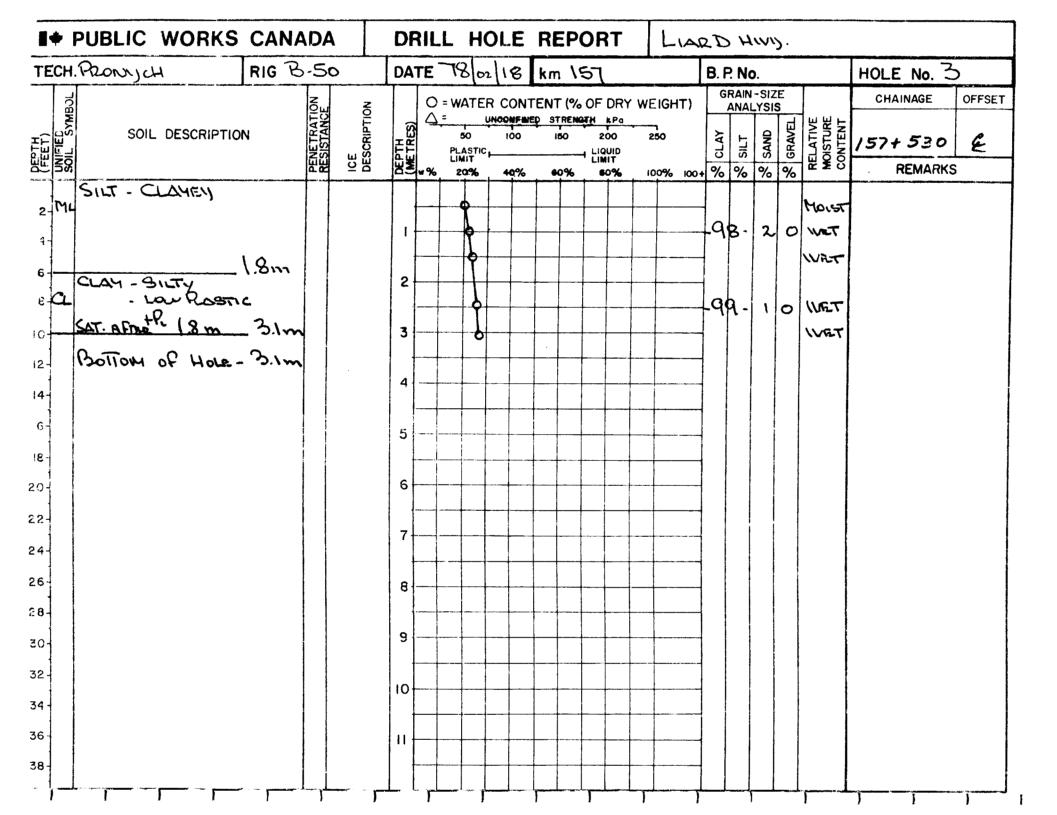


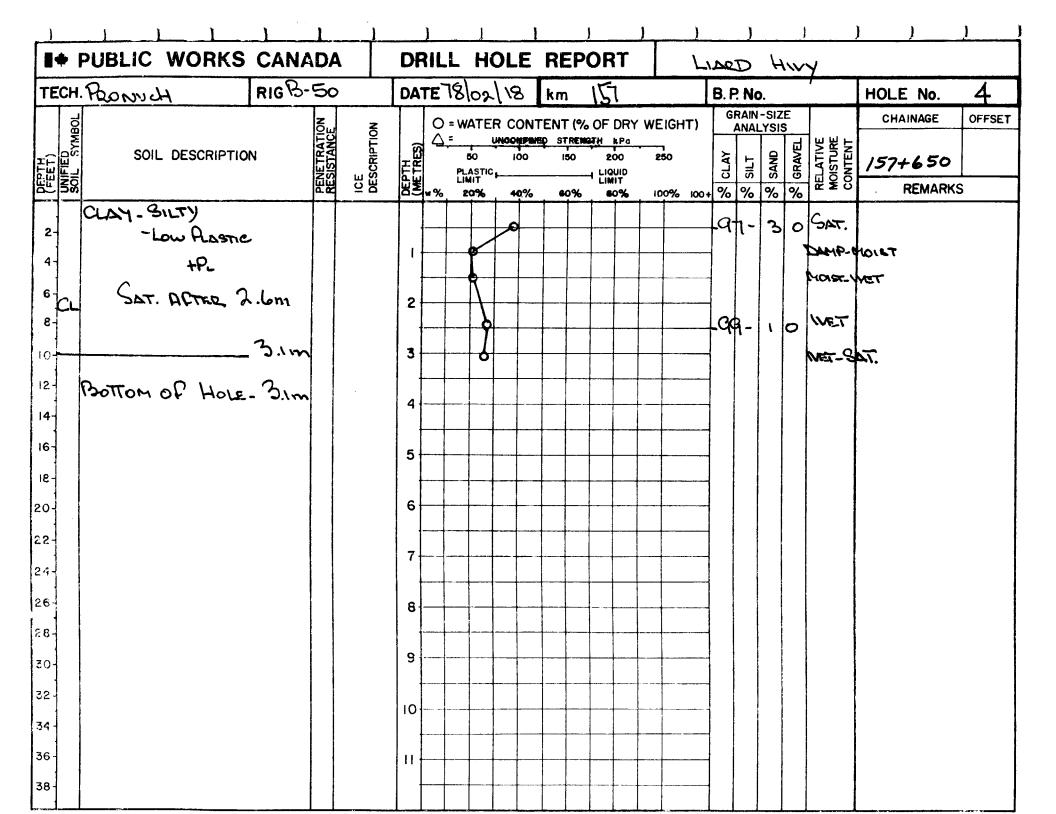


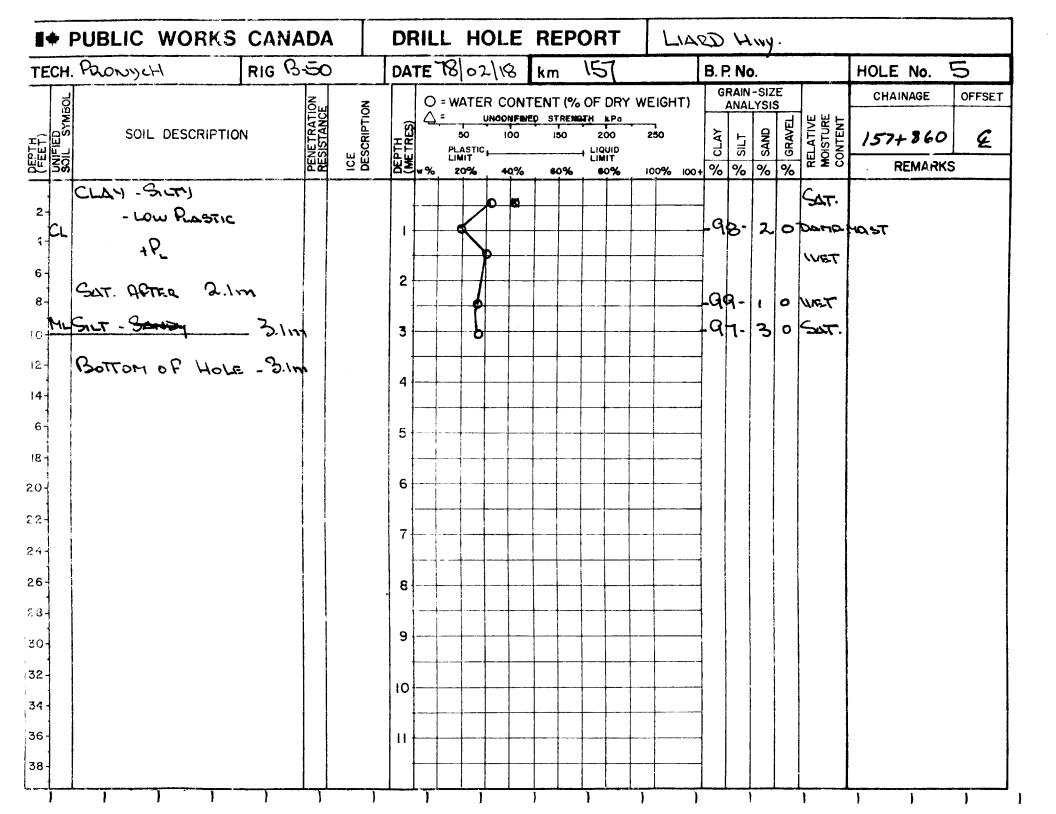
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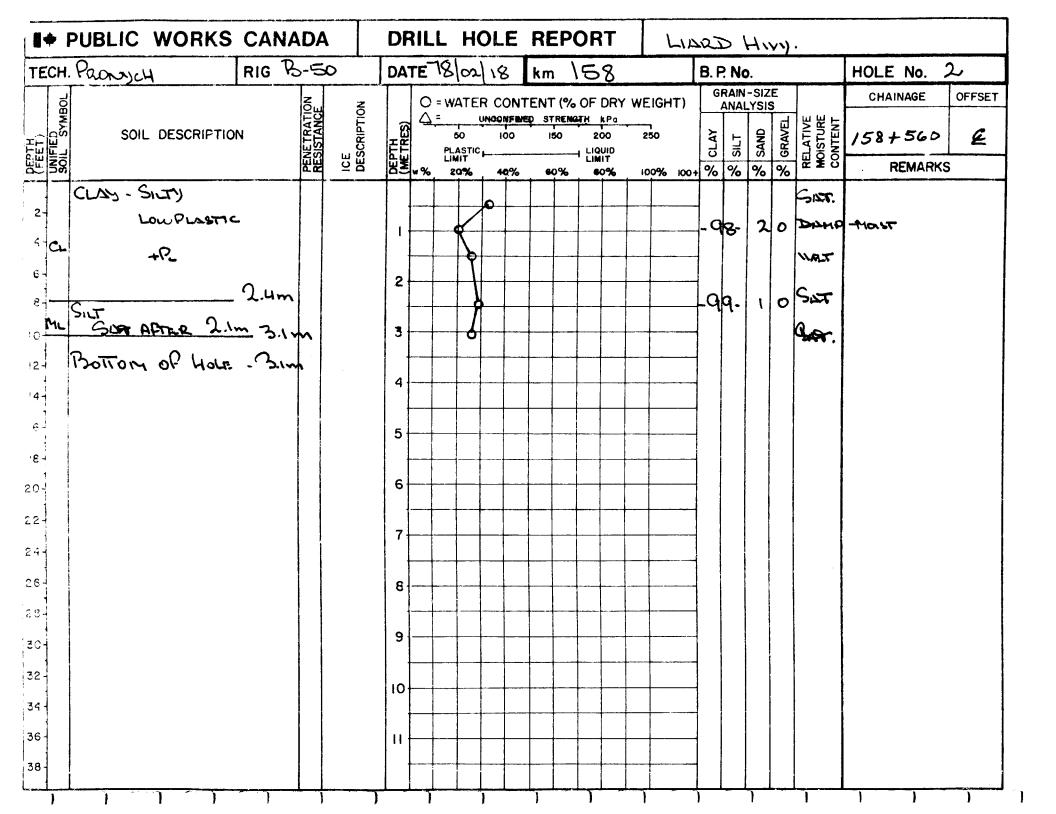


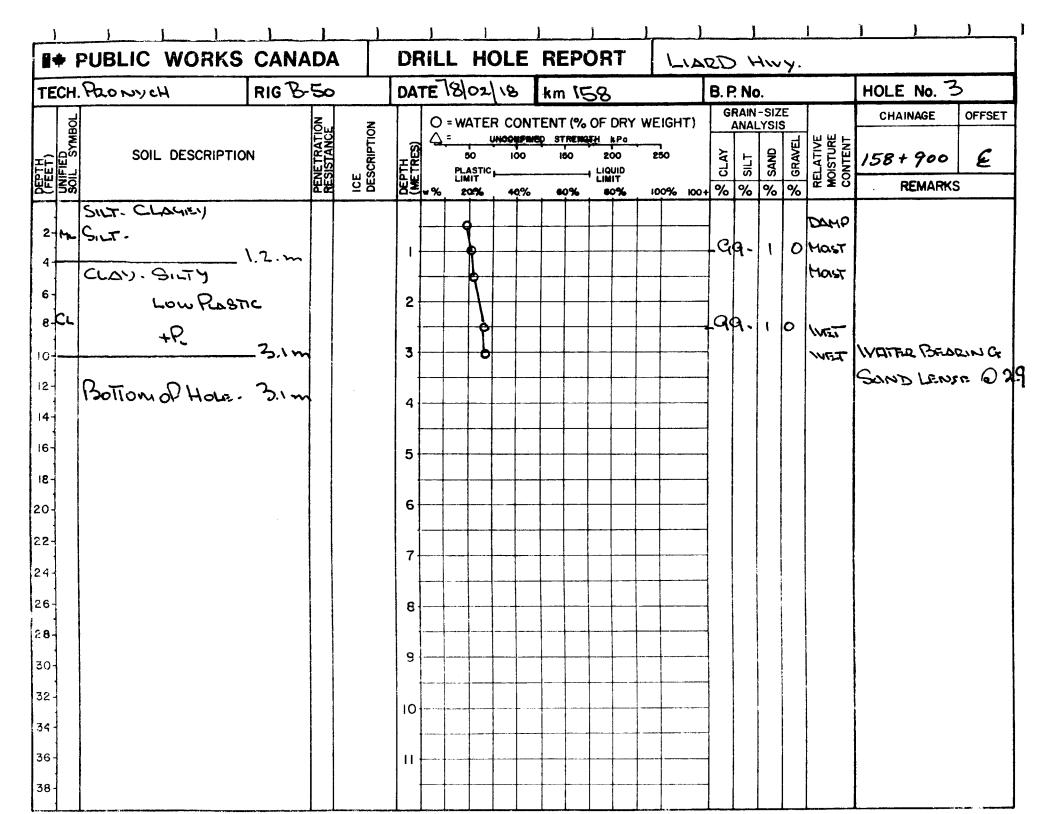


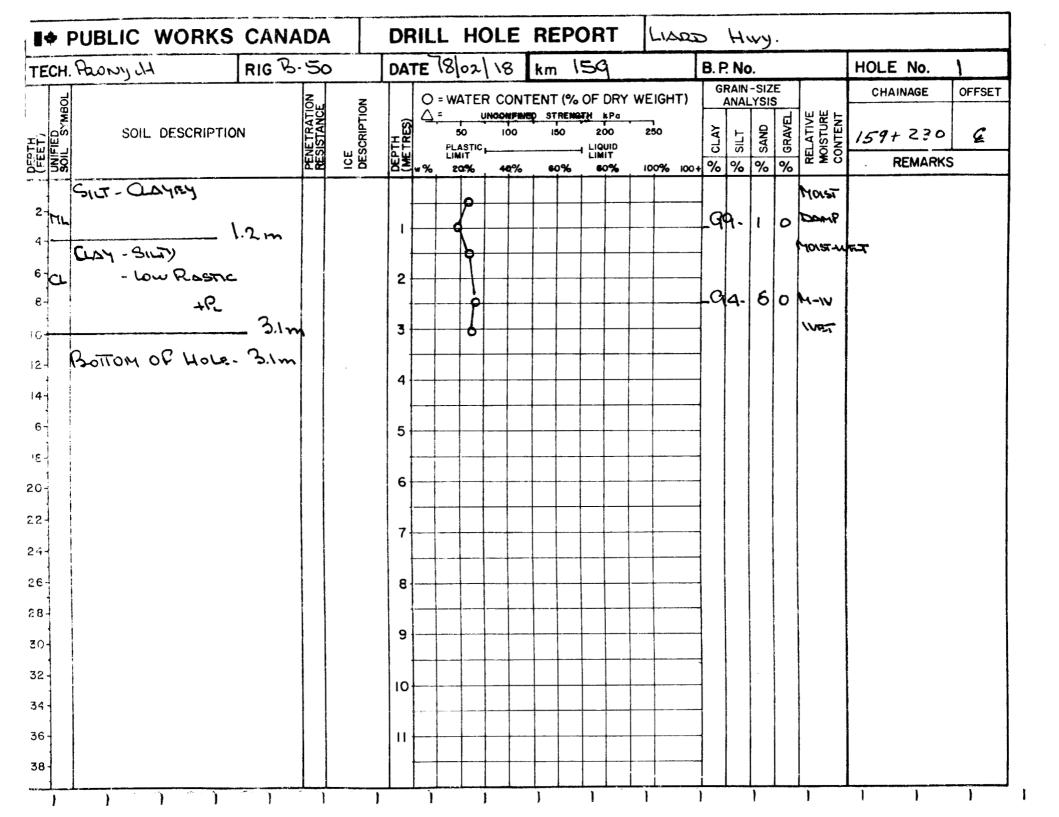




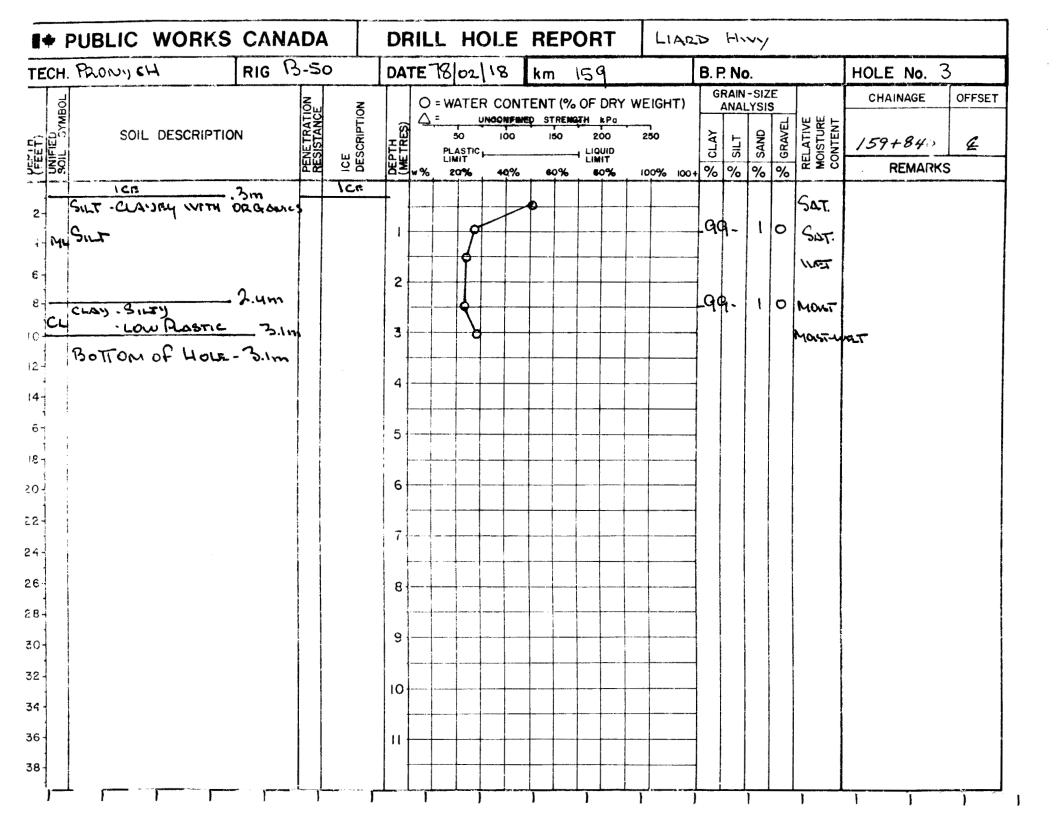
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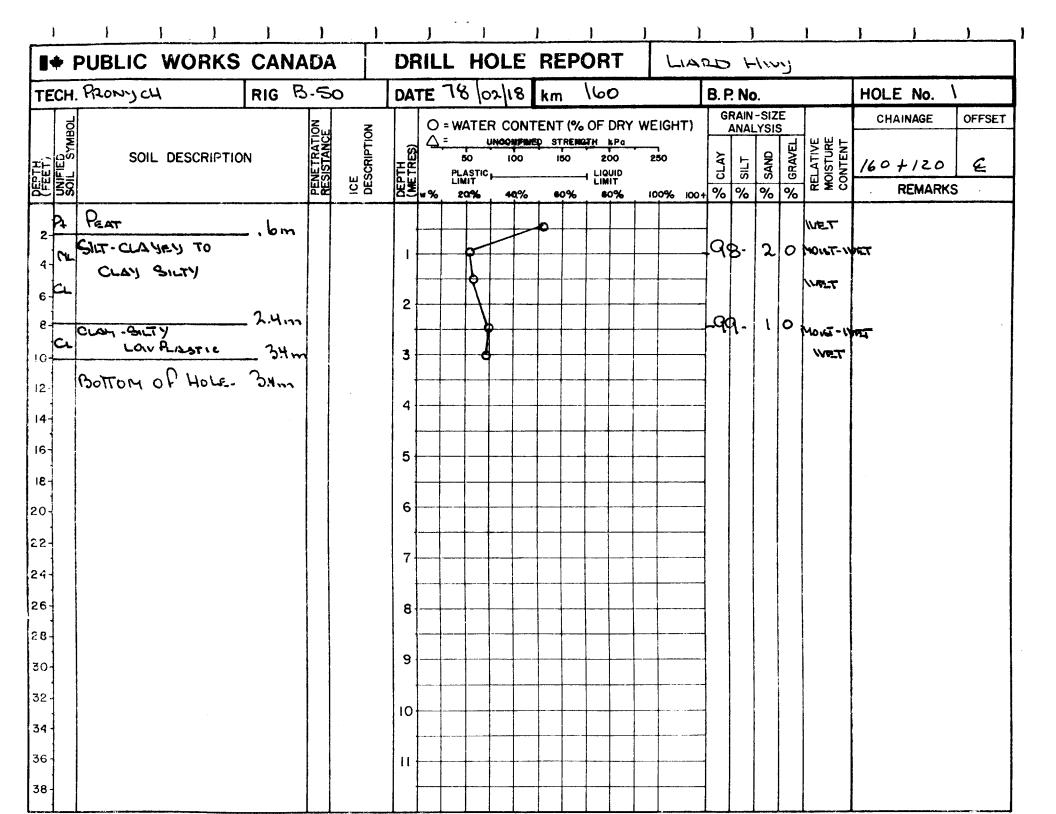


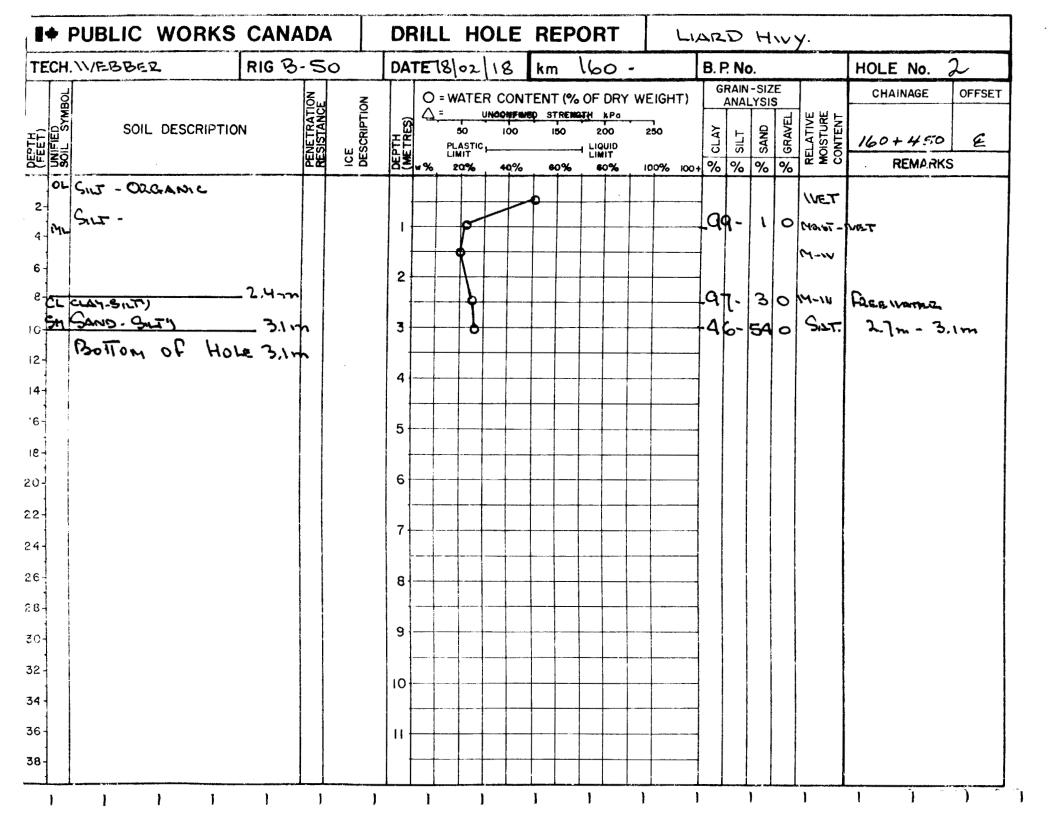


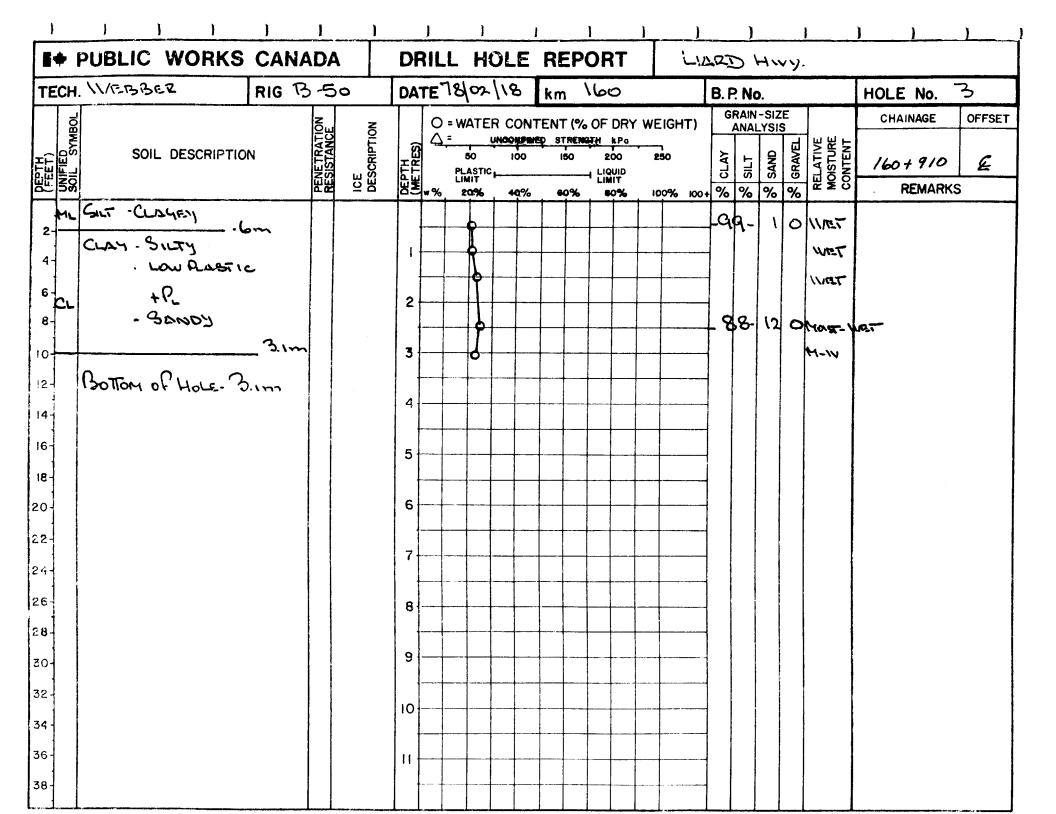


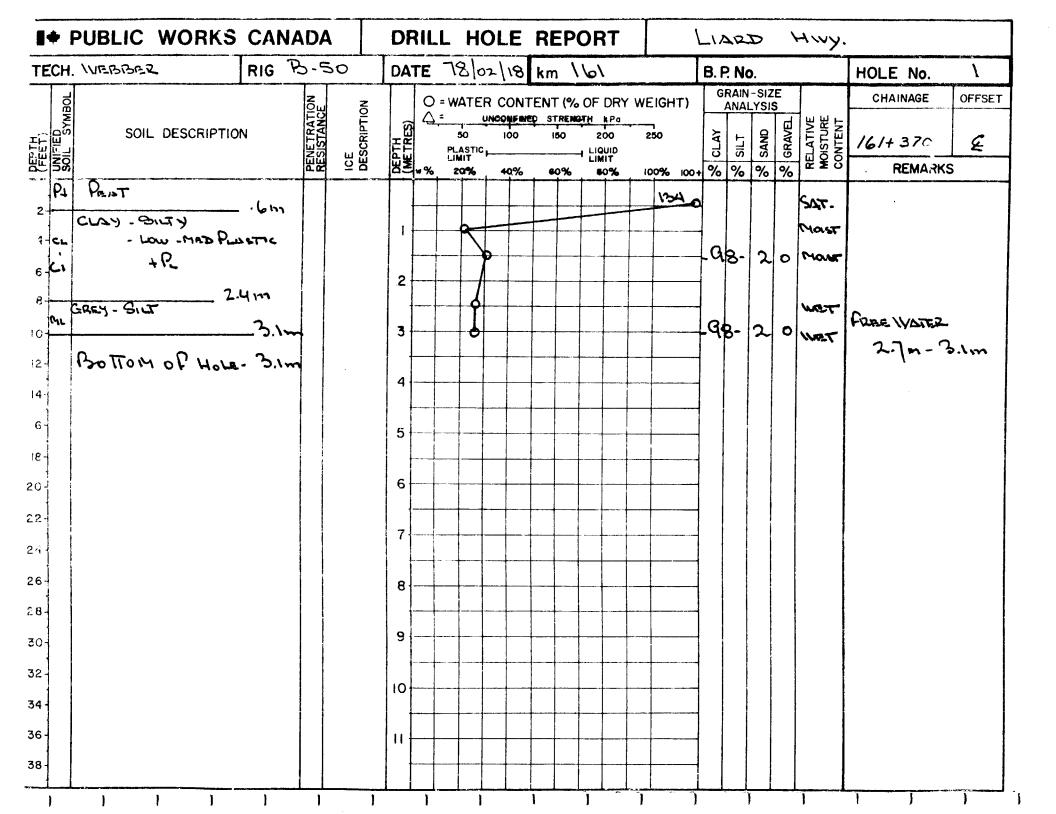
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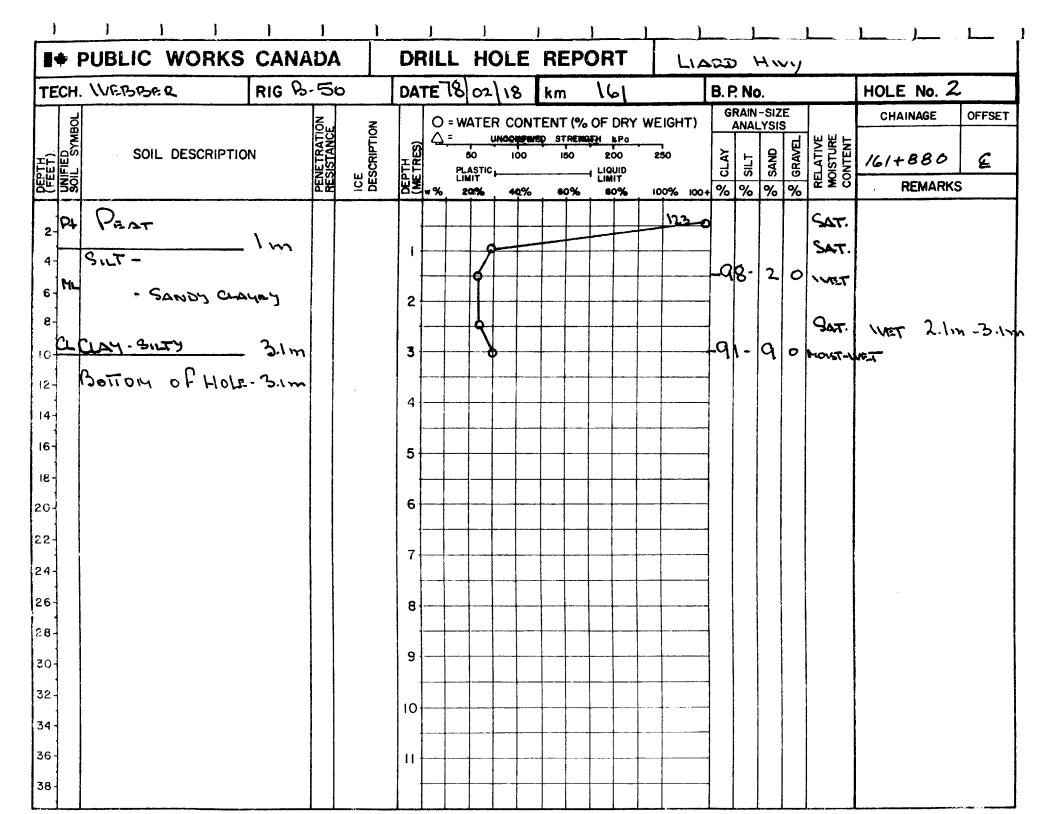


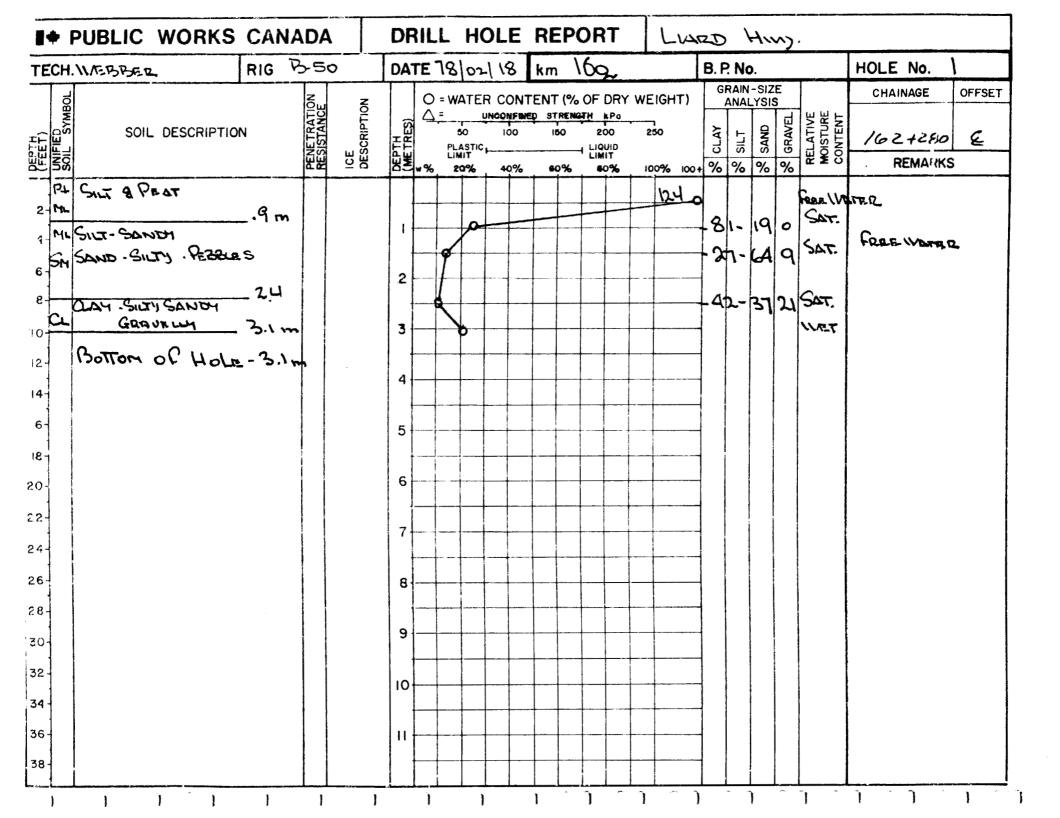




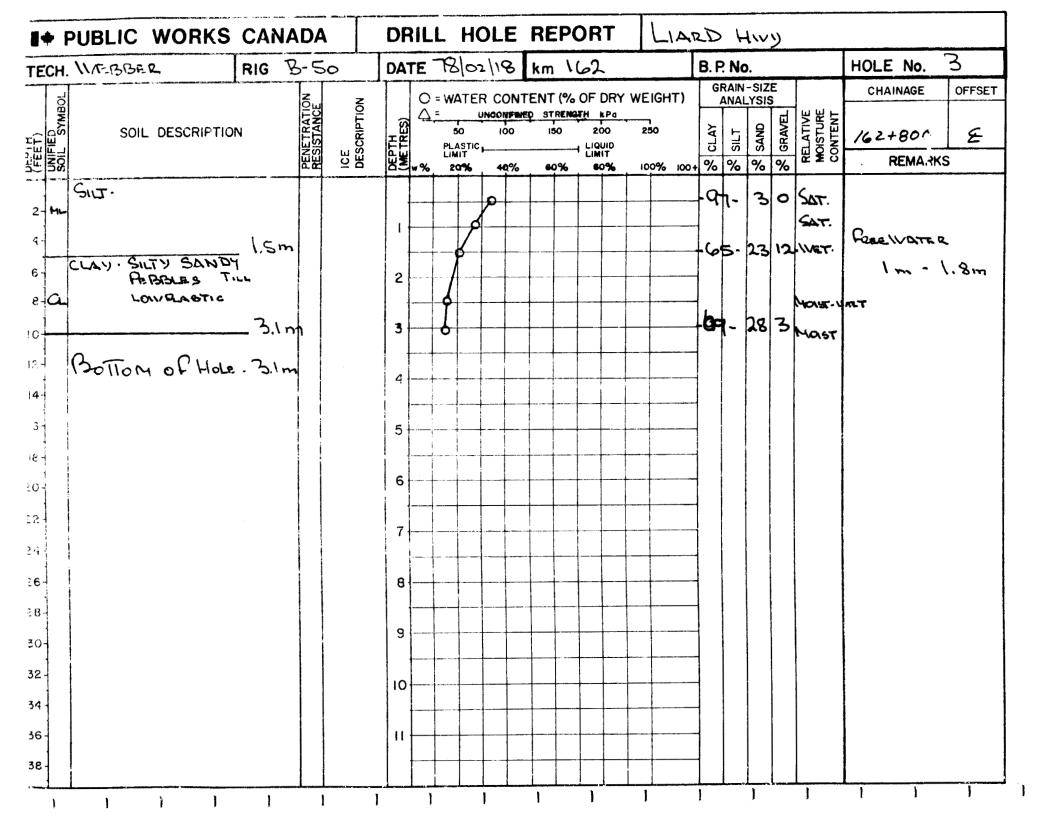


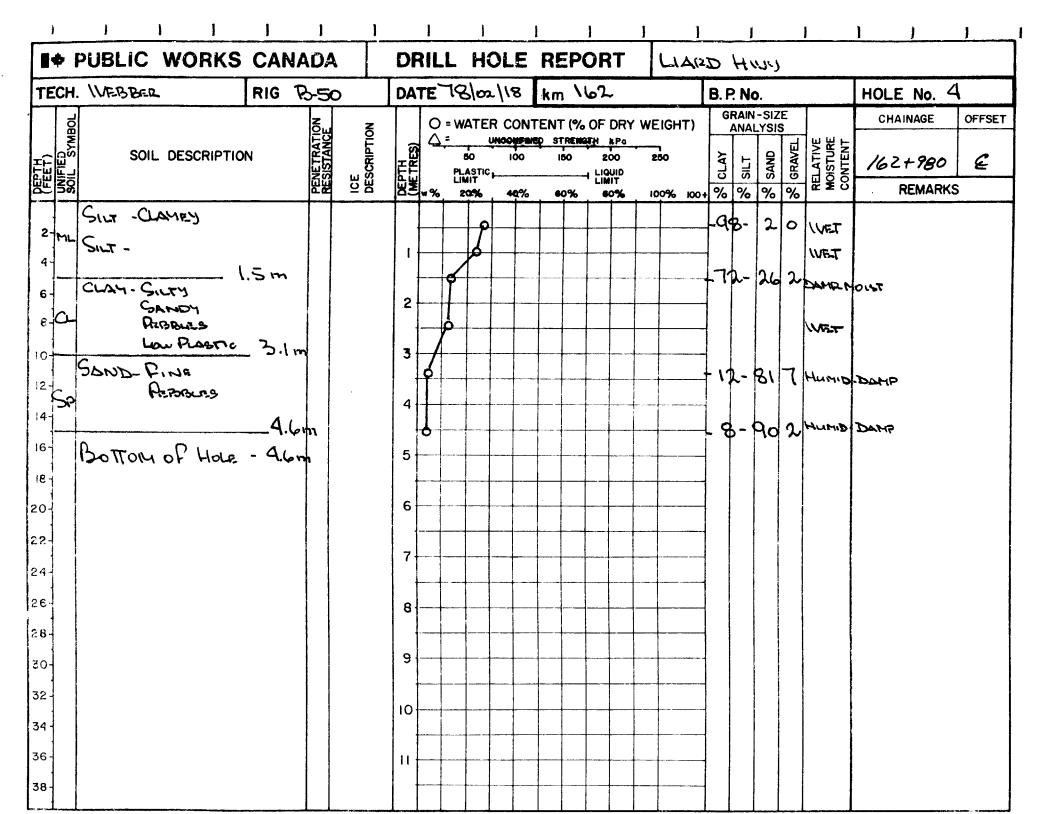


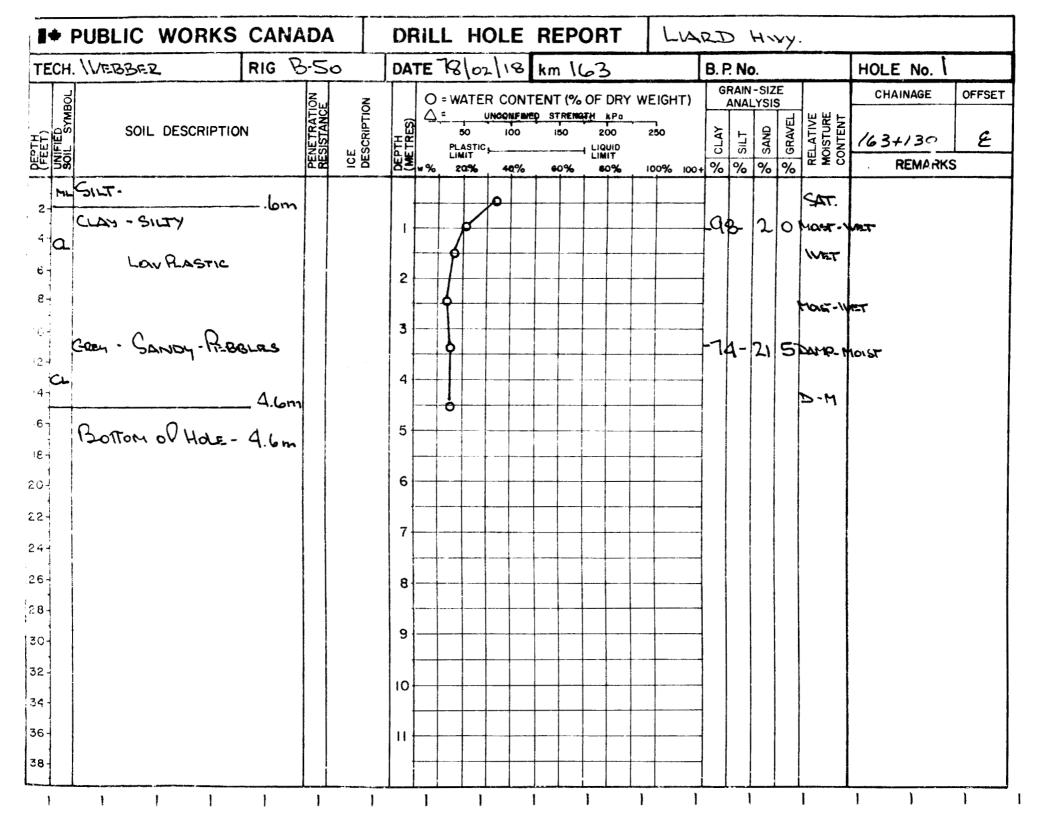


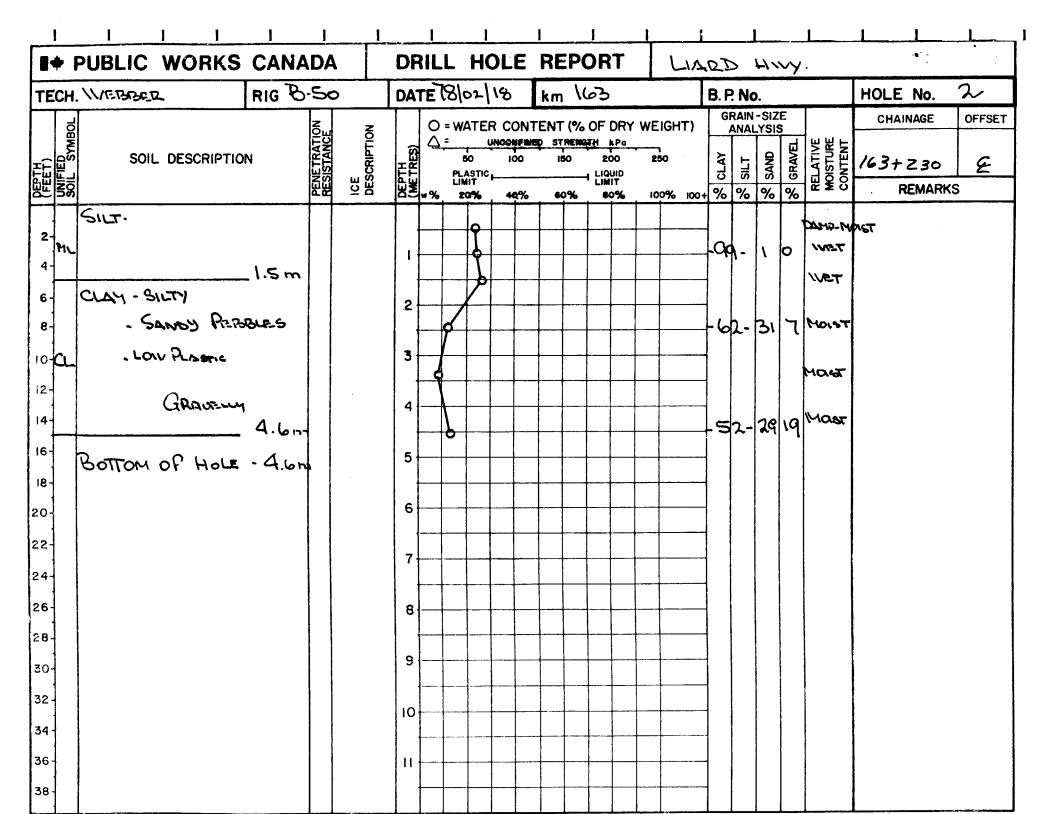


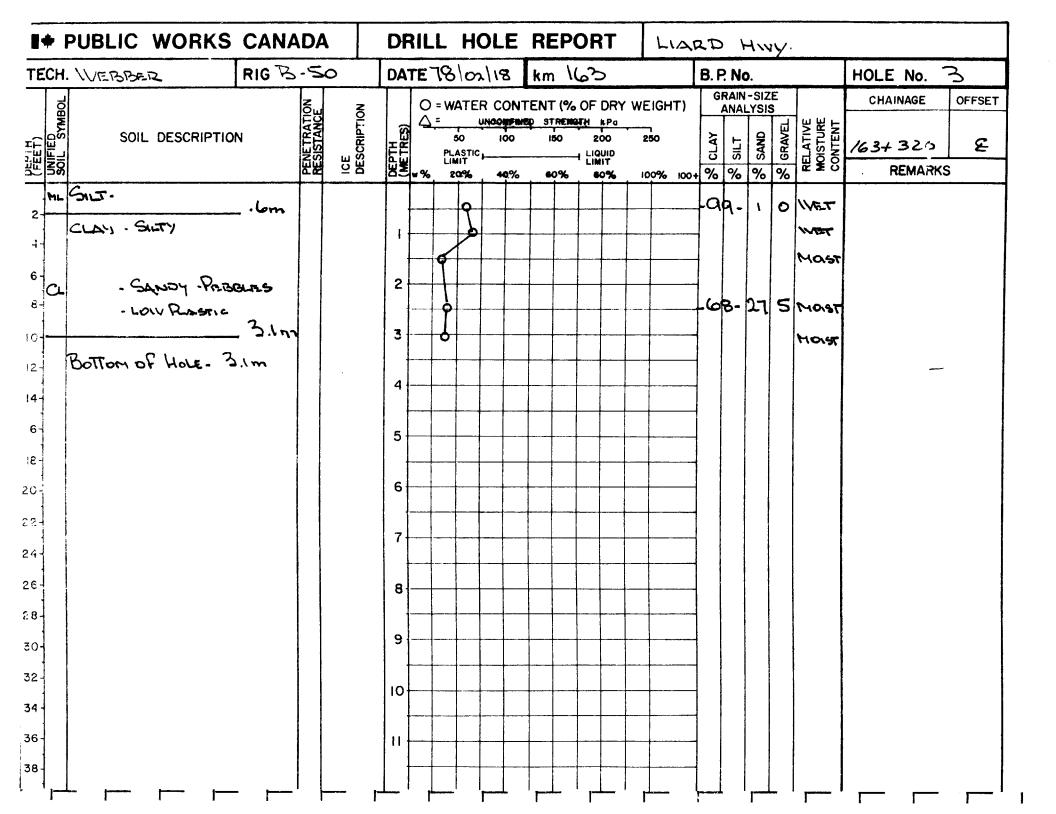
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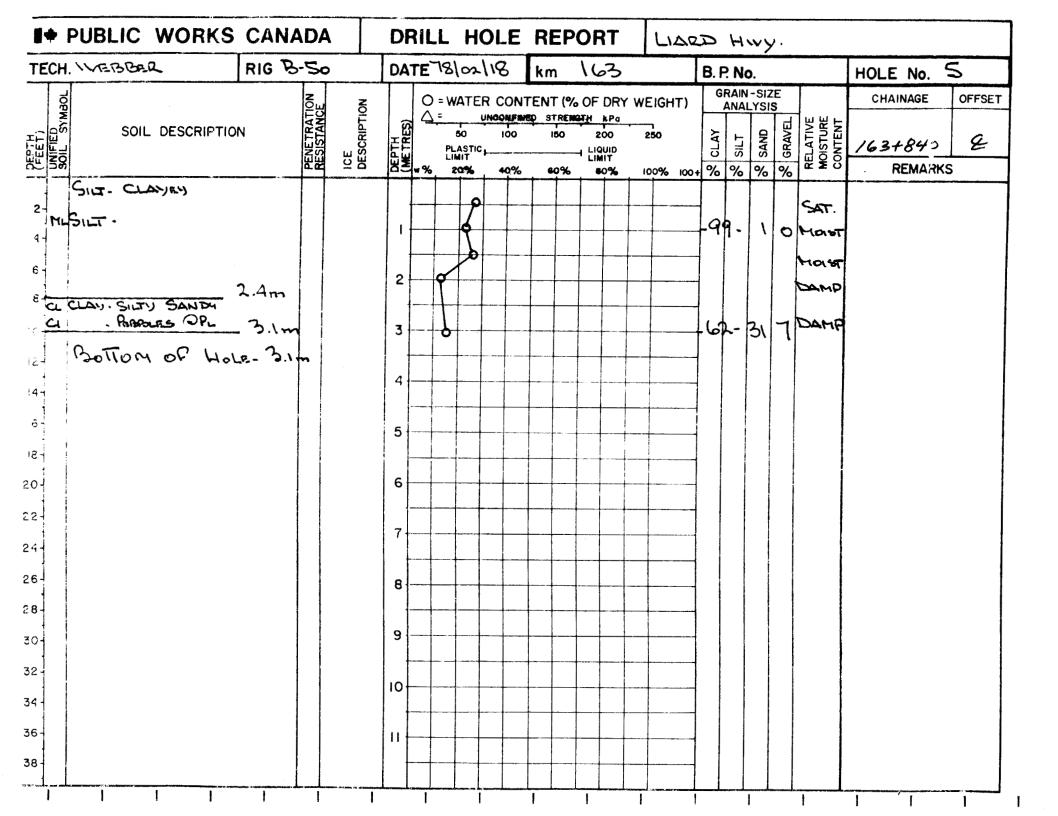












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BORROW PIT HOLES

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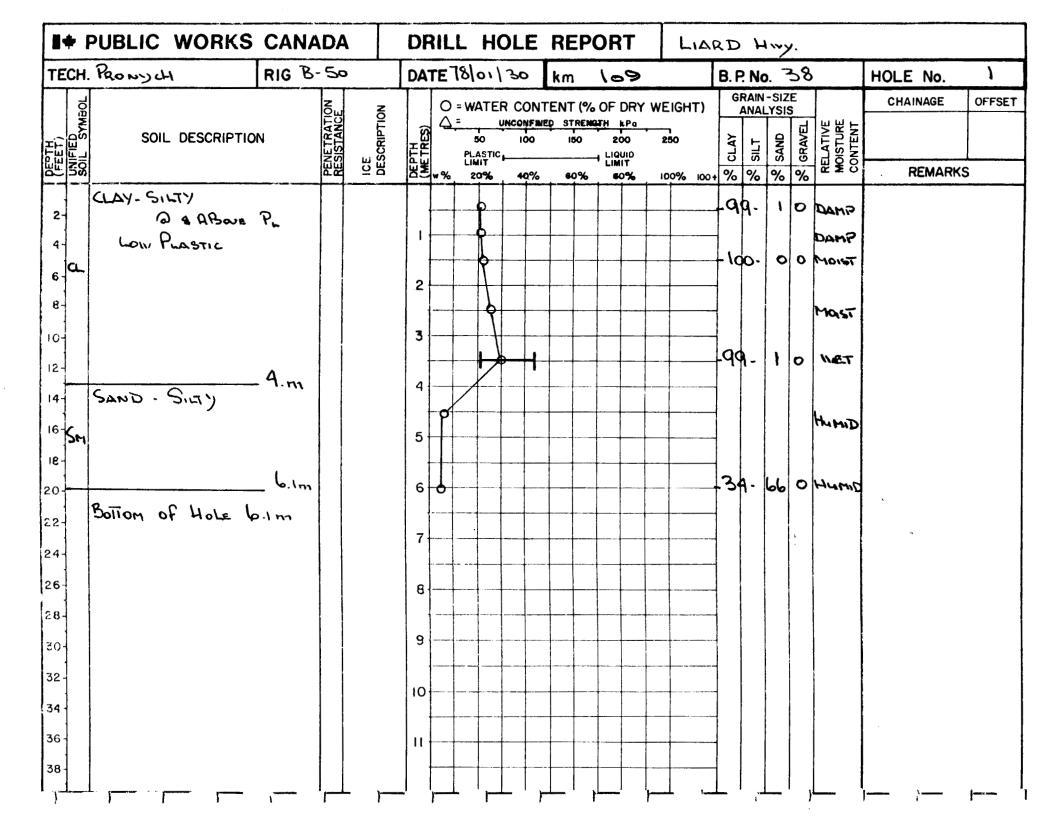
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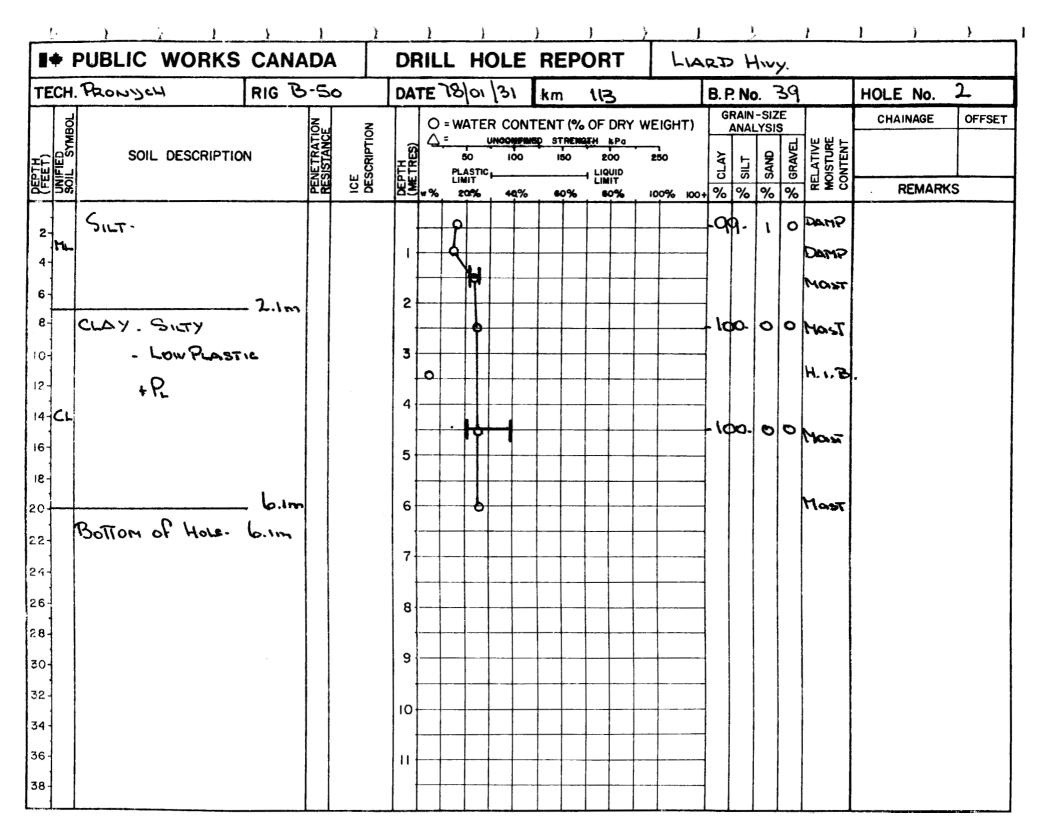
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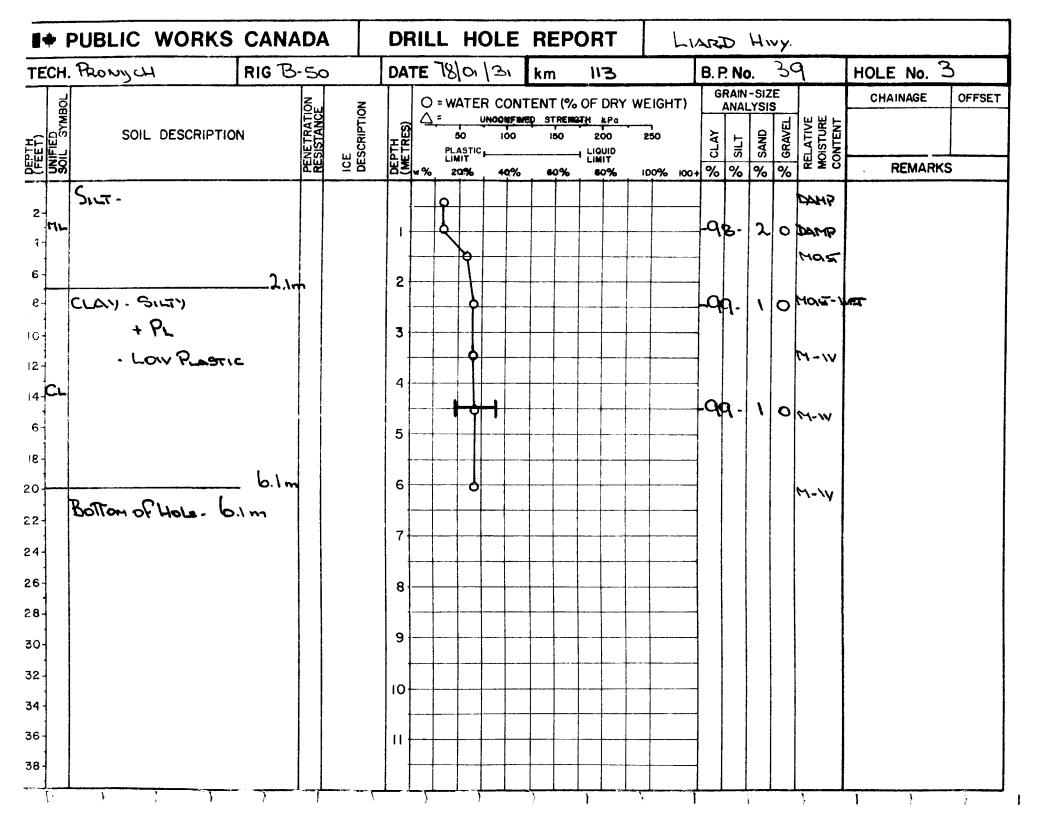
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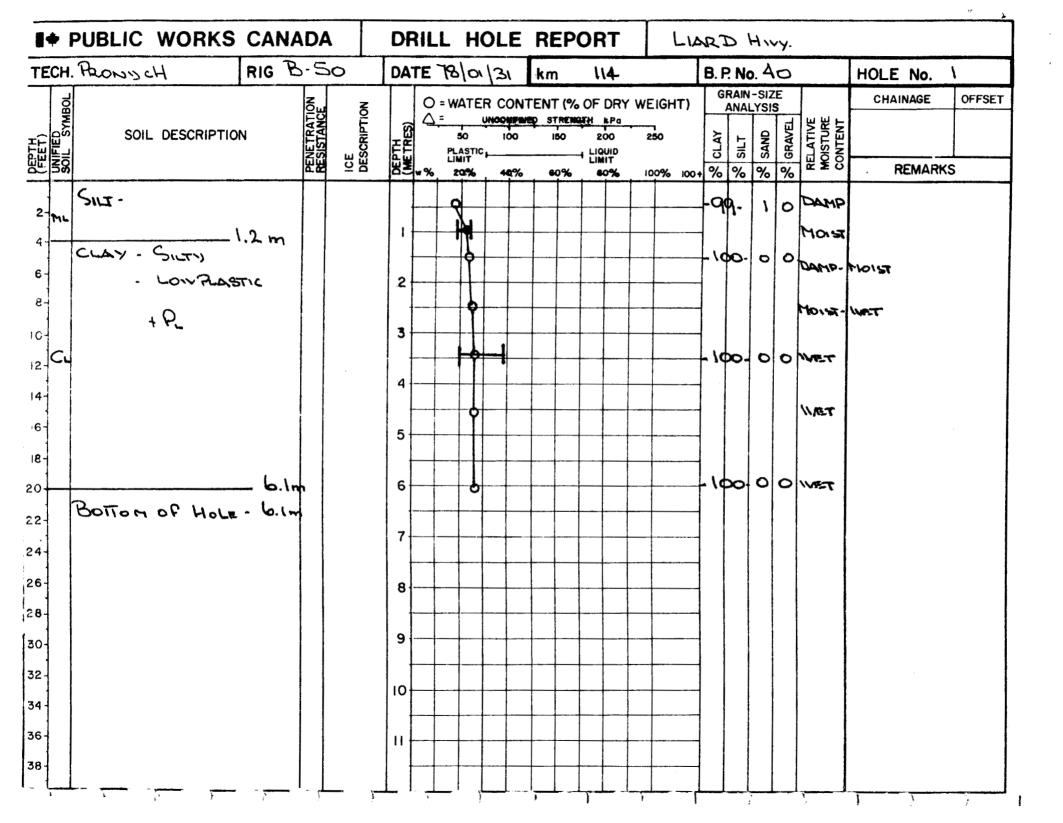
Borrow Pits #38 to #81

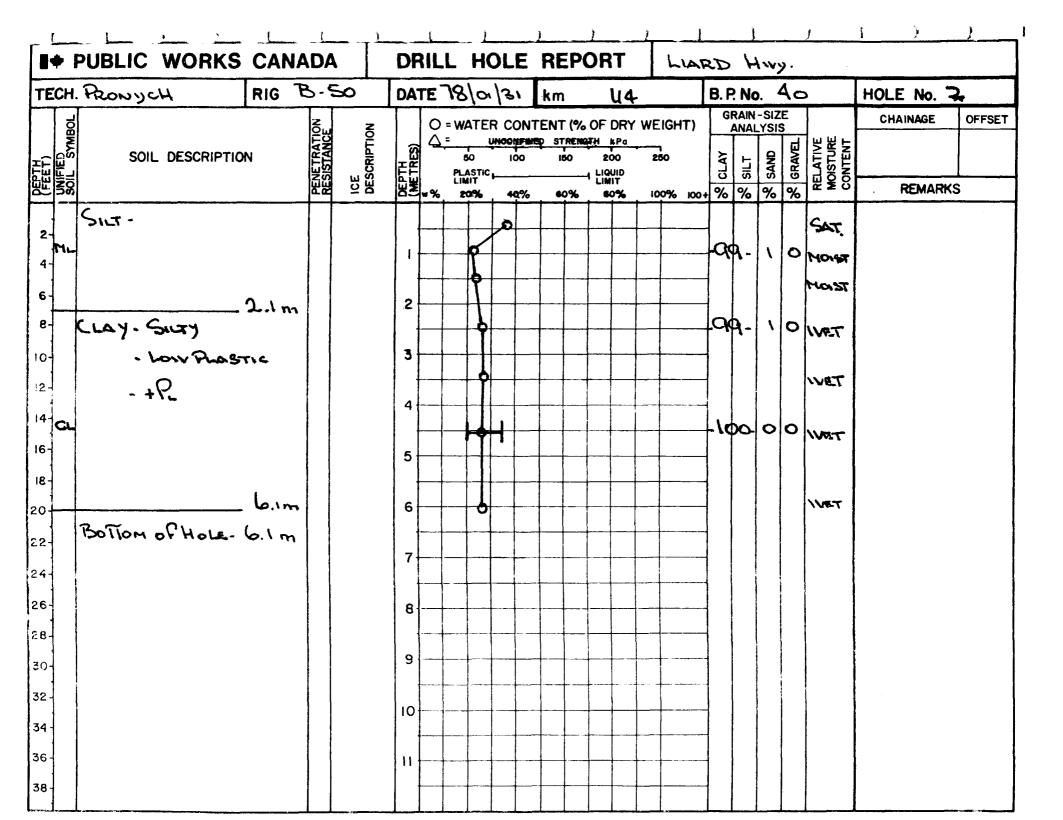


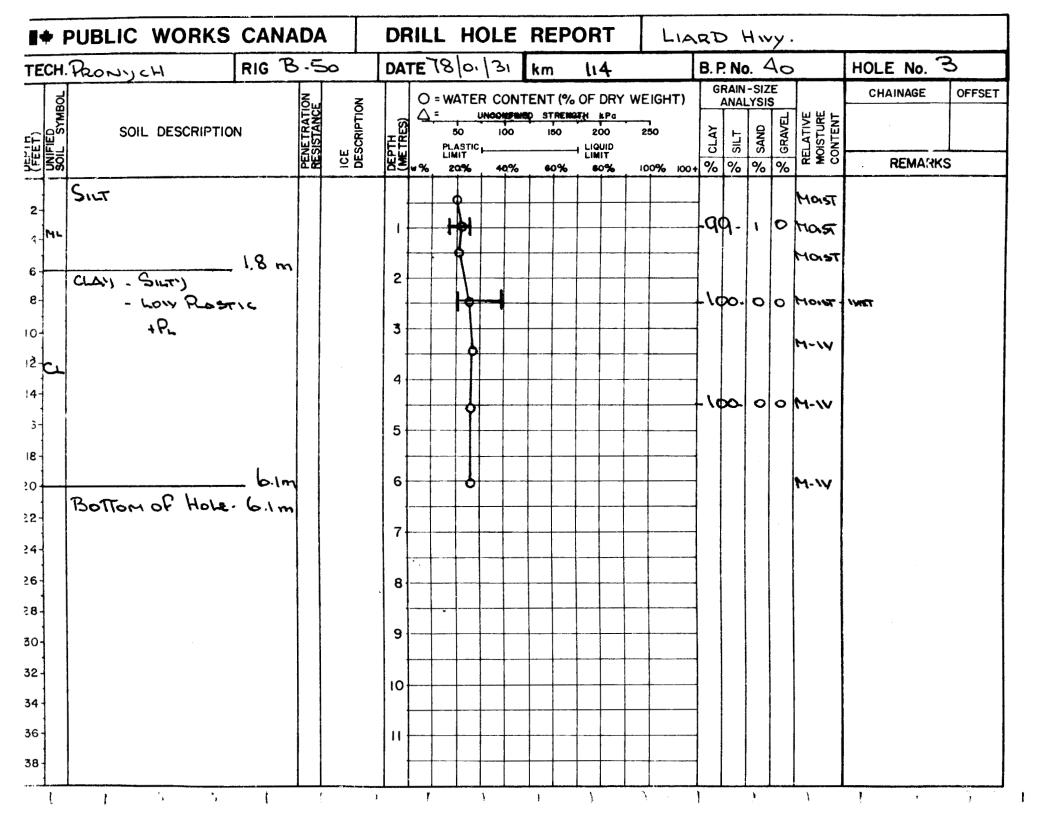




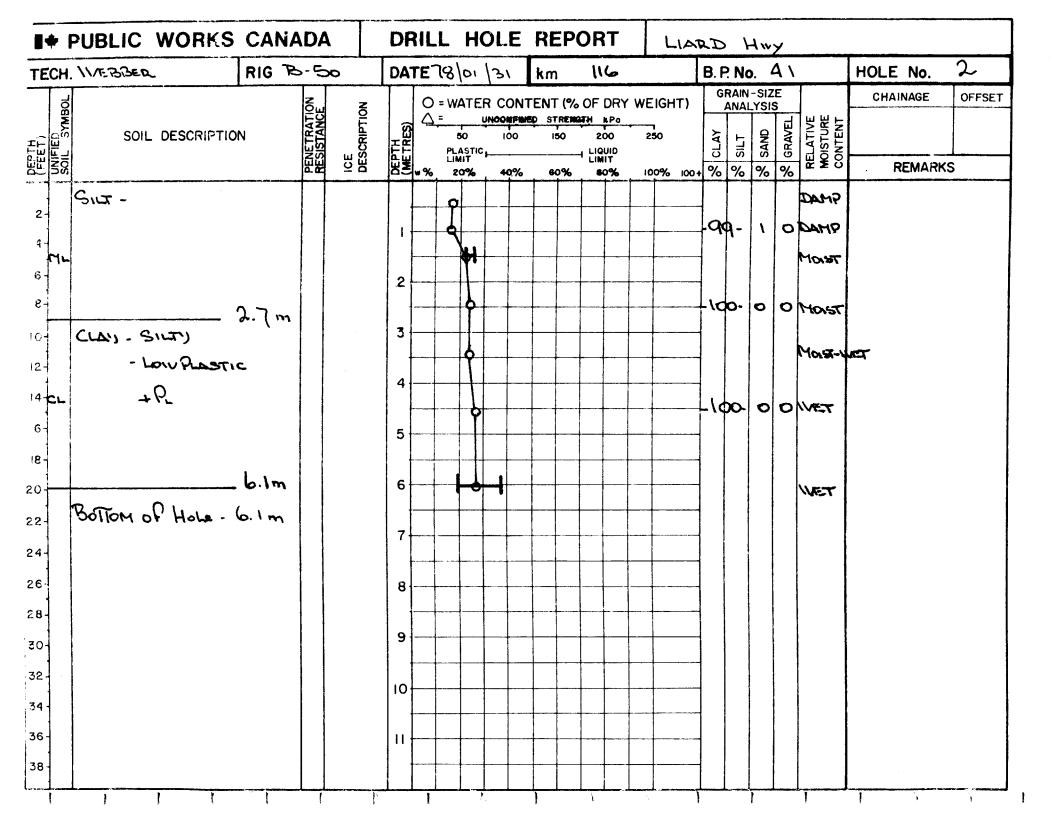
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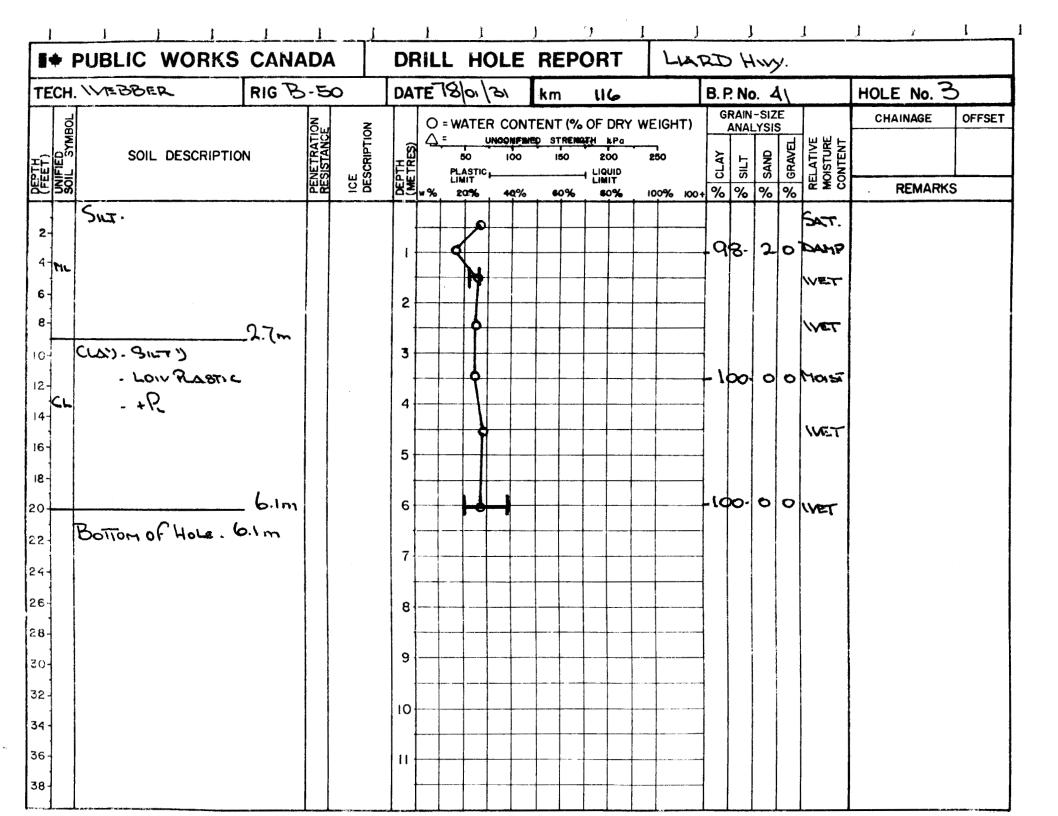


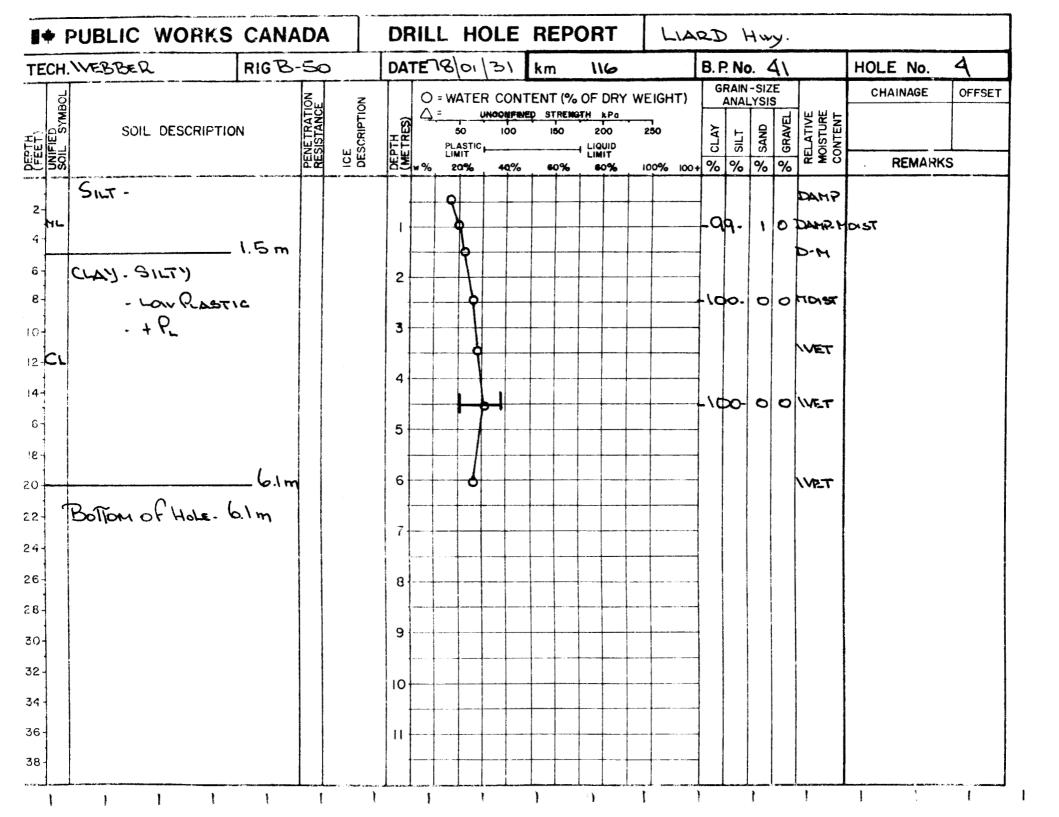




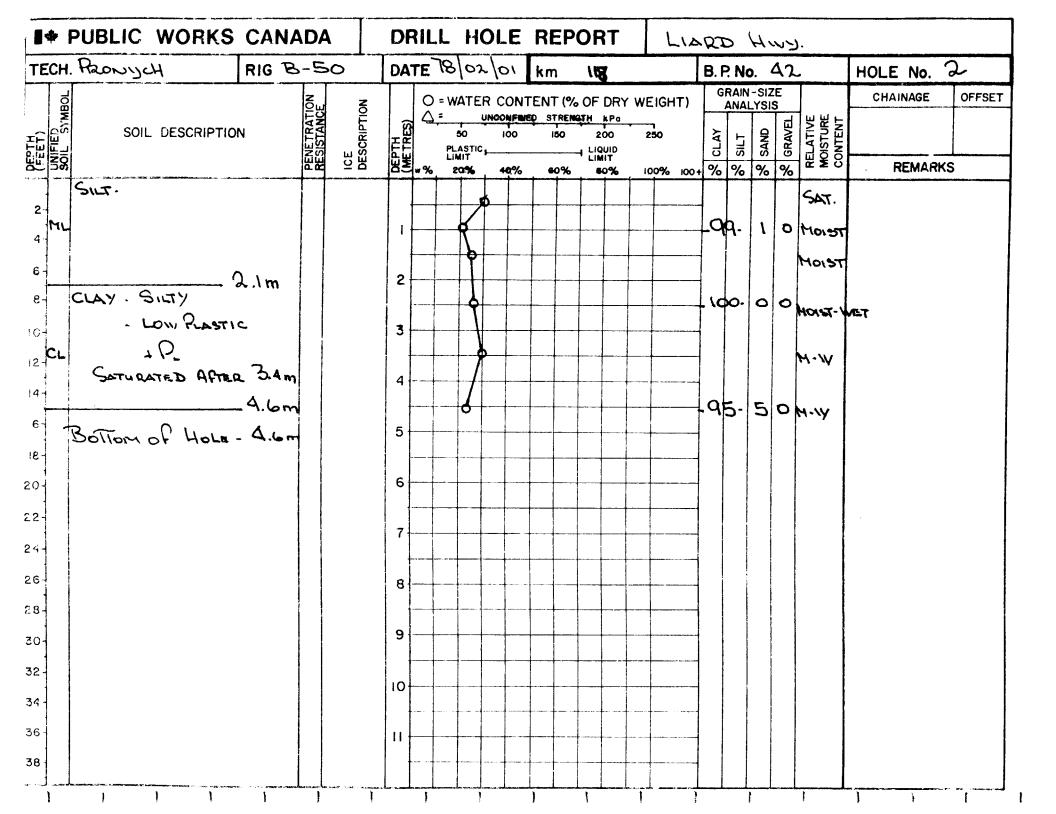
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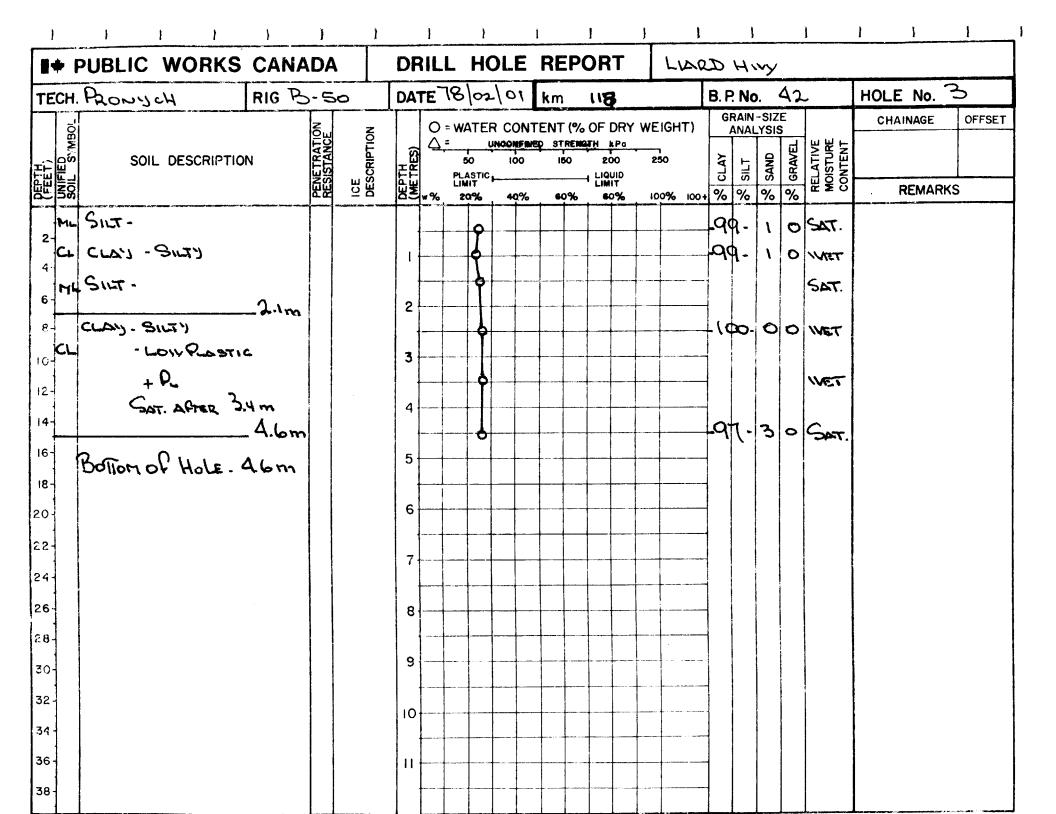


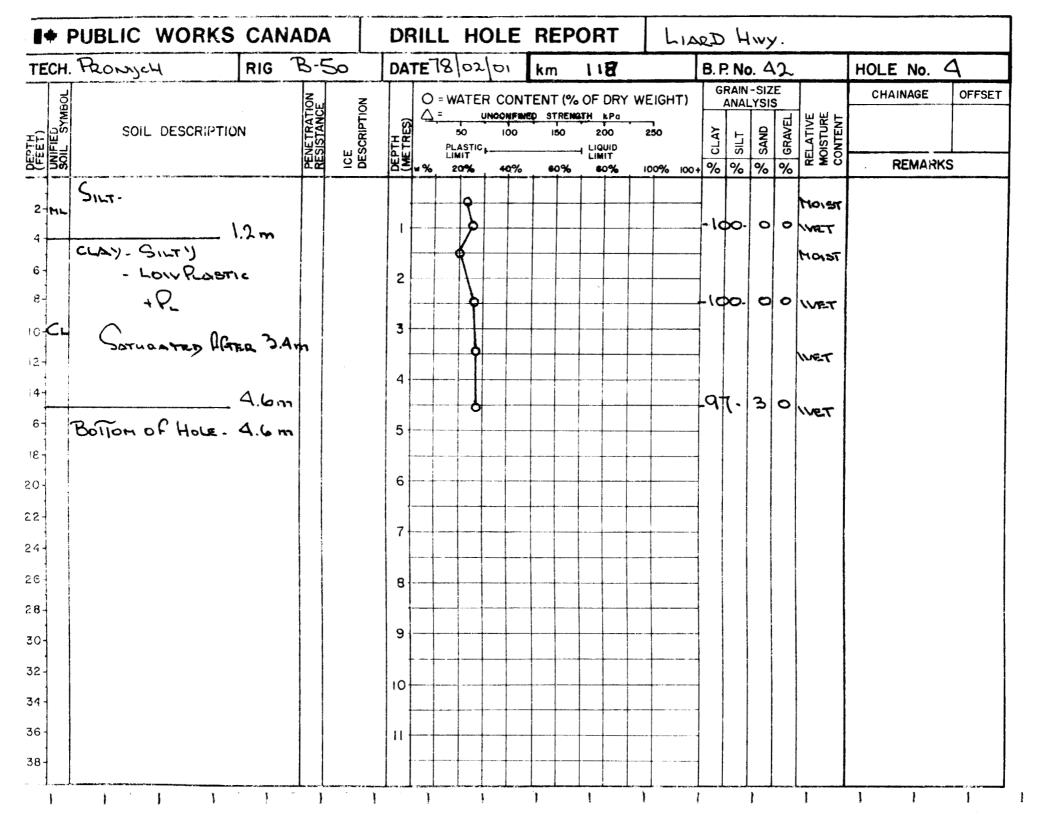


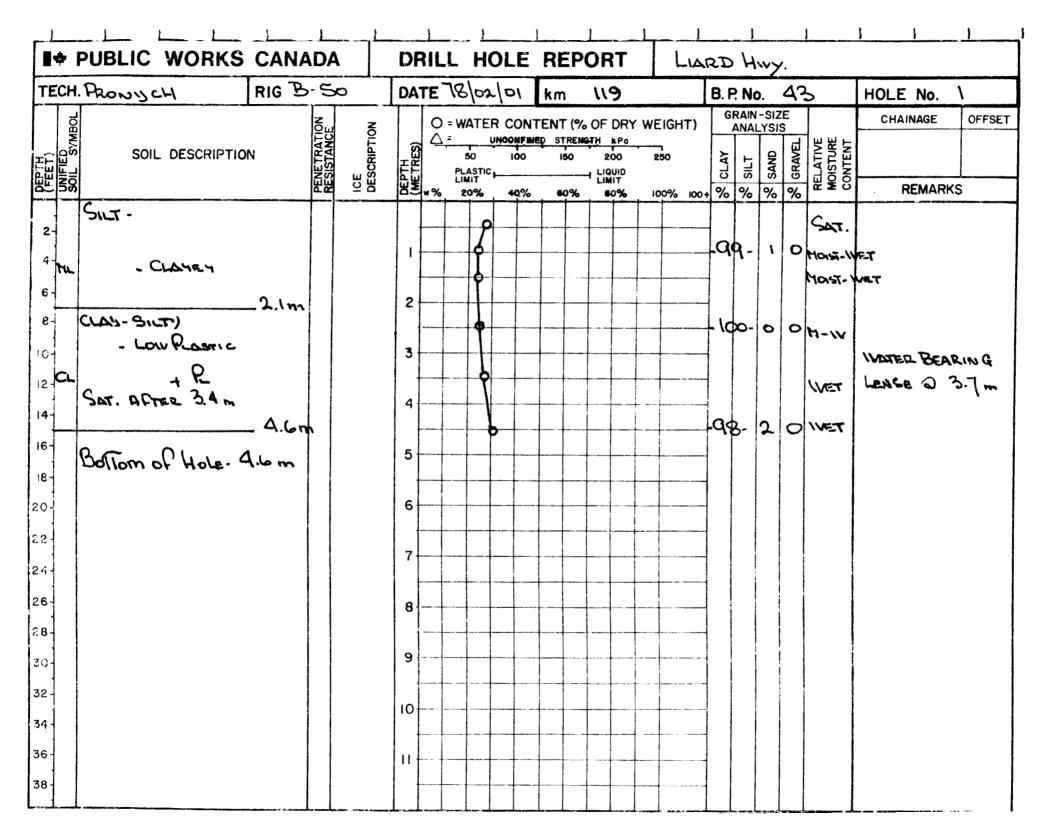


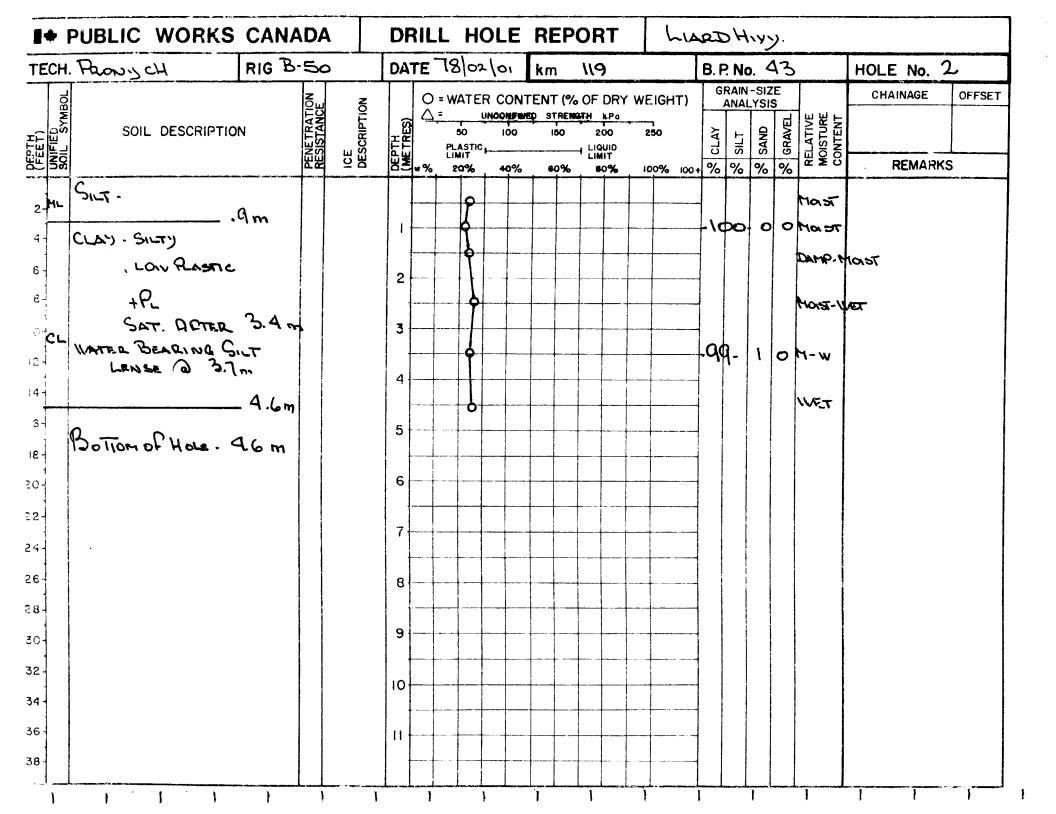
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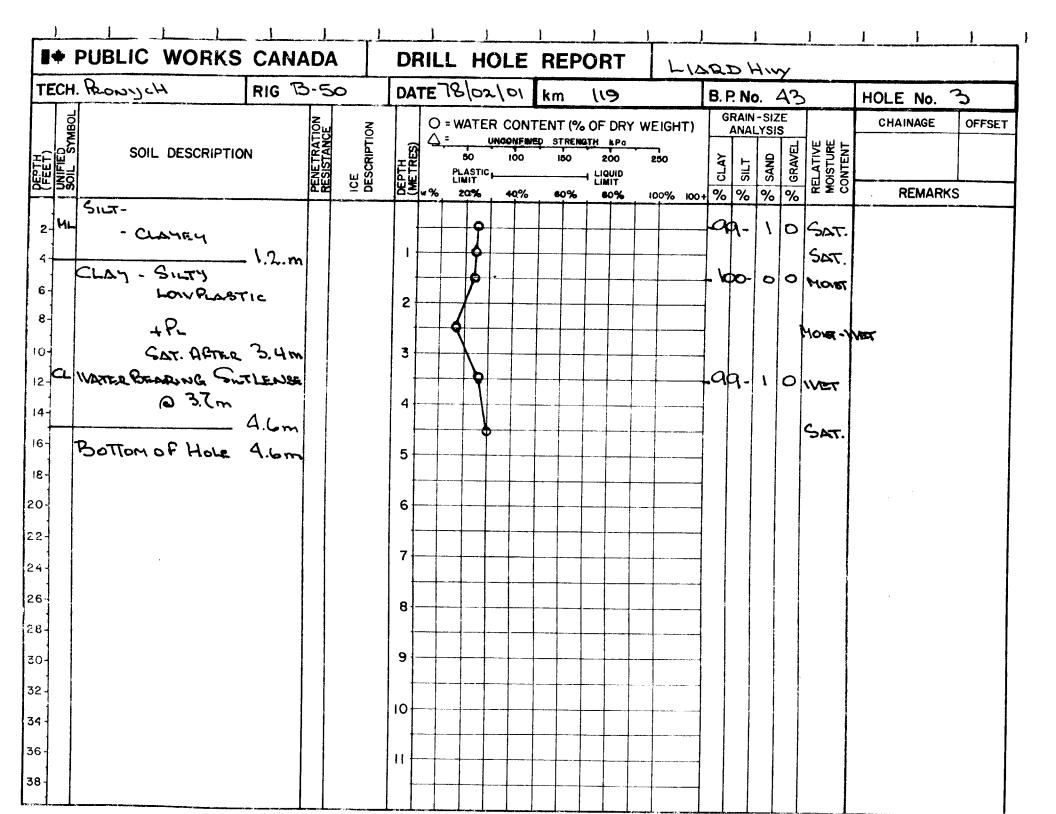


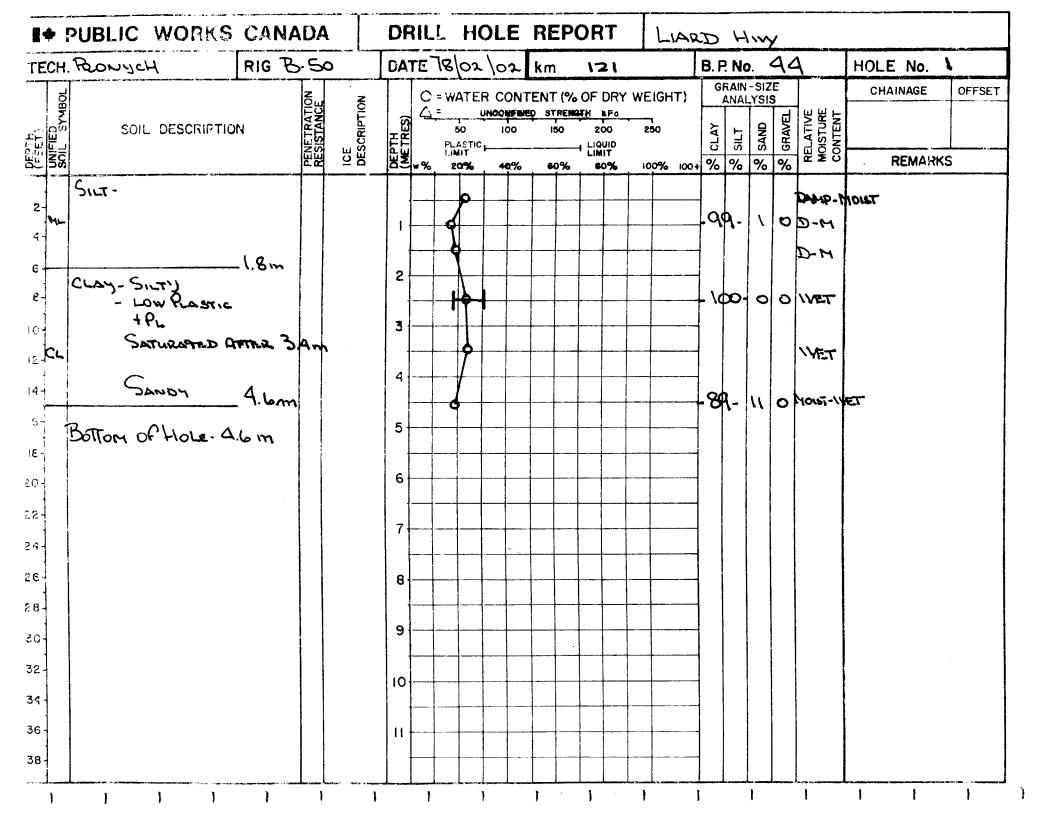


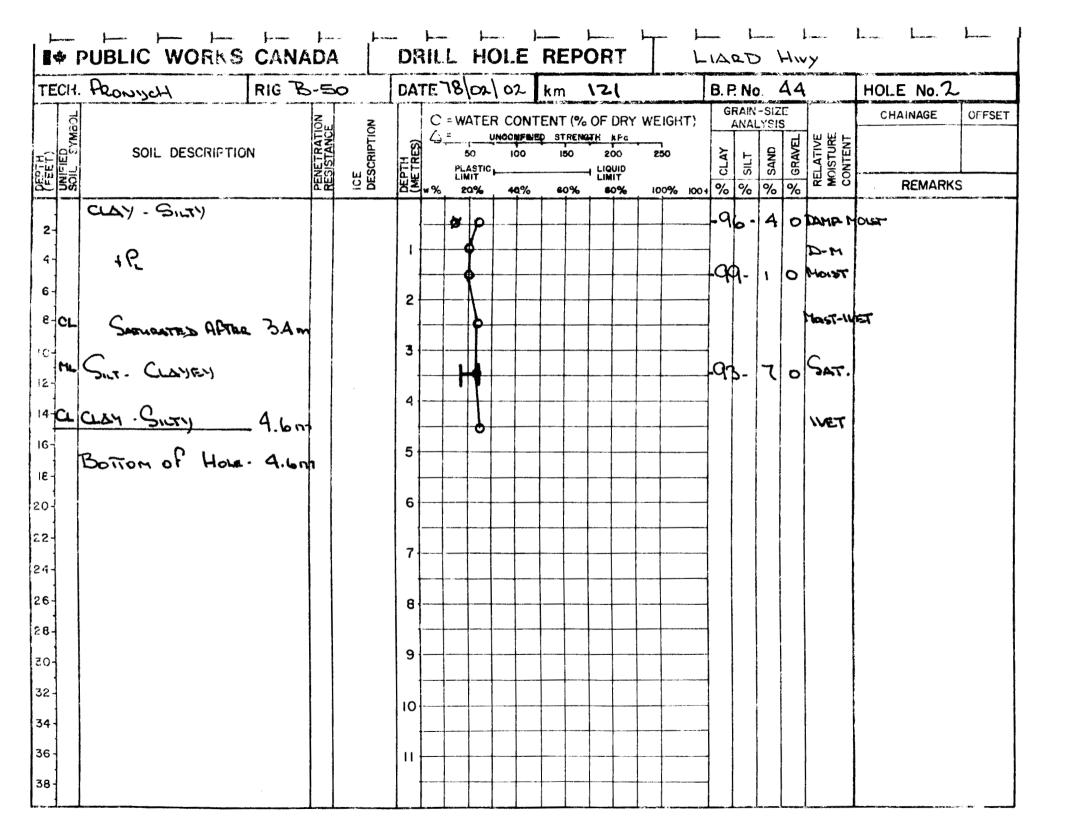


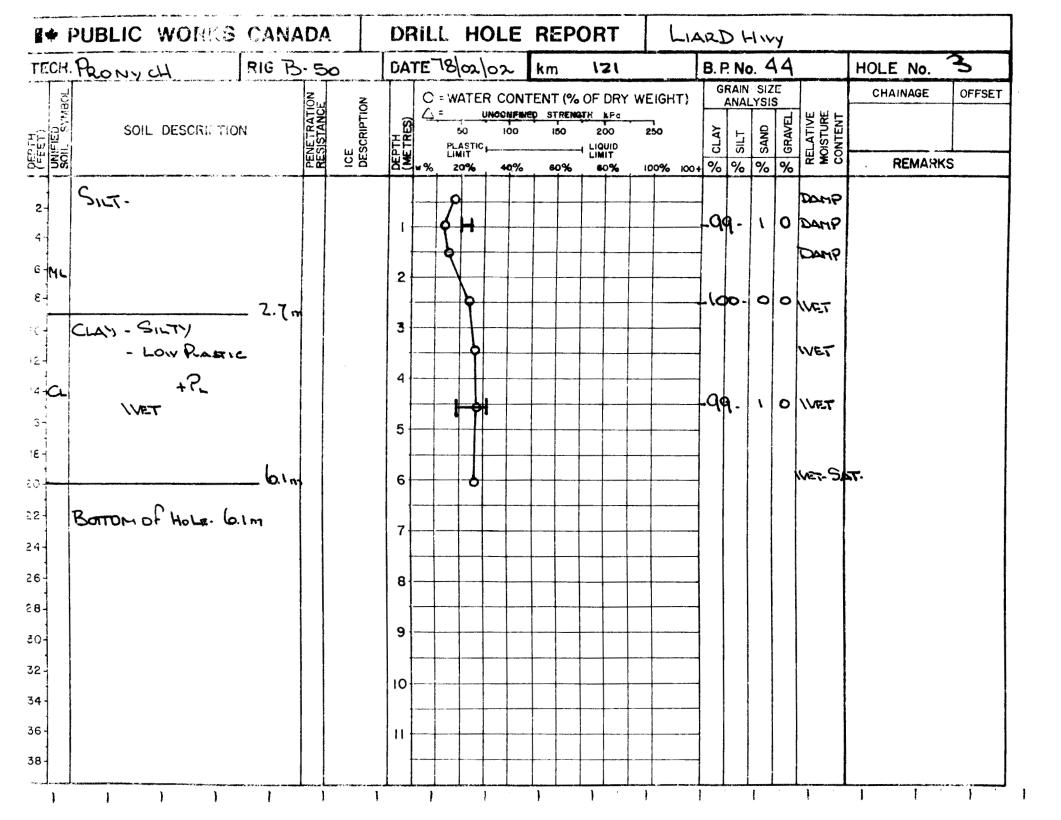


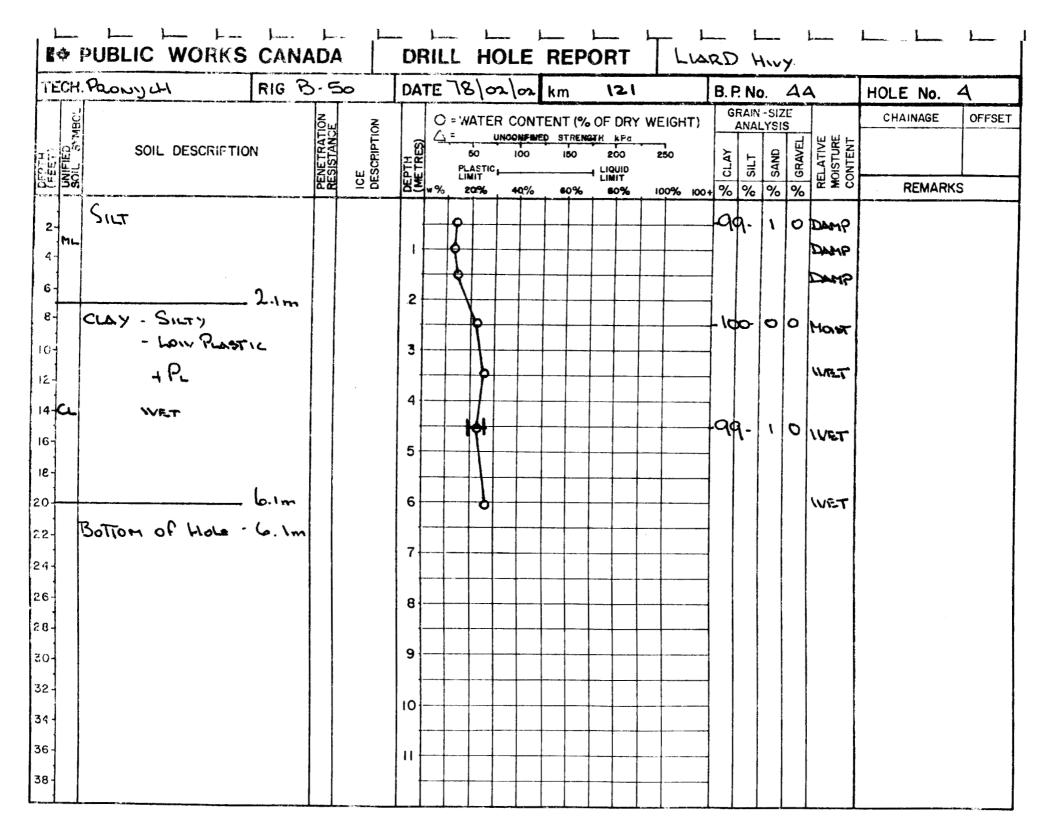


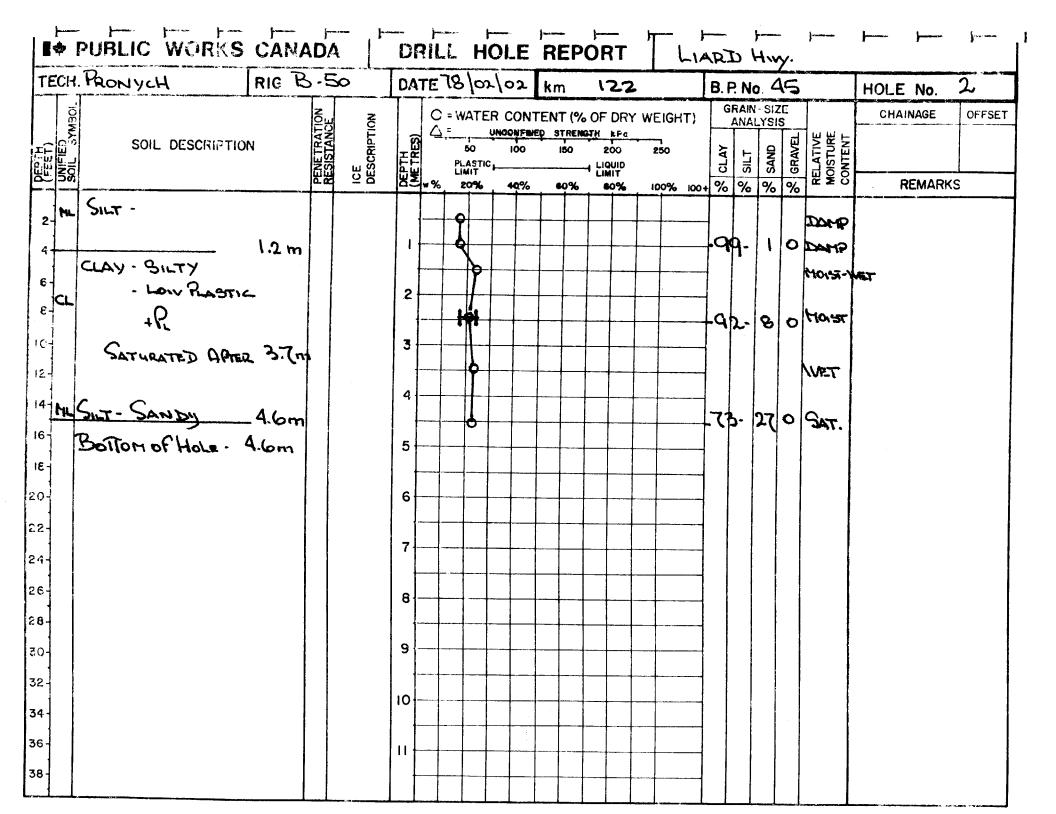


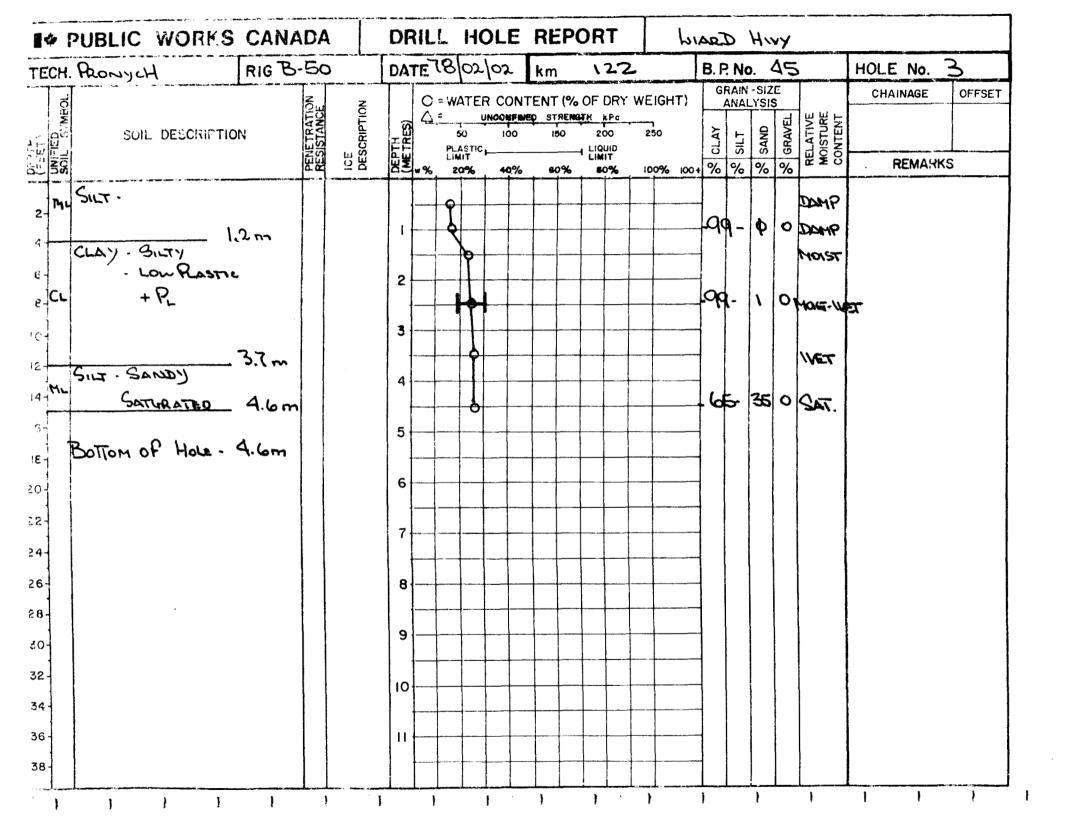


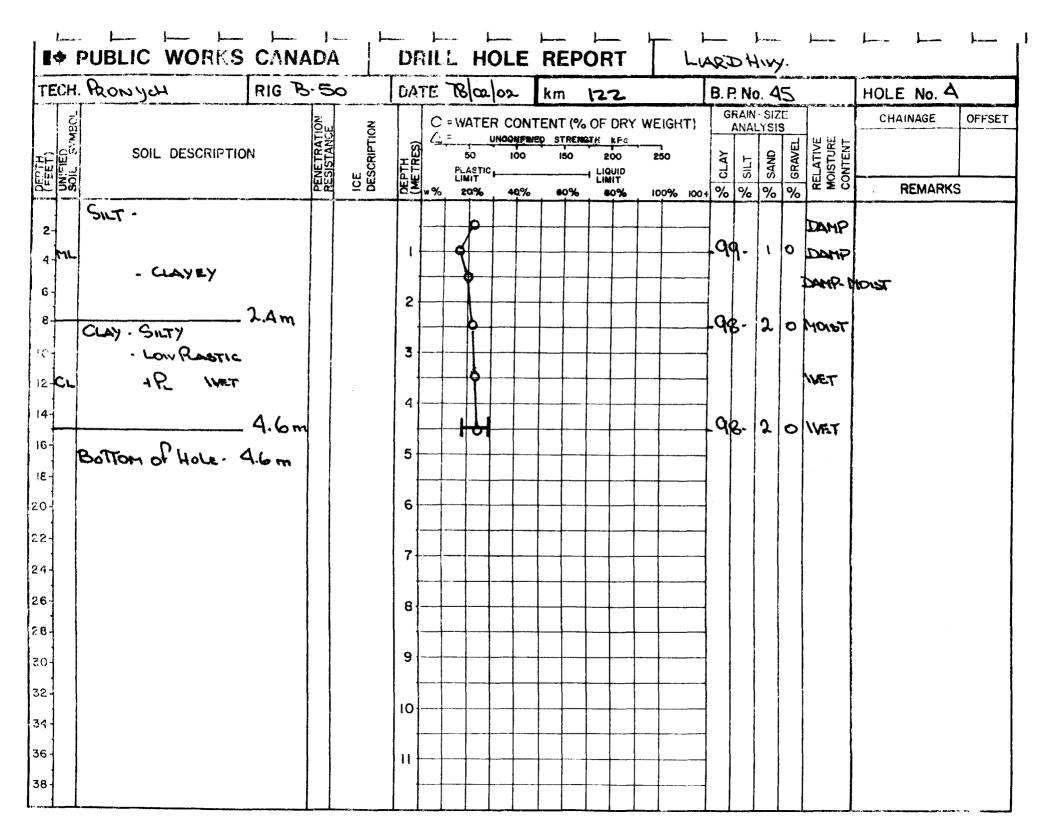


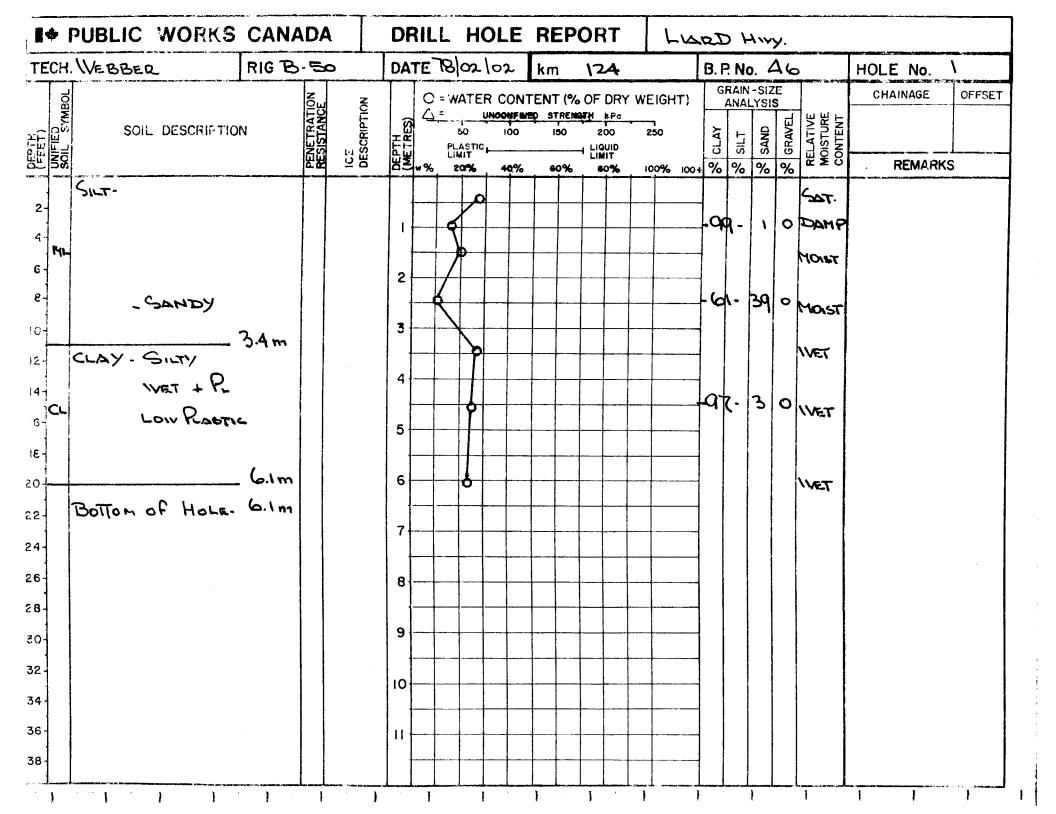


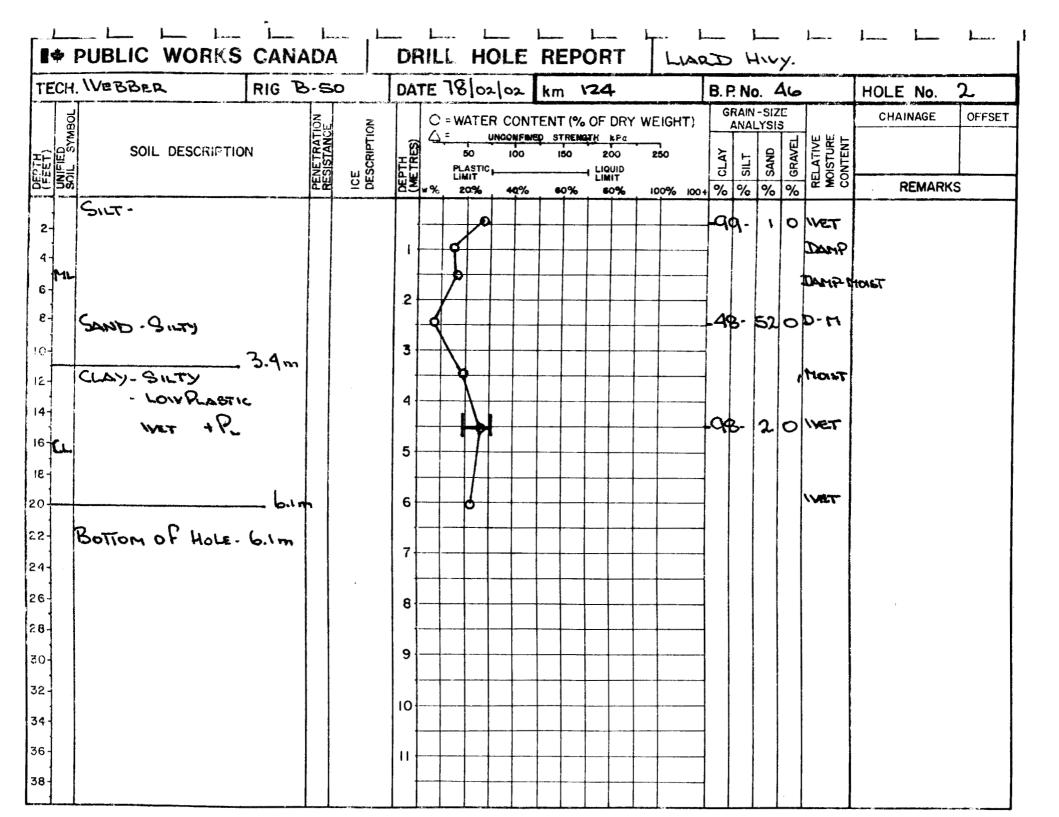


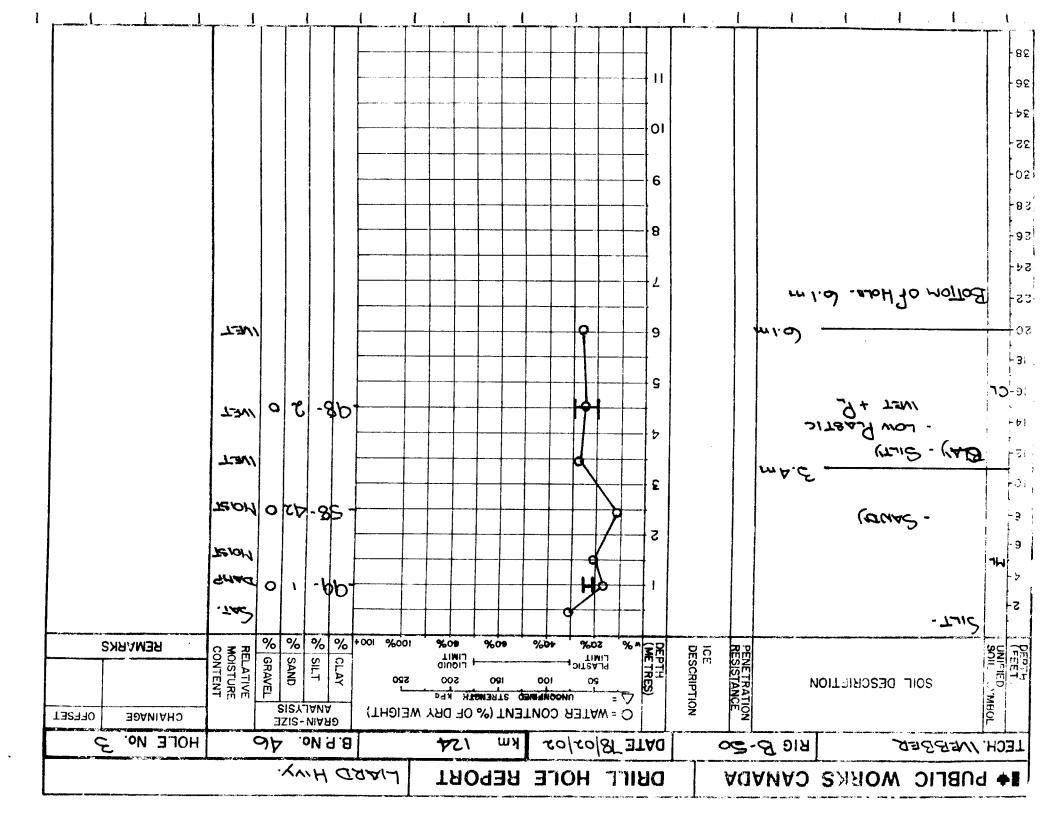


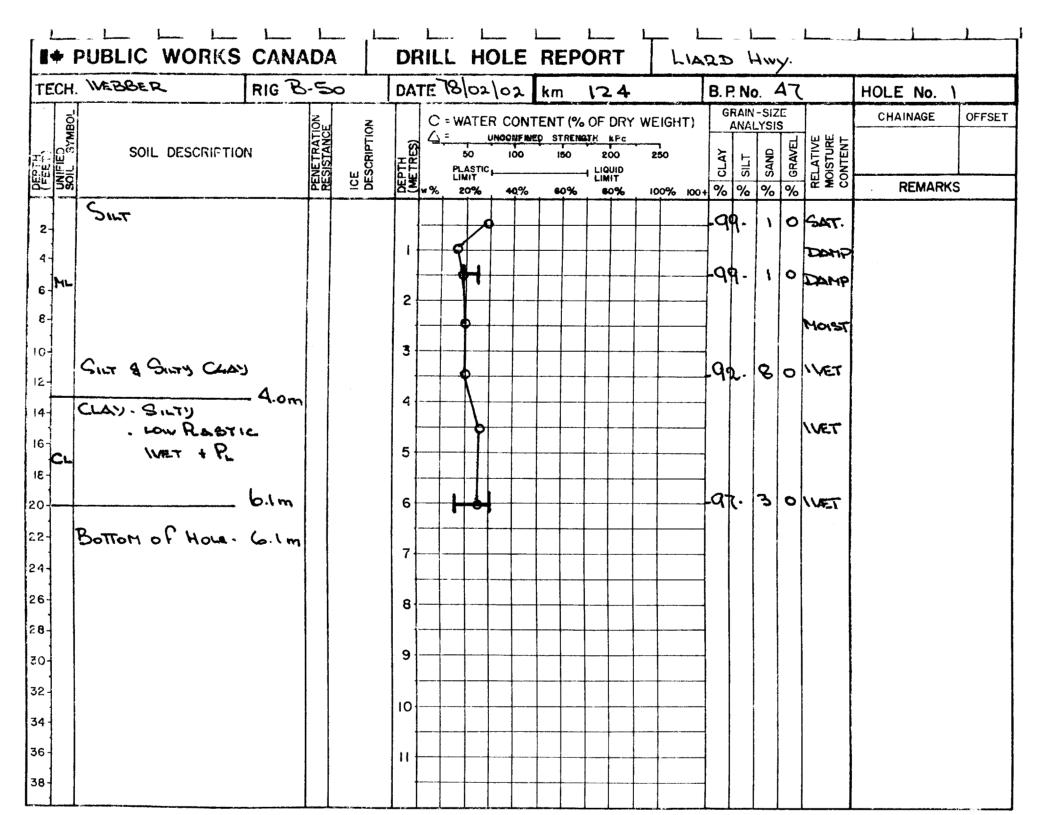


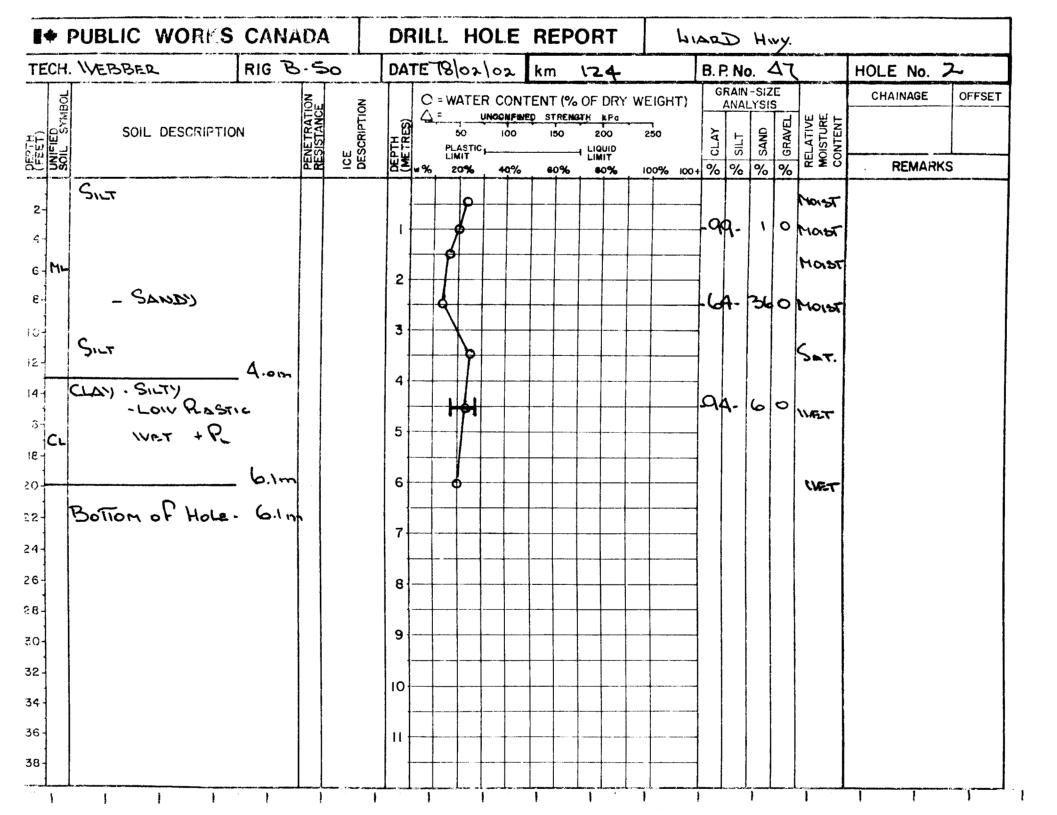


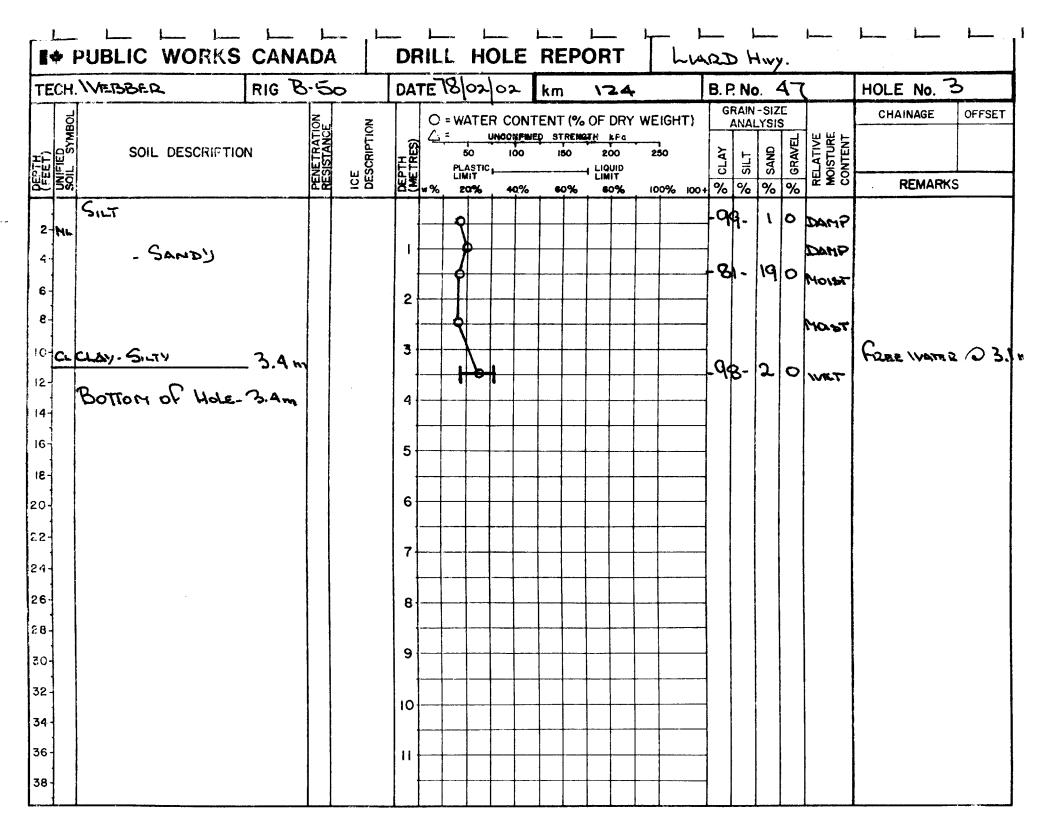


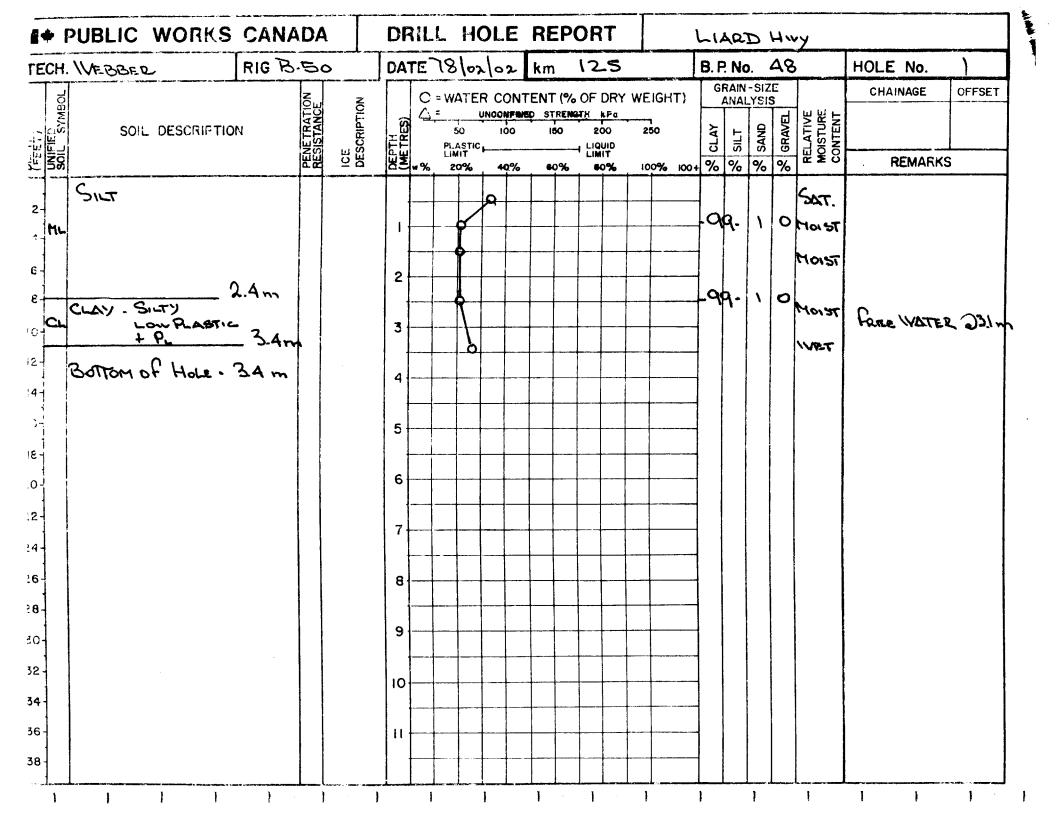


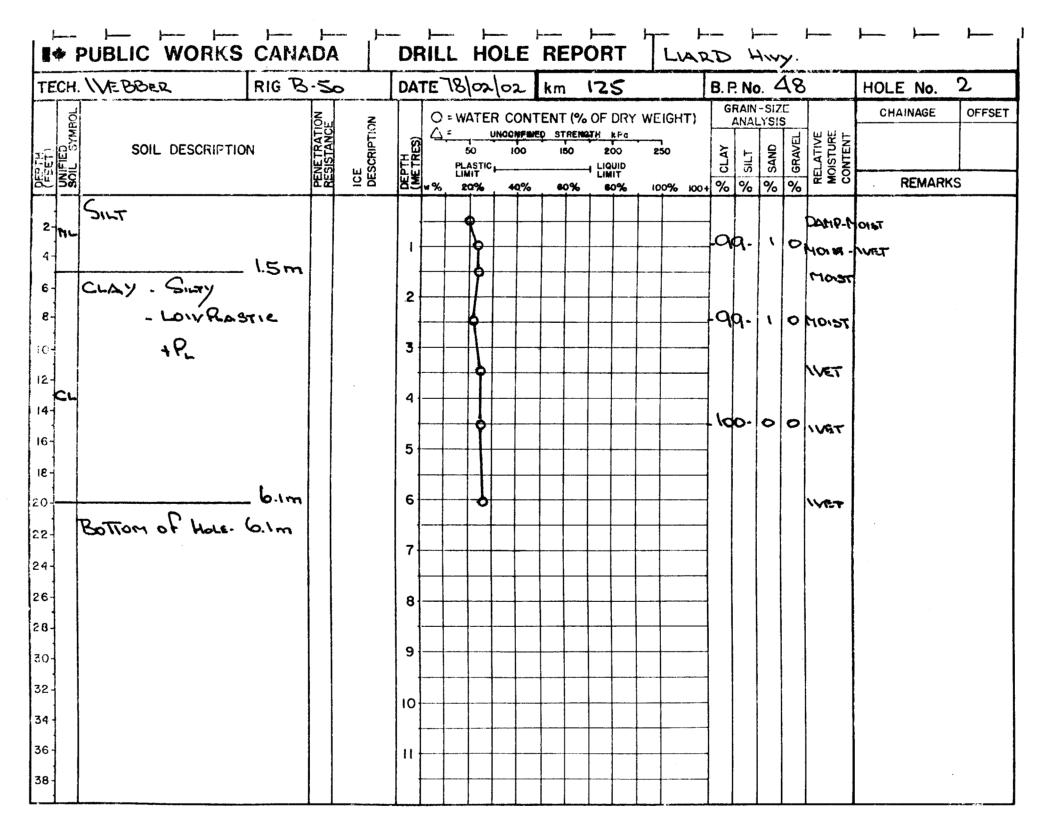


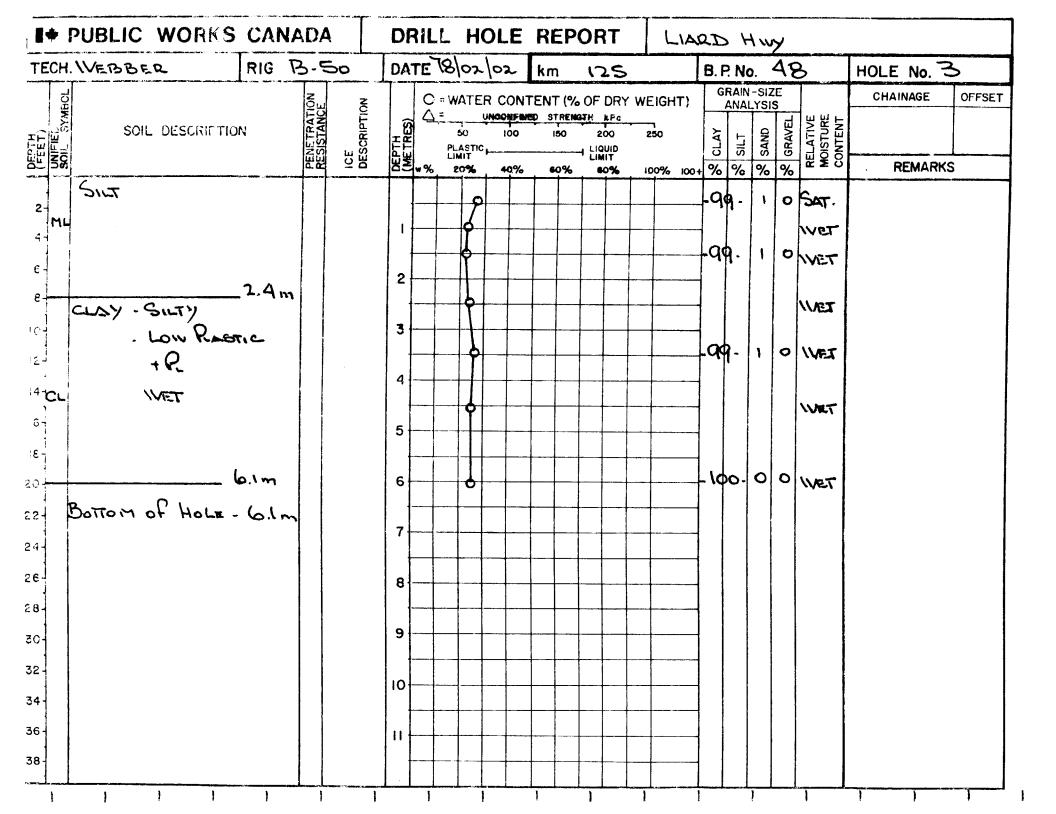


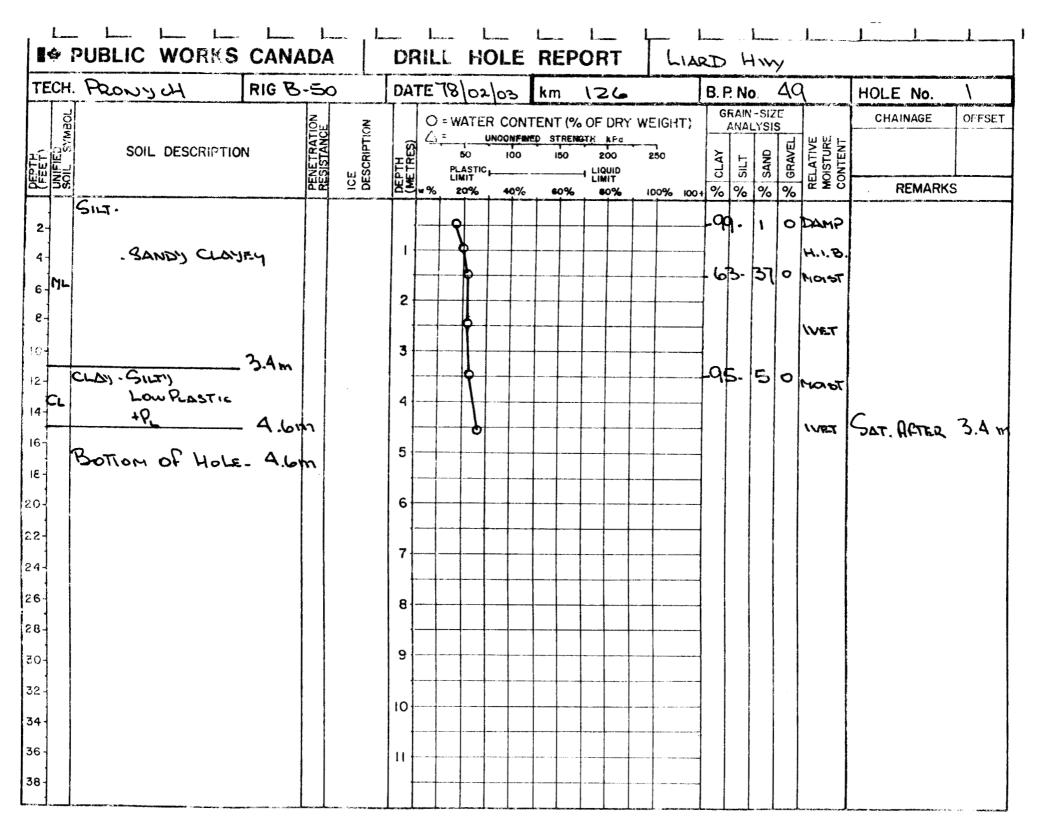


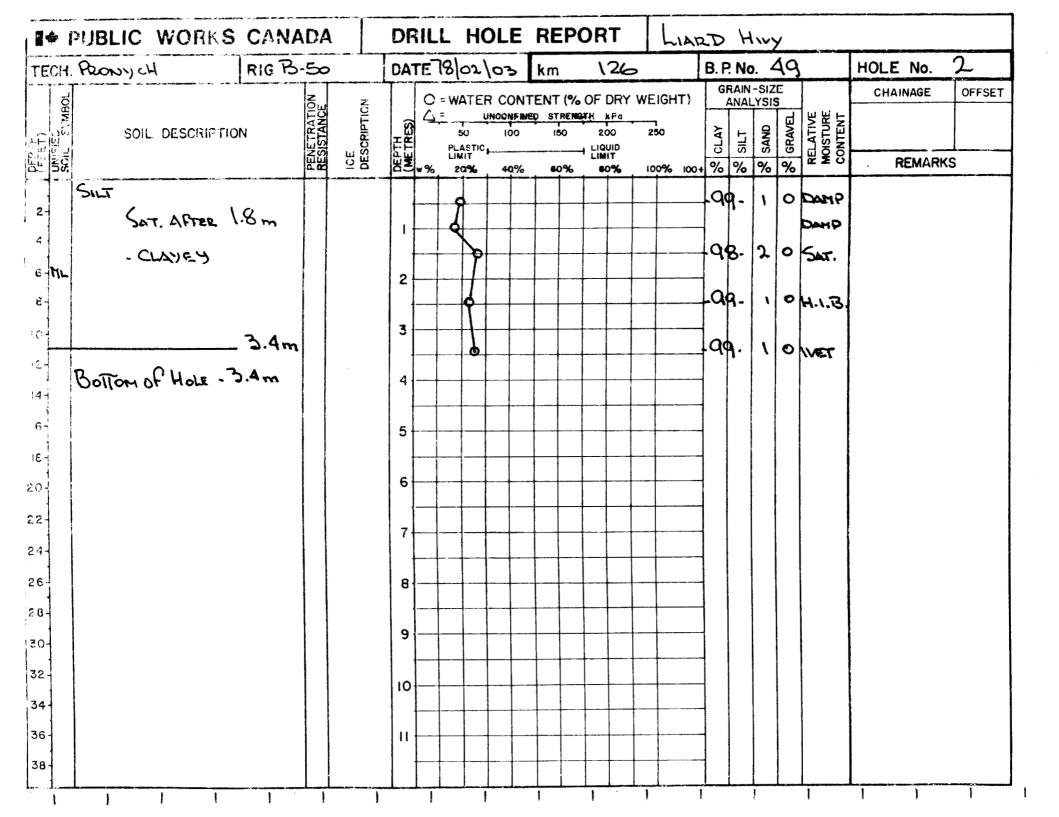


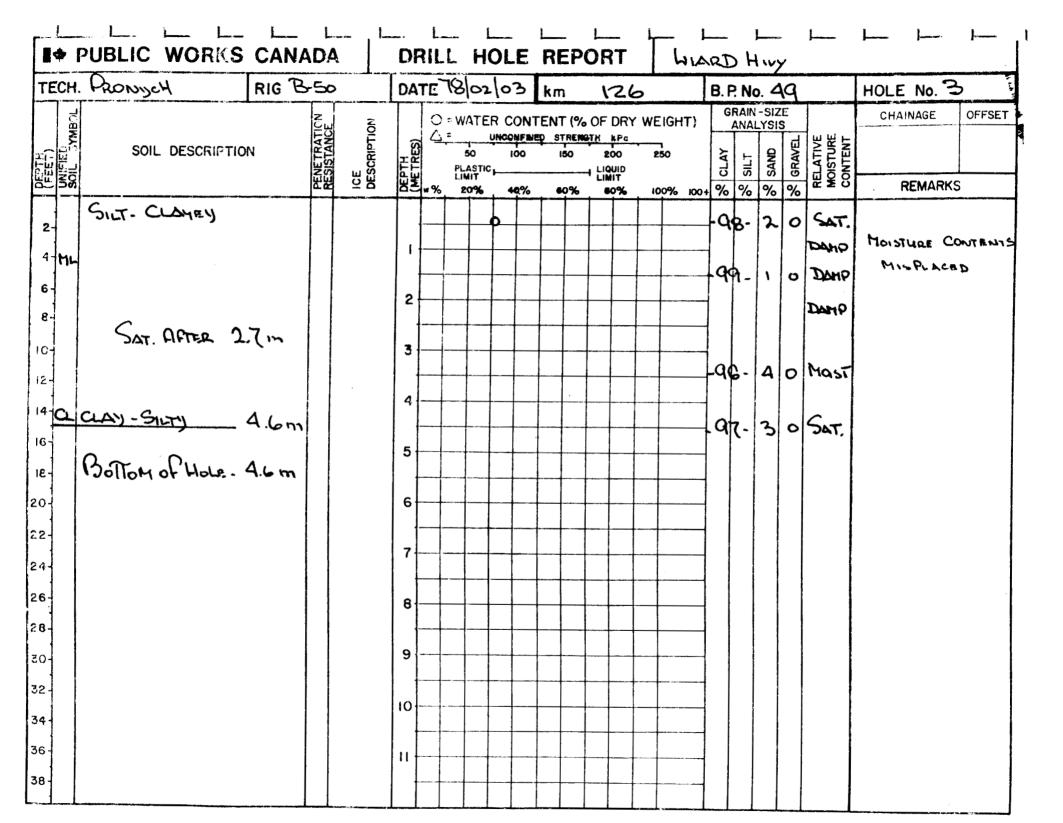


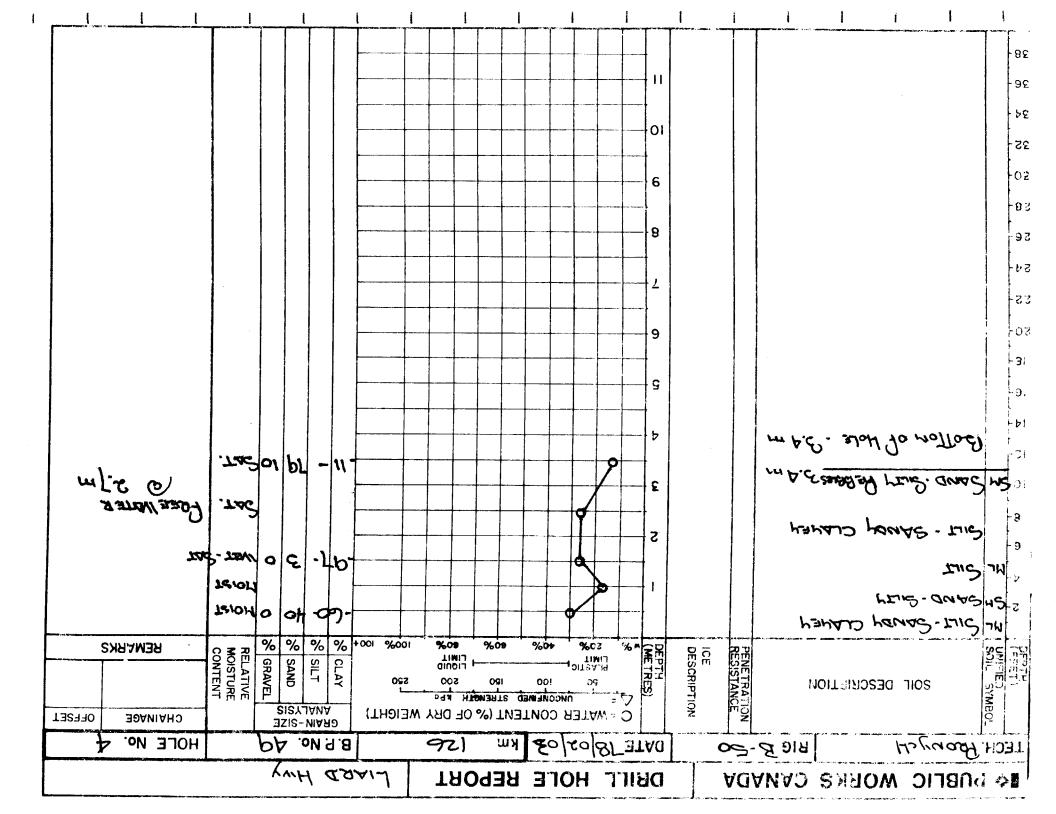


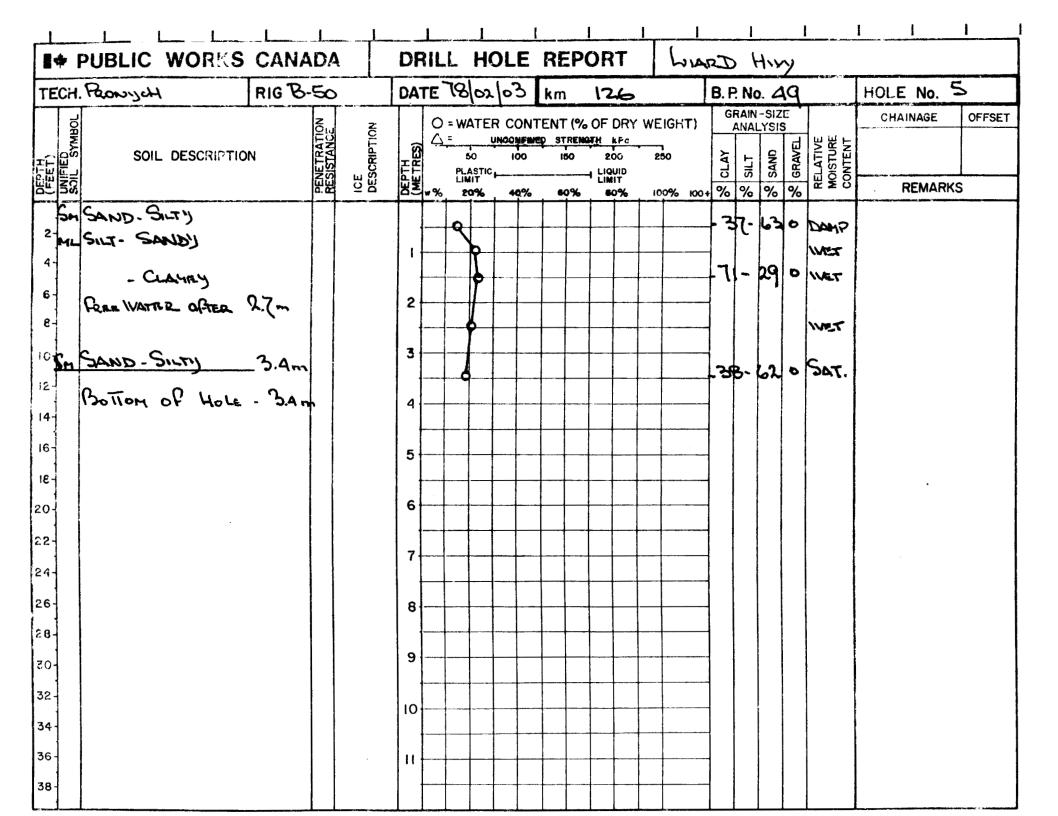


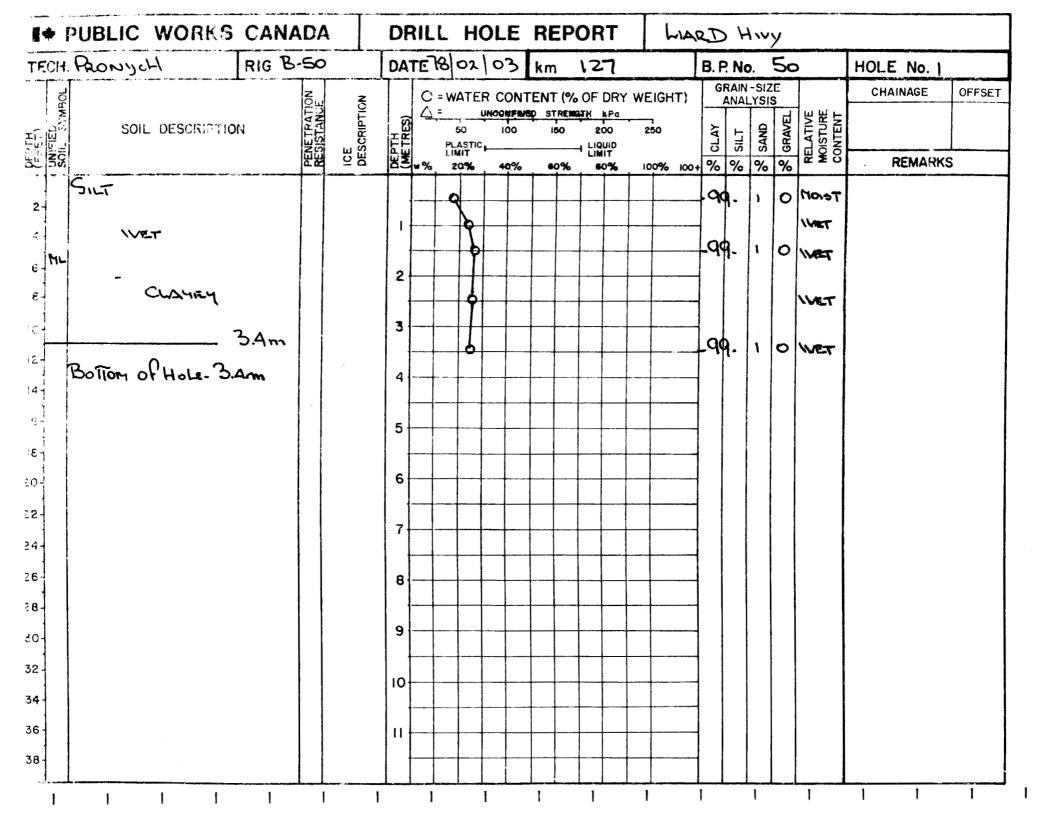


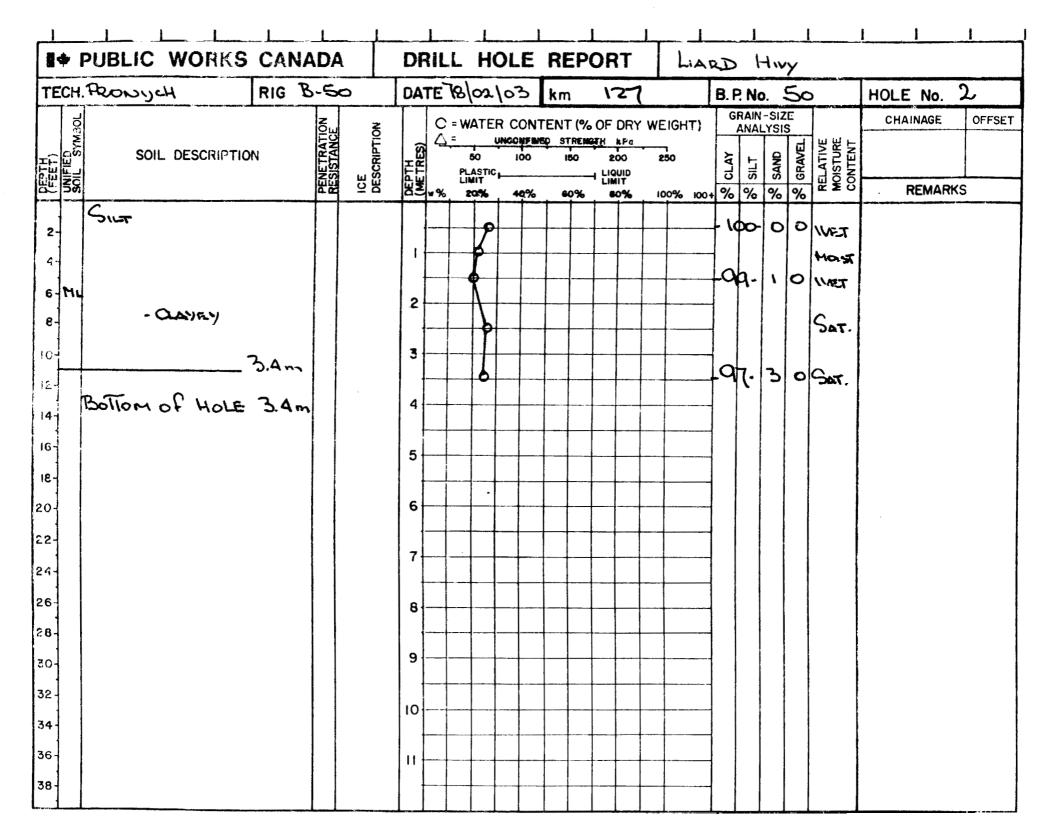


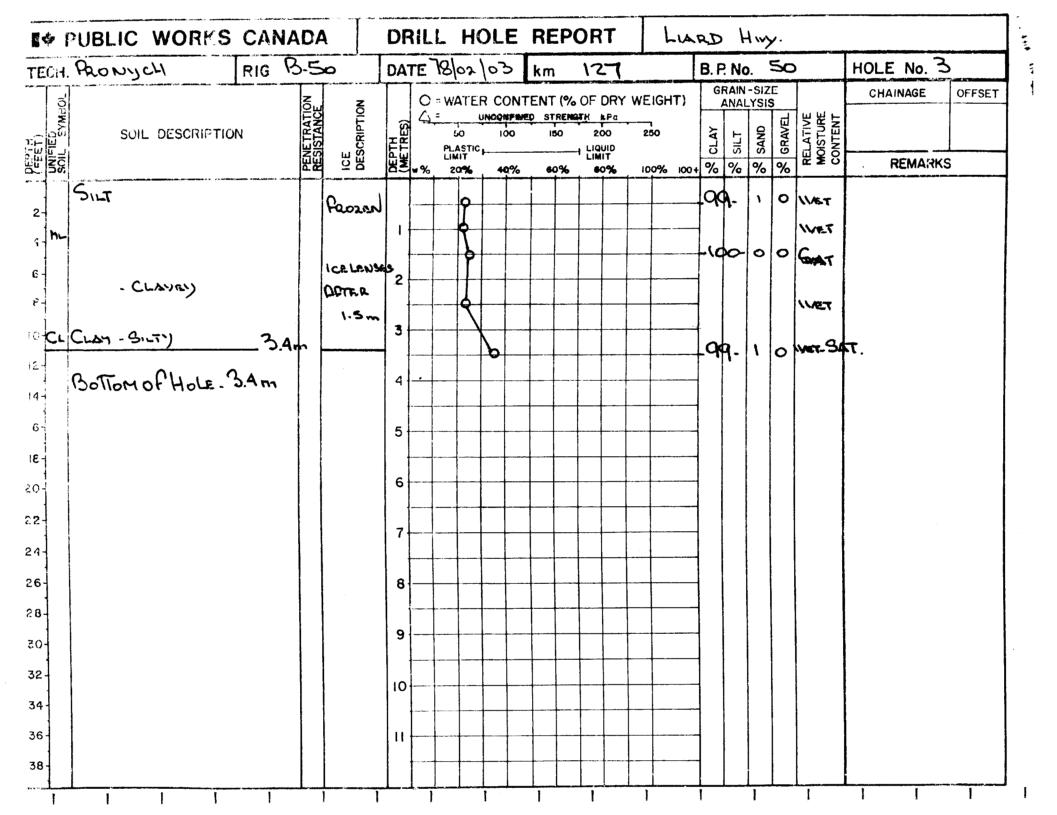


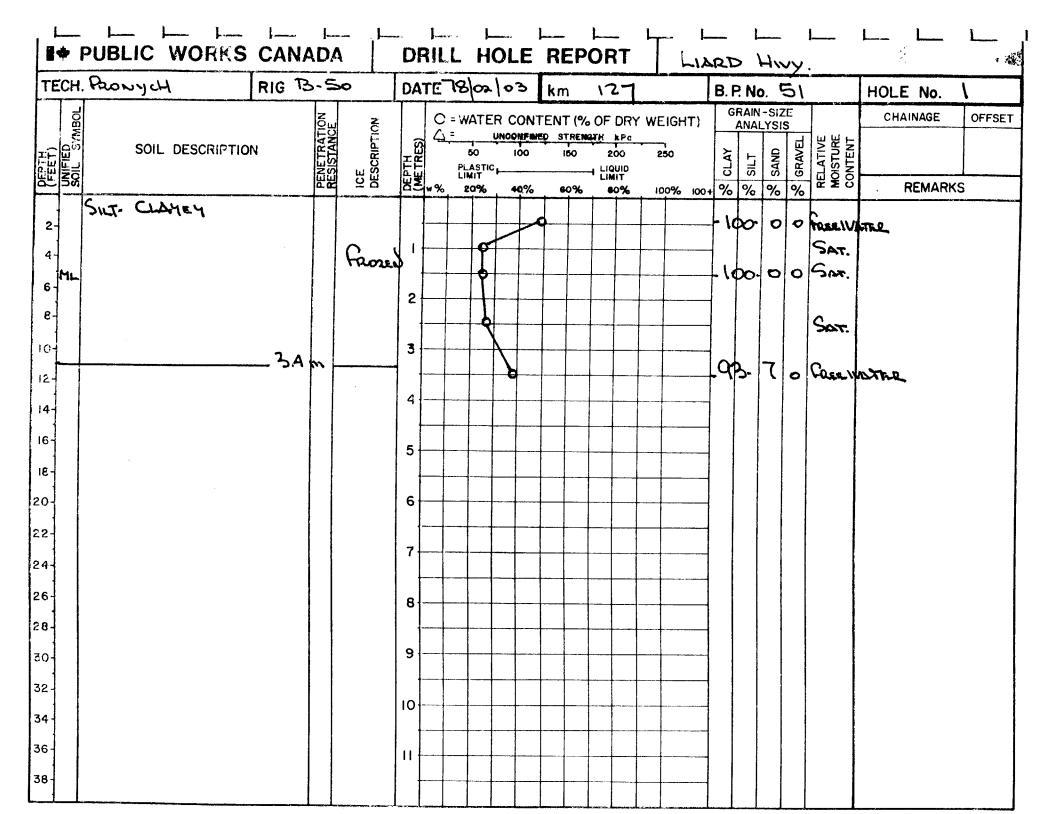


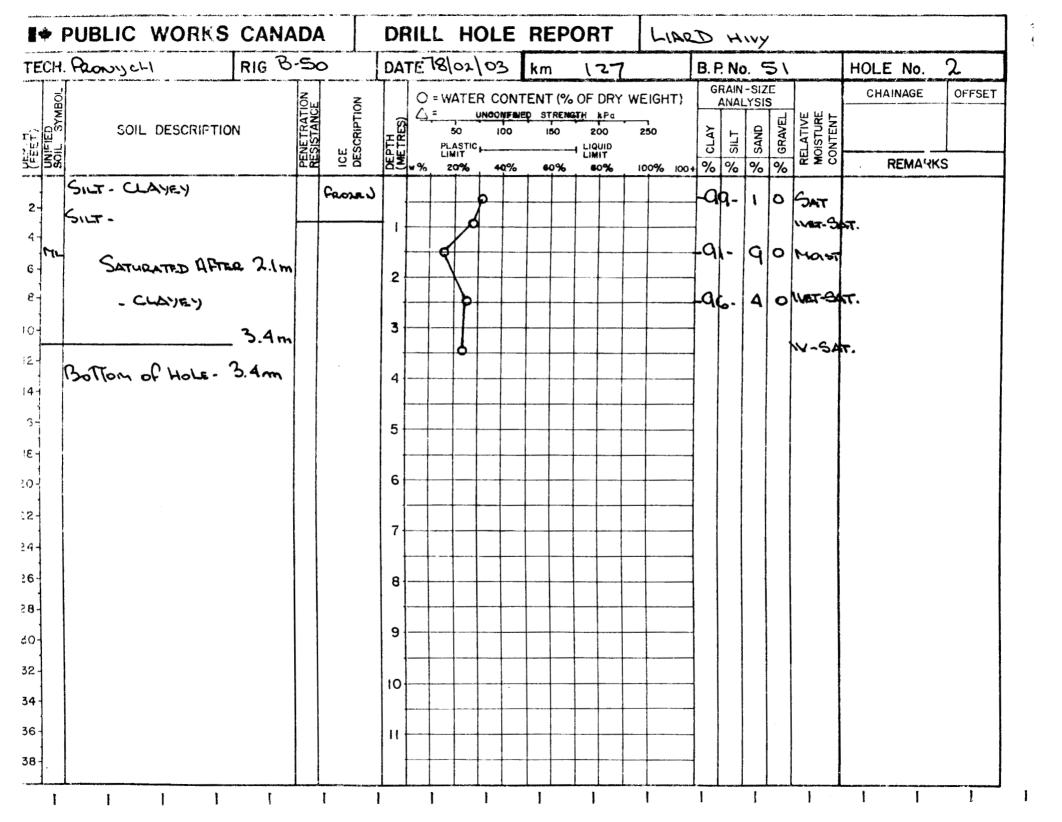


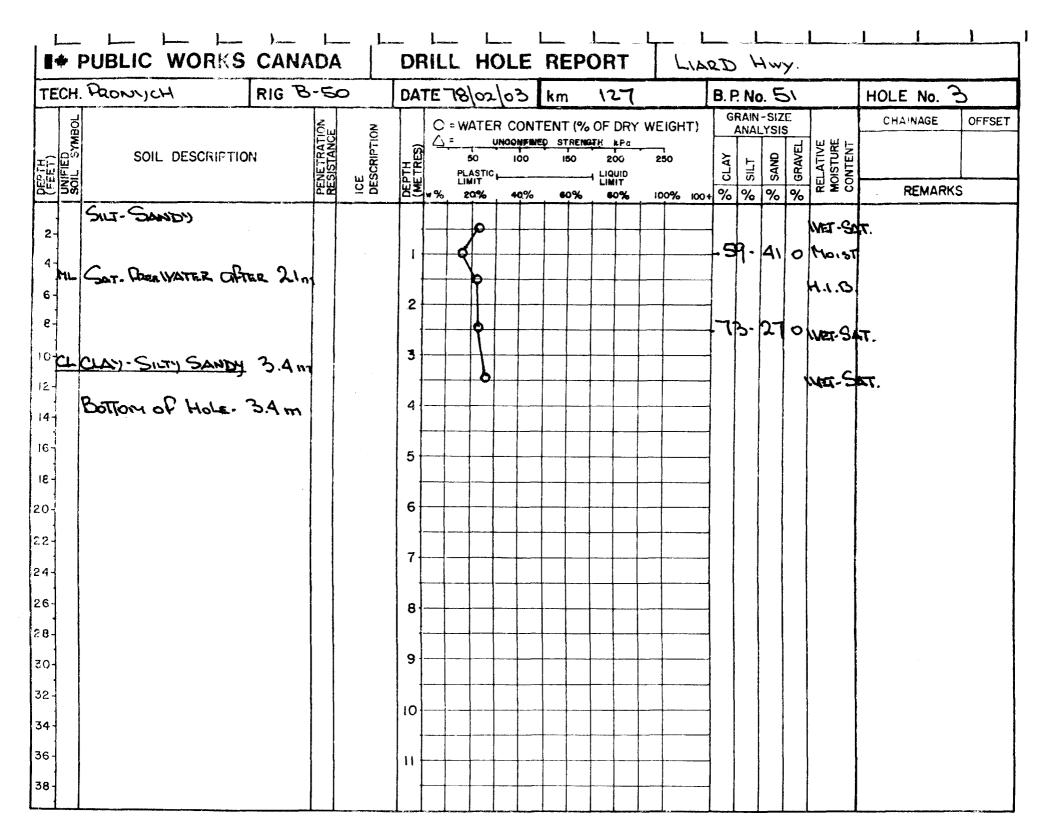


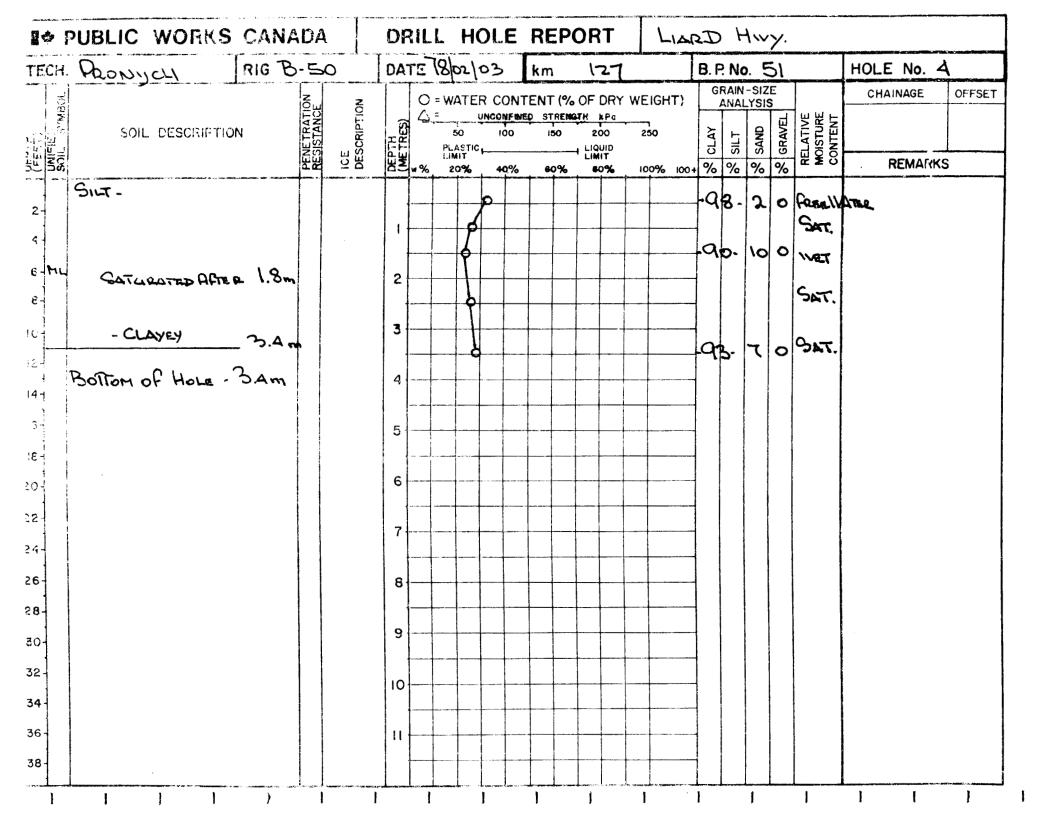


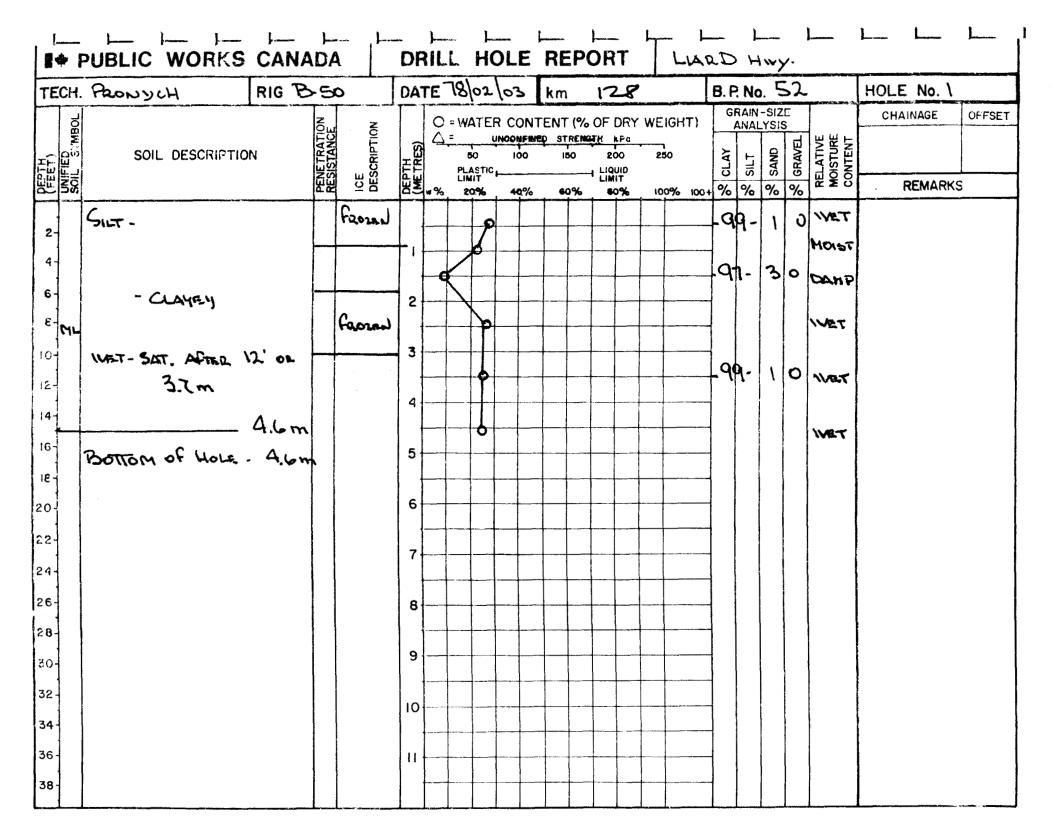


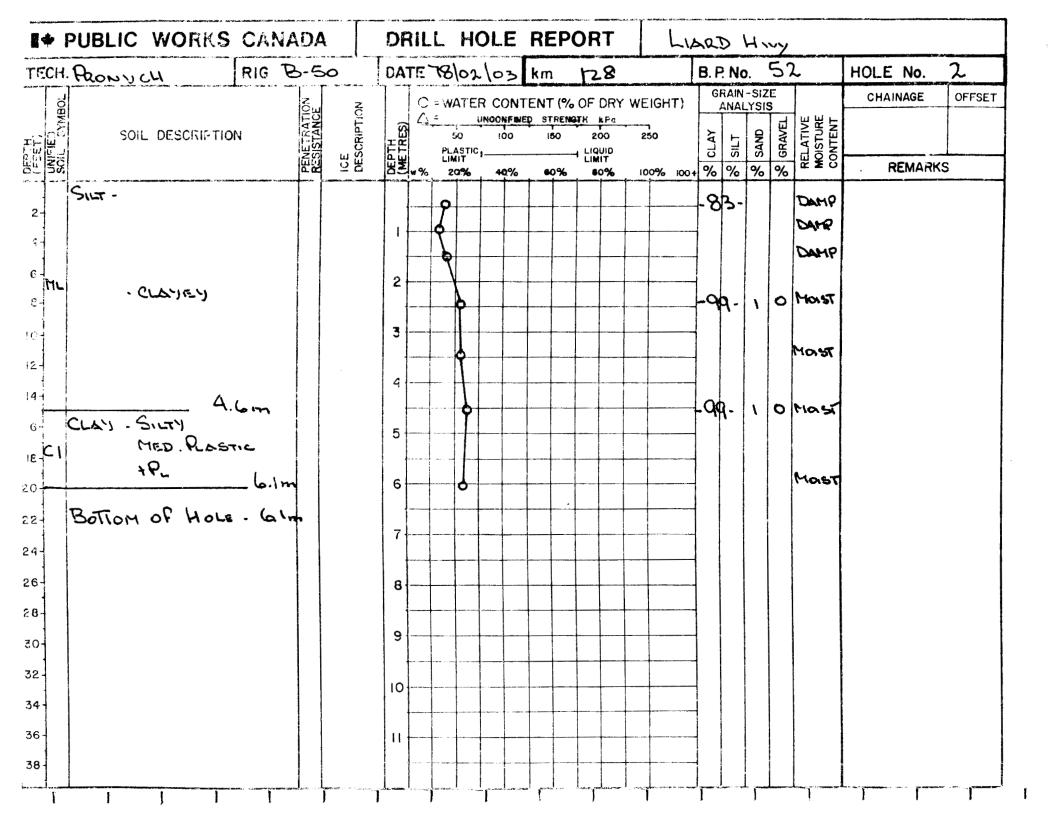


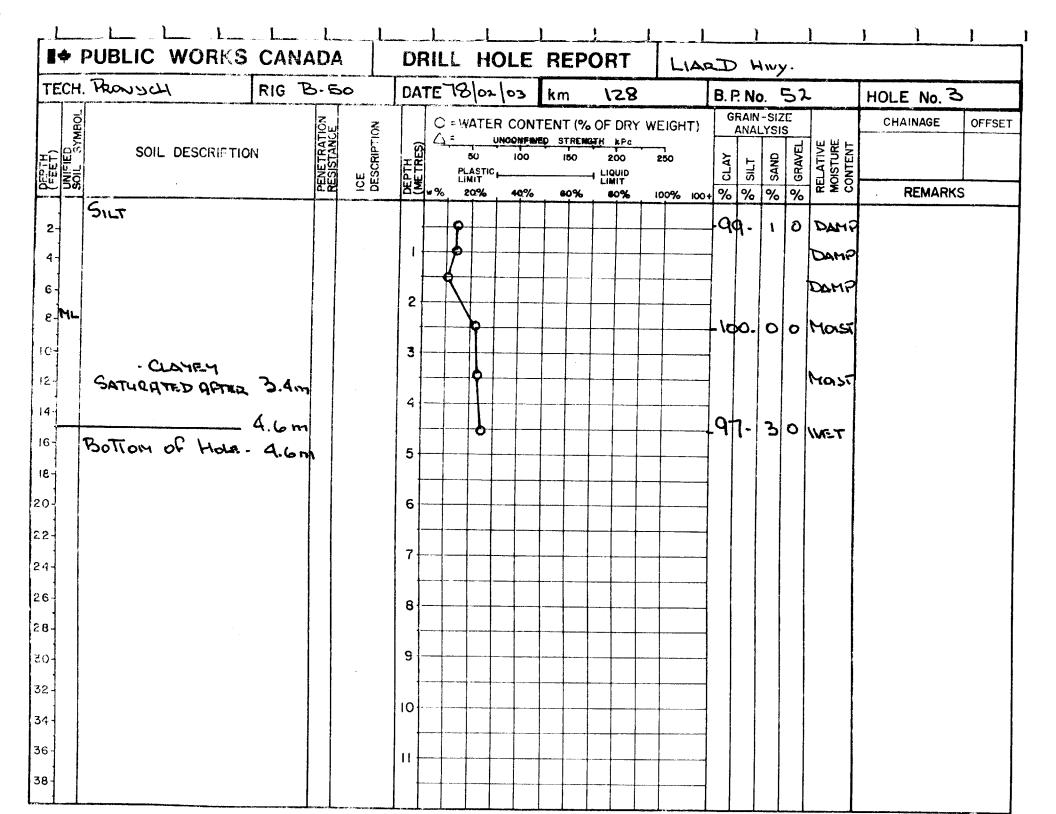


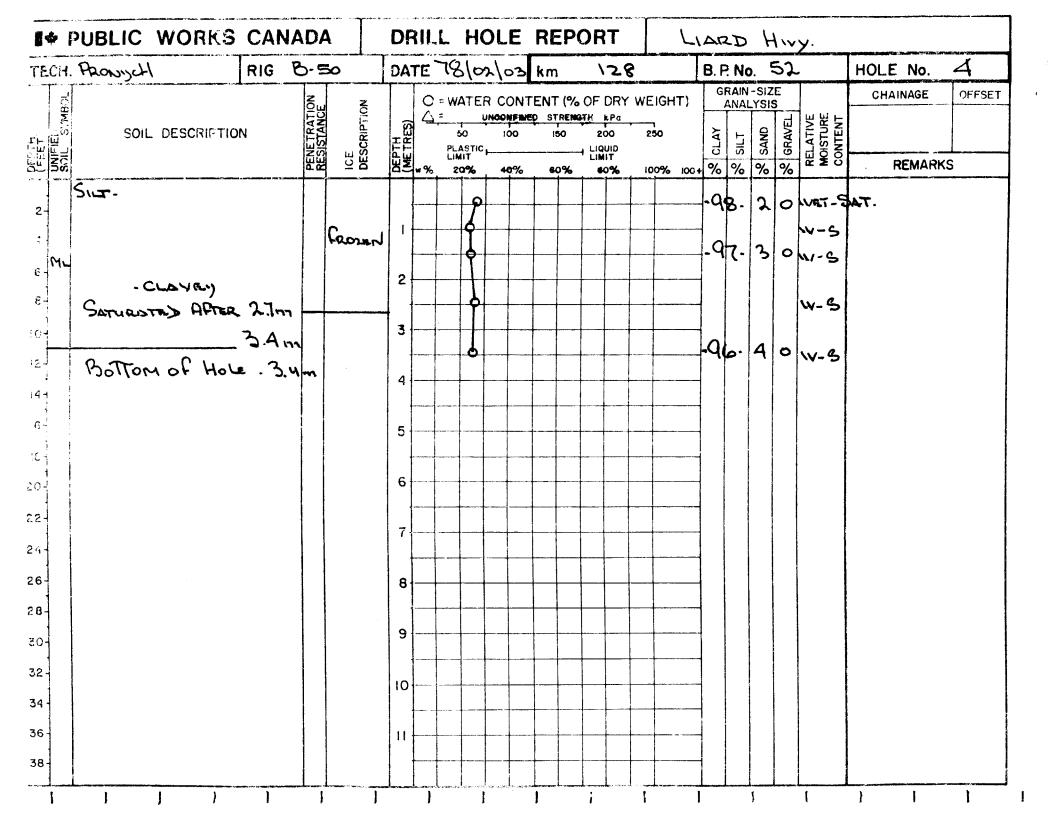


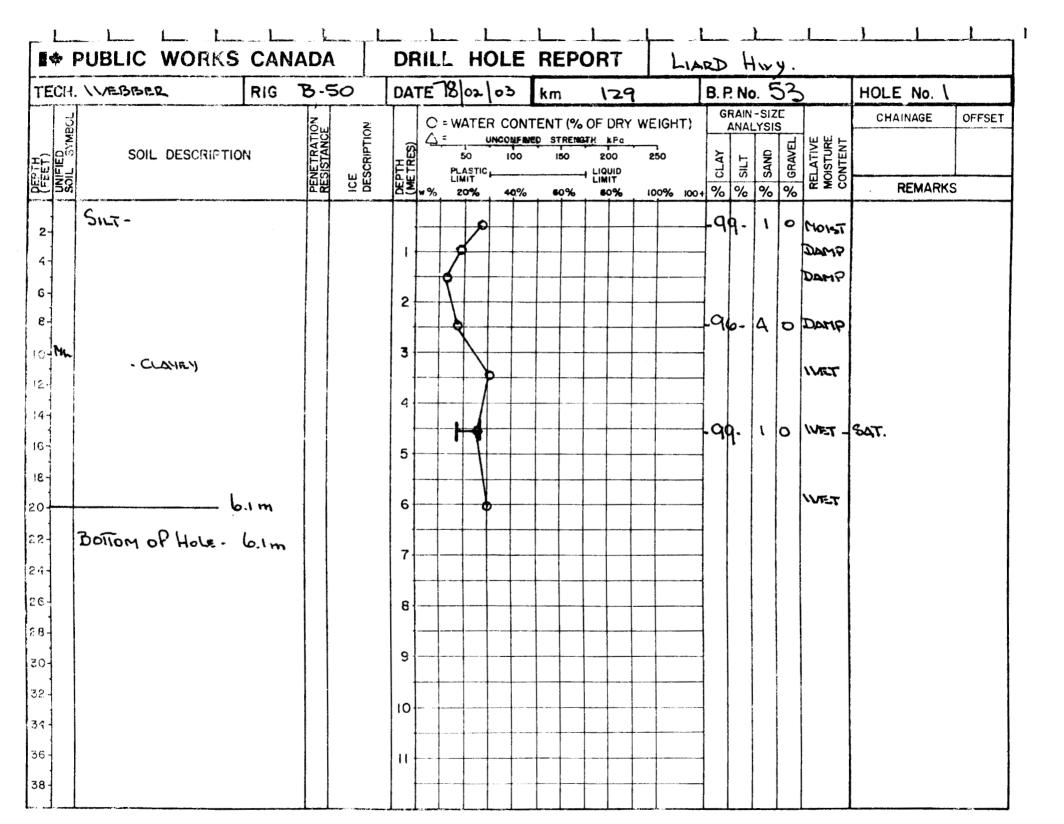


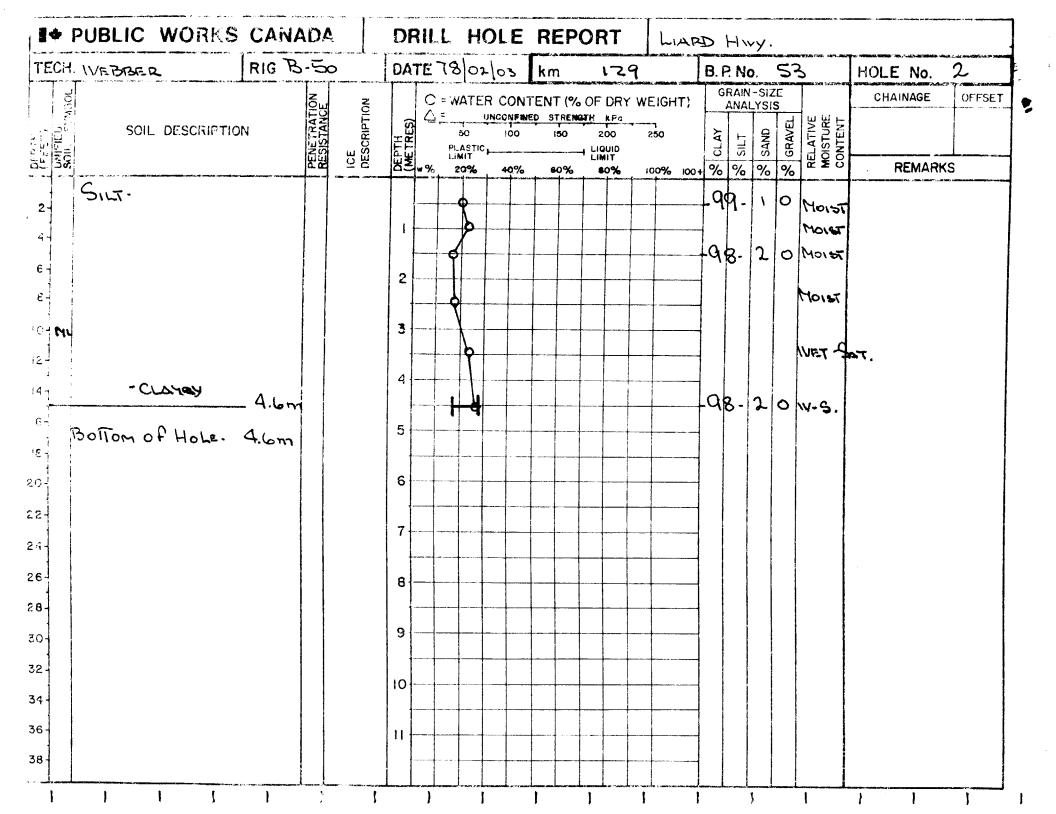


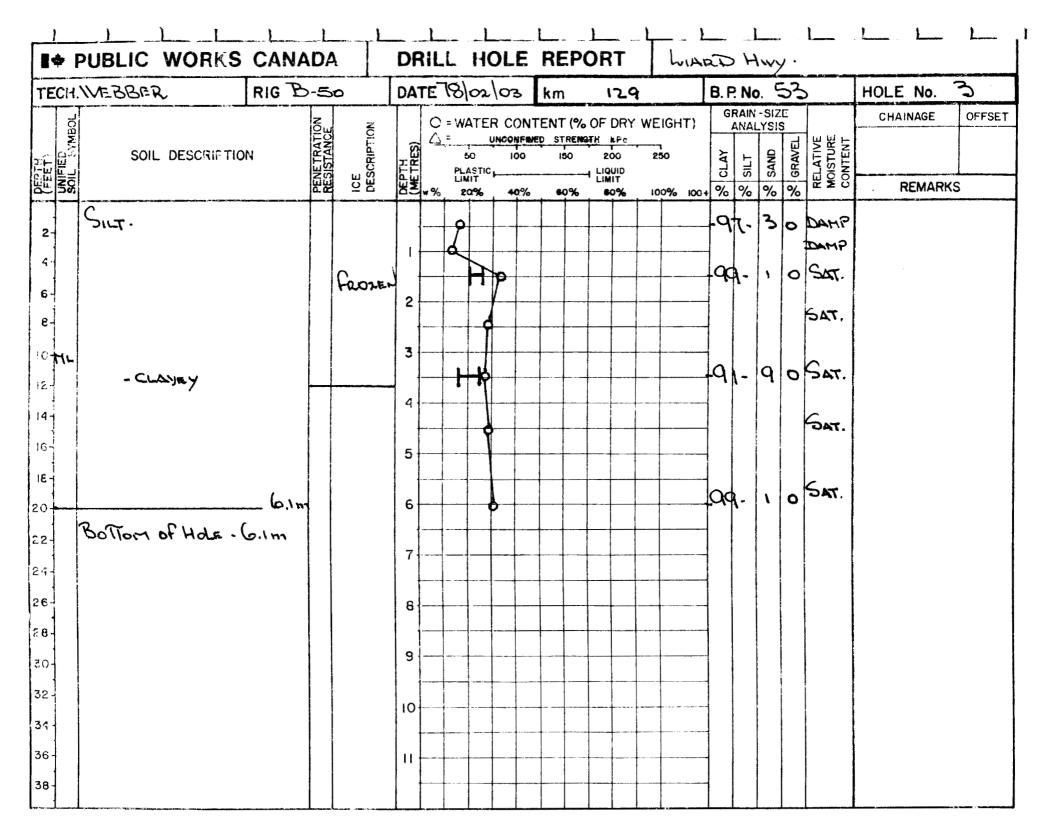


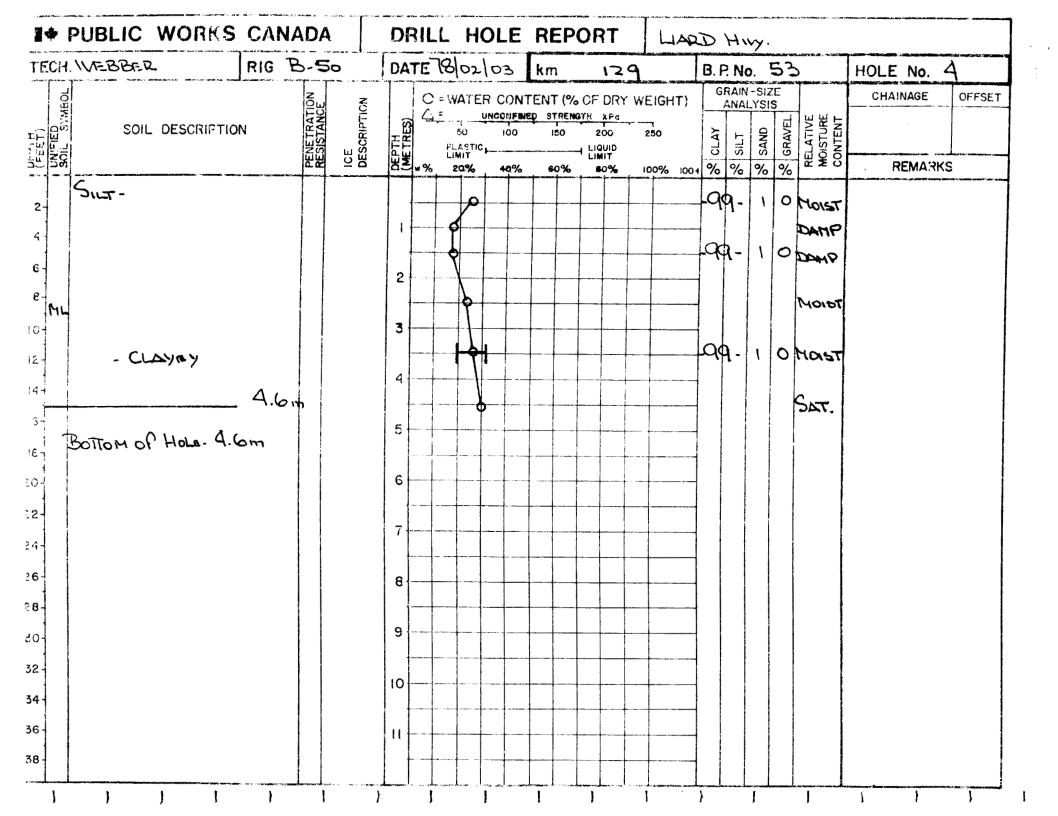


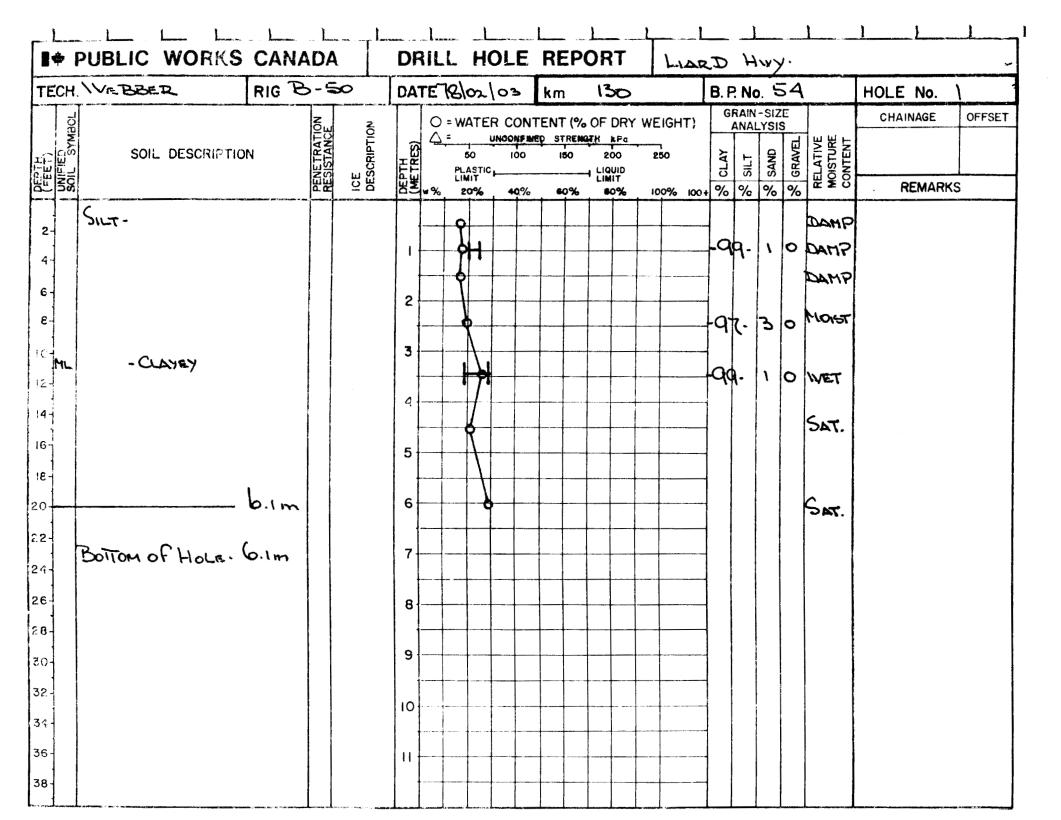


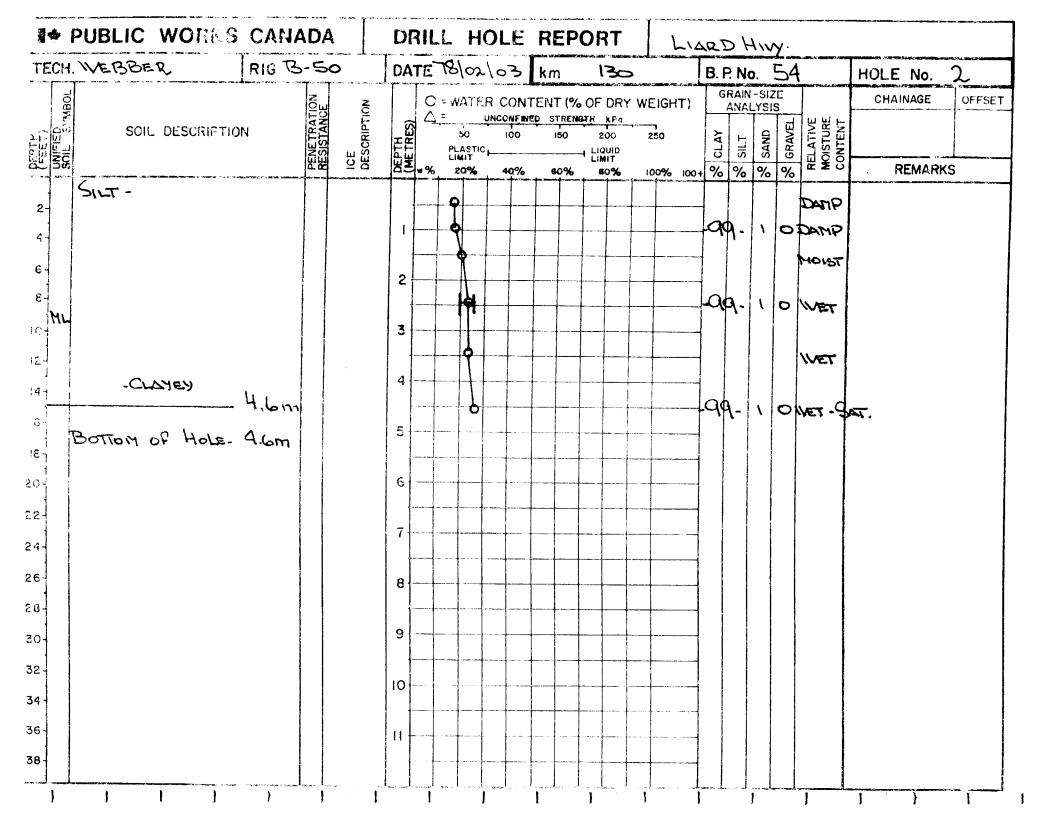


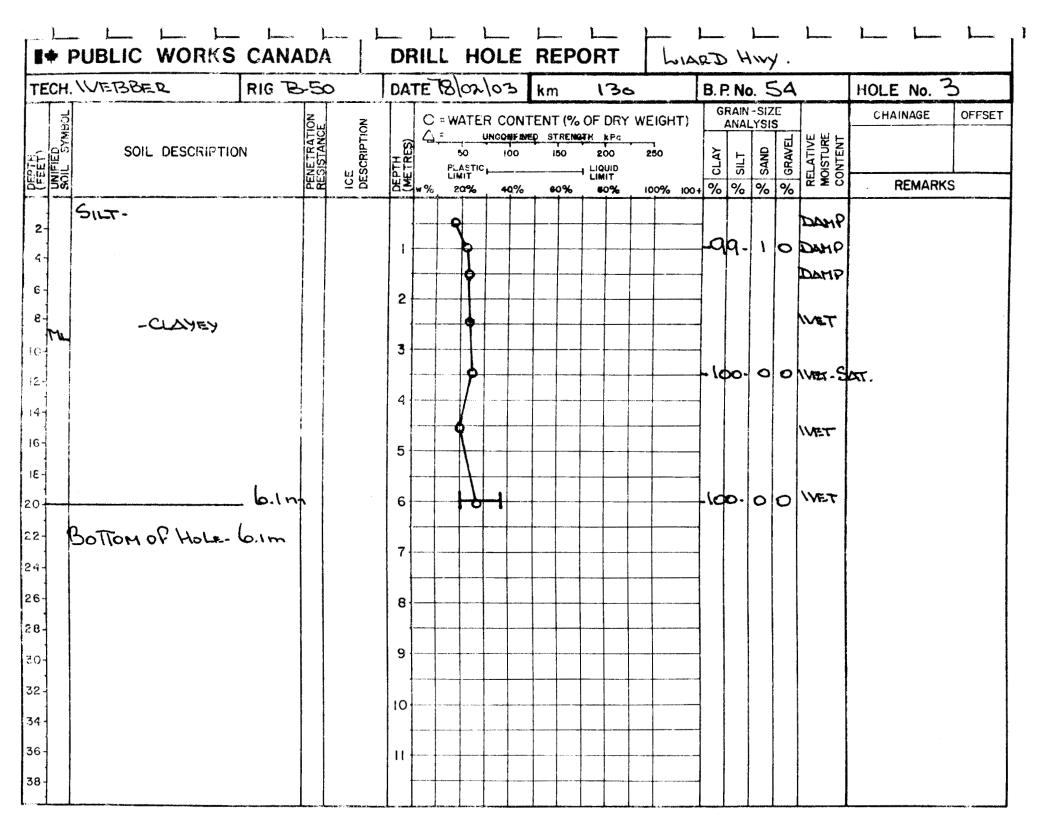


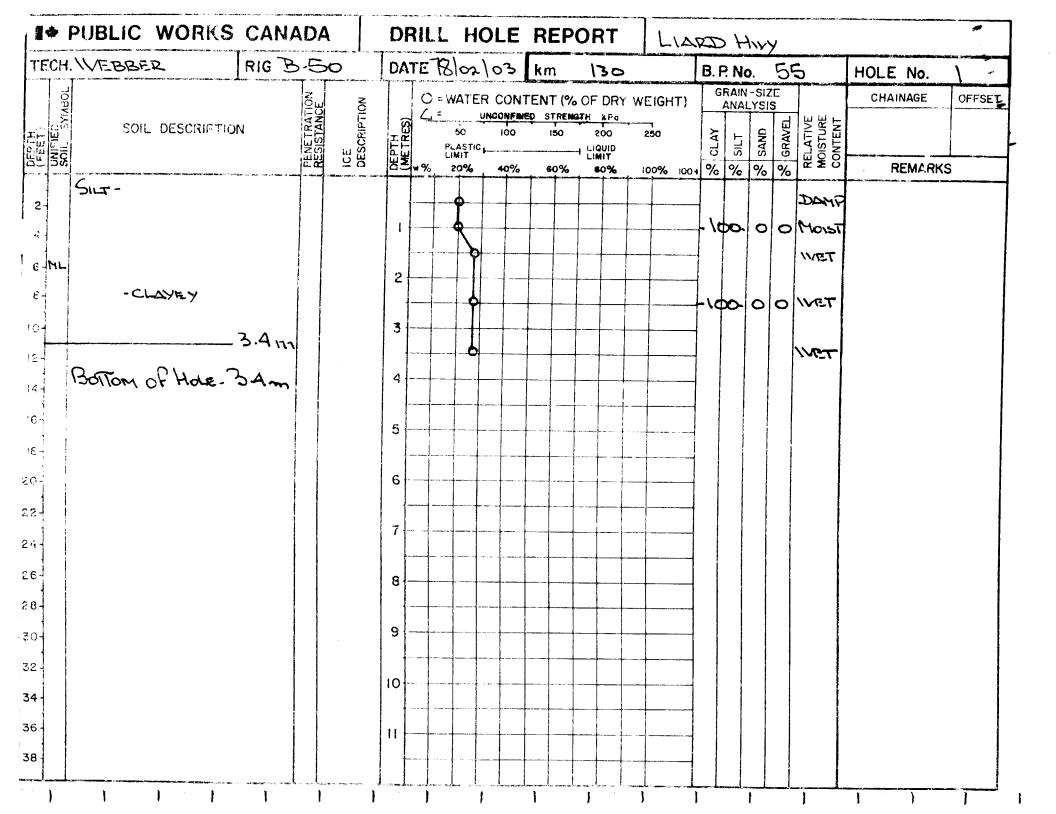


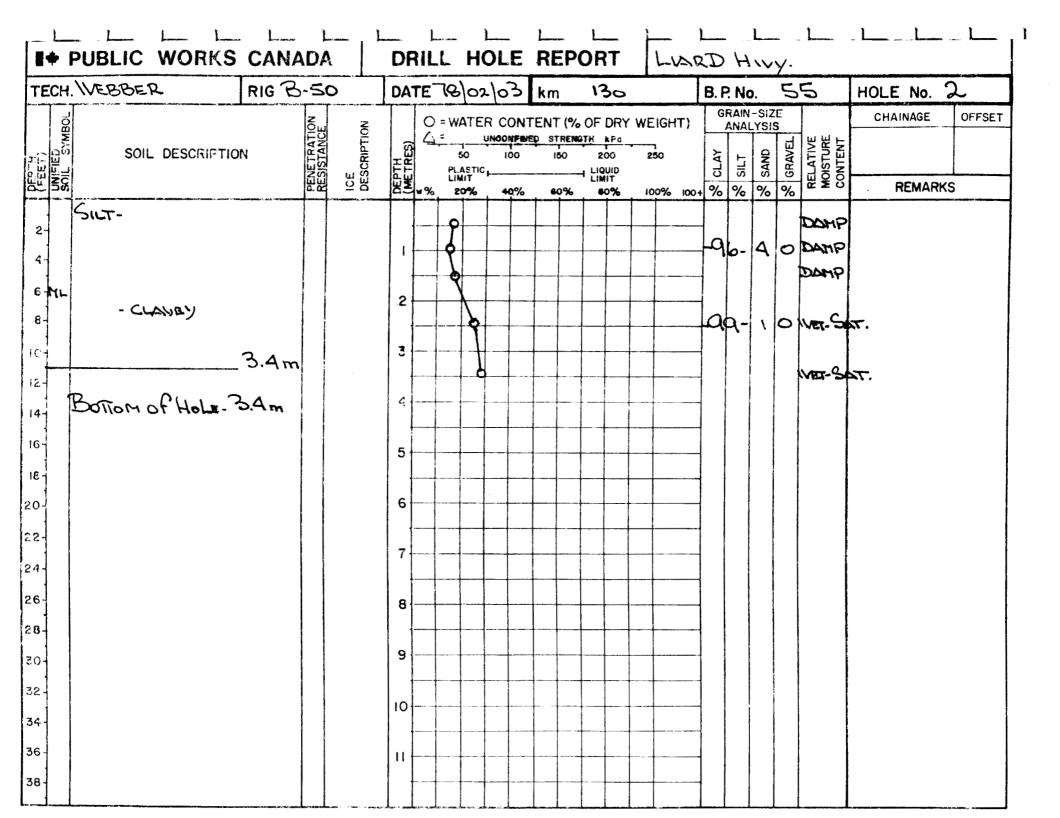


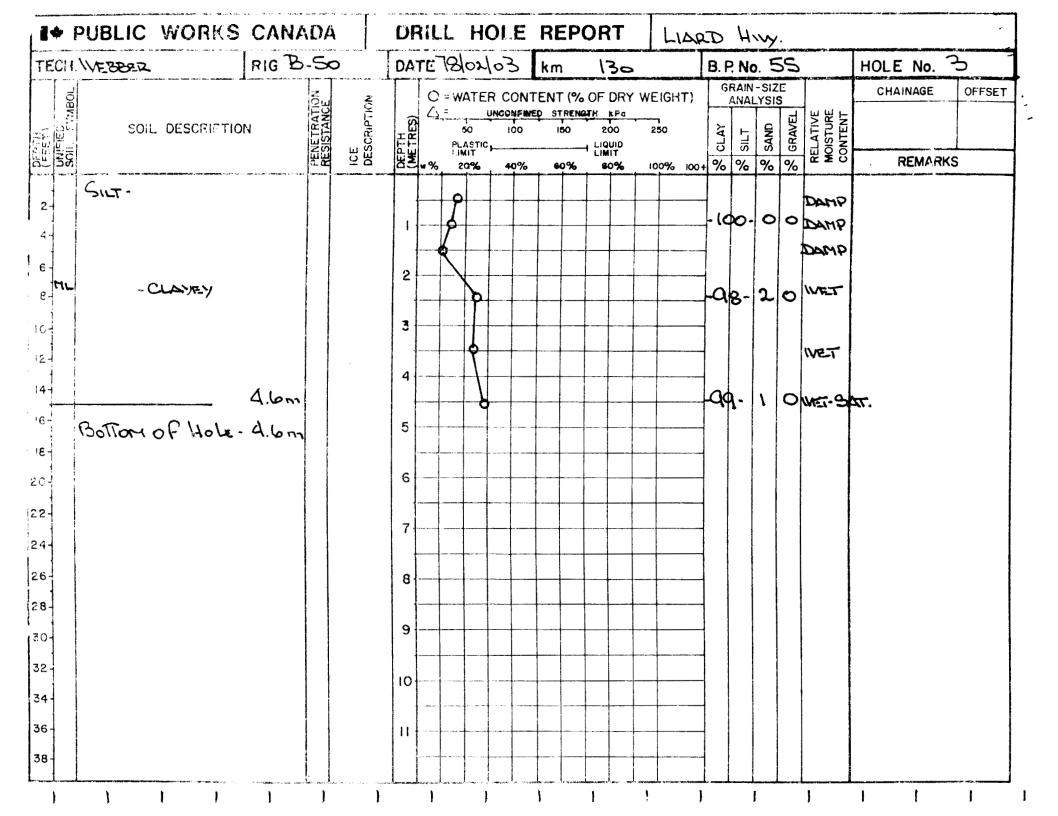


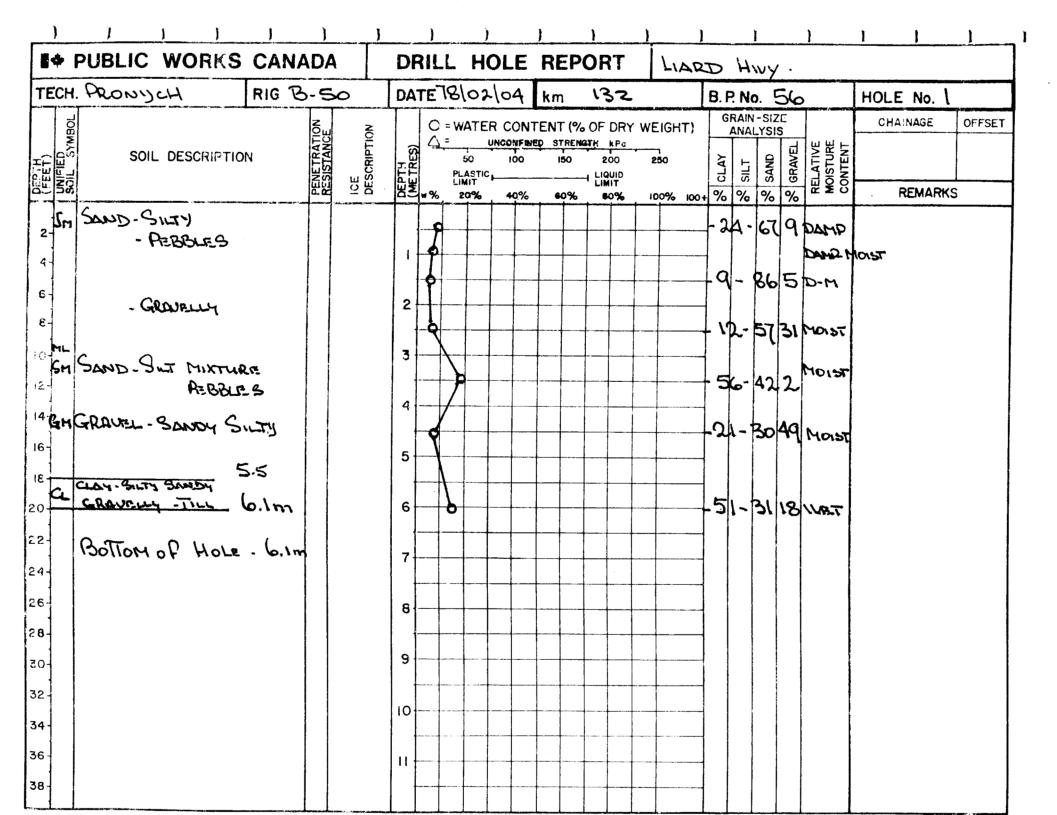


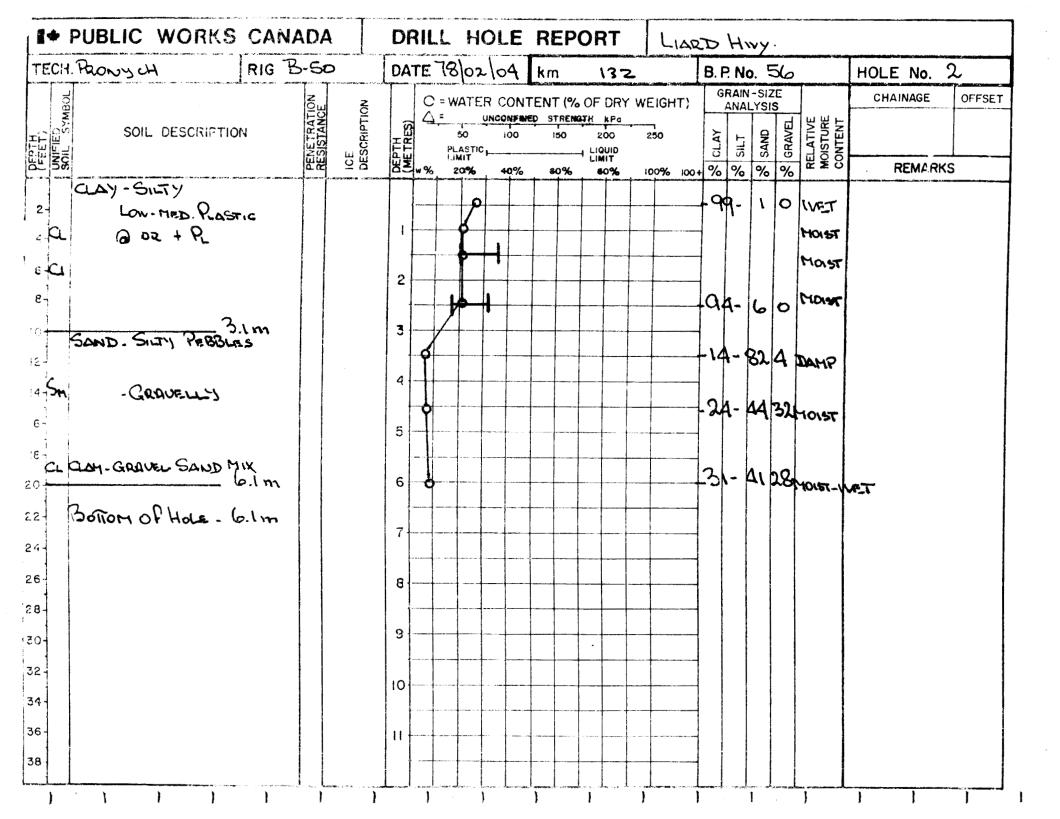


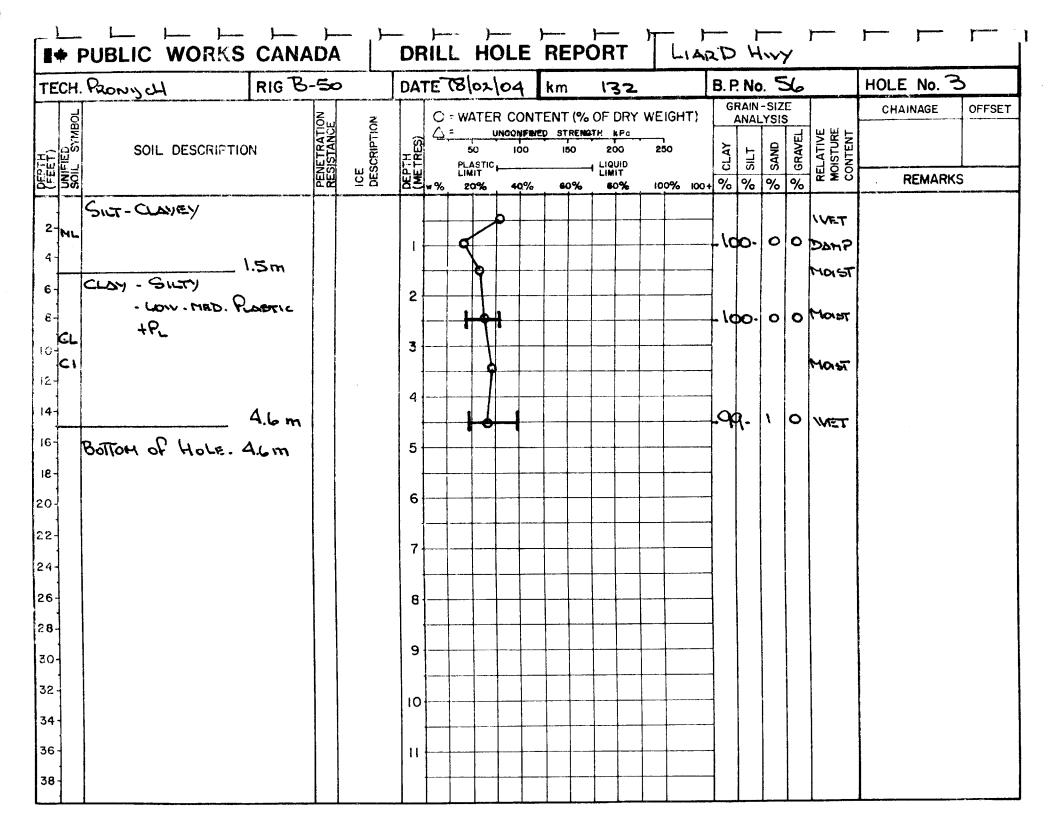


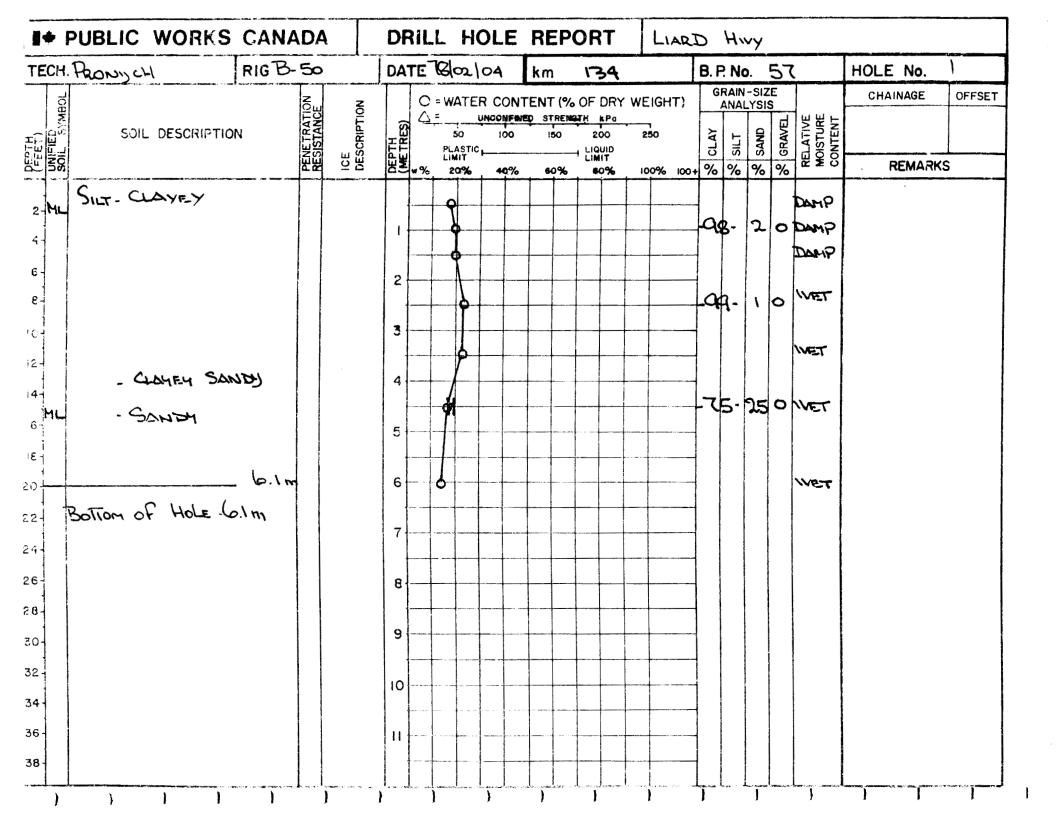


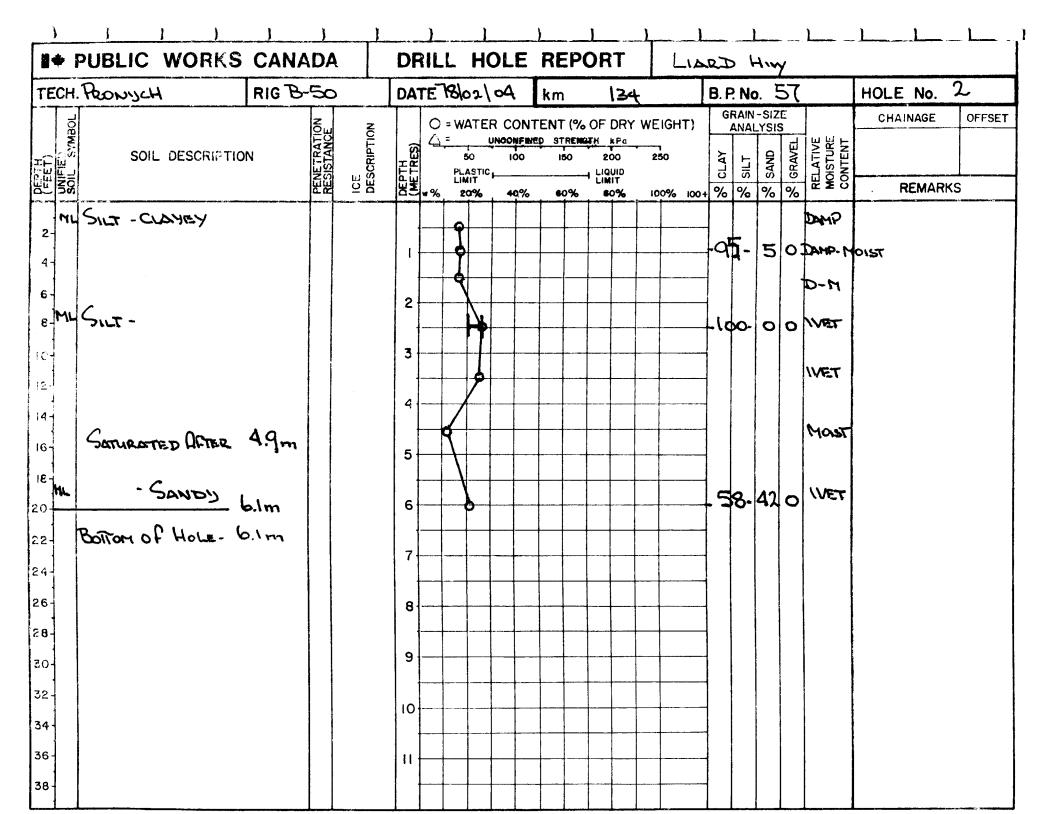


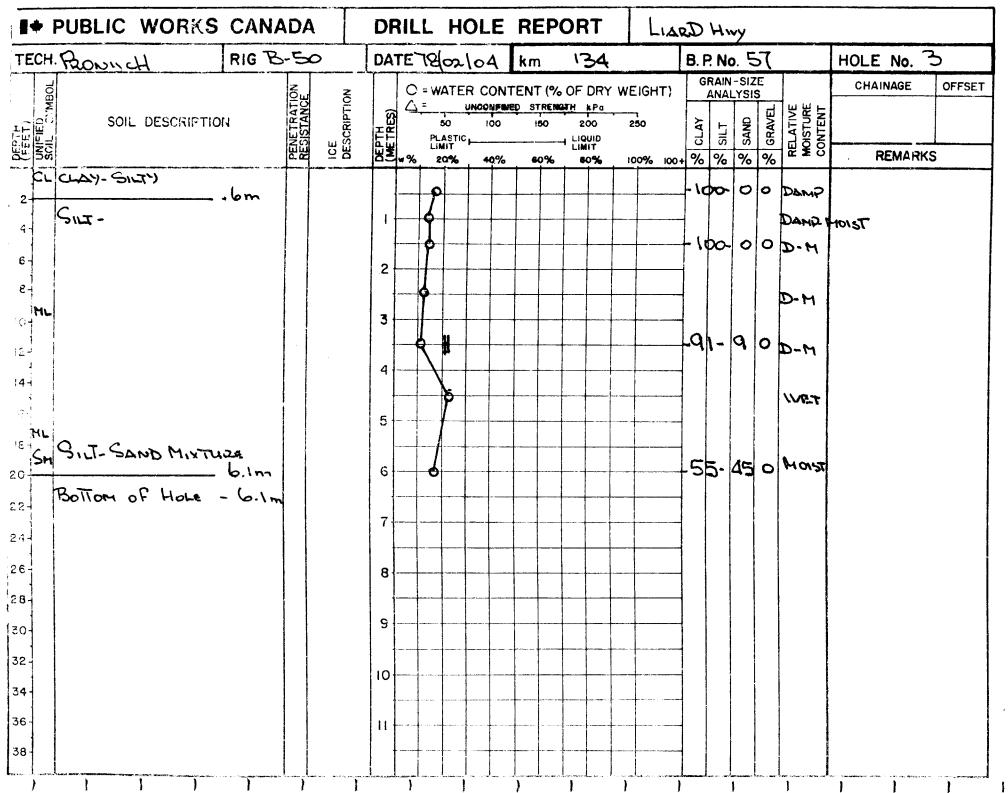


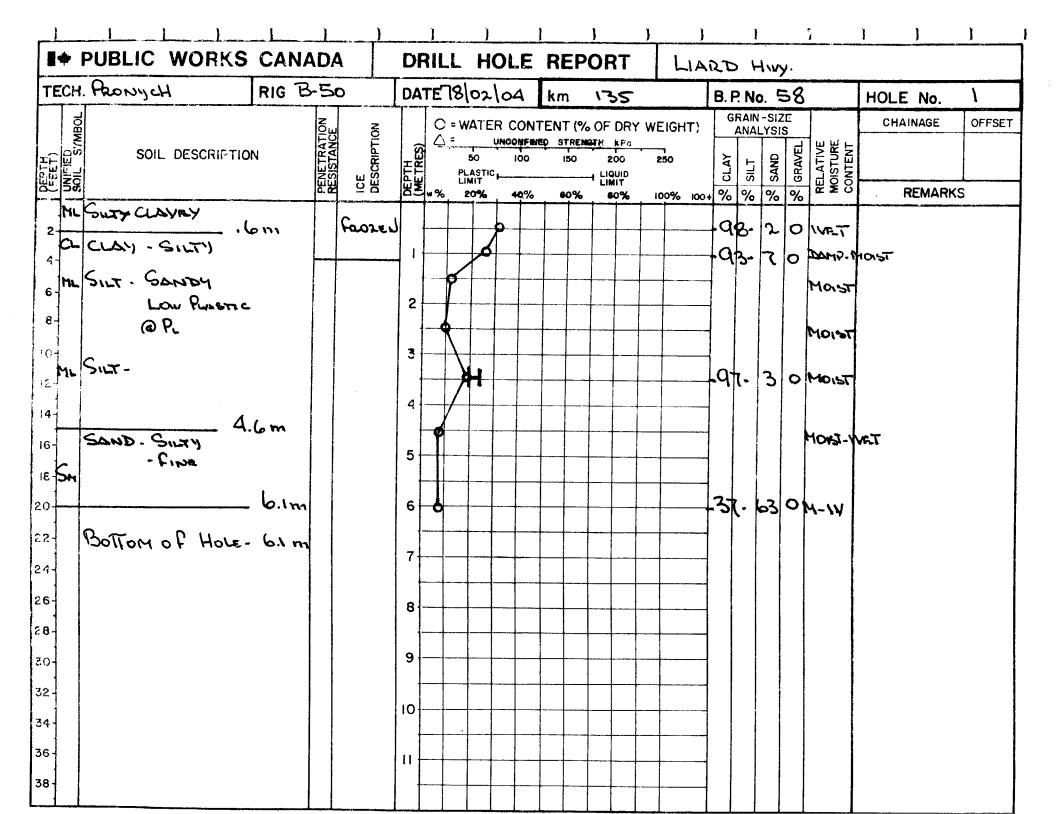


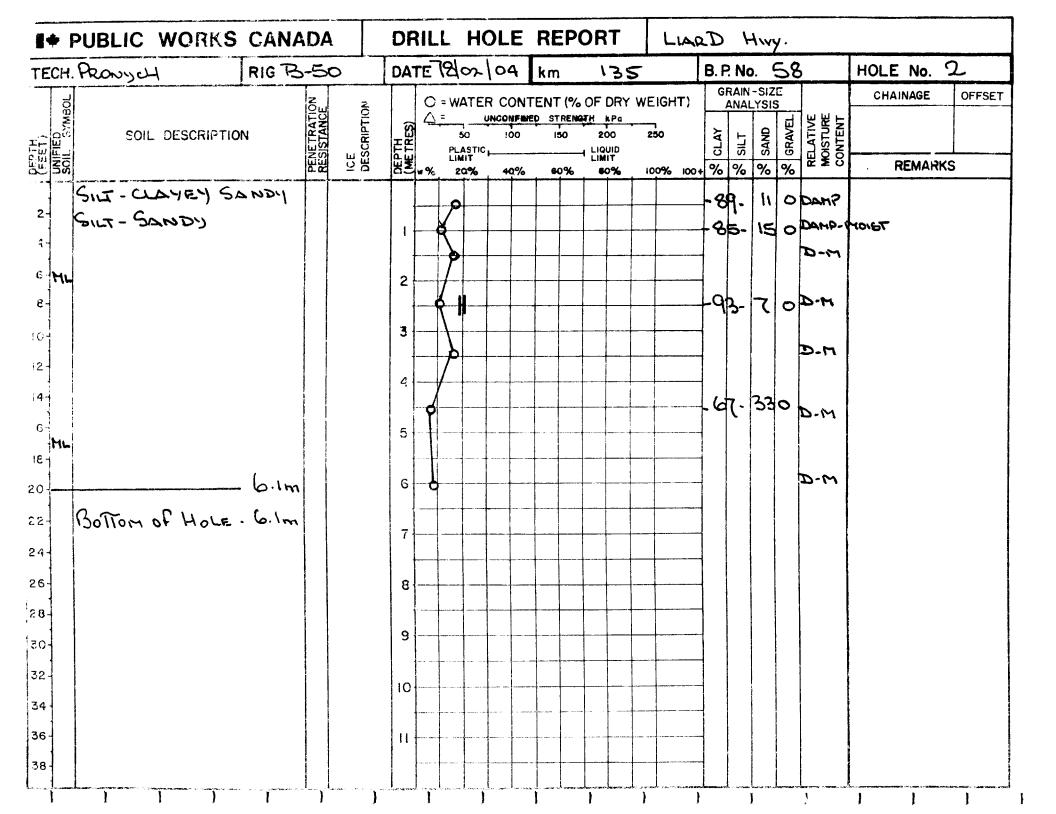


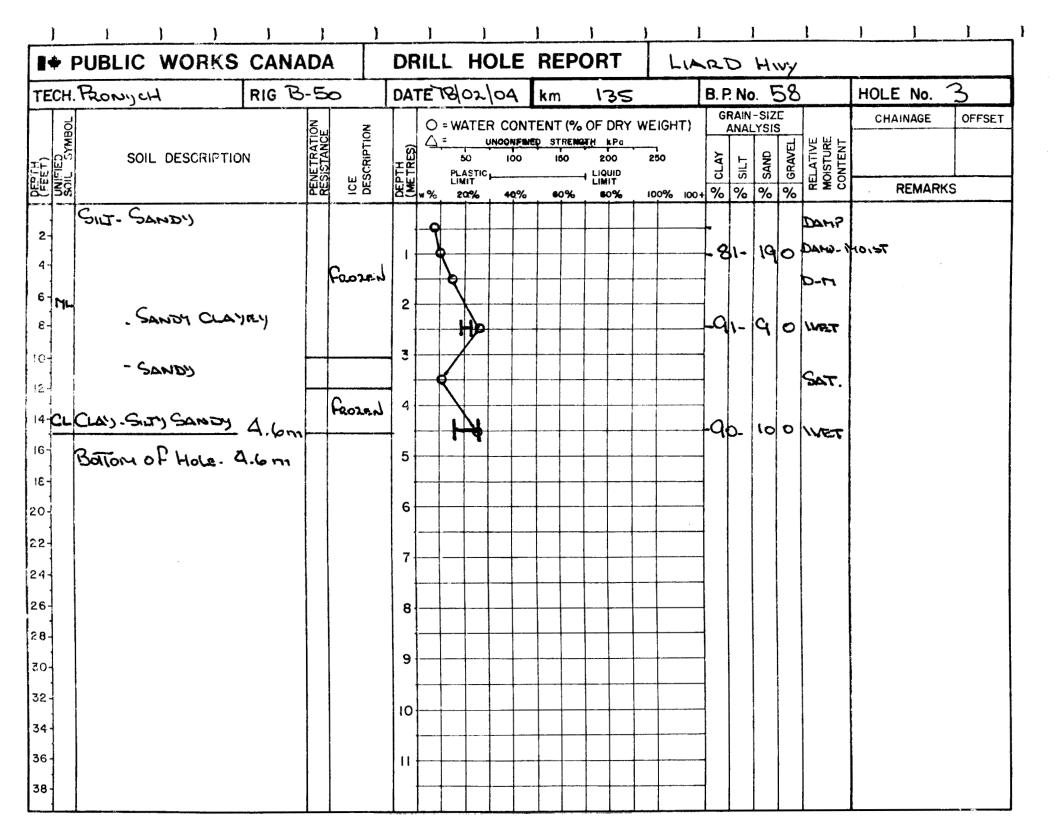


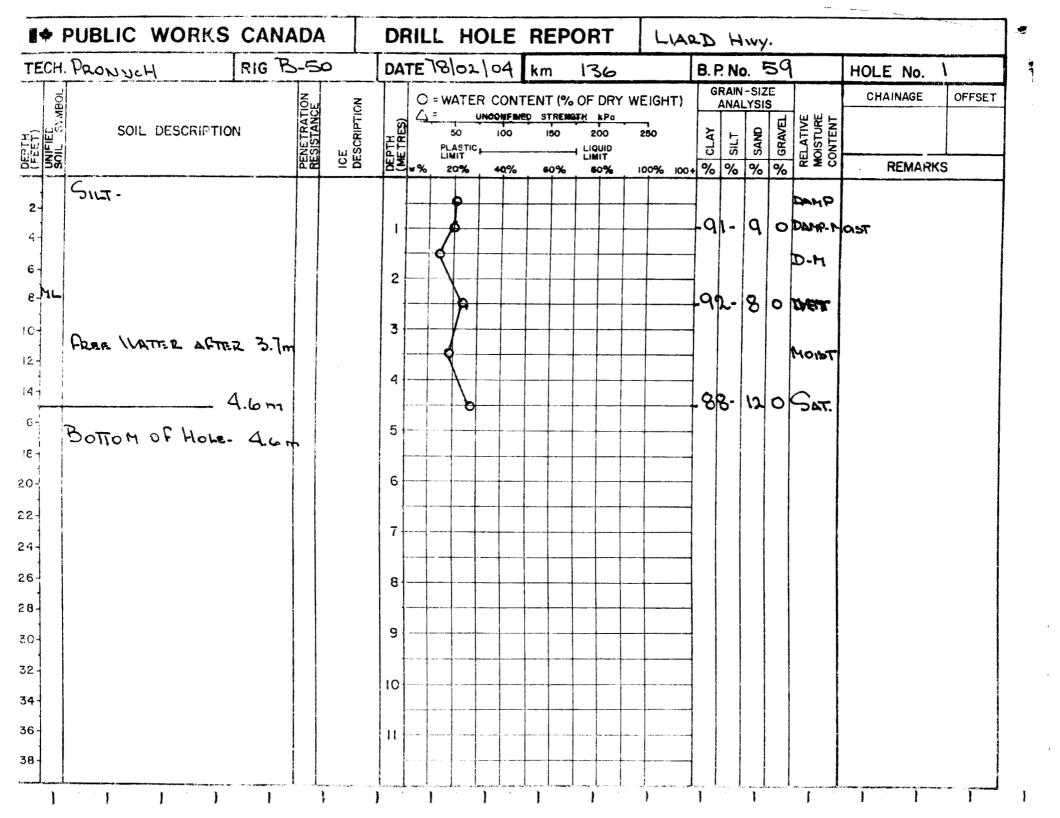


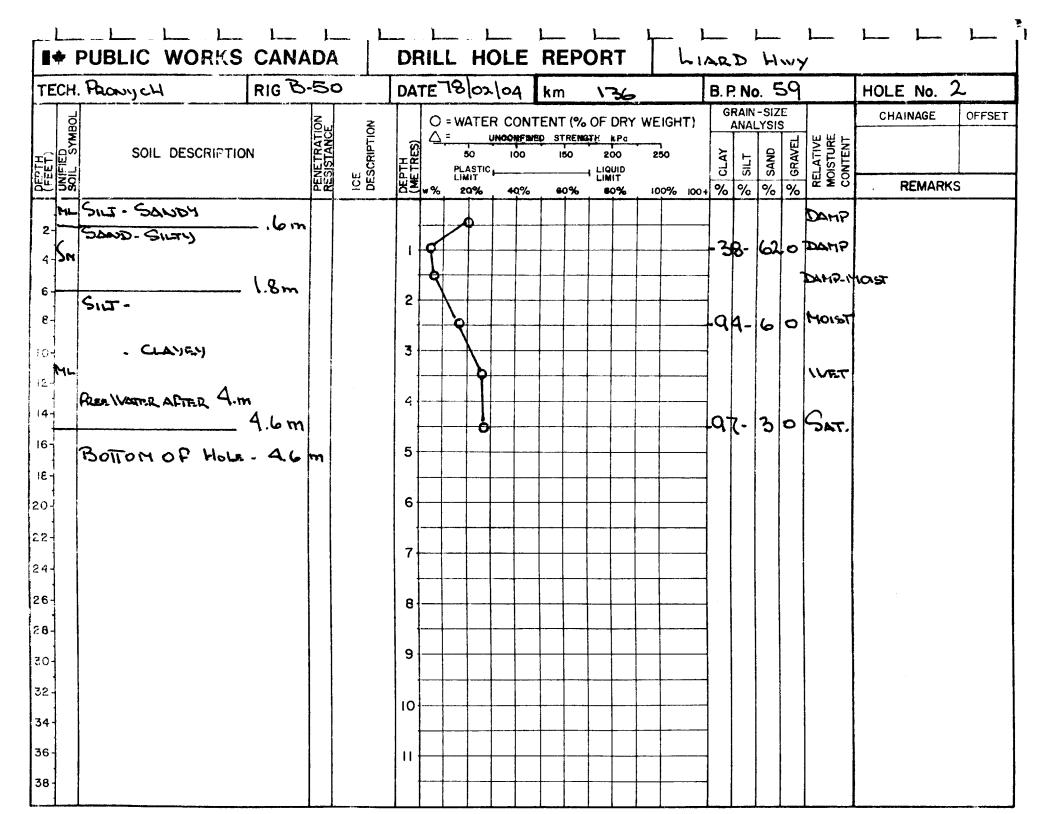


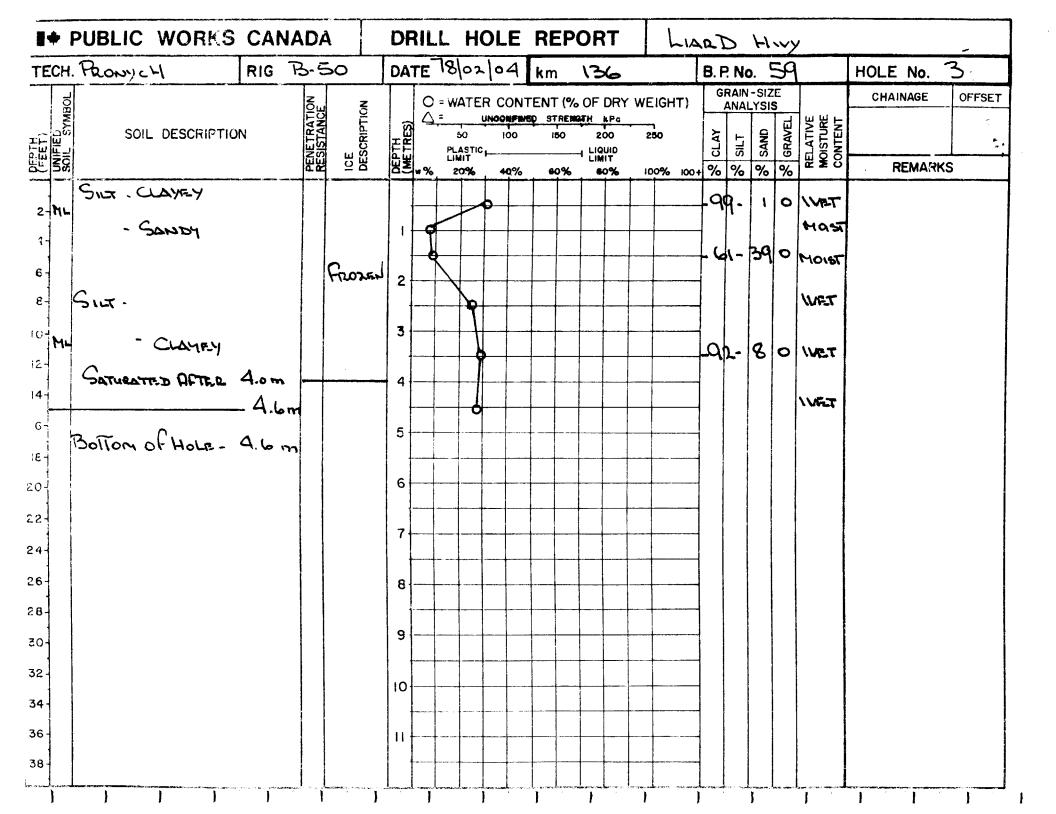


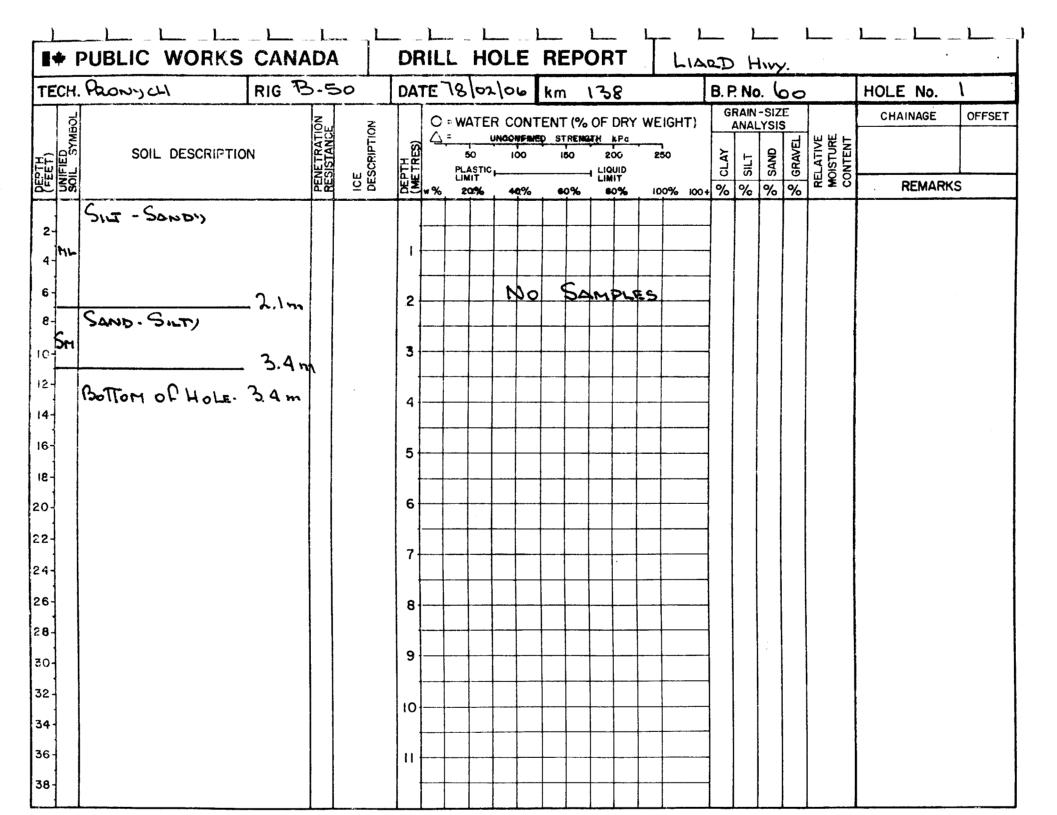




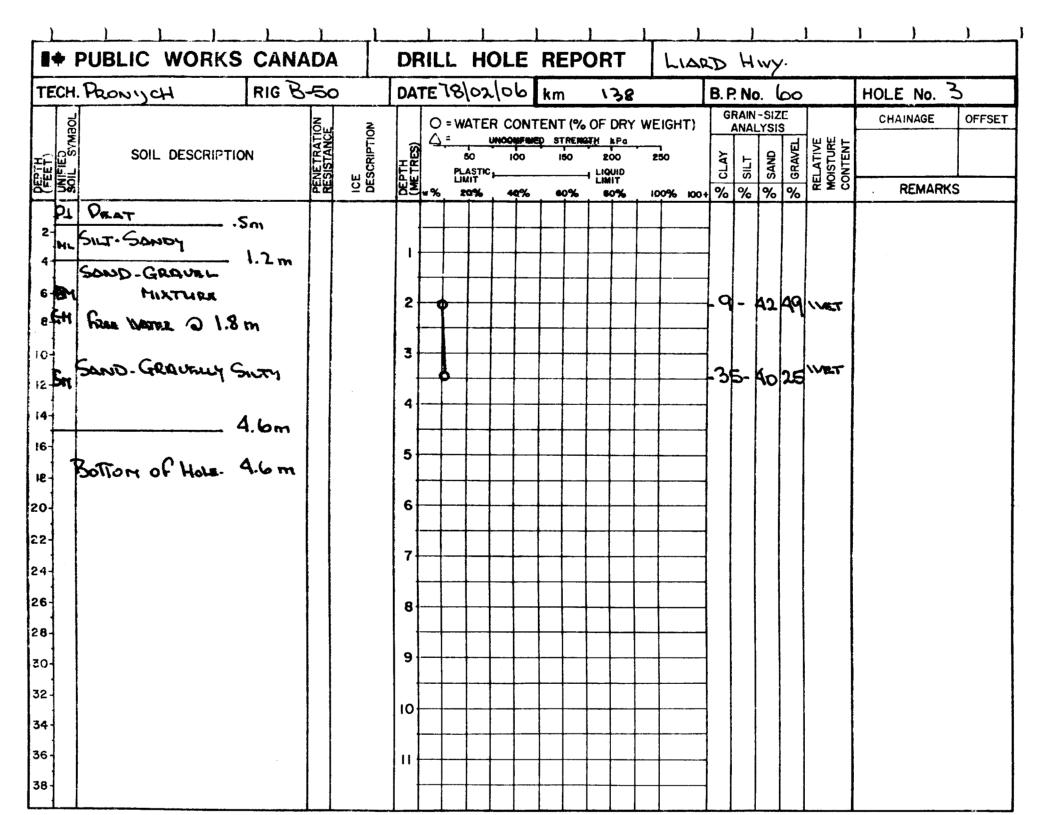


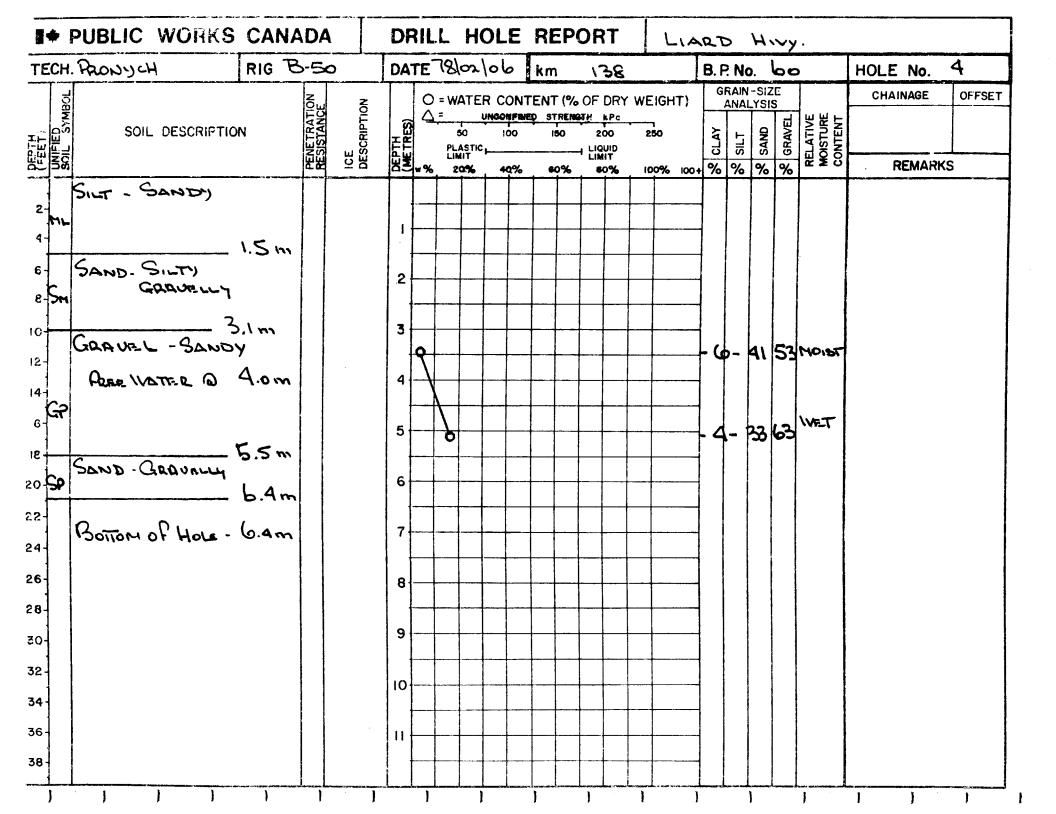


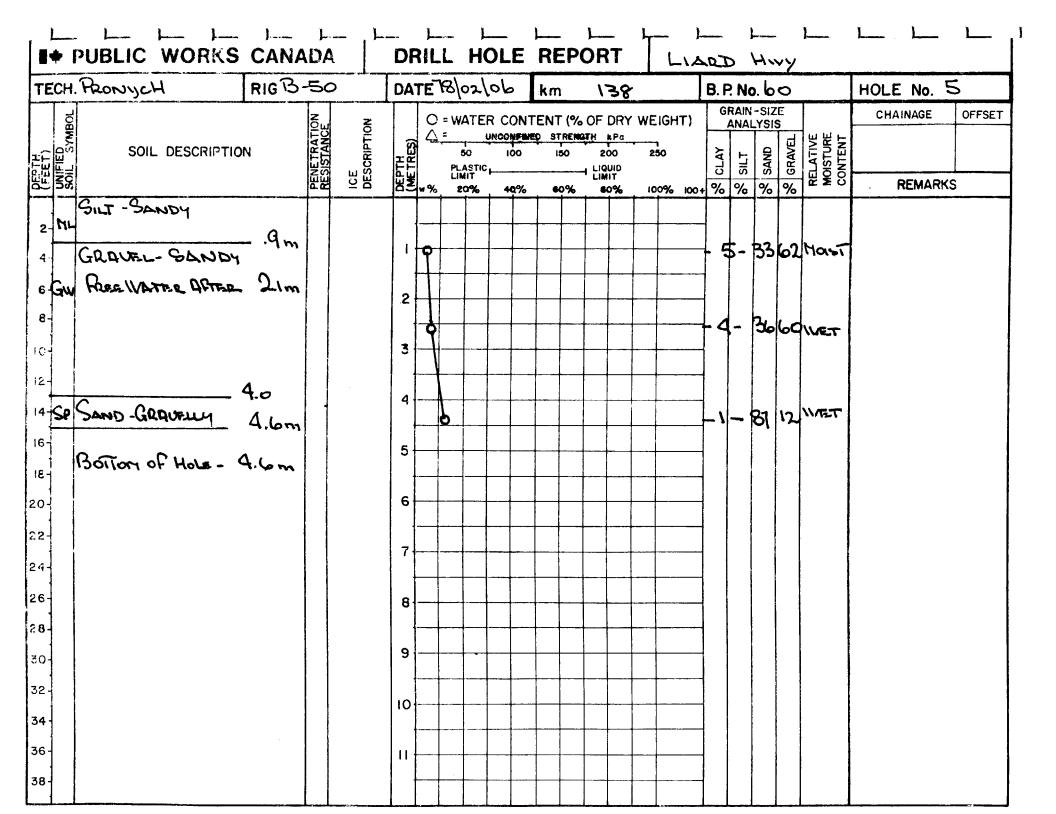


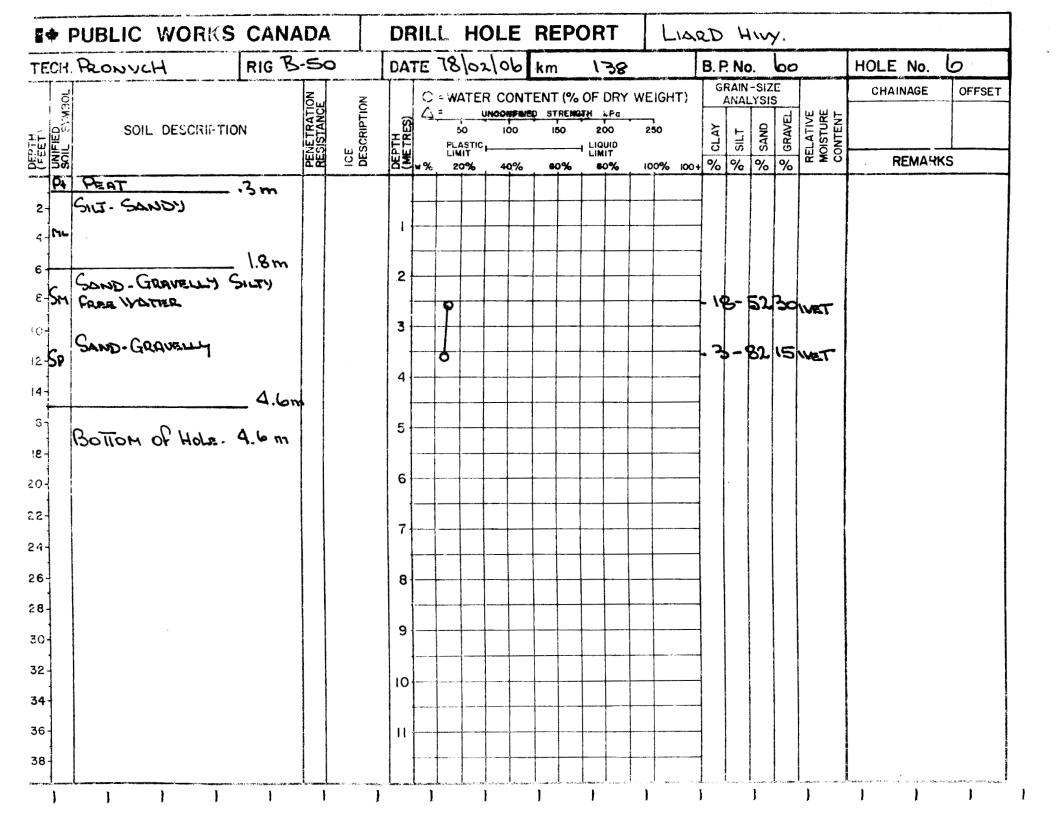


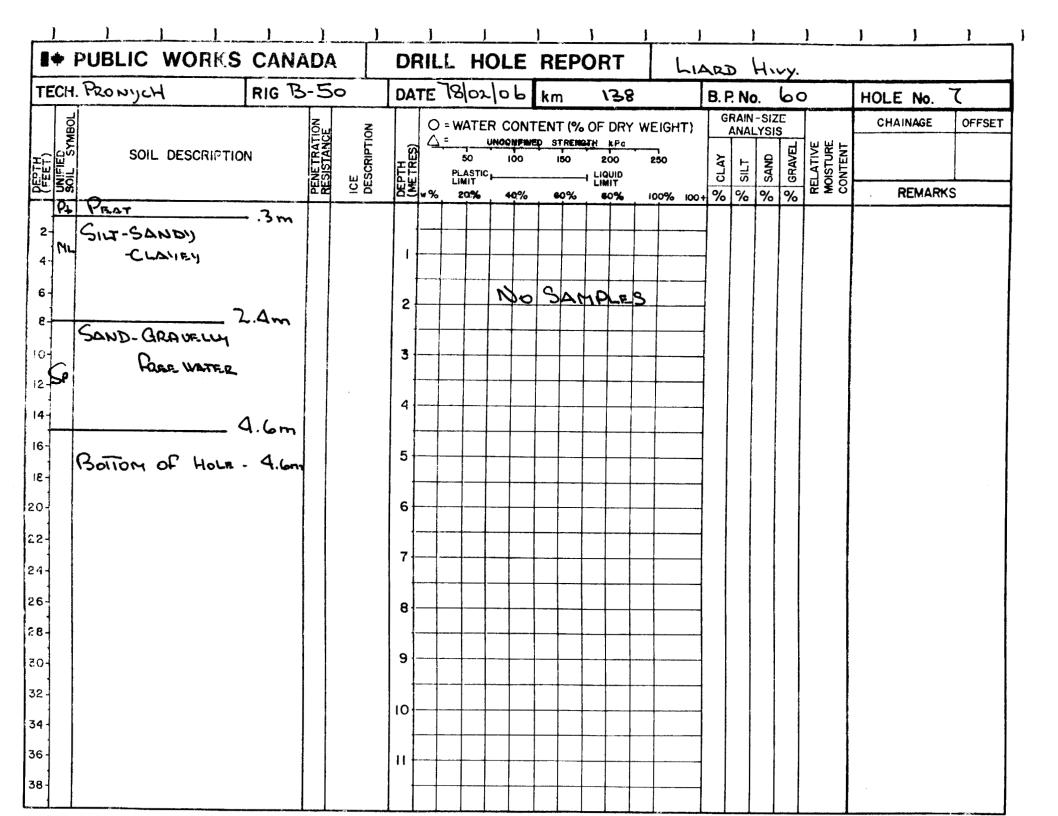
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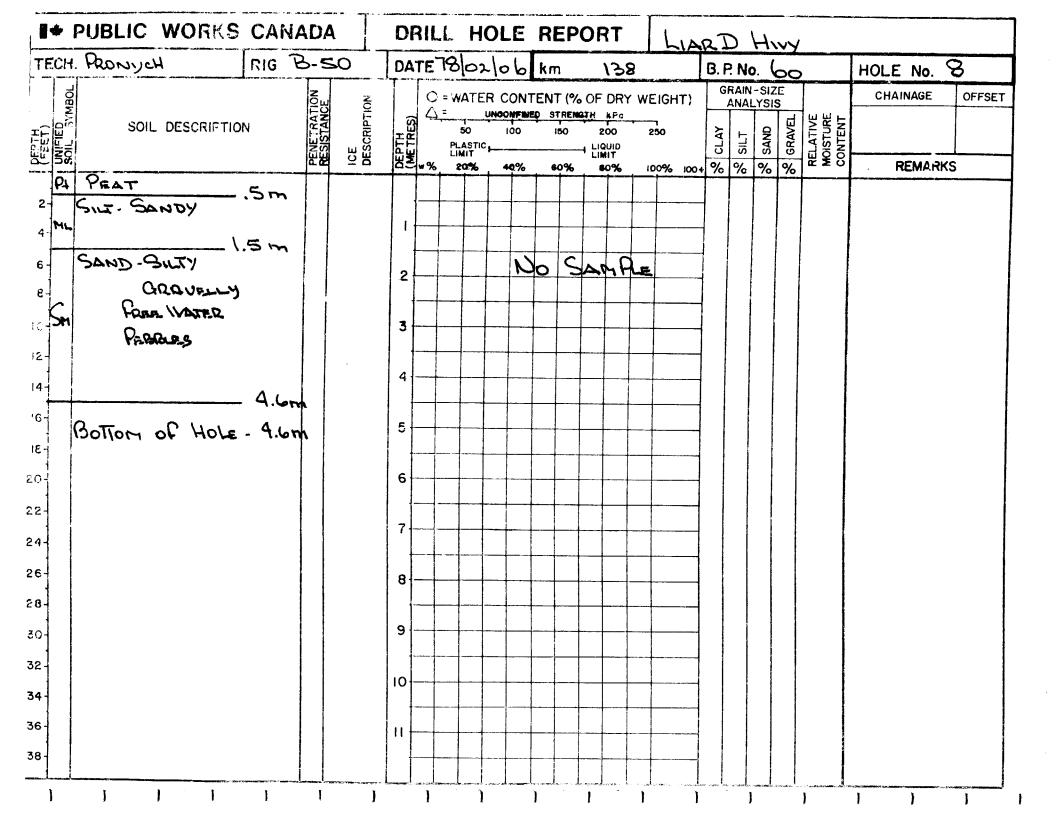










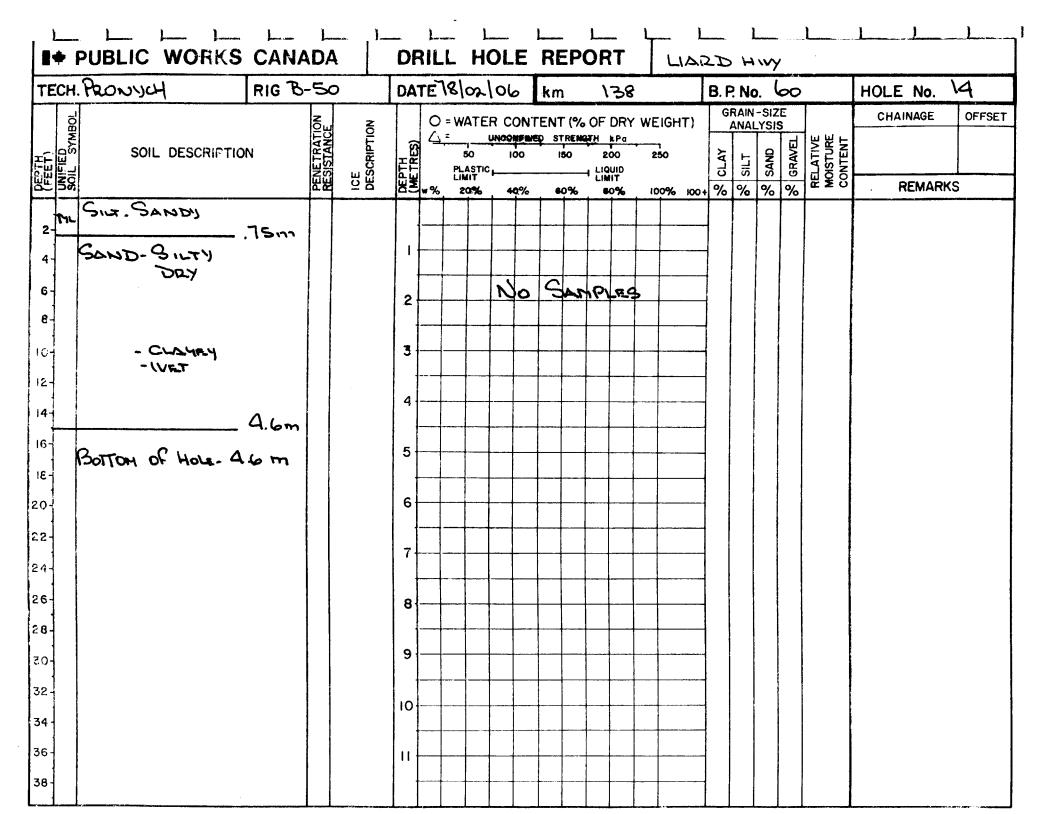


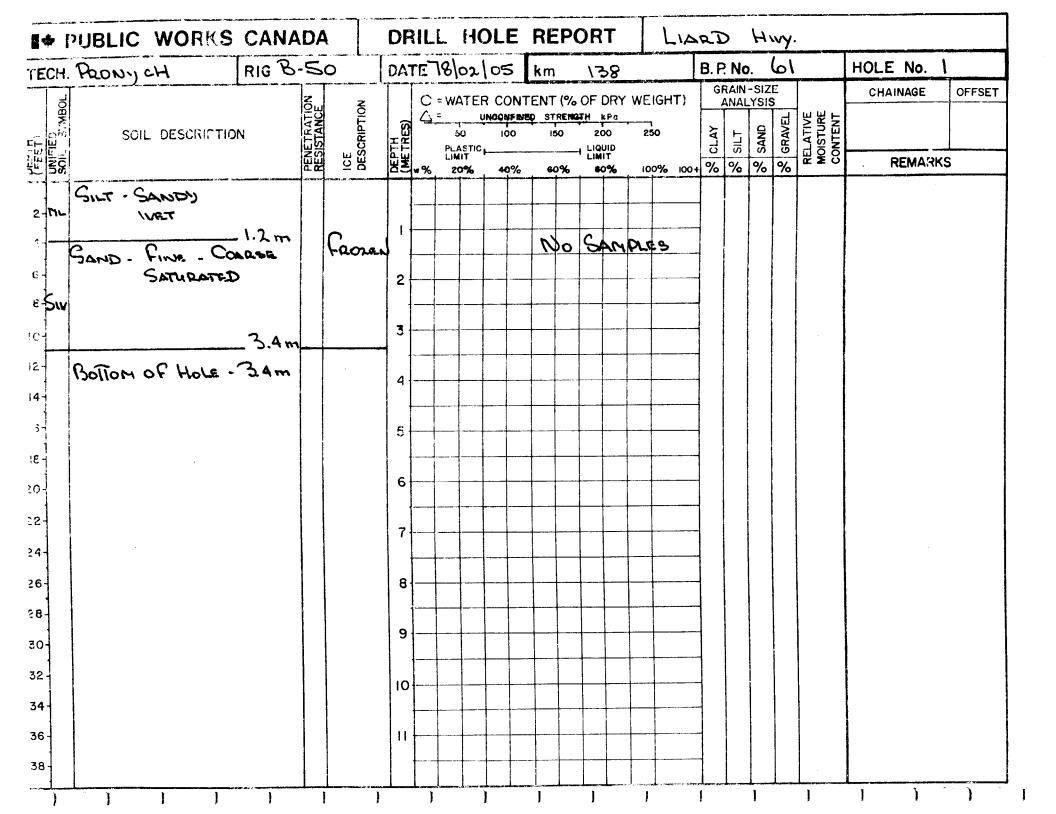
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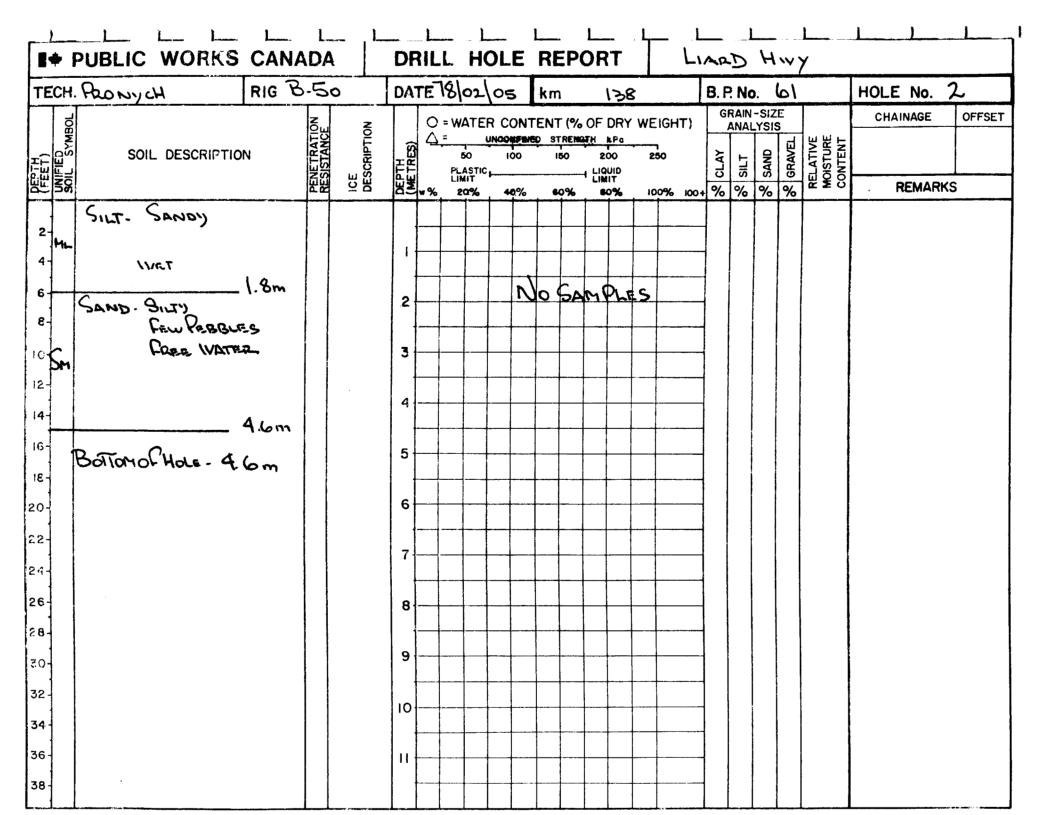
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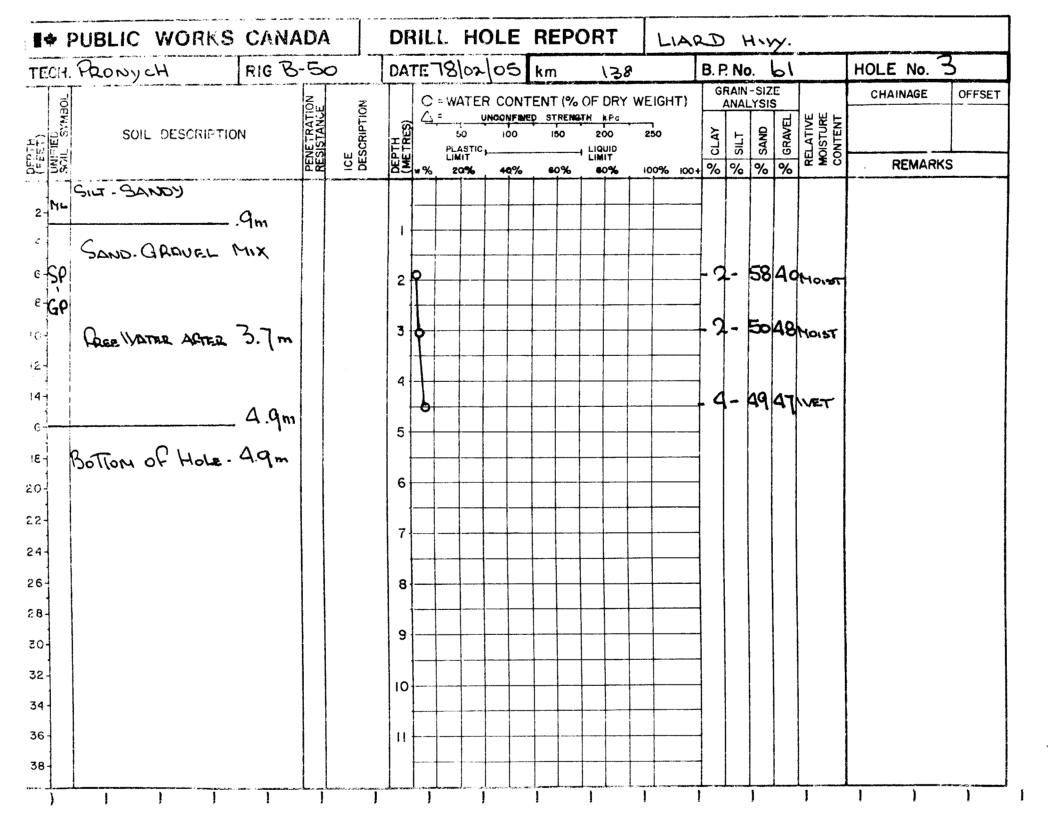
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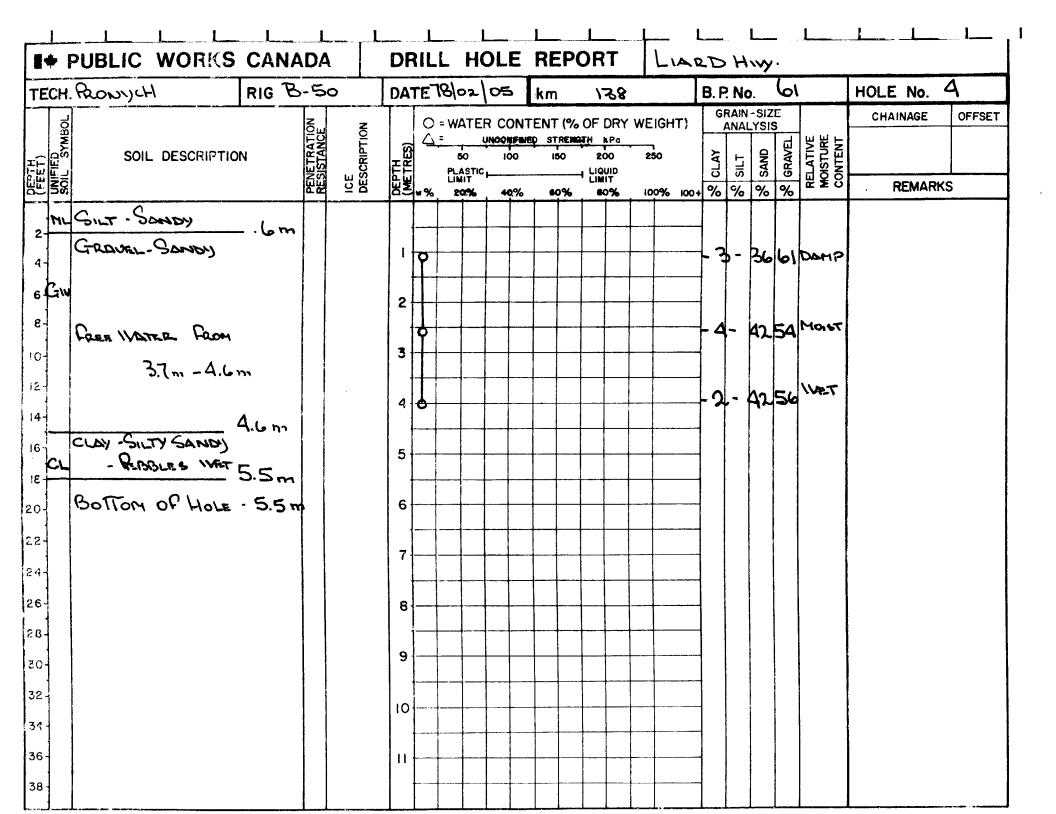
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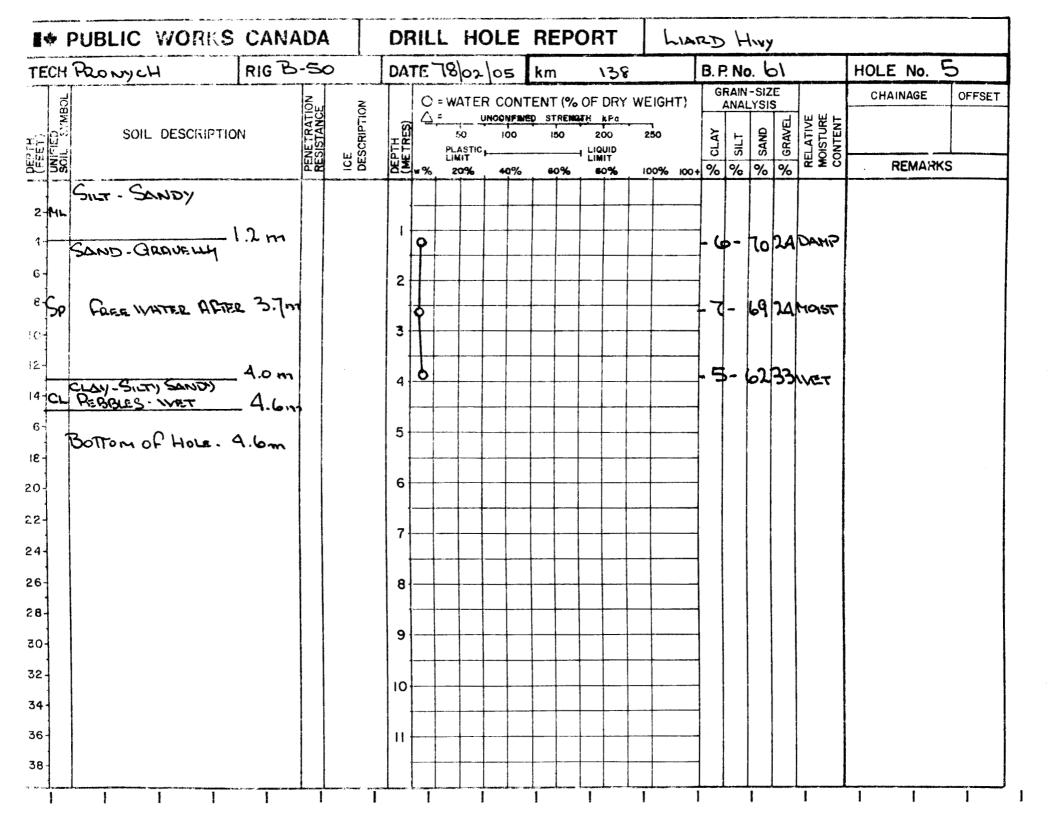






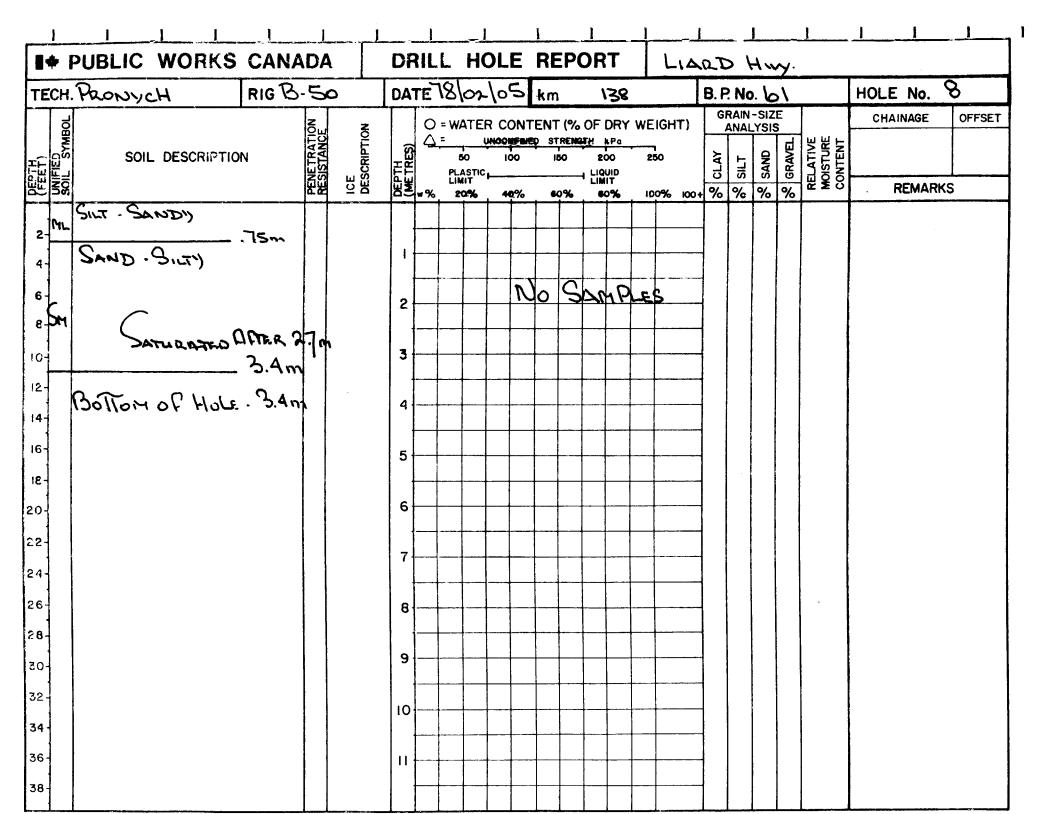


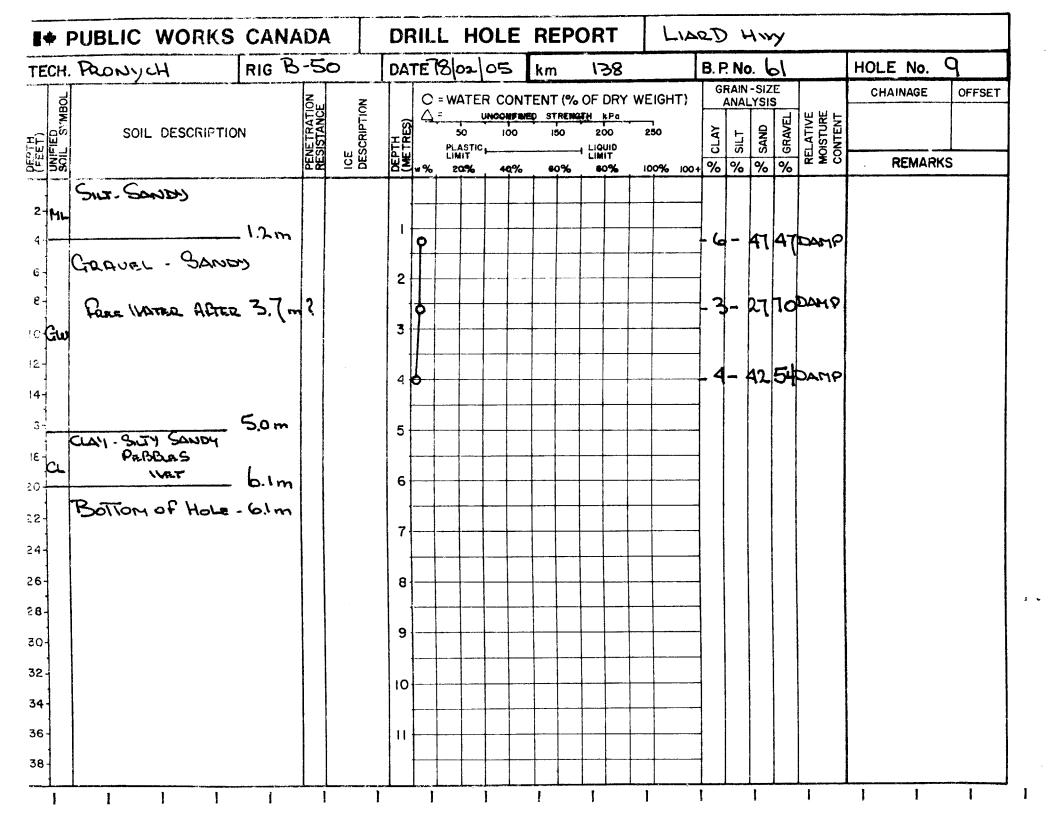


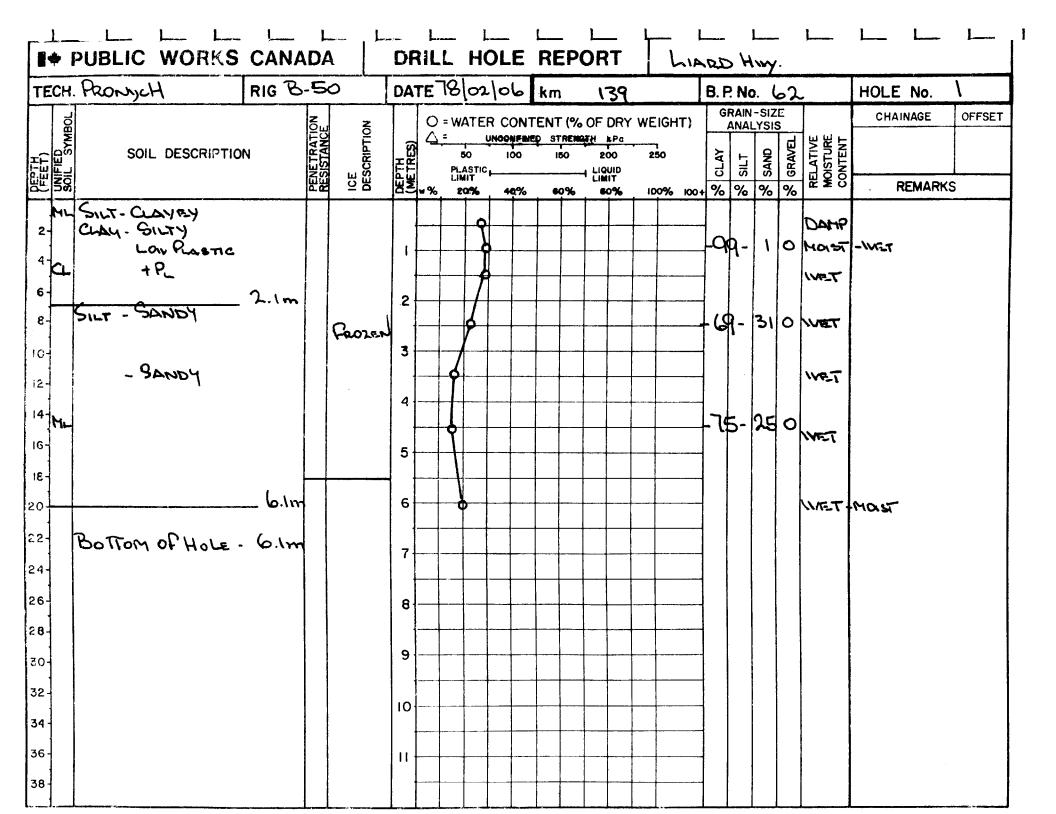


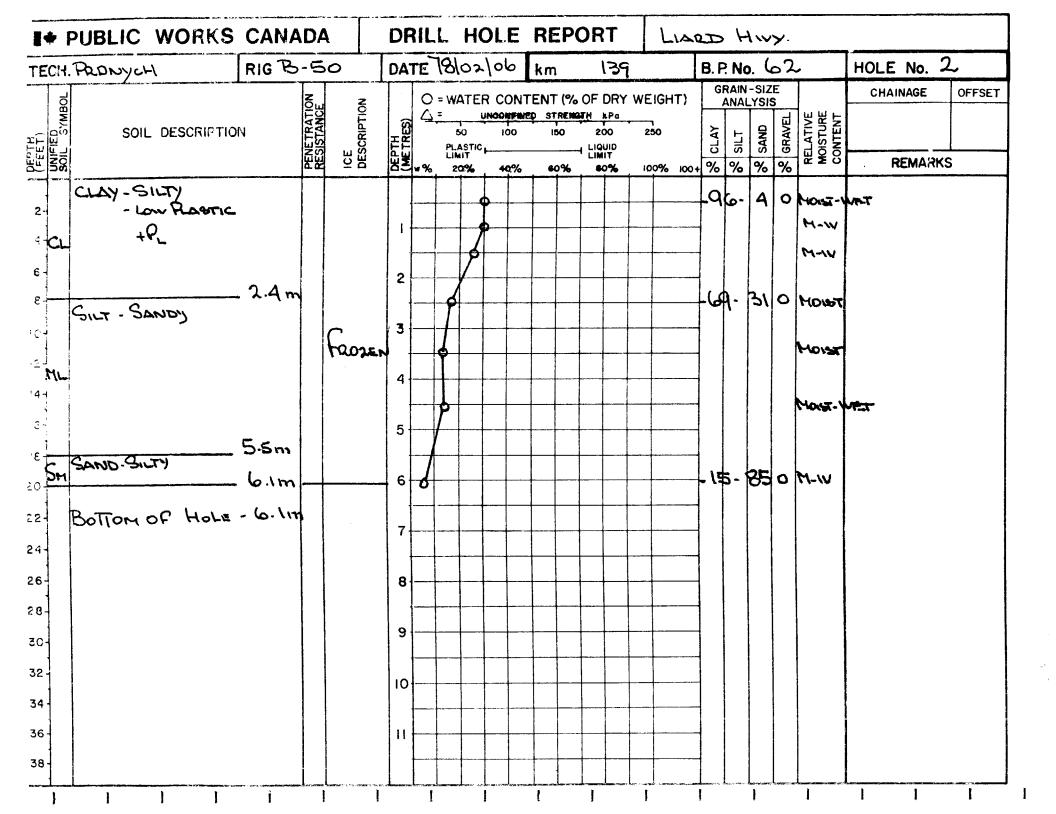
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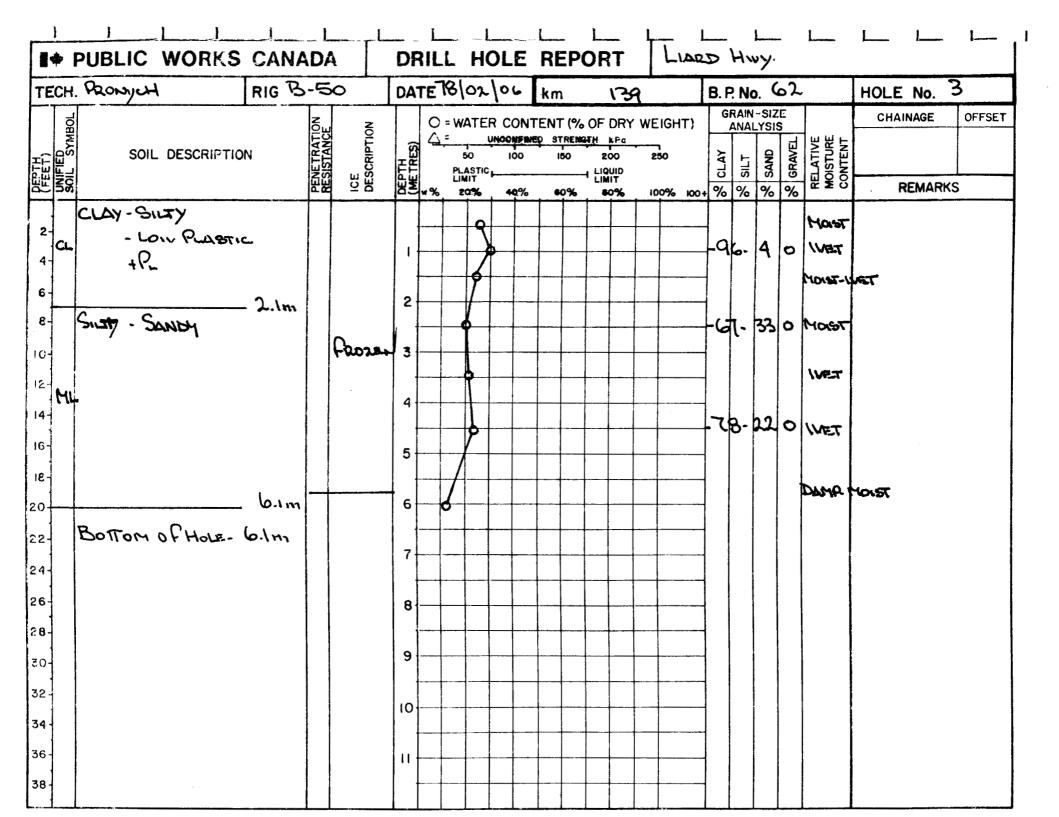
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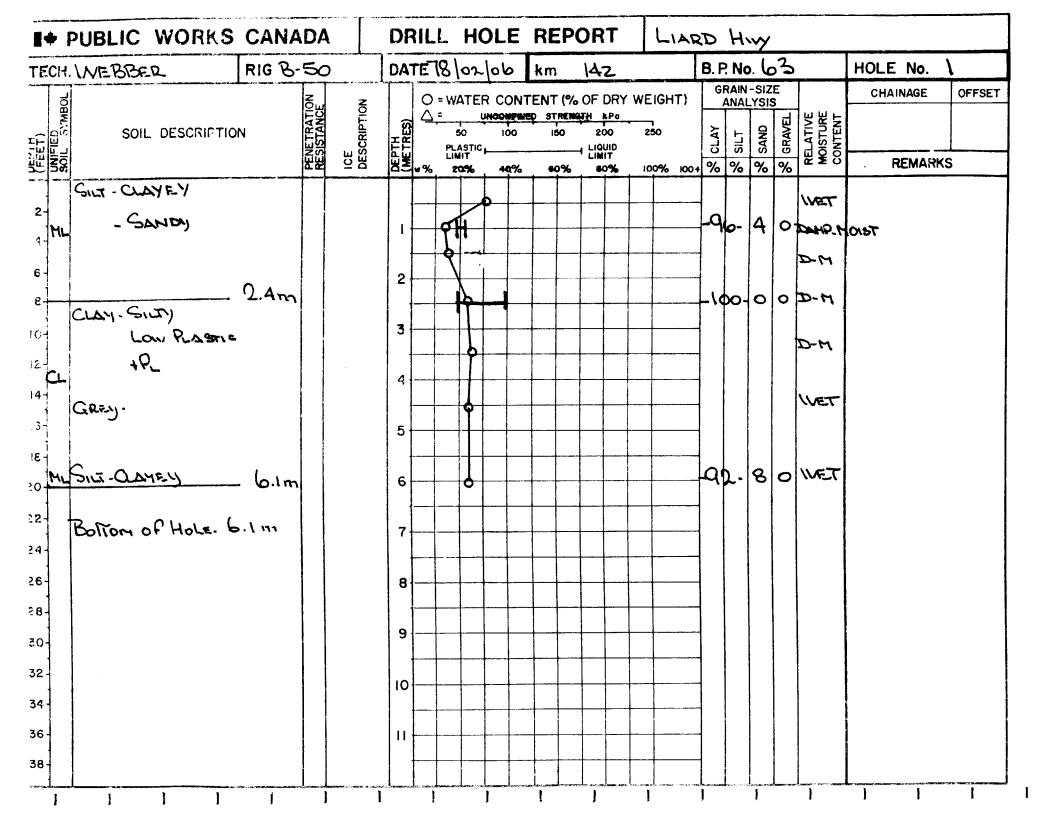


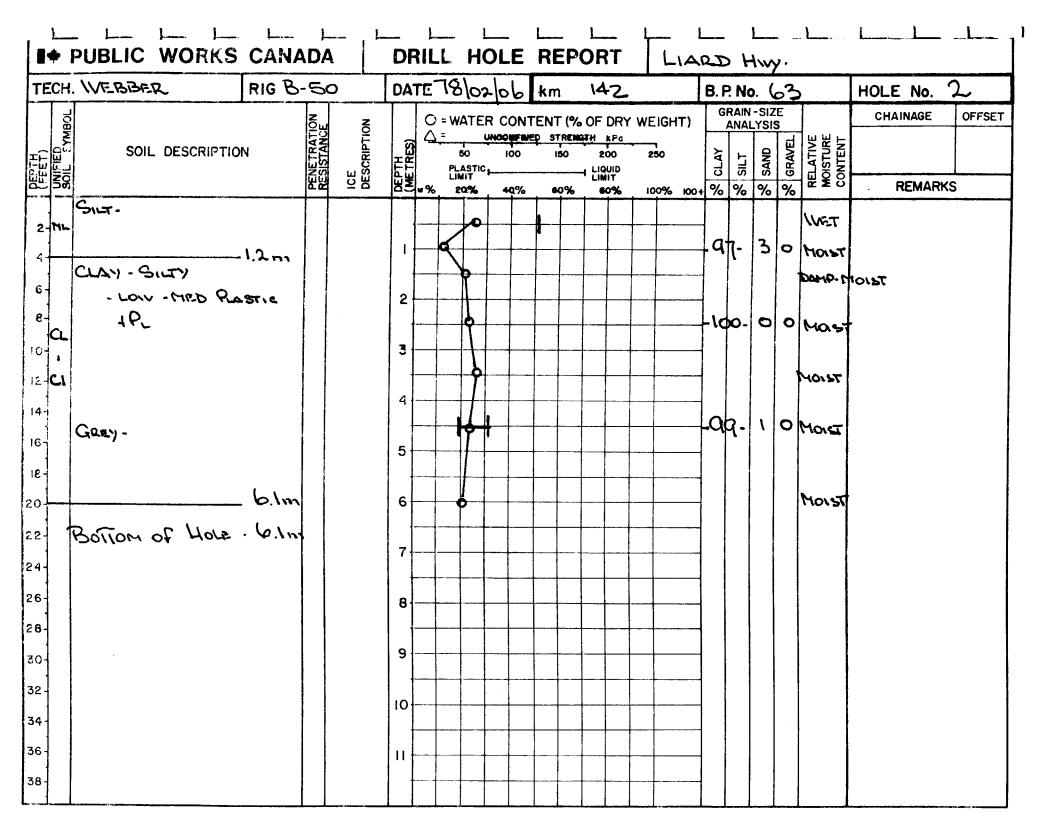


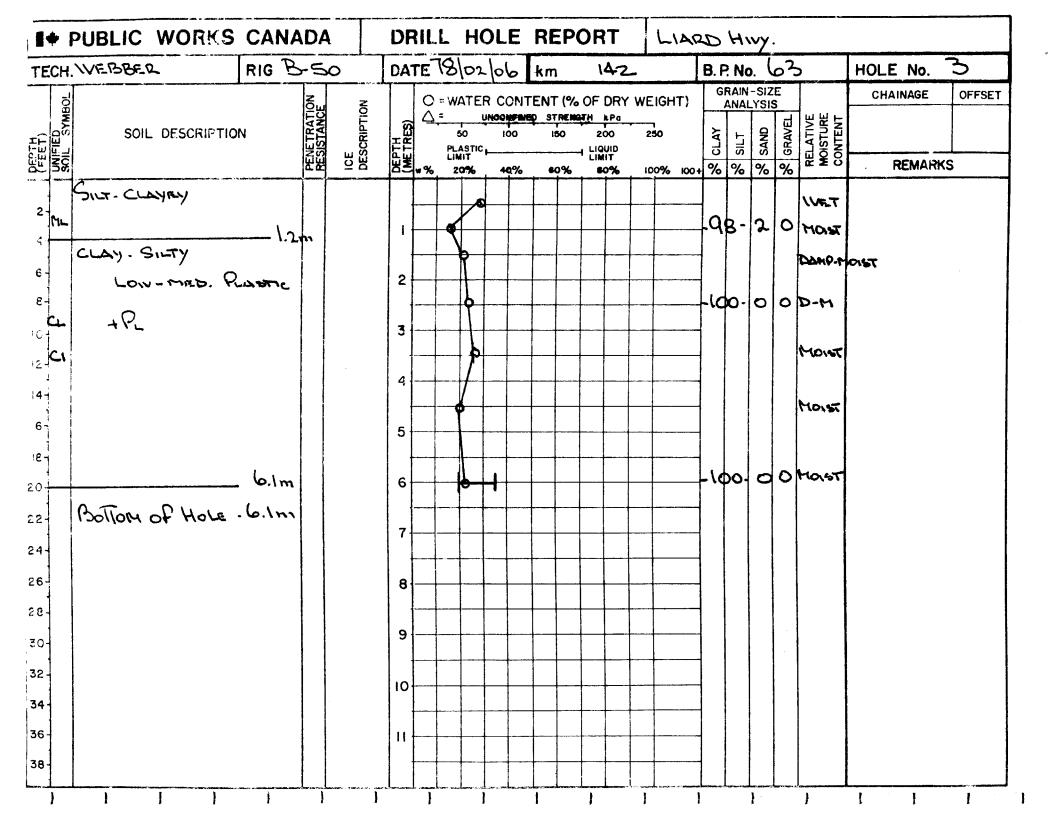


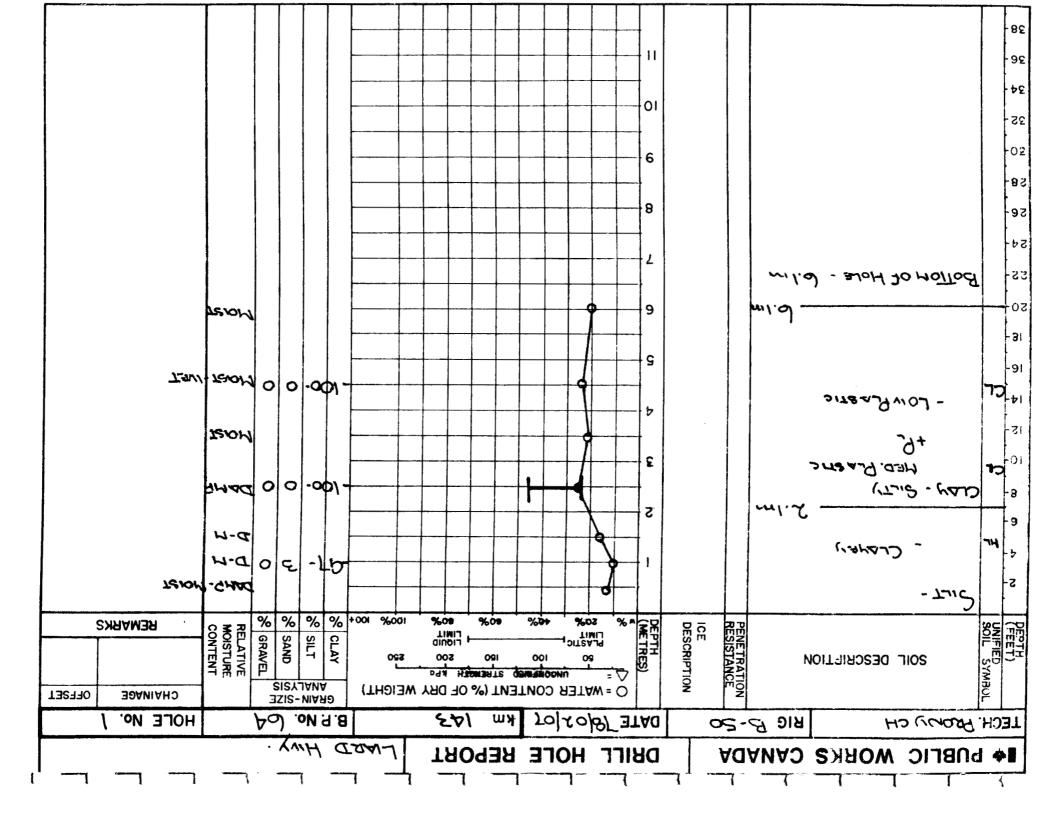








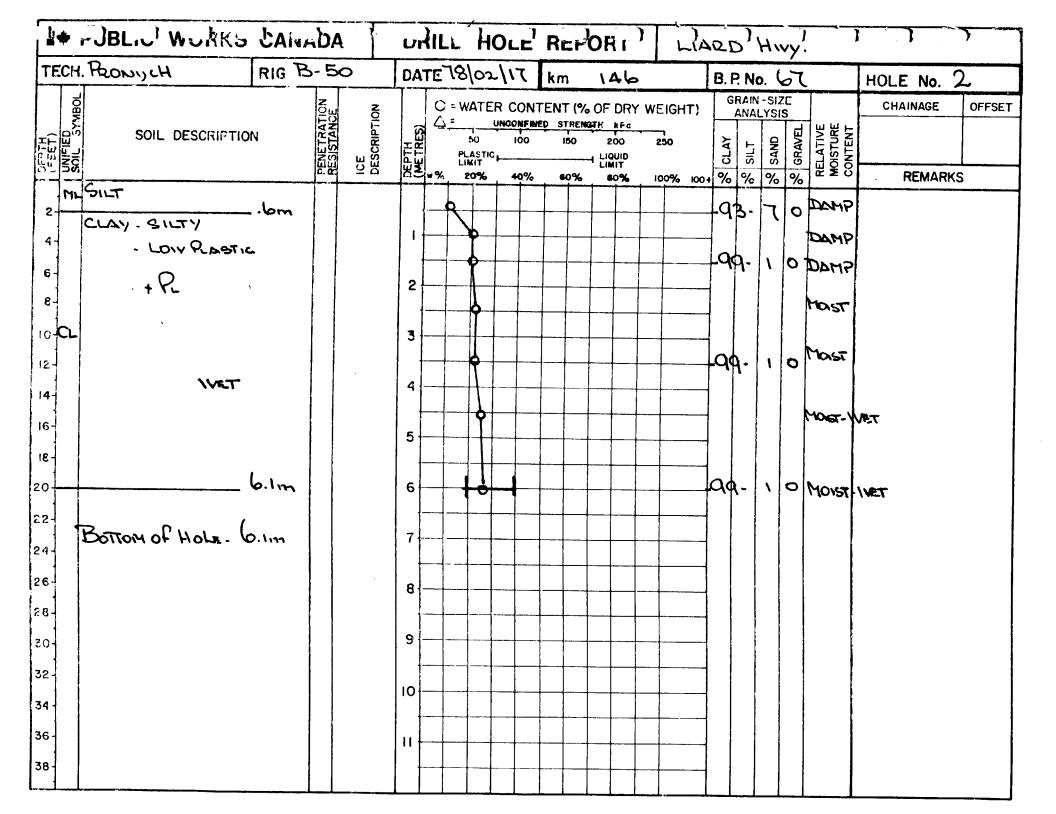


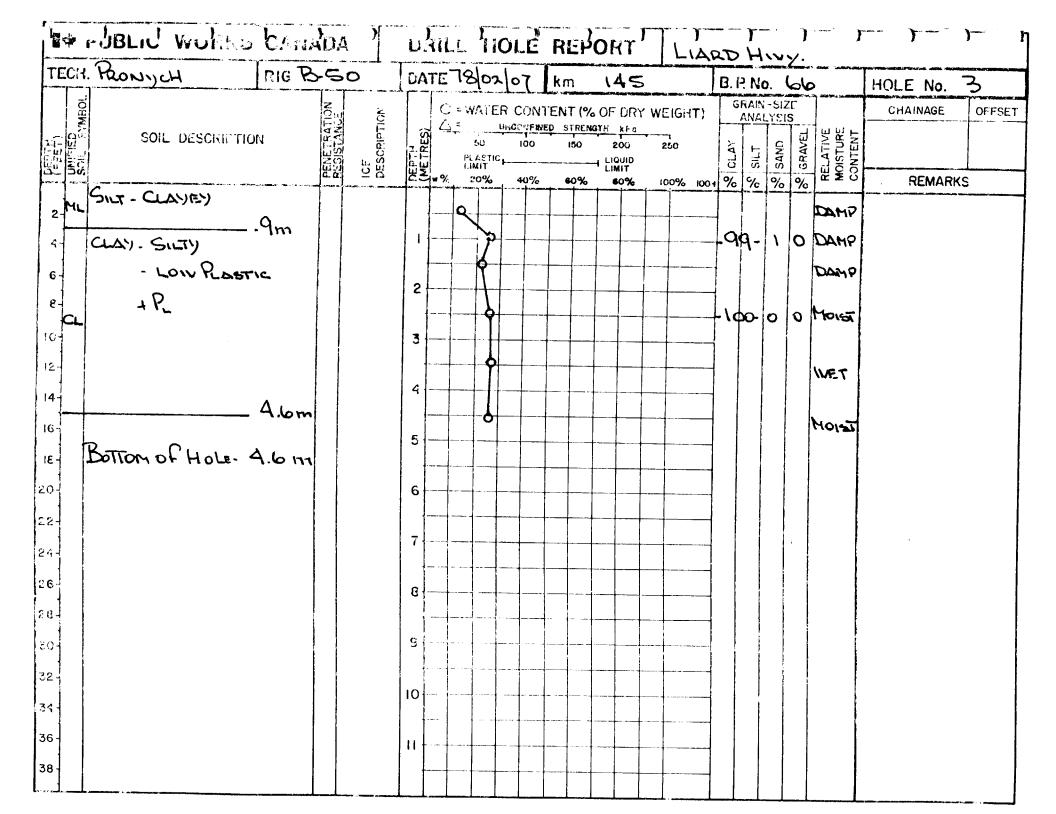


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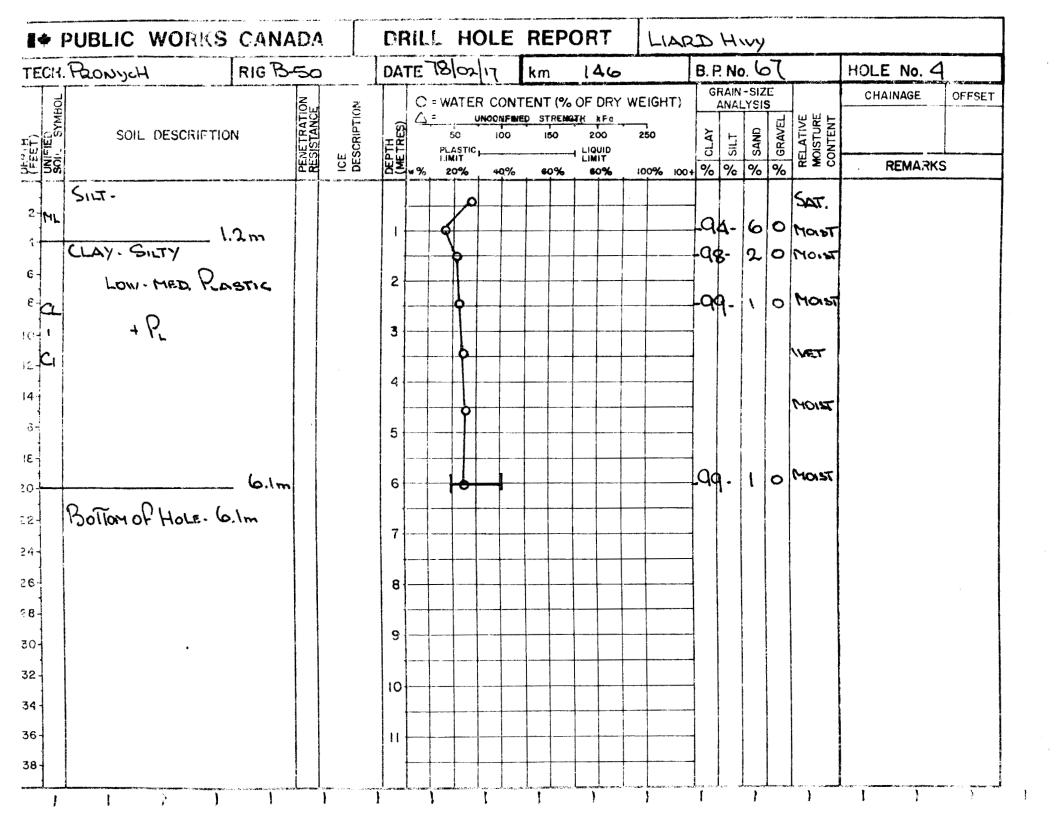
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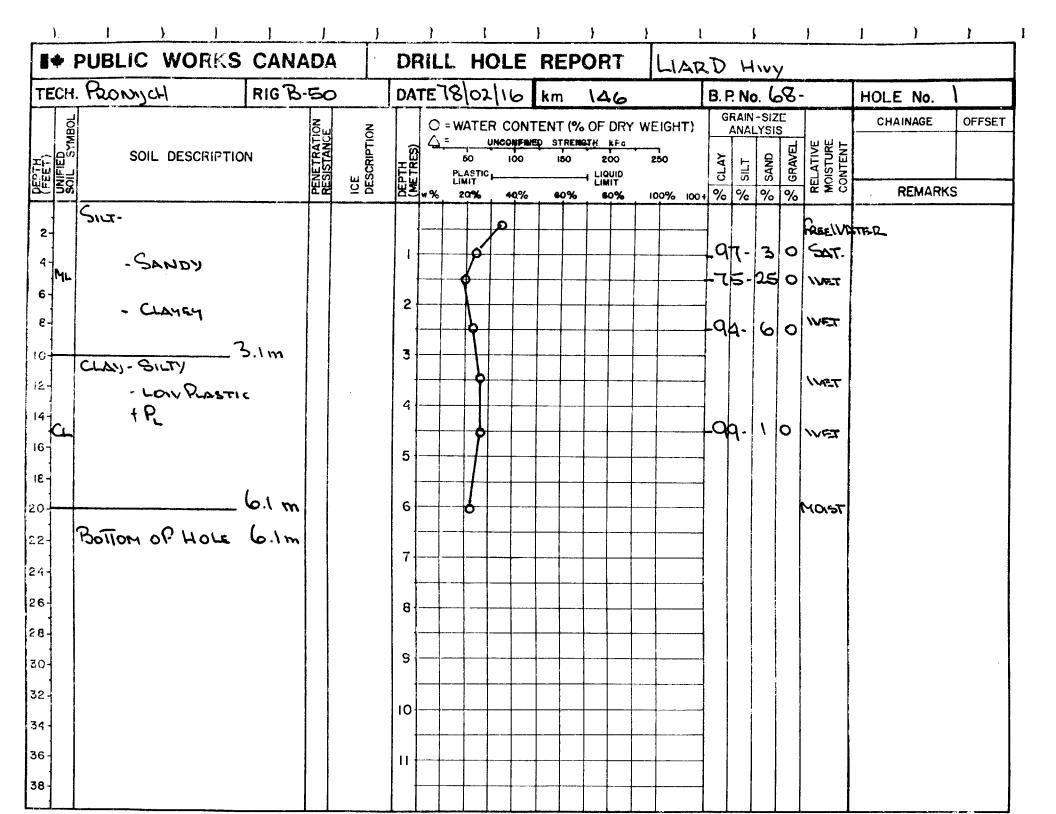


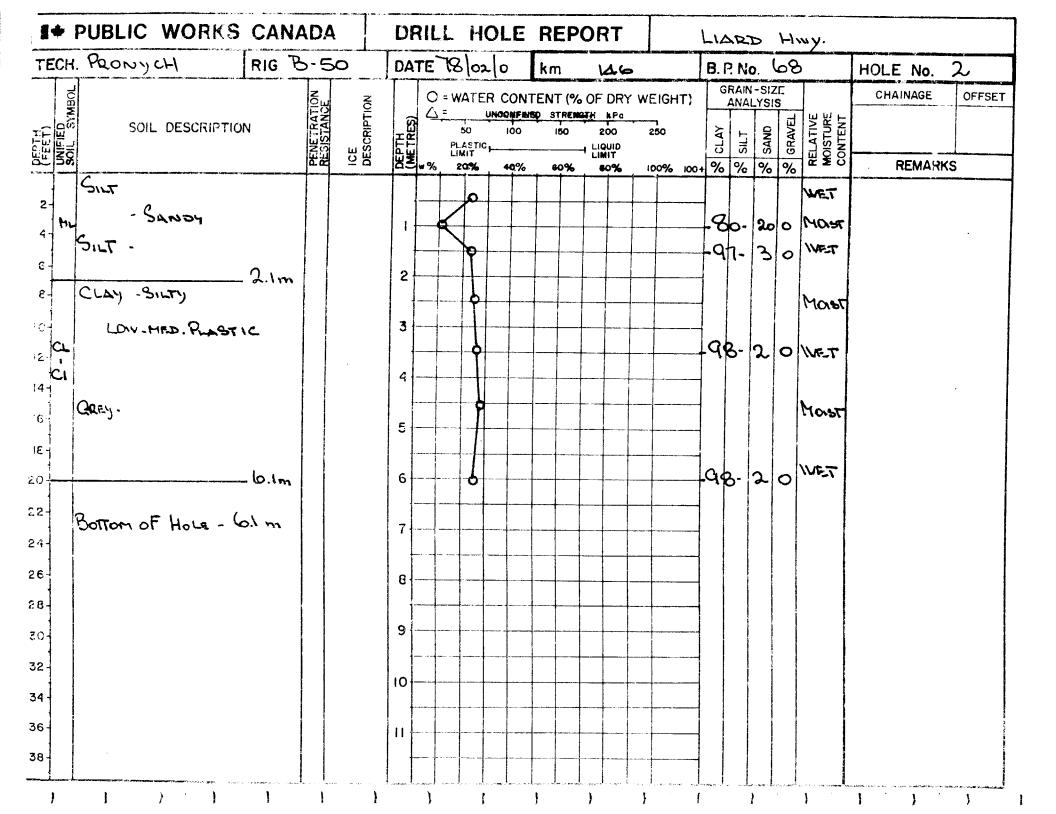


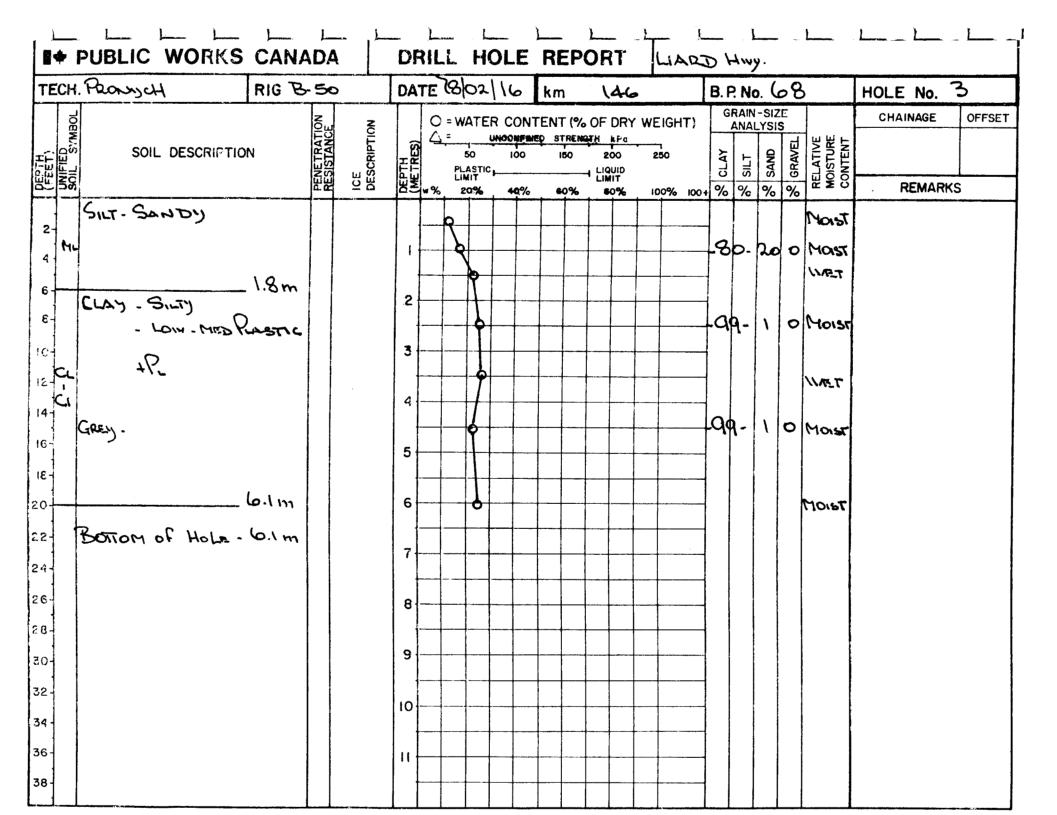
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	ABO'_			CEN	NCI		0						WEIGH	HT)	G	RAIN ANAL	-SIZ	S		CHAINAGE	OFFSET
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ε-					Lenises	2									-10	8	0	0	WET		
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14-		Bottom OF Hole.	3.4m			4															
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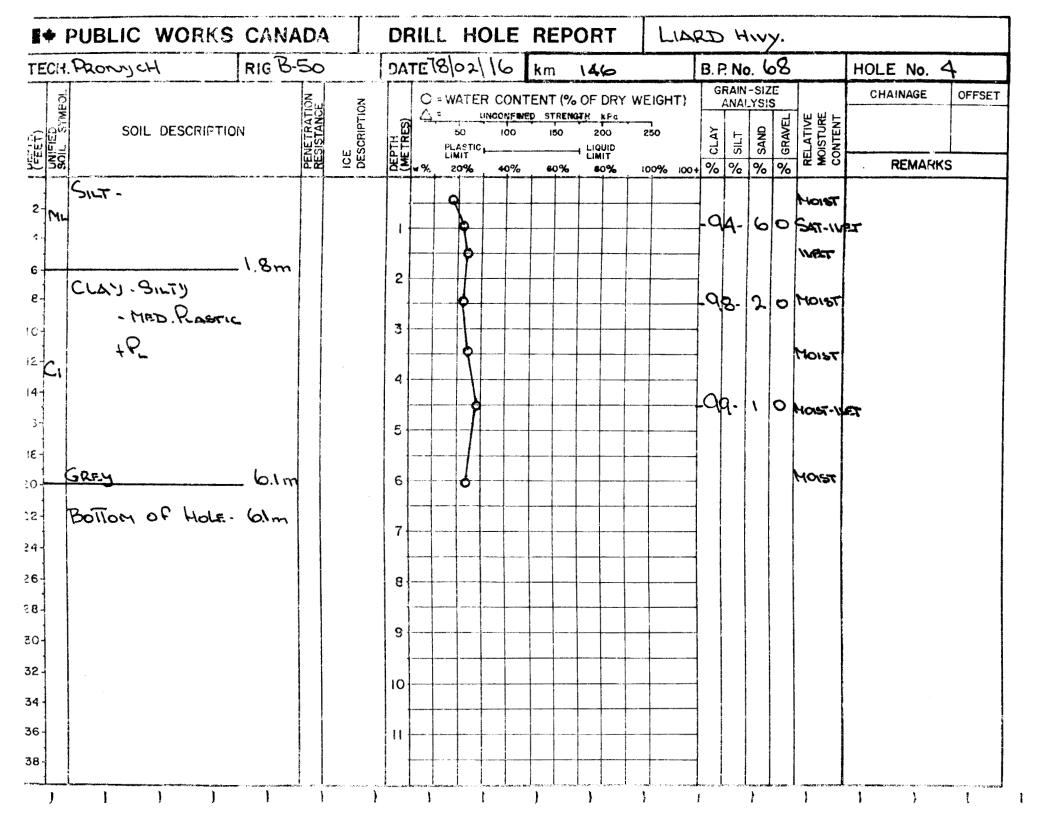
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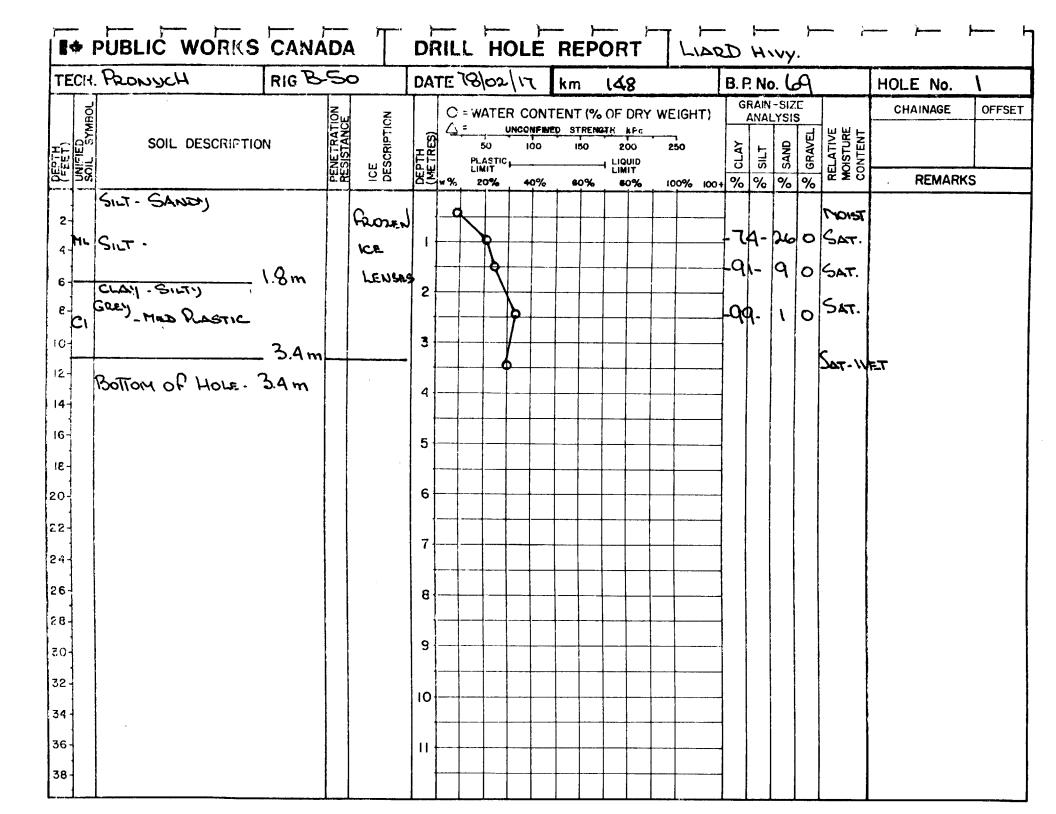




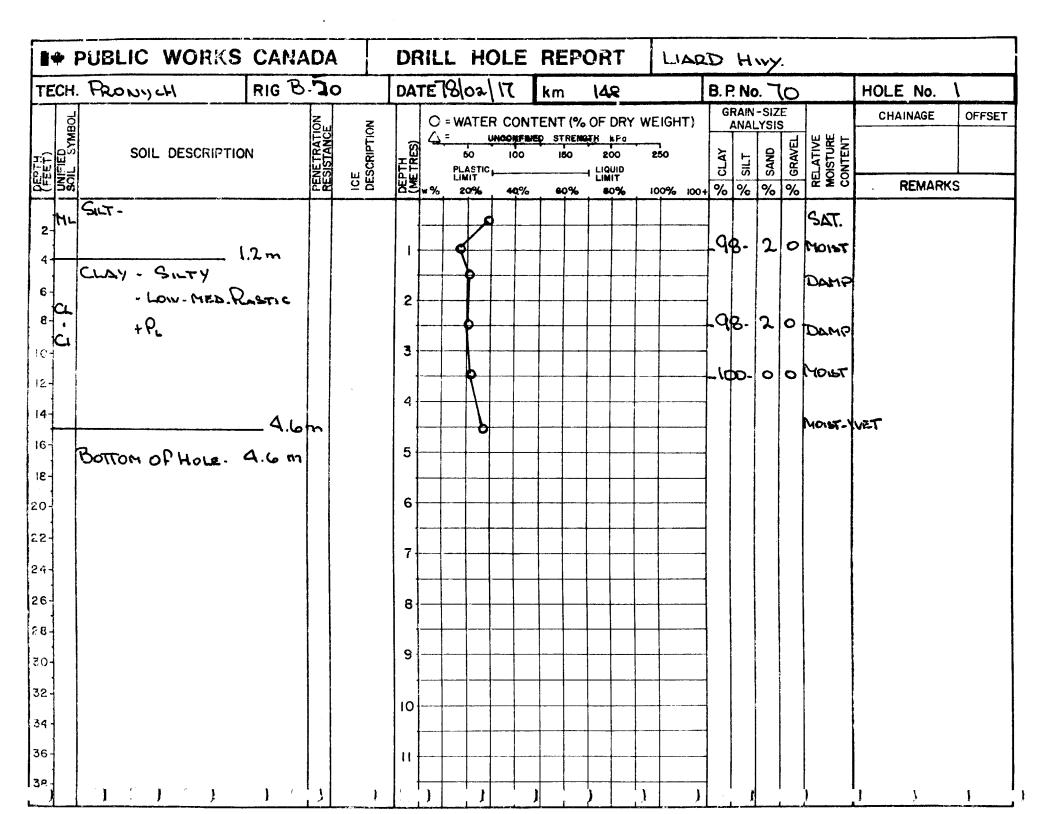


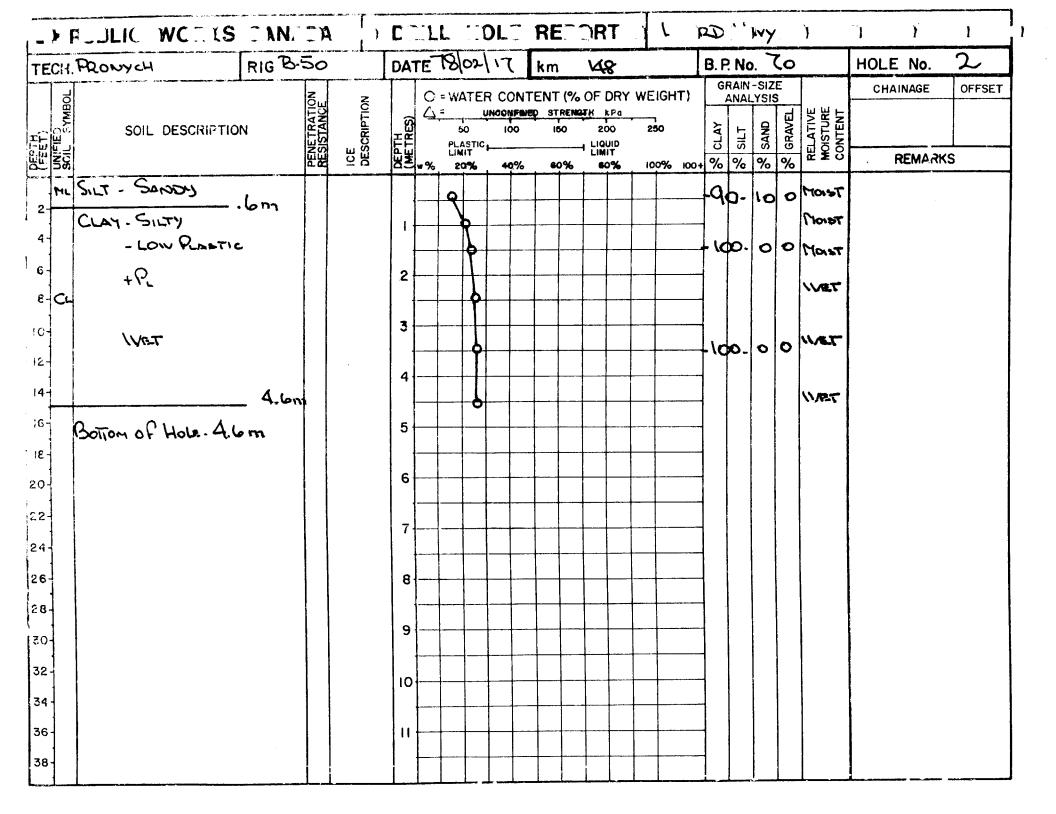


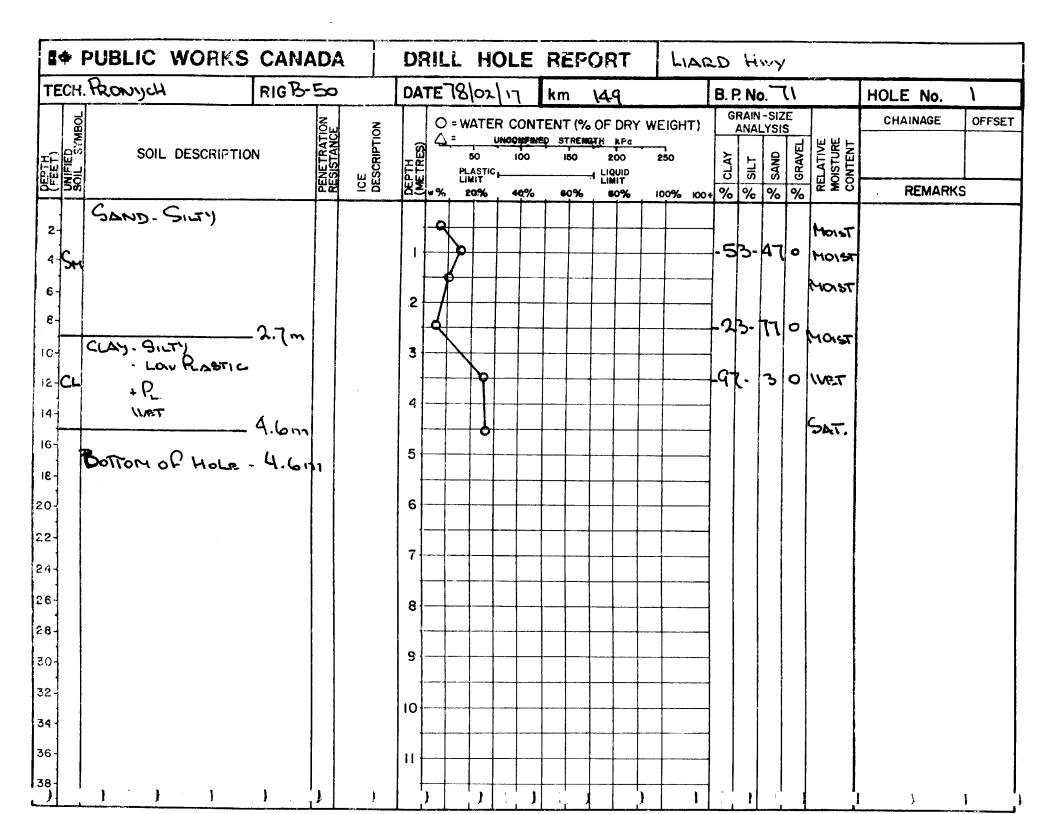




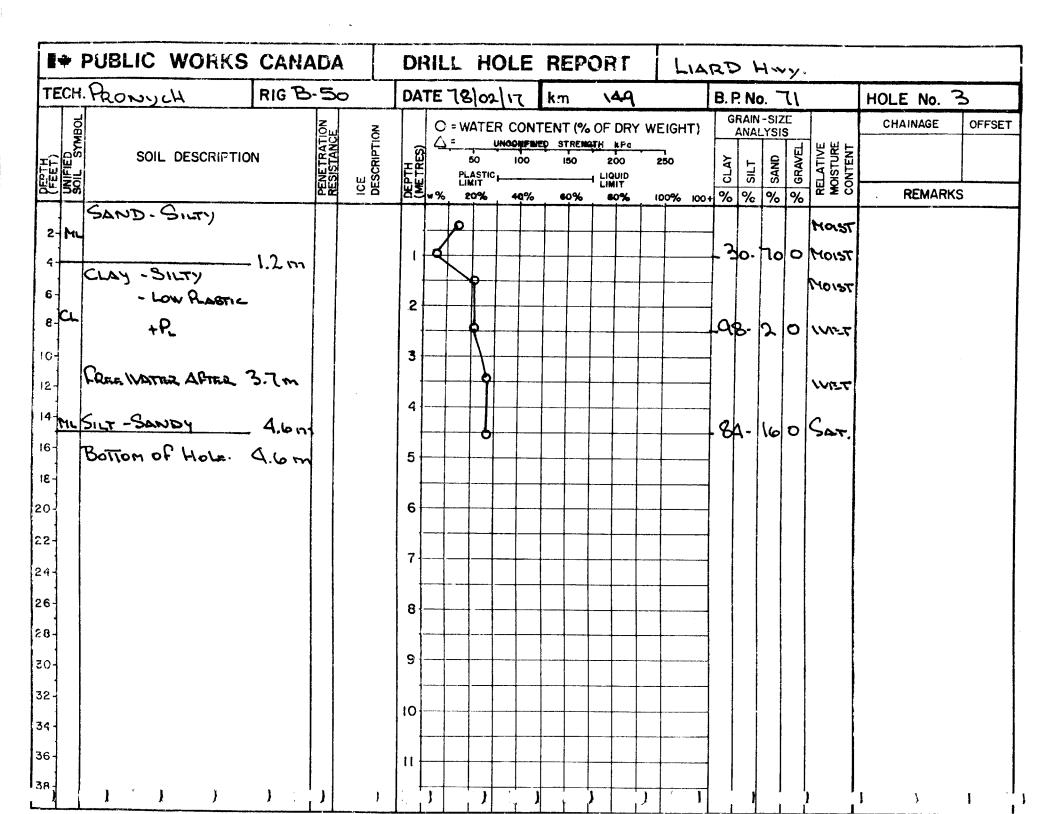
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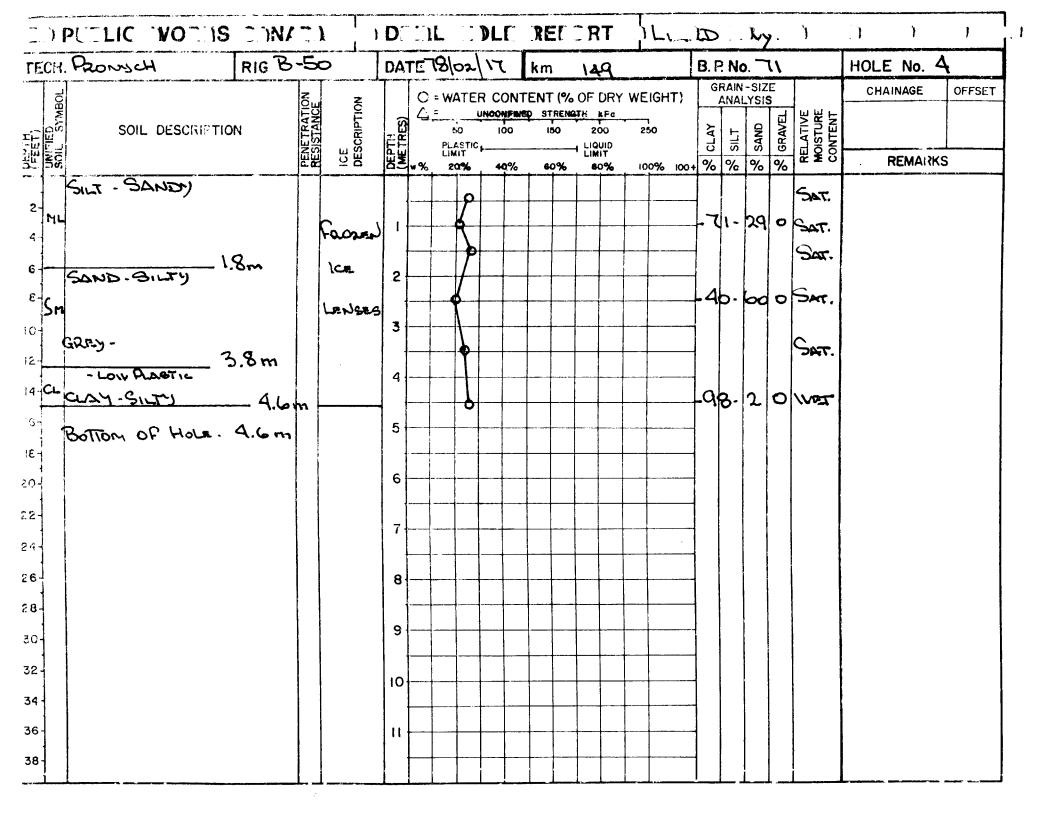


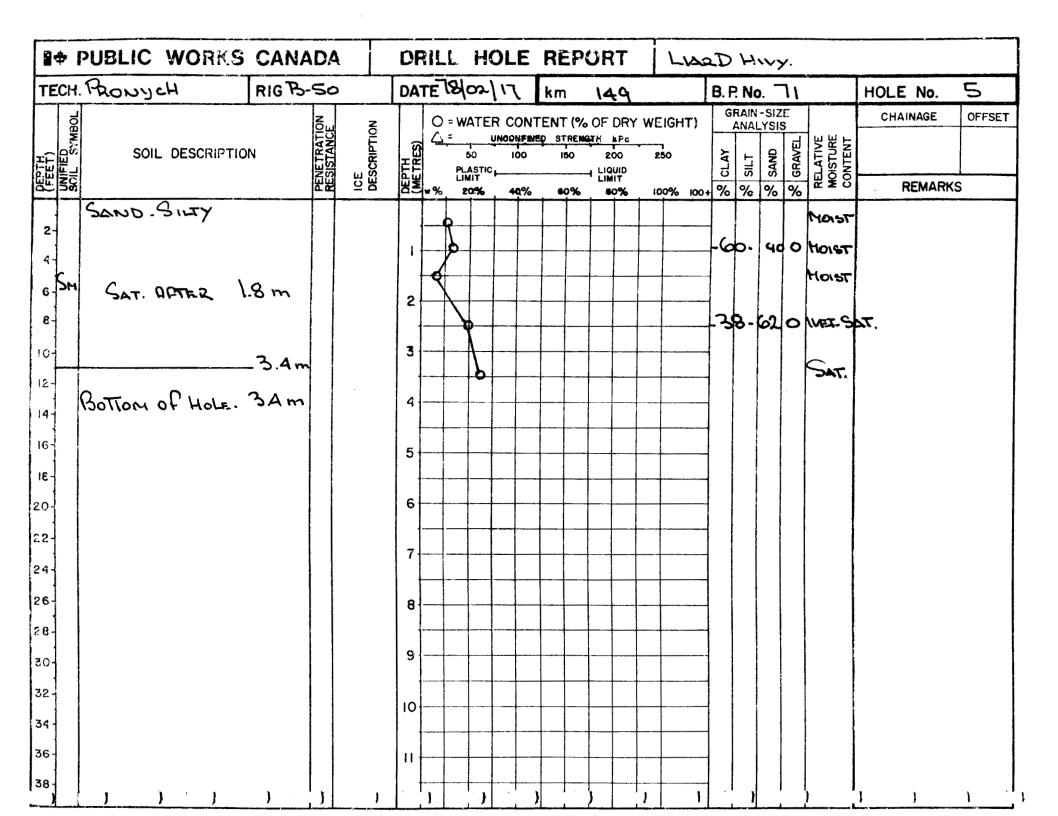


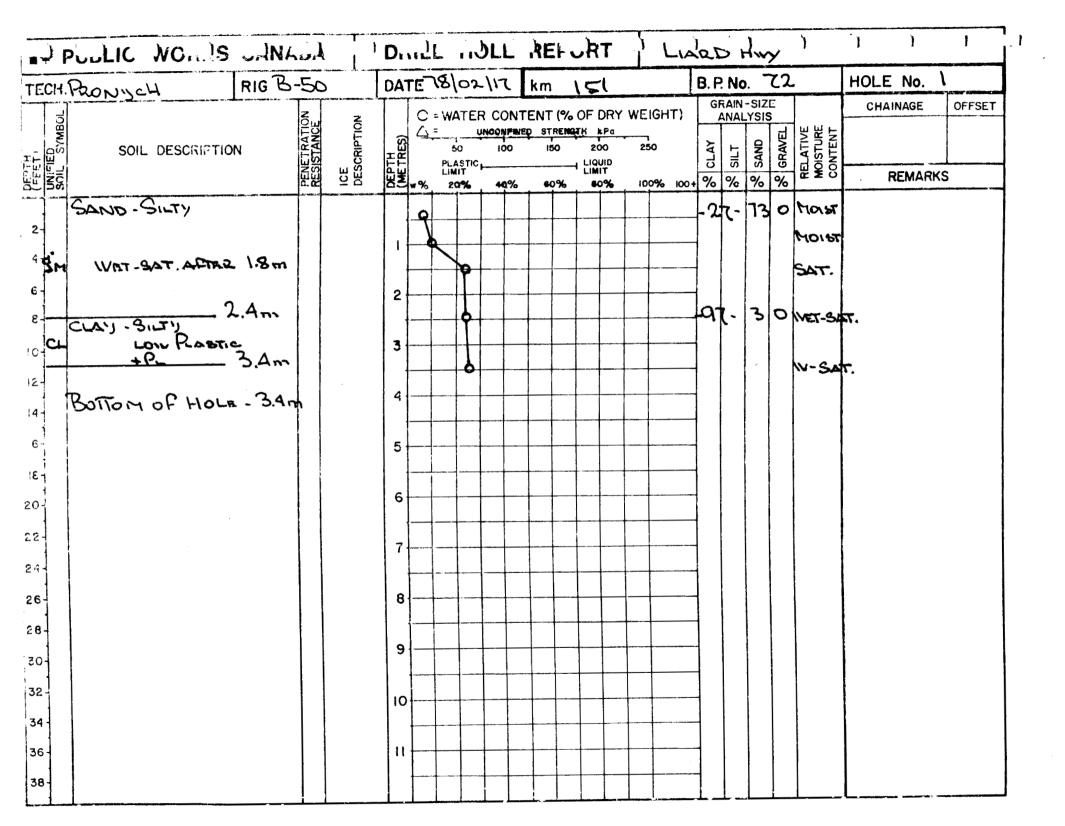


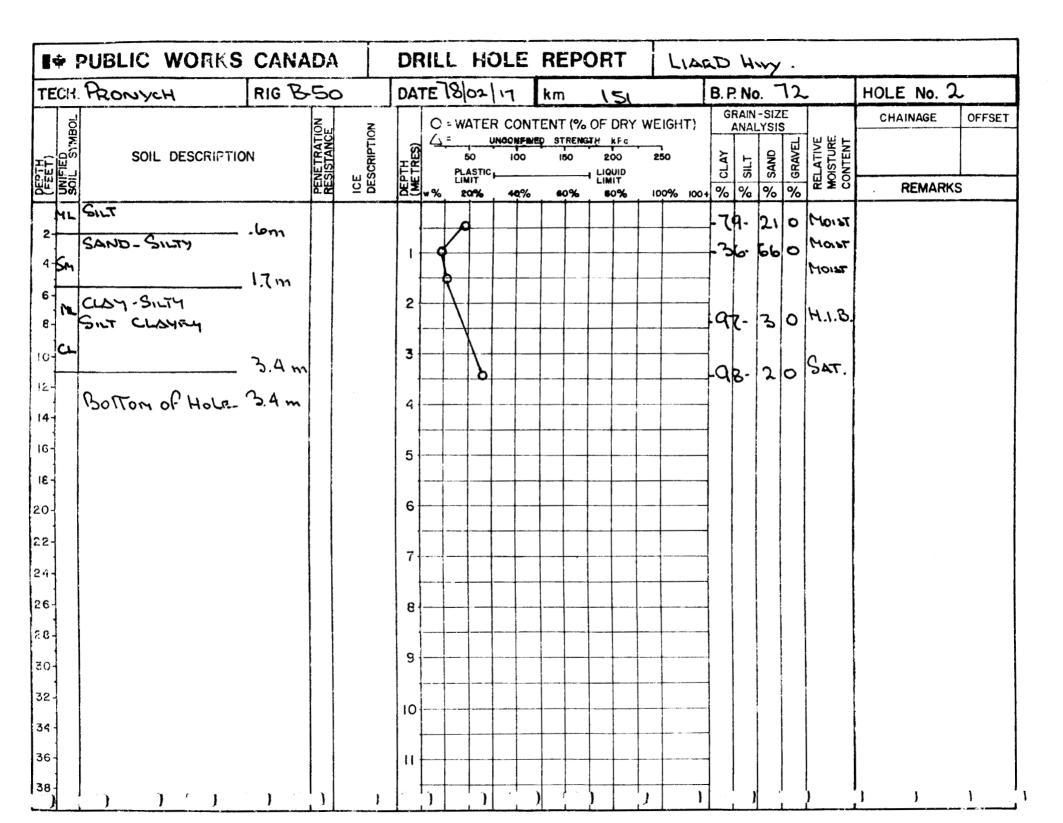
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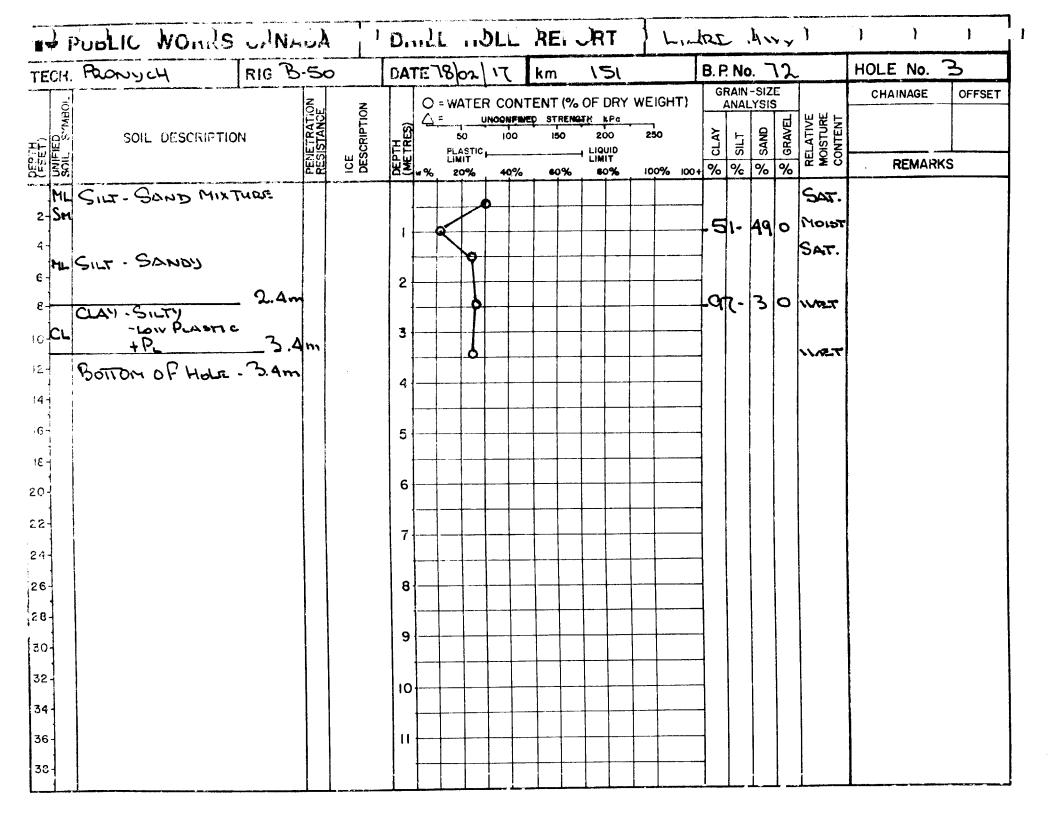


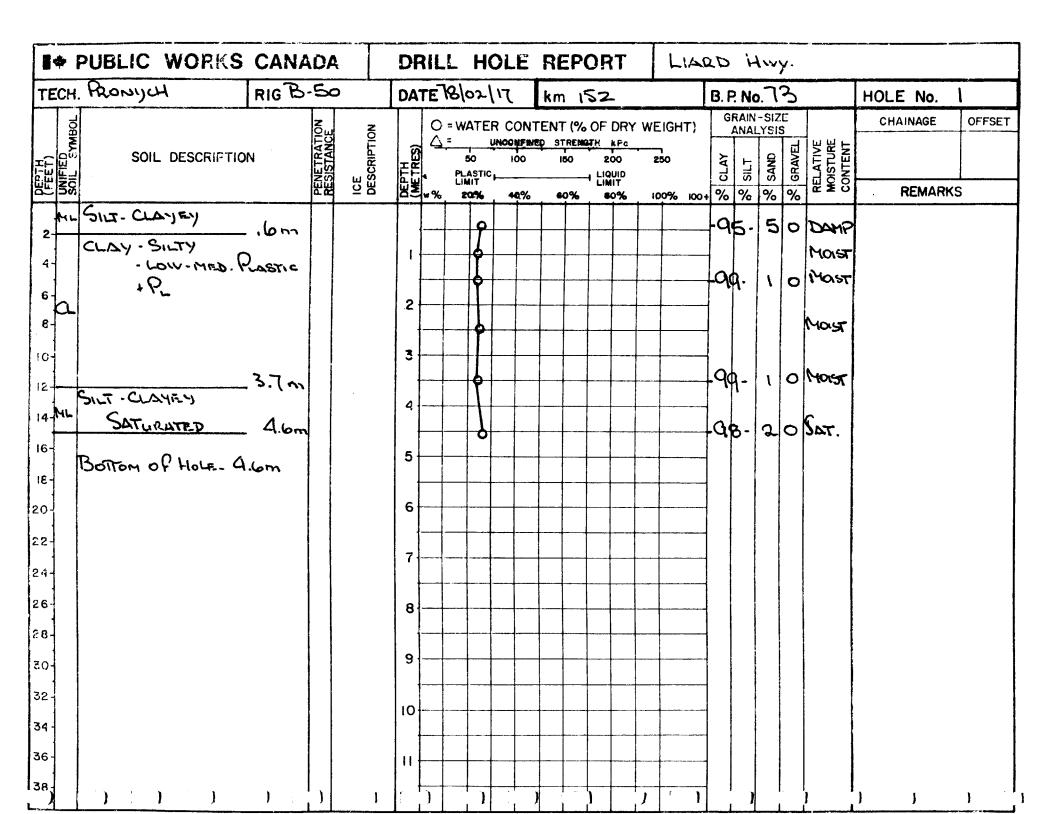


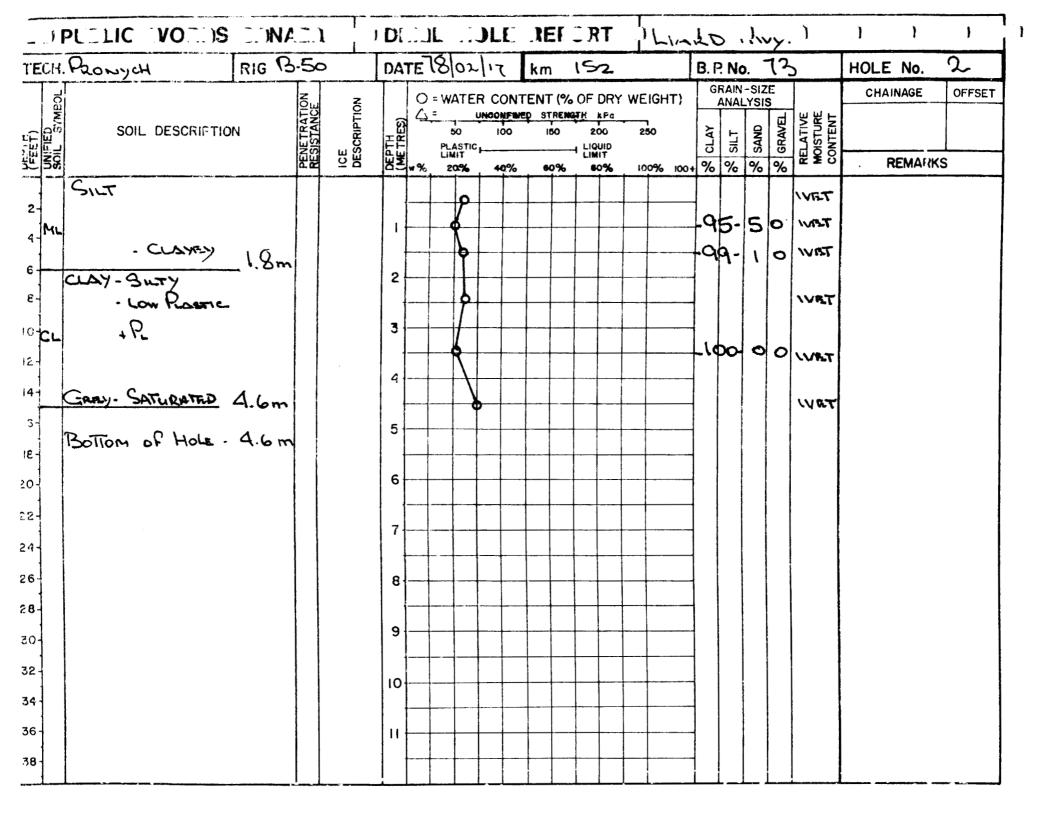


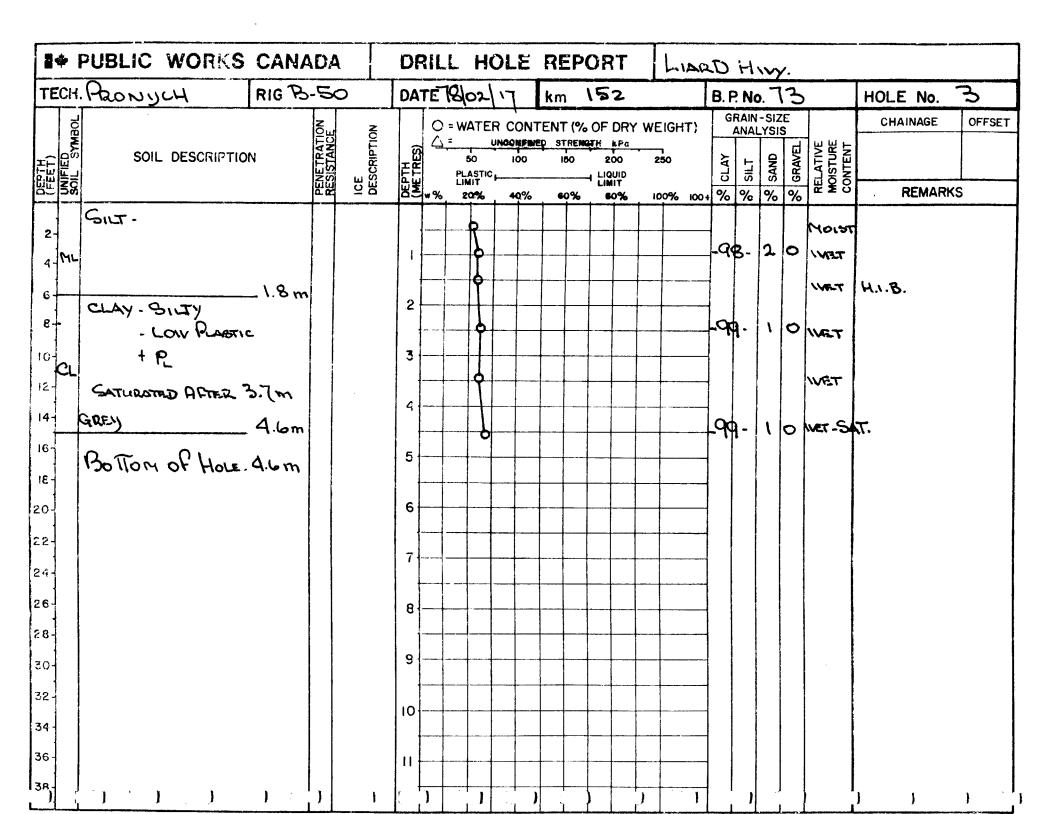


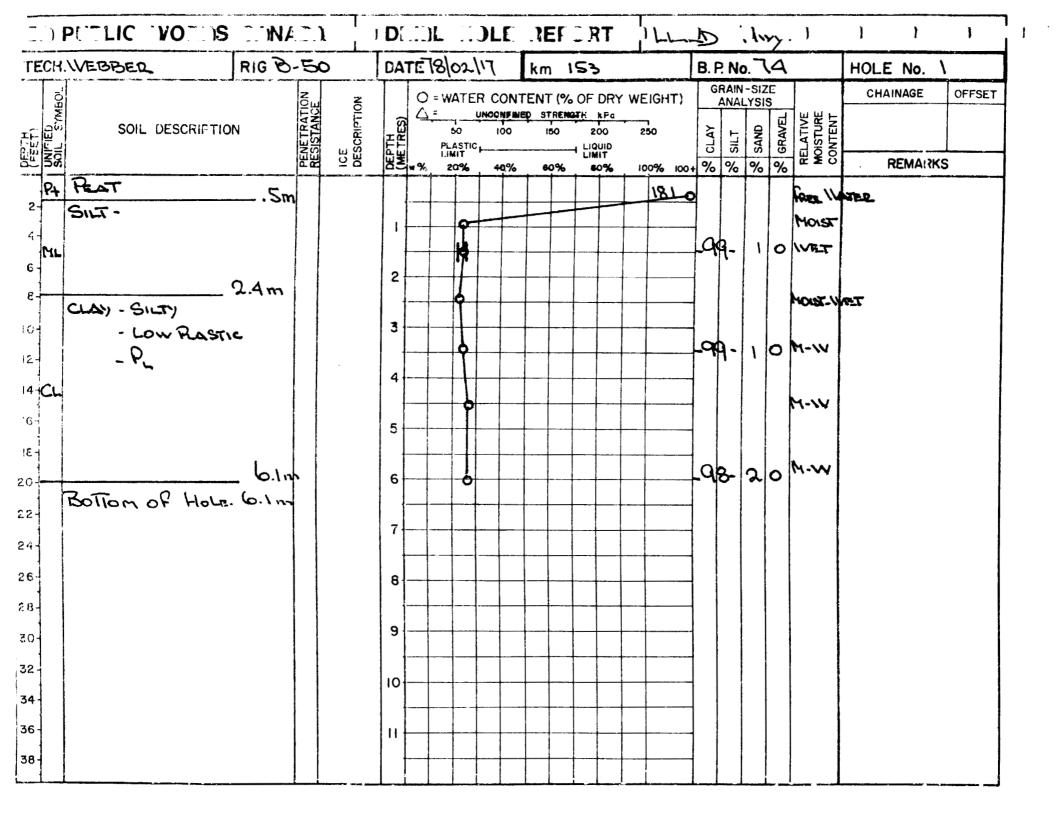


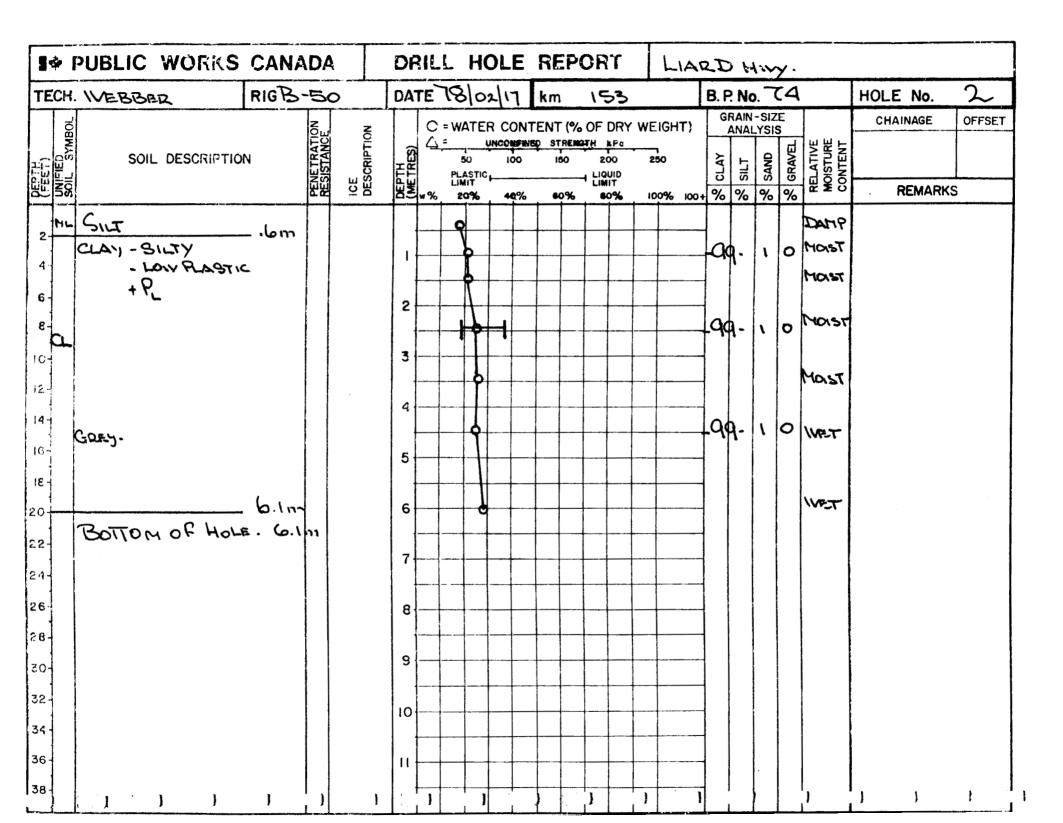


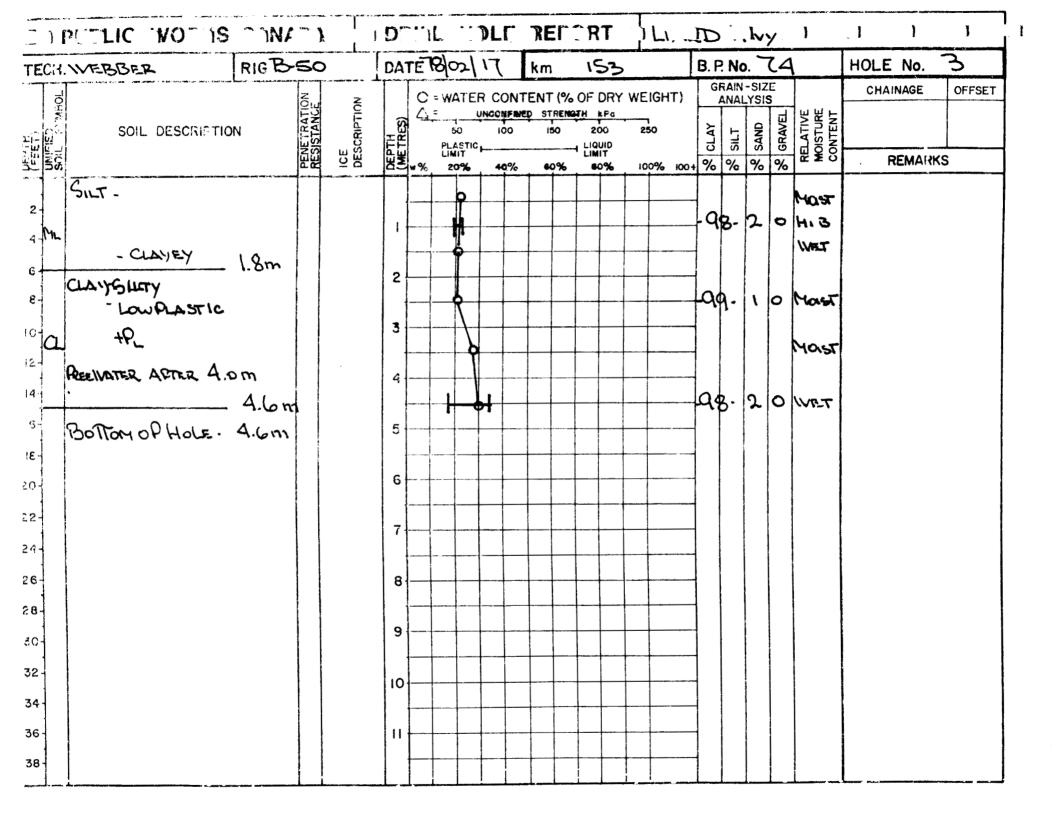


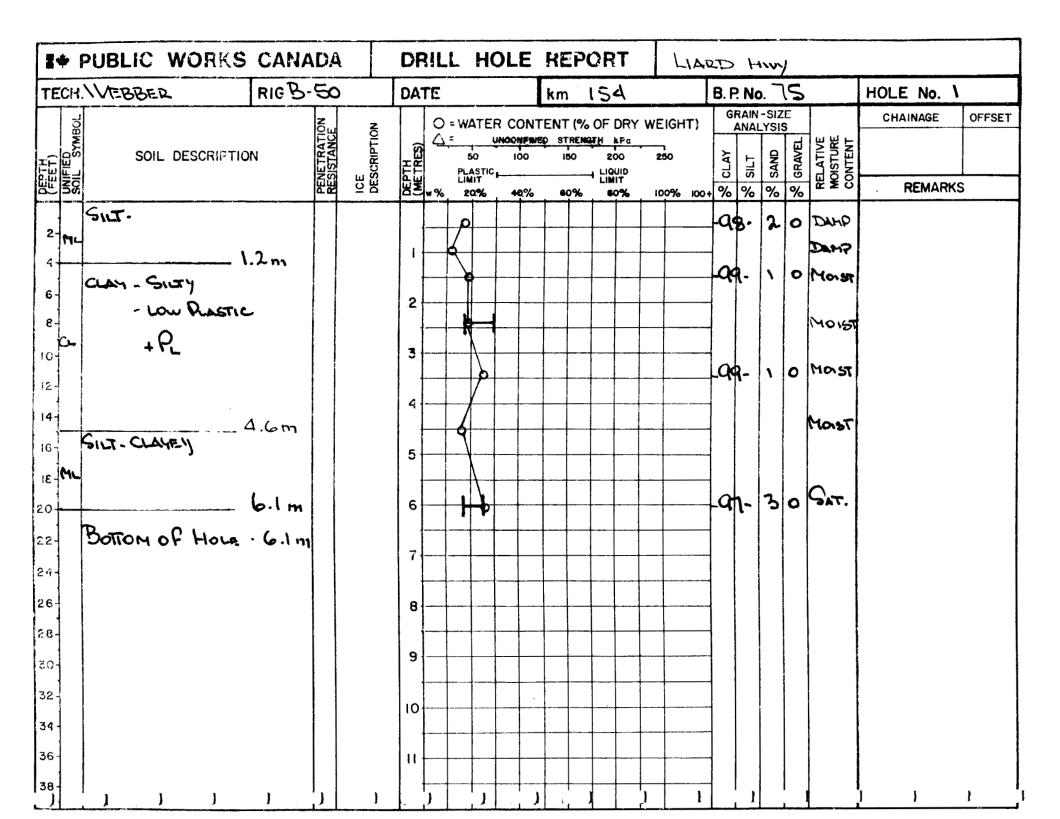




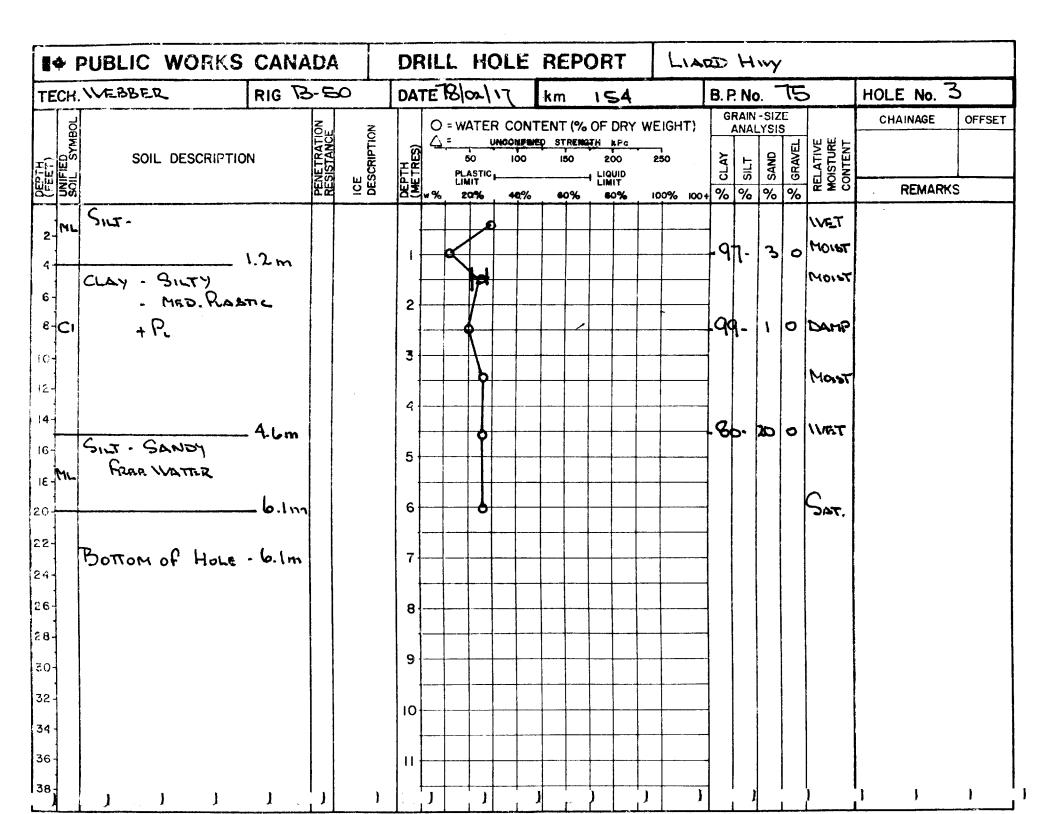






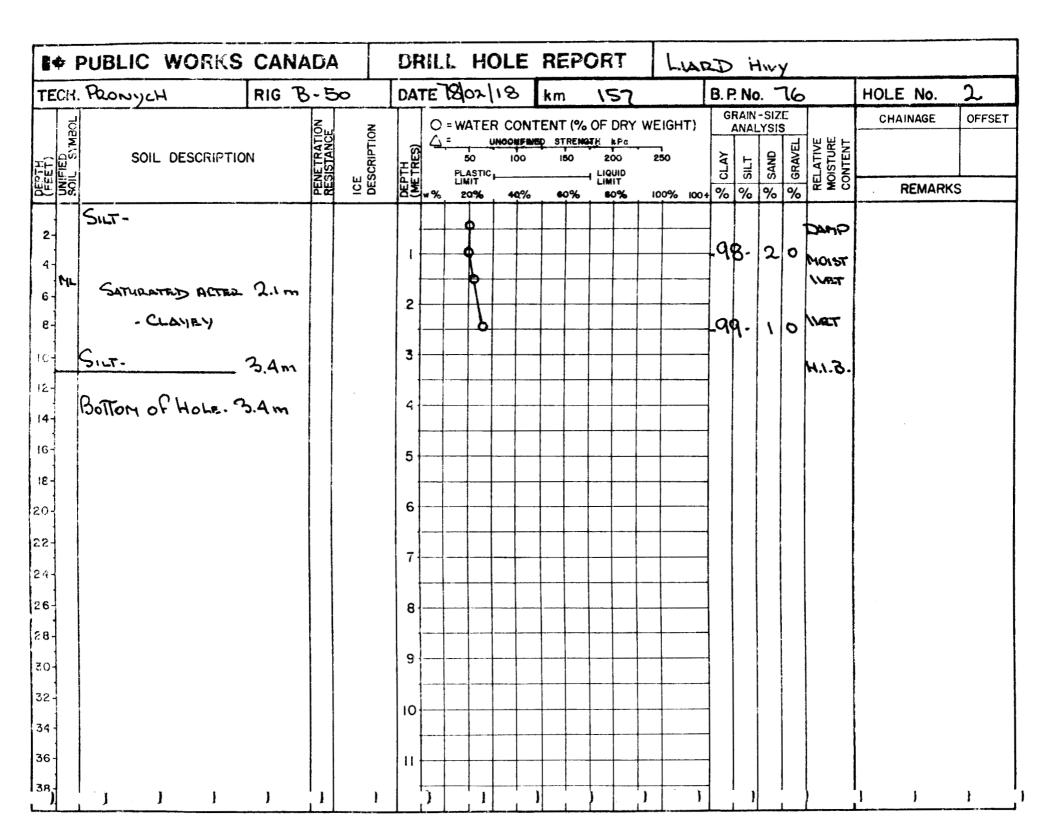


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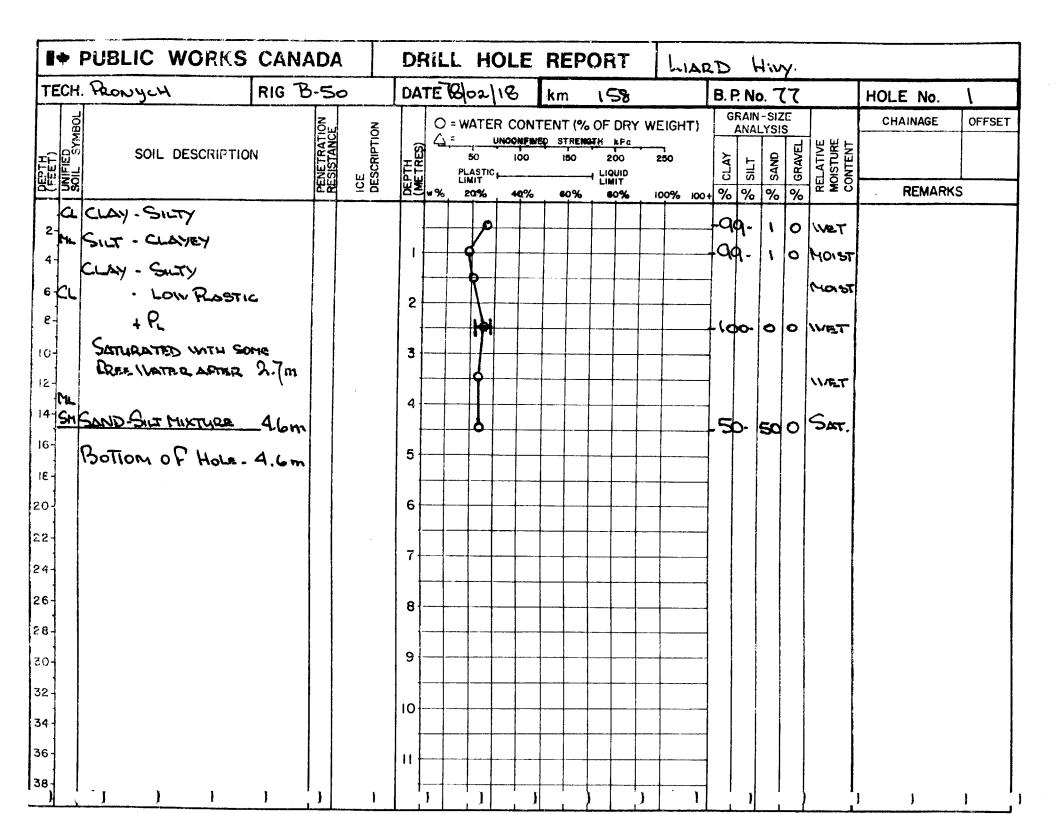


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12- 12-	······			3												WRT		
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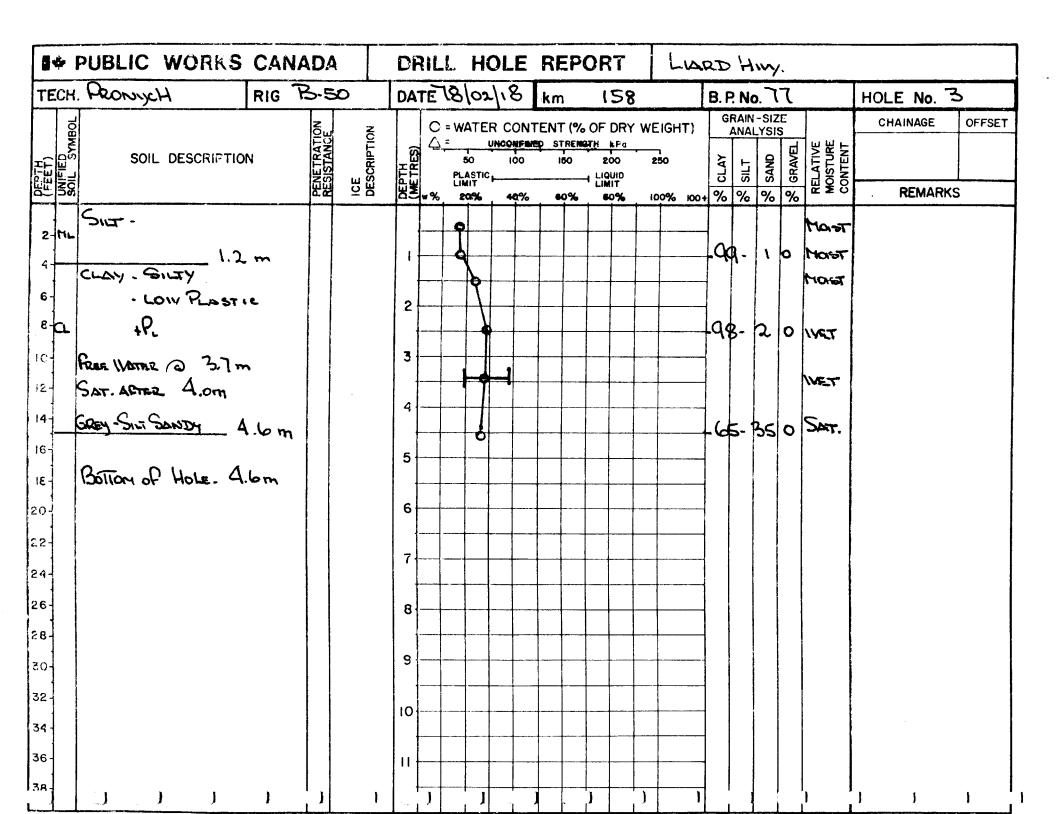
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8-	- CLAYEY			3		6						- \ ¢	×0-	0	0	WET			
12-	Bottom of Hole -?	3.4m		4												H.1.3.			
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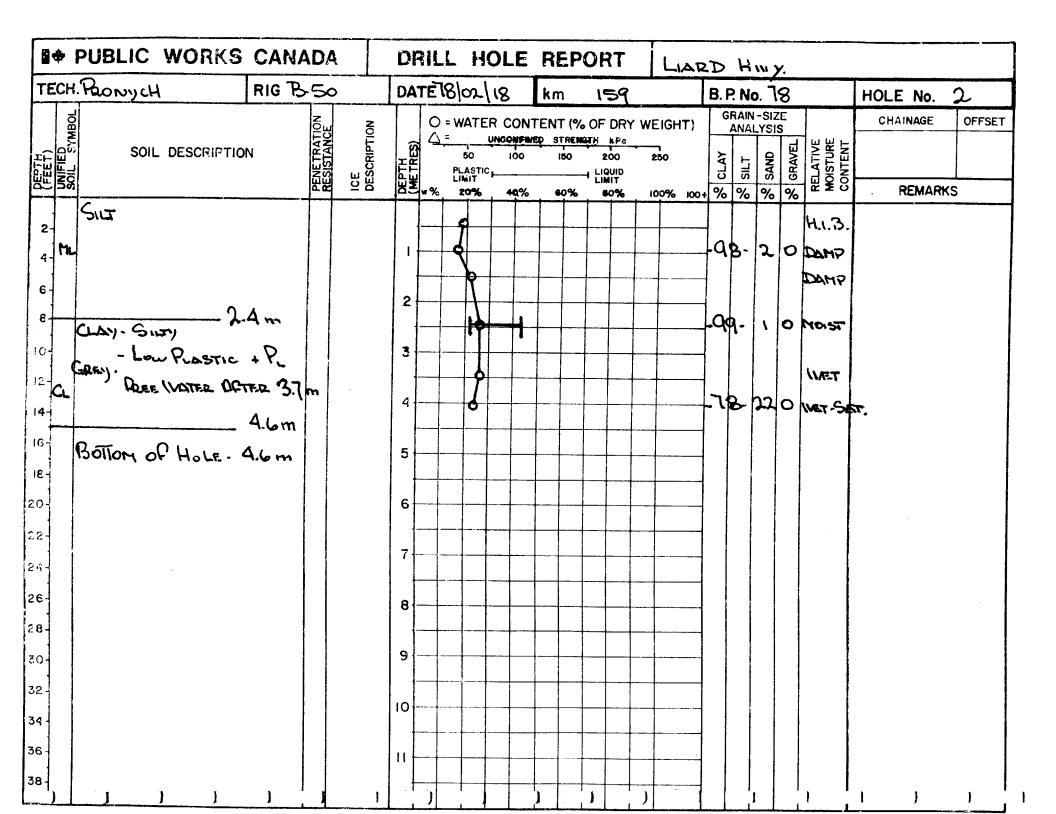


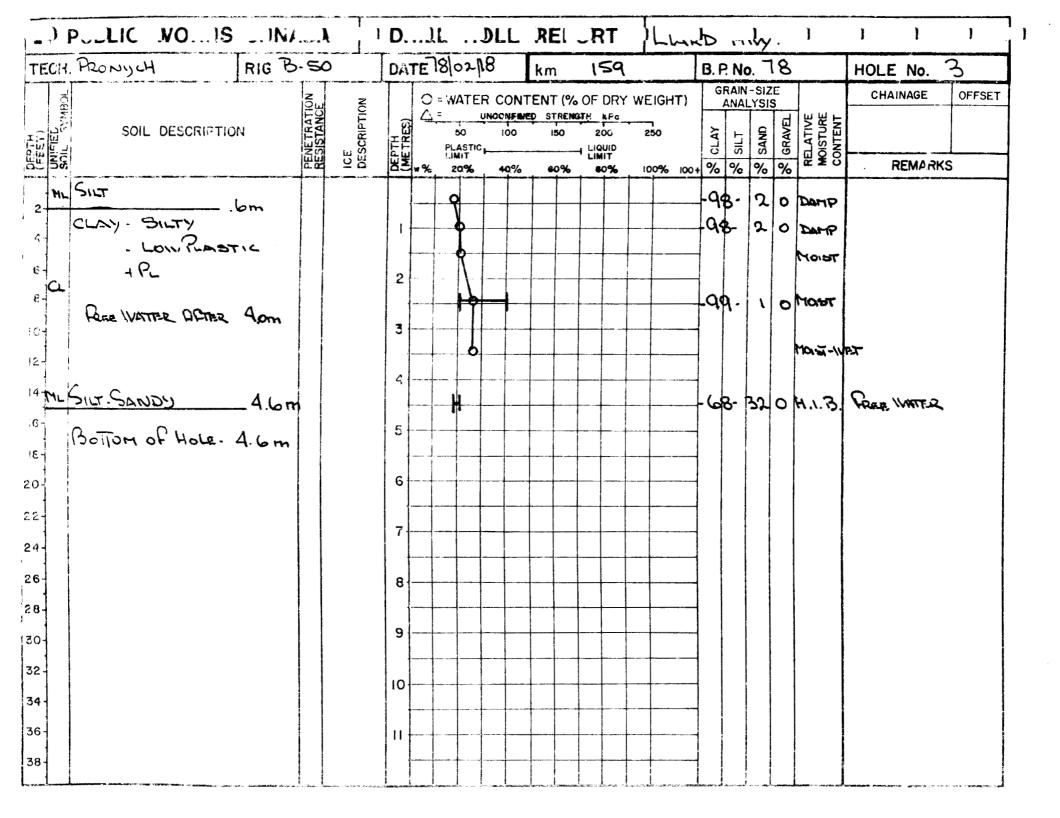
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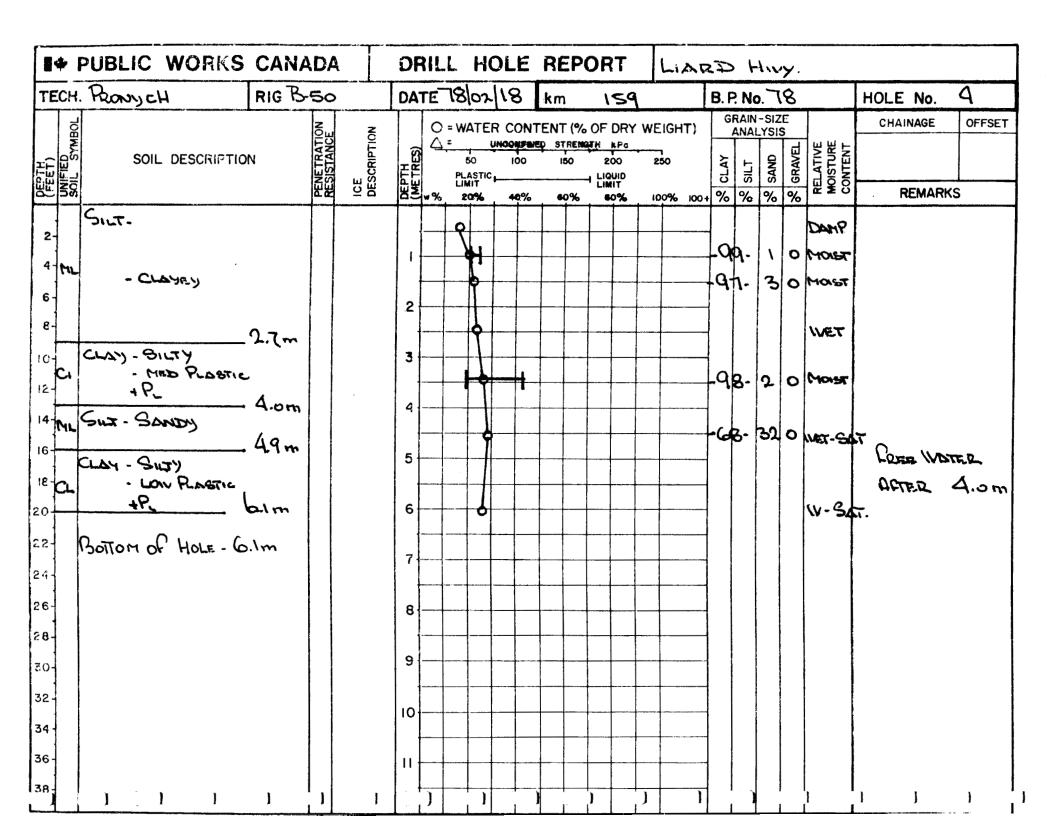


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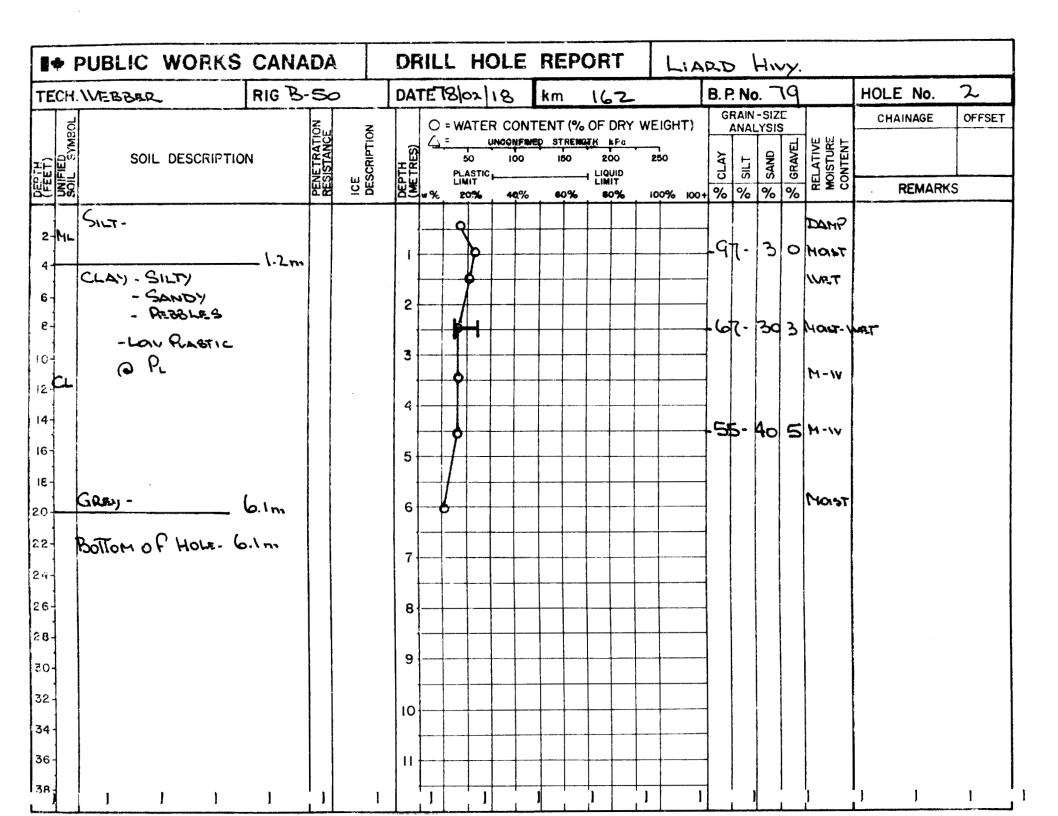


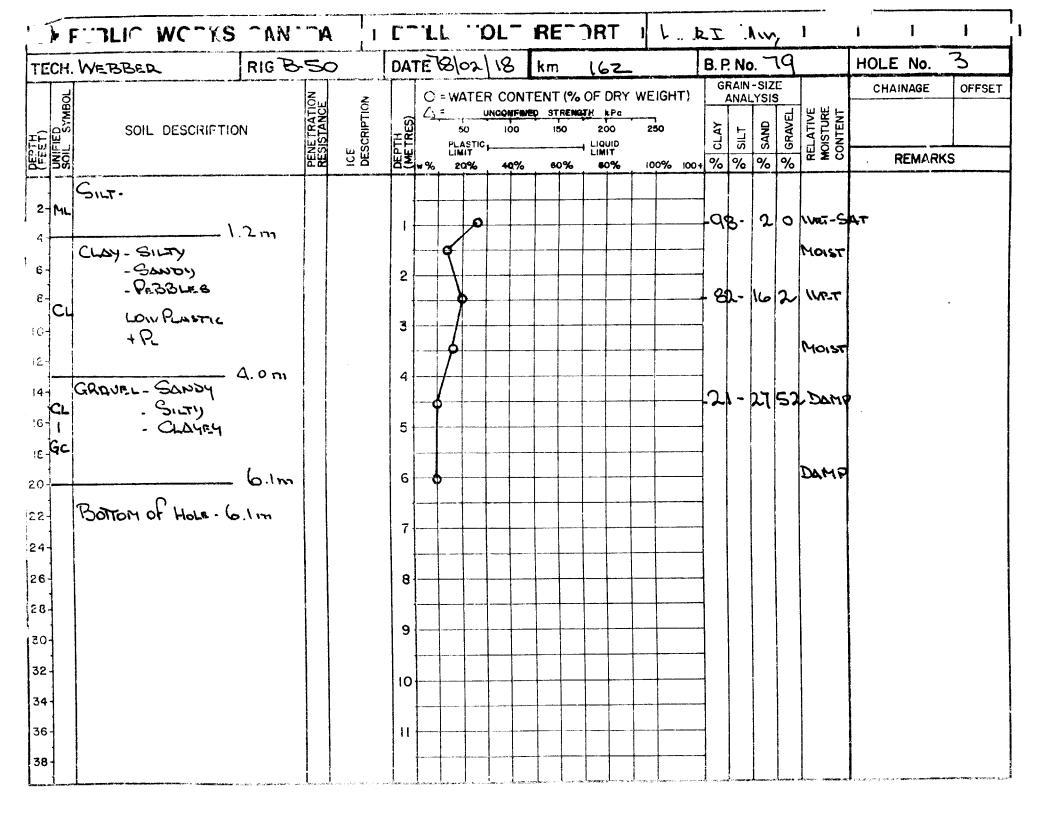


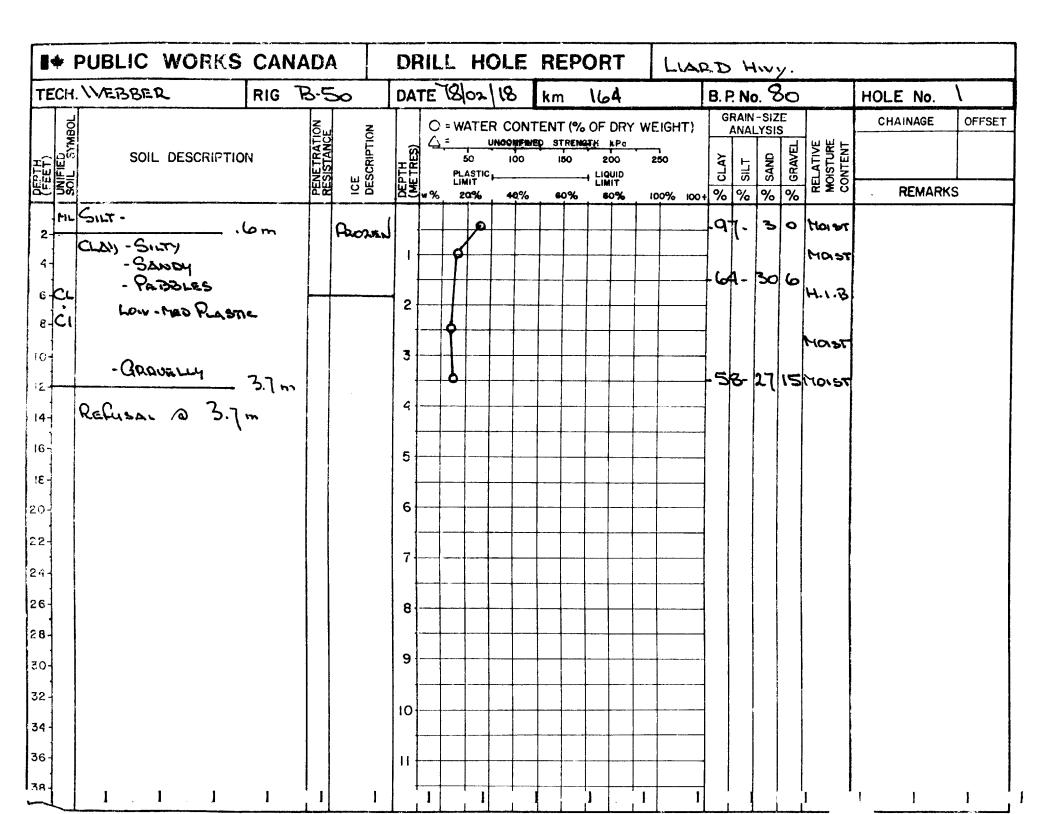


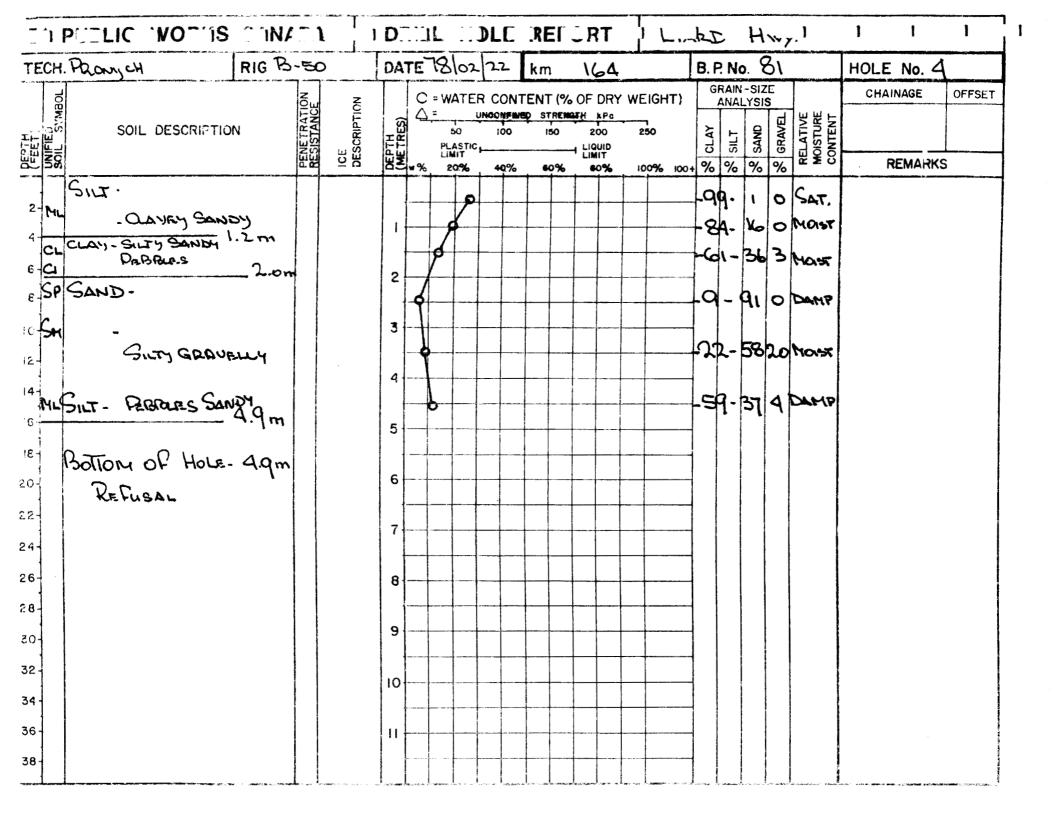
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e	- CLAYEY VEBBI	2.1m			2		ð								U	4	42		WAST			
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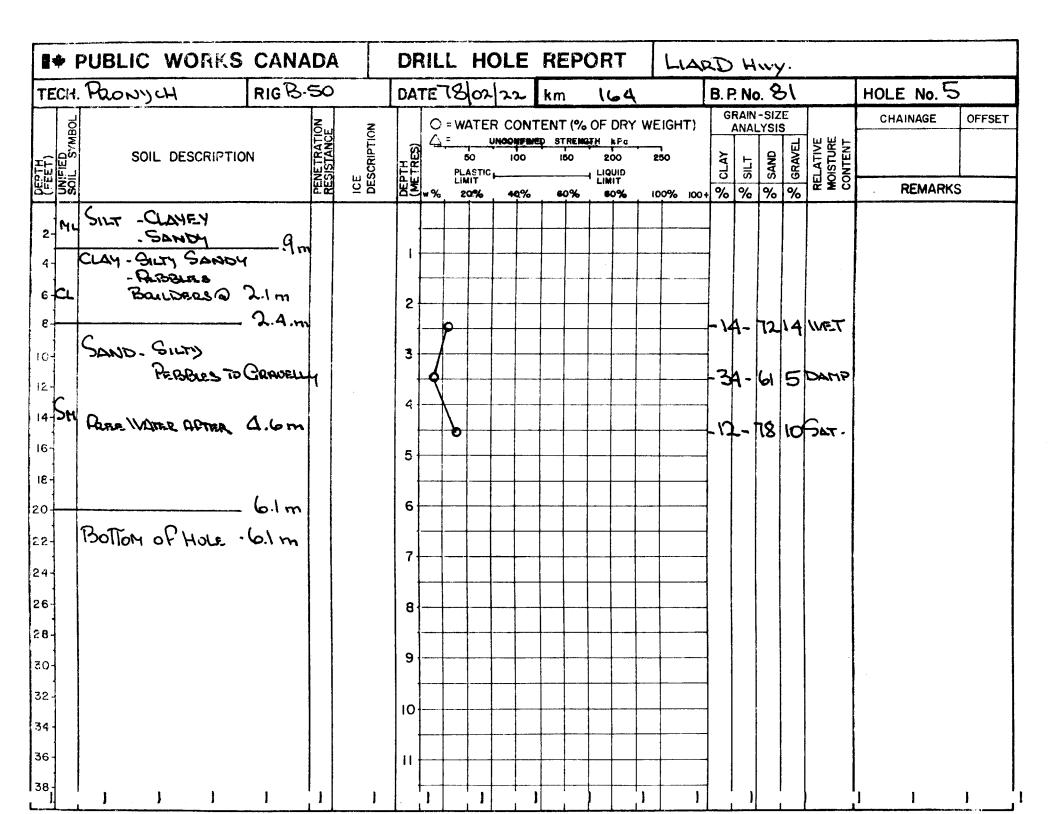
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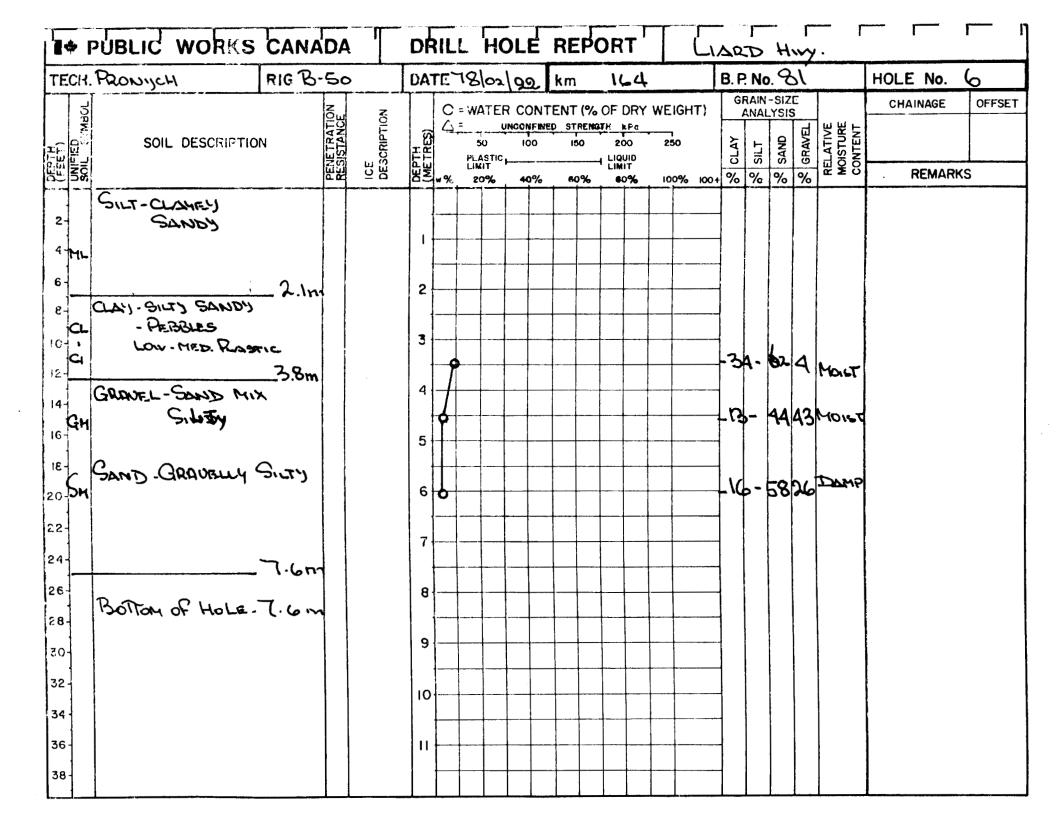


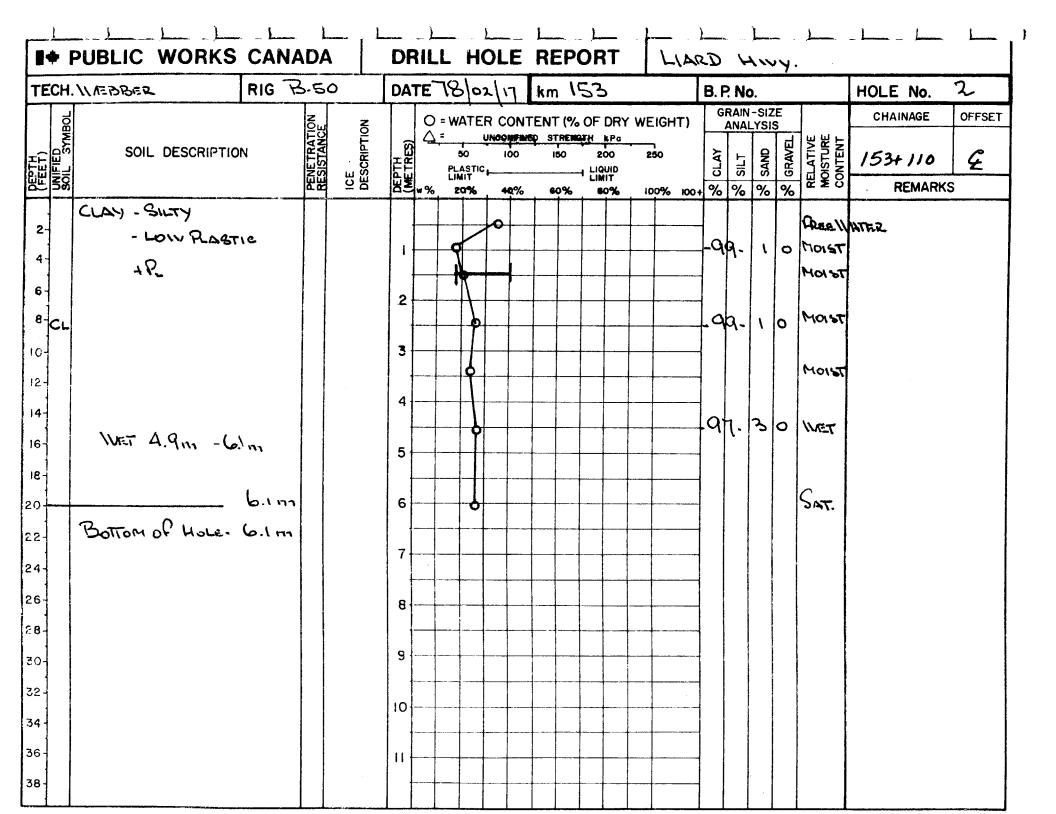


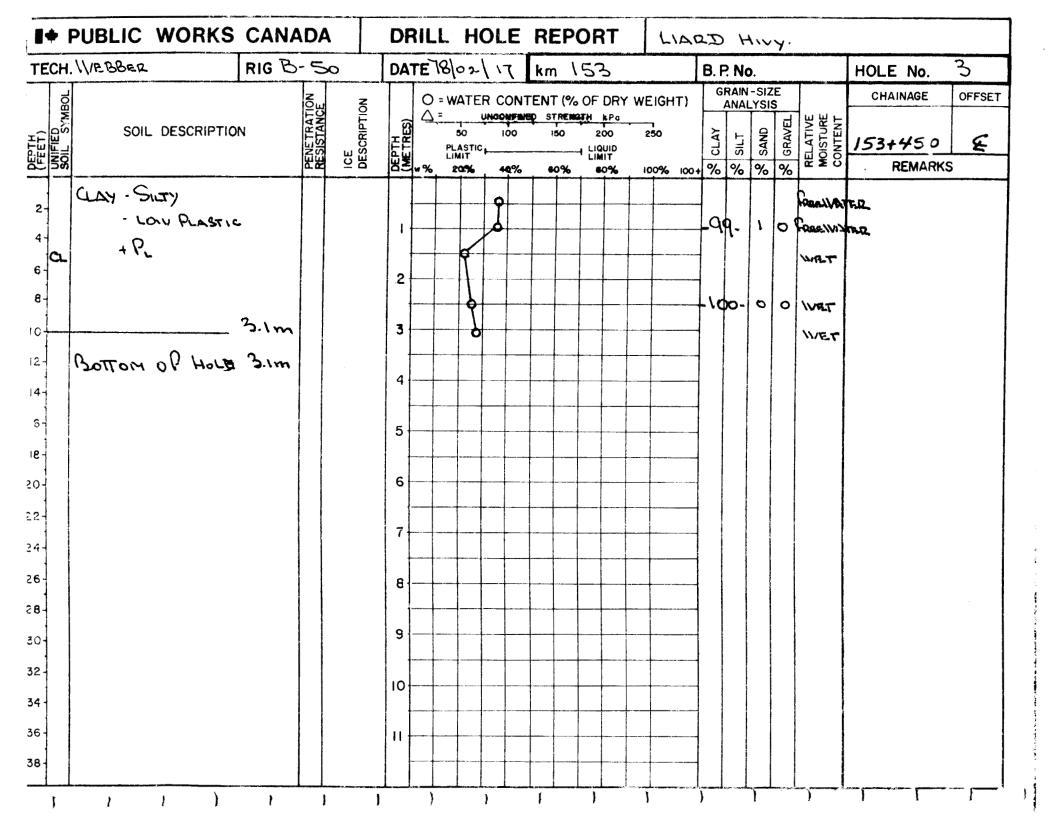


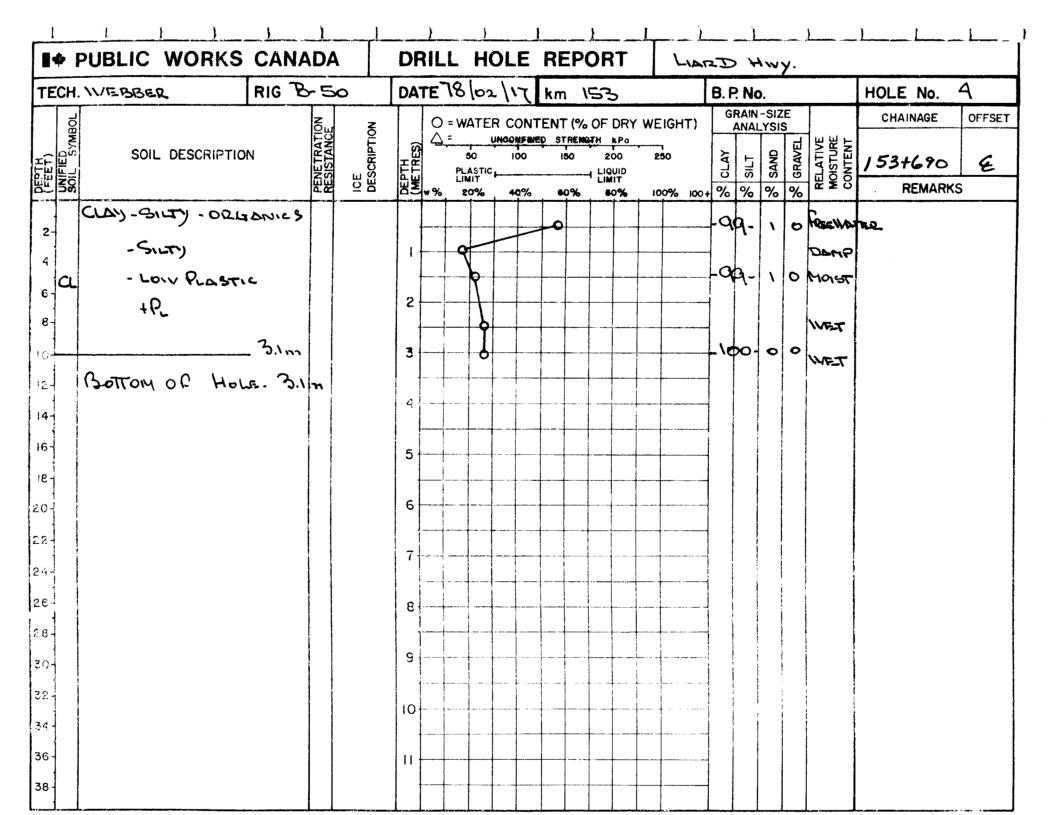


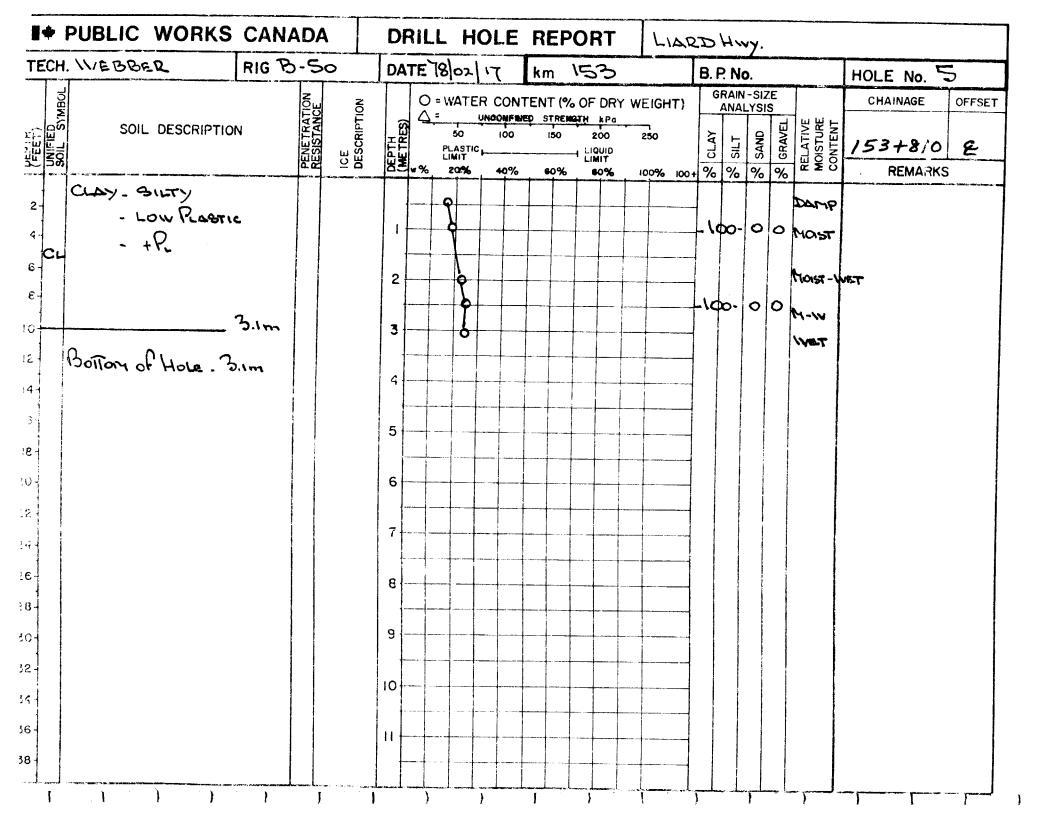


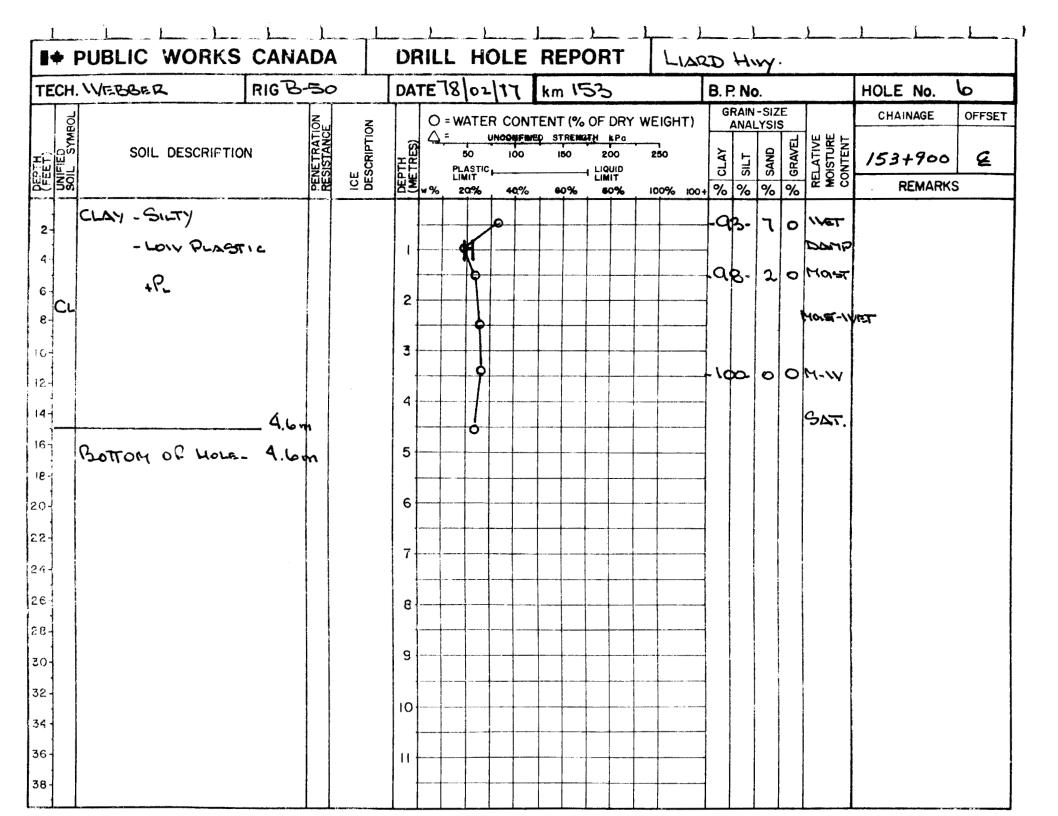


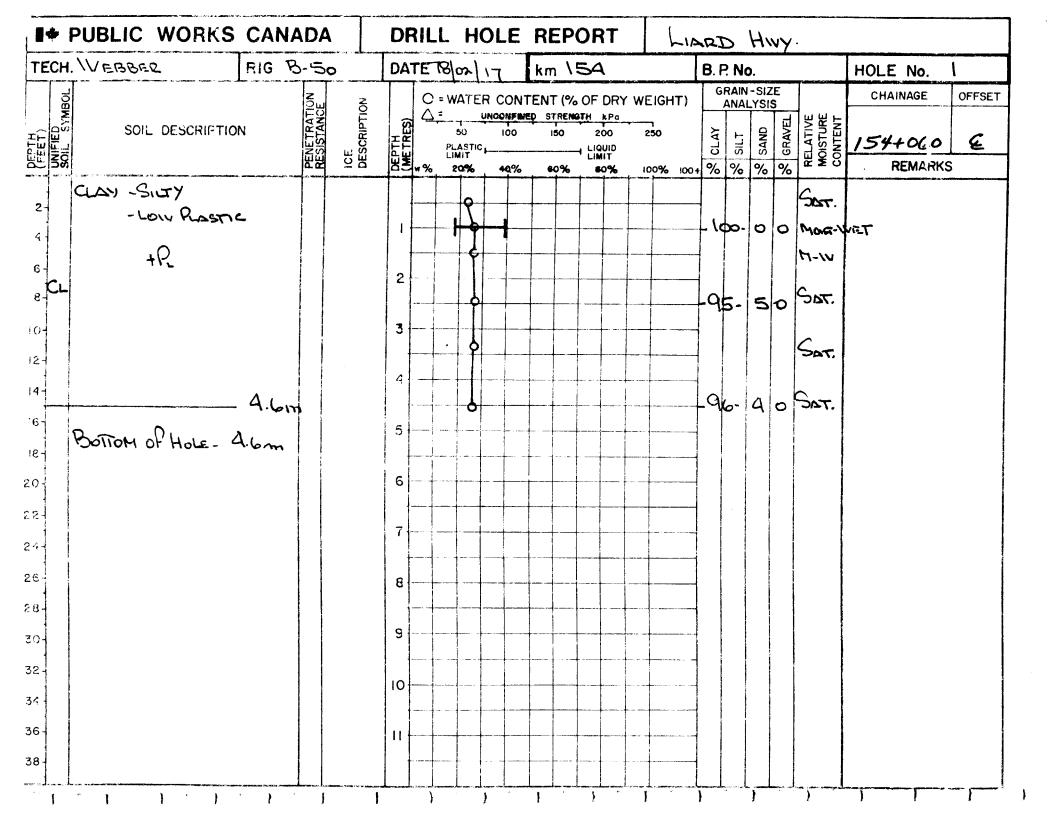


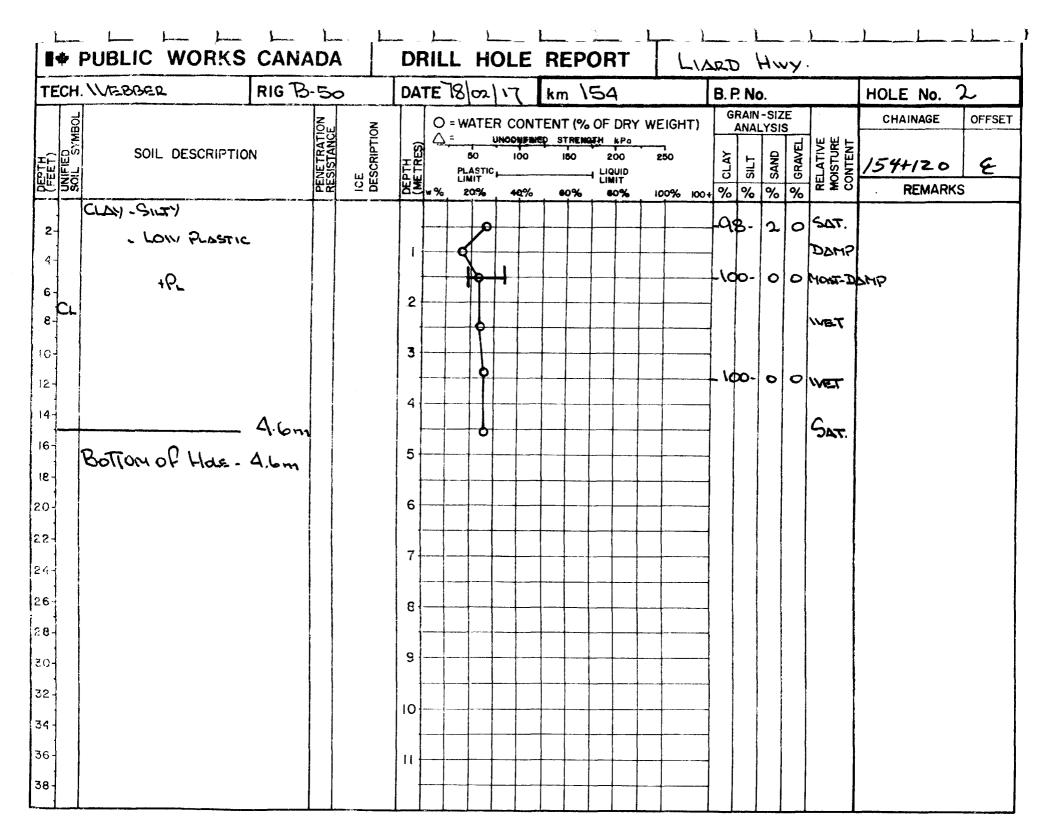


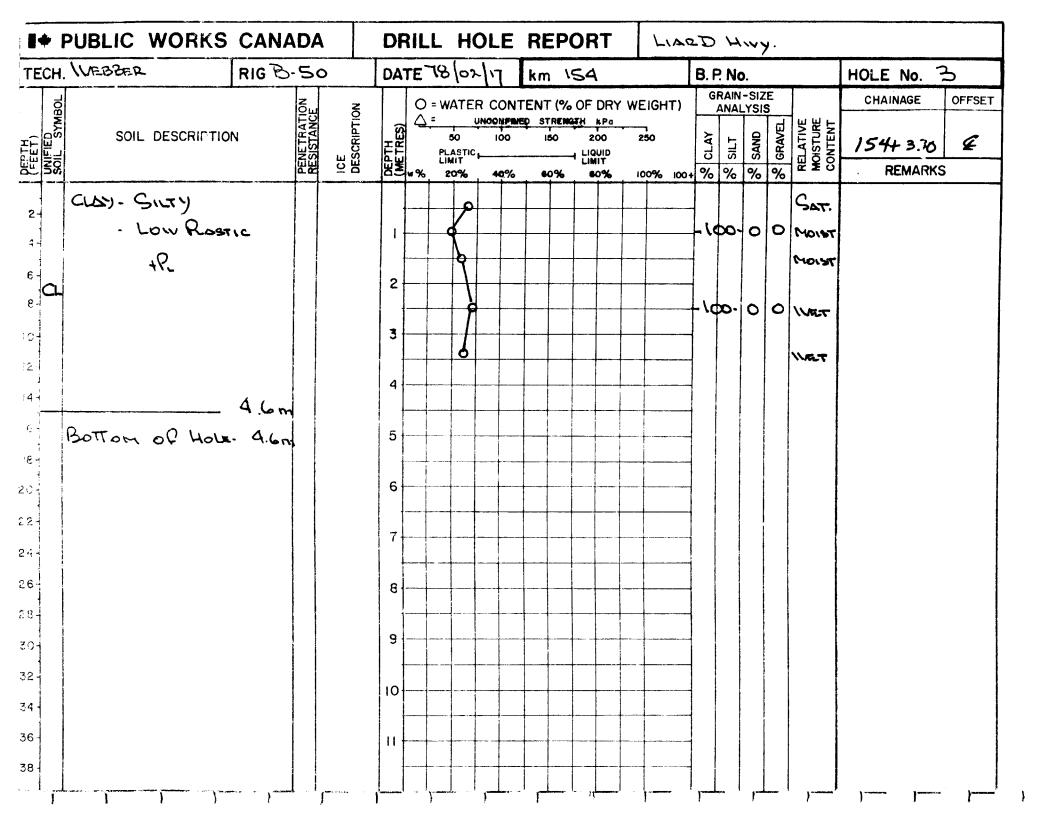


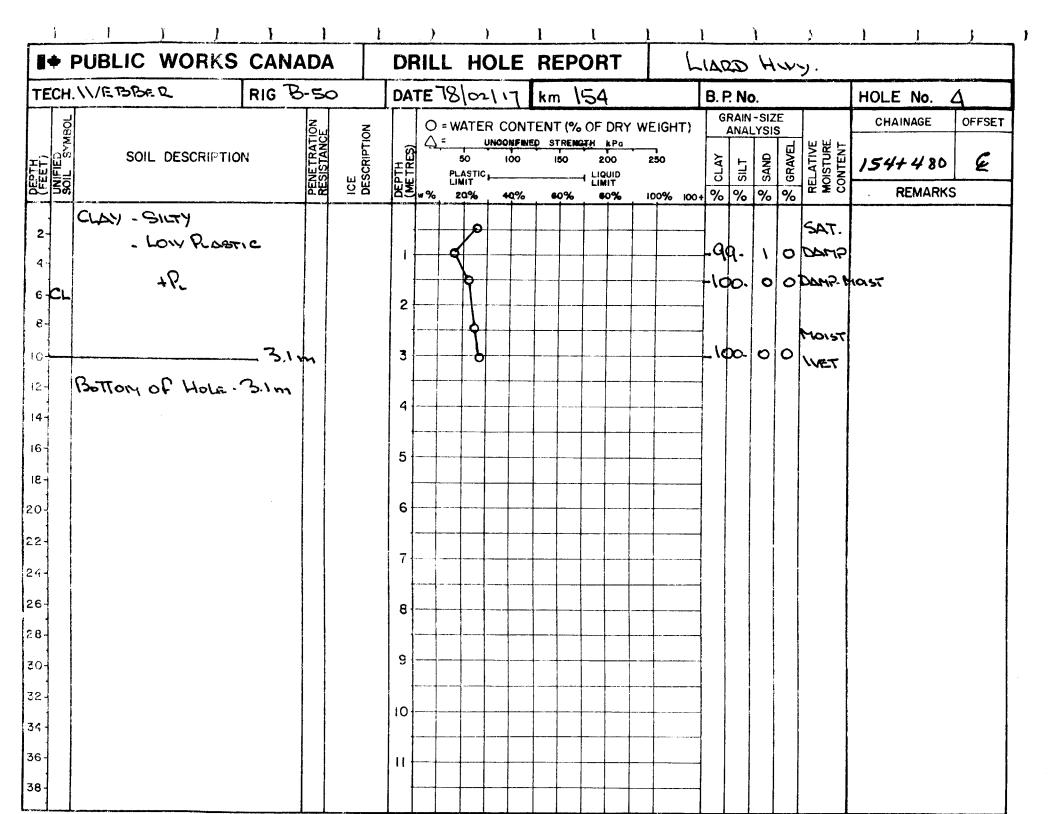


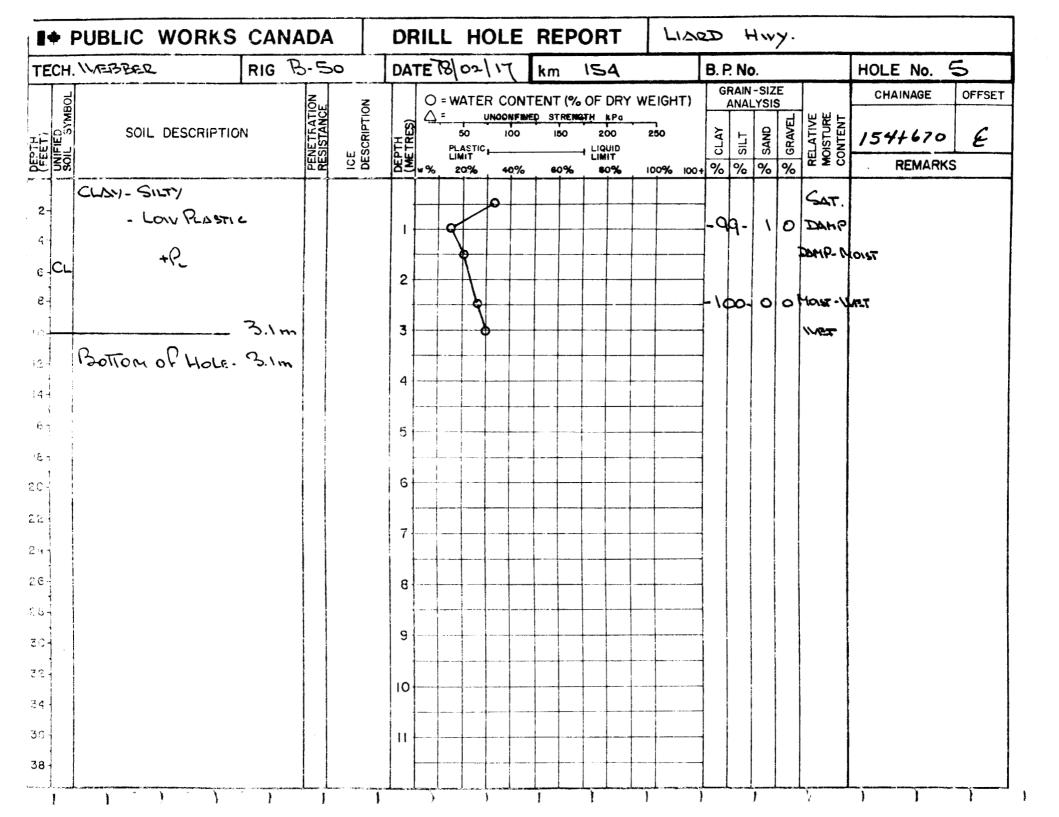


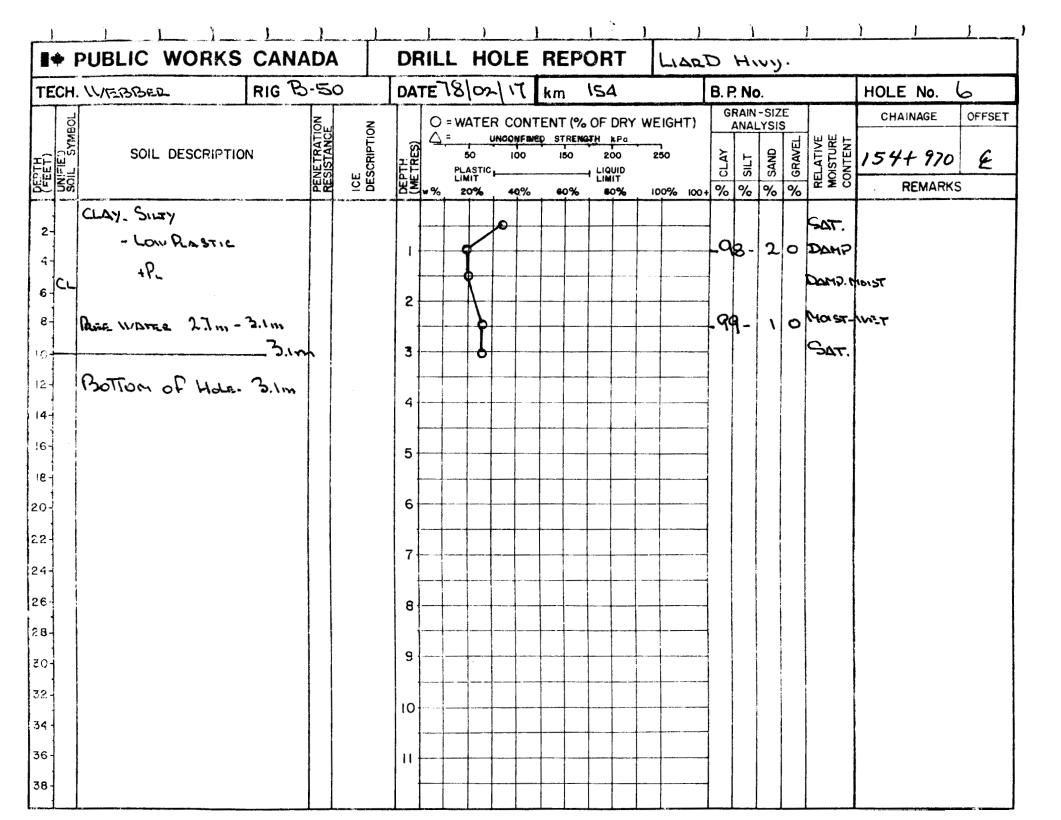


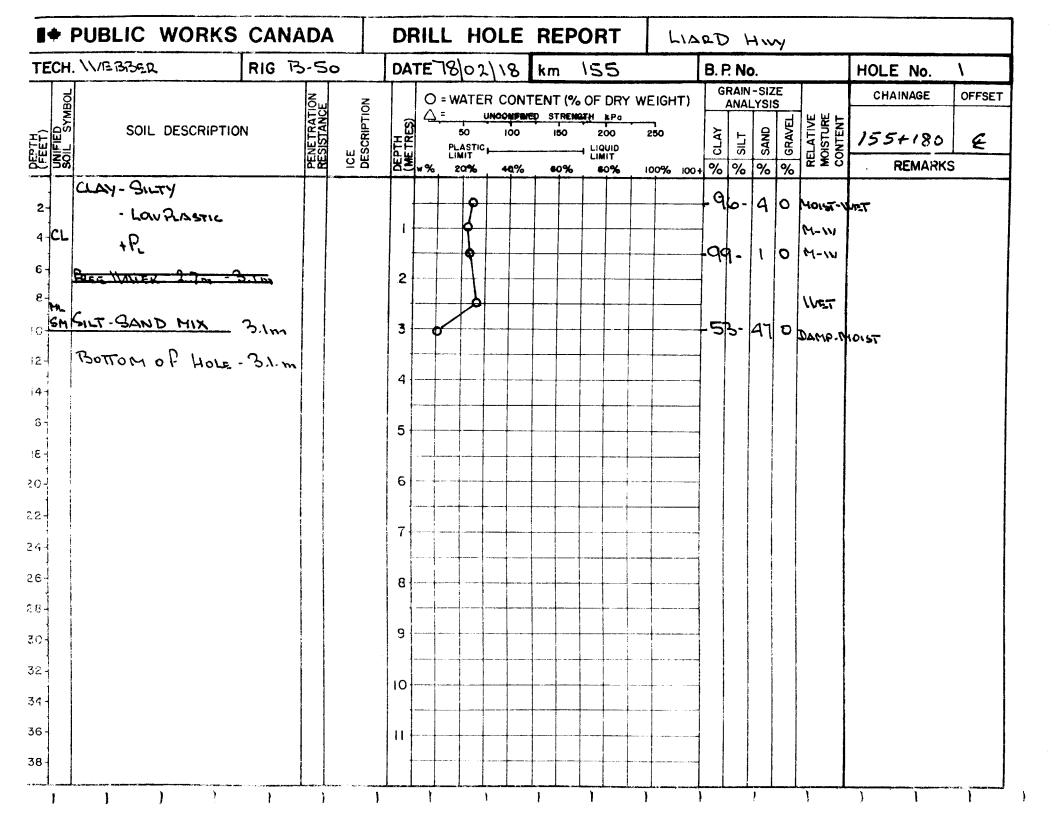


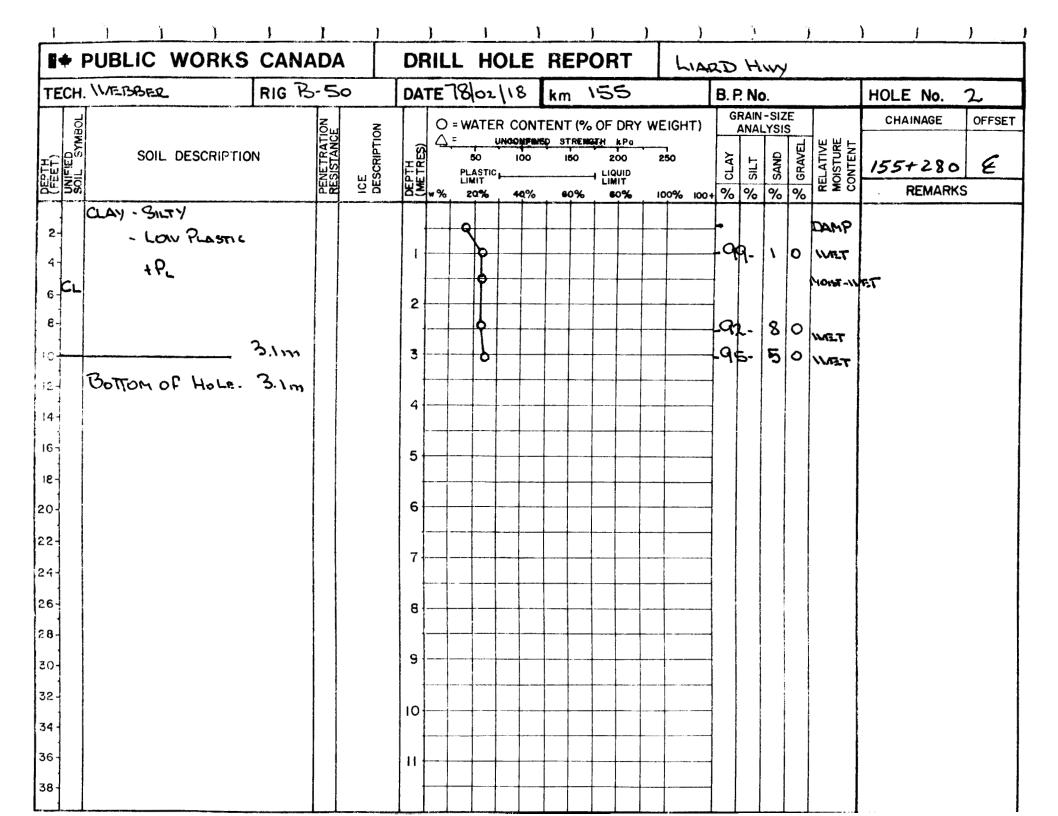


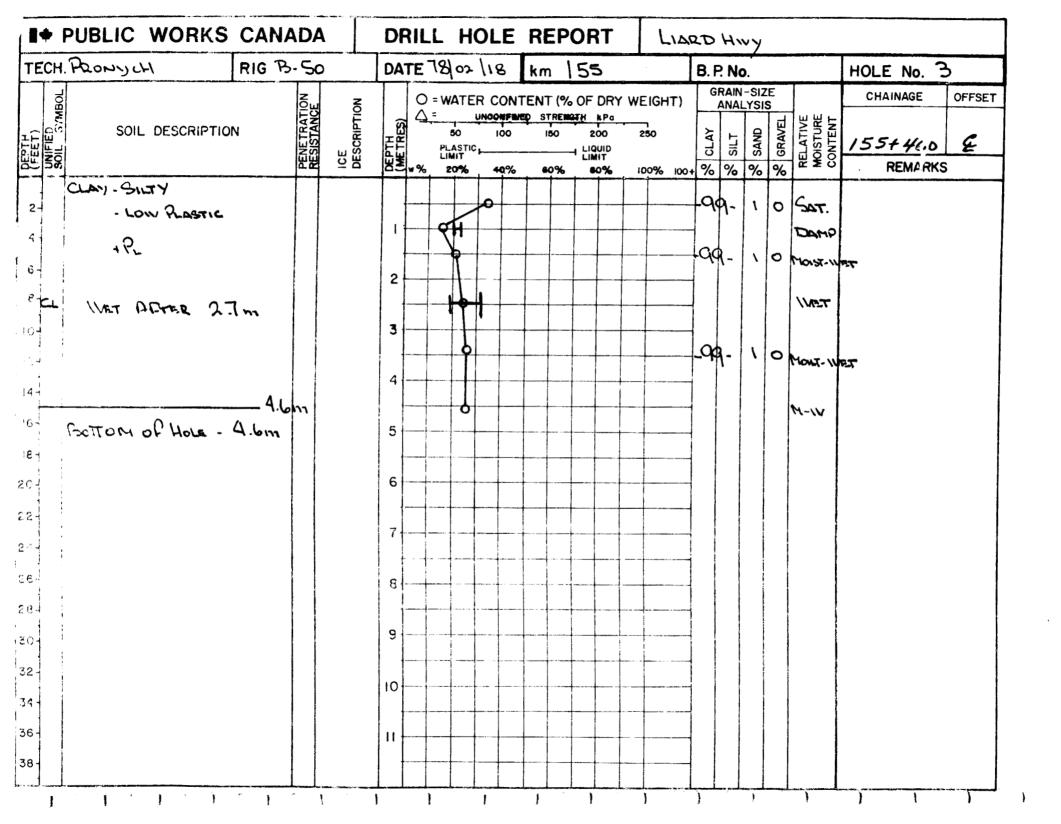


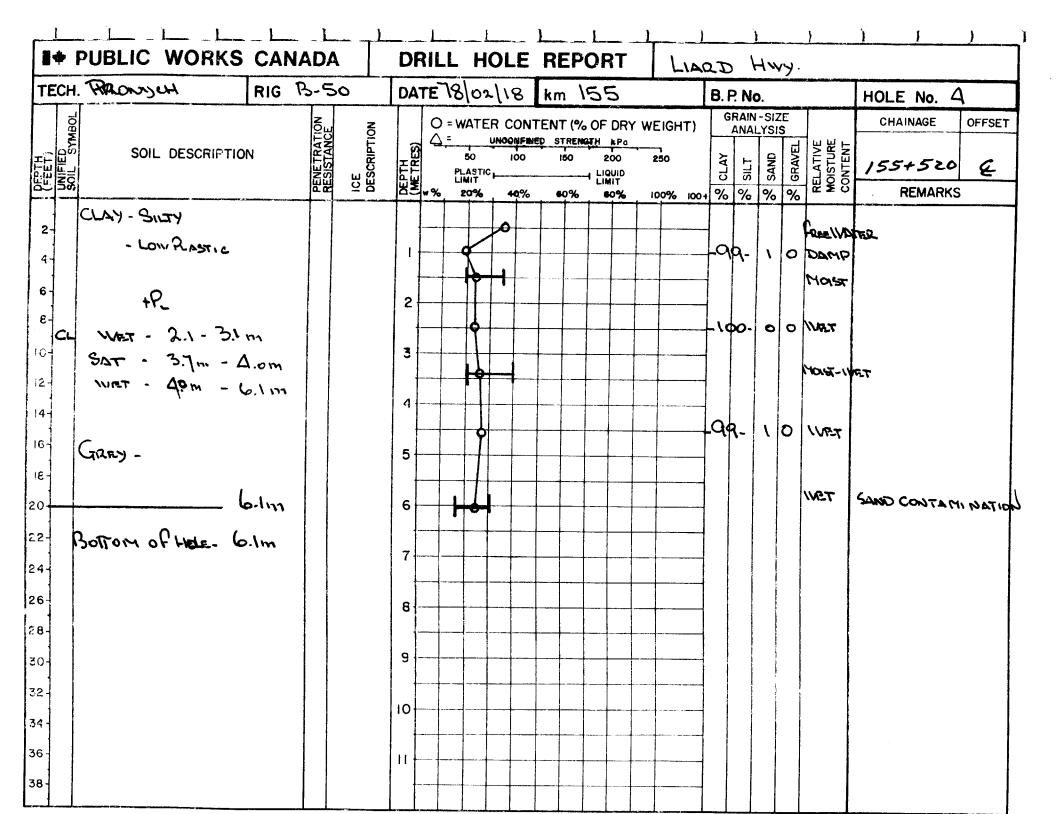


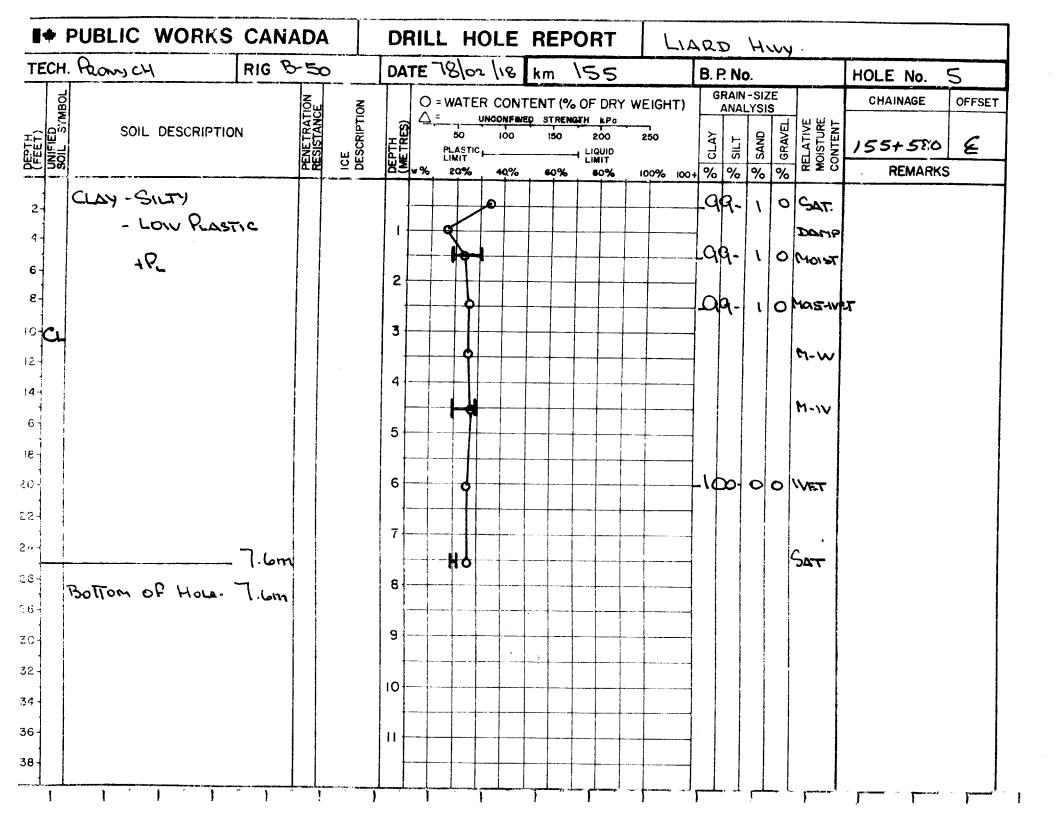


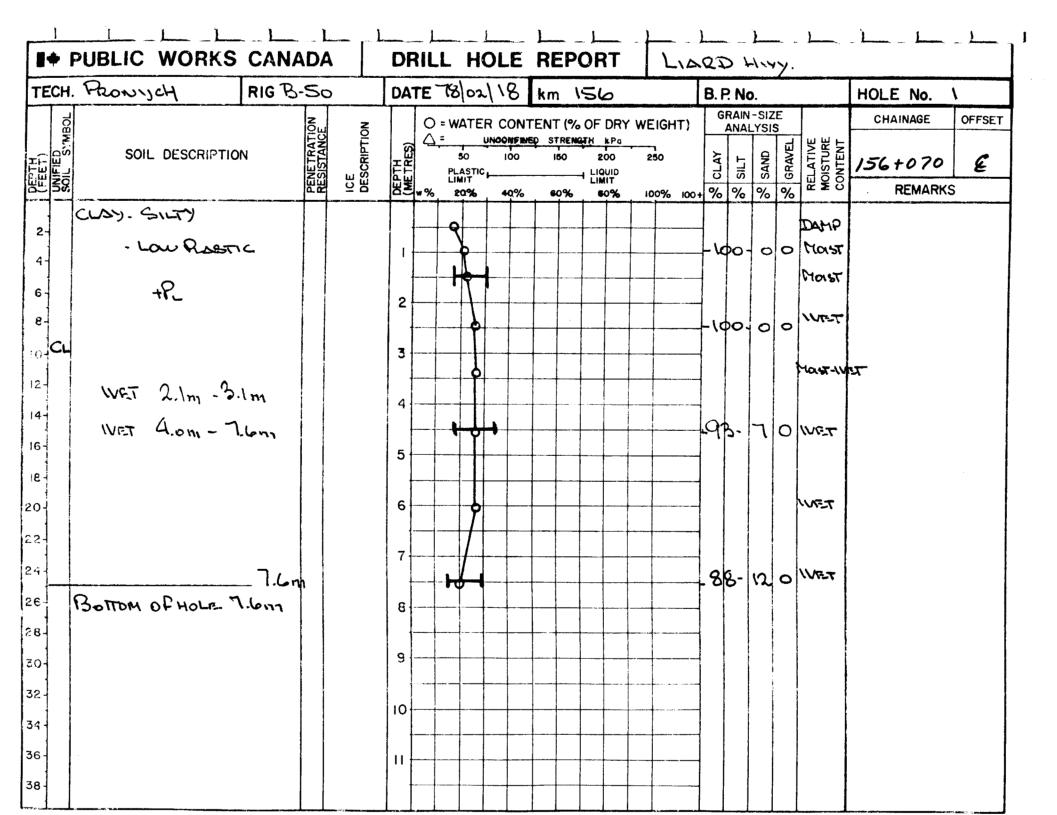


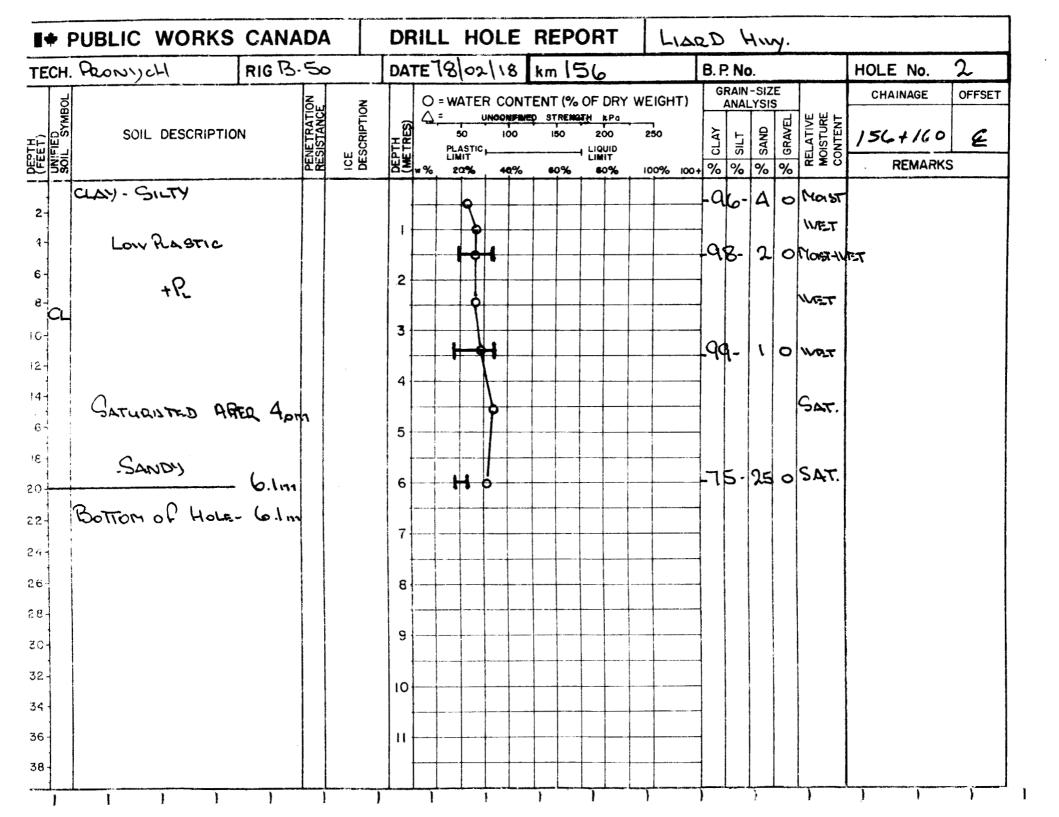


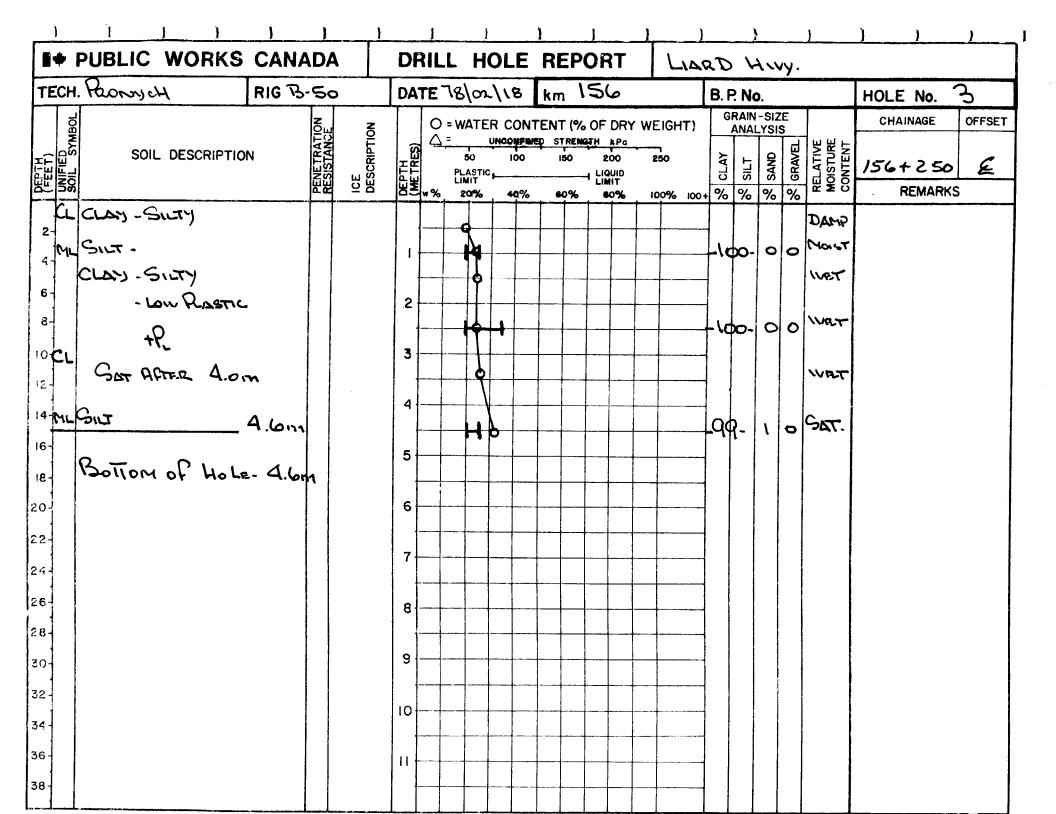


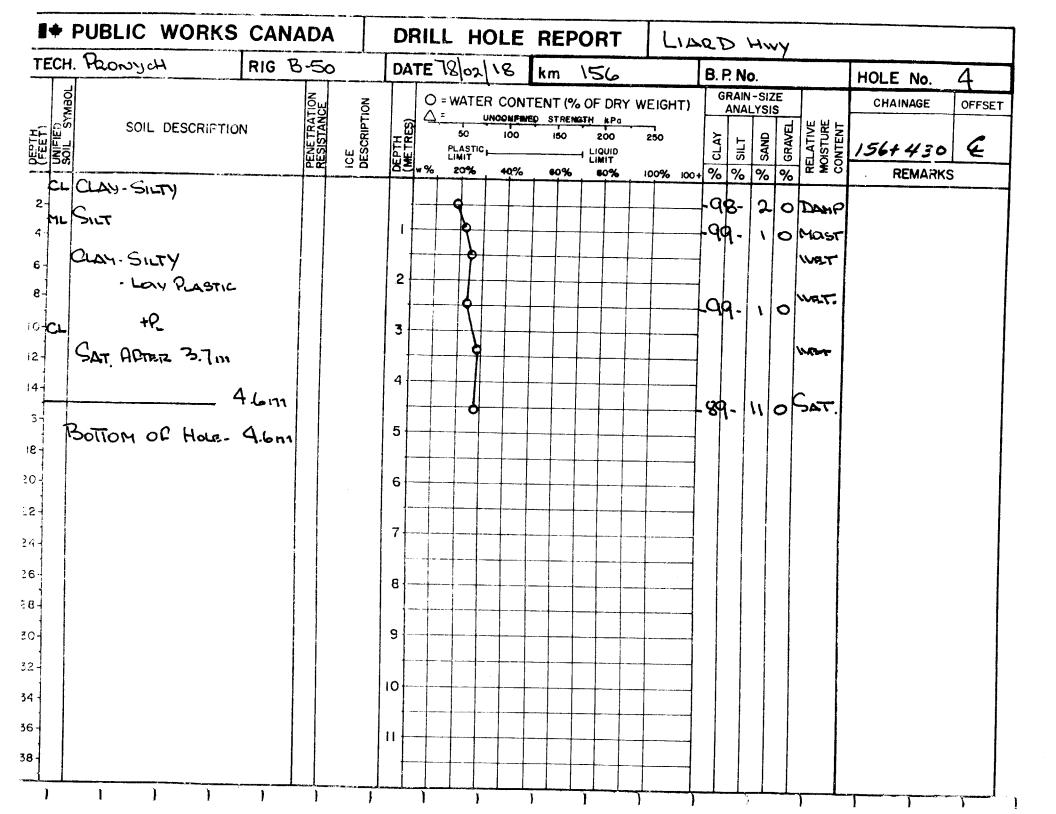


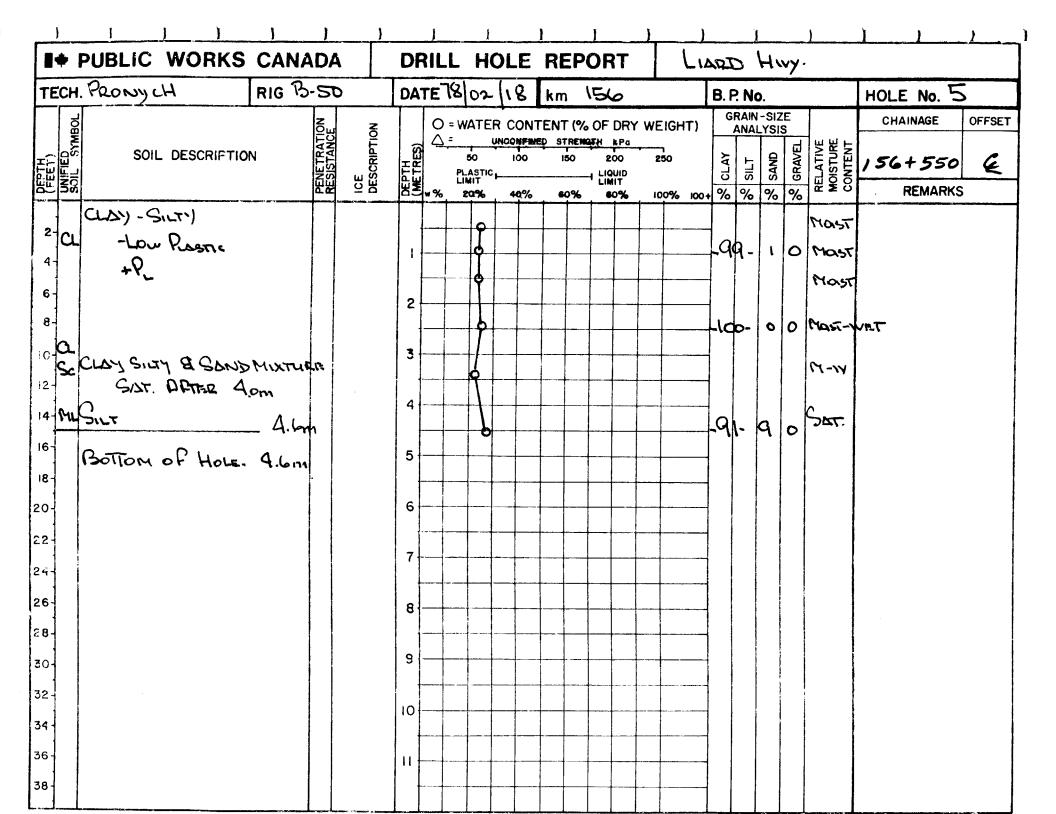


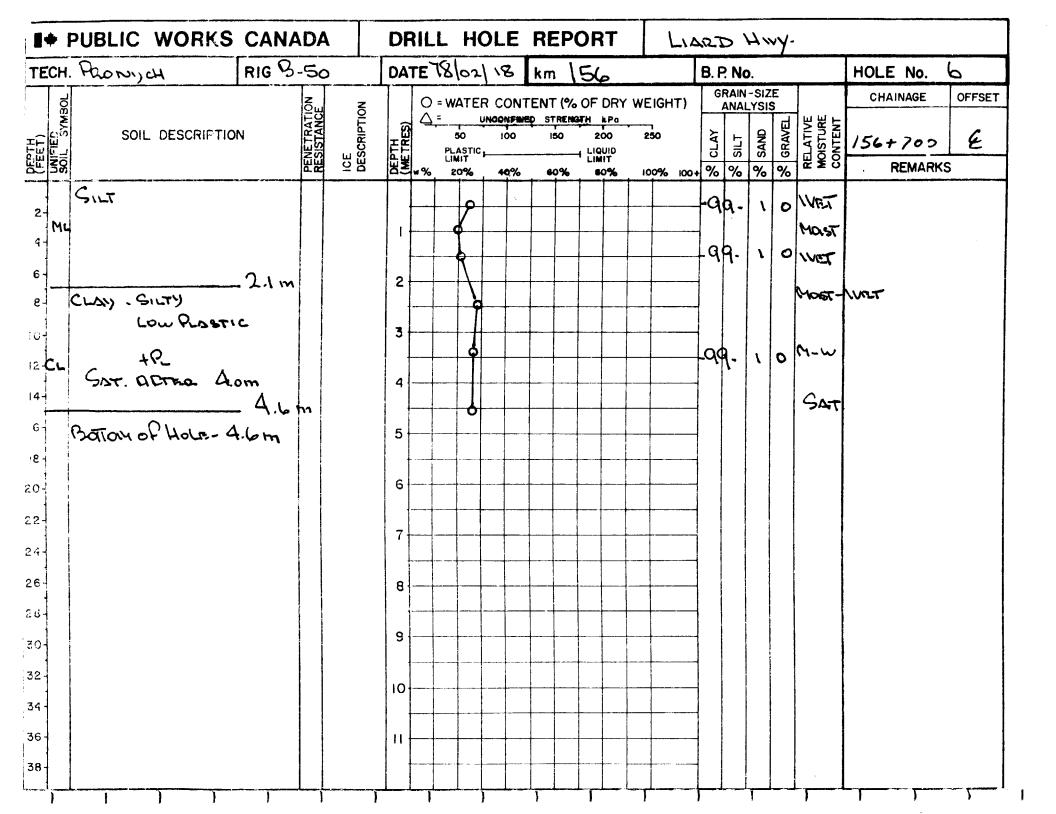




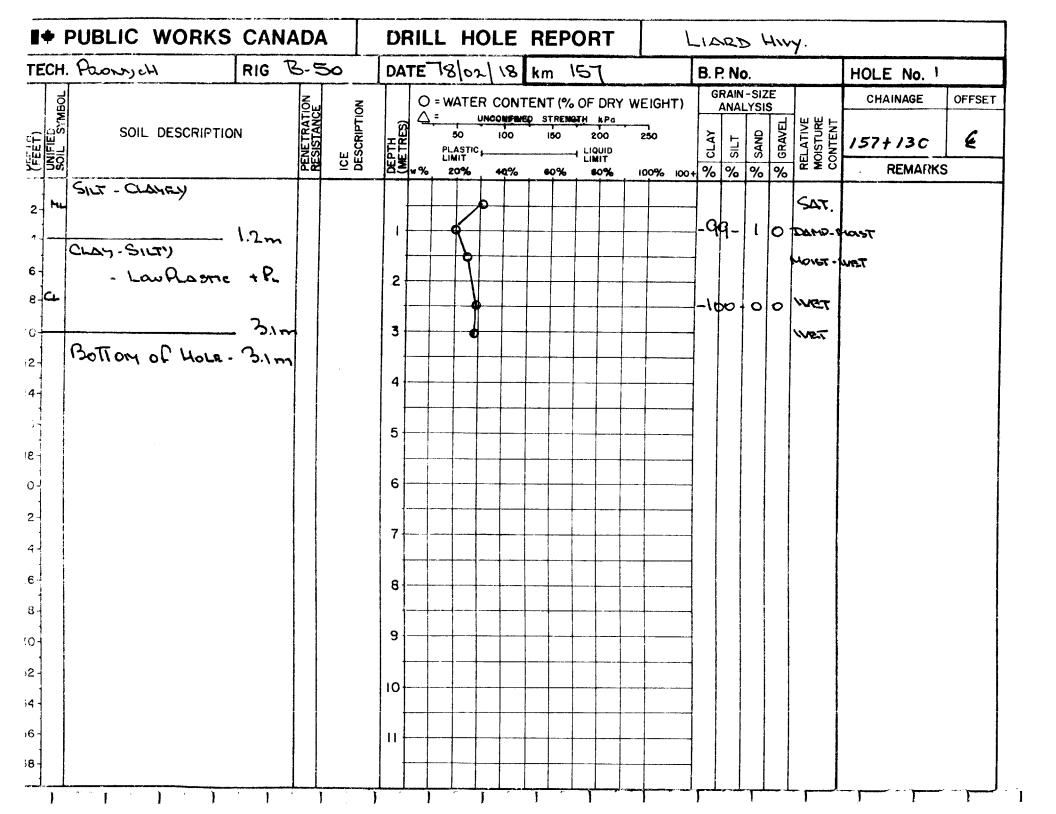


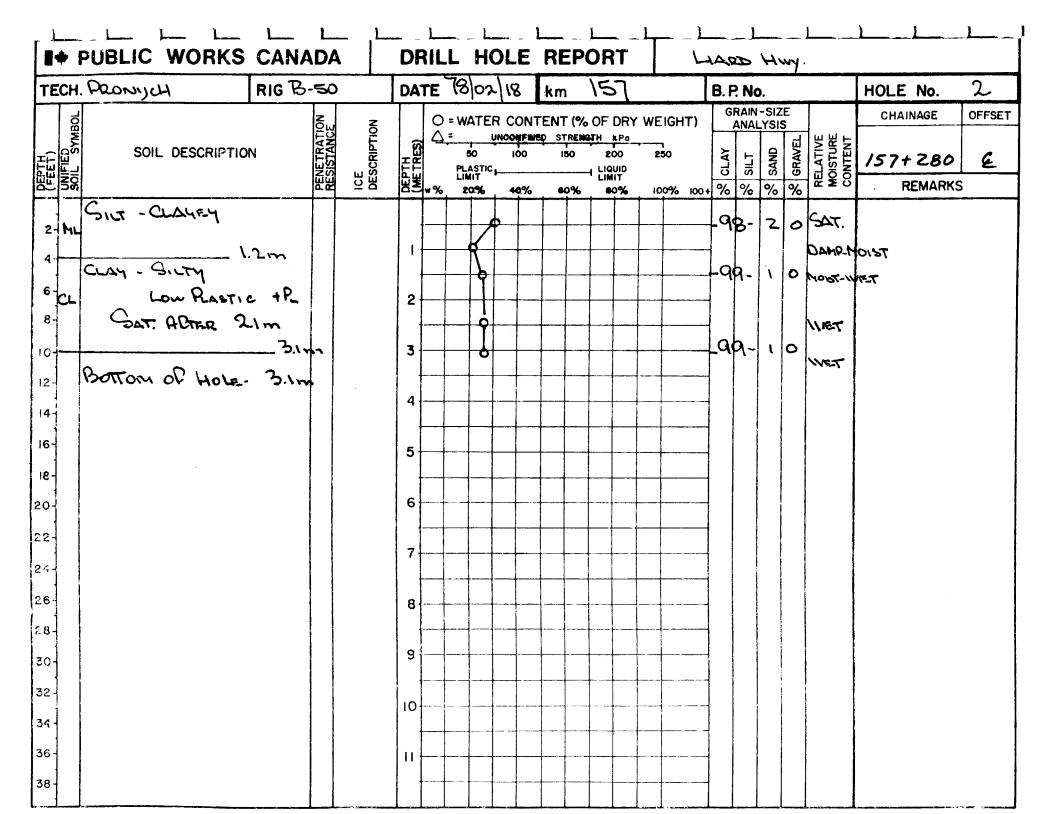


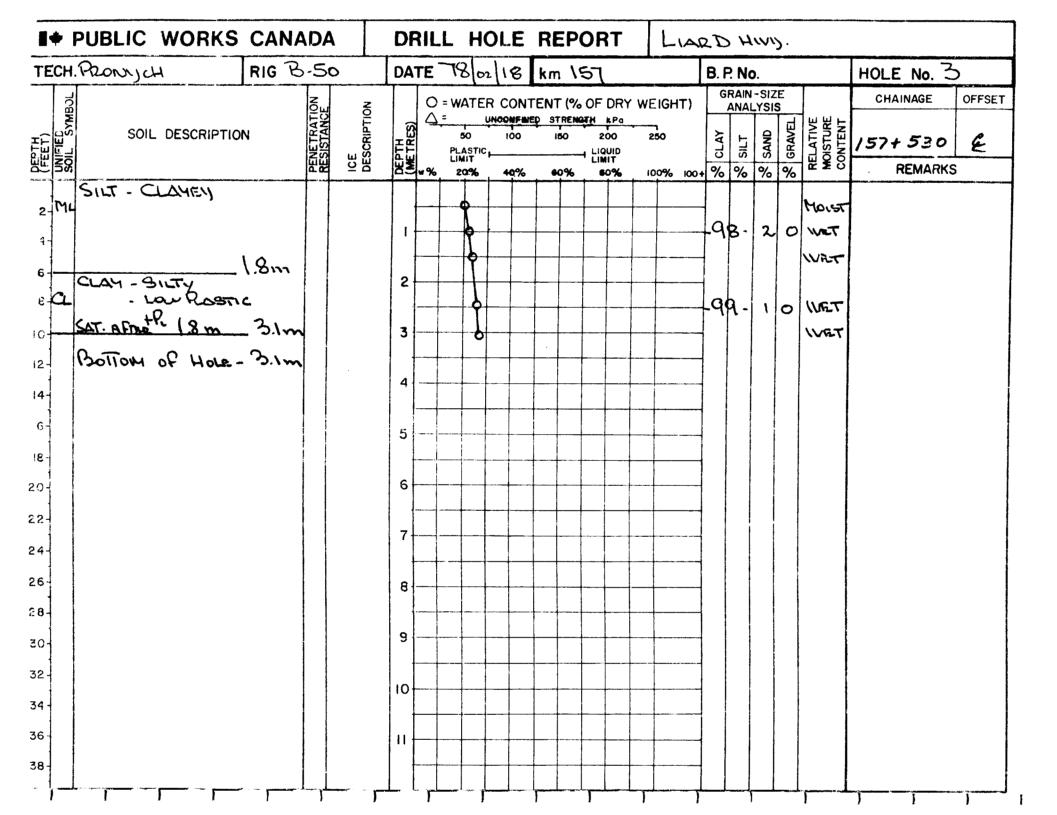


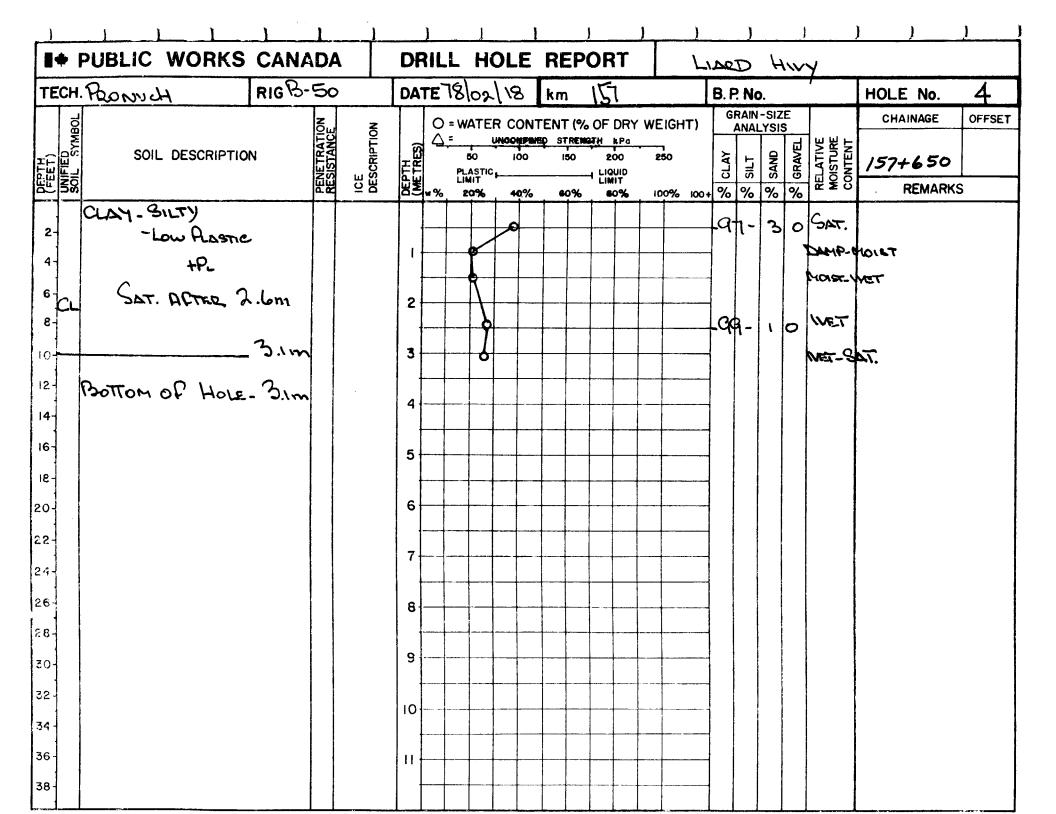


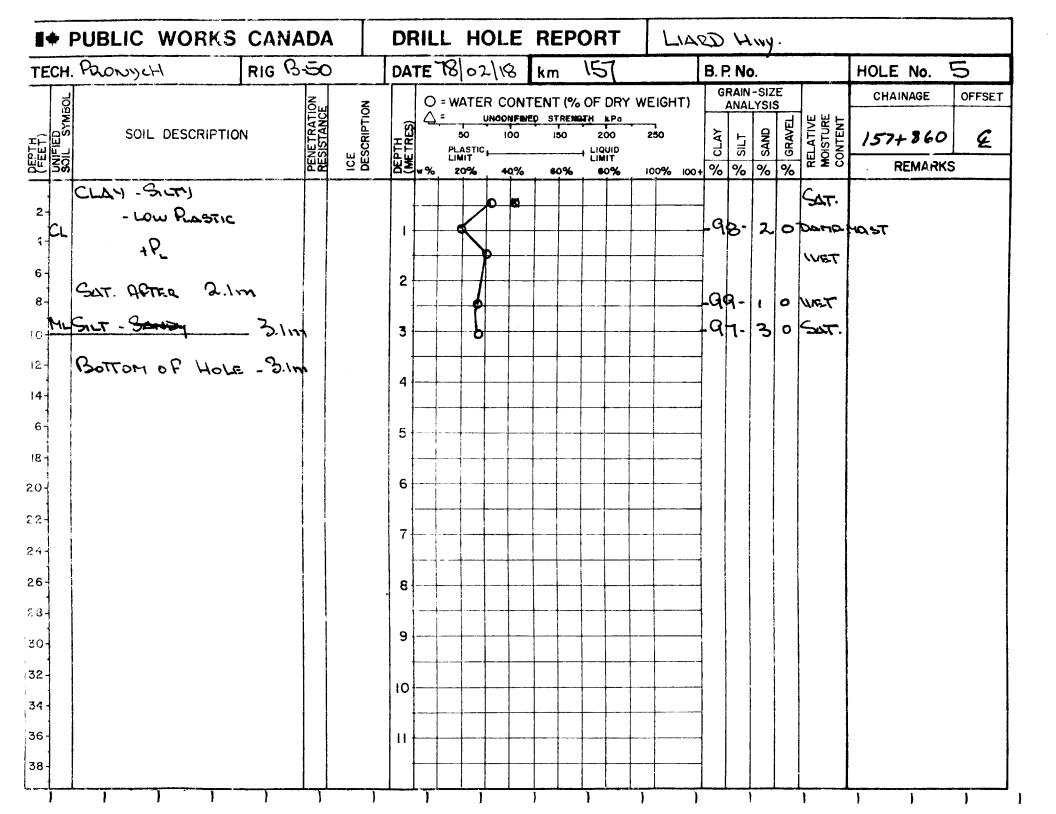
	PUBLIC WORKS			L HC		RED						•	<u> </u>		
	PRONYCH	RIG B-50	<del>.</del>	18/02				LIA		> ? No		~7		HOLE No.	
				) = WATER	CONT	ENT (%	OF DRY	WEIGHT)		RAIN ANAL		5		CHAINAGE	OFFSET
(FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTIO	Z PENETRATION RESISTANCE ICE DESCRIPTION	DEPTH (METRES) %	50 50	100	150	200	250	CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	156+950	E
SOIL FEE		PEN DES DES	₽ ₽ ₽ 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	PLASTIC	40%	60%	LIQUID	100% 100	+ %	%	%	%	⊒gS S	REMARK	S
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	CLAY - SILTY LOW PLASTIC		2						     \	00-	0	0	WEIT		
2-	SAT. AFTER 2.7m		3	0									IVP-T		
4-	Bottom of Hole		4						-						
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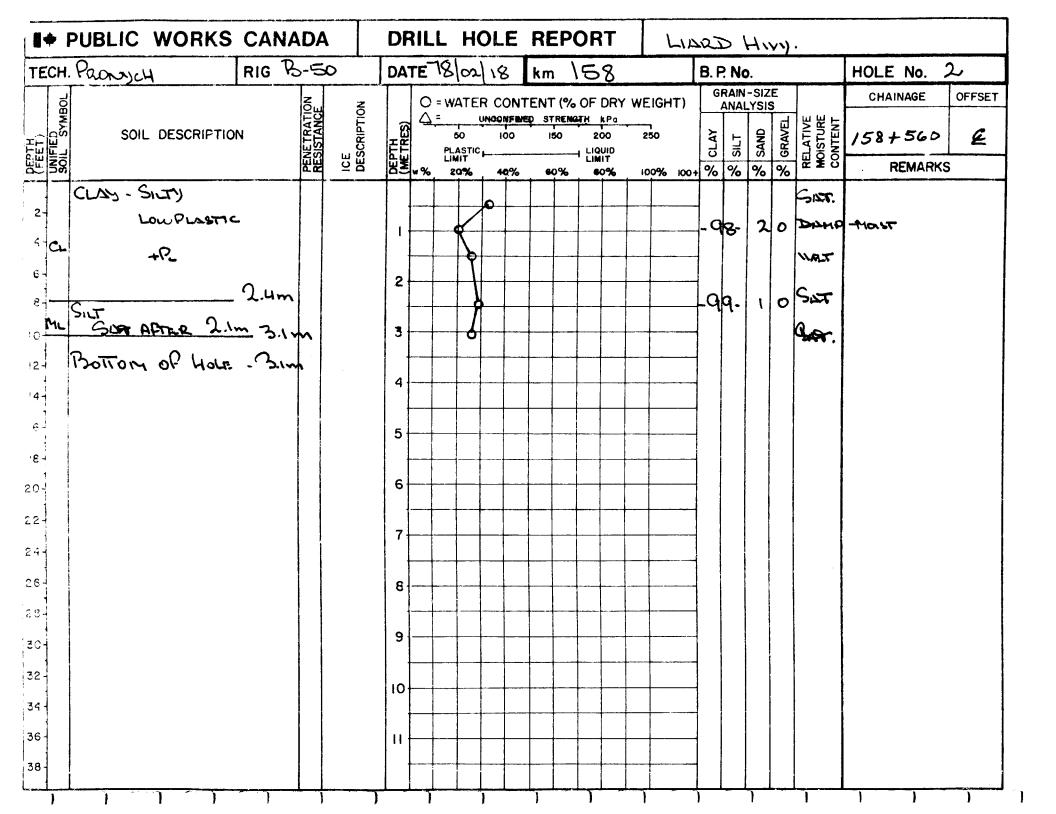


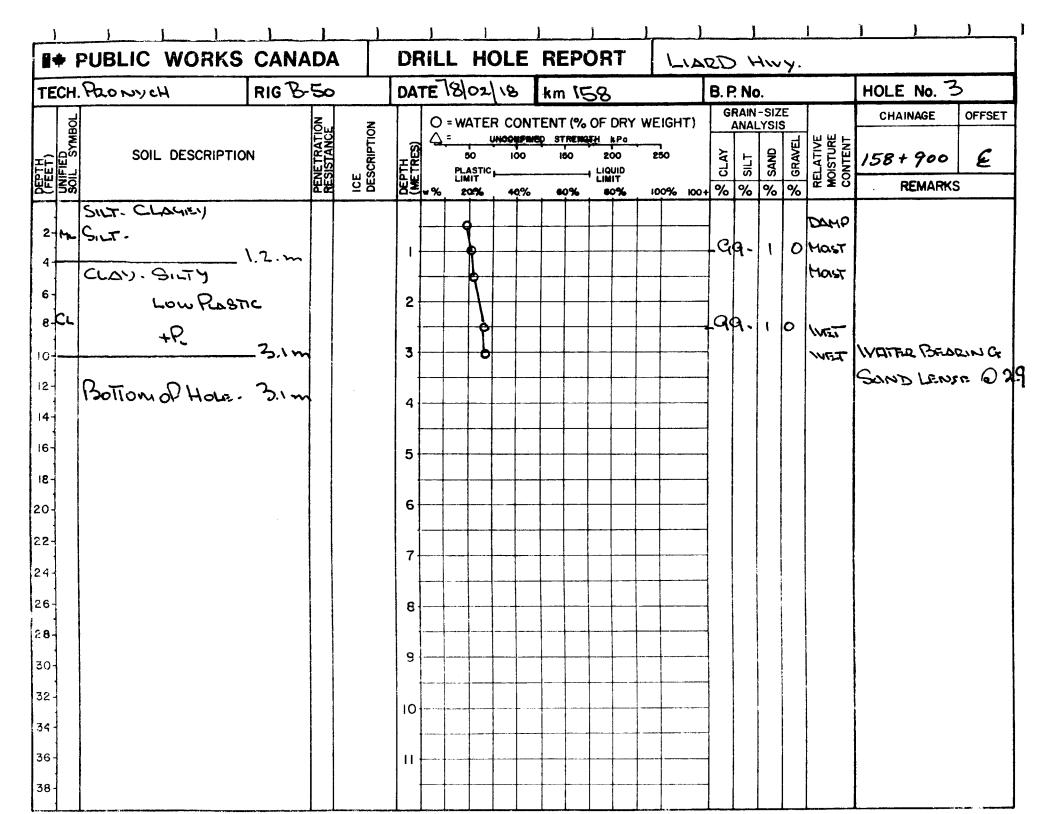


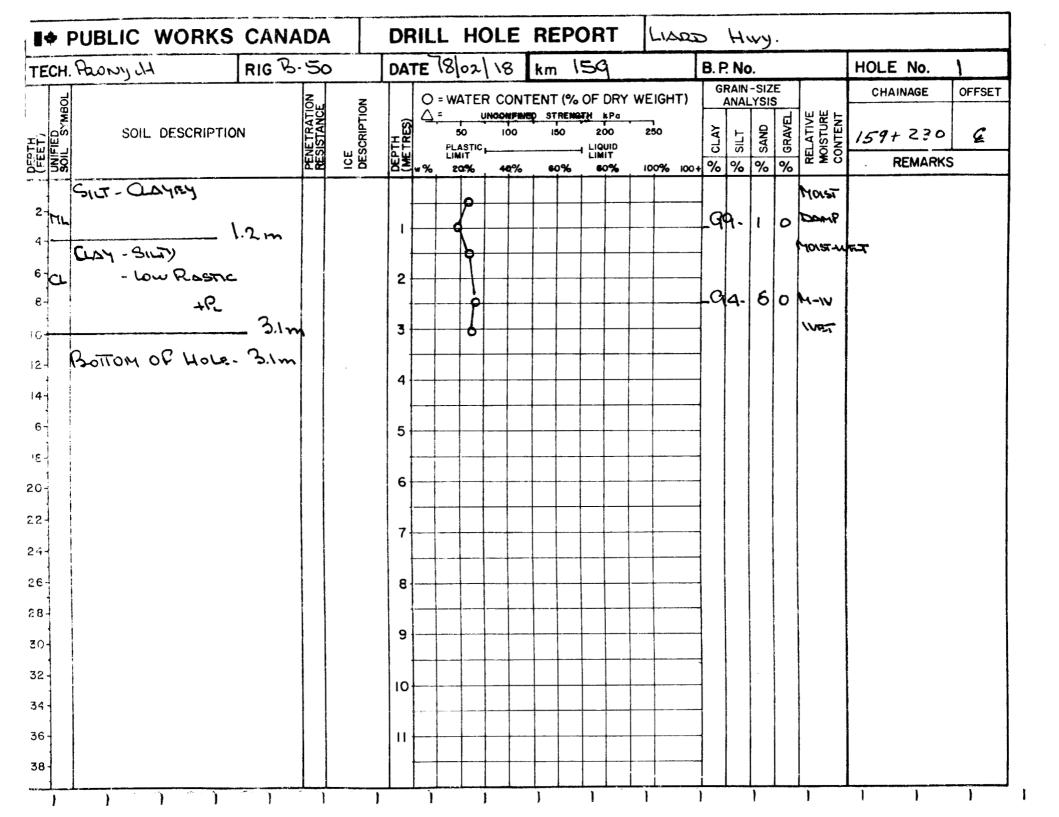




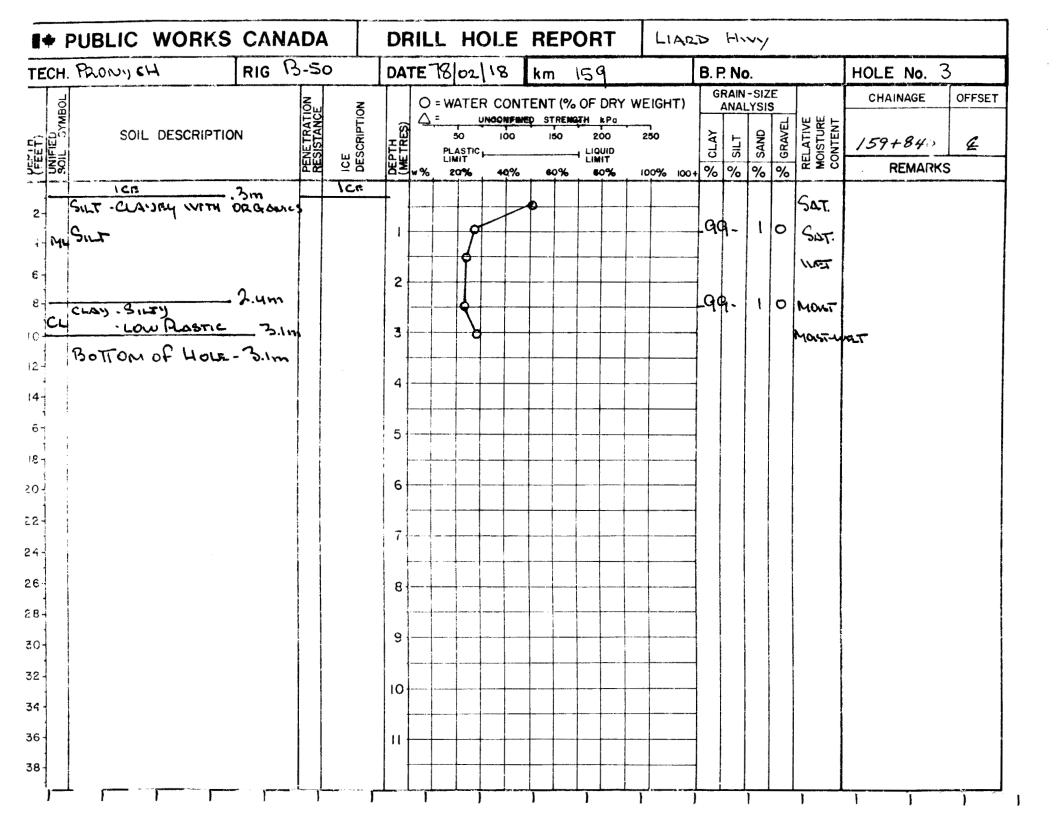
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BOL		Nom	NO								WEIGHT)		RAIN ANAI		5		CHAINAGE	OFFSET
DEPTH (FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTION	2 PENE TRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES)	_=	50	IOO	≝D STRE 150	20	0	250	CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	158+200	E
- hanned -		4 & 202	DES	₽,₩	*%	PLASTIC LIMIT	40%	•0%		1T 0%	100% 100	+ %			%	S M R	REMARKS	;
2	GILT - CLAYRY					- <b>b</b>						ļq	8-	2	0	Monst		
4	SLT -	.2m				- <b>þ</b> -						-				WAT		
6 a	CLAY. SILTY					-						49	8-	2	0	Wat		
8-	Low Asstic	+ 12		2								1				WRI		
	SAT APTER 2.7m	2				₹ 						10	5-	_				
10	BOTTOM OF HOL			3-		0						<b>7</b> 7	5-	0	0	SNT.		
	BOILDING OF MOL	£ . 5.1m	·	4														
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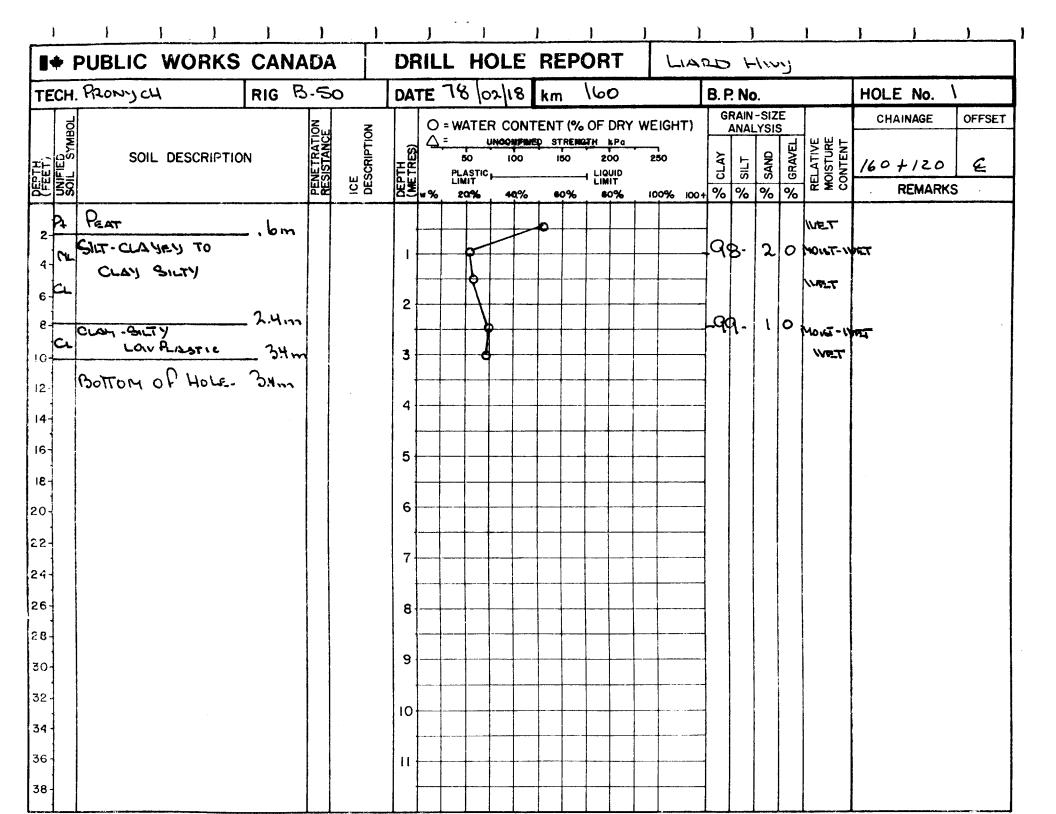


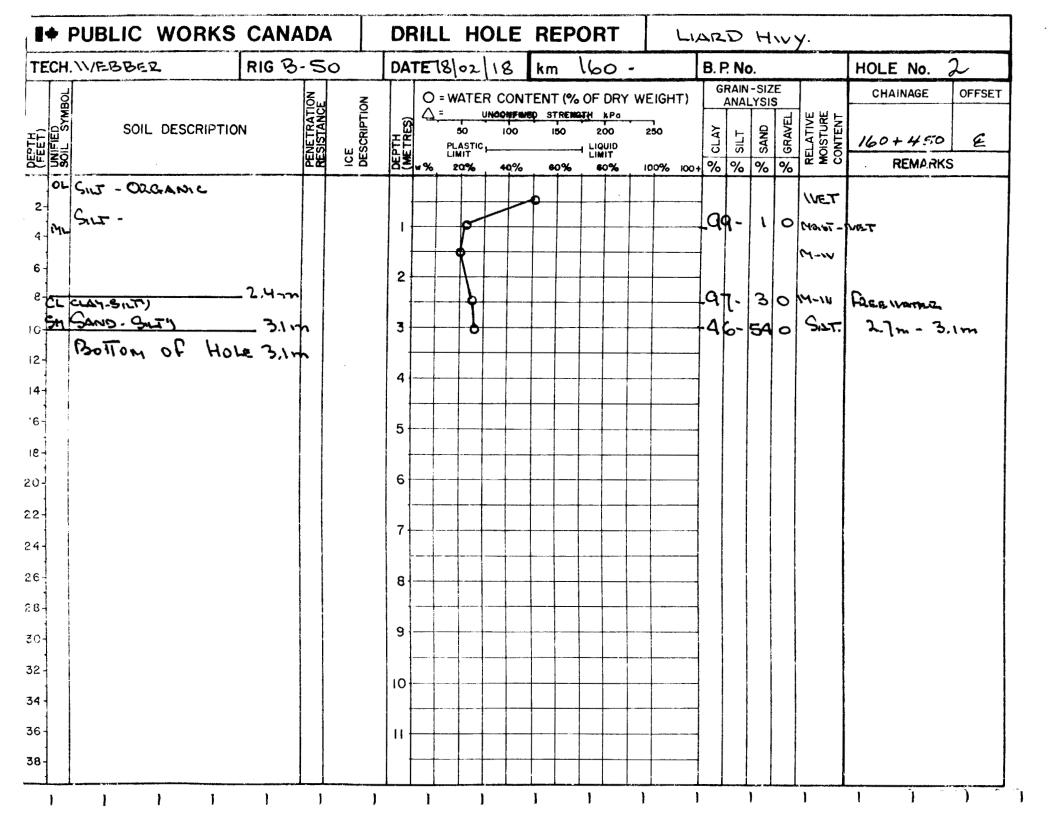


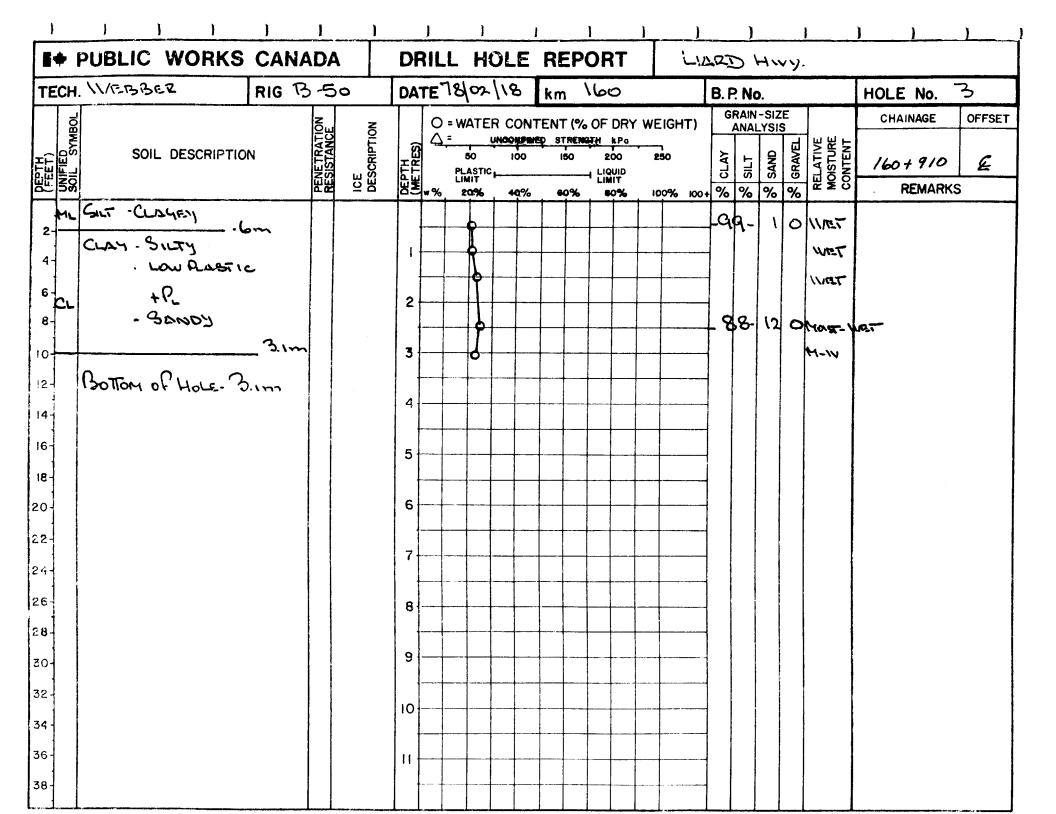


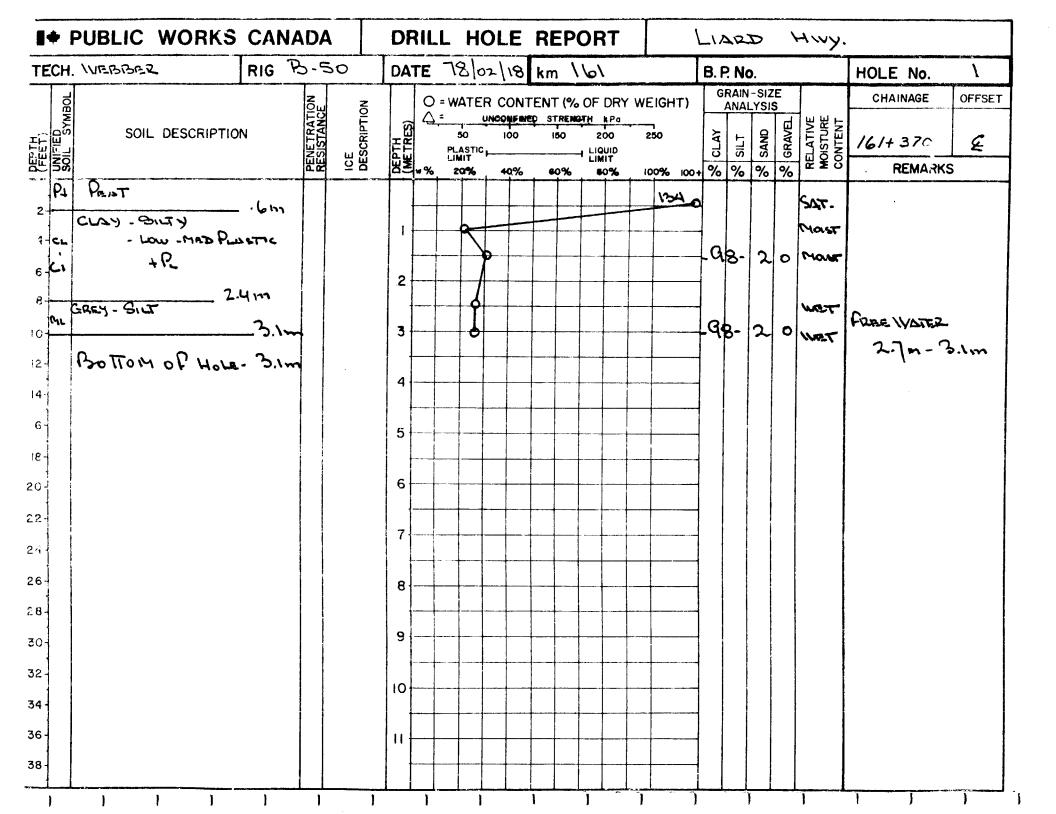
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■     PUBLIC WORKS	CANADA	DRILL H	OLE			LIGAT	2D	· -		•				
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	PENET RESIS DESCI				LIQUID LIMIT	100% 100+	% CLAY	% SILT	% SAND	% GR	RELA MOIS' CONT	RE	MARKS	L
2 58 2 CLAY-SILTY - LOW PLASTIC 4 CL 6 VETTER BEARING SAND 8	2 3.1m 3.1m						% -9(	%	% 4 1			loist . WRT	MARKS	
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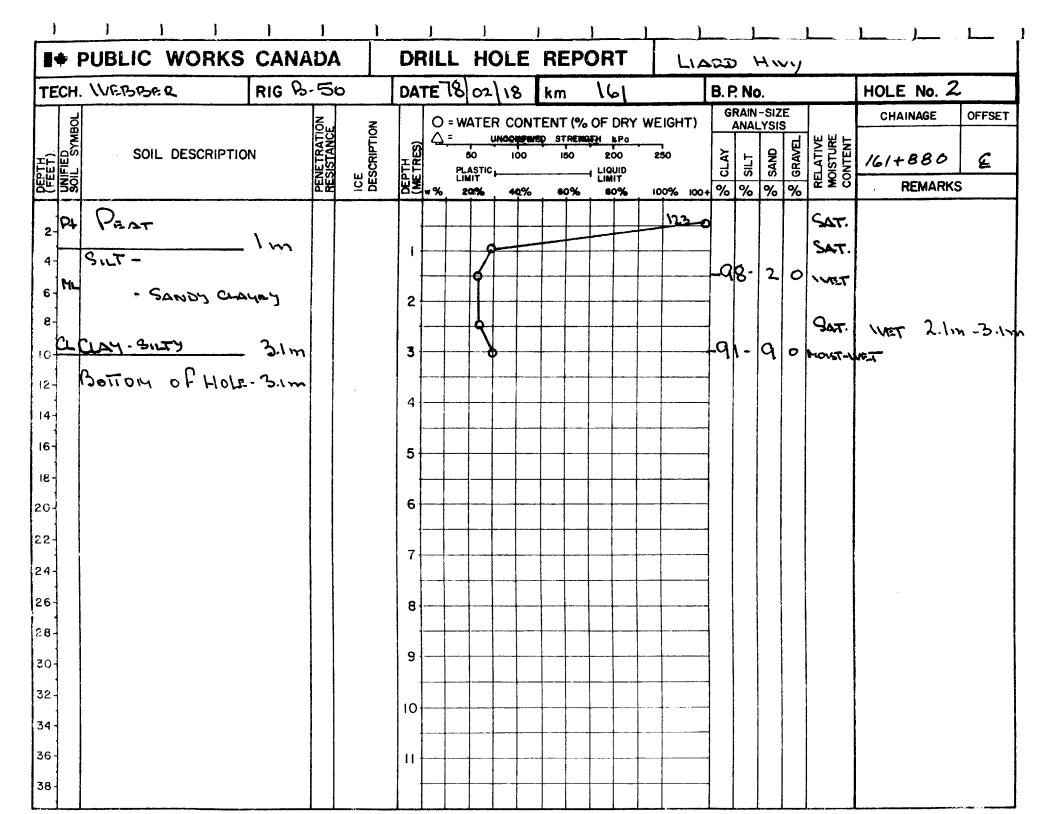


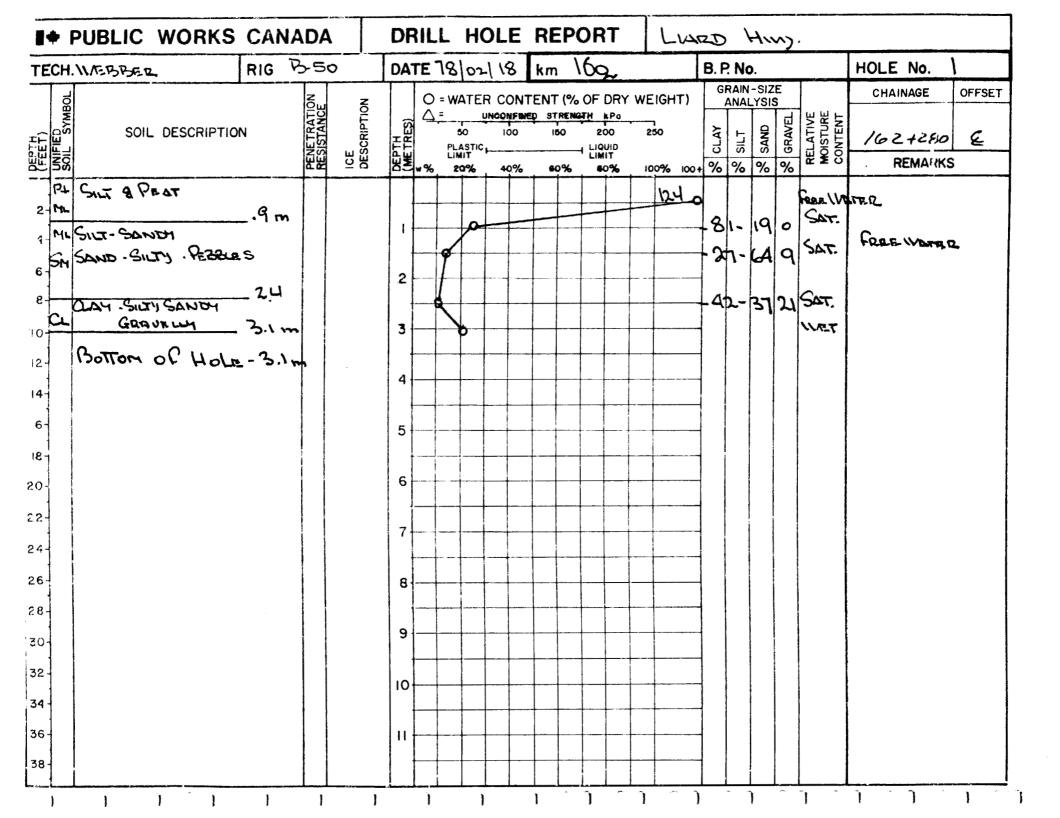




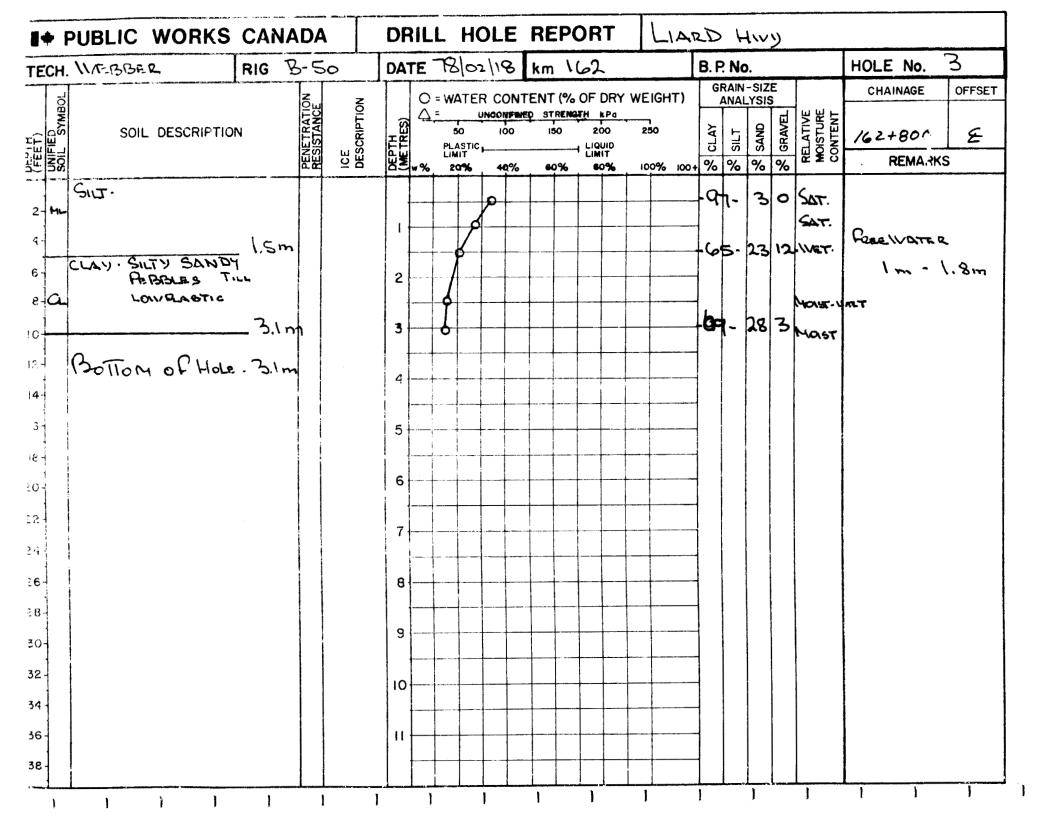


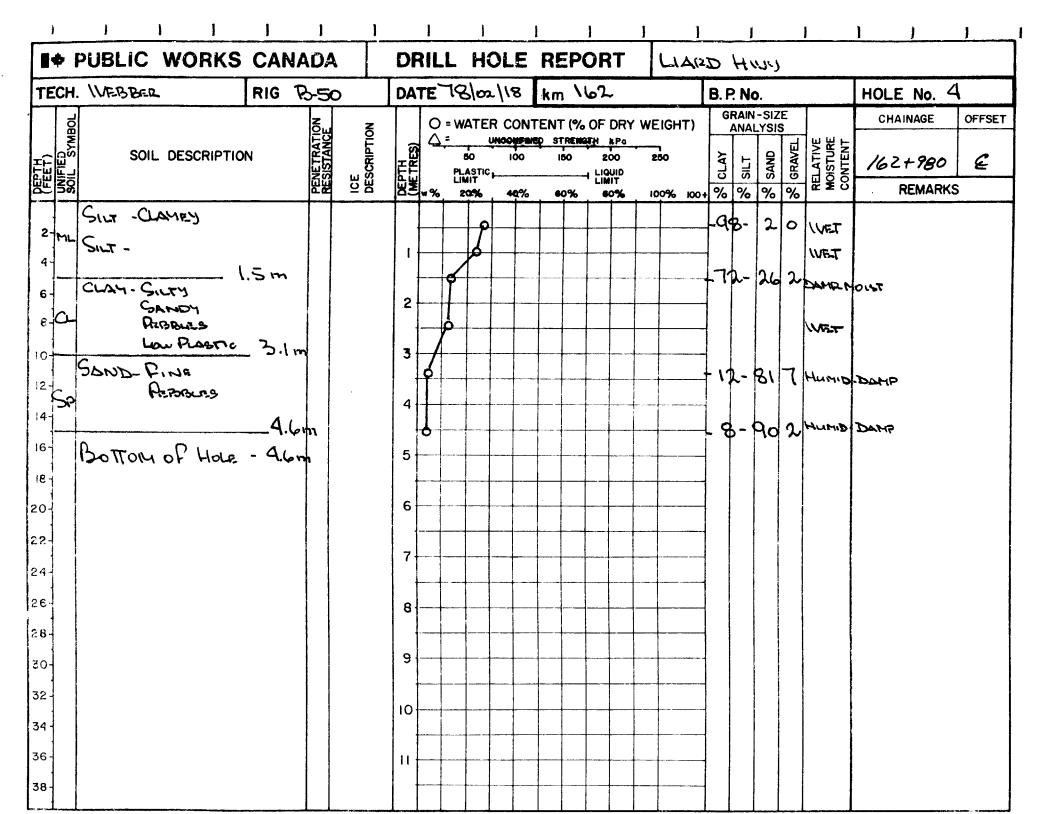


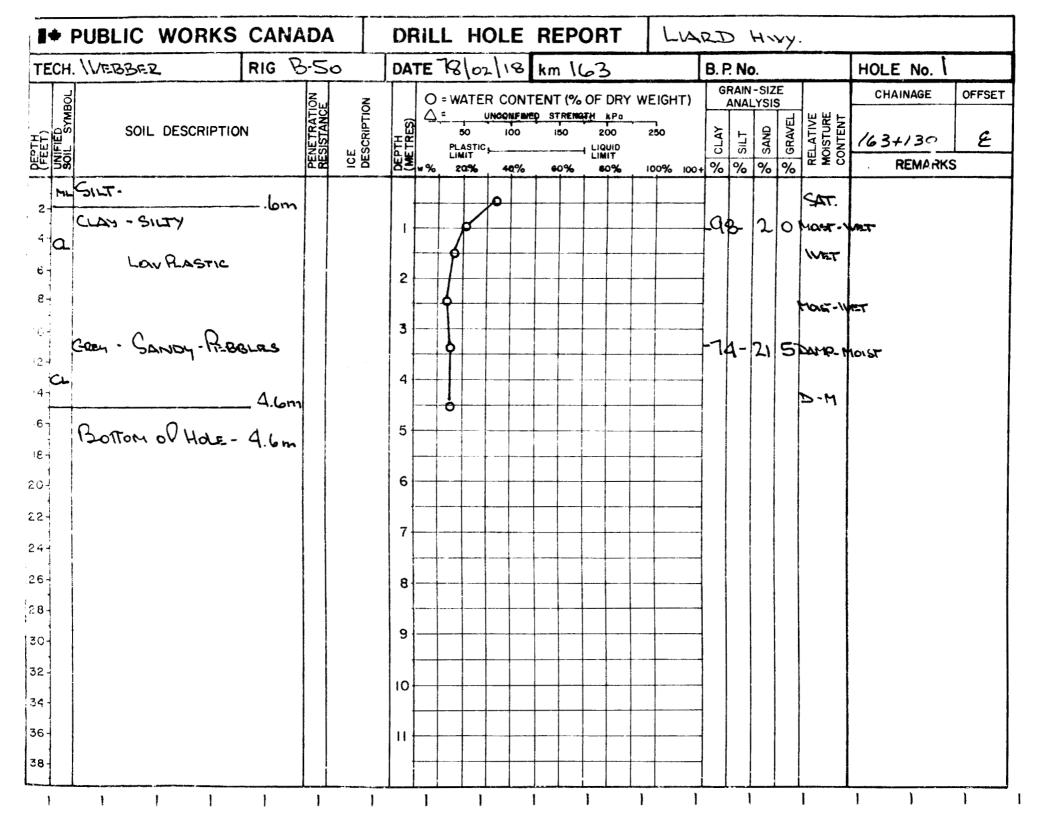


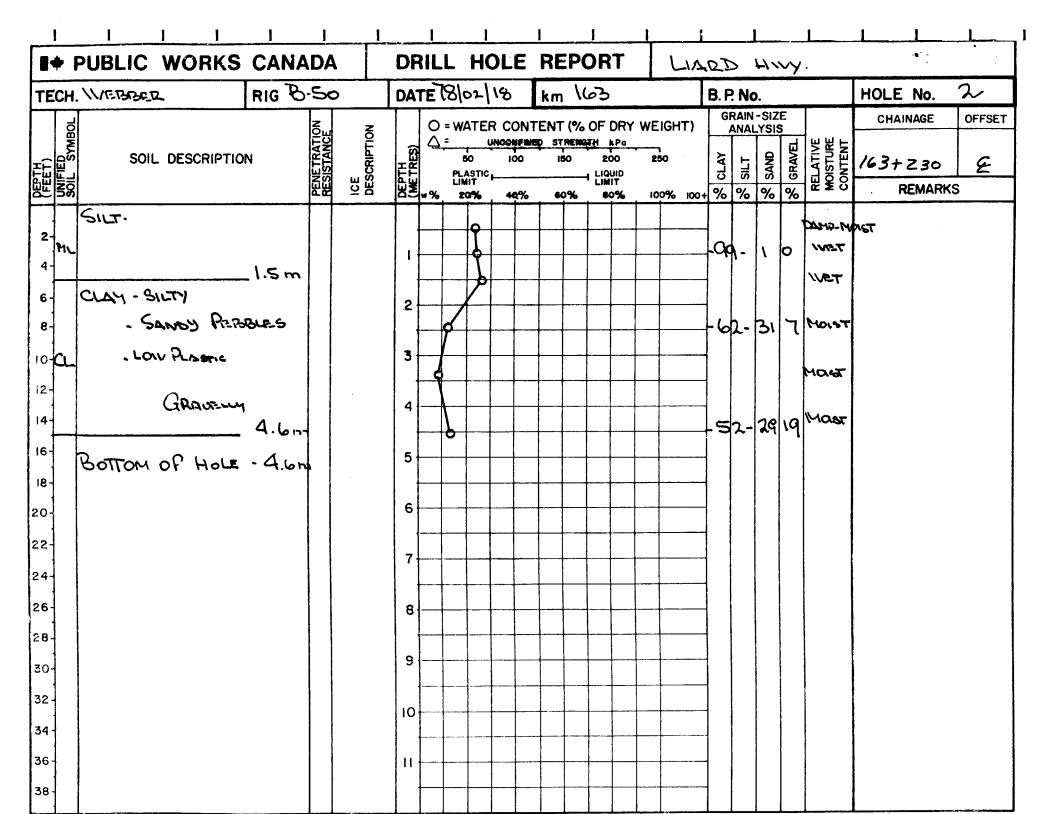


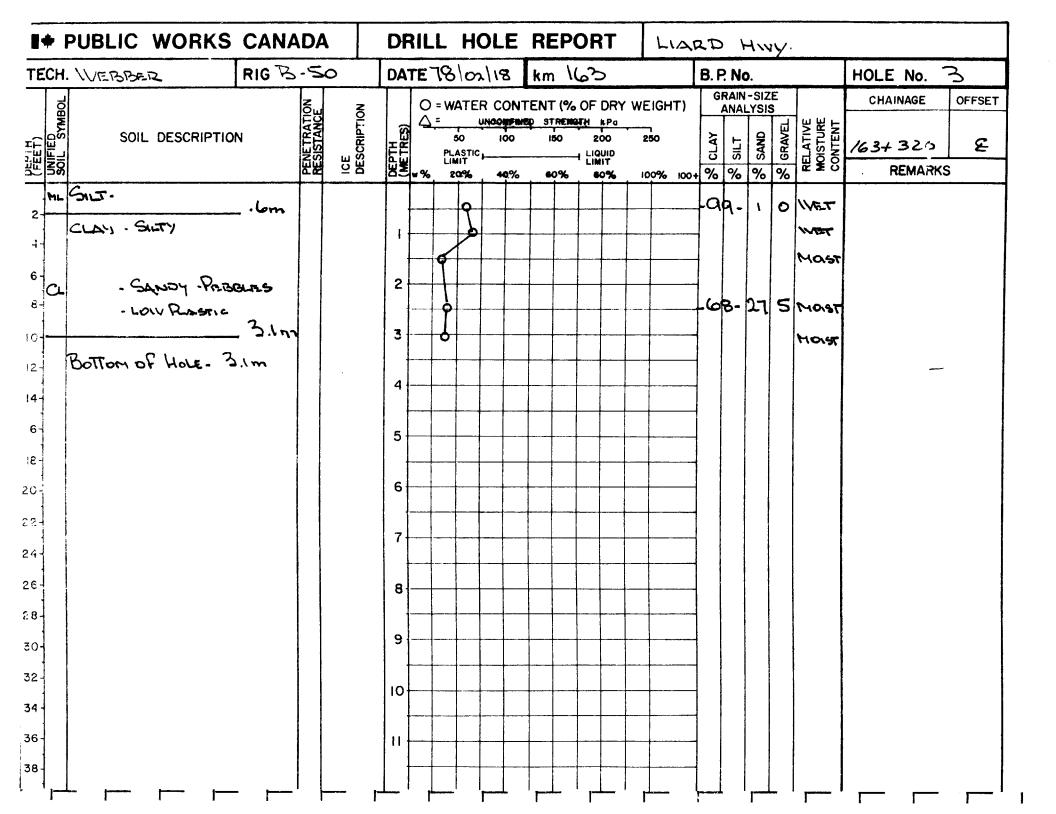
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<b>*</b>	PUBLIC WORKS	CANA	DA				LH			REP	OF	T		LIA	RD	H	~	<b>y</b> .			
TECH	. WEBBER	RIGB	-50		DA	TE	18102	118	:	km l	62	•			B. I	? No	<b>)</b> .			HOLE No.2	,
UB0			Nom	S		0	= WATI						WE	IGHT)	G	RAIN	-SIZ	5		CHAINAGE	OFFSET
DEPTH (FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTION	N	PENETRATION RESISTANCE	ICE DESCRIPTION	H RES	*%	50	10		STREI	2	00	25	o	CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT	162+460	E
	A REAL PROPERTY OF A REAL PROPER		PEN	ICE	DEP	<b>w%</b>	PLASTI LIMIT 20%	<sup>0</sup>	1%	<b>6</b> 0%		010 11T 0%	100	0% 100					C M C	REMARK	
2	SILT-						9								la	8-	2	0	DAMD		
2-ML 4-					1										$\frac{1}{1}$			1	WAET		
	CLAY- GILTY SANDY	1.5m													רּ∤	8-	20	2	MOIST		
8-0	- ALTOBLES - LOW PLASTIC				2		f							•••••••					Mast		
10	- TILL	<del>س</del> ۱،د _			3		J									h-	20		Moist		
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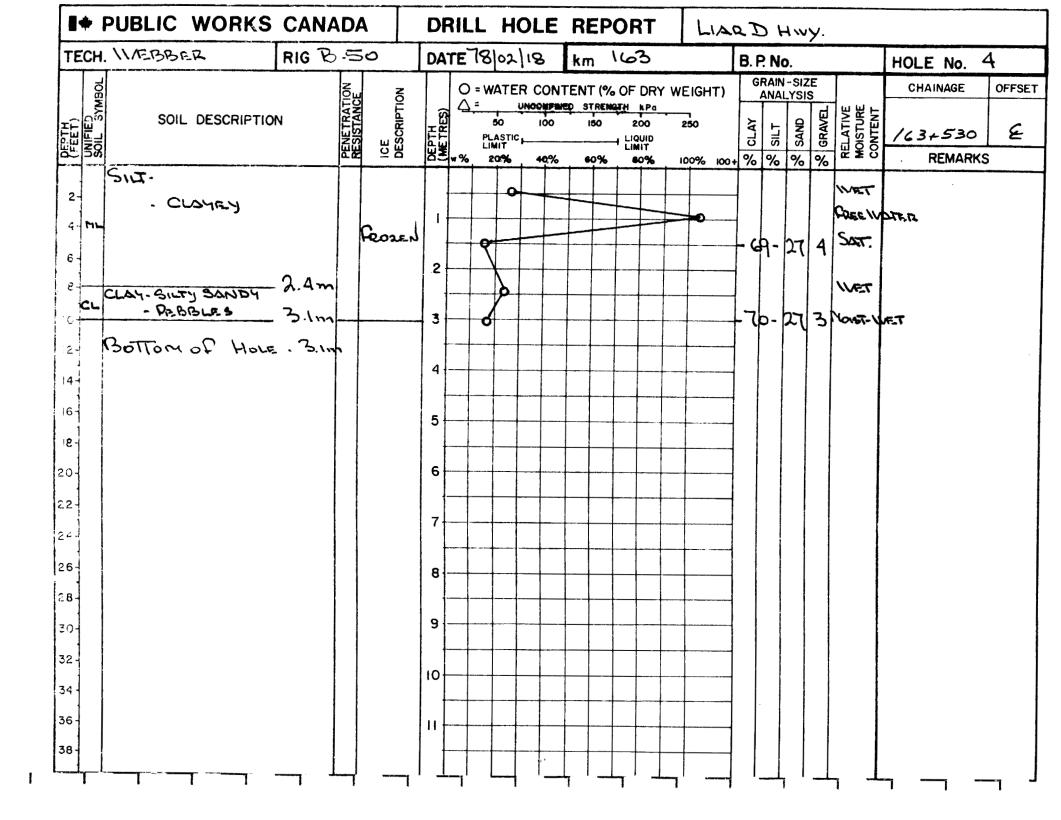


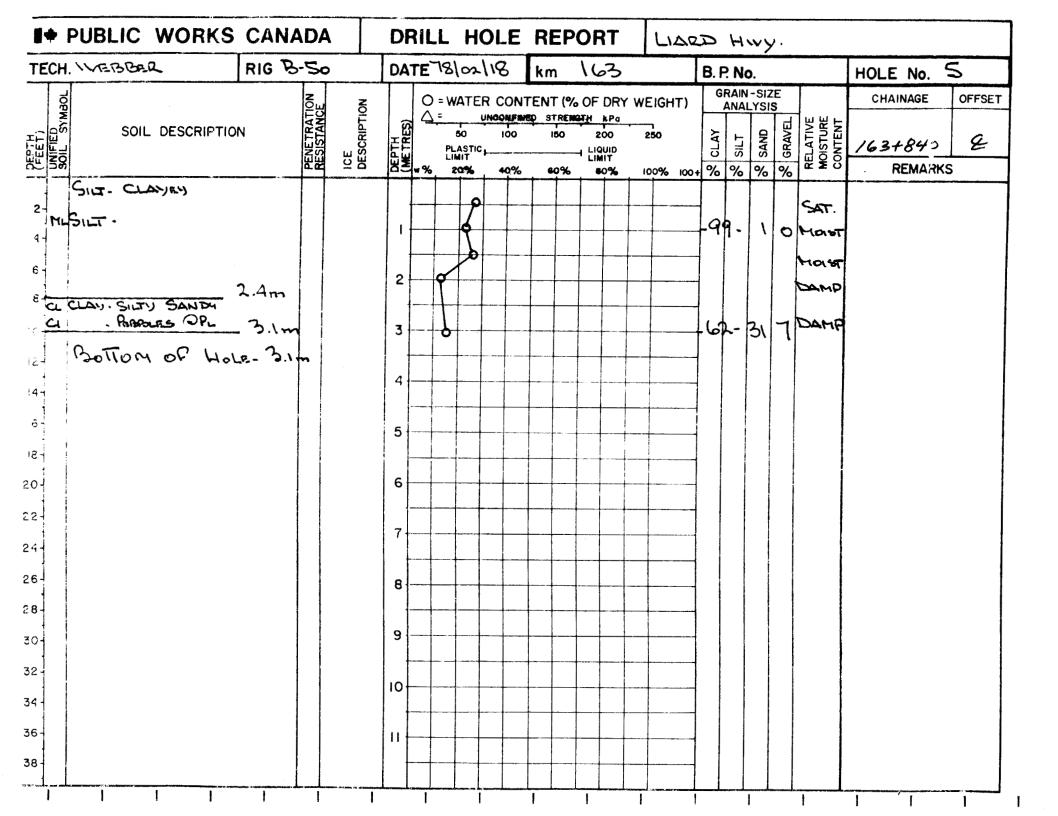








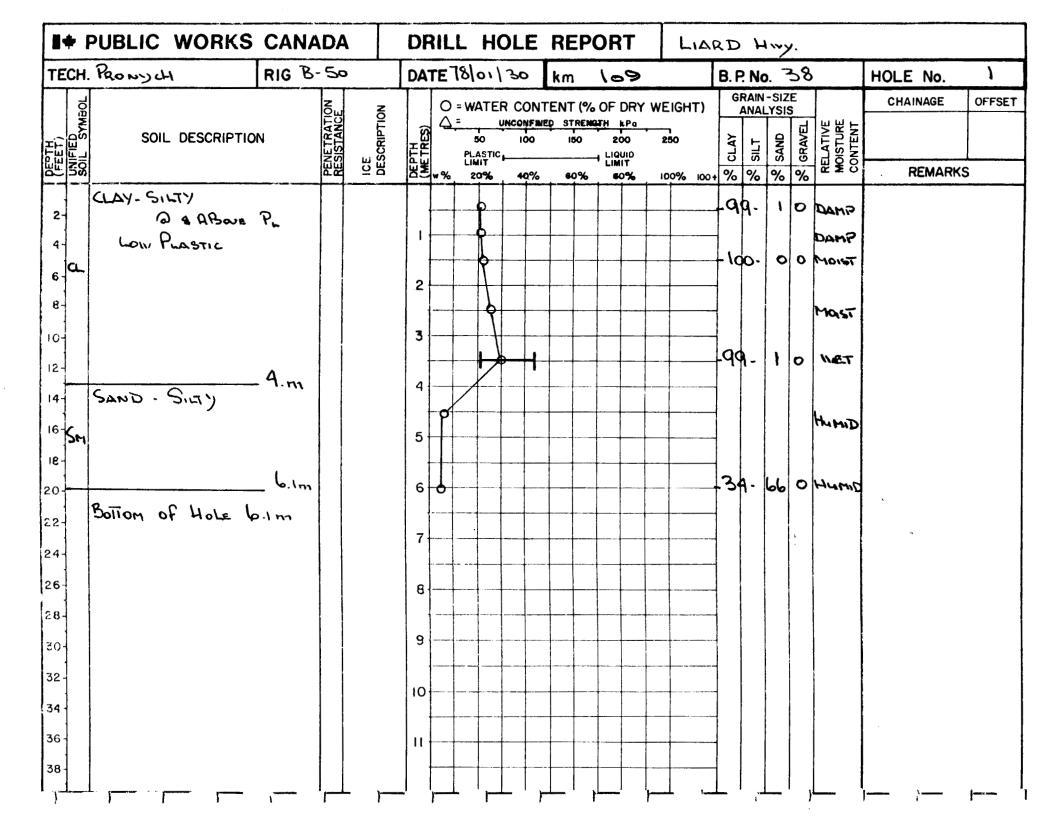


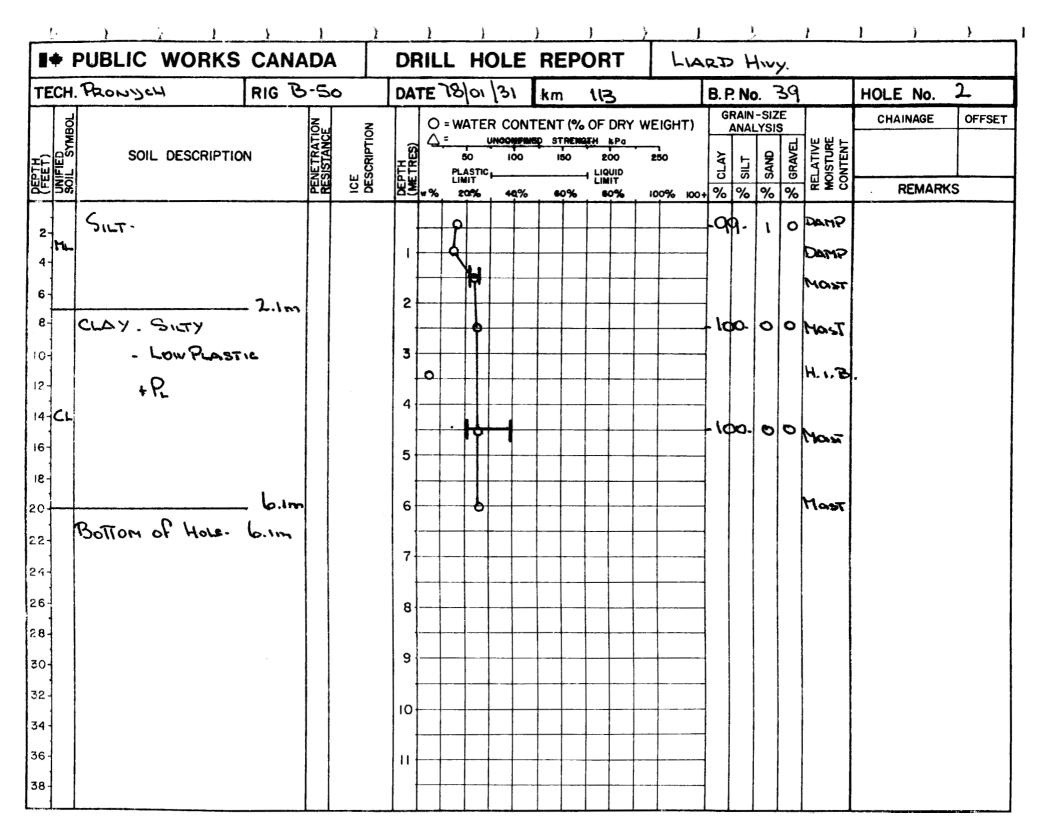


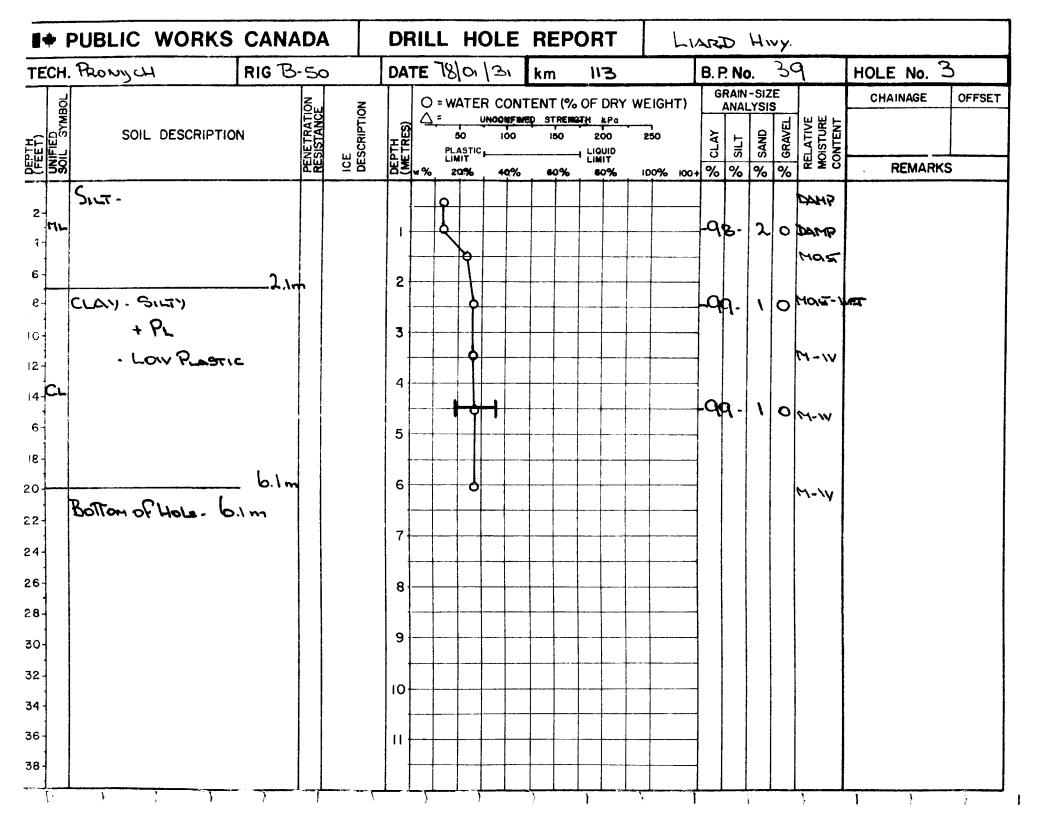
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TECH	. WEBBER	RIG B.SO		DATE	78/07	-118	km 💧	163		<b>B</b> . F	? No	0.			HOLE No.	6
PEPTH (FEET) UNIFIED SOIL SYMBOL	SOIL DESCRIPTIO	Z PENETRATION RESISTANCE	DESCRIPTION	DEPTH (METRES) %	-	100	D STRENG	200 LIQUID	250	CLAY			S	RELATIVE MOISTURE CONTENT	CHAINAGE /63+990	OFFSET
2-NIL 4 6- 0- 8- 10-	GILT- CLAYFU) CLAY- SILTY SAND	1.2 m - 3.1m			20%					-7	<b>b</b> -	٩	18	Met-56 Dahp Dahp Dahp Dahp		5

## Borrow Pits #38 to #81

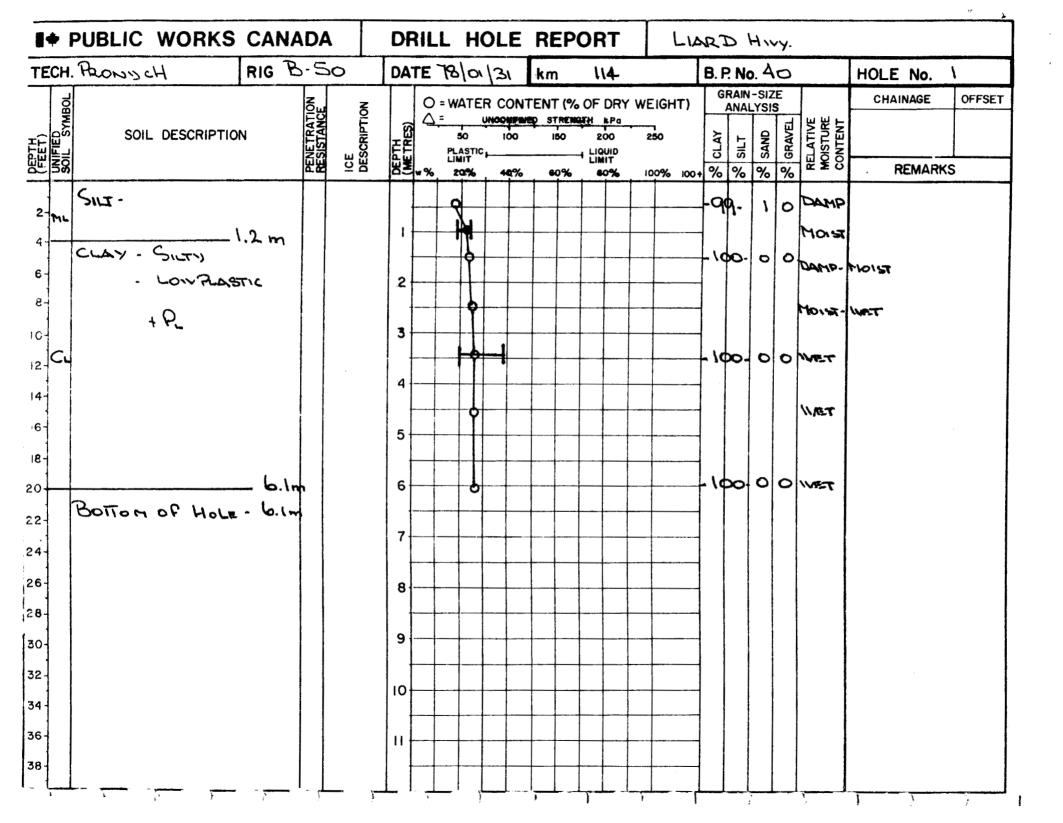
## BORROW PIT HOLES

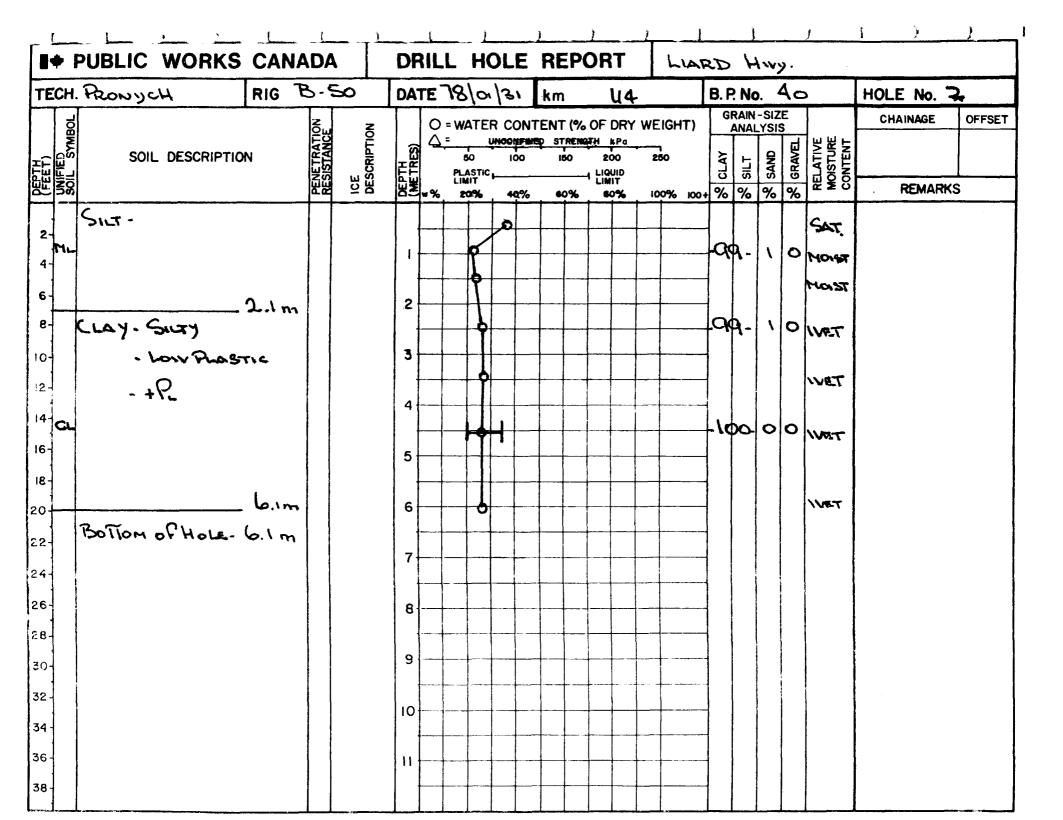


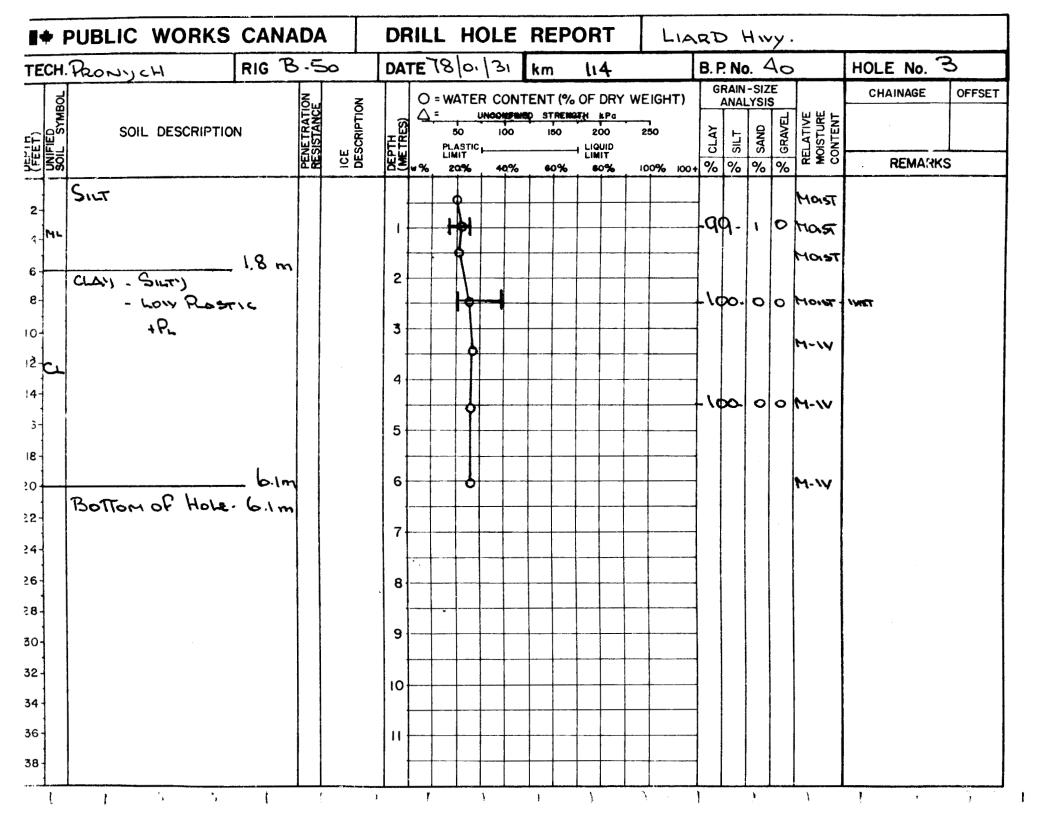




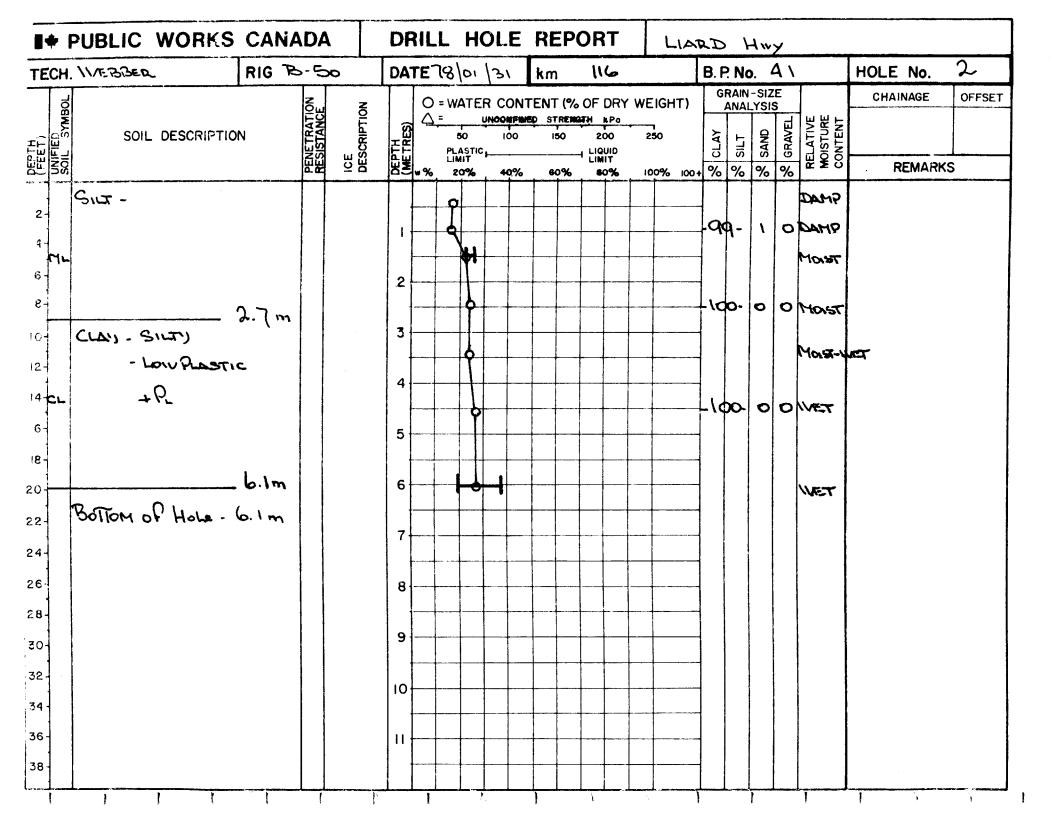
8 <b>+</b> P	UBLIC WORKS	CANA	DA		D	RIL	LH	OLE	RE	POI	RT		LIA	QD	, /	4.~	·γ·			
TECH.	PRONYCH	RIG B	- 5	<b>&gt;</b>	DA	TE	18/01	131	km	۱	13				P. No				HOLE No. 4	
) SYMBOL			Nom	NO		0	= WATE	RCON				WEI	GHT)	G	RAIN ANAL	-SIZ	S		CHAINAGE	OFFSE
	SOIL DESCRIPTION	N	PENE TRATION RESISTANCE	ICE DESCRIPTION	HES)	Δ.	50	100	ISO STR		200	25	0	CLAY	5	SAND	GRAVEL	RELATIVE MOISTURE CONTENT		1
Soll Soll			RESI	DES	DEPT MET	۳%	PLASTI LIMIT 20%	40%	604		QUID MIT 60%	100	<b>% 100</b> +	5 %	% SILT	8 %	5 %	REL MOIS	REMARK	s
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mu							þ	<u>    -</u>	-							~		Mast		
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6+	(LAY . SILTY)				2				┽┈┼			$\left  \right $								
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O-CL	- Low PLANTIC	-			3									la	۹.	、	0	WET		
2 <b>C</b> L					4															
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	Bottom of Hole.	4.6m			5															
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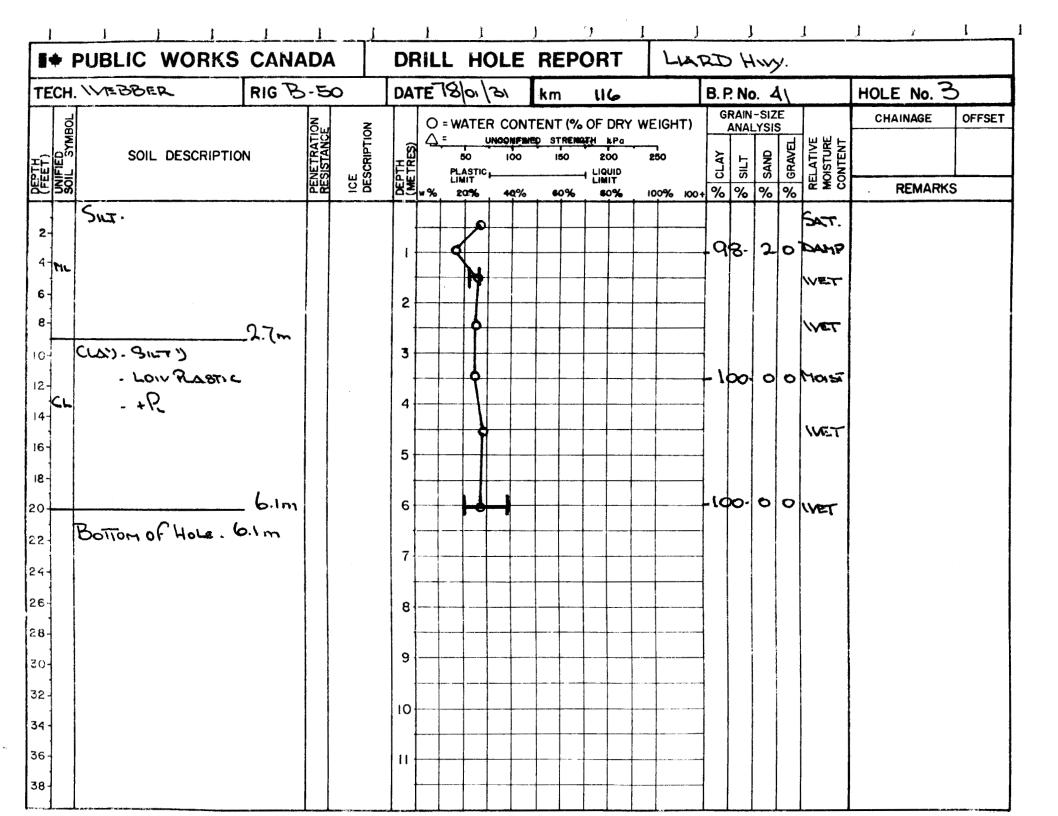


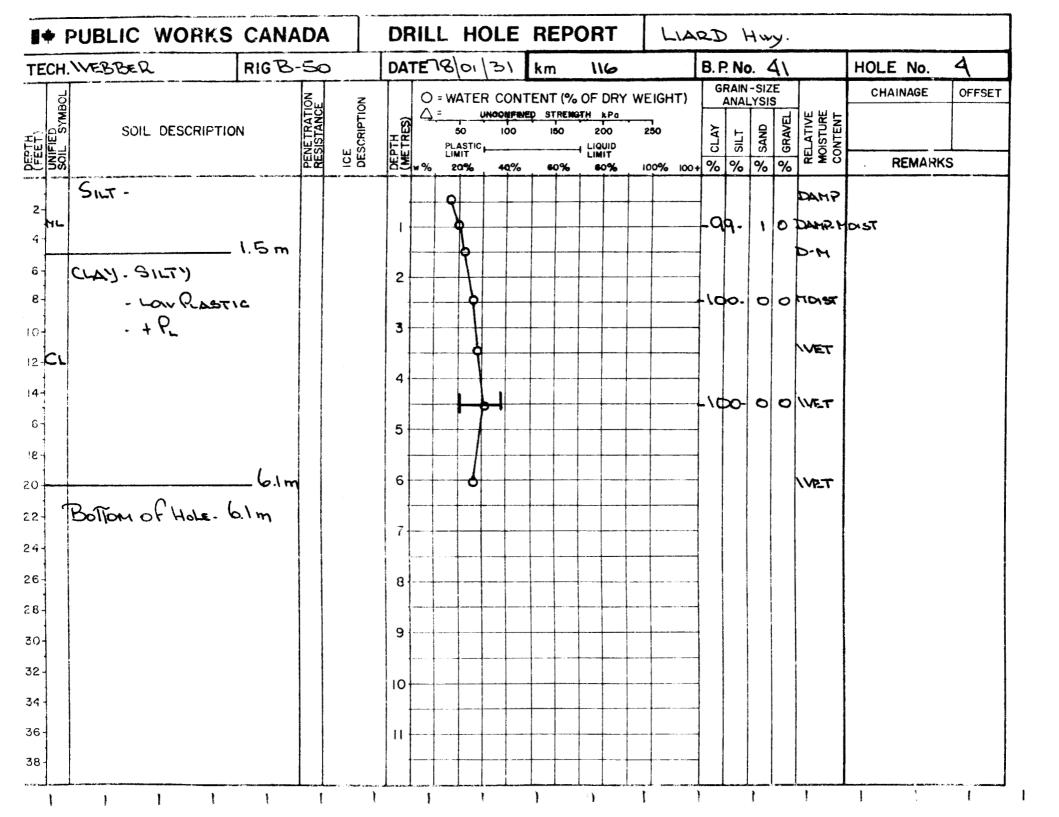




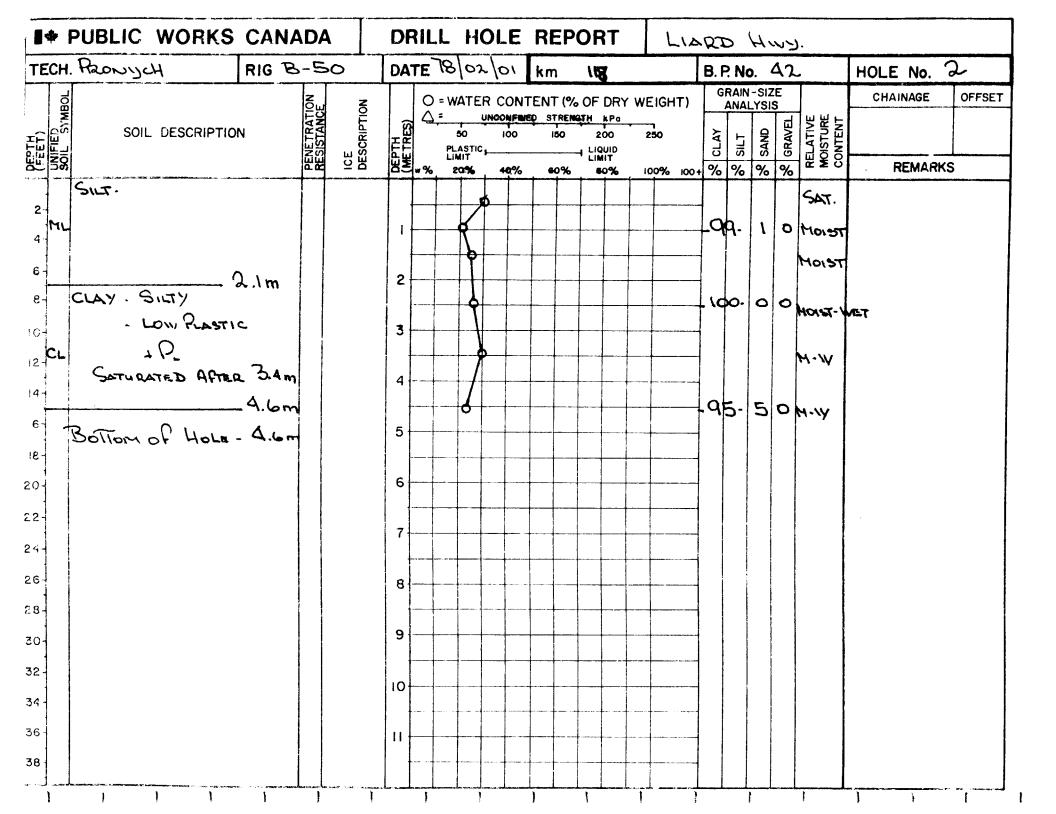
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<b>I+</b> F	PUBLIC	WORKS	CANA	DA							REP	ORT		L.\	<b>A</b> 2	A	1-1	wy				
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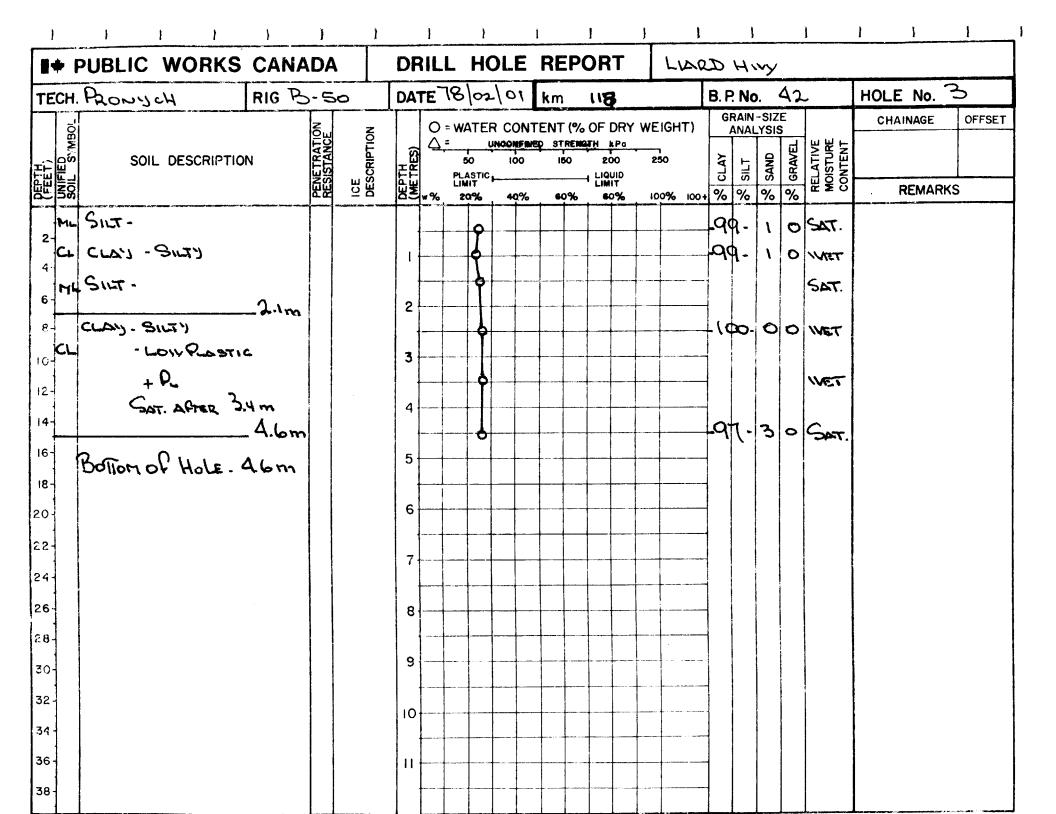


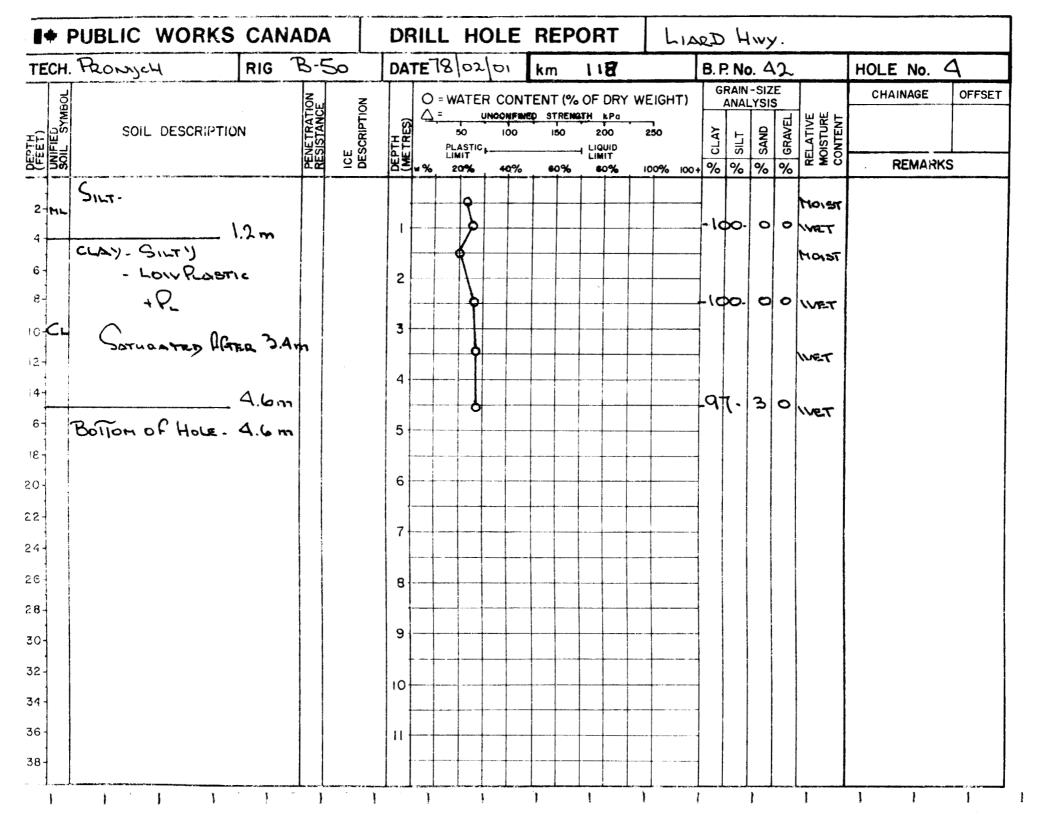


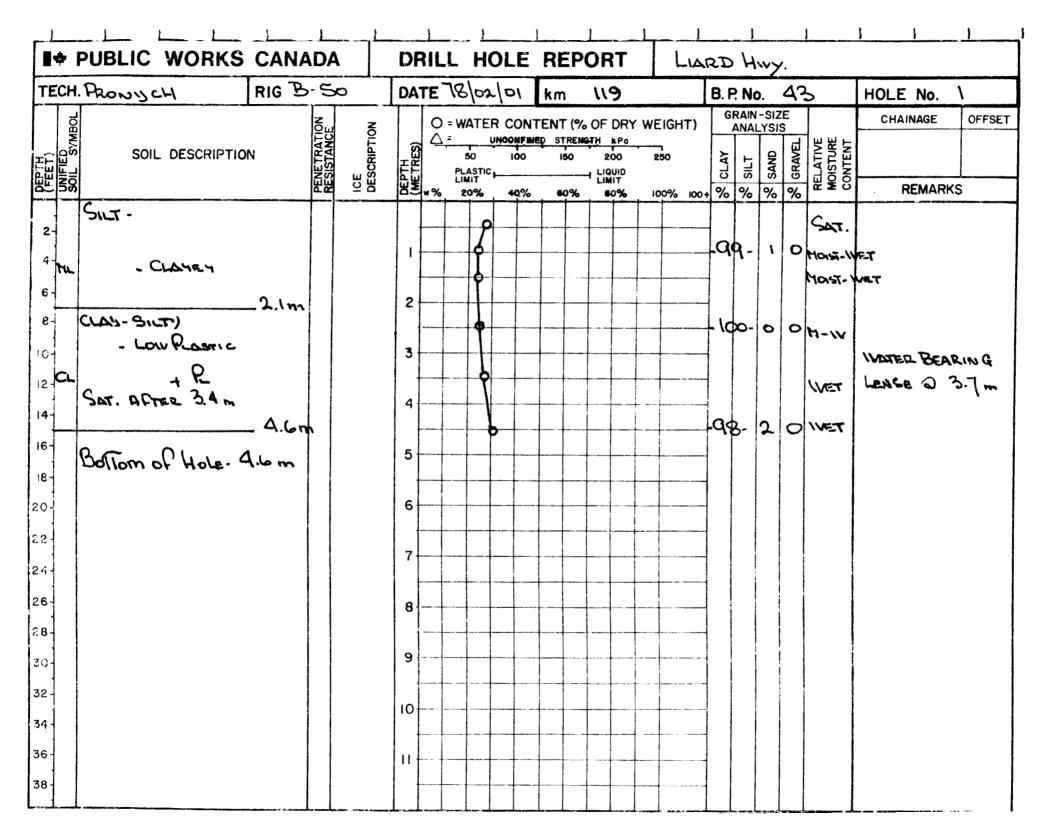


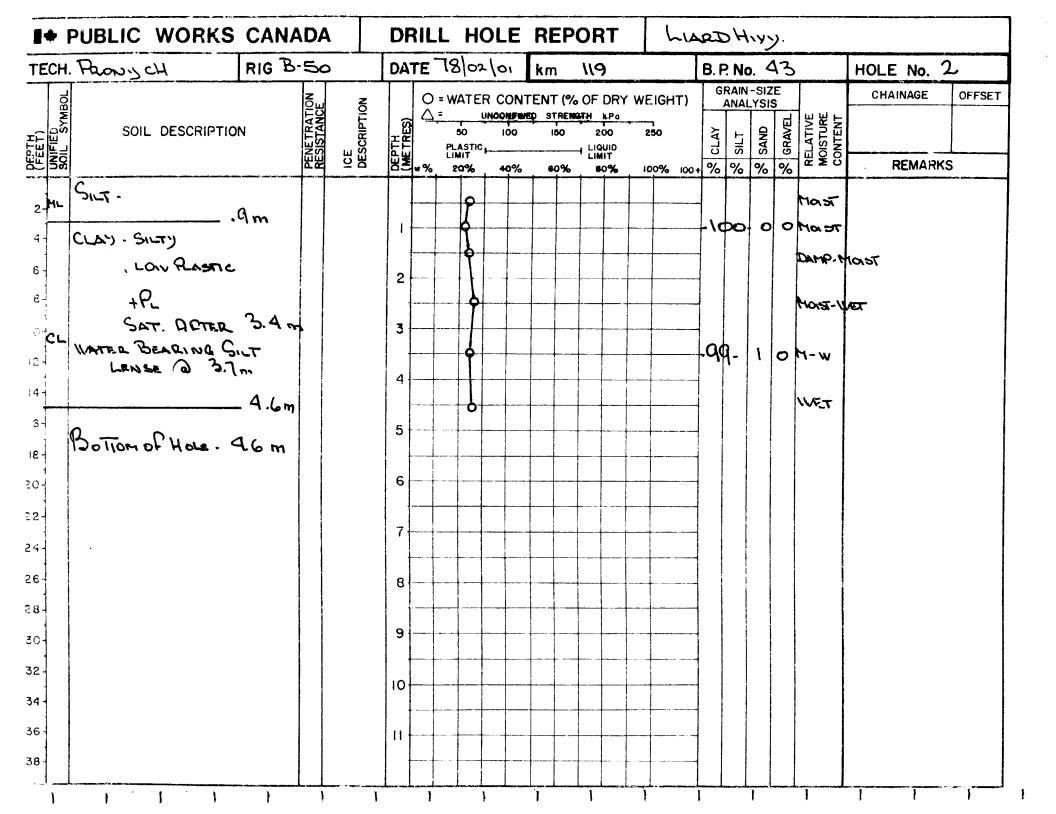
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TECH	PRONSICH	RIG B	»-So		DATE	78/03	r oi	km	118				47	۷.	HOLE No.	1	
BO:			NOM	NO						WEIGHT)	GI	RAIN -	SIS		CHAINAGE	OFFSET	
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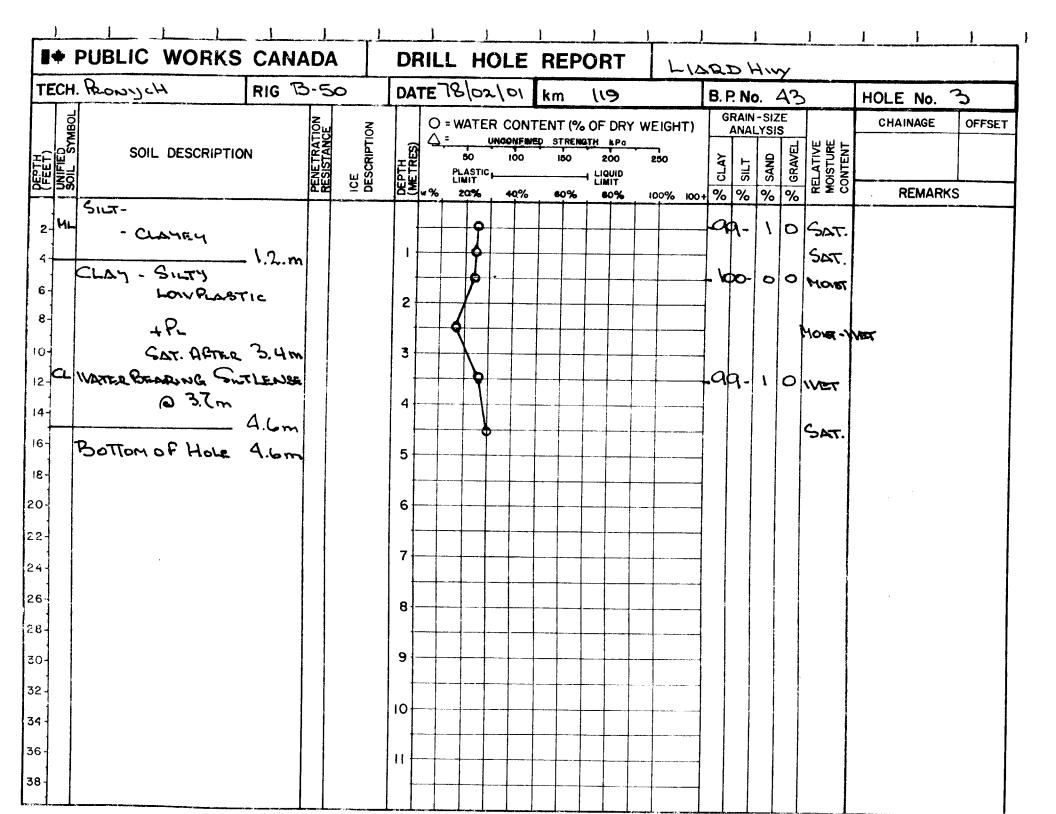


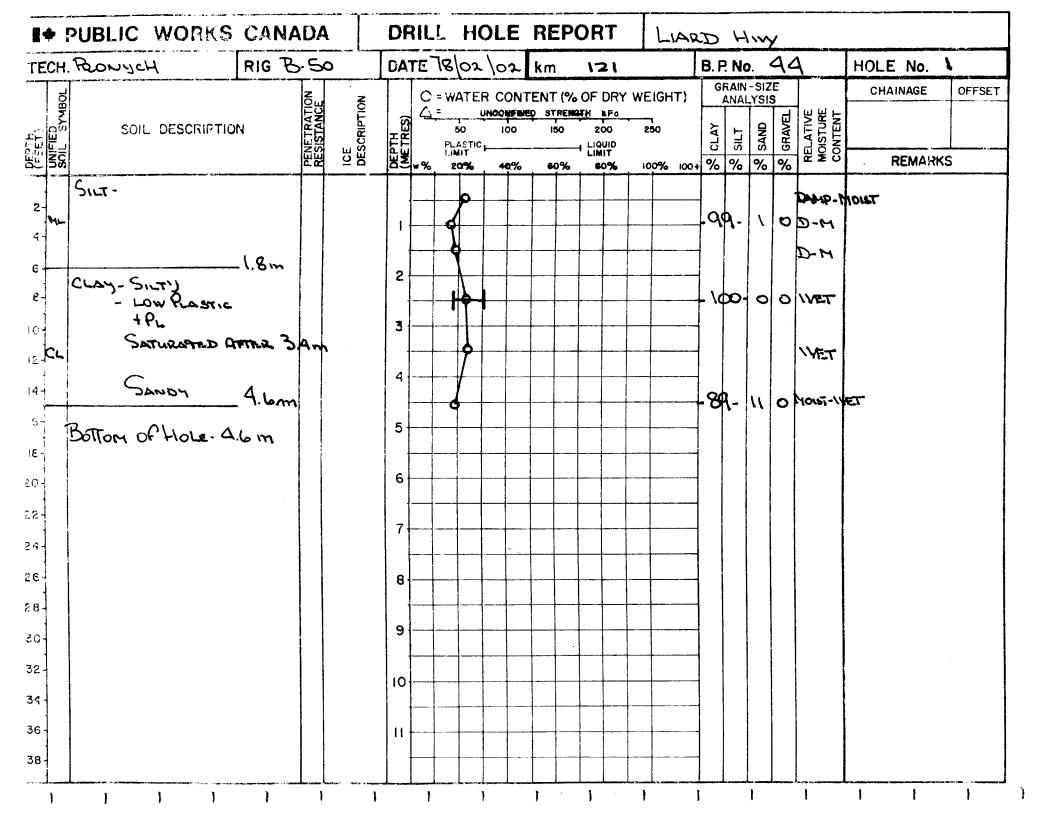


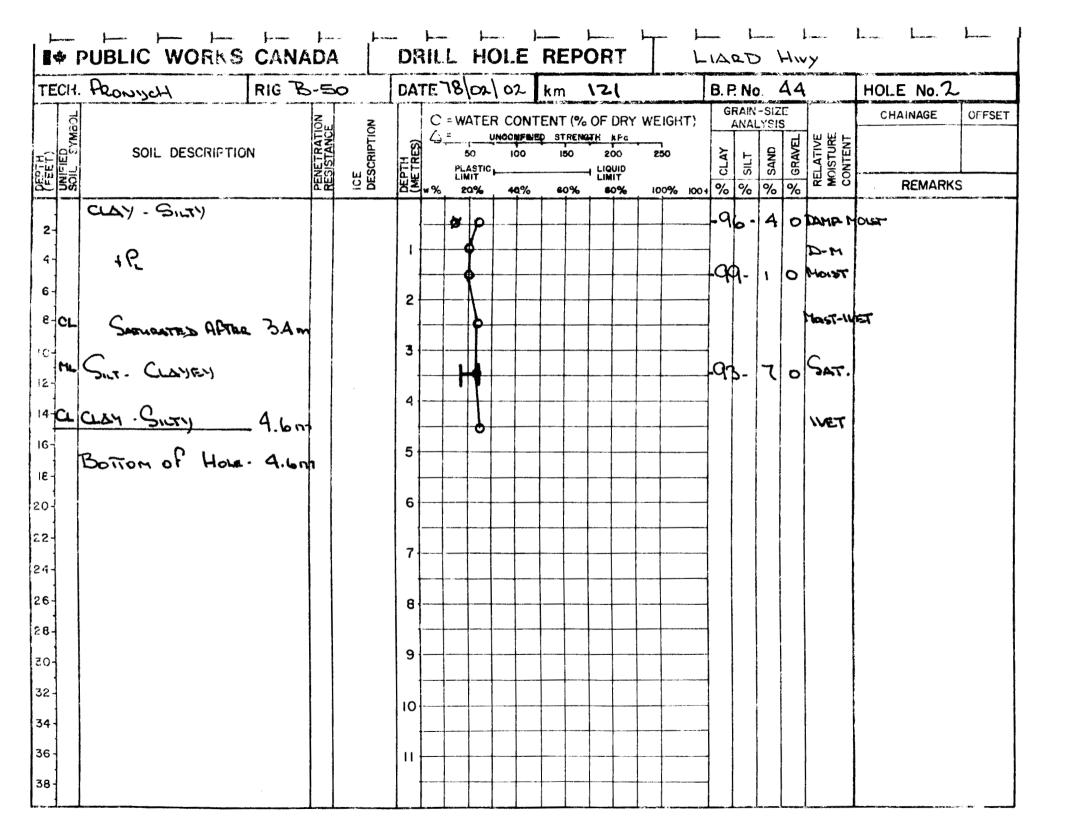


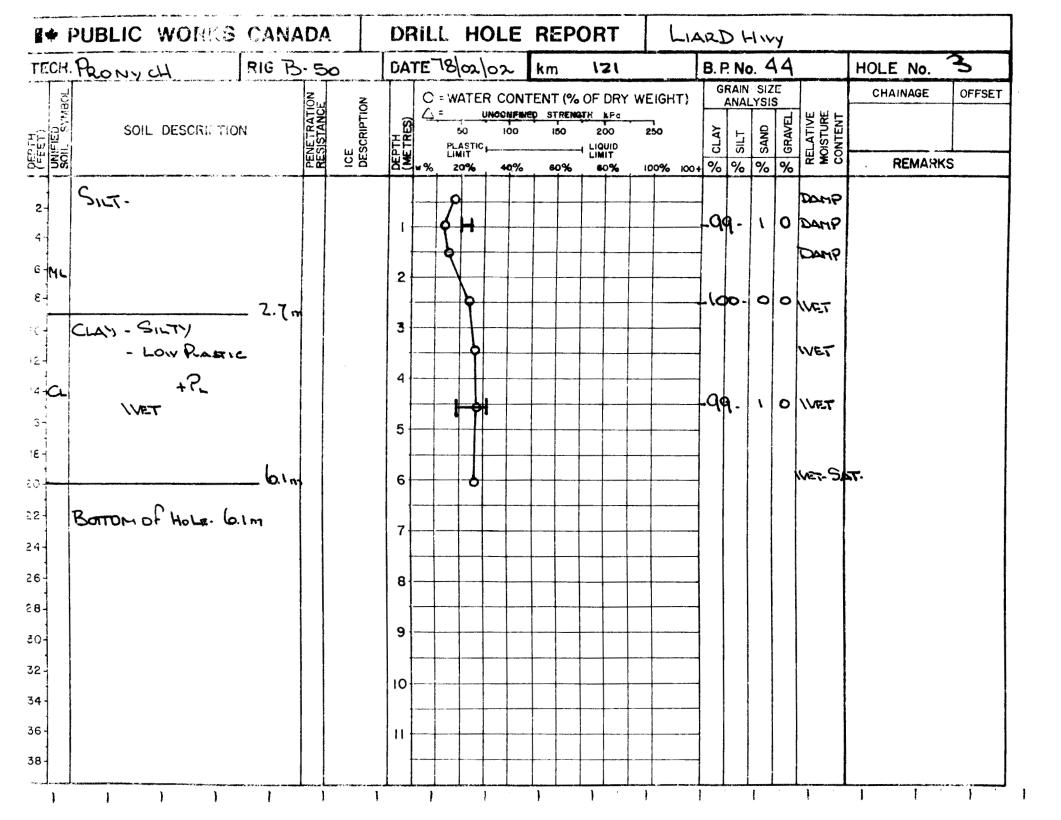


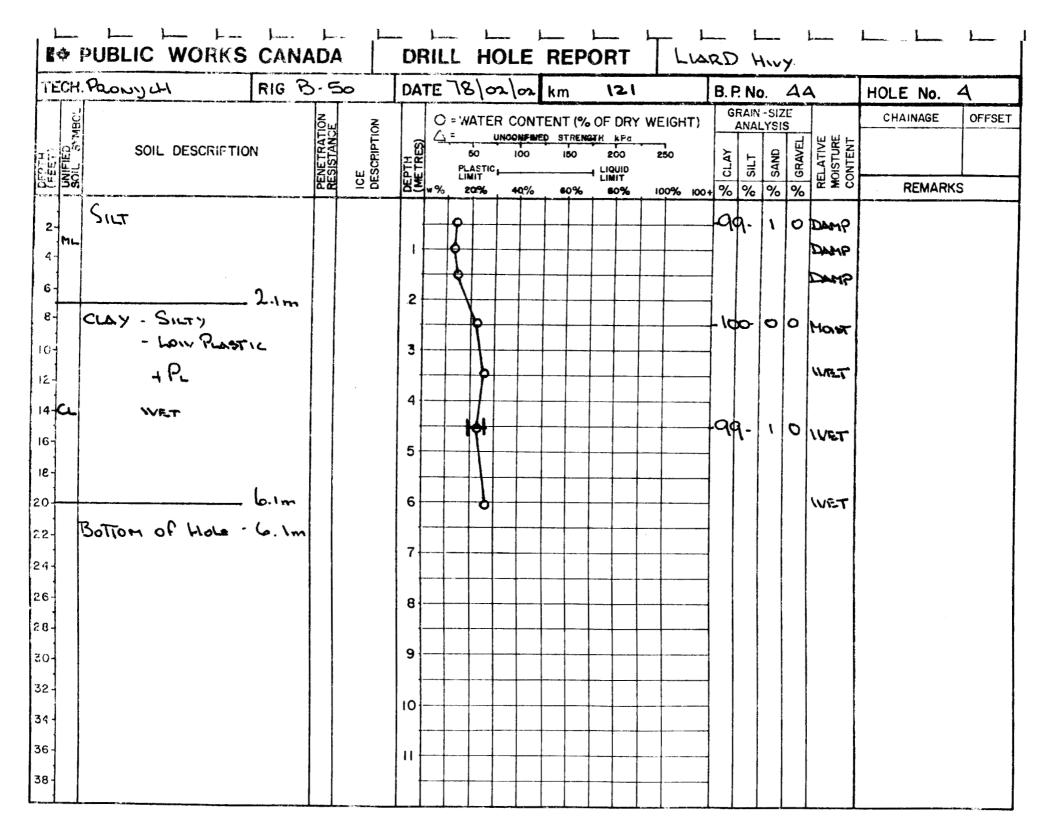


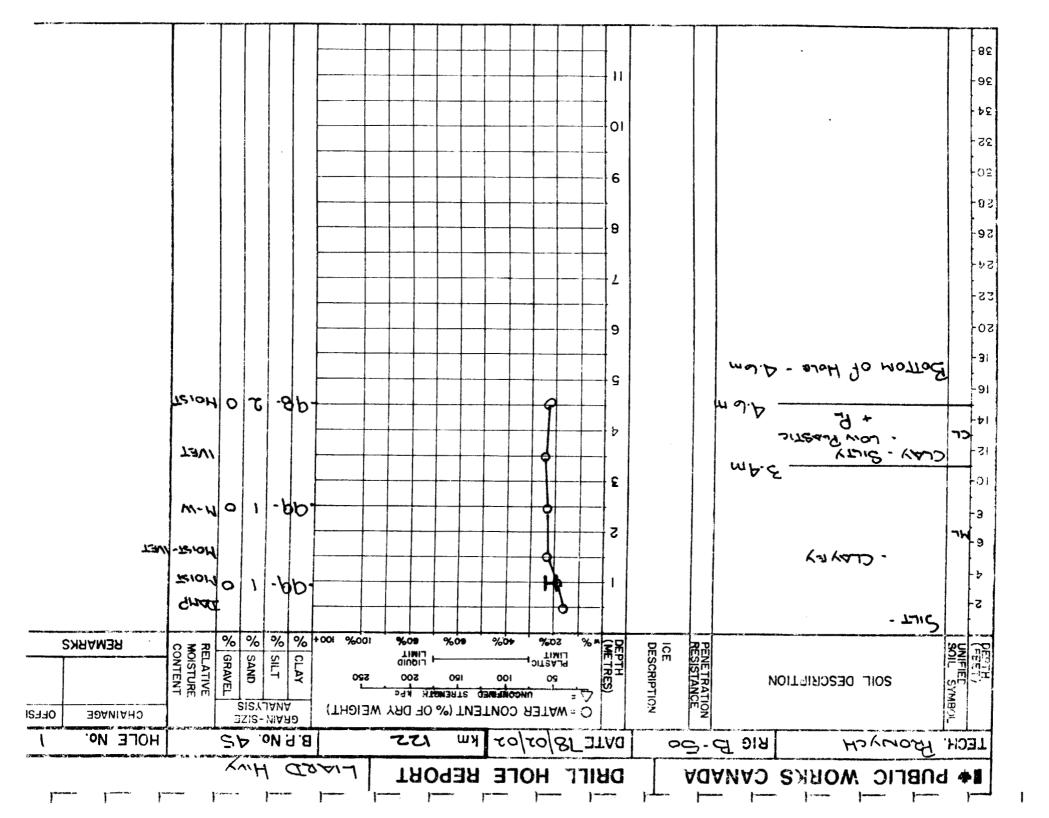


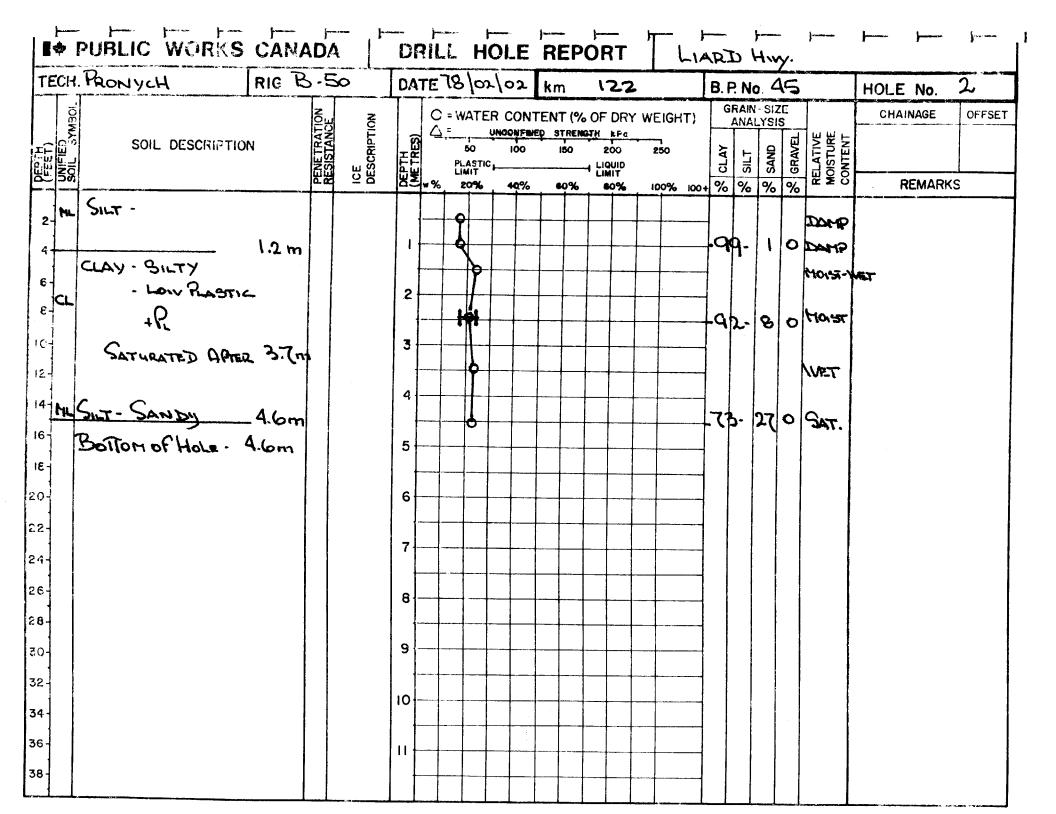


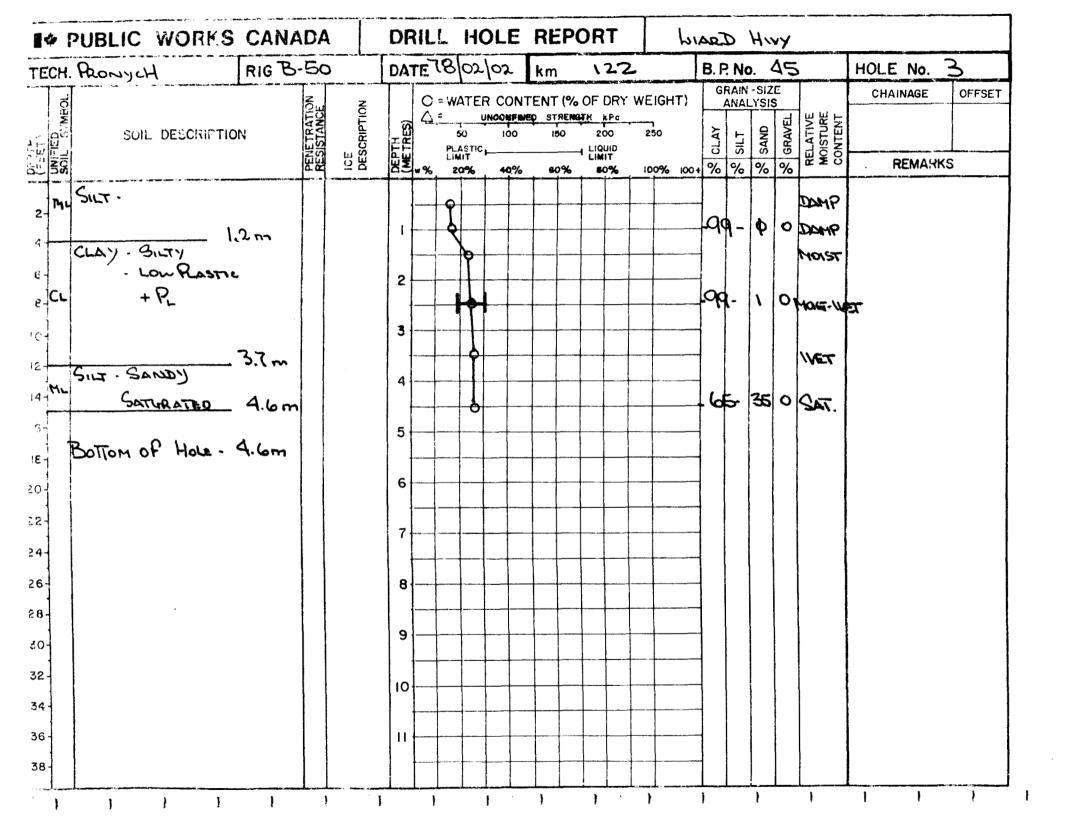


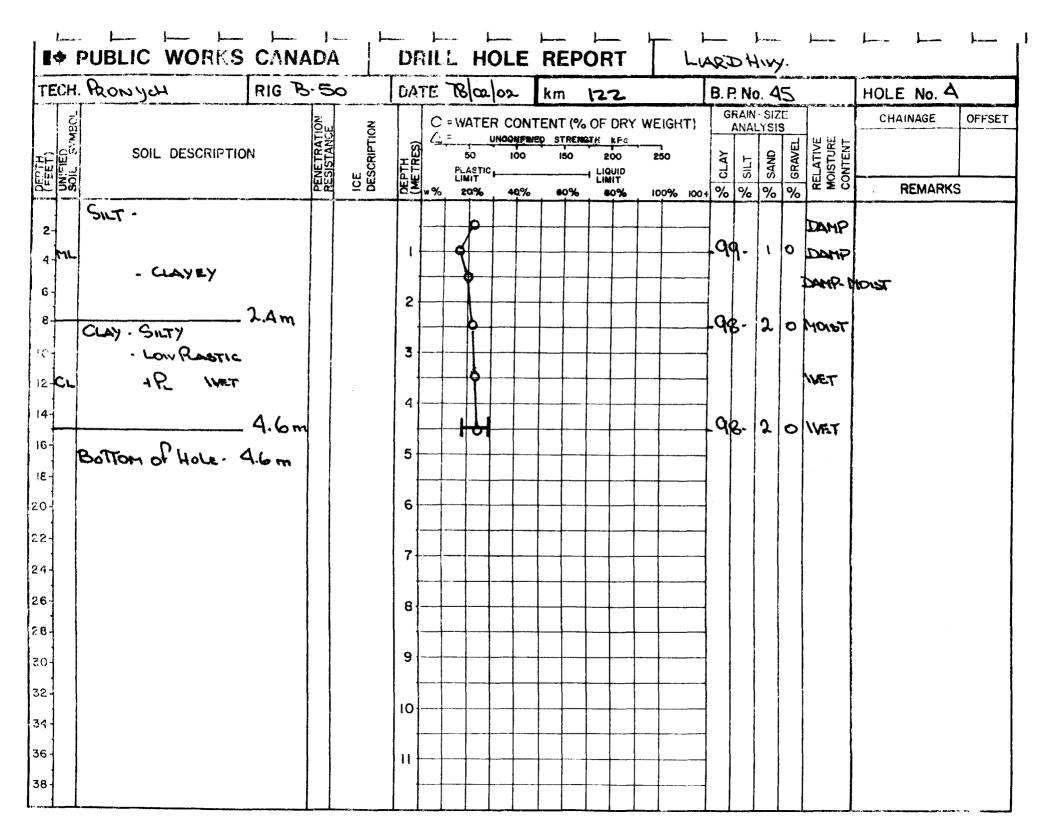


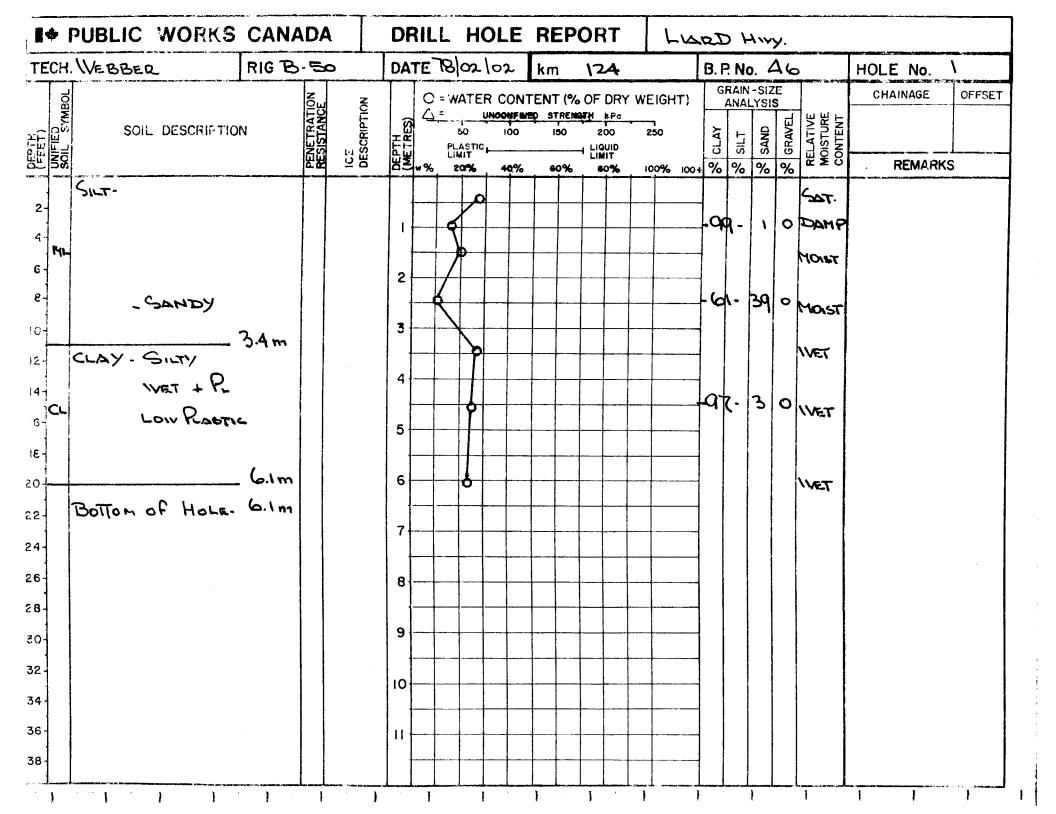


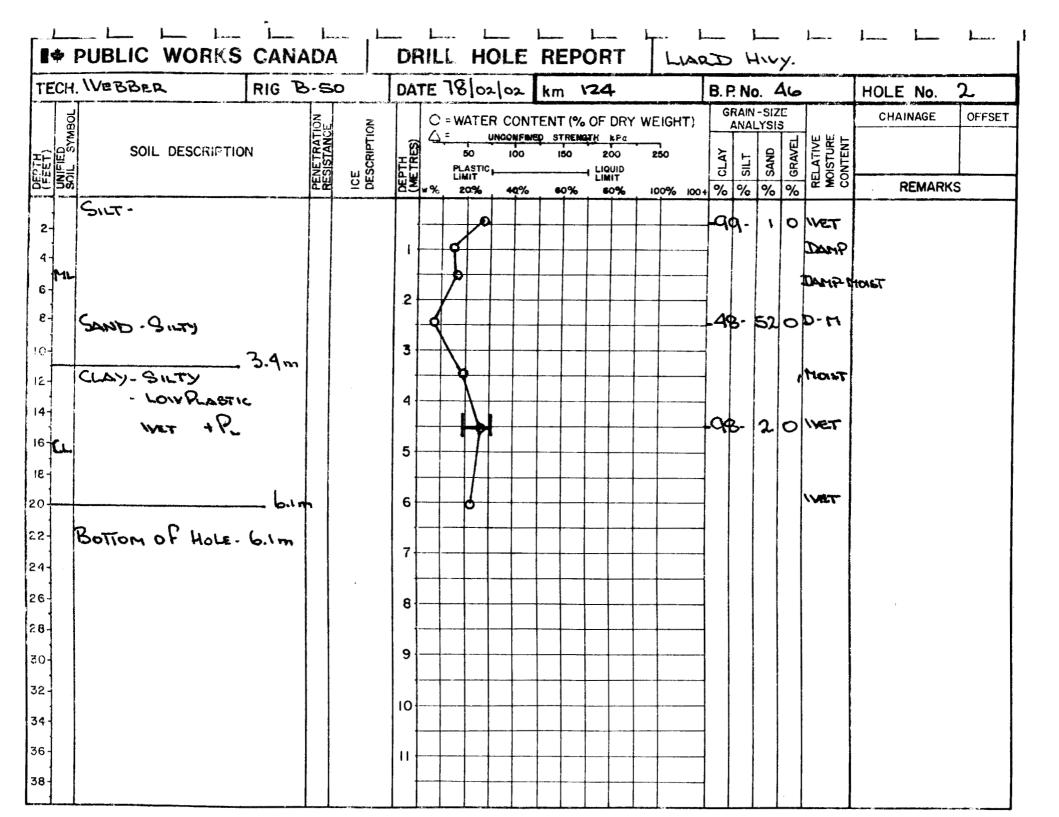


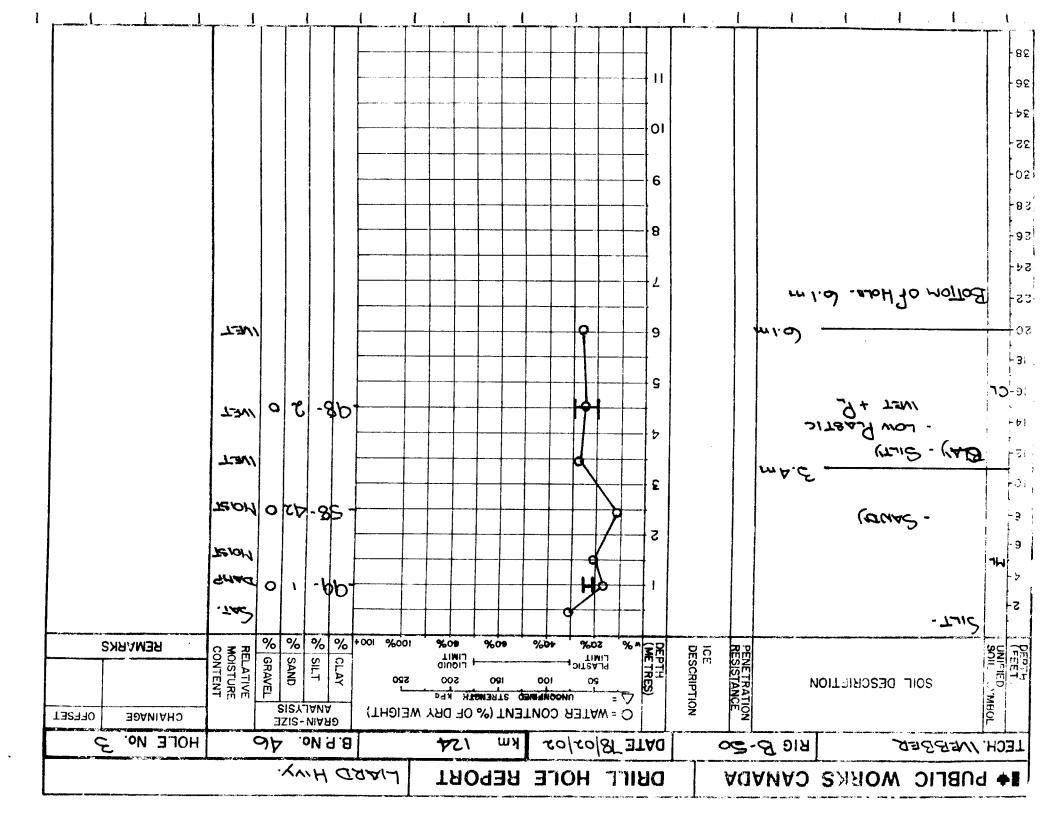


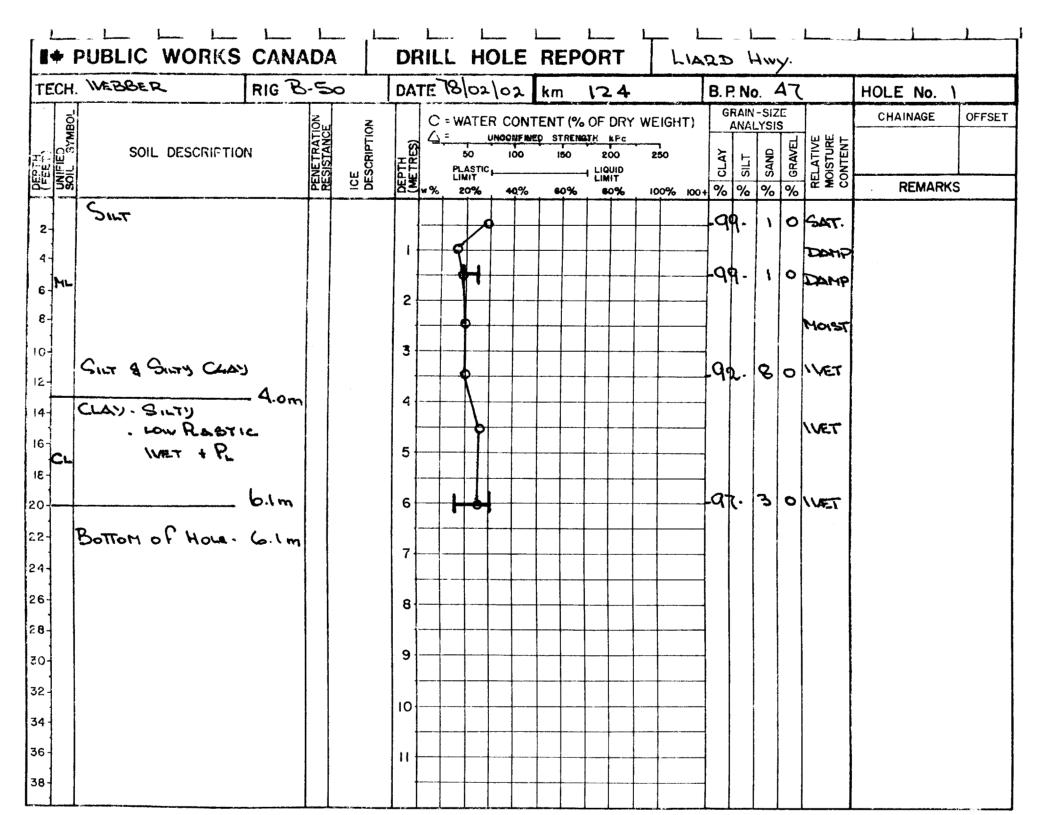


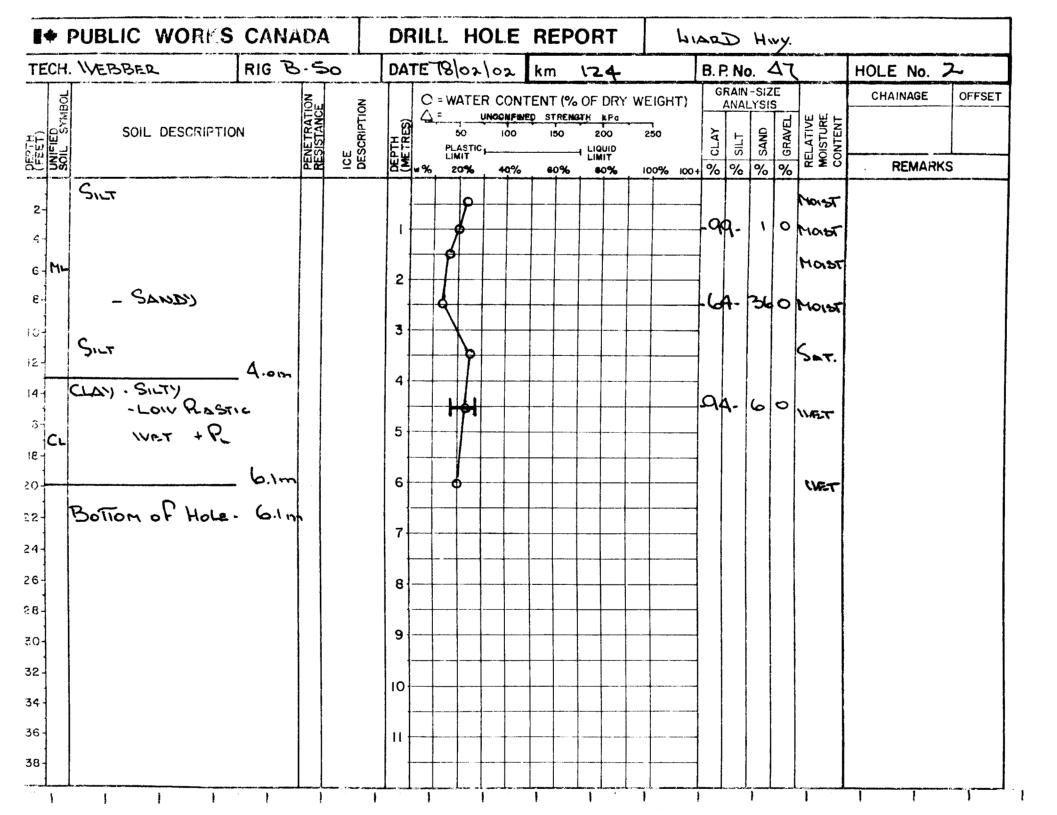


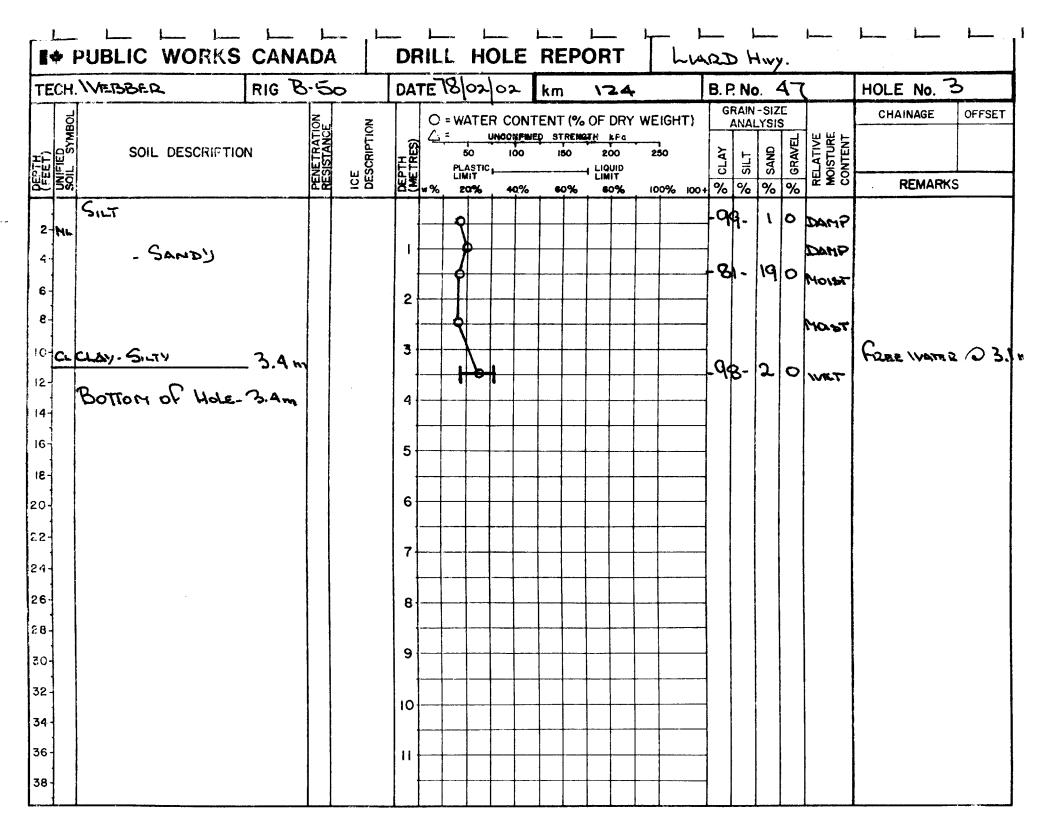


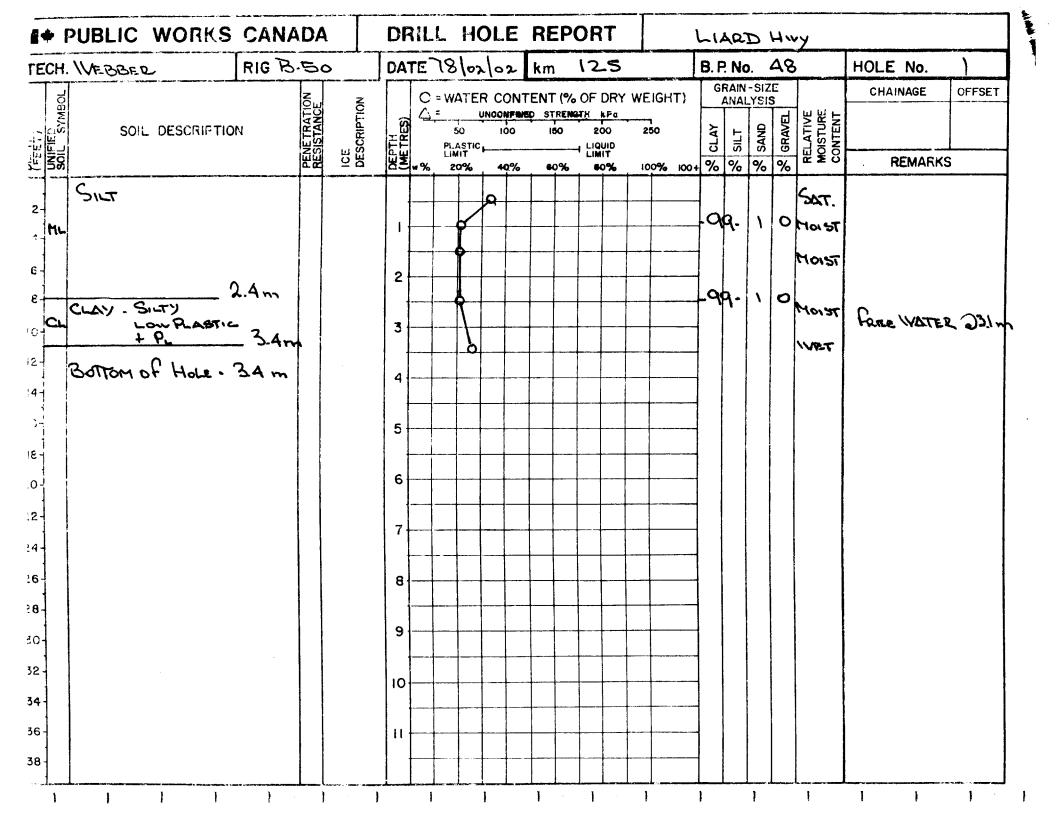


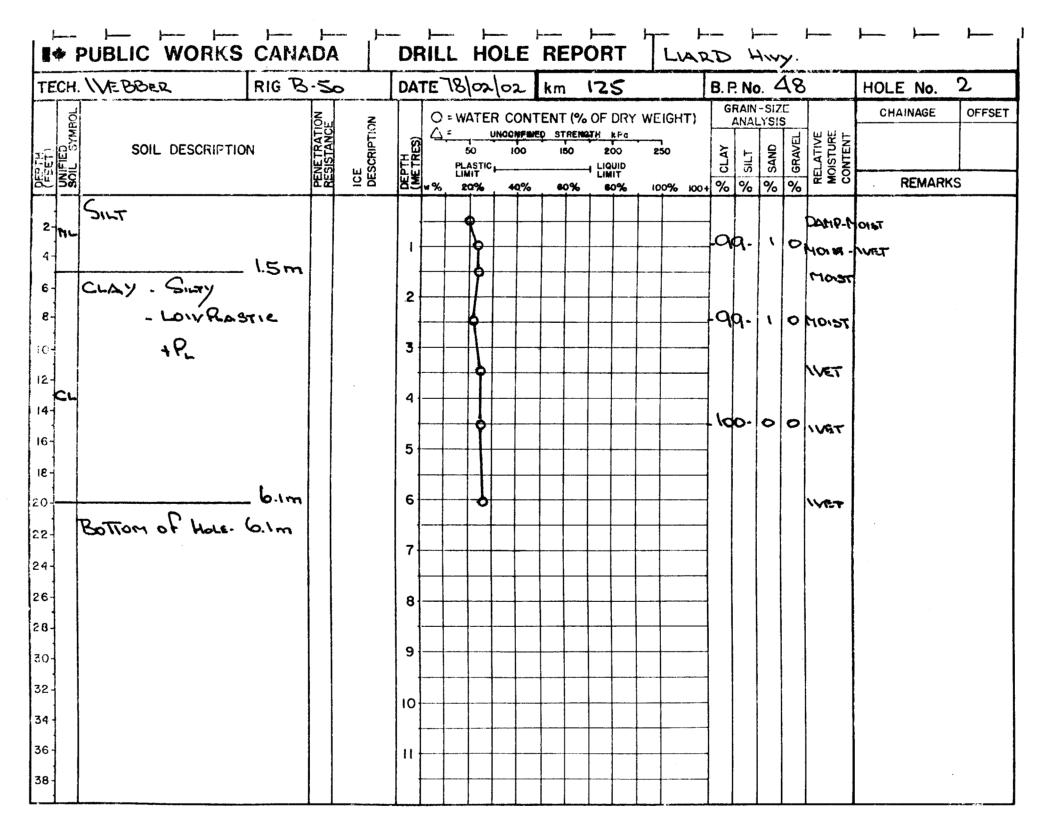


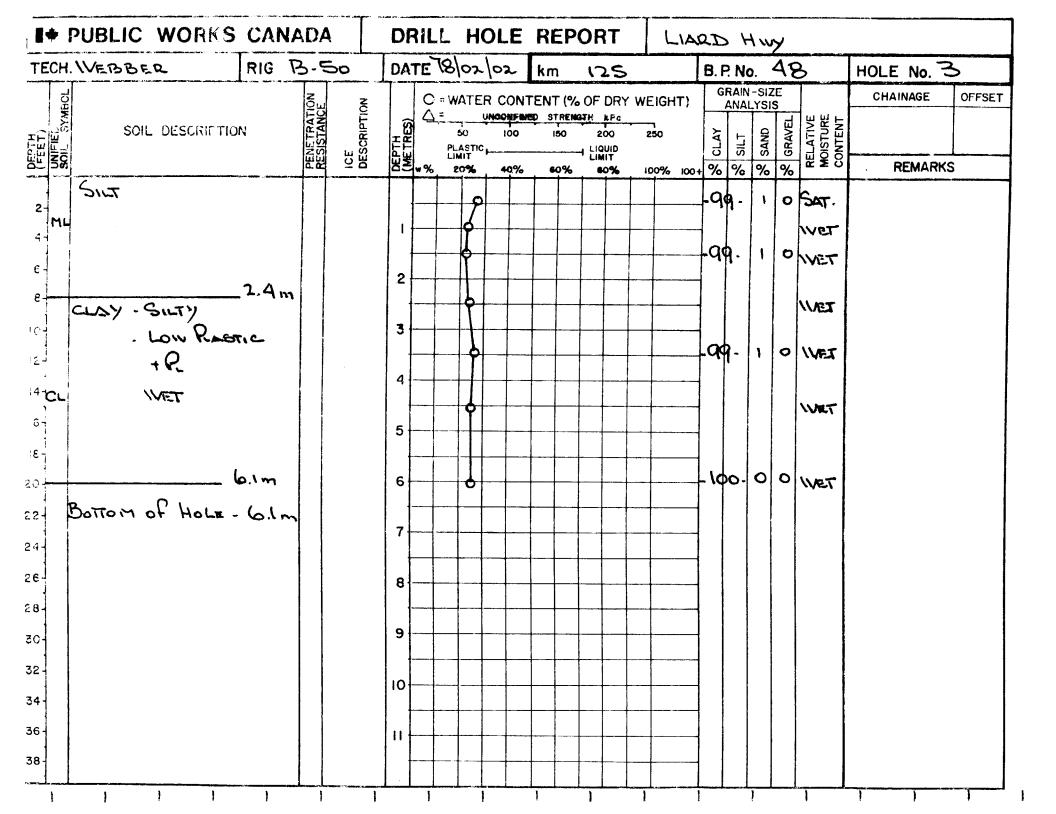


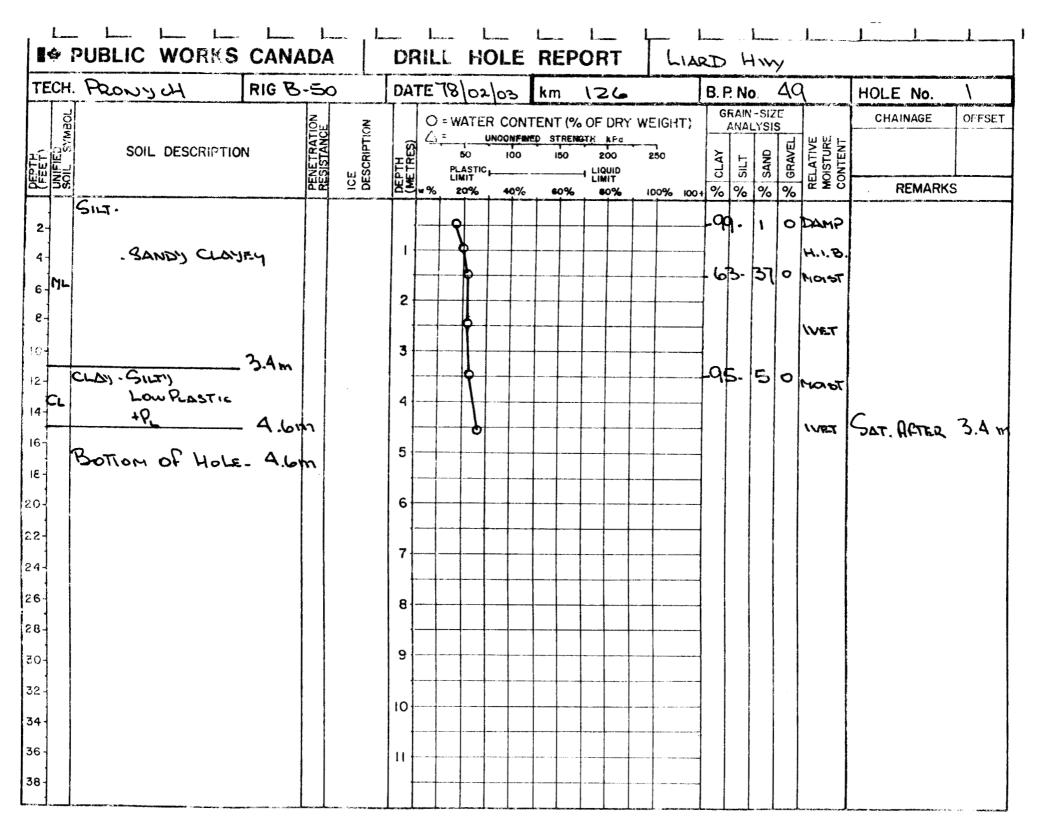


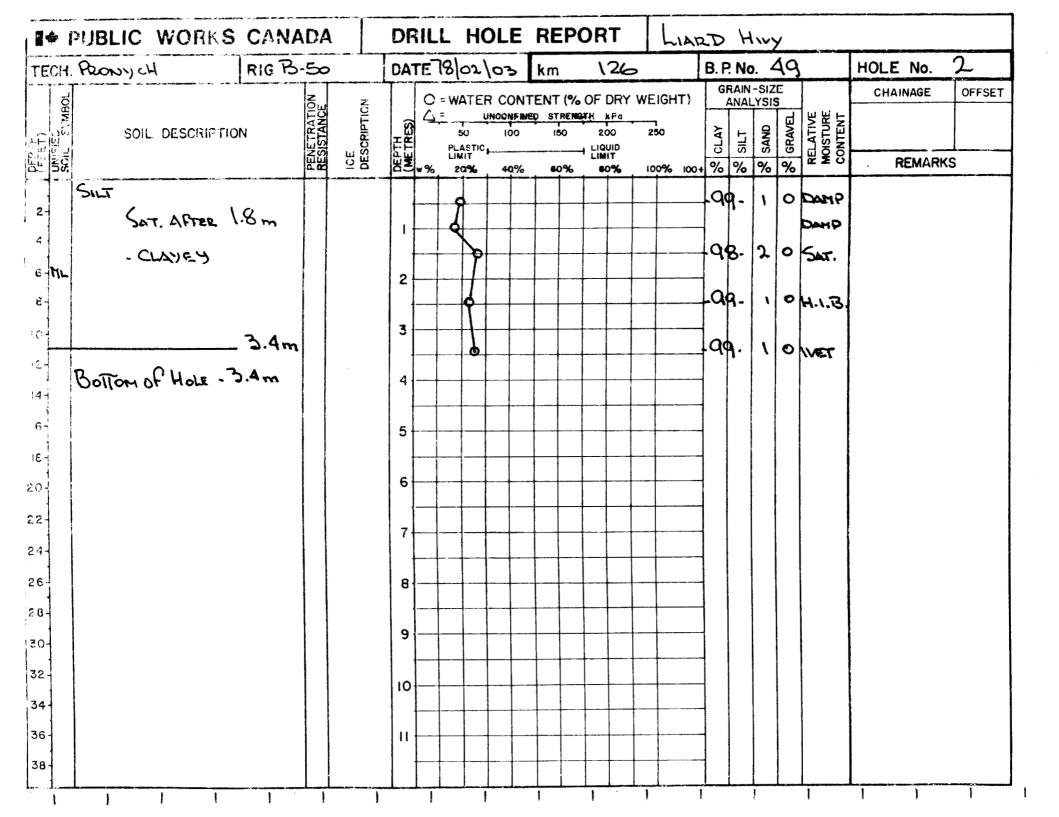


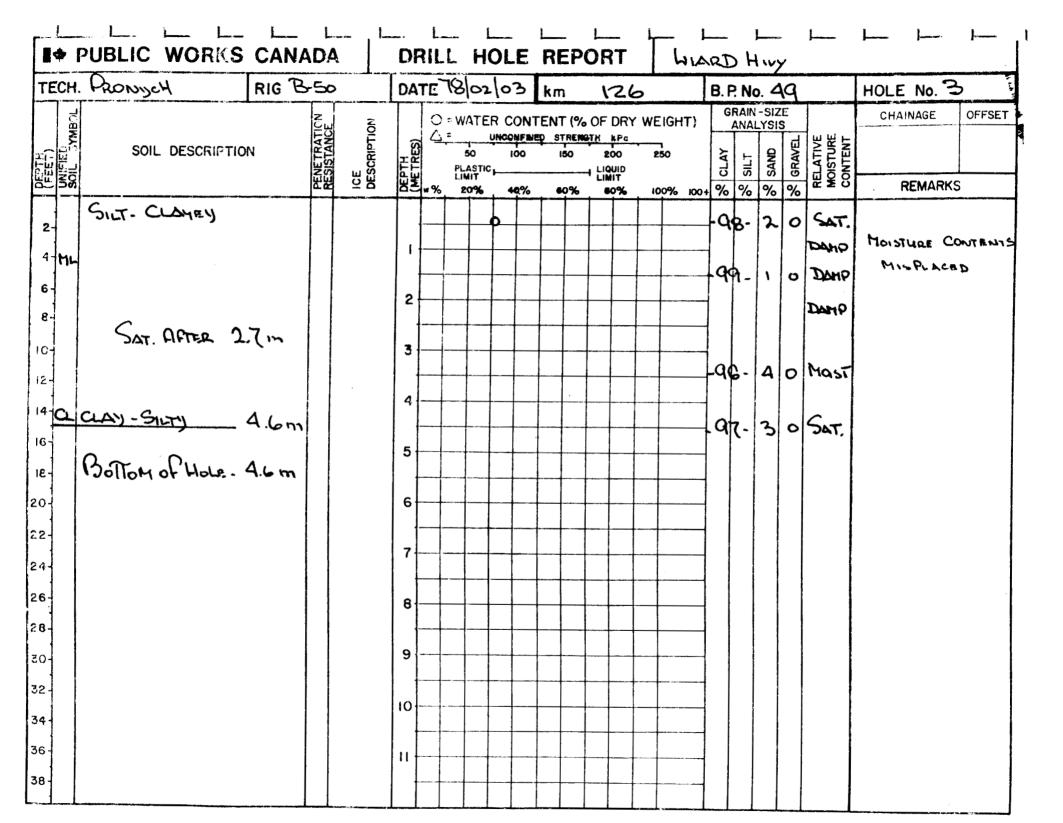


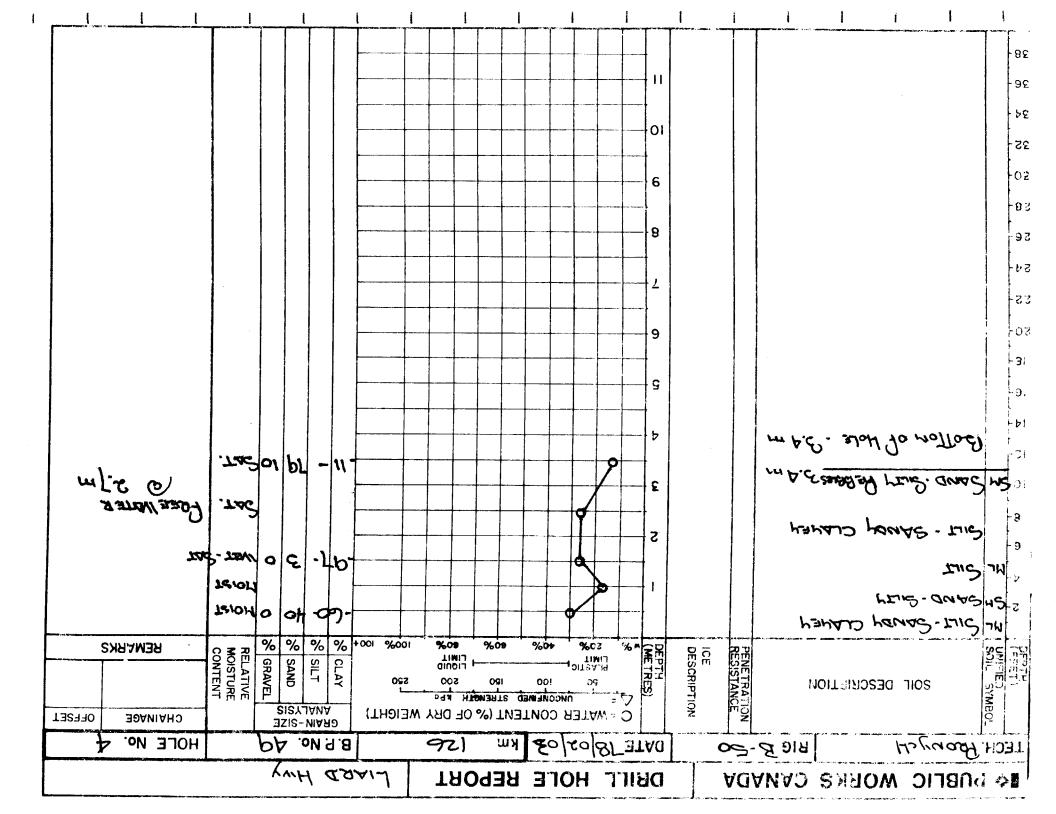


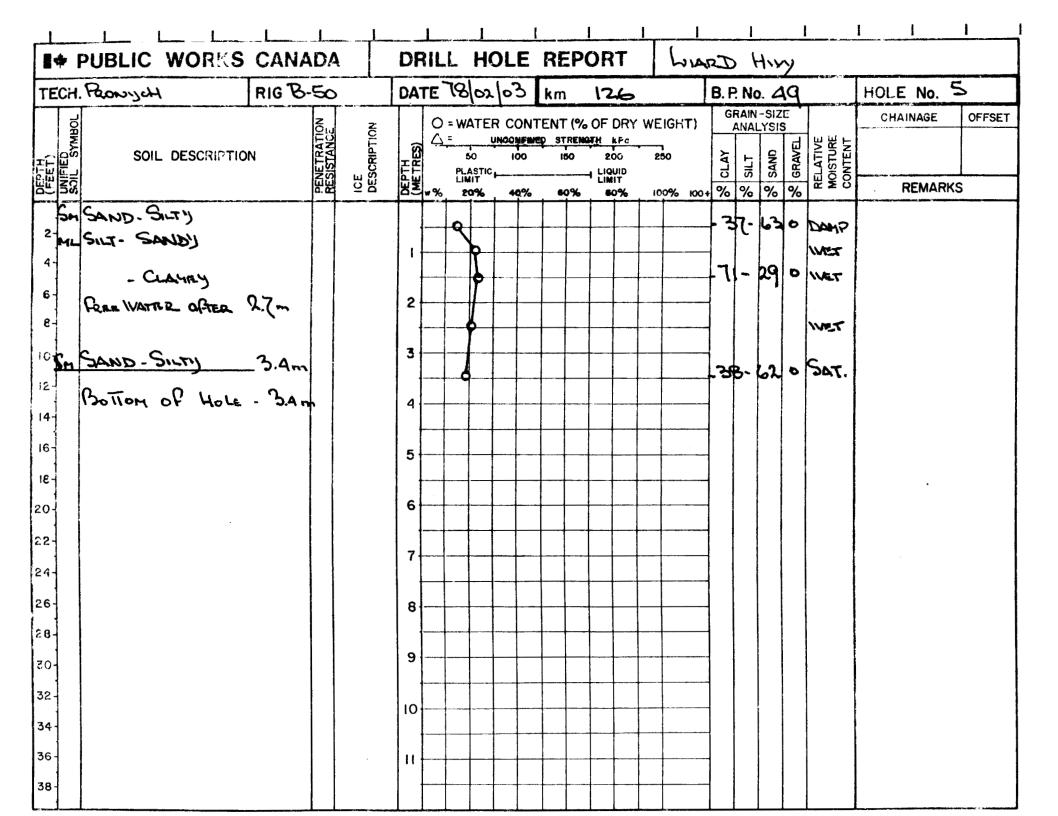


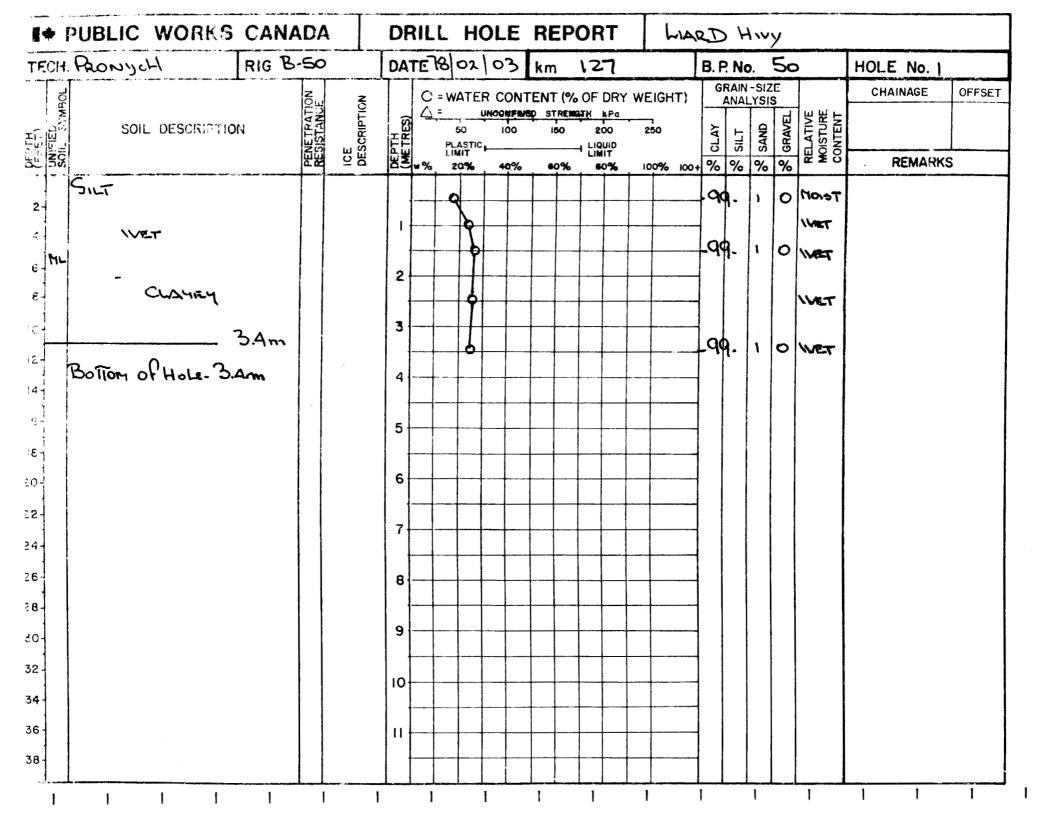


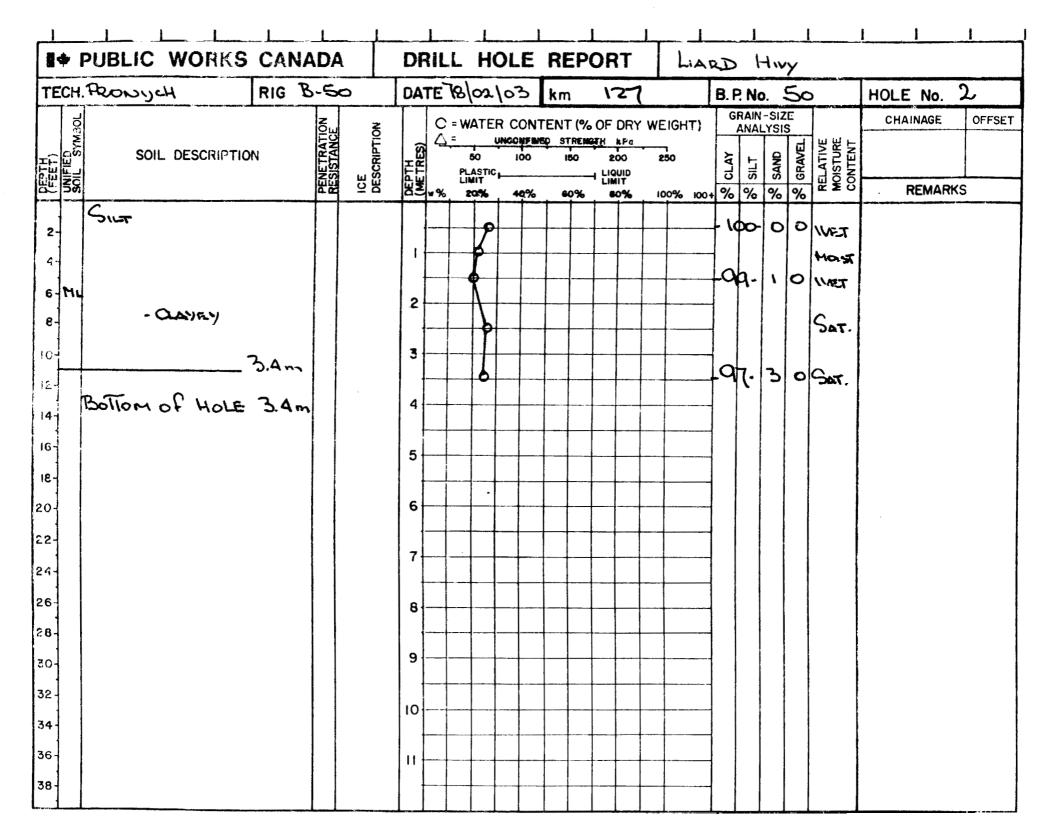


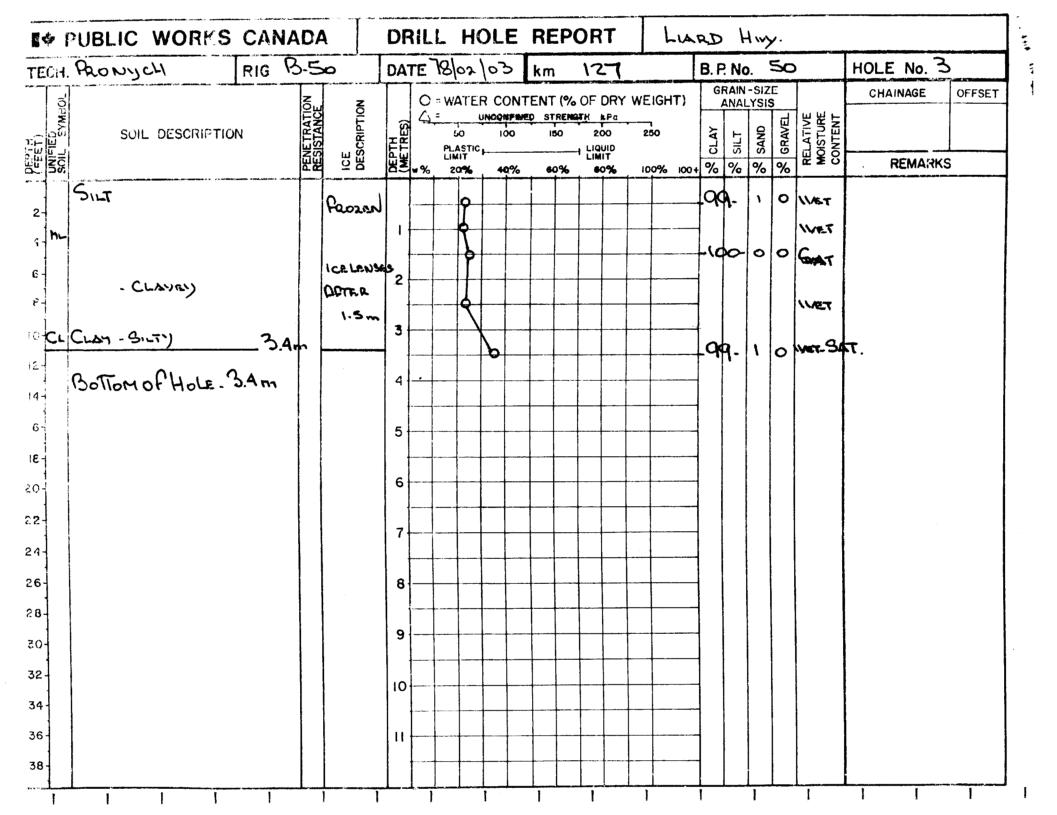


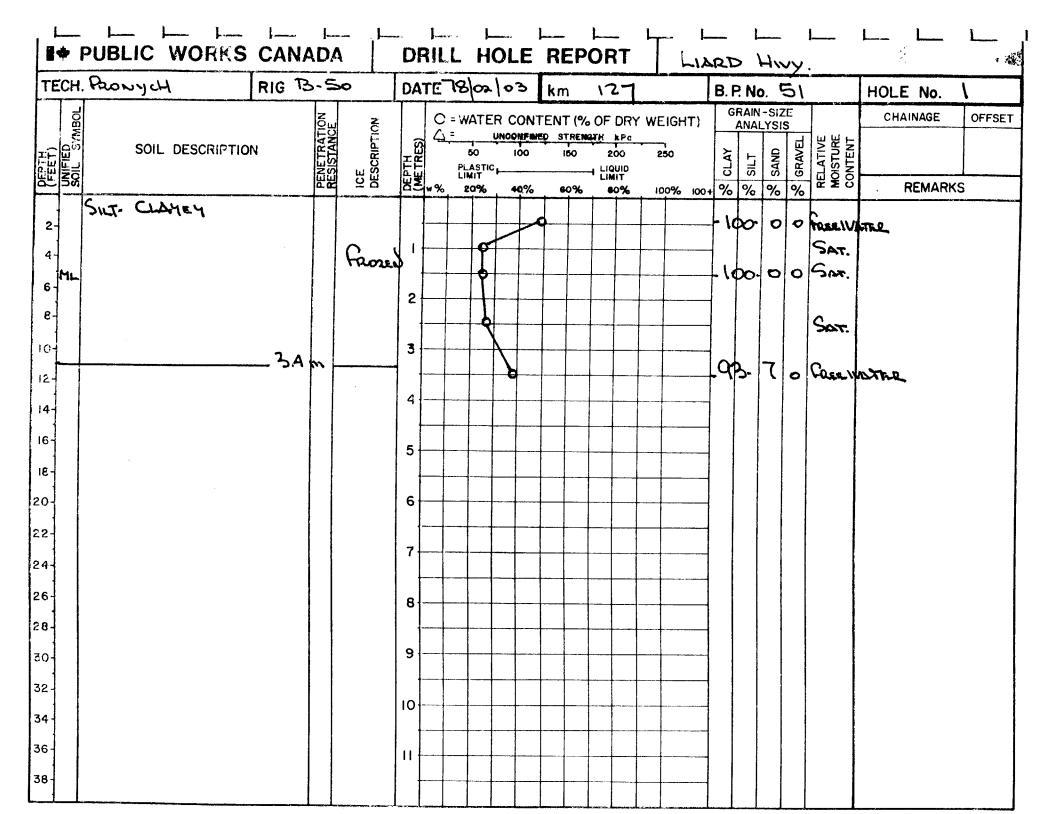


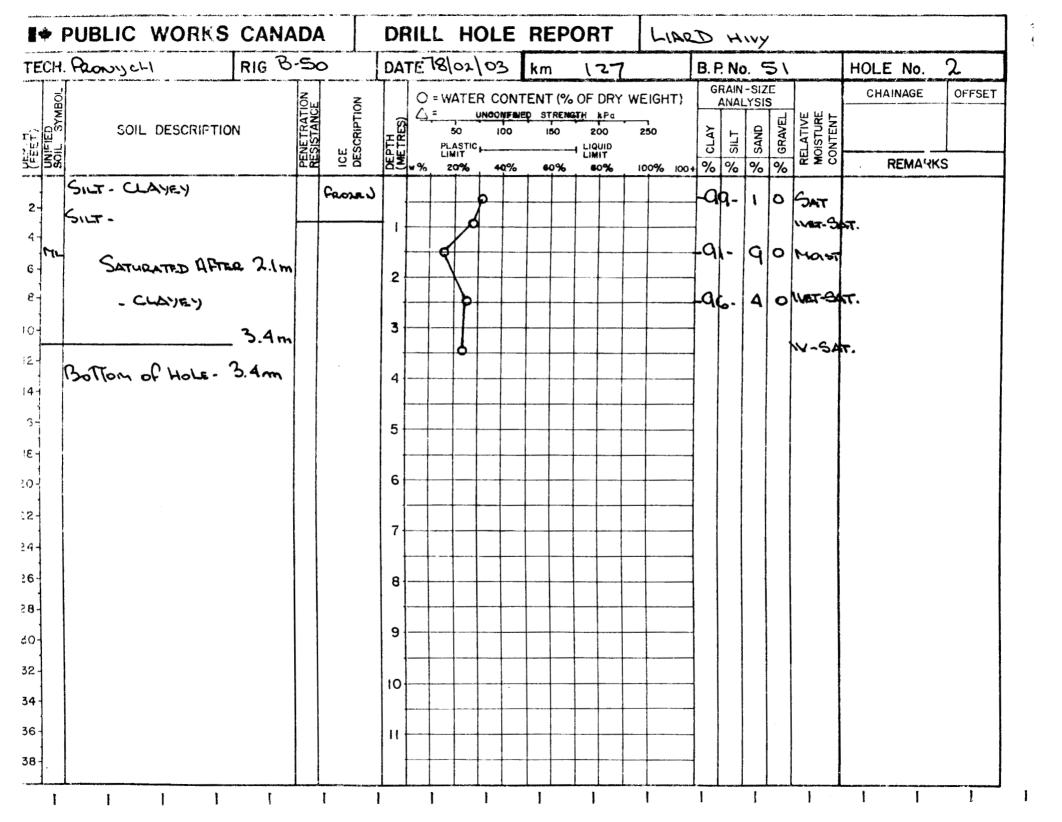


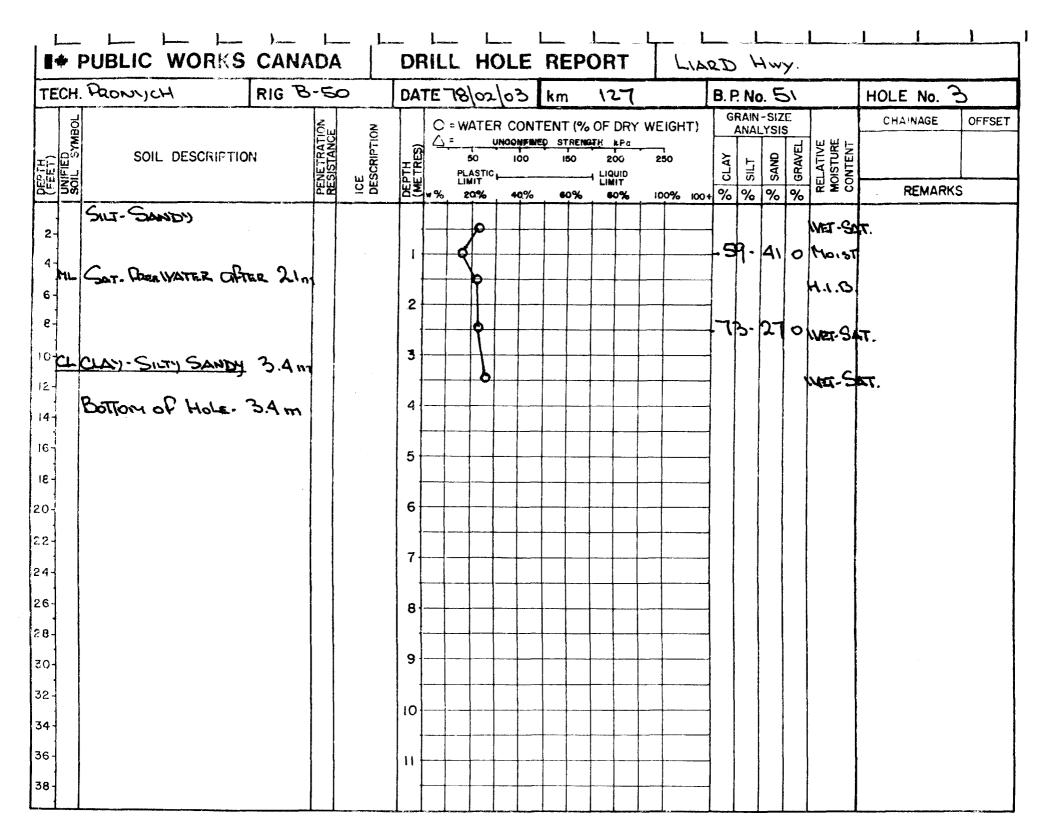


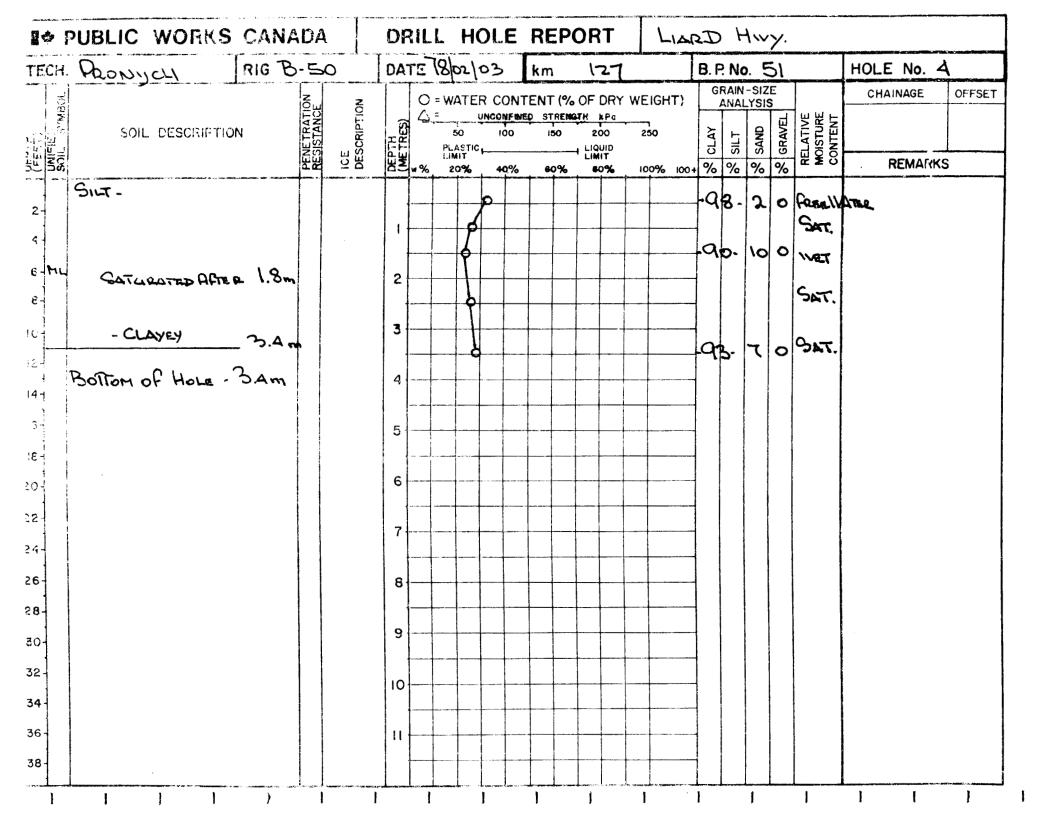


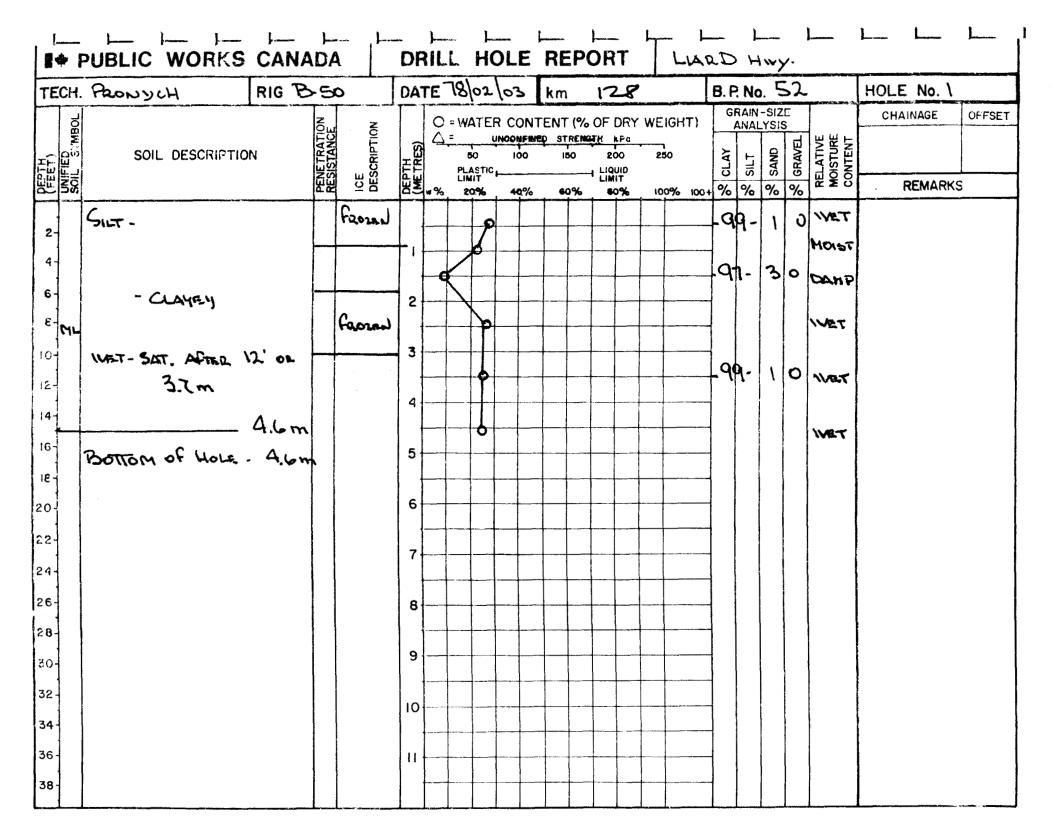


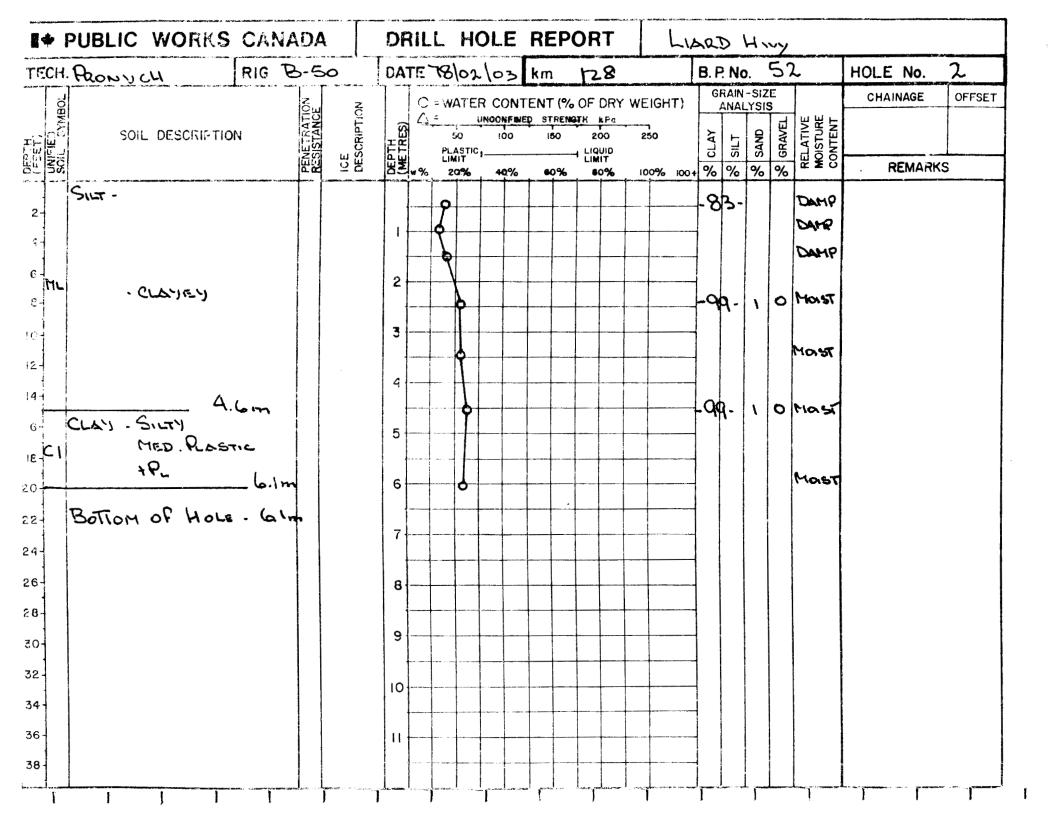


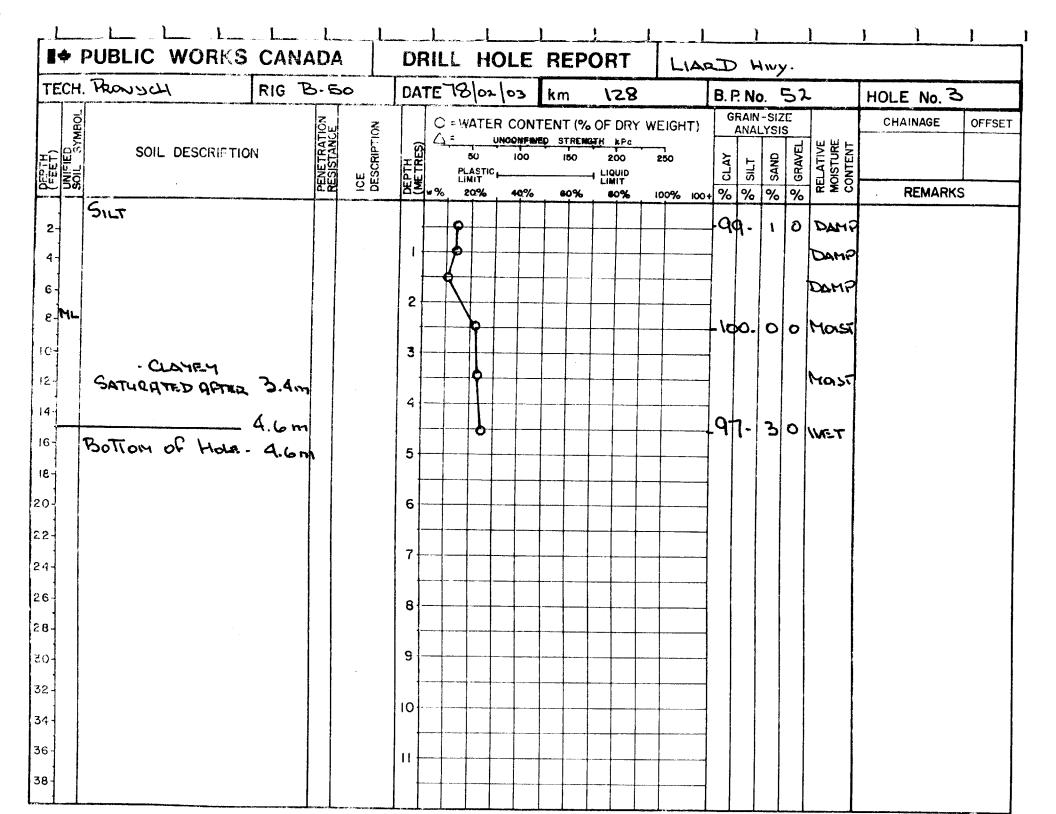


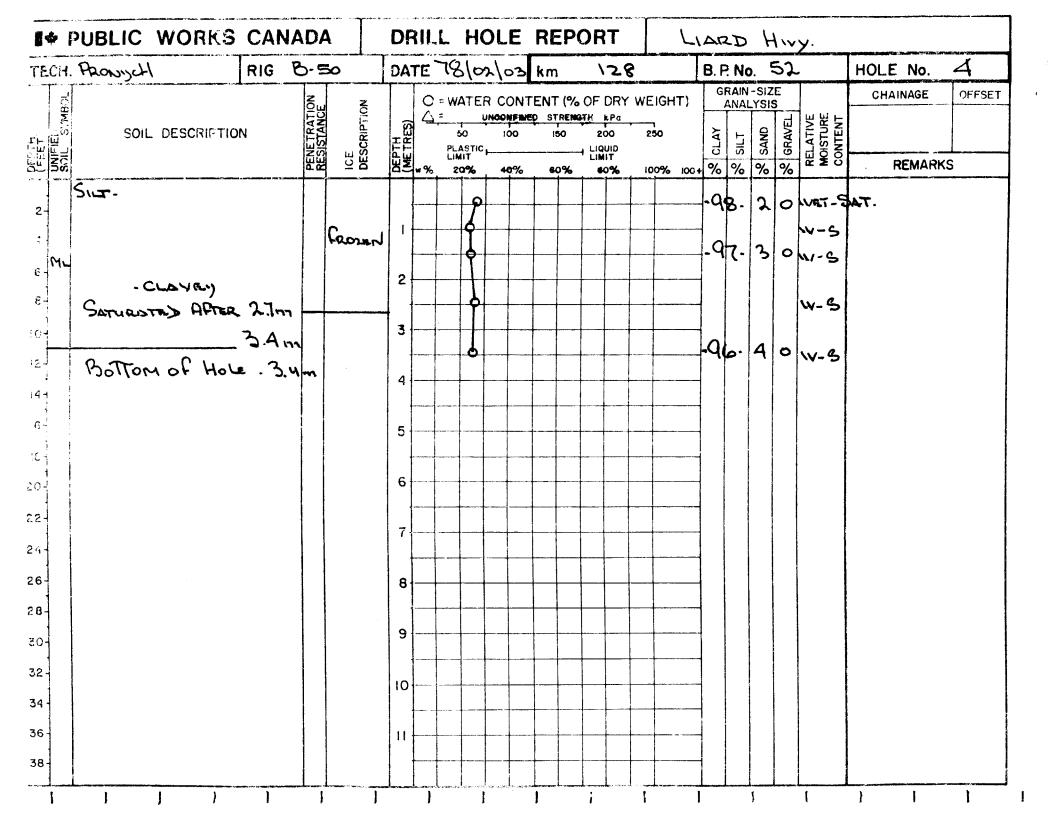


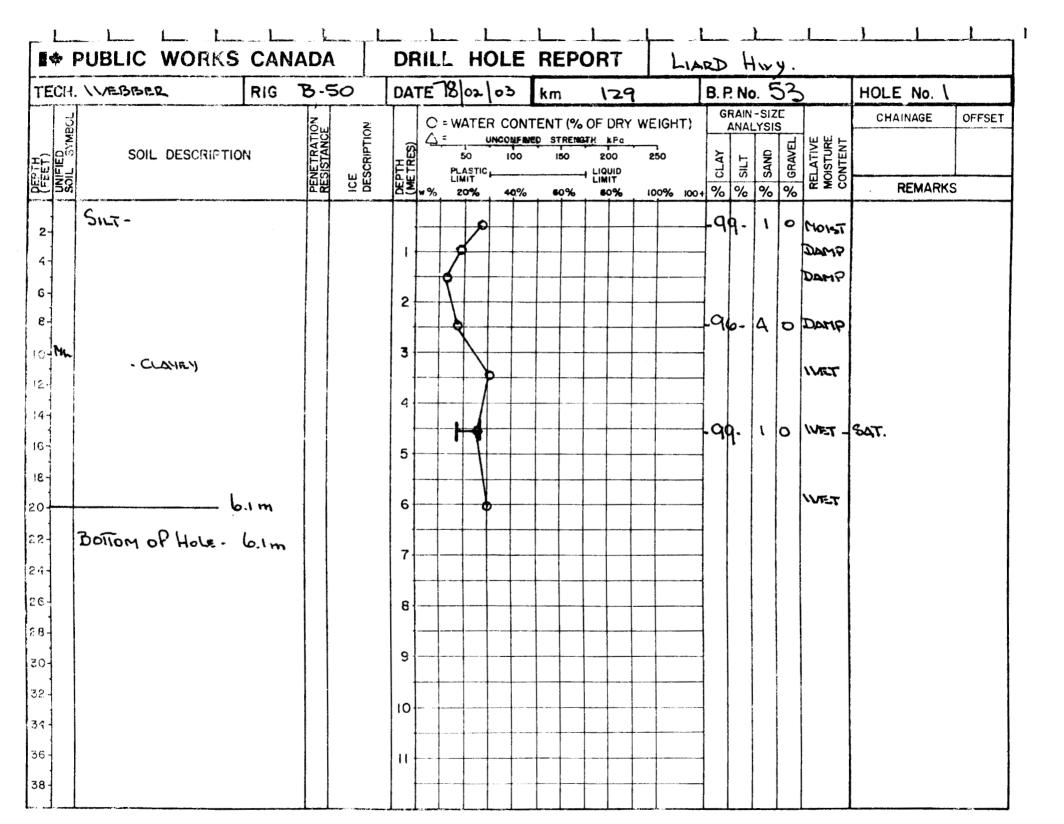


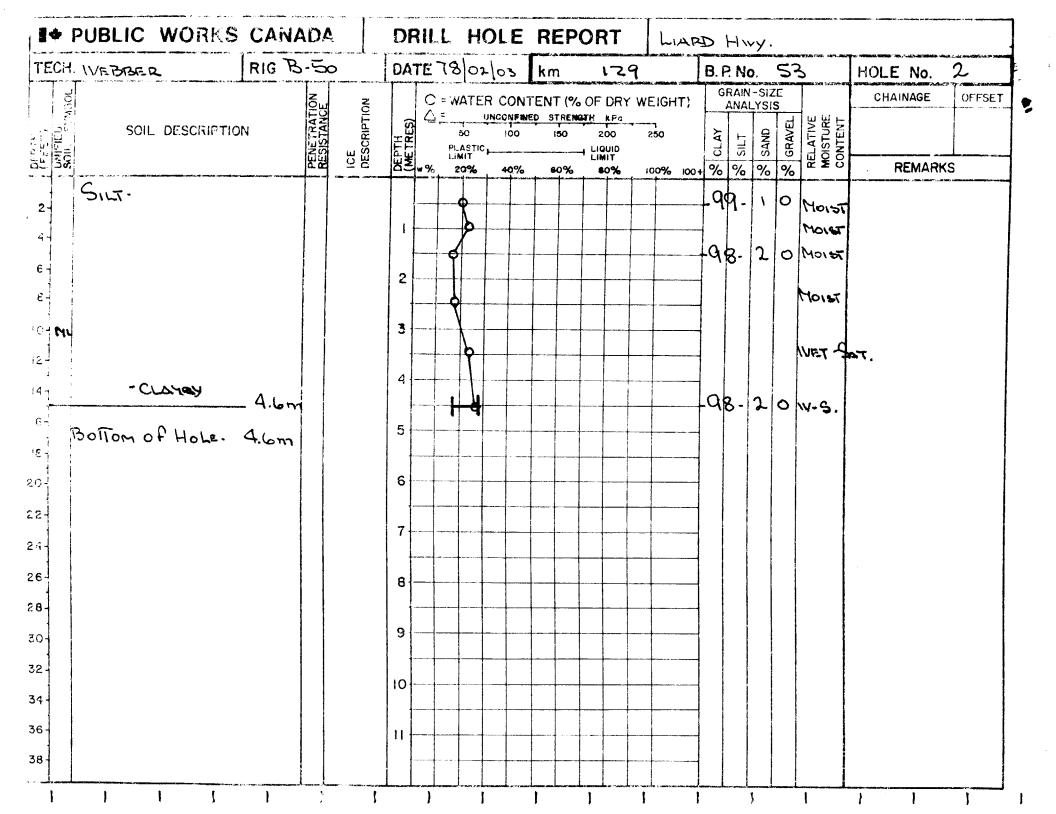


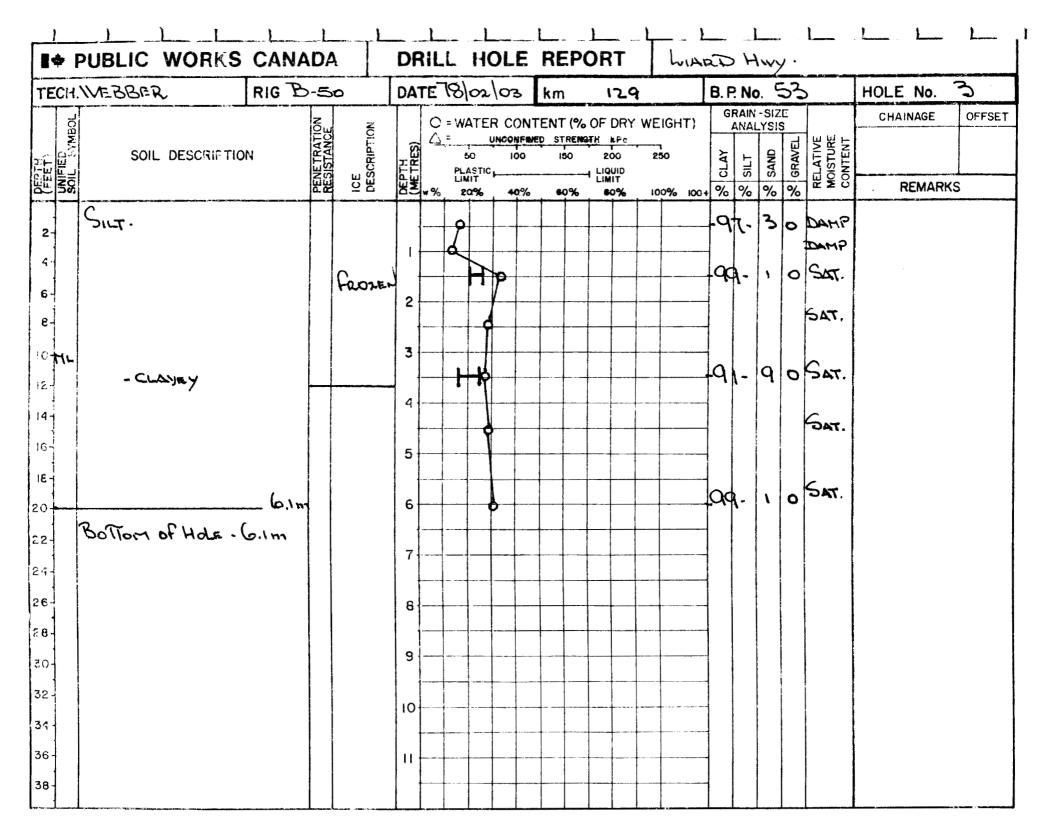


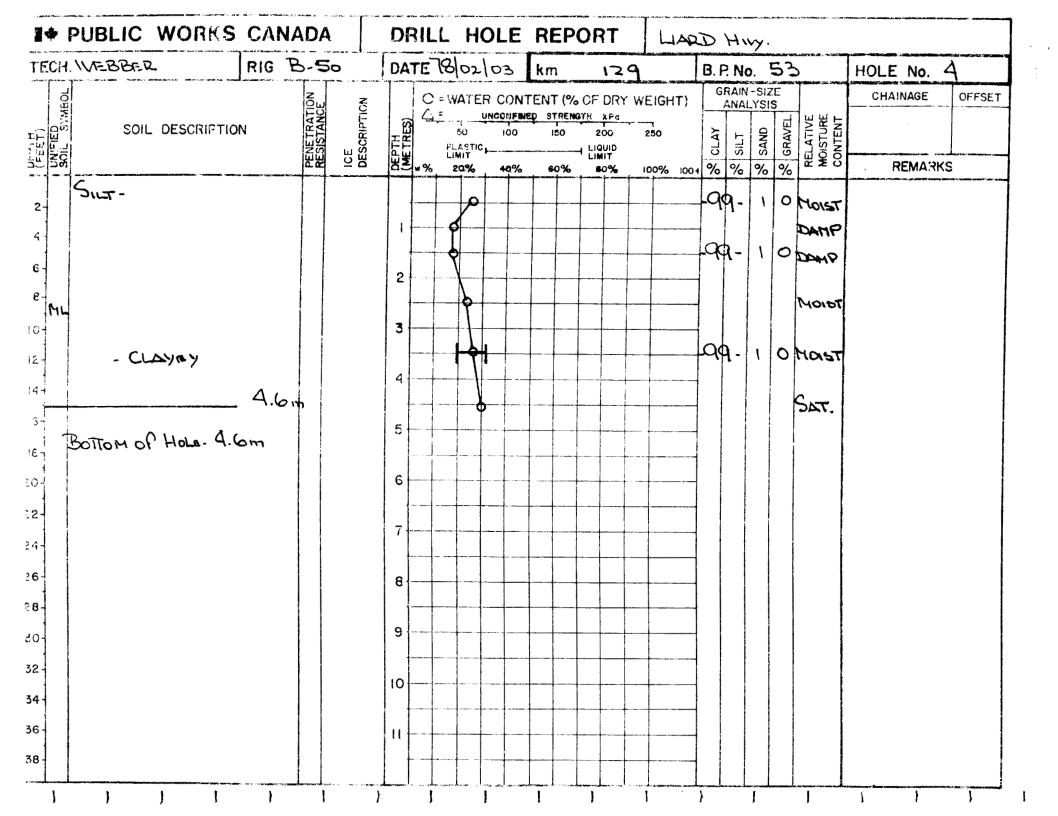


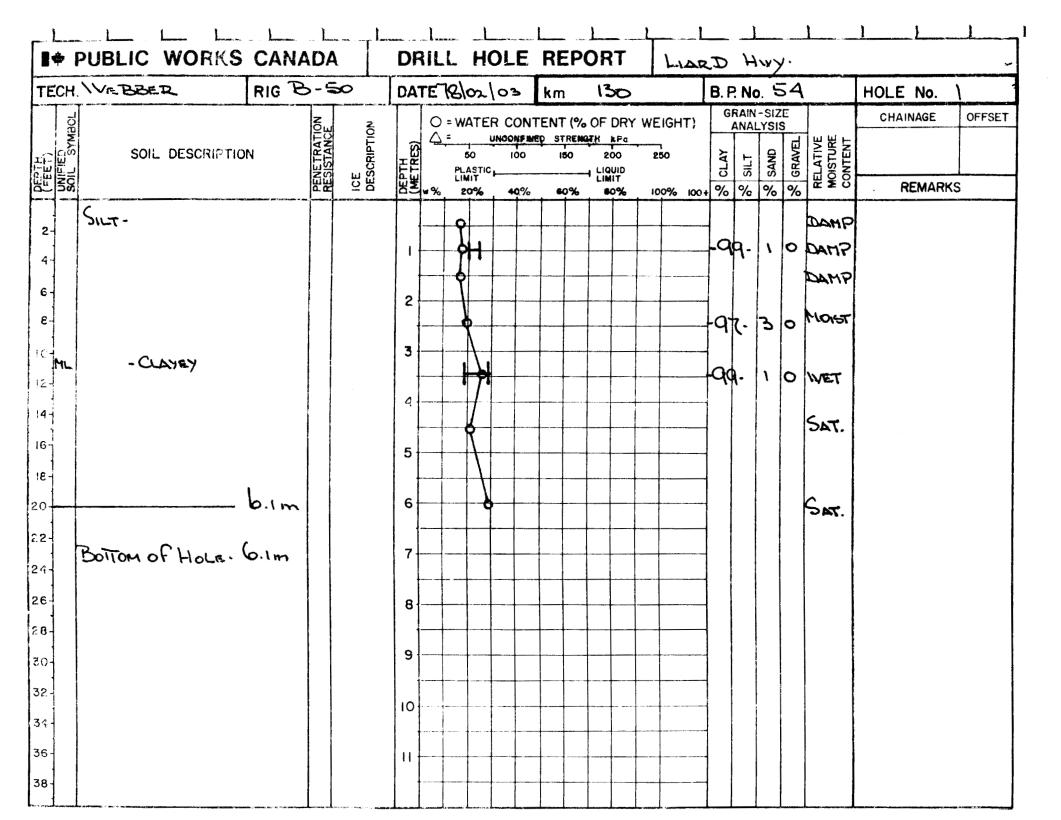


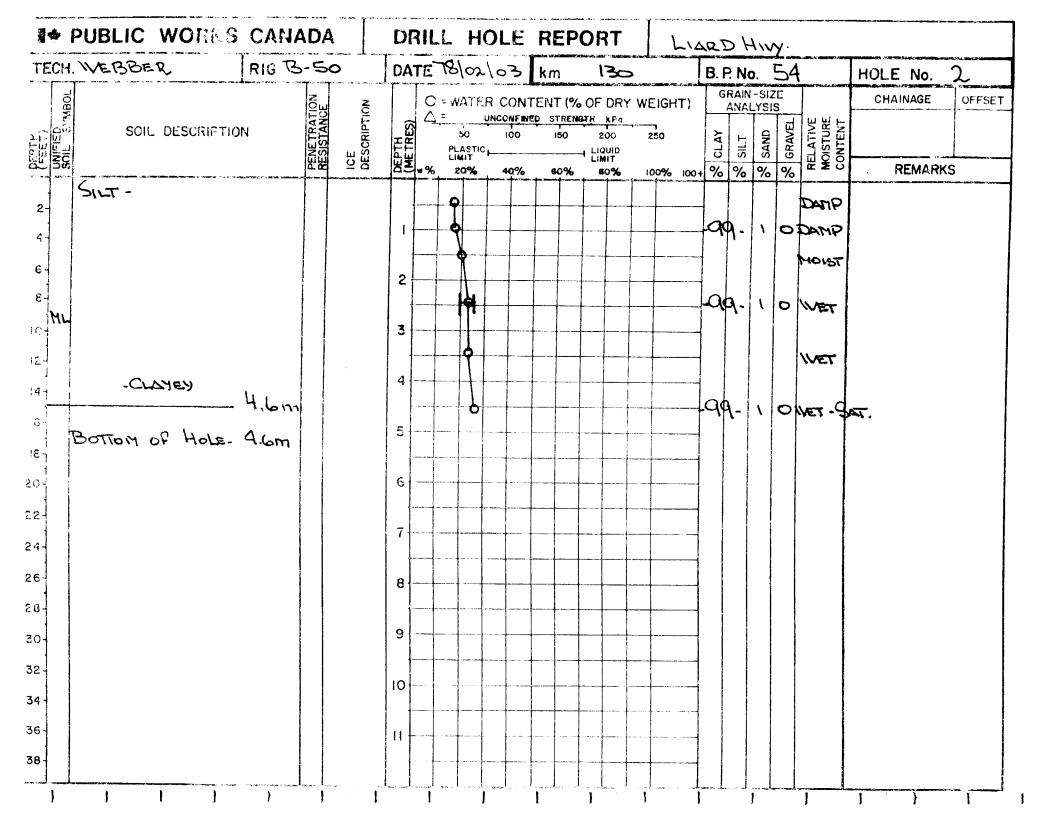


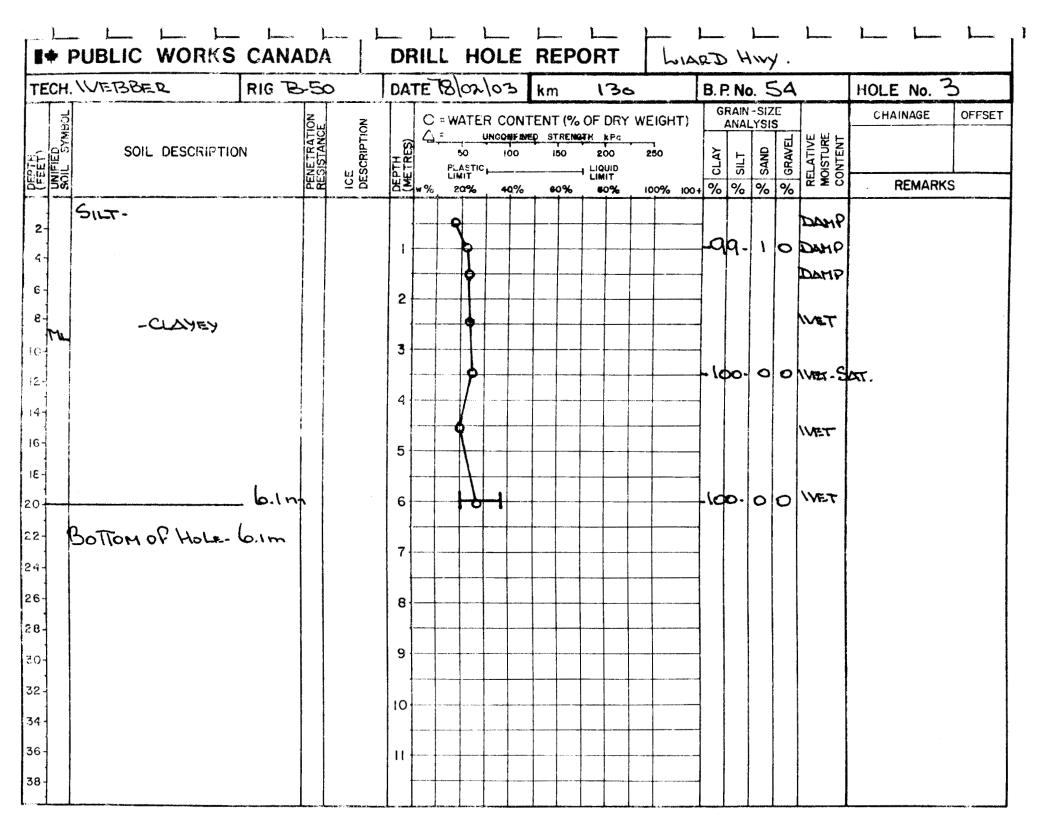


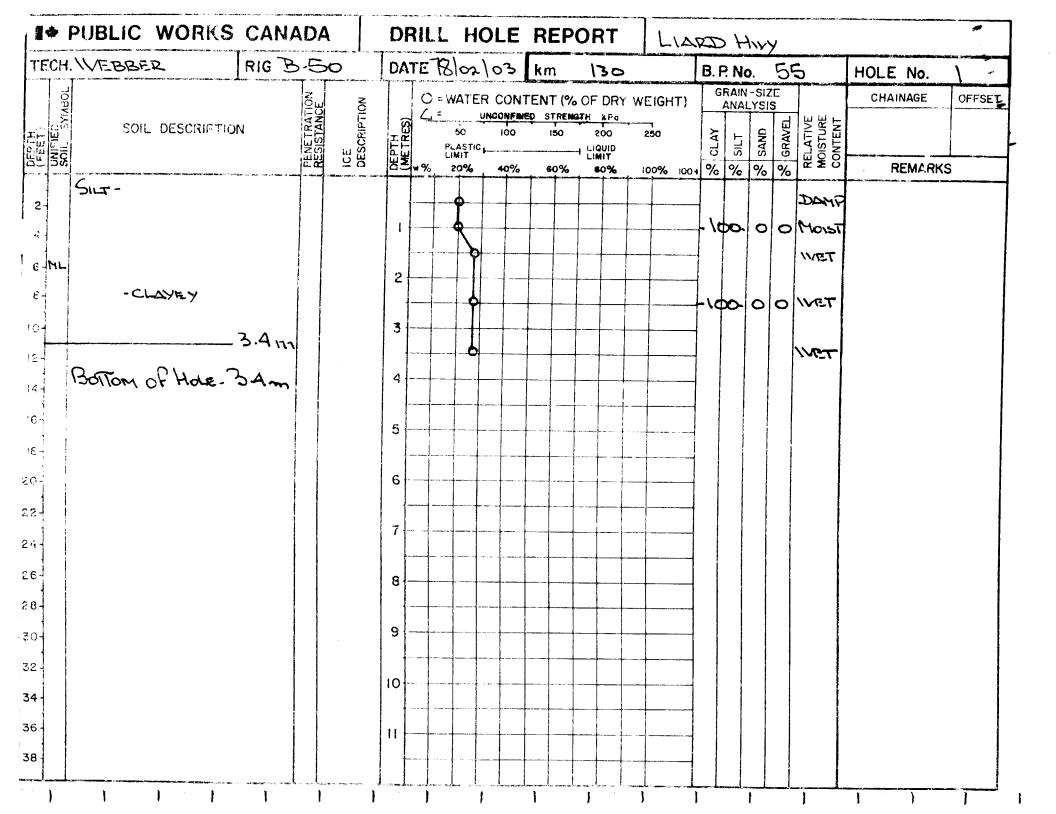


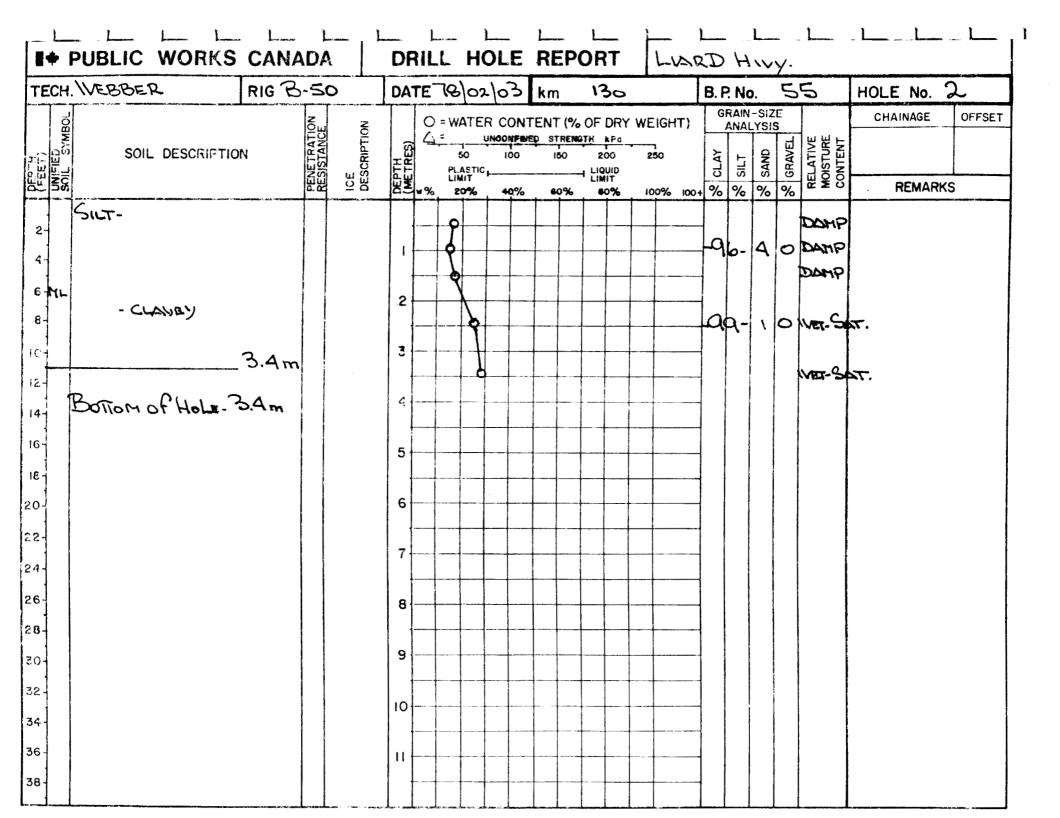


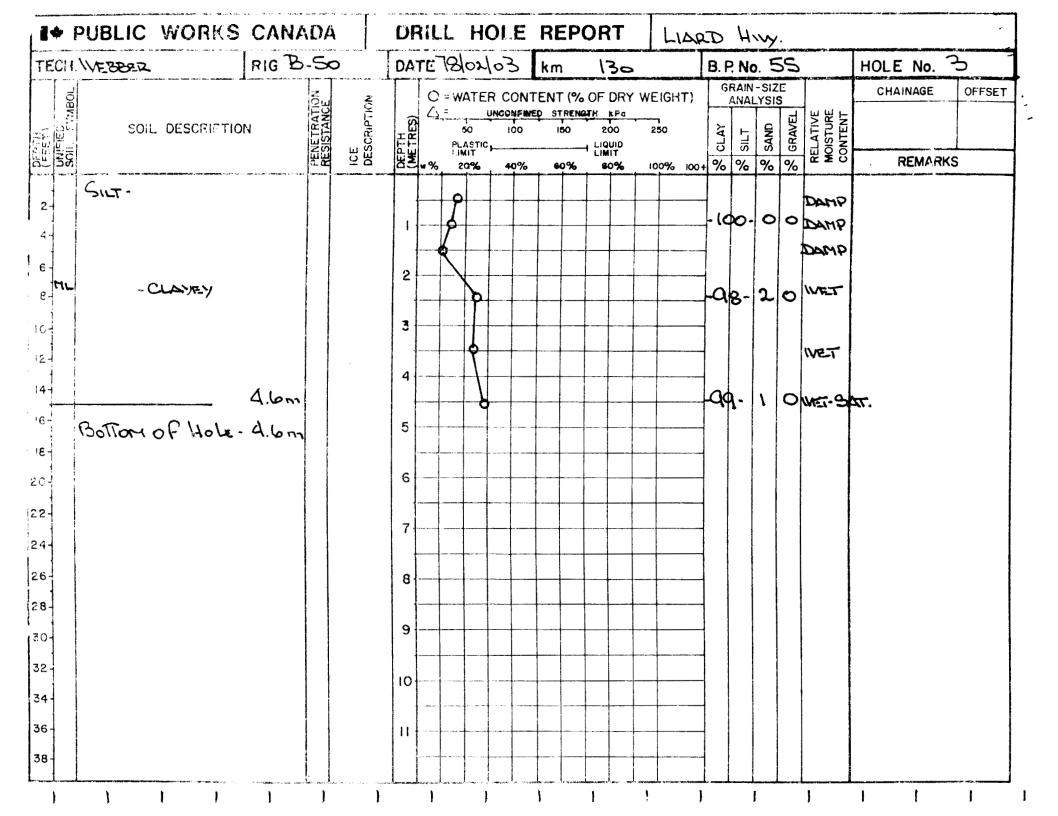


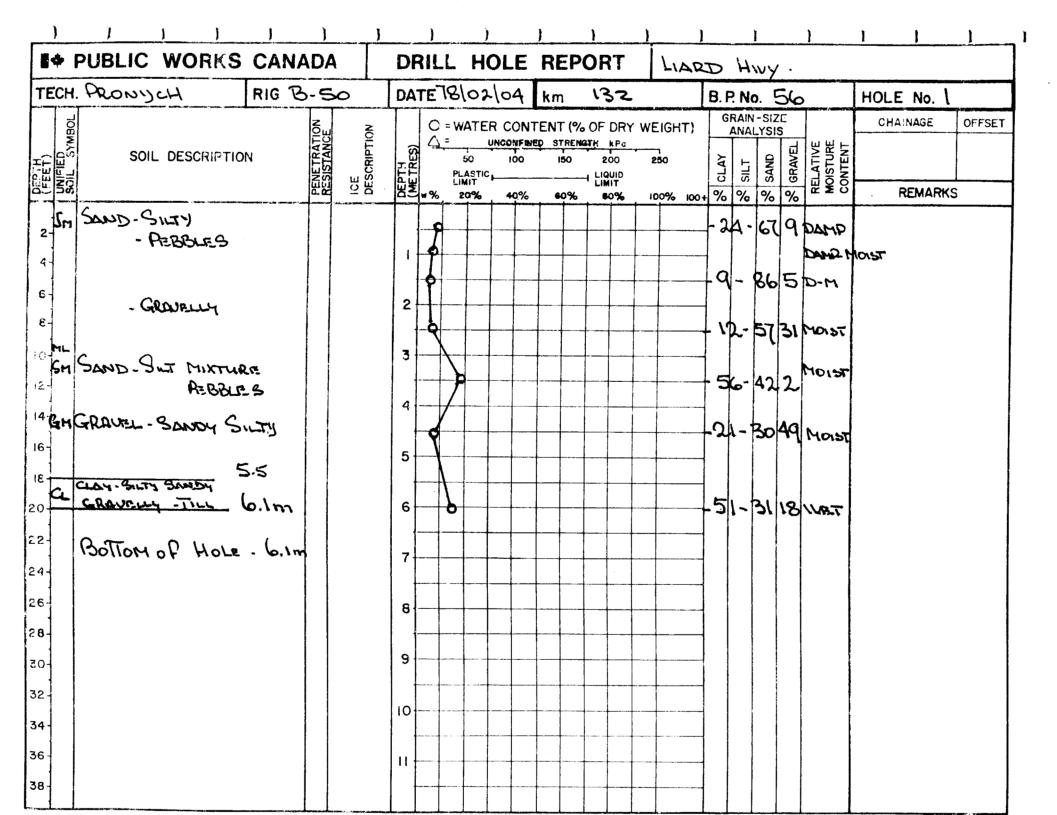


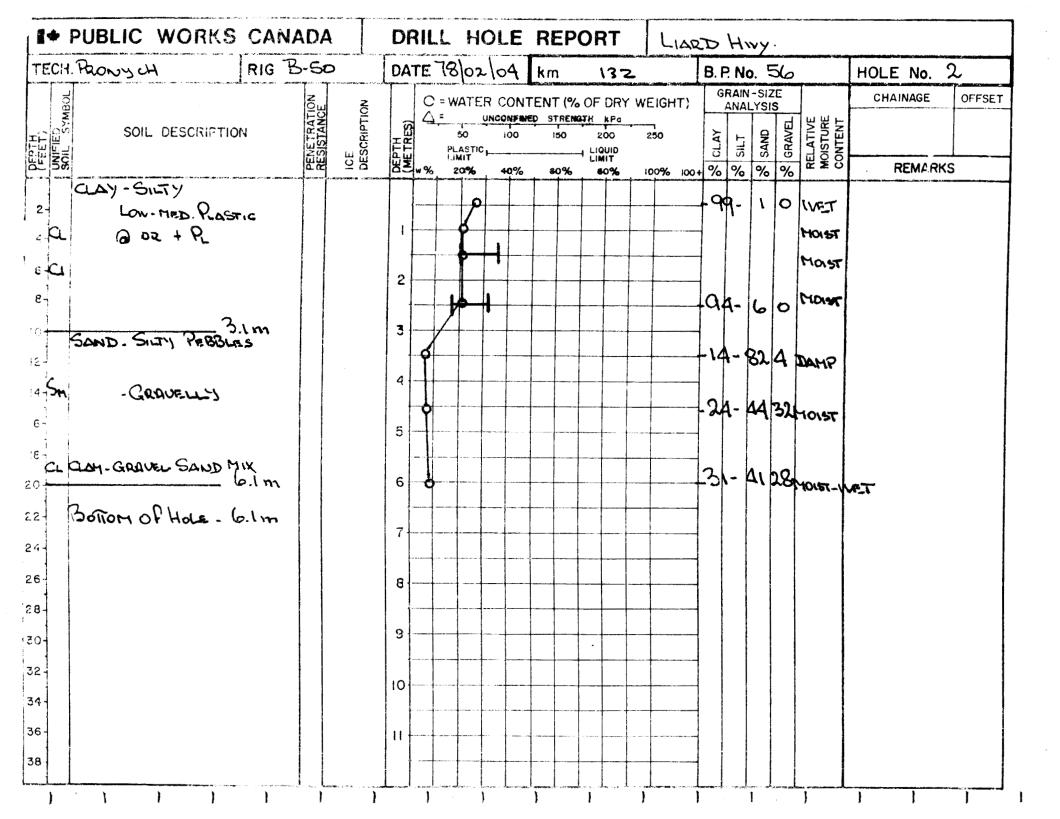


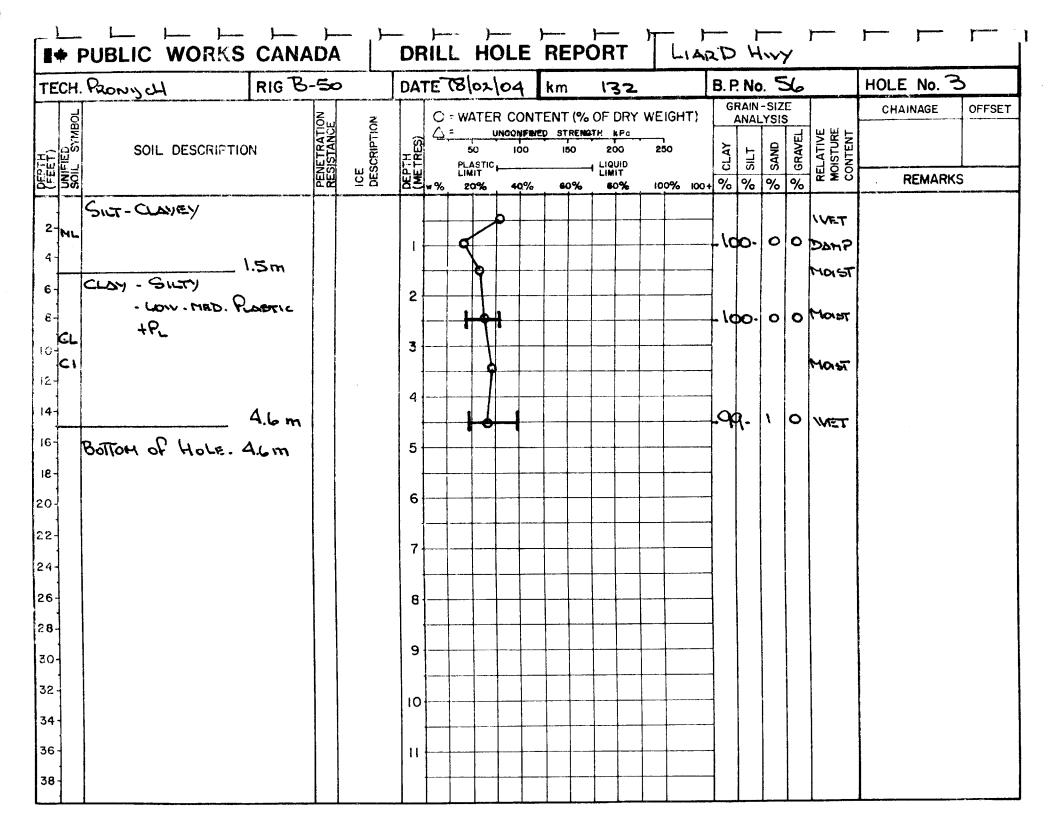


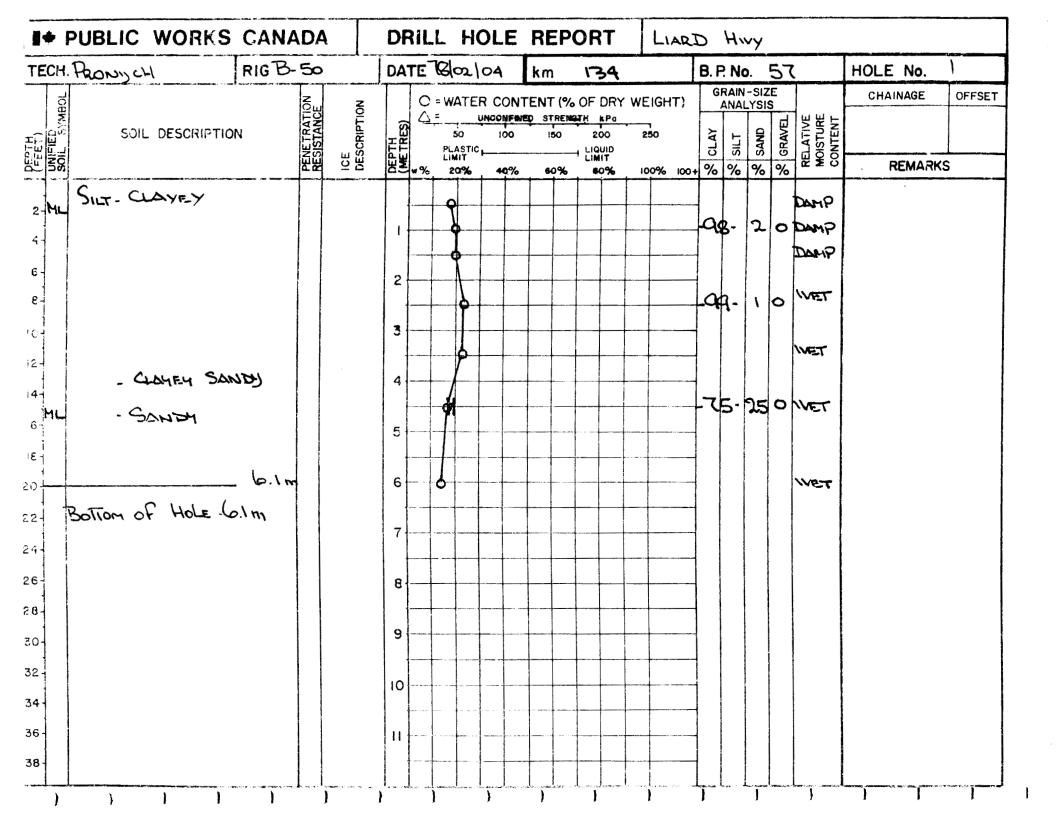


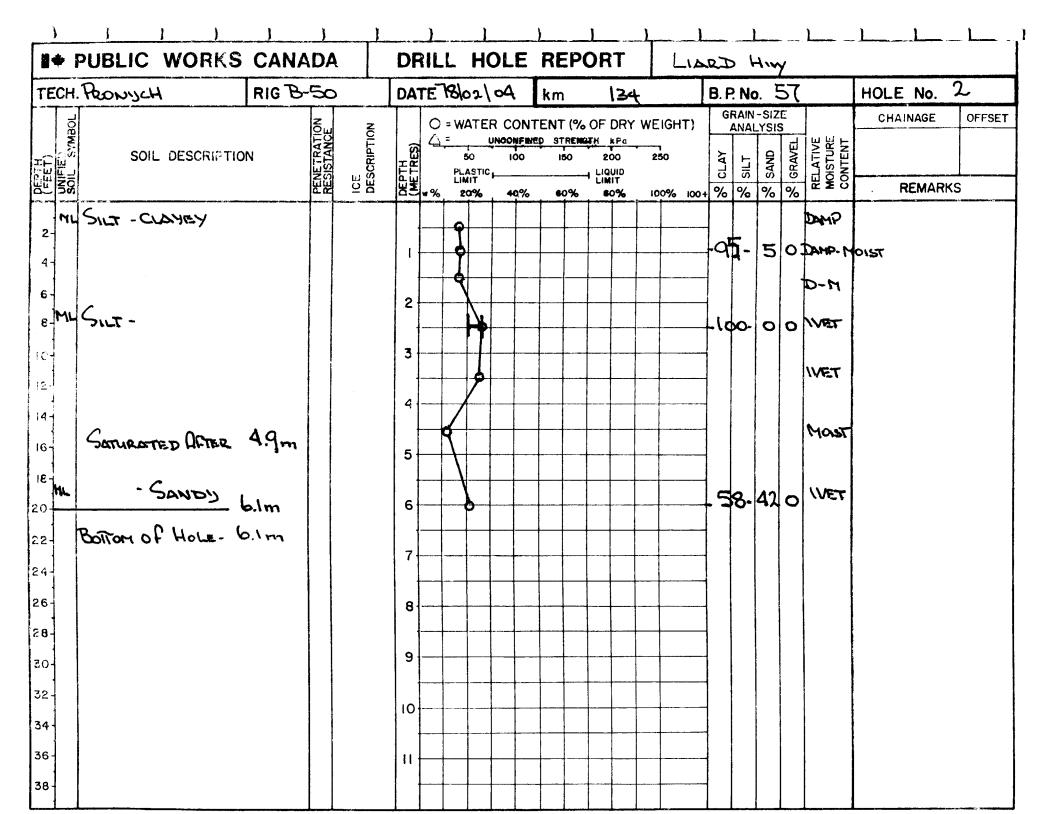


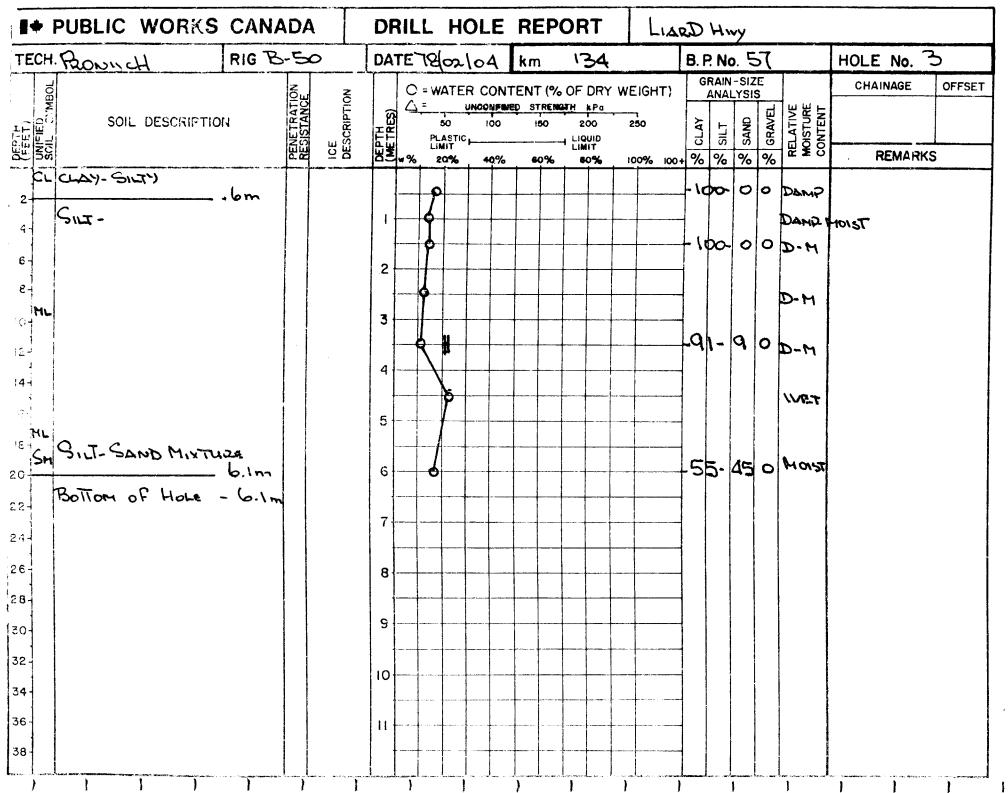


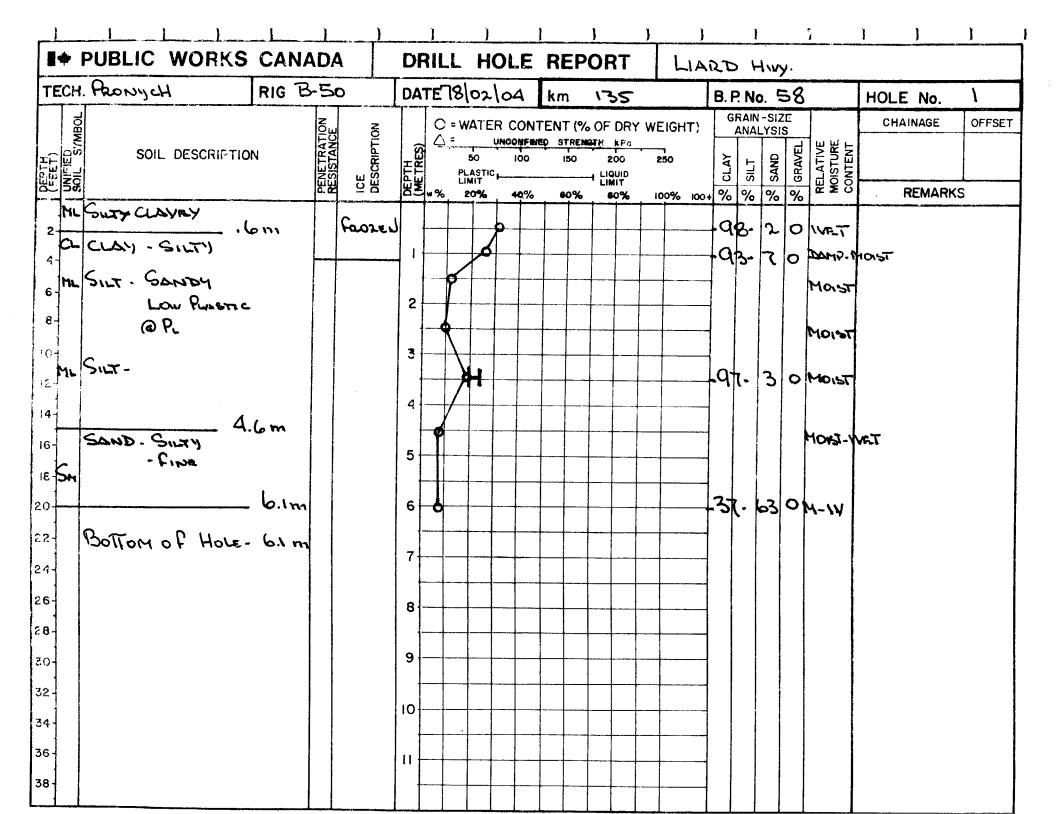


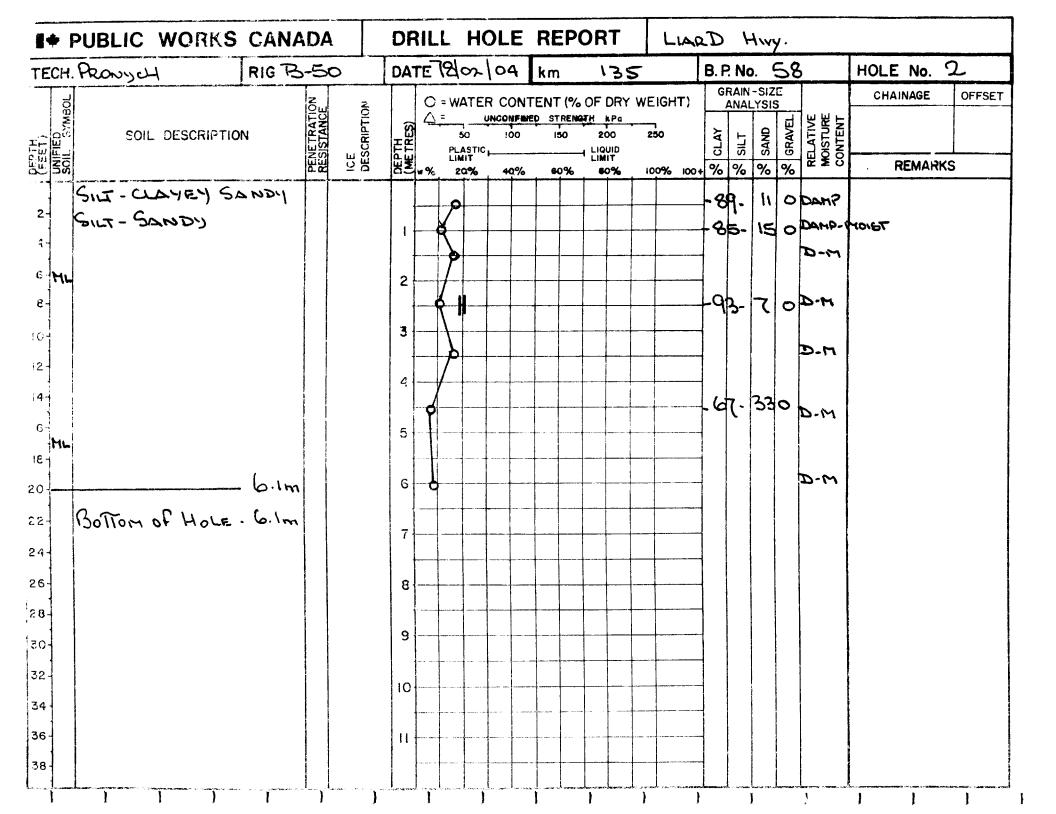


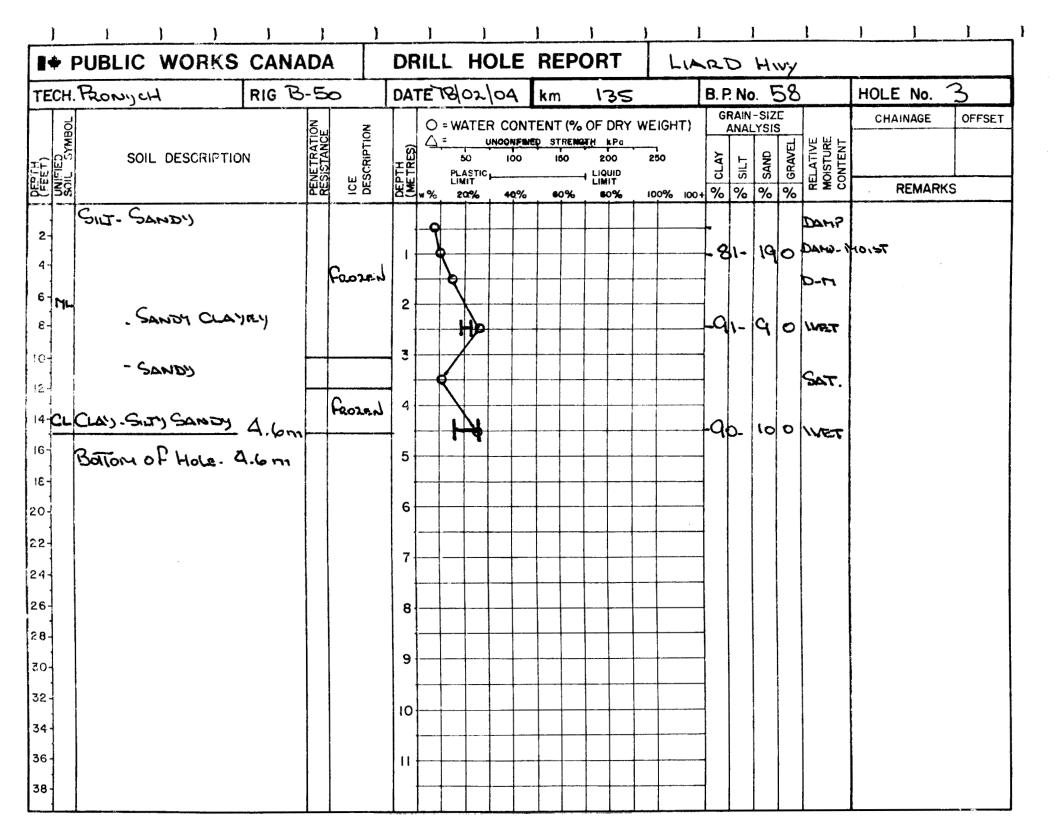


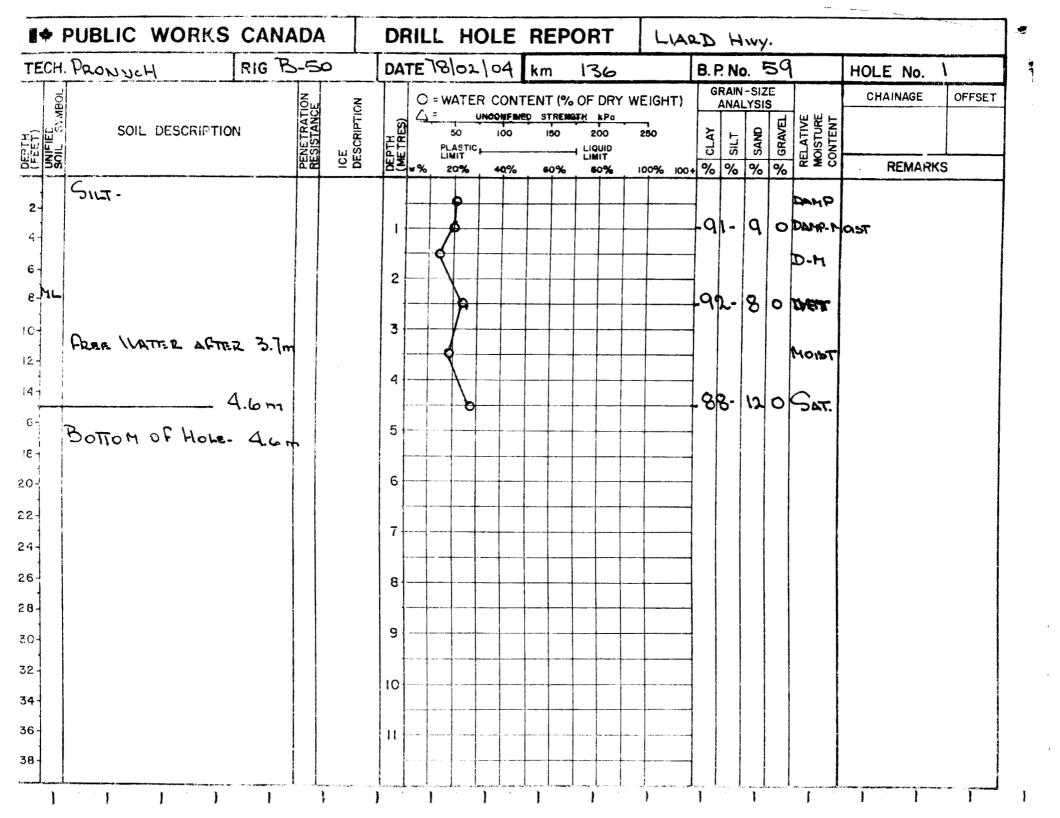


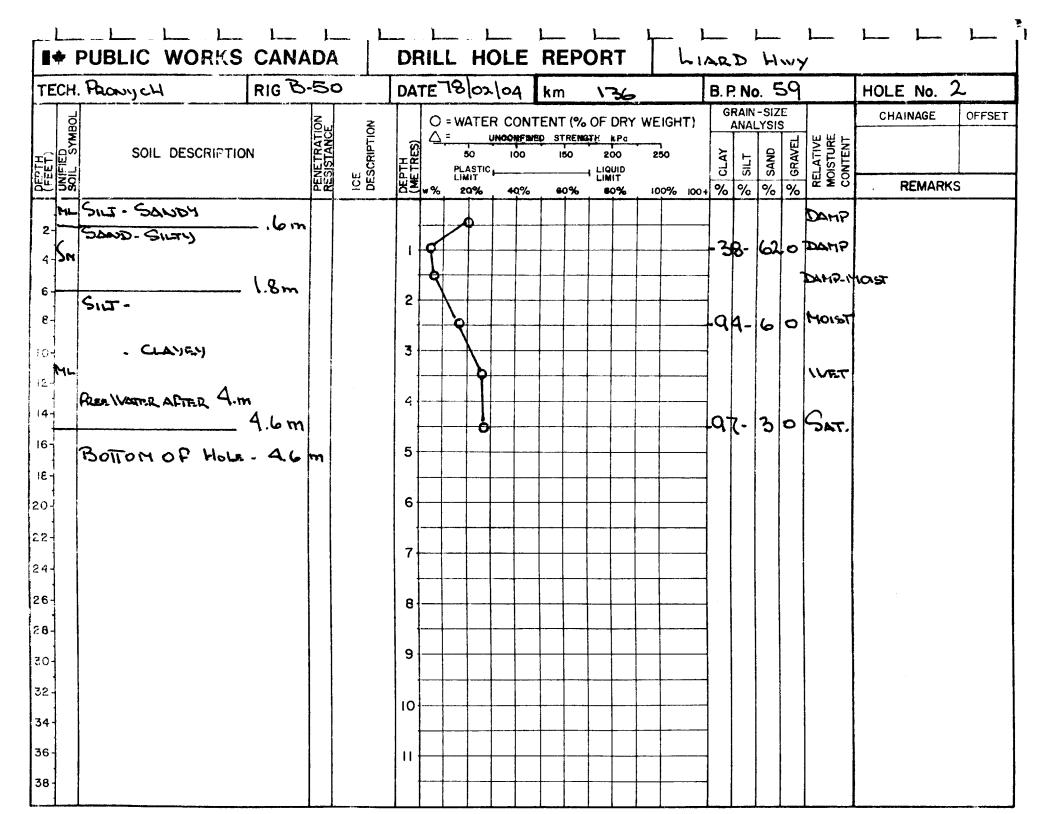


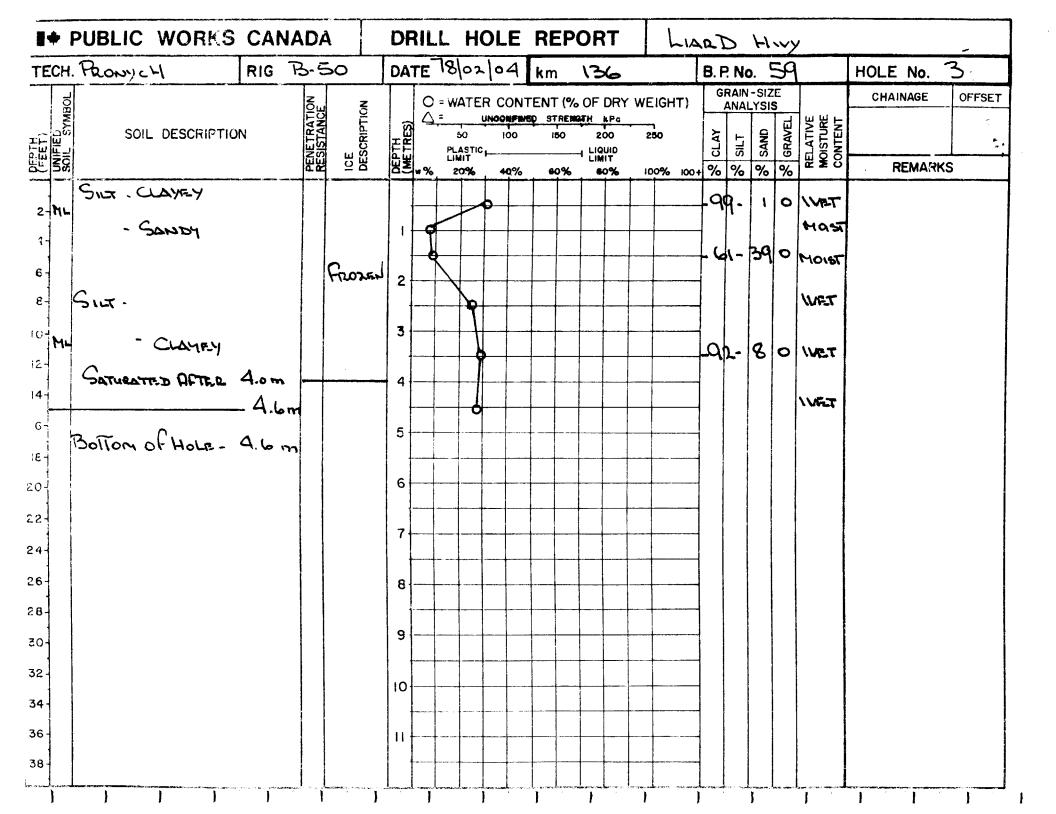


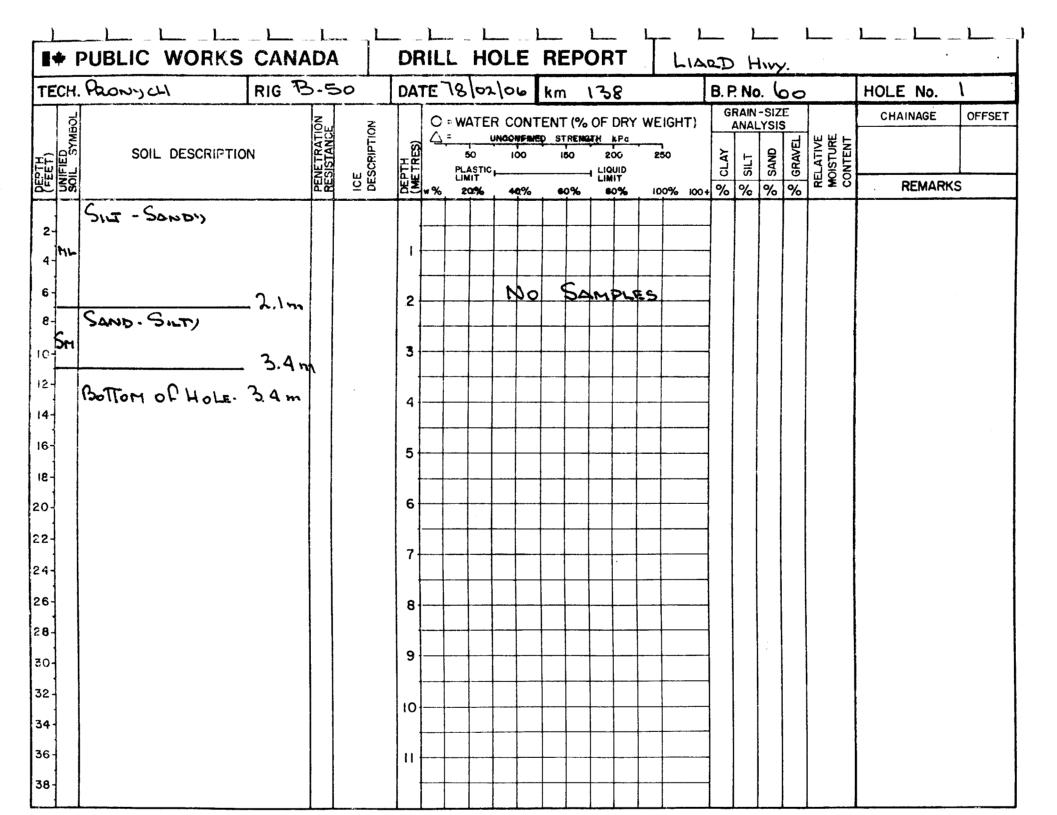




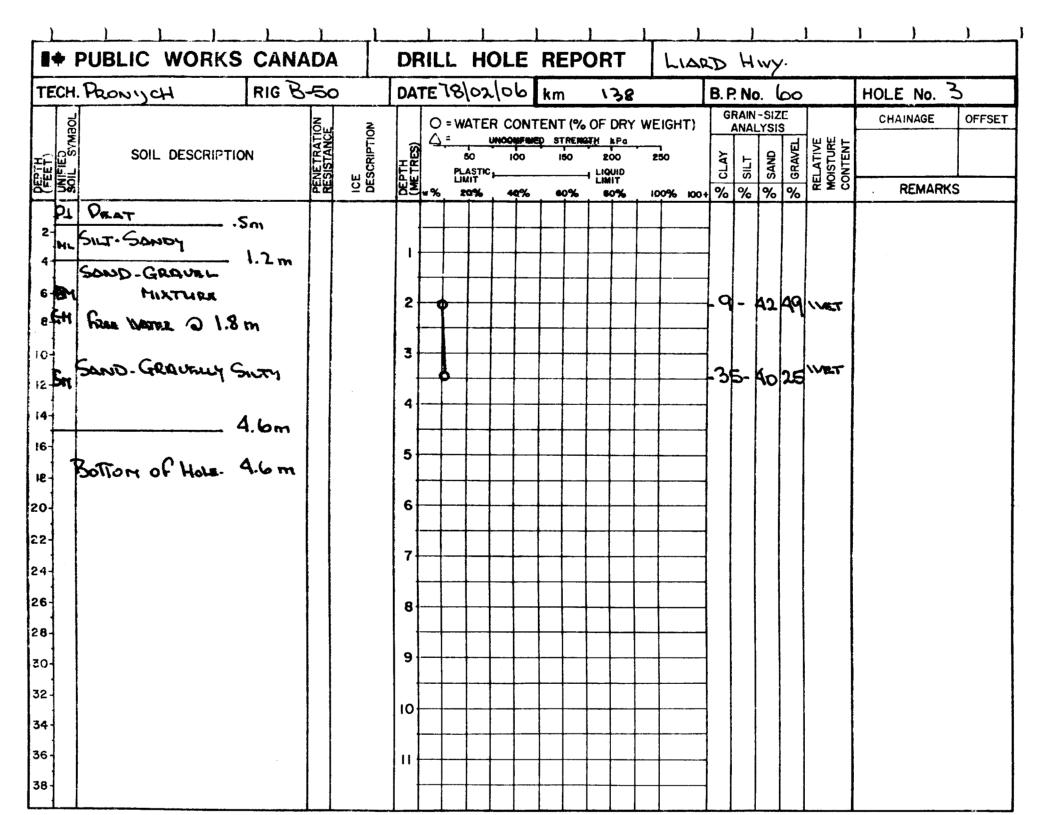


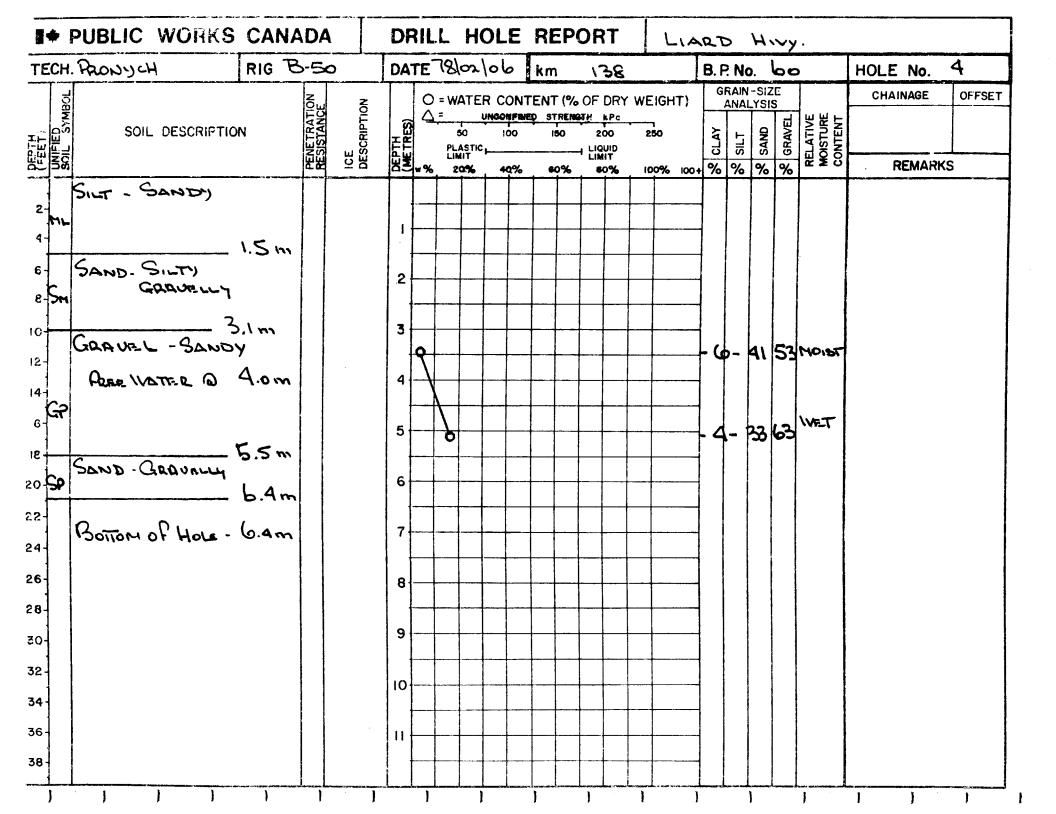


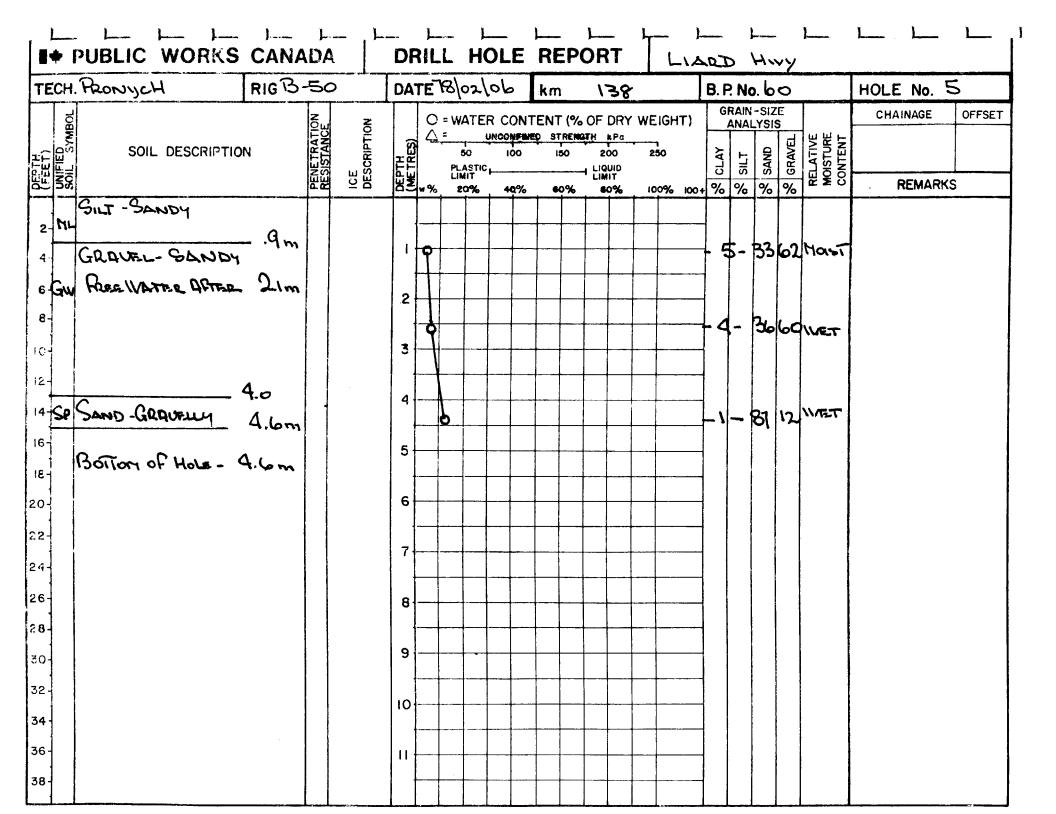


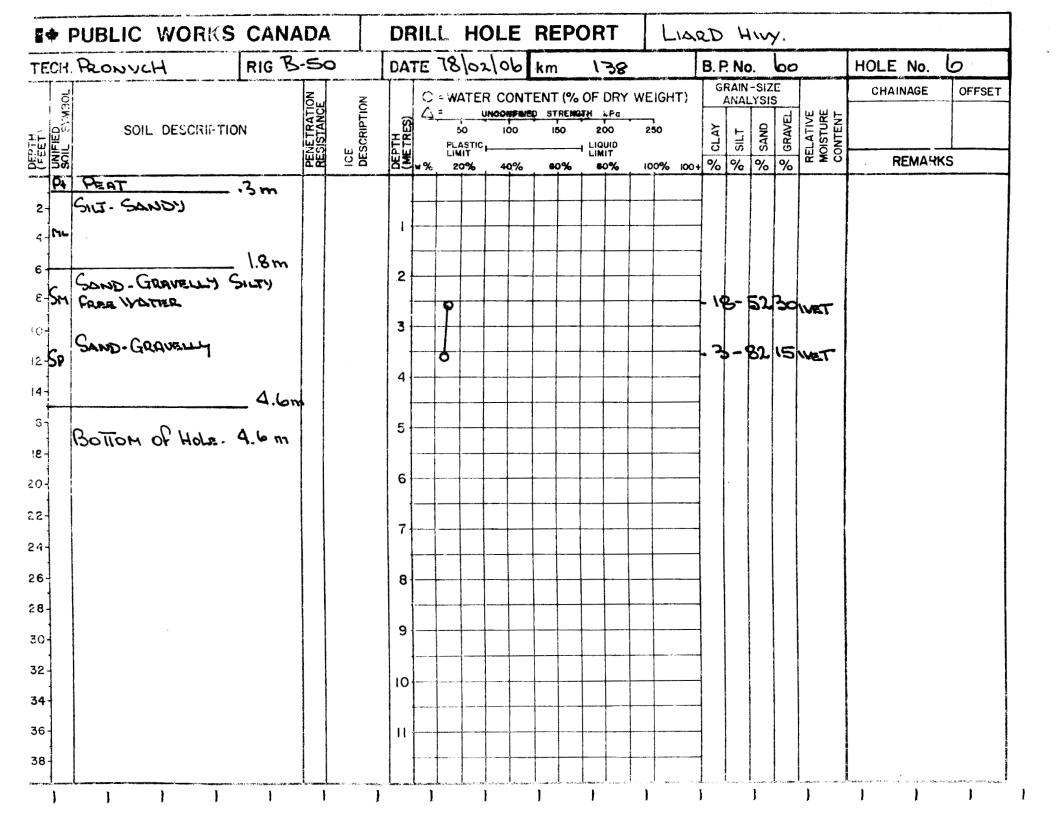


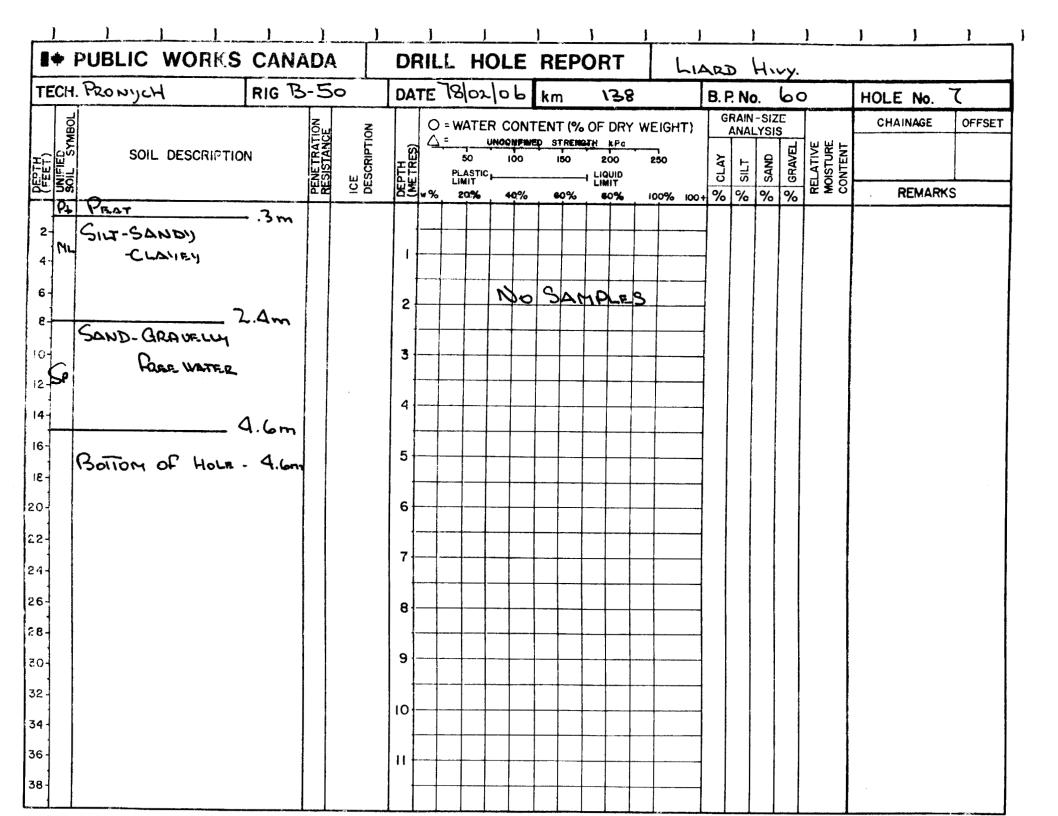
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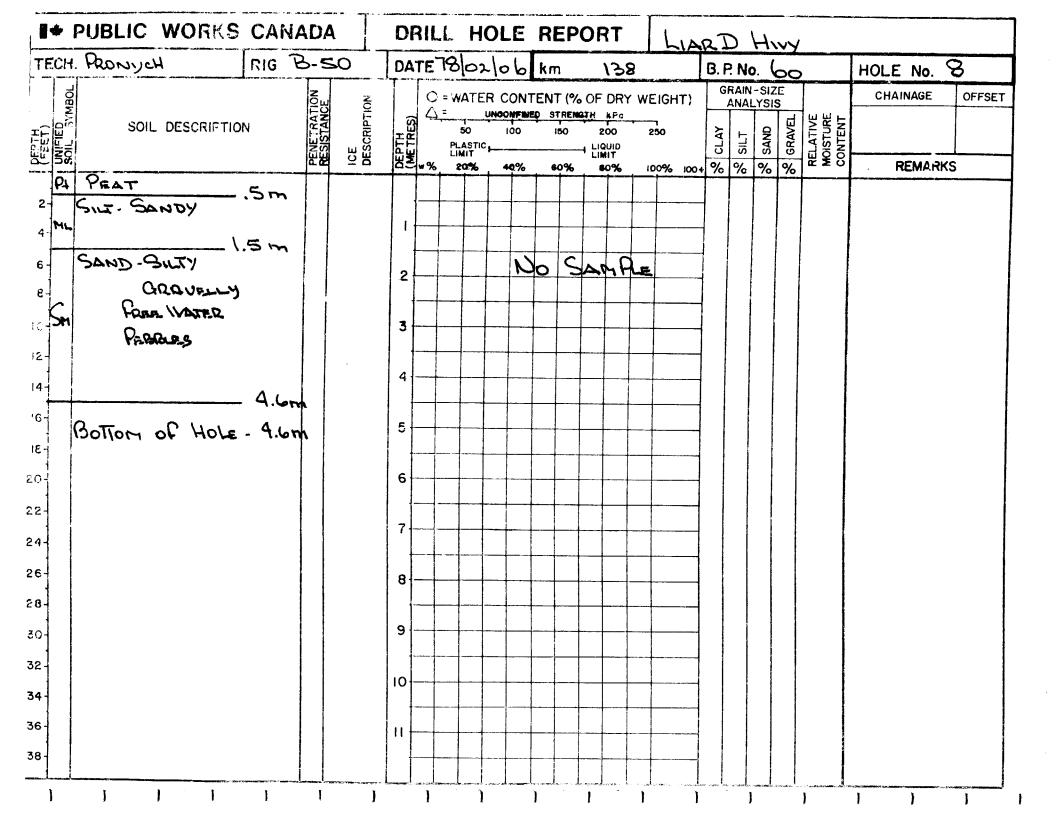










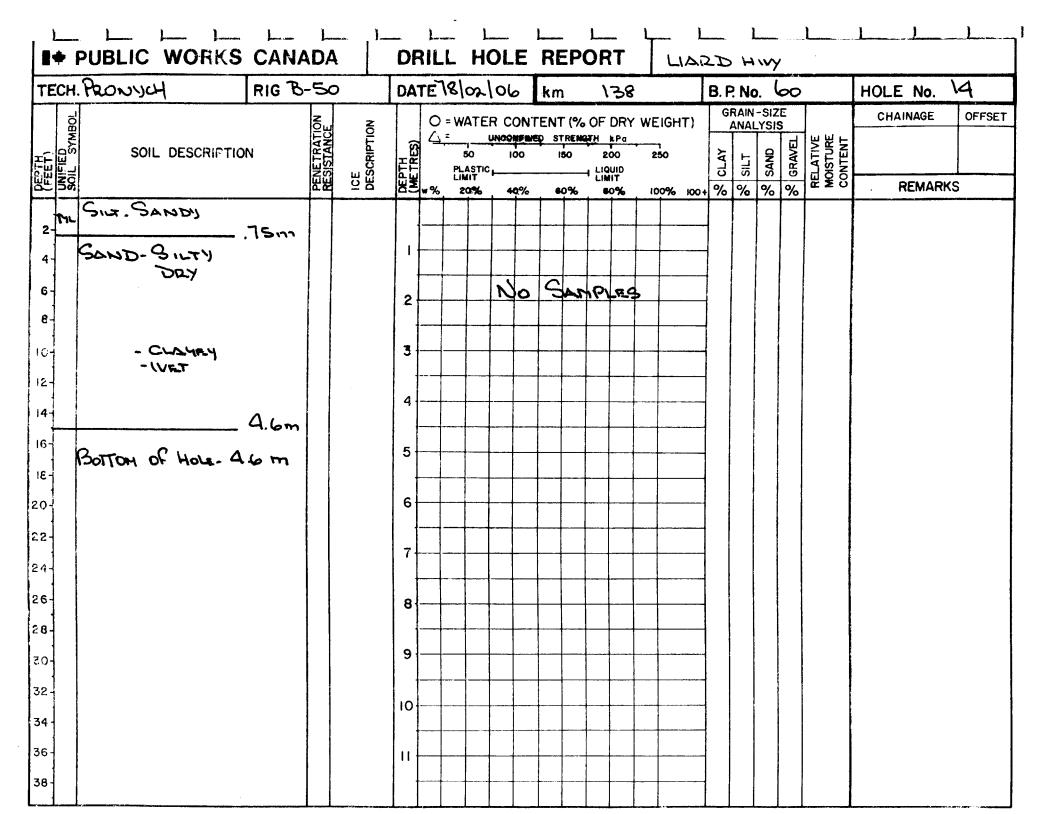


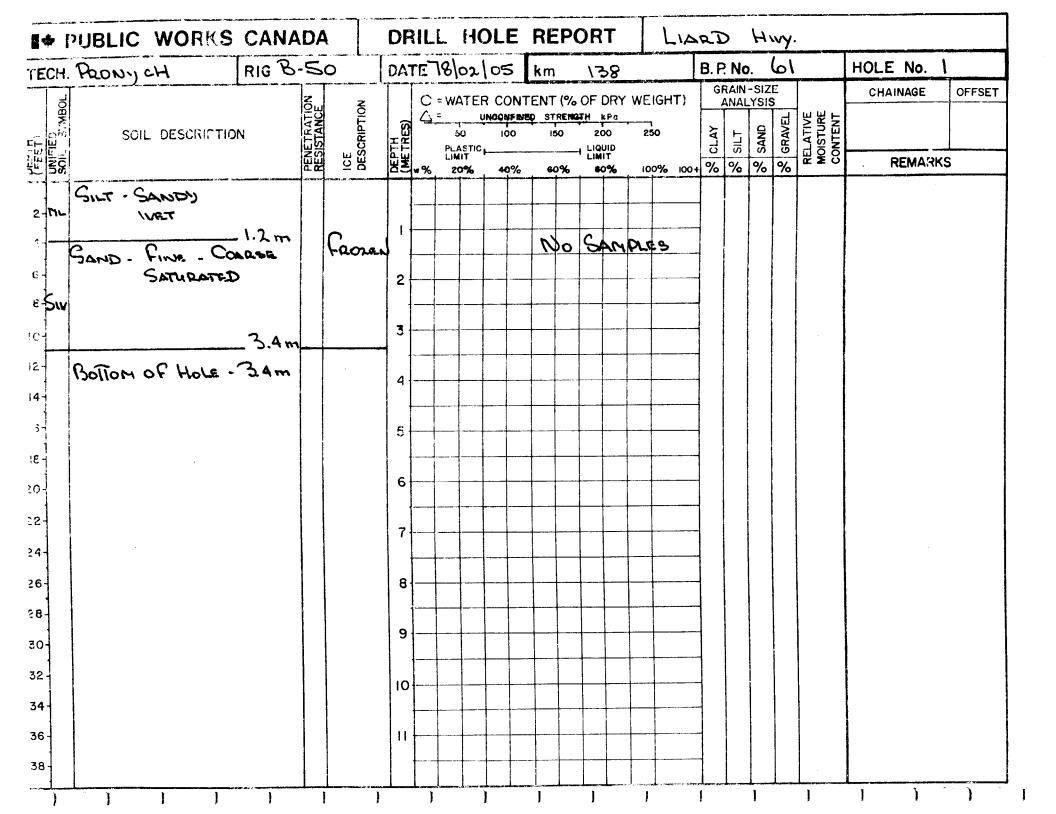
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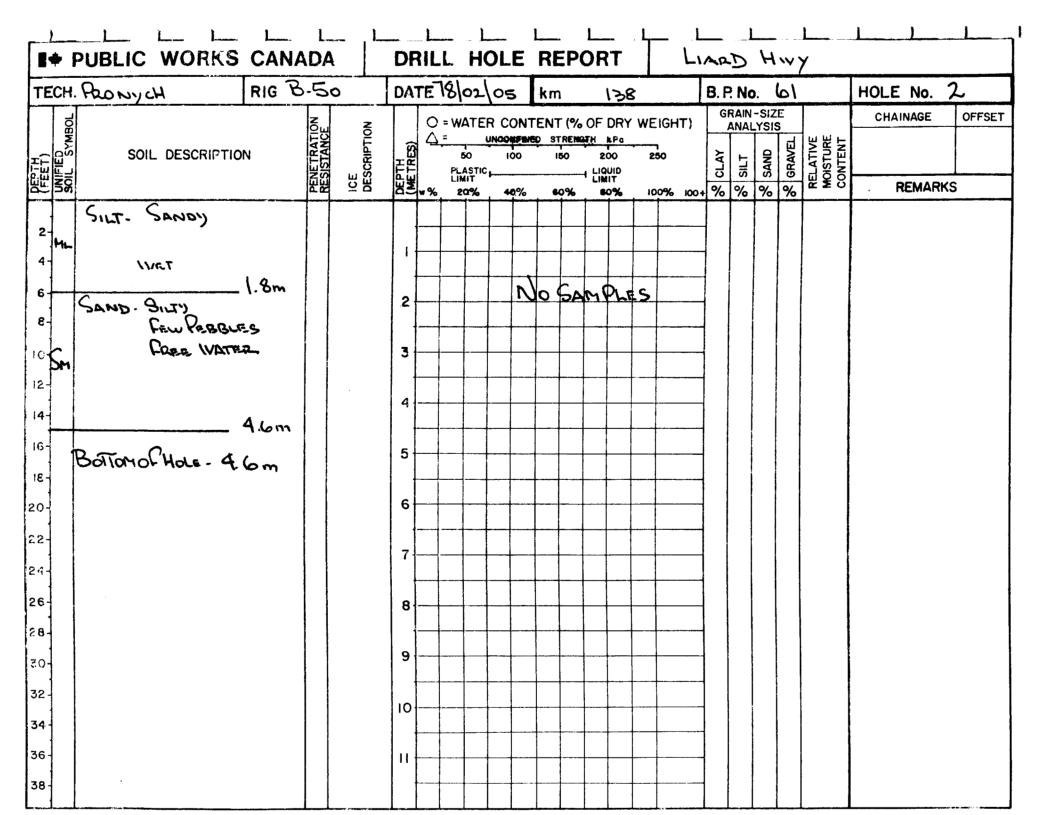
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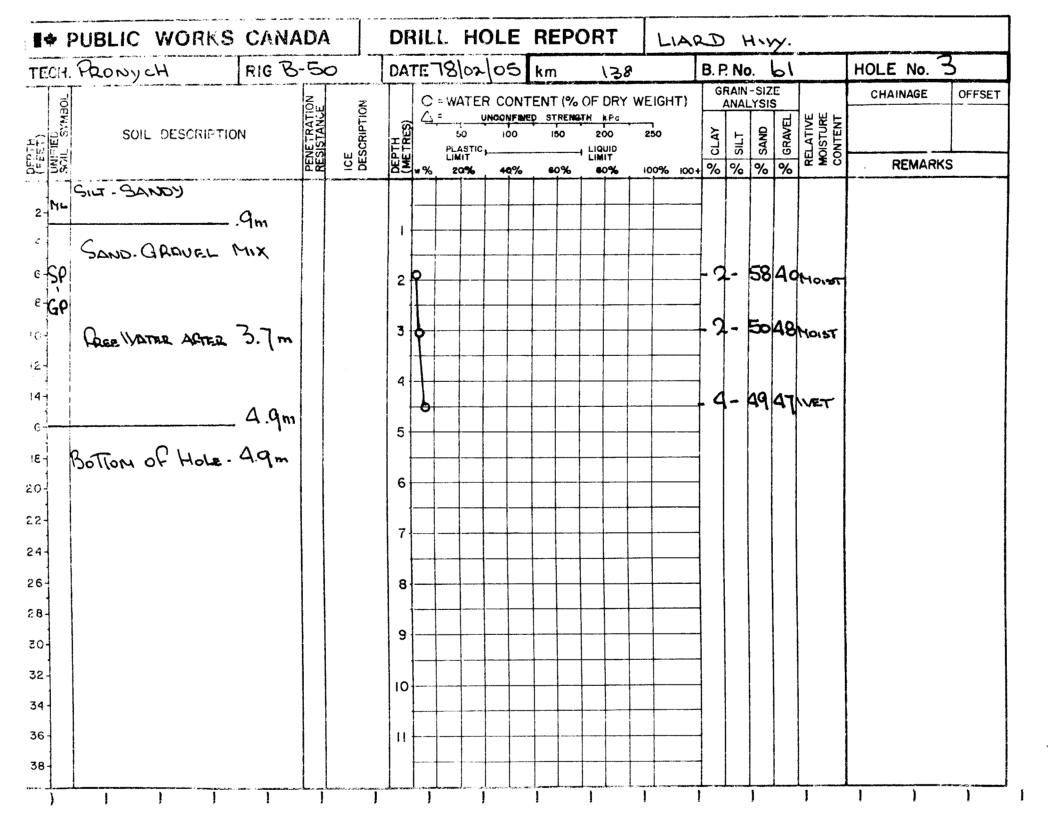
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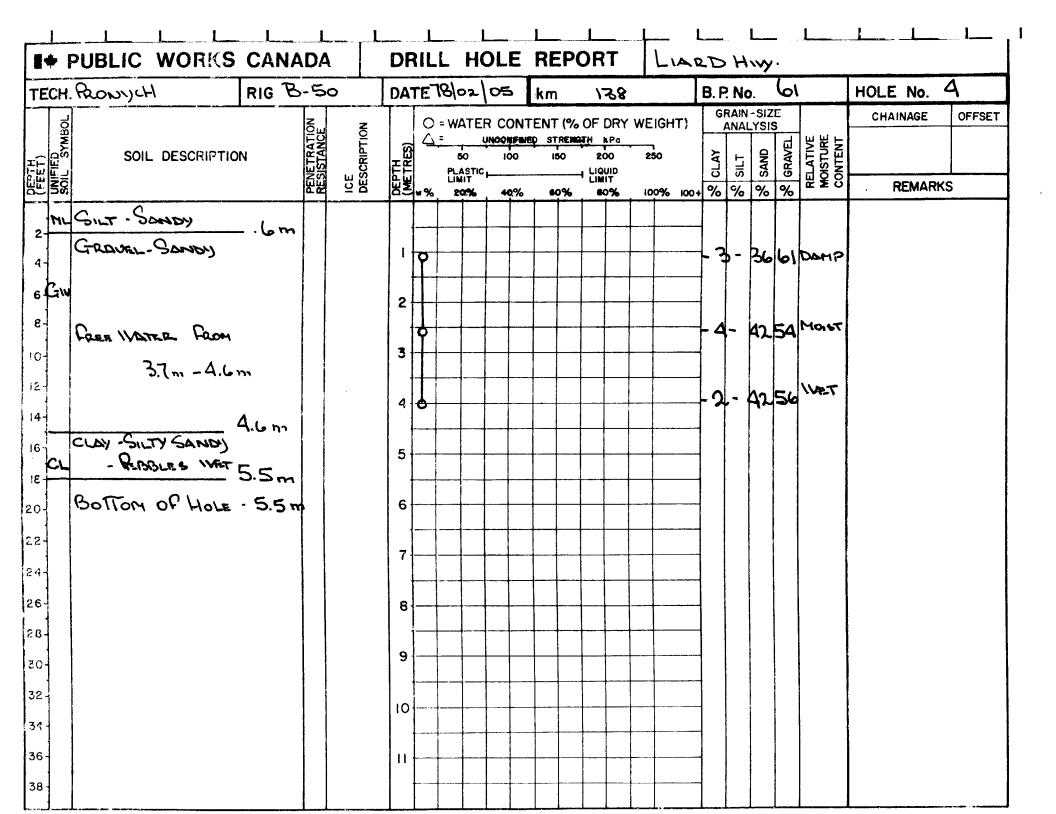
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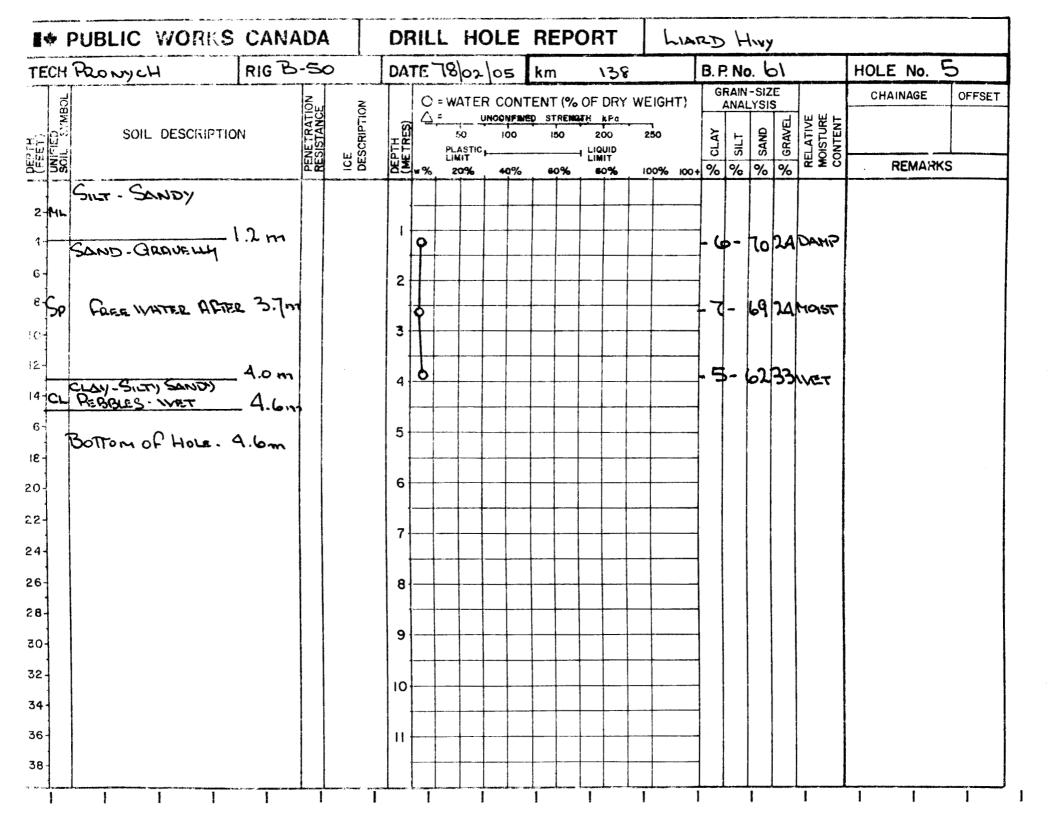






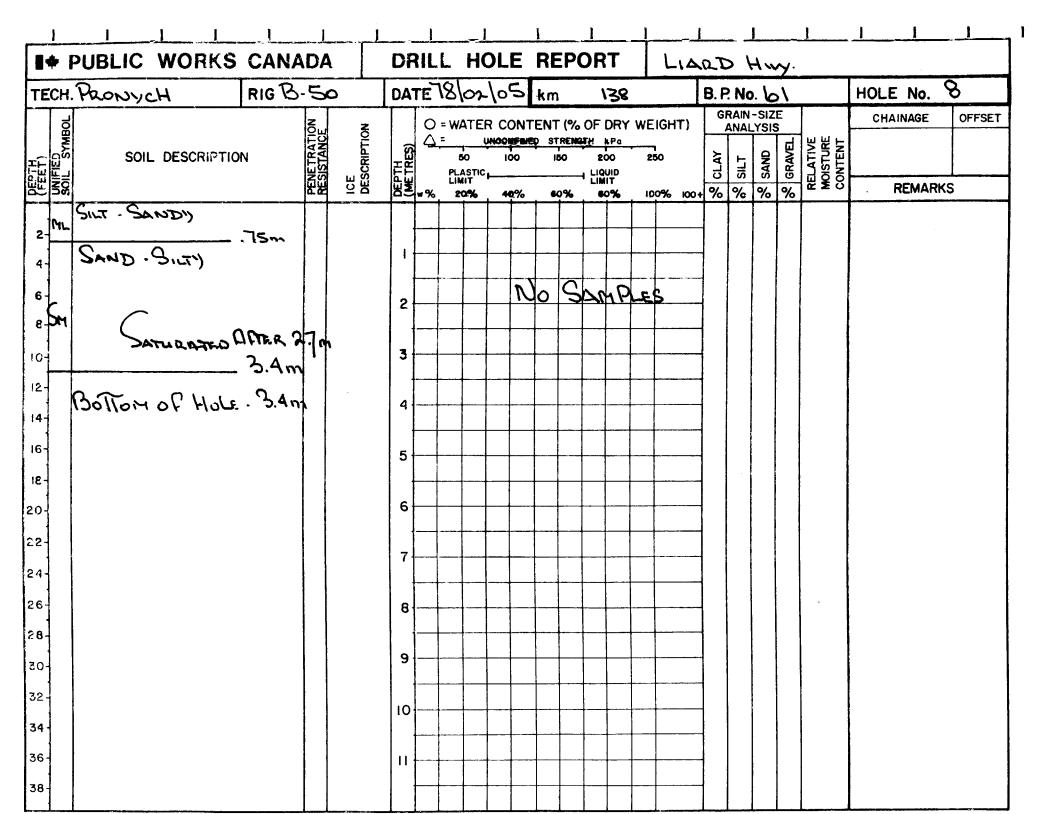


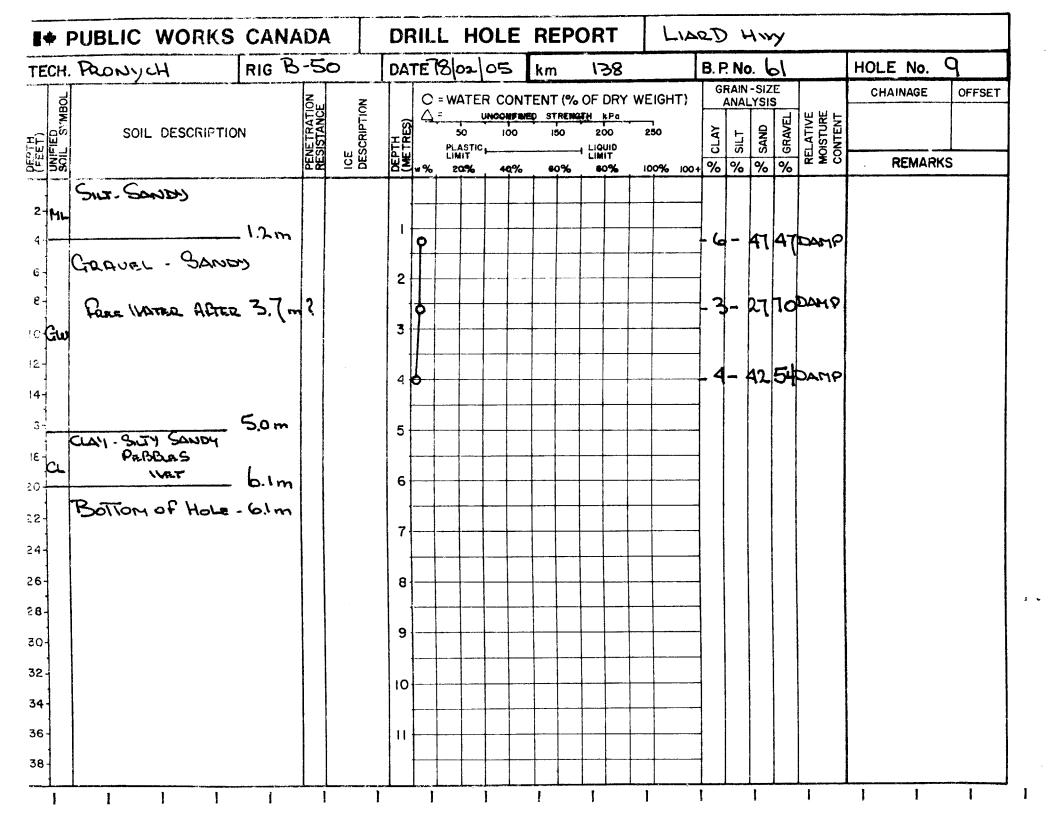


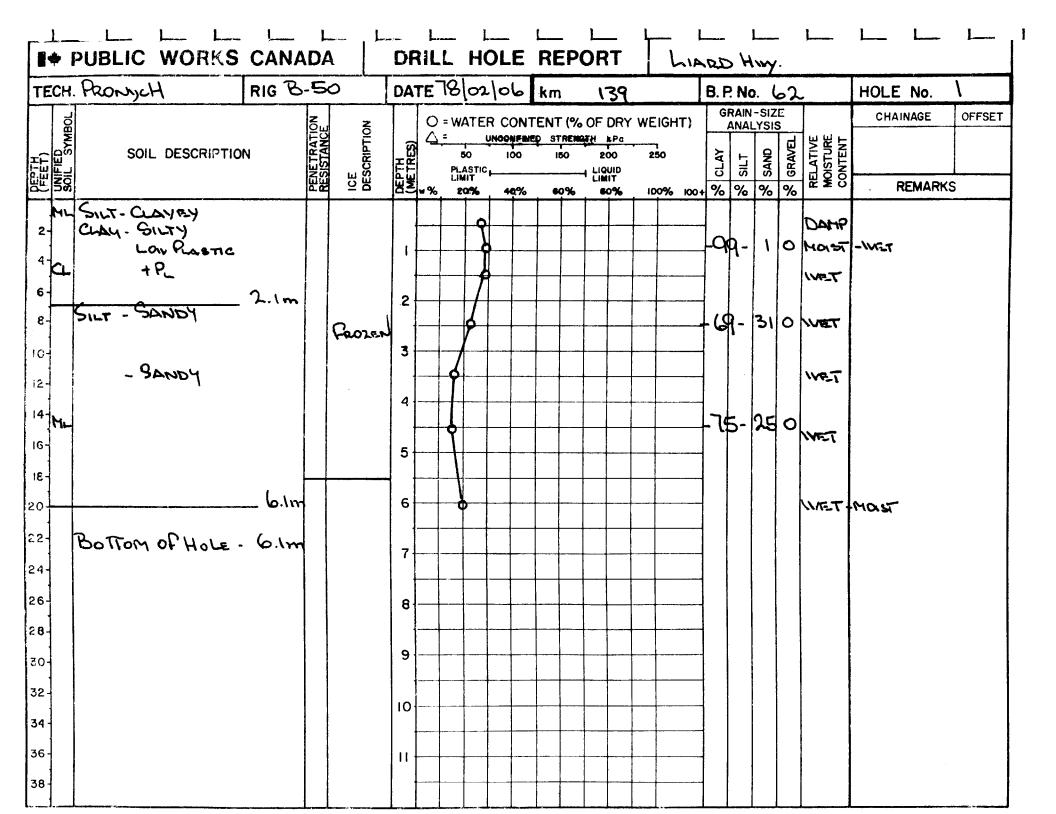


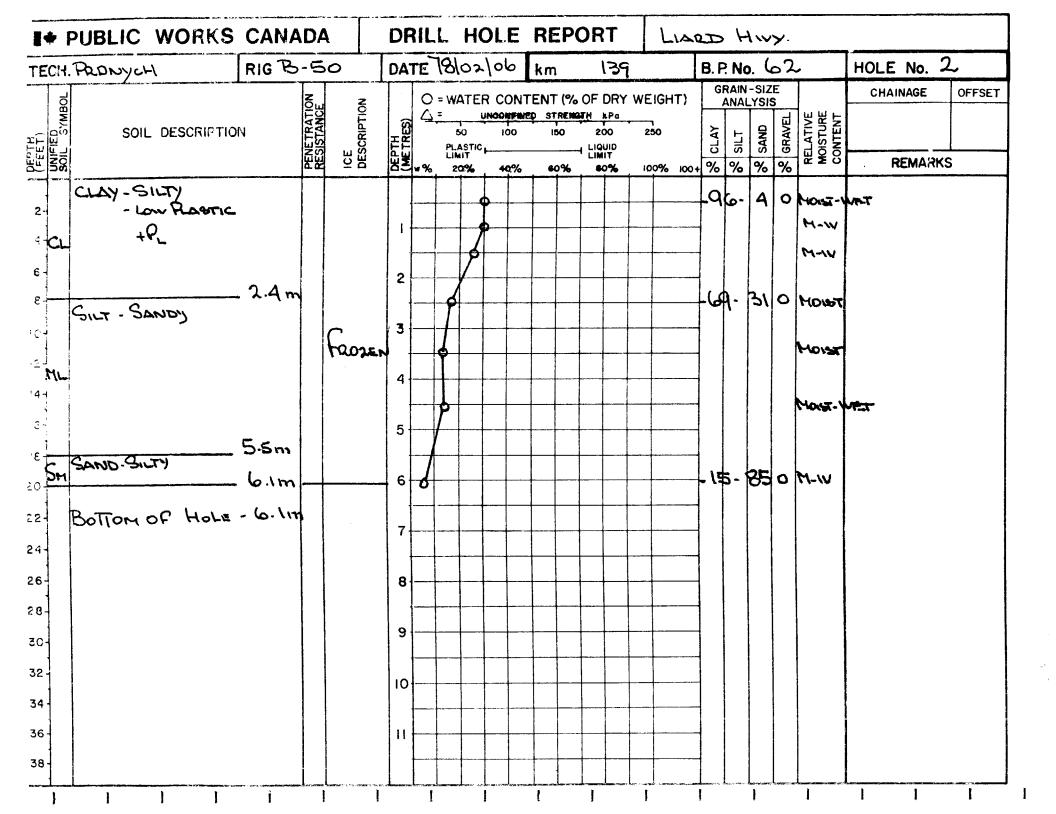
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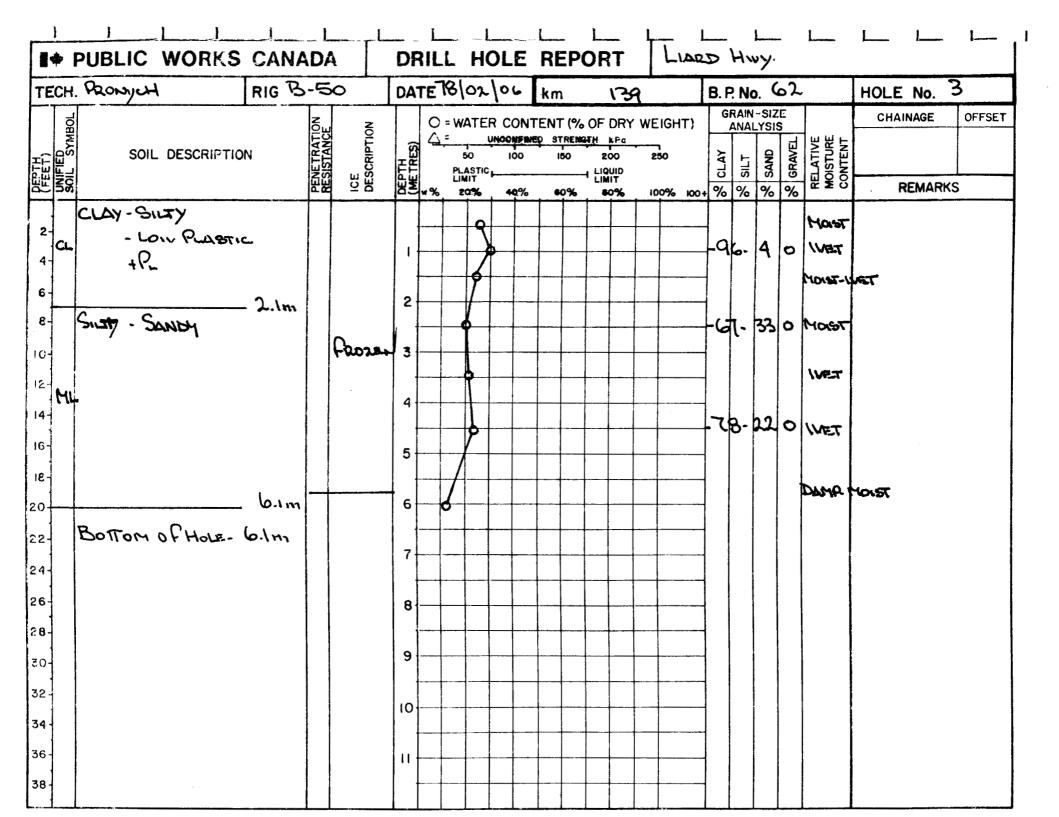
CH. PRONYCH	RIG B.5	ò	DAT	E 7	8/02	05	kn	ו	١٦	 8		B. I	P. No	<b>b.</b> (	01		HOLE No.	7
		1		0=	WATE	RCON	ITEN	Г (%	OF DF	RY WE	(IGHT)	G		-SIZ	E S		CHAINAGE	OFFSE
SOIL DESCR		DESCRIPTION	DEPTH (METRES)	<u>∆</u> =	50 PLASTIC LIMIT	INCONFI	NED S.	50	200		ר 50	CLAY	SILT	SAND	% GRAVEL	RELATIVE MOISTURE CONTENT		
		ы Ц Ц Ц	μ.Υ	<b>*%</b>	20%	40%	, .	0%	LIMIT	6 10	0% 100	+ %	%	%	%	₩¥S	REMARK	(S
SILT-SANDY												-						
	- 1.2m											-						
SAND. BILTY IVET			2			١	50	S	Ami	وعلا								
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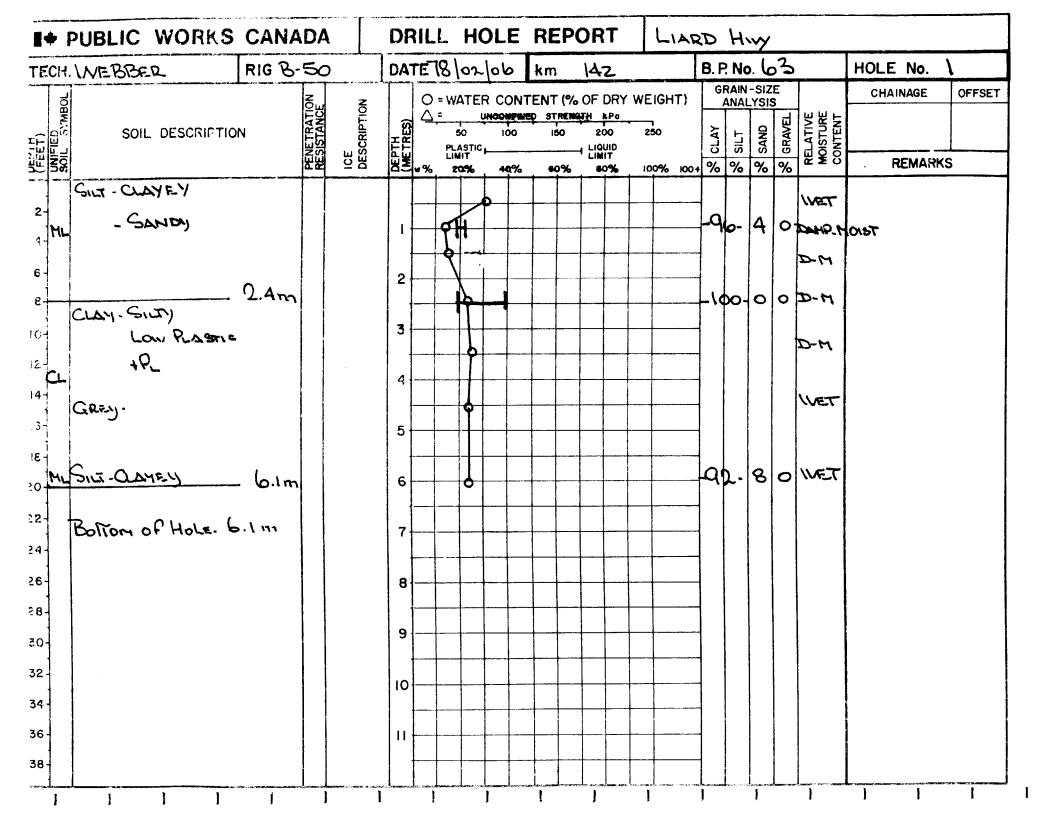


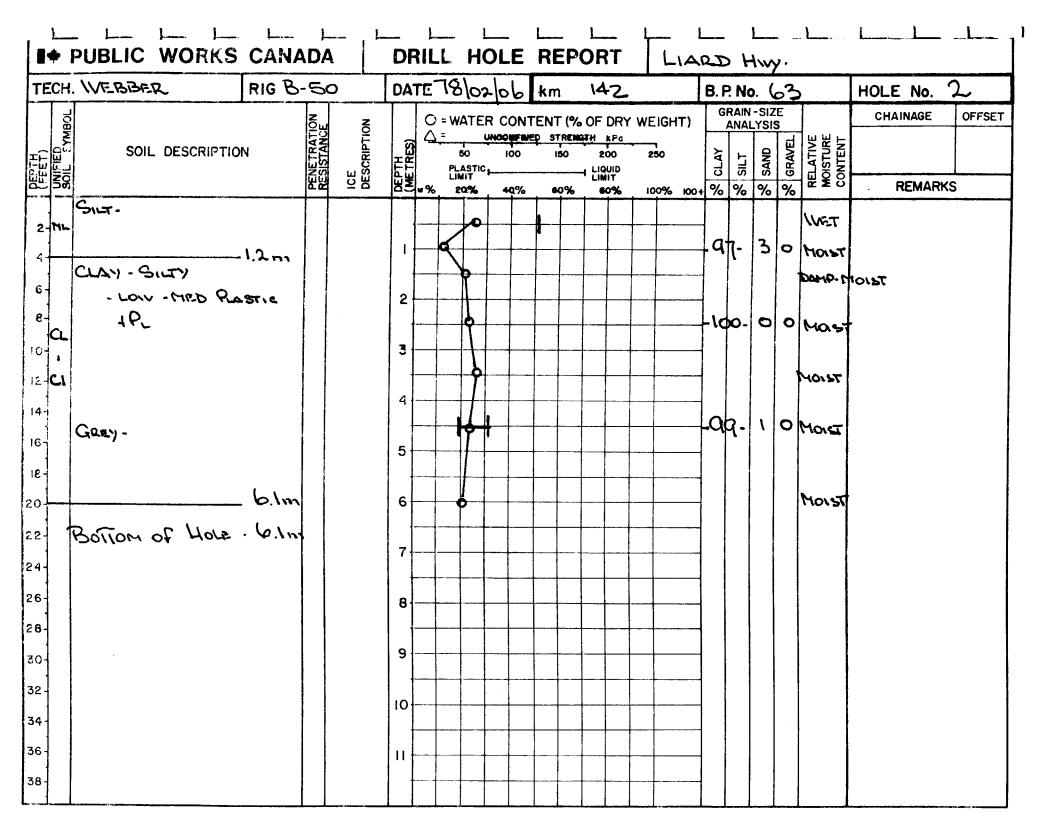


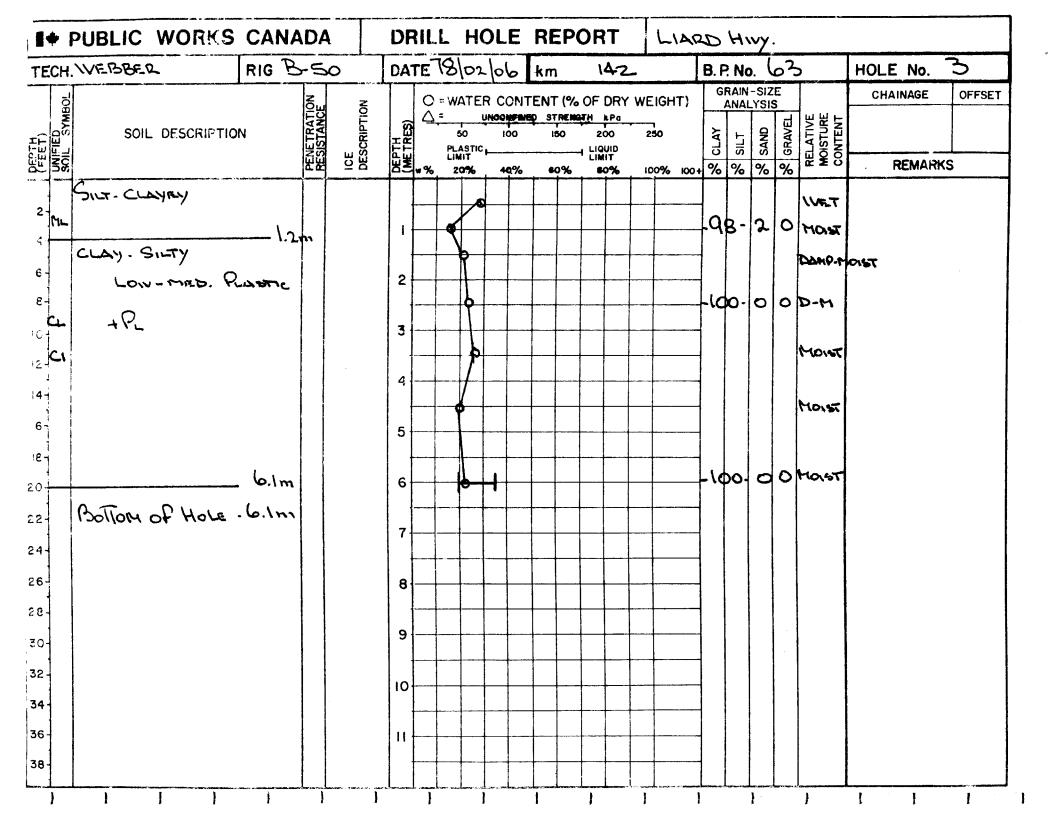


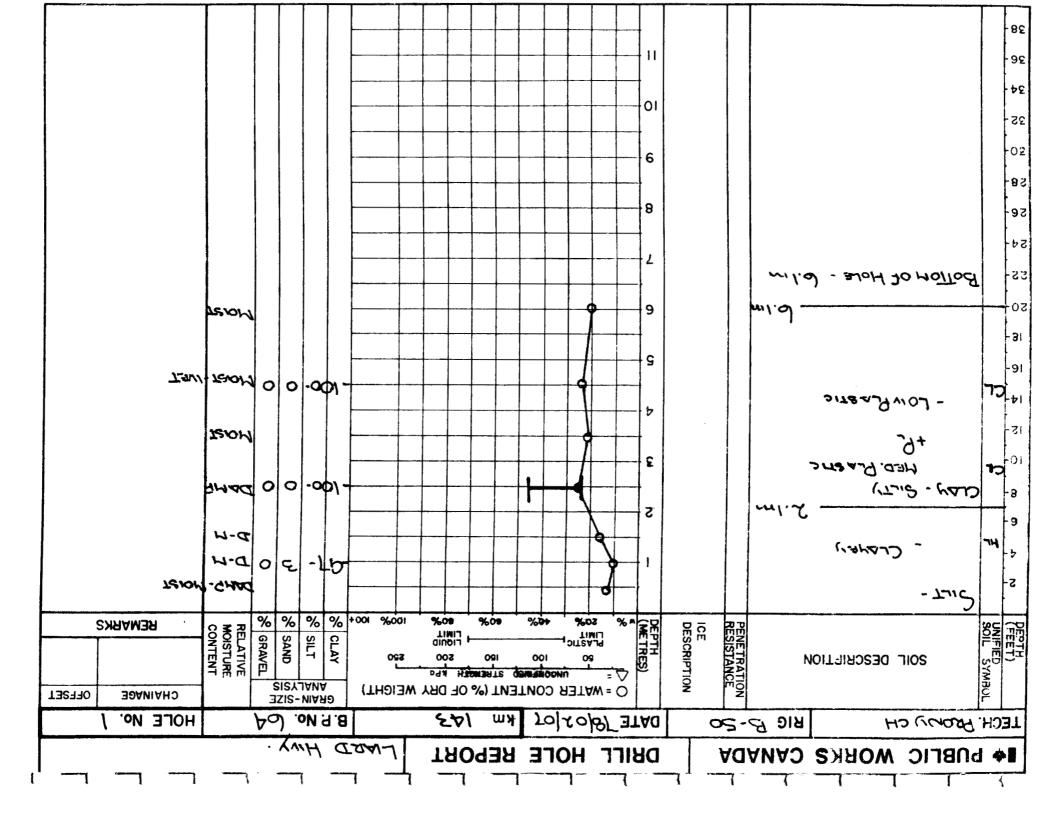








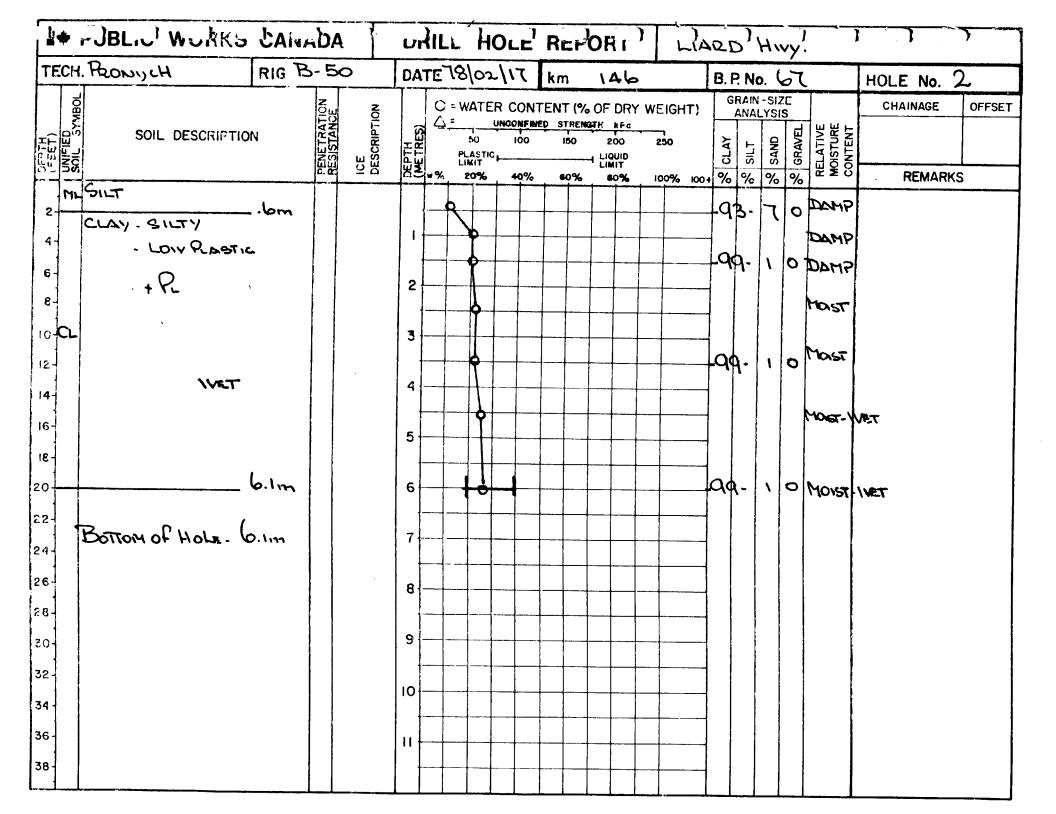


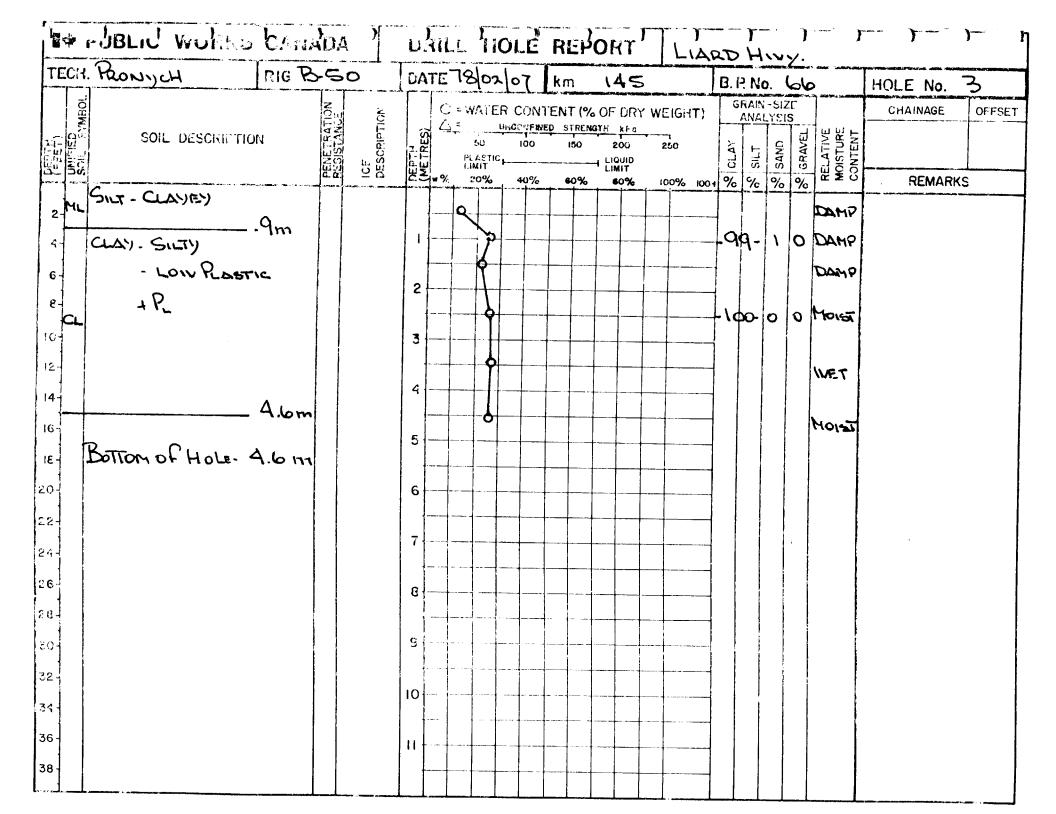


CH.	. PRONIJCH	RIG P	-5	S	DAT	TE	18/0	2/2	57	<u>k</u> m	14	3			B. F	? No	). (	•4		HOLE No.	2
BOL		<b></b>	N	Z		0	- WAT			ENT (%			WEI	GHT)	G	RAIN ANAL	-SIZ	E S		CHAINAGE	OFFSE
UNIFIED SOIL SYMBOL	SOIL DESCRIPTIC	N	PENETRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES)	Δ.	50 PLAS		100	ISO		0	250	1	CLAY	SILT	SAND	GRAVEL	RELATIVE MOISTURE CONTENT		
		1	Шű	DEG	ЧЧ ЧЧ	<b>*%</b>	LIMIT 207		40%	60%		IT 0%	100	% 100+	%	%	%	%	₩ Q ¥ Y	REMAR	<s< td=""></s<>
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ML						-	$\left( + \right)$		-						-9	<b>A</b> -	١	0	Doorp		
		1.8m					-												DAMP		
	CLAY - SIJY				2						1										
24	LOW-MED R th					+	P	1			+				- \C	0-	0	0	DAMP		
21	176	3.4m			3																
	BOTTOM OF HOLE.	3.4m			4																
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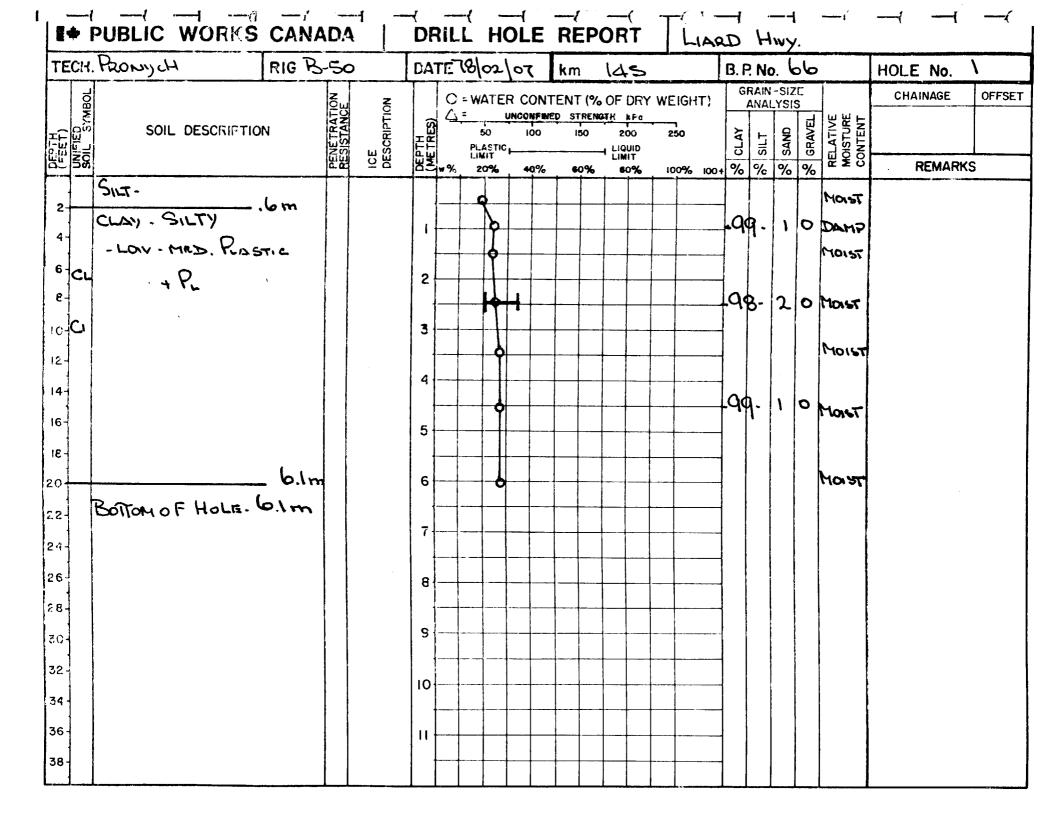
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-	FUBLIC WUNKS	LANADA	<b>A</b> 1	<b>DHIL</b>	L H	OLE	REM	GRI	LIA	aI	2 1	} -\ \\	γ·	V	1 1	7
TECH	. PRONYCH	RIG B-5	D	DATE	78/02	107	km	144			P. No				HOLE No.	١
DEPTH (FEET) UNIFIED SOIL SYMROI		Z PENETRATION RESISTANCE	ICE DESCRIPTION	DEPTH (METRES) *	-	UNCONFER		OF DRY 200 LIQUID 0%	WEIGHT)	CLAY		DNPS	GRAVEL	RELATIVE MOISTURE CONTENT	CHAINAGE	OFFSET
2- ML 4- 6- 8- 10-CL 12- 14- 16- 18- 20-	SILT - CLAY - SILTY LOW PLANTE + PL GRAY - WET BOTTOM OF HOLE	-20 Ey .5 m 6.1								9	A.	62	0	Moisi Moisi Moist Moist Moist Moist	NET NET	

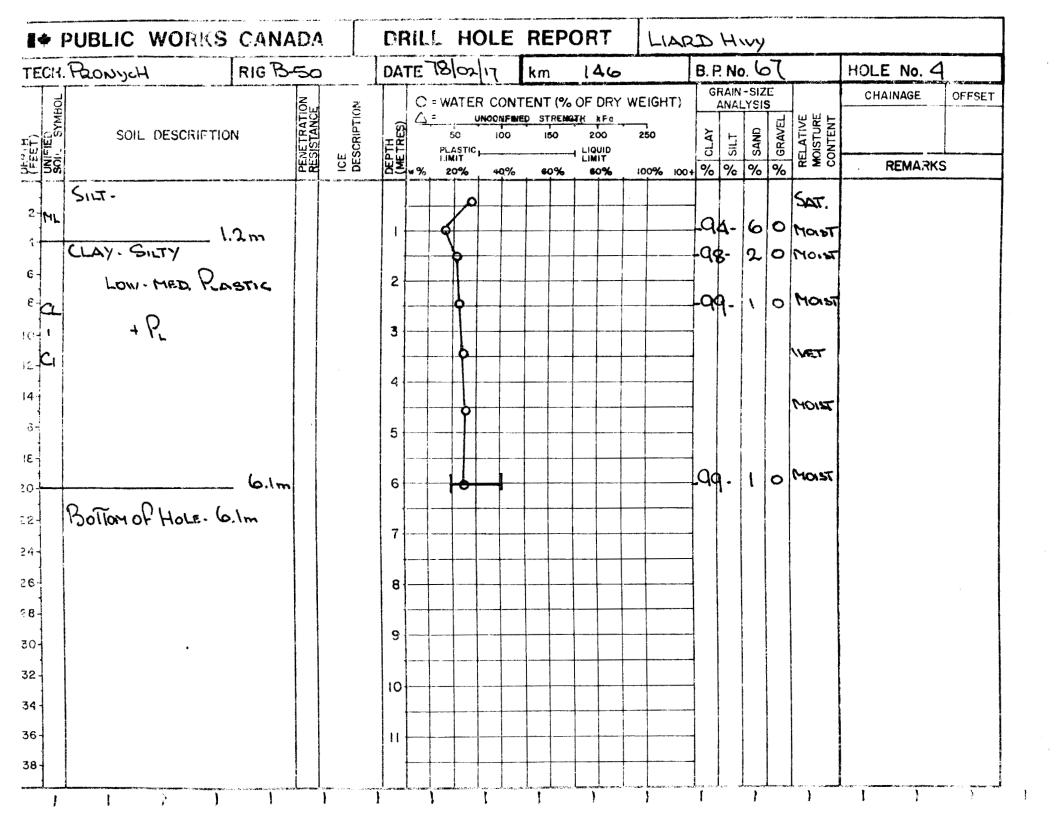


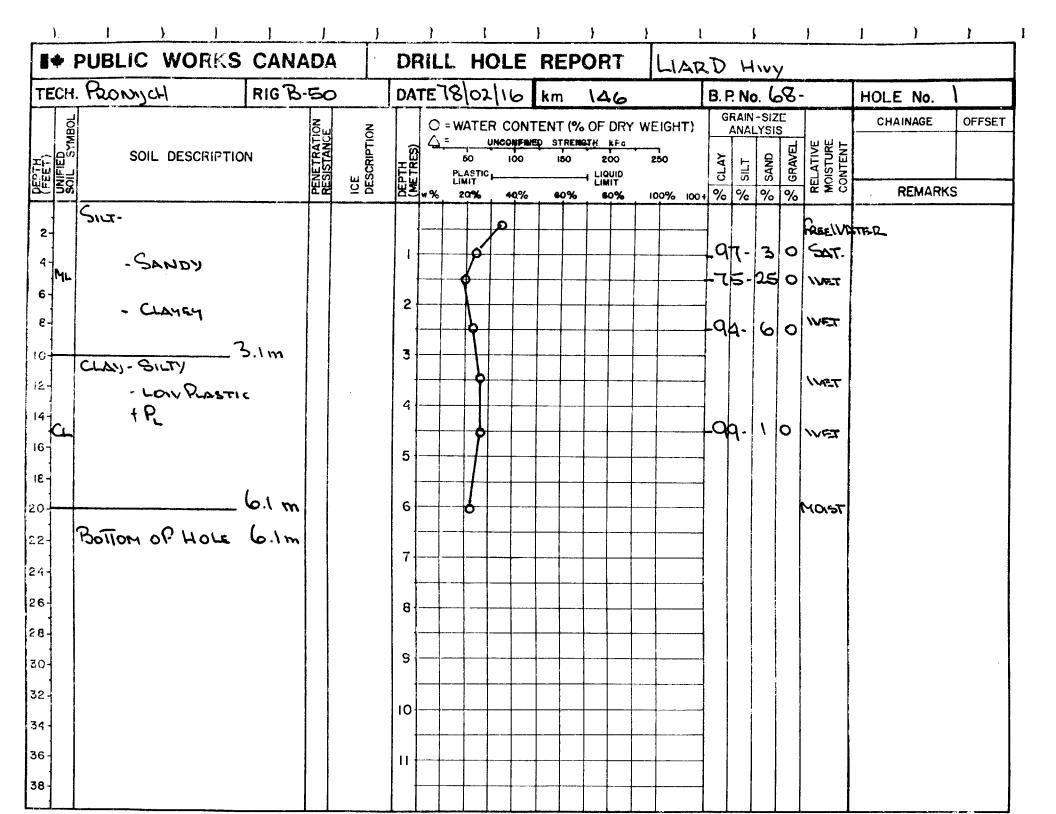


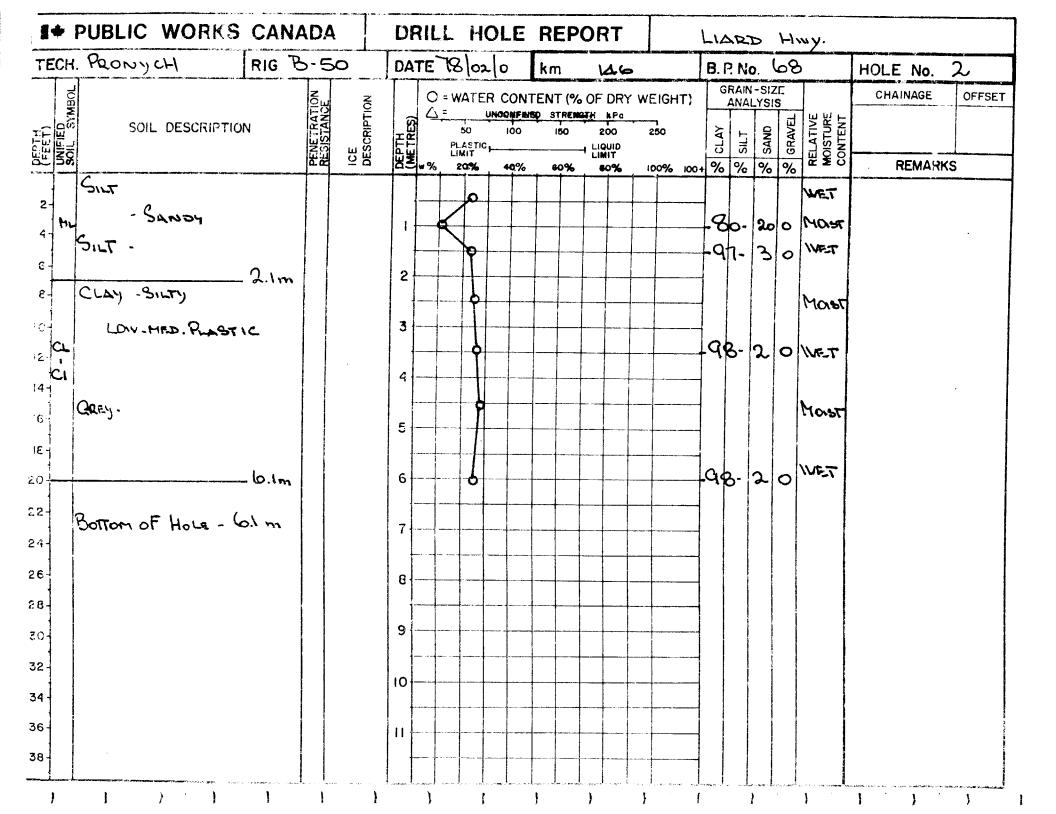
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TE	CH	RONYCH	RIG	B-9	ω.	DA	TE	18/02/	107	km	Į	44			B. F	? No	6.6	5		HOLE No.	3
	ABO'_			CEN	NCI		0						WEIGH	HT)	G	RAIN ANAL	-SIZ	S		CHAINAGE	OFFSET
DEPTH (FEET)	IL SYA	SOIL DESCRIPTIO	N	NETRA	ICE DESCRIPTION	PTH TRES	*%	50 PLASTIC LIMIT	100	15 15	0	200 200 LIQUID	250		CLAY	SILT	SAND	% GRAVEL	RELATIVE MOISTURE CONTENT		
DF F	38			8. % M M	D E	٣ž	*%	20%	40%	<b>6</b> 0		60%	100%	1001			%	%	₽₹₹ŭ	REMARK	S
2-	NL	SILT - CLAYEY						<u> </u>				_	<b> </b>						WET		
4-		CLAY · SILTY			Feored	1.		-+Þ		┼╌┤			+		f IC	0.	0	0	MOIST-1	A.T	
6-	CL	CLAY · SILTY -LOW PLASTIC + PL	-		ICP.			-+0				+							Monse-V	ve_t	
ε-					Lenises	2									-10	8	0	0	WET		
10-			21			3				•											
12-			- 3.4 -					- <b>- \</b>		+	-+		+ $+$ $-$						WET		
14-		BOITOM OF HOLE.	3.4m			4															
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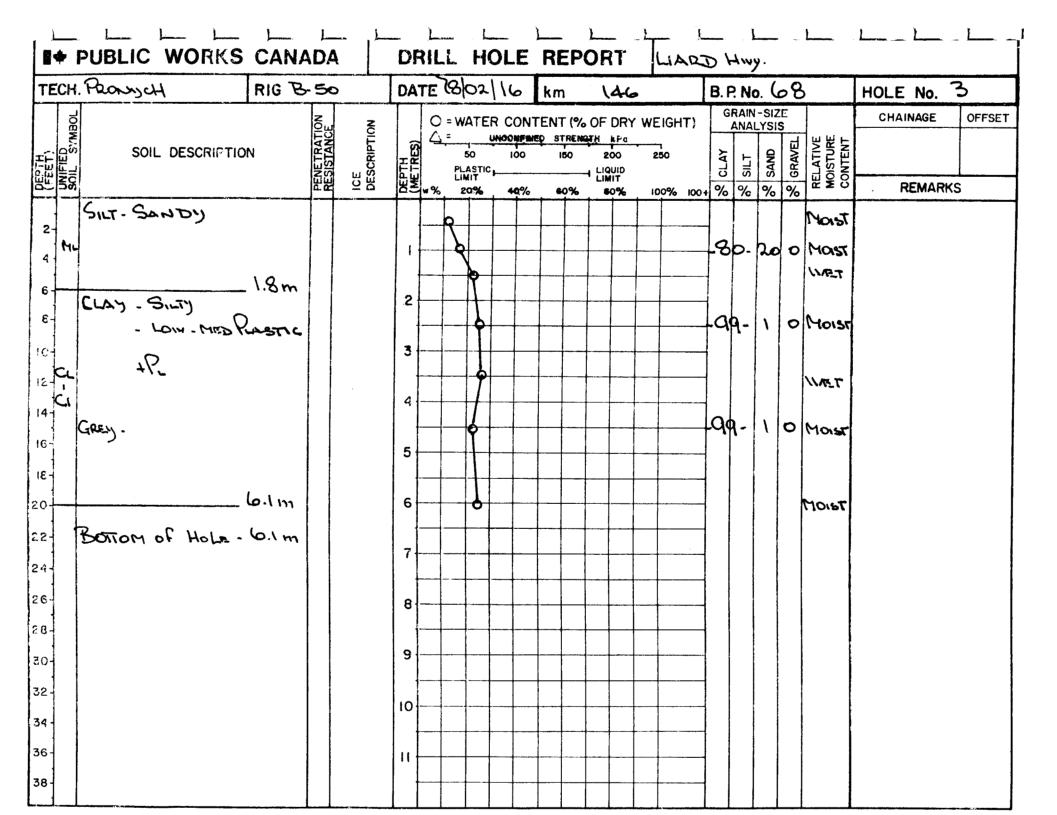


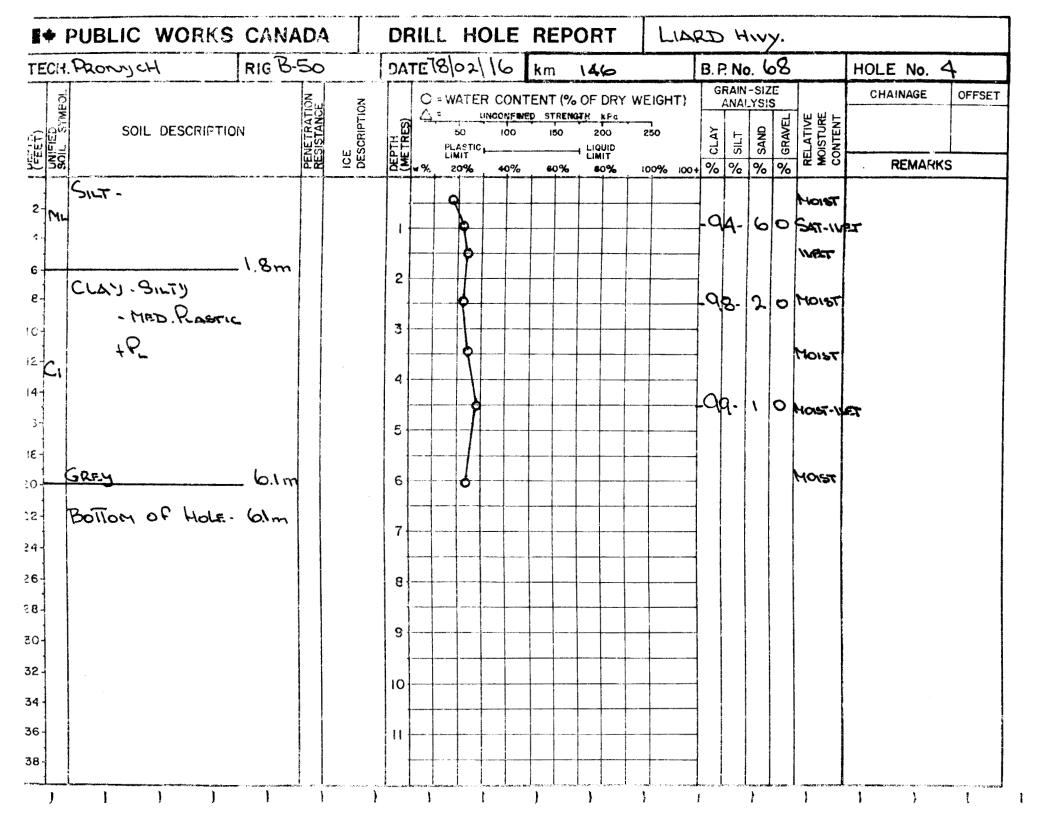
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		RIG B-E	50	DATE	=78/02	דון	km	146				<u>). 6</u>		HOLE No.	<u>ک</u>
SIL SYMBOL	SOIL DESCRIPTION	A NETRATION	RESISTANCE ICE DESCRIPTION			IOO	ENT (%		250	CLAY		-SIZE YSIS QNA	GRAVEL ELATIVE OISTURE		OFFSET
2- 4- 6- 8- 10- 12- 14- 16- 16- 16- 16- 16- 16- 10- 10- 10- 10- 10- 10- 10- 10	SILT -	3.1m	DES							-9	% q.	<u>%</u>	0 5 5 10 10 10 10 10 10 10 10 10 10		< <u>s</u>

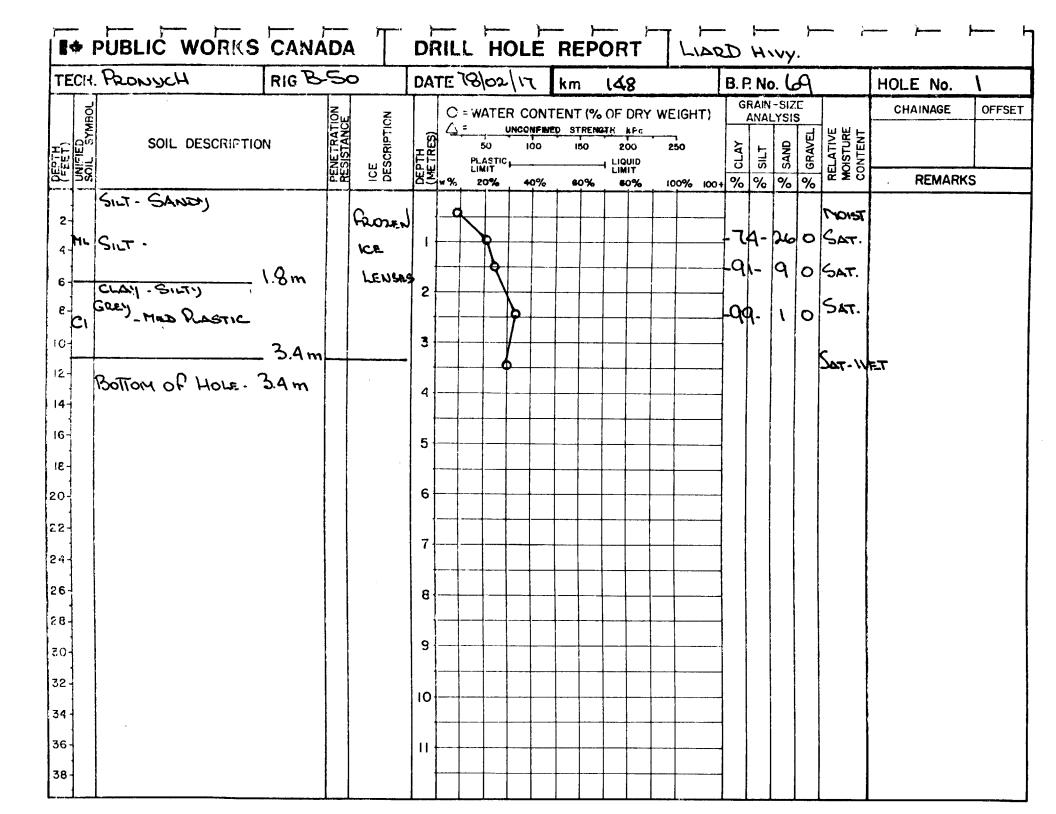




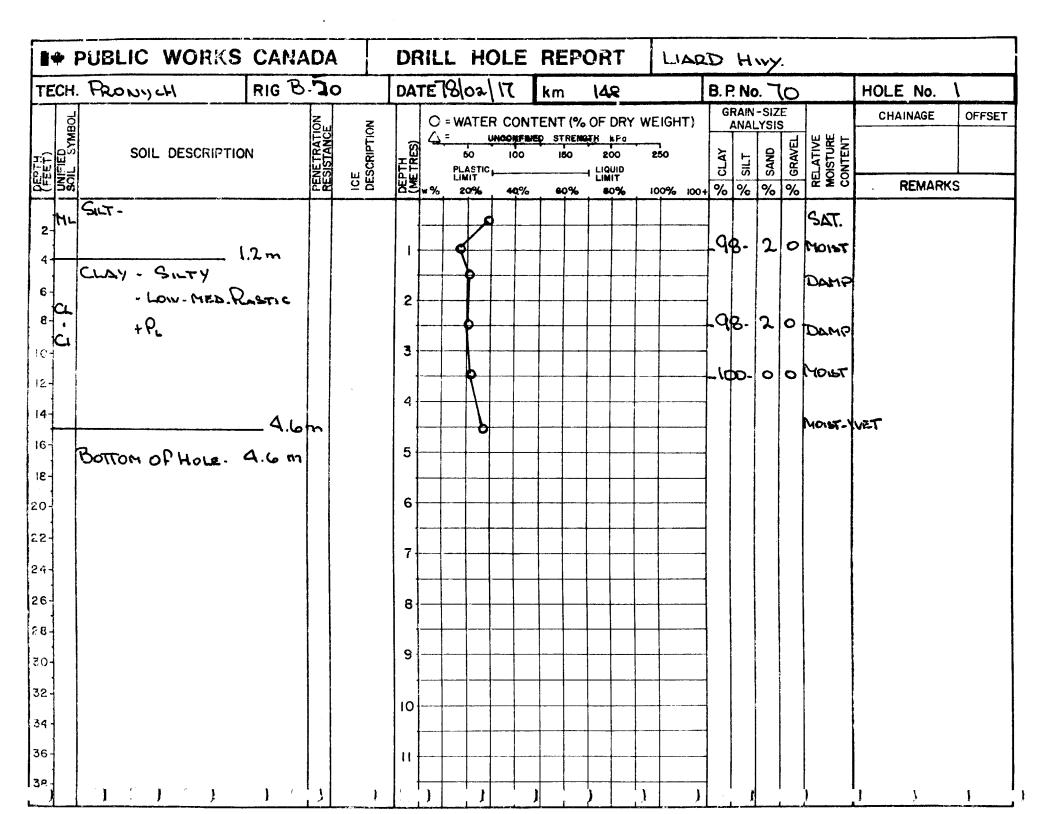


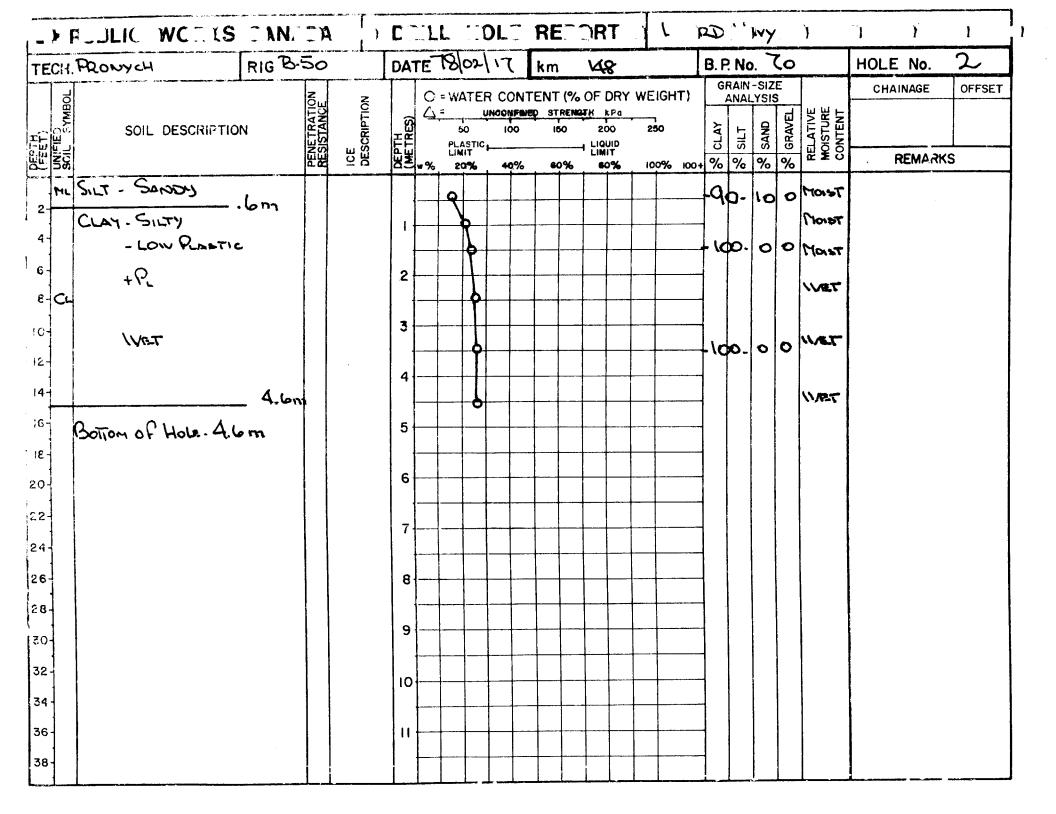


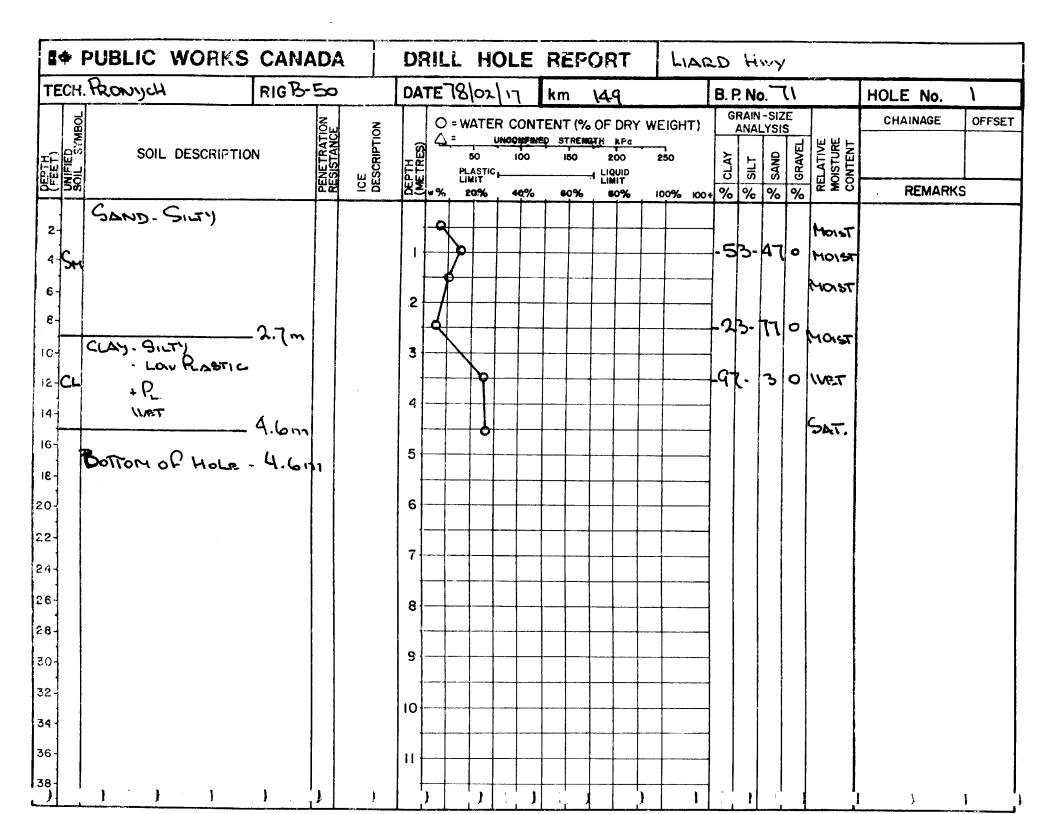




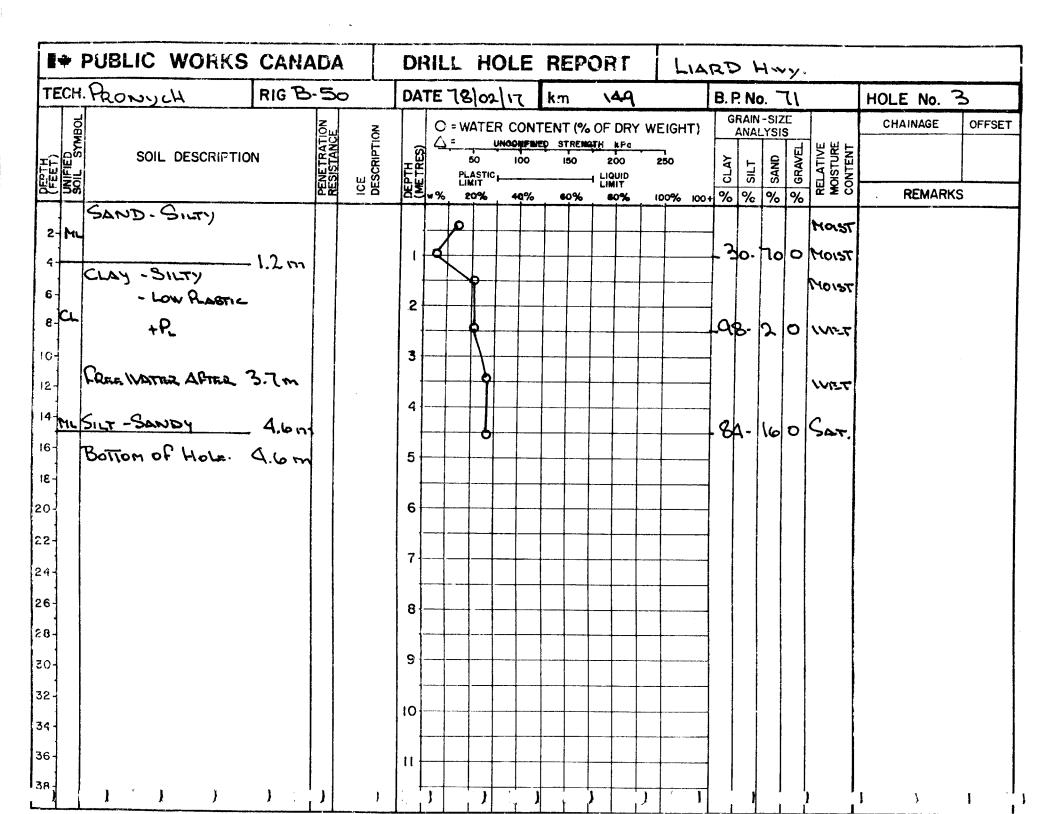
CH	PRONYCH	RIG	5	>	DÂ'	TE	18/0	22	16	kr	n	148	الشواد وجهز		-	P. N		60		HOLE No.	2
SOIL SYMBOL	SOIL DESCRIPTION	4	PENE TRATION RESISTANCE	ICE DESCRIPTION	PTH ETRES)	0 ↓	-		100	NBD S		OF DRY 200 LIQUID	25	50	CLAY	SILT	DINES	GRAVEL S	RELATIVE MOISTURE CONTENT	CHAINAGE	OFFSI
			운원	ЪД	₩₹	<b>w</b> %	20	2%	40%	- +	<b>60%</b>	<b>60%</b>	10	0% IO	0+ %	%	%	1		REMARK	<u>.</u>
ML Sm	SAND-SILT MIXTURE CLAY-SILTY - LOW PLASTIC	£ 1.2 m		FROZEN ICE LENSES	1		م	þ										0	Mont Monst Ivet		
CL.				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	•				•	-					4	٩-	1	0	Sat.		
(	Gary-	3.4m			3			6		-									SAT.		
	Bottom of Hole- ?	5.4 m			4																
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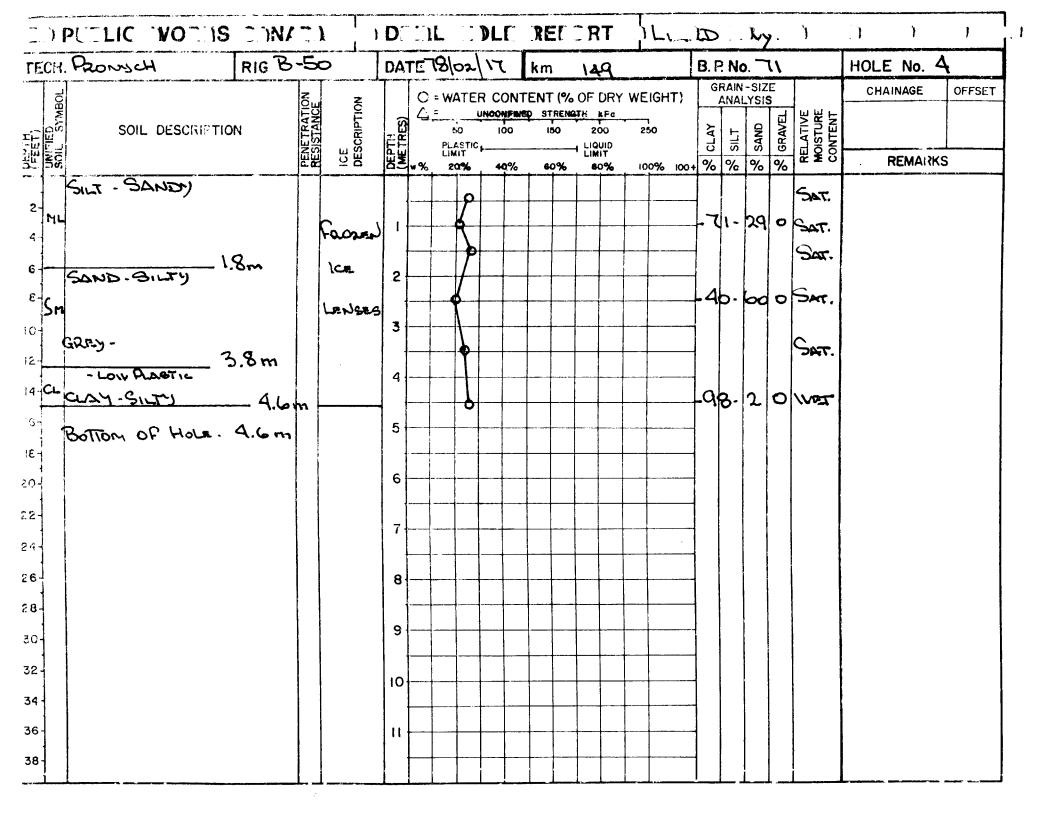


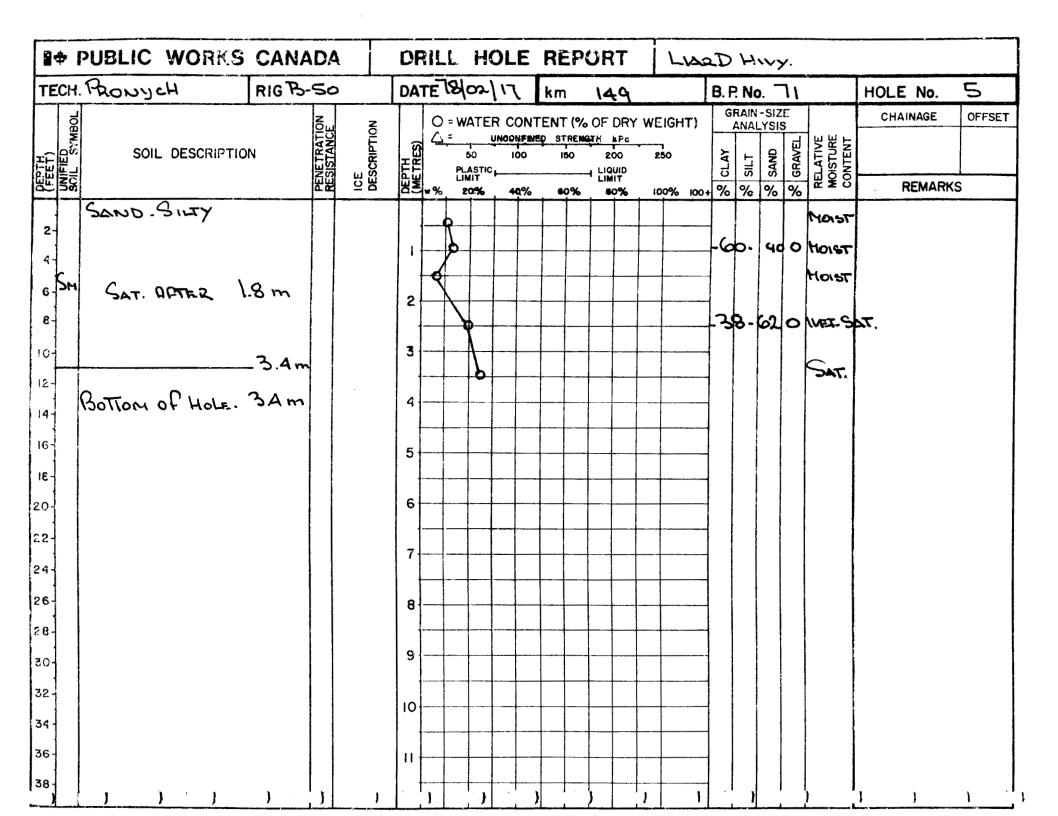


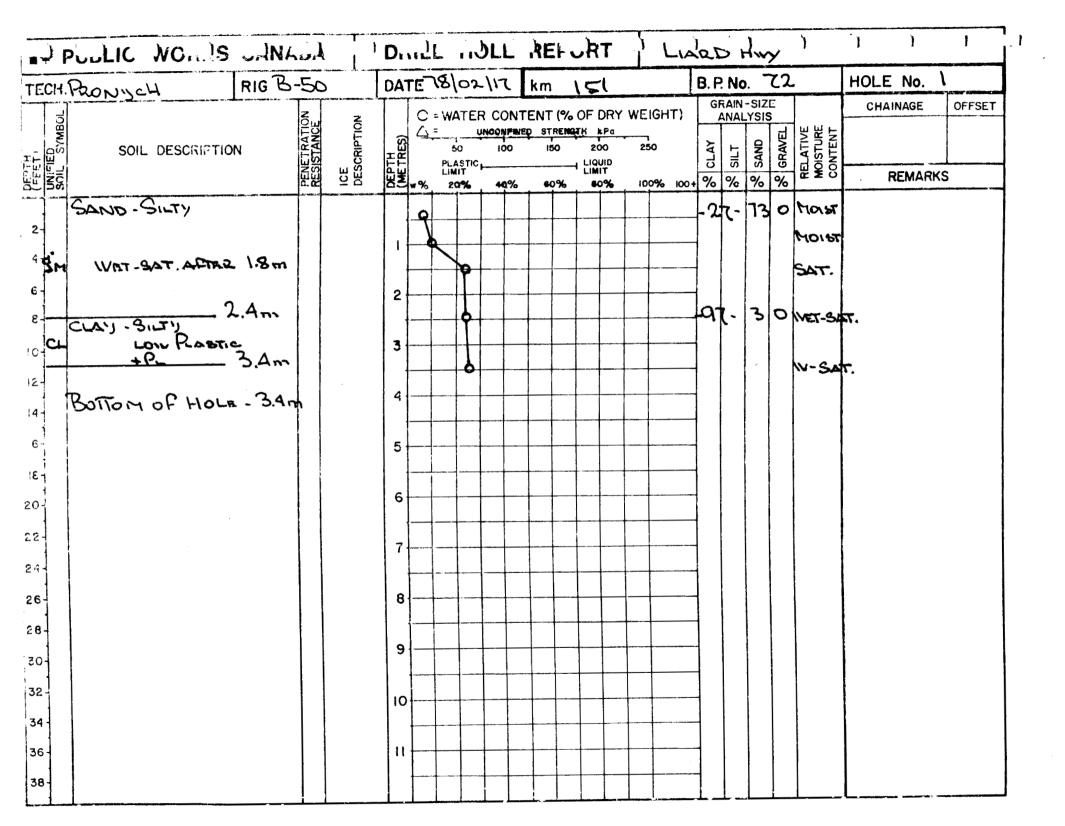


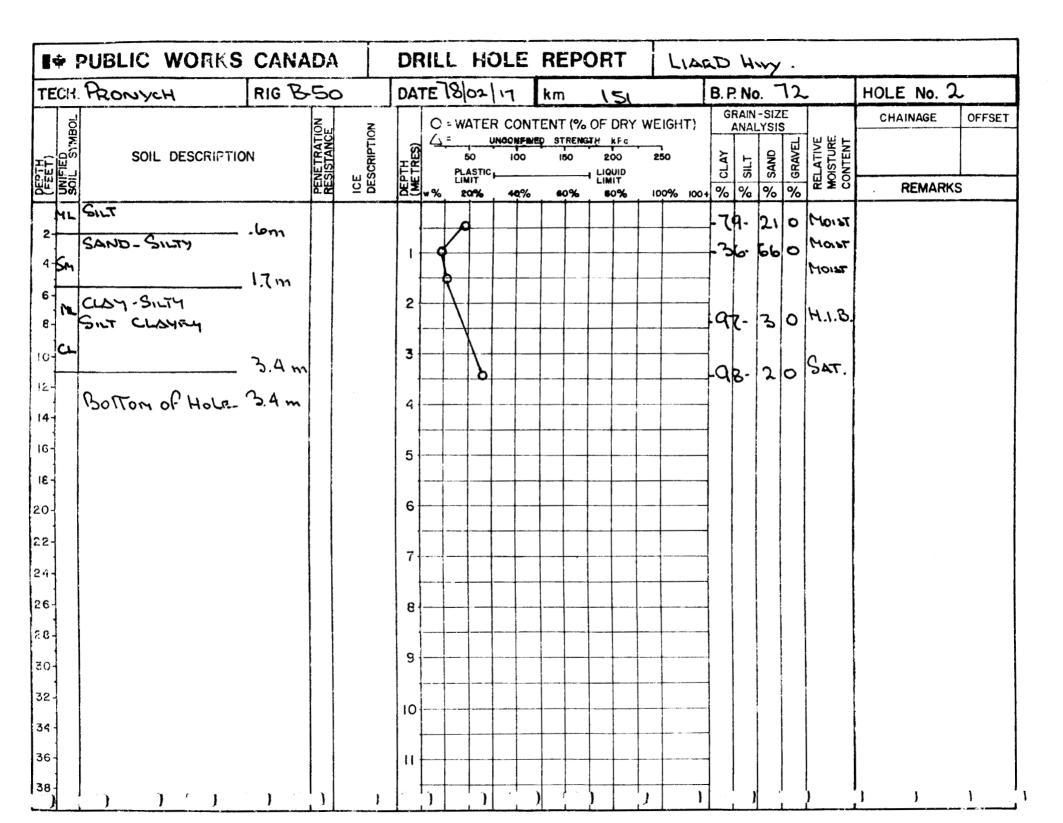
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TECH	ARONY CHI	RIGB	5	.0	DA	TE	78	02	17	km	١٩	<u>9</u>			B. F		-		raines sijnsträtter	HOL	E No.	2
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10-	Carupata	2 🔥			3		$\mathbf{\lambda}$															
12-	BOTTOM OF HOLE.						<b>)</b> e	>┼-											SAT.			
4-	Dolloy of Hole .	- 9.4 m			4						-											
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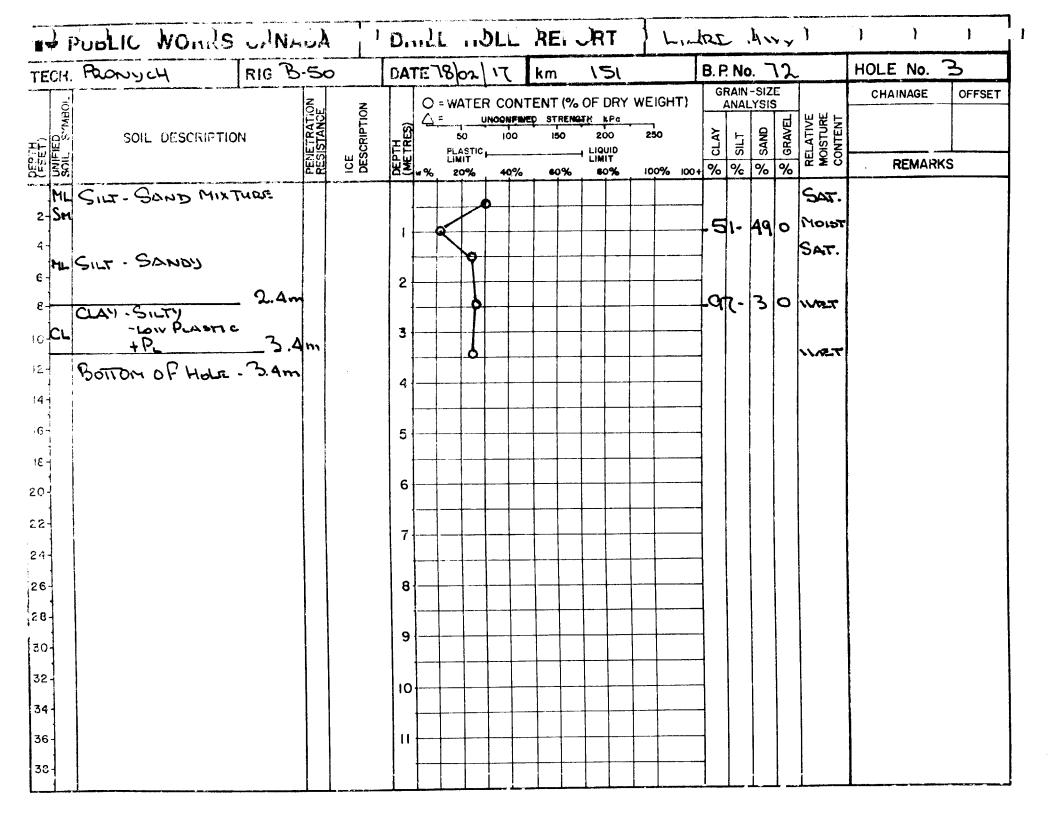


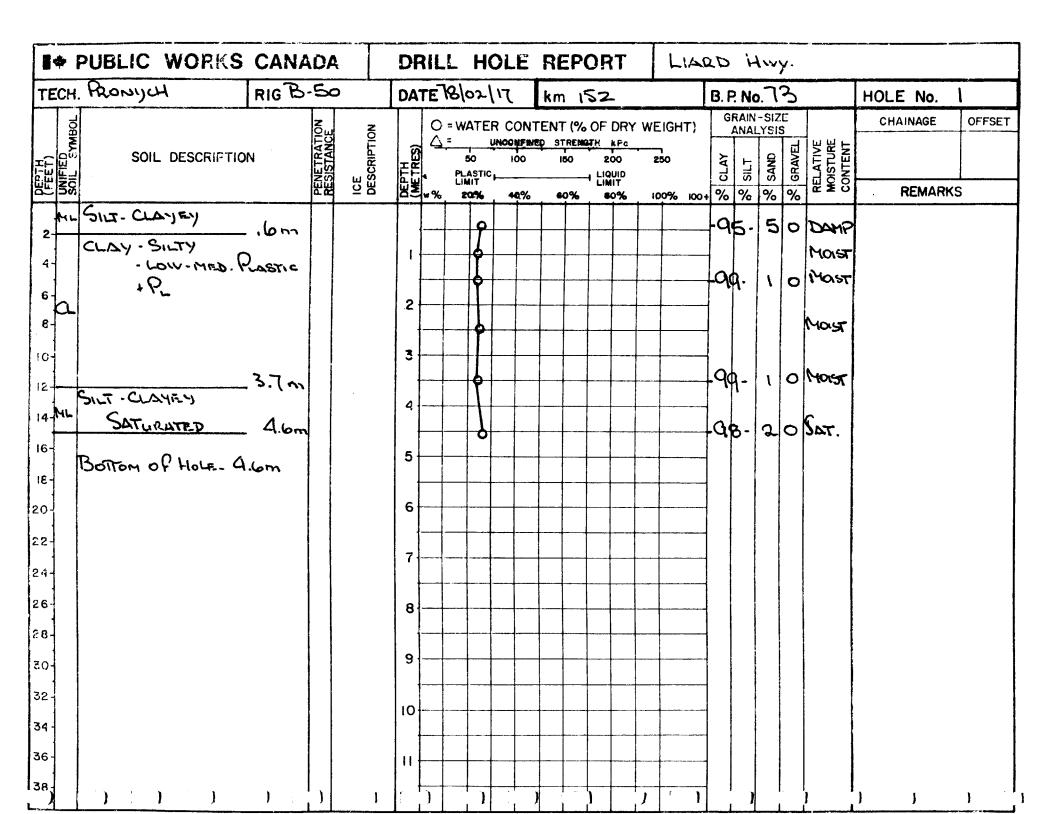


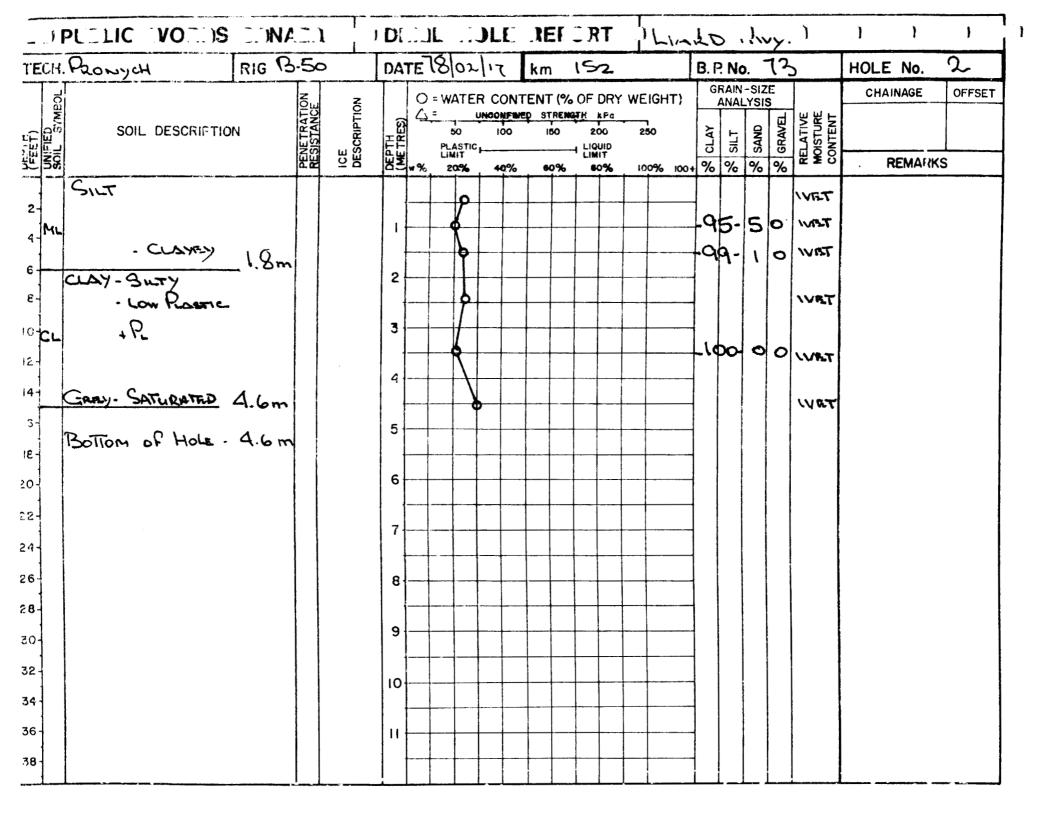


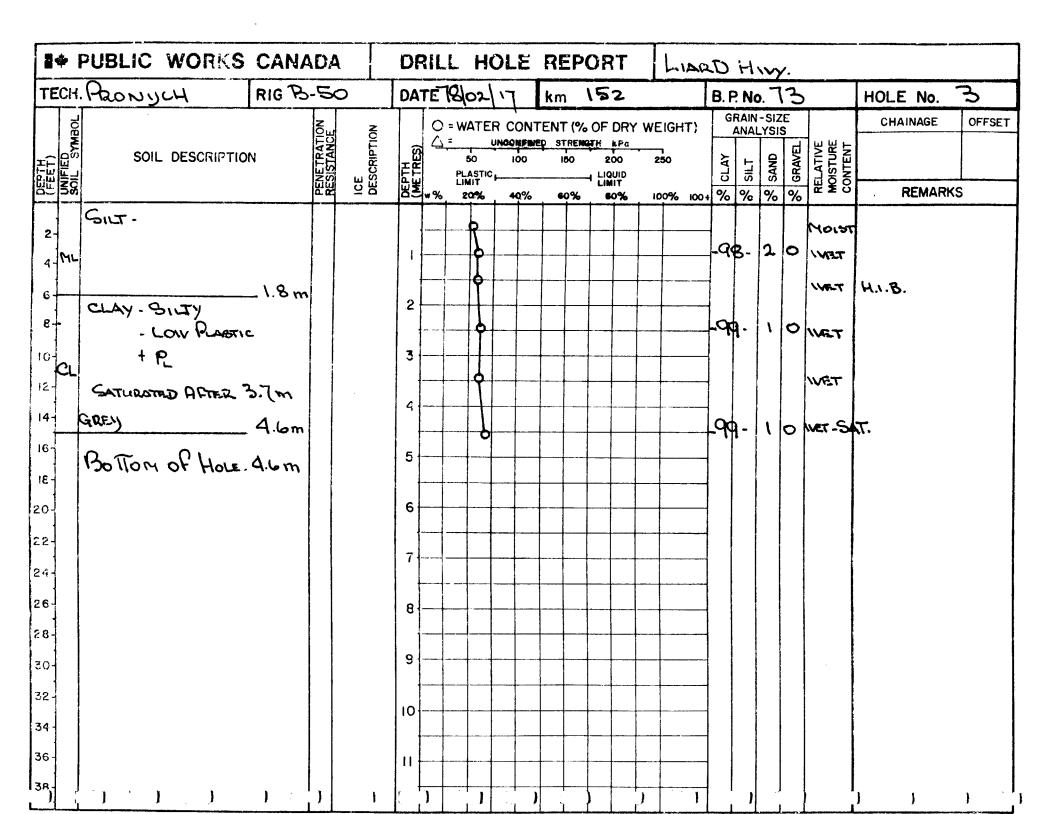


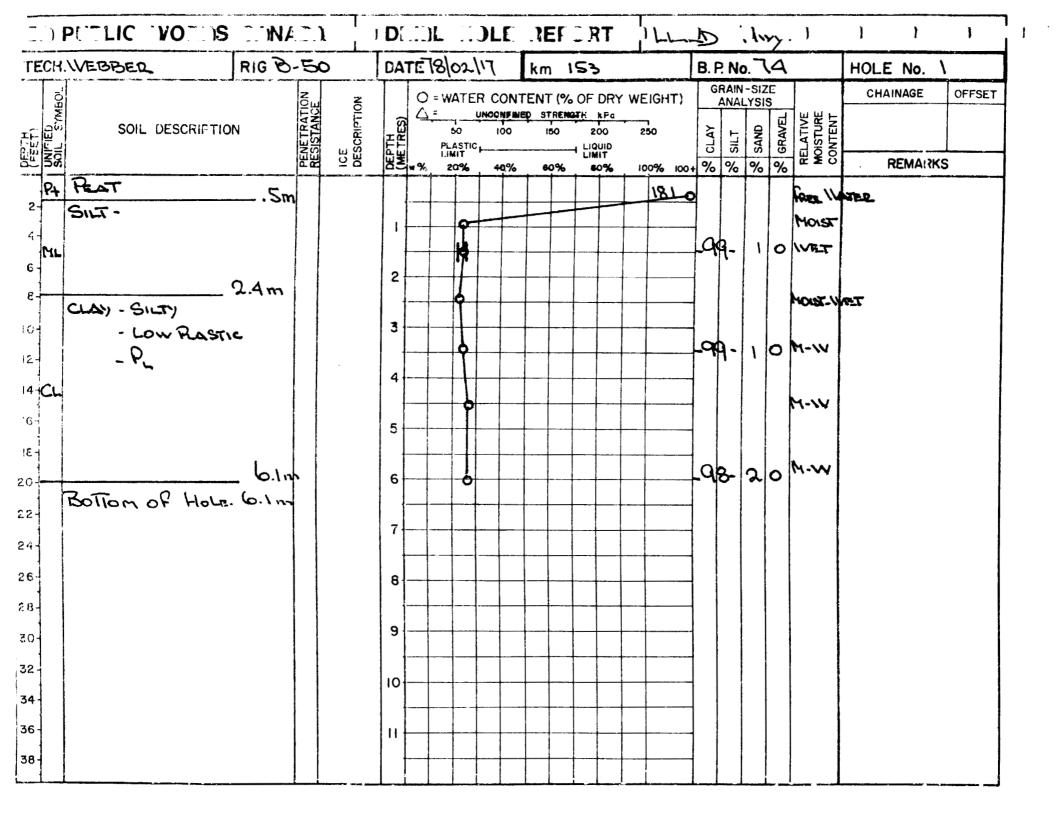


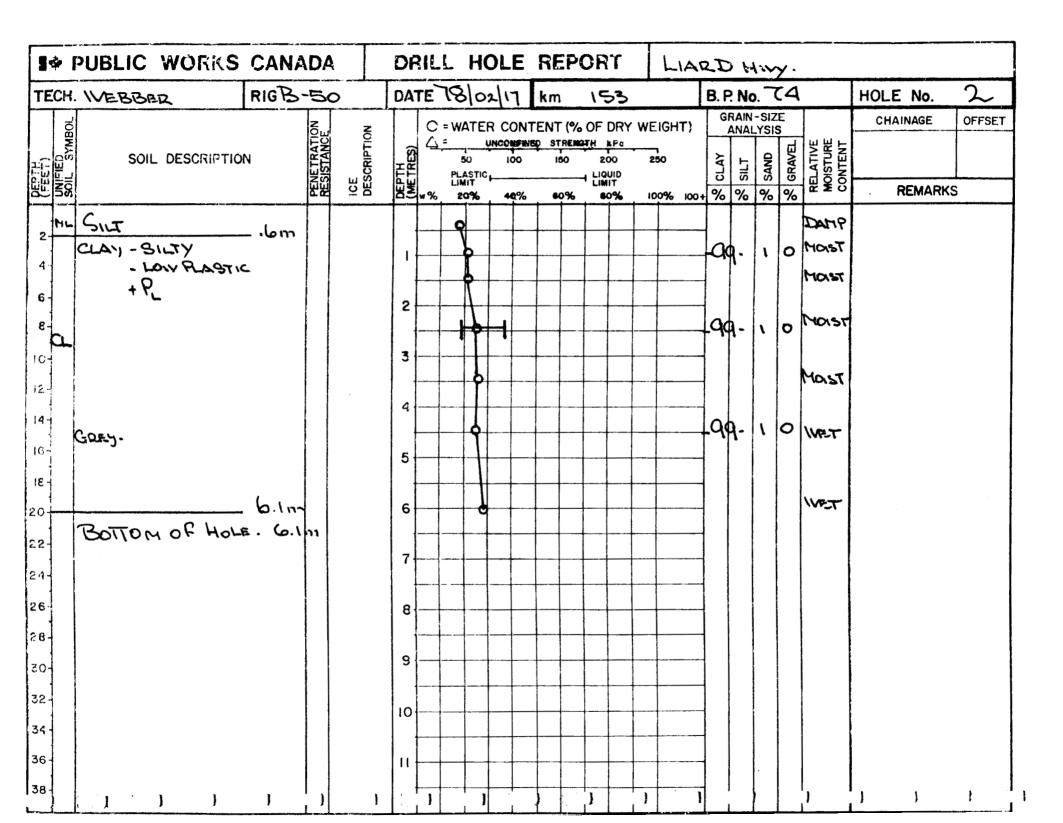


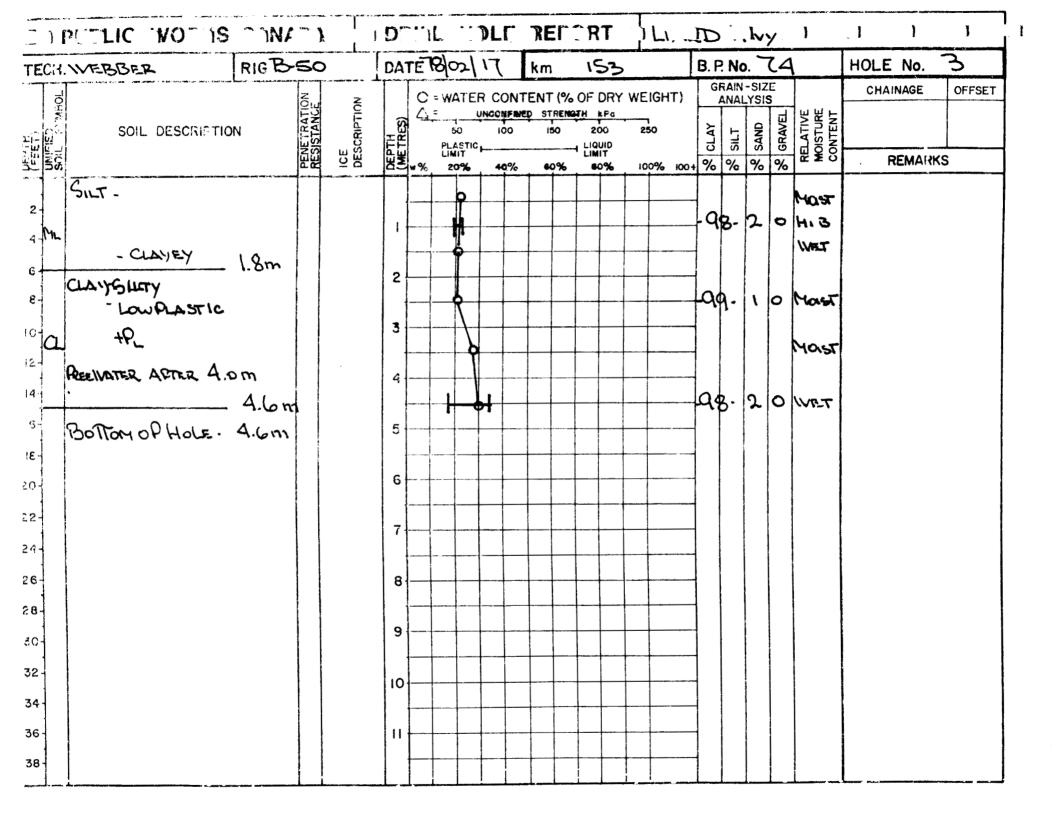


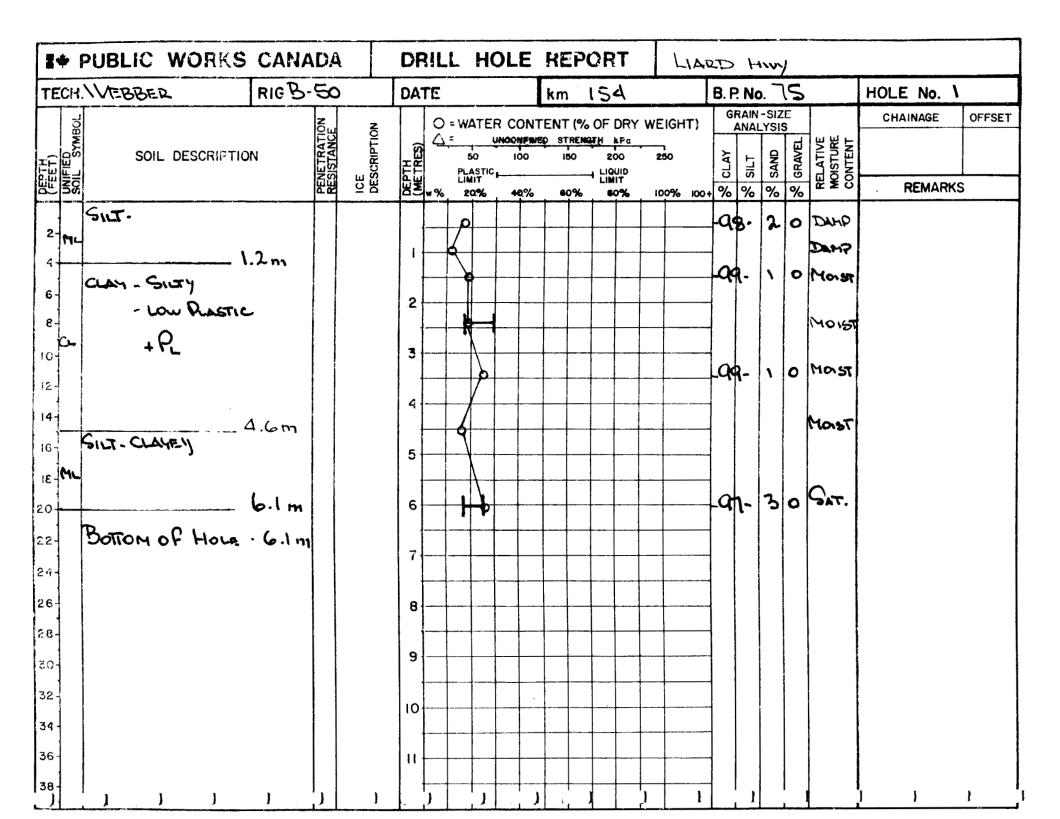




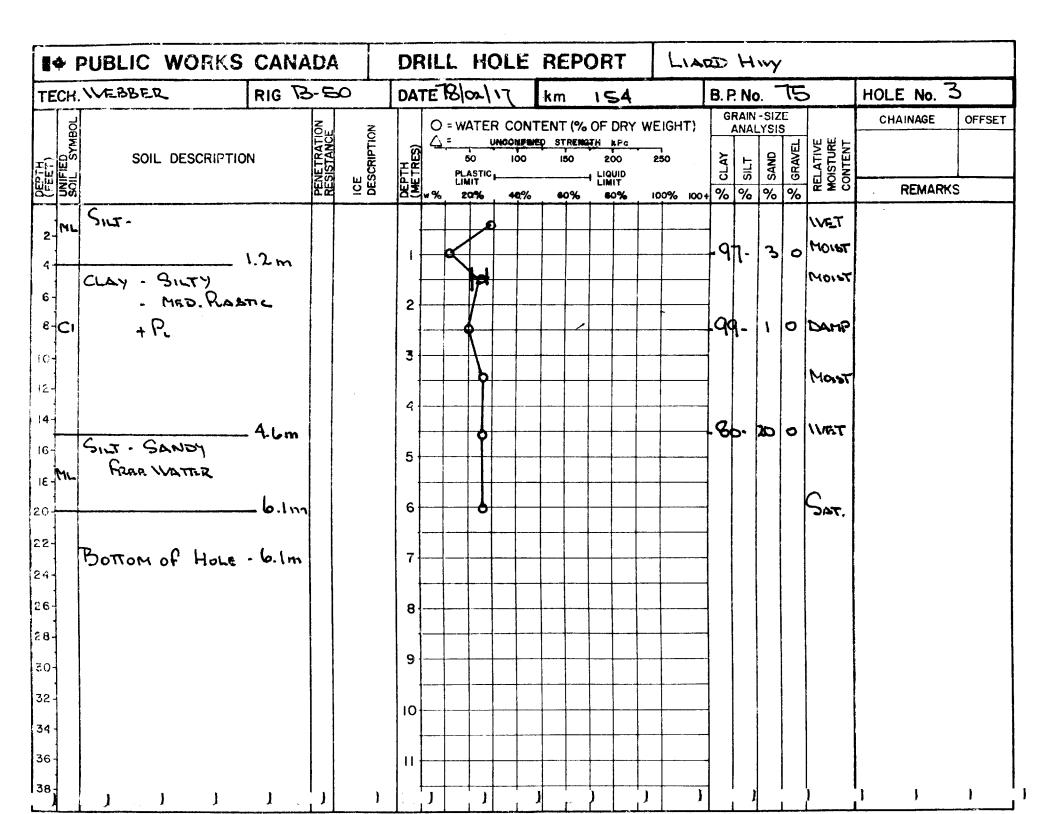






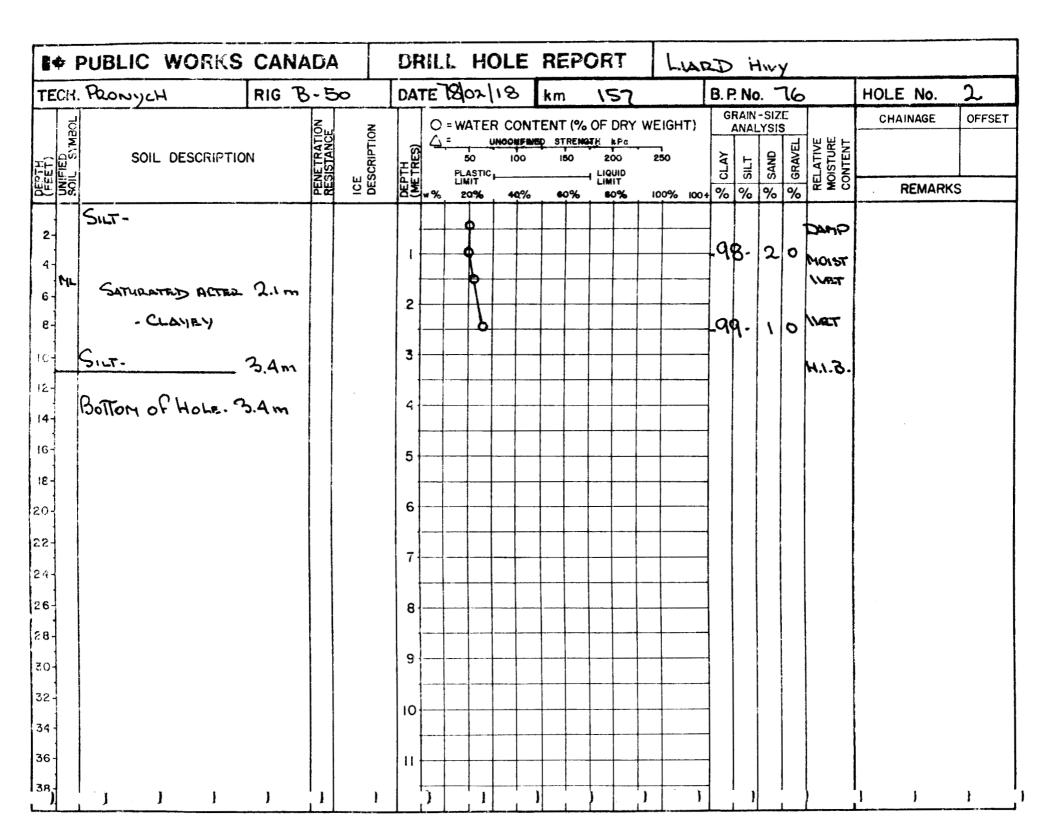


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TECH.	WEBGER	RIG B	-50	1	DAT	E 78	20/02	51	km	١	54			B. F	? No	). ¬	15		HOLE No.	2
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VECT 7	SOIL DESCRIPTION	N	PENETRATION RESISTANCE	DESCRIPTION	METRES)	P	50 LASTIC	100	150	ָר ר <u>י</u>	200 LIQUID	•	250	CLAY	SILT	SAND	% GRAVEL	RELATIVE MOISTURE CONTENT		
SE SS		under under sich under sich under der	문법	28	<u>ا ځ</u> د	% 	20%	40%	<b>60</b>		80%		00% 1001	%	%	%	%	ī£≇ŭ	REMARK	S
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4		_1.2m			1									+q	η.	3		DAMP		
6-	CLAY - SILTY - LOW PLAST	۱د			2		Ĭ											Mast		
-3	482				-		þ							49	<b>A</b> -	١	0	Mast		
10-CL					3													IVET		
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14- 5-	FREE WATER AFTER	4.9m					┢┨							4	<b>A</b> -	6	0	IVE_T		
18-					5								_							
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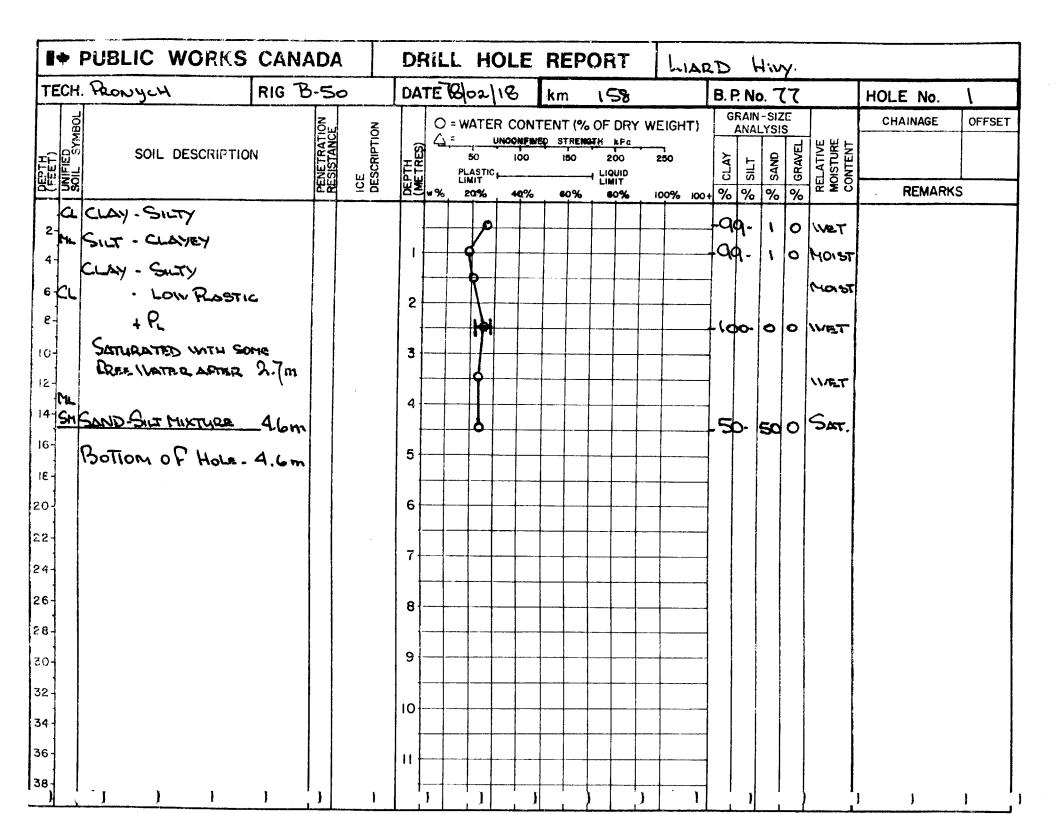


L	FUBLIC WCT'S							RE <sup>^</sup>	<b>N</b> R	T	L.,	Ð	- 1	Ļγ	1.	)	) )	}
TEC	1. PRONYCH	RIGB-5	0	DA <sup>.</sup>	теТ	8/02	18	km	15	7		B. F	? No	).	76	•	HOLE No.	١
	SOIL DESCRIPTIO	Z PENETRATION	MESISIANCE ICE DESCRIPTION	<u> </u>	i ^			FENT (% ED STREN 150		Fa	WEIGHT)	-		<u>_YSI</u>	3	IVE URE ENT	CHAINAGE	OFFSET
DEPTH (FEET) UNITIED		PENET	NESISI ICE DESCR	DEPTH (METRES)	<b>w</b> %	PLASTIC LIMIT		e0%		HD T	100% 100	% CLAY	% SILT	% SAND	% GRAVEL	RELATIVE MOISTURE CONTENT	REMARK	s
2-	SILT-															H.I.B.		
4-	SATURATED AFTER	1.8m				ļ						-4	8-	3		WET		
- 6 - 8-	- CLANE-/			2								-q	<b>q</b> -	١	~	\\ <b>#</b> .T		
12- 12-				3												WRT		
14-	Bottom of Holz-	34 m		4														
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1 <b>E</b> - 20-				6														
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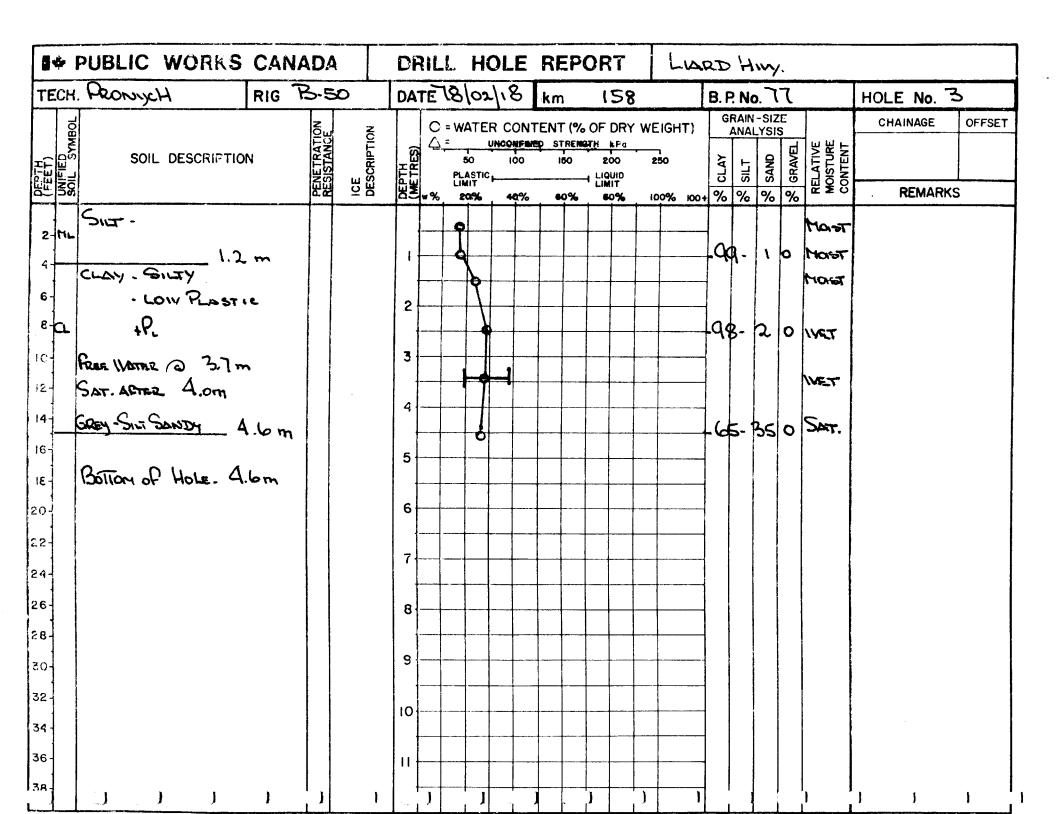
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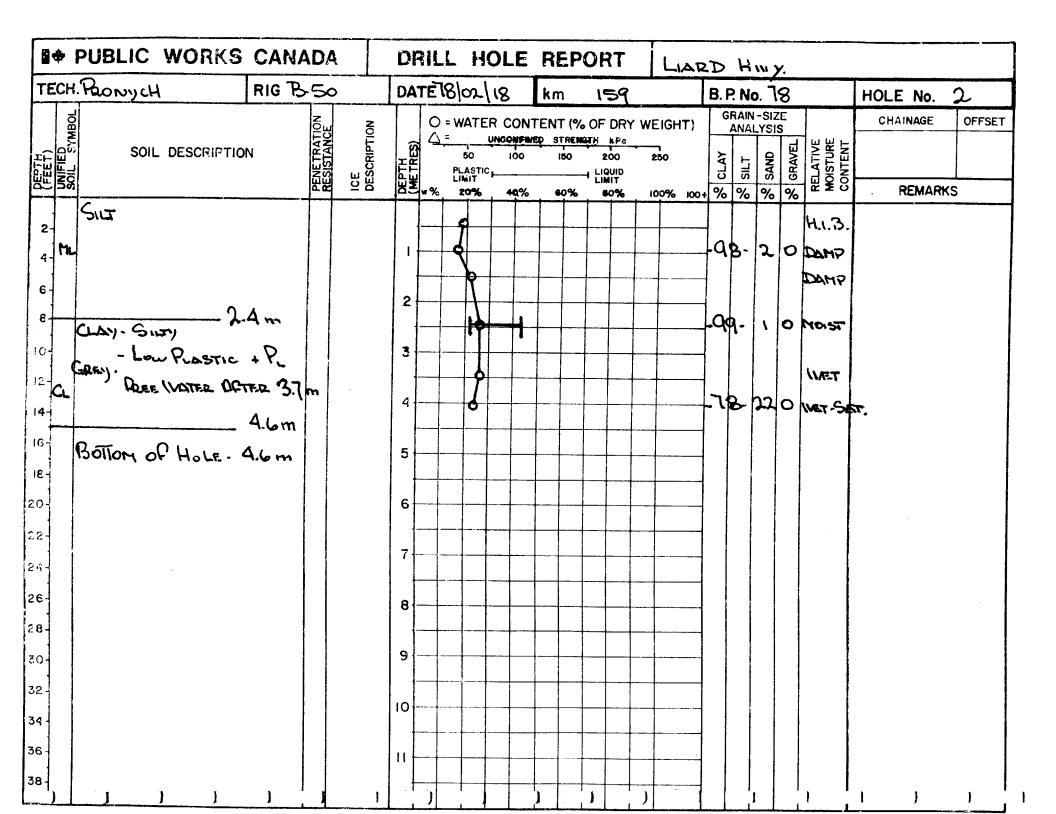
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TECH	. PRONYCH	RIG B.	ão	DAT	TE78	2/18	km	157		B.F	? No	o. 7	(6)		HOLE No.	S
UNIFIED UNIFIED SOIL SYMBOL		Z TRATION	RESISTANCE ICE DESCRIPTION	t RES)	Λ -			6 OF DRY 1977:н кра 200	WEIGHT)				5	RELATIVE MOISTURE CONTENT	CHAINAGE	OFFSET
		PENE	RESIS	DEPTH (METRES)	PL/ Lin w % 20	ASTIC 11 76 40%	60%		100% 100	* CLAY	% SILT	% SAND	S GRAVEL	RELA MOIS CONT	REMAR	(S
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4- ML 6-				2										M0158 H.I.B.		
8-	- CLAYEY			3		8				-\c	0-	0	0	WET		
12-	Botton of Hole -?	3.4m		4										H 1.3.		
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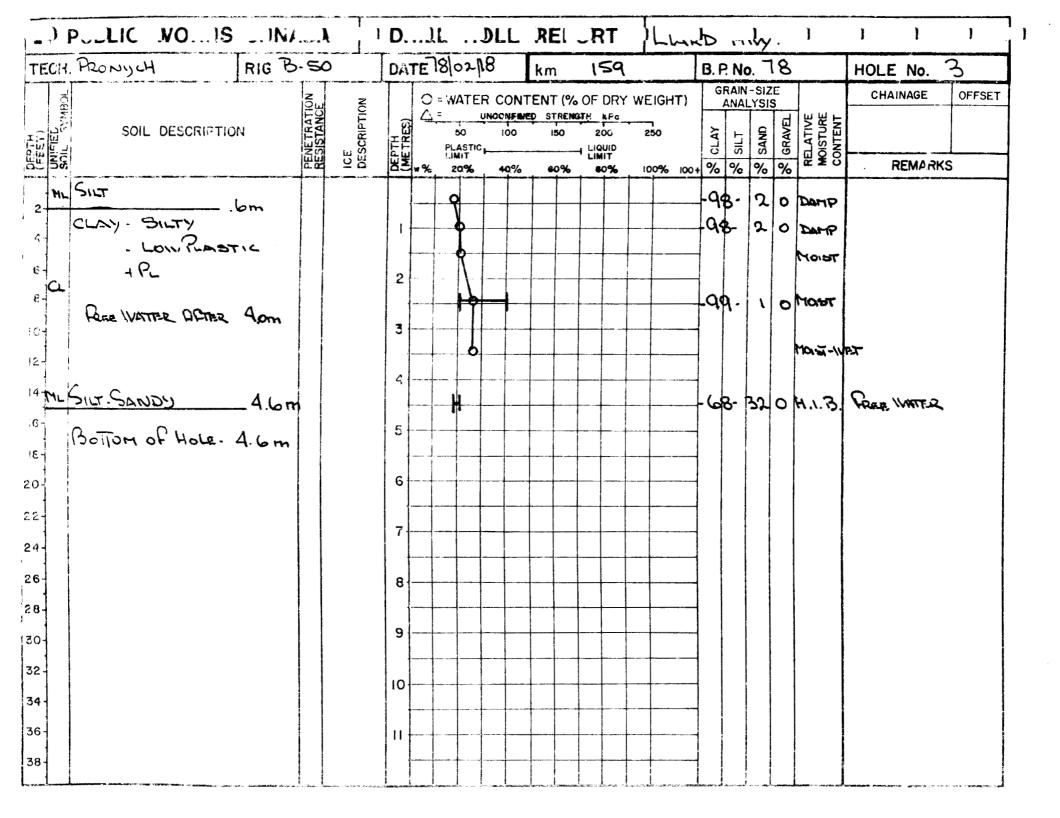


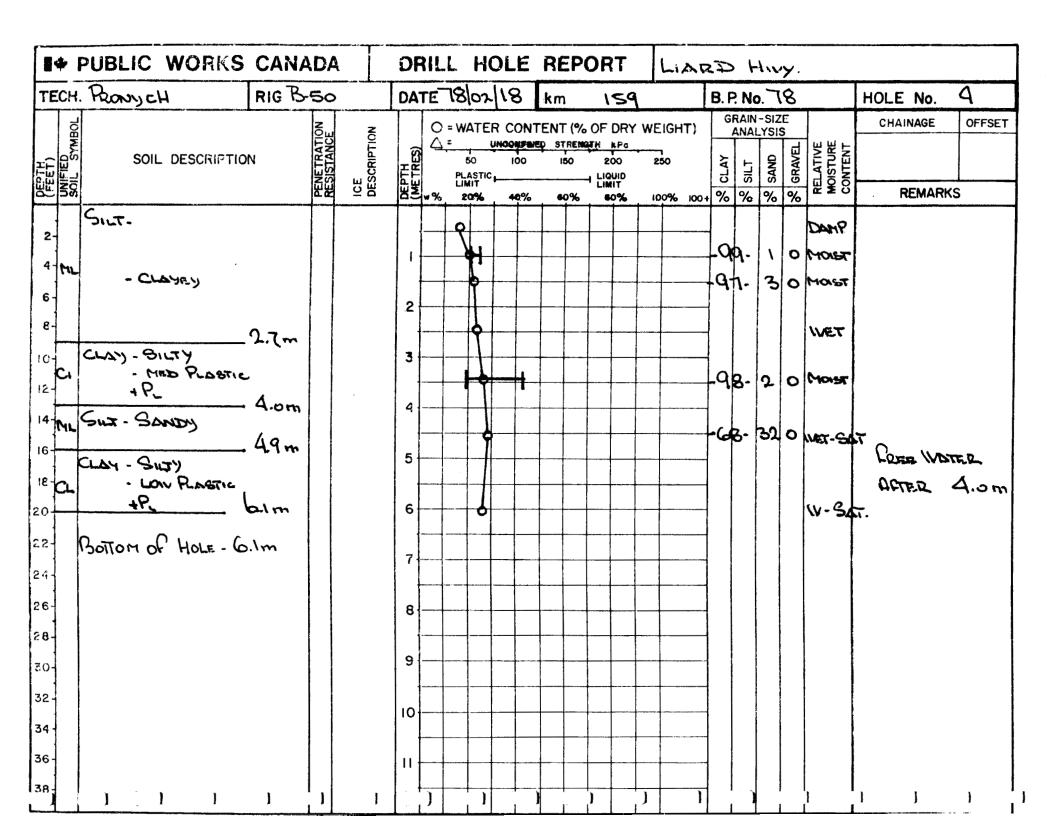
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TECH	. PRONJCH	RIG B-5	50	DA	TEK	2/02	18	km	15	8		B. F	? No	), 7	て		HOLE N	o. ユ	
EL MBOL		Ž PENETRATION	RESISTANCE ICE DESCRIPTION	rh (RES)	4=	50	R CONT		<u>атн</u> кр 200	a	EIGHT)	CLAY 0		-SIZ YSIS QNPS	GRAVEL O H	RELATIVE MOISTURE CONTENT	CHAINAG	E OF	FSET
		PEN	RES	E E E E E E E E	<b>w</b> %	PLASTIC LIMIT	40%	<b>60%</b>	LIQUIE	, 	100% 100+		ა %	0 %	。 %	G ¥ G	REM	ARKS	
2-	SILT -			1		9						-14	20.	0		Damp Moist			
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8- 10-	-	3.4 m		3						-+		-4	۹.	١		WET			
12	Bottom of Hole-?			4		Ho										SAT.			
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2- 4- <b>M</b> m	SILT - CLAYEY						<b>}-</b>	9	>						-qa	۹-	١		SAT.			
e	- CLAYRY PEBBI	2.1m			2		ð								-	۸.	42		\\ <b>^}</b>			
2-4	· PEBBLES · LOW RASTIC				3											<b>~</b> *	~~~		WBJT MART			
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<b>Sn</b>	SAND - GROUTILLY SILT') SATURATED	6.1m			6										- 19	5-	59	23	5at.			
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