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REPORT GEOTECHNICAL INVESTIGATION Mile 970 to Mile 1059 Mackenzie Highway Combined Data - 1976 to 1980 Volume I - Mile 970 to Mile 995

PUBLIC WORKS CANADA WESTERN REGION

REPORT

GEOTECHNICAL INVESTIGATION MILE 970 (KM 0) TO MILE 1059 (KM 143) (INUVIK TO TUKTOYAKTUK) MACKENZIE HIGHWAY COMBINED DATA - 1976 TO 1980

Submitted by R.D. Cook, P. Eng. 1981-04-15

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- borehole logs - borrow search areas

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1. INTRODUCTION

1.1 General

This report summarizes all geotechnical field data available to date along the proposed MacKenzie Highway route between Inuvik and Tuktoyaktuk, N.W.T. Data herein has been obtained during the course of four separate field programmes between 1976 and 1980. Two previous geotechnical reports have been submitted (dated October 1976 and September 1977) and all data presented in those reports have been included herein.

There is a general lack of materials suitable for embankment construction in the Inuvik-Tuk area. Several alternate routings have been investigated and partially or totally rejected due either to unsuitable terrain or lack of construction materials. The present routing as shown on the location plan overleaf provides what is considered to be the optimum in terms of both terrain and materials availability, as well as satisfying location requirements, i.e., access to Parson Lake area, access to Eskimo Lakes, etc. The 1980 drilling programme concentrated on this final routing and included centerline drilling over the majority of its length.

Airphoto interpretation has been used extensively throughout the location and geotechnical work, and terrain knowledge has been enhanced by each successive drilling programme. However, because of the extremely variable ice content in virtually all subsoil types, regardless of landform, it remains impossible to confidently locate usable construction materials from airphotos.

2. GENERAL GEOLOGY AND AVAILABILITY OF CONSTRUCTION MATERIALS

There are two distinct terrain types between Inuvik and Tuktoyaktuk. To approximately km 50 (mile 1005) the route crosses an eastern extension of the Cariboo Hills consisting of unconsolidated materials overlying bedrock. Much of the relief is a direct reflection of the bedrock surface. The unconsolidated materials consist of varying thicknesses of morainal, glaciofluvial, lacustrine and organic sediments, containing varying quantities of subsoil ice as well as massive ice. The hummocky nature of parts of the area is a combination of glacial depositional features and thermokarst activity. In some areas, icy materials have been exposed and ice slumps (retrogressive - thaw flow slides) have developed which is indicative of the condition that could develop on unprotected highway - cut backslopes.

Bedrock as a viable construction material (that is low ice content material with minor overburden) has been proven at only two locations near the proposed route - km 1 near Inuvik and near km 45. In both cases, the bedrock is a relatively soft "compaction" type shale or clay-shale. There is also bedrock near km 11 and near km 35, however, both are unacceptable as borrow sources - the former due to extensive overburden and the latter due to overburden as well as high moisture (ice) contents in the bedrock material. There are no other materials suitable for embankment construction within reasonable haul distance of the route to km 50, without thawing and some drying. Materials suitable for construction with some drying would appear to be abundant - primarily glacial clay-tills - although pattern drilling would be required to locate areas free of massive ice.

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North of km 50 the proposed alignment enters onto the Pleistocene Coastal Plain. This plain consists of unconsolidated sediments - glaciofluvial, morainic, fluvial, lacustrine, organic and thermokarst sediments - well over 30 m in thickness and containing variable subsoil ice plus extensive massive ice. Bedrock is nowhere within 30 m of the surface. Competent borrow materials north of km 50 consist entirely of granular deposits - either glaciofluvial features such as kames, or outwash sands and gravels. Major deposits exist near the route at km 50, km 103, km 113 and km 118. Lesser deposits in terms of either quality, quantity, and/or overburden exist near km 56 and km 95. There are abundant granular deposits (mostly kames) within a few kilometres of the route to the west, however, the extremely rough terrain precludes moving the route closer to these deposits, and at its present location the route is beyond the economical haul distance to these features.

Much of the route north of km 50 is located along the abandoned shoreline of Eskimo Lakes. Test borings on the old lakebed reveal relatively low moisture (ice) content clay tills at depth (1-2 m), suggesting that much of the subsoil ice may have been melted out during the period it was inundated. Again, pattern drilling would be required to confirm the extent of the low ice content material, however, it does appear that there is an abundance of material suitable for construction with thawing and some drying.

3. BORROW SOURCES

Sources of competent or quality borrow (i.e., materials that can be used at in-situ ice contents) are summarized below. Public Works Canada, on the basis of drilling programmes and airphoto analysis, consider the probability of locating additional sources of quality borrow material near the alignment to be extremently remote. It should also be noted

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that the granular deposits classified as competent borrow may not necessarily be at low ice contact - in fact, most granular deposits contain variable subsoil ice in the form of pore ice, segregated ice, and massive ice.

TABLE I

Kilometre	Material	Estimated Quantity (m ³)
1 45 56 60 (Hans Creek)	Shale or clay shale Shale or clay shale Gravel with 3 m strippi Gravel	1,000,000 1,000,000 ng 400,000 1,700,000 *(Gulf Canada)
95 103 113 118 140 (Tuktoya	Gravel Gravel Gravel Gravel aktuk)	125,000 800,000 250,000 200,000

*Note: Gulf Canada may have prior rights to this material.

4. DATA PRESENTATION

The report is presented in three volumes: Volume I contains the text of the report plus borehole logs and location mosaics from Inuvik to km 38 (Mile 995); Volume II contains borehole logs and location mosaics from Km 38 (Mile 995) to Km 78 (Mile 1020; Volume III contains borehole logs and location mosaics from Km 78 (Mile 1020) to Tuktoyaktuk.

Airphoto mosaics of a scale of 1:36,000 are included in Appendix A in each volume and centerline boreholes and some borrow search holes are shown thereon. Features investigated for borrow with close drilling patterns are outlined on the 1:36,000 mosaics and are numbered consecutively beginning at Inuvik and proceeding north toward Tuktoyaktuk. These areas and the drilling patterns are detailed on 1:12,000 (approx. 1" = 1000') airphoto mosaics in Appendix D of each volume. Boreholes have been given different symbols on the mosaics to denote the year of drilling, and borehole logs are separated accordingly in the volumes as follows:

Appendix A - 1976 boreholes Appendix B - 1977 boreholes Appendix C - 1978-80 boreholes

Appendix D contains 1:12,000 airphoto mosaics of borrow 'search areas' plus logs for all boreholes in these areas regardless of drilling date. Landform descriptions, materials encountered, estimated volumes, stripping and recommendations for development of each potential borrow areas are also included.

Appendix E contains 13 pages outlining the terms and symbols used in the report, the classification system used for permafrost soils, and a brief description of drilling, sampling, and laboratory testing programmes.

5. SUMMARY OF RESULTS - MILE BY MILE COMMENTS

Following are comments along the route outlining potential problem areas, available borrow, construction recommendations, etc. The route on all mosaics is marked in miles, hence, the Imperial rather than Metric system will be used throughout this Summary.

5.1 Mile 971.5 to Mile 973.5

The proposed route departs the Inuvik Bypass (Marine Access Road) at mile 971.5 and to mile 972 crosses the gently sloping valley floor on ice-rich slopewash sediments. At mile 972, it enters into a relatively narrow tributary valley and follows this valley to approximately mile 973 where it emerges on the adjacent uplands. Within the valley, the route is on a cross-slope on ice rich, silty clay slopewash

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material. Surficial deposits on the upland are glacial till which contain low to moderate subsoil ice but with random massive ice inclusions. There is no opportunity within this section for cut and it is recommended the embankment 'roll over' the terrain including the high ground from sta 95 to sta 105. This area has been burned over relatively recently (approx. 1970), hence organic cover is thinner and thermal erosion is occurring on exposed areas. There is a major source of bedrock borrow on the upland adjacent to the route - See Appendix D - Area 2.

5.2 Mile 973.5 to Mile 976.0

Through this section, the route crosses very irregular hummocky terrain composed of clay till with variable ice Because of the irregular terrain, 'rolling' the content. grade line will result in high fills and it would be advantageous here to cut some of the ridges. Boreholes reveal the till in some ridges is at moisture contents on thawing below the liquid limit. This type of material could be used at the base of fills, and after draining and drying, would provide good embankment material. It is also believed that cut backslopes would 'heal' without extensive slumping at moisture contents less than the liquid limit. However, it must be emphasized here that a single 'good' test hole in a cut section does not mean the entire cut will be similar material and in fact, experience has shown the opposite to be true. If cut sections are to be considered, it is recommended at least three test holes be drilled every 50' of cut to confirm the subsoil to 5' below the ditch line before final design. Secondly, it is recommended cuts be avoided where the route is on a severe side slope and the upper backslope will, as a result, be extensive.

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Areas that could be <u>considered</u> for cuts on the basis of drilling to date are:

Sta	125	to	Sta	133	Hole	#973-C-6
Sta	206	to	Sta	210	Hole	#975-C-1

and possibly scratch cuts at

Sta	217	to	Sta	220	Hole	#975-C-2	
Sta	225	to	Sta	228	Hole	#975-C-3	

A cut should be avoided in the area of Sta 237 as the upper 8-9' is ice rich organic material.

5.3 Mile 976.0 to Mile 977.2

The highway descends a gradual slope to a major creek crossing at Sta 279, then ascends a similar gentle slope to once again enter an area of hummocky terrain. There is no need or opportunity for cuts through this portion and minimum design fill heights should be maintained.

5.4 Mile 977.2 to Mile 980

This terrain is irregular and hummocky with numerous small lakes. Again, cut sections would be most beneficial, however, only one hole (979-C-1) at Sta 412 is indicative of suitable material and a cut only at Sta 412+00 would probably not be justified. A major topographic feature (Area 6) within approximately 3,000' of the R.O.W. at mile 978.5 was test drilled as a borrow source. There is dry borrow material here, however, the extreme variability of both the overburden and the material itself negates against this area as a viable borrow source (See Appendix D), unless stage construction and the use of poor quality material is considered.

5.5 Mile 980 to Mile 981

The route descends to a creek crossing then rises to the hummocky uplands west of Noell Lake. There are no opportunities for cuts, and embankments should be not less than the design minimum.

5.6 Mile 981 to Mile 985

Through this section, the route follows a height of land along the west side of Noell Lake. The topography is hummocky glacial till that contains significantly more massive ice than preceeding sections. There are no opportunities for cuts here, however, should consideration be given to utilization of frozen glacial till as a borrow source, one area for investigation would be near Hole 984-4 (Sta 716+50) where till at moisture contents midway between the liquid and plastic limits was encountered.

There are two areas of granular crevasse fillings adjacent to route on the west between mile 983 and 985 (Areas 10 and 11). Unfortunately, deposits are small and contain massive ice (See Appendix D). These areas would, however, provide a ready source of granular material for culvert backfill.

5.7 Mile 985 to Mile 990

There is a significant drop in elevation through this section as the route descends from the height of land near Noell Lake to the vicinity of Jimmy Lake. Topography and subsoil are unchanged. Cuts would be most advantageous near Mile 986 and could possibly be considered from Sta 763 to Sta 777 (no massive ice in boreholes) however, extensive additional drilling would be required as moisture contents are near the liquid limit. The remainder of this section offers more gently rolling terrain and there is no opportunity for further cuts. The frequent occurance of massive ice in the random boreholes suggests a high probability of encountering massive ice in any cut section, and a low probability of locating a usable source of low moisture (ice) content till borrow.

5.8 Mile 990 to Mile 995

The route descends to lowlands adjacent to Jimmy Lake and for five miles crosses an area of subdued relief dissected by numerous drainage channels. Subsoil is largely glacial till with some overlying slopewash. Boreholes through this area indicate less massive ice, but soil moisture contents are not appreciably better. Hole 994-3 indicates the possibility of locating low moisture (ice) content till.

There are no opportunities for cut sections here and embankment heights should be the design minimum.

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5.9 Mile 995 to Mile 999

The route enters into an area of high ground that is an eastern extension of the Caribou Hills. Bedrock is relatively shallow with a thin till overlay. Glacial meltwater has cut large spillways that dissect the uplands to reveal soft, poorly indurated sandstone or 'compaction' shales in the steep-sided valley walls. As the terrain is relatively flat, there is little opportunity for cut, although consideration could be given to cuts near Sta 1410 and near 1423. Massive ground ice through this section was not encountered with frequency and subsoil moisture (ice) contents are relatively low (see holes 995-1, 995-3, 996-2, 997-1, 997-2 and 997-3) as the holes extend into material that is probably weathered bedrock. A 'roadside' borrow pit could possibly be developed through this section if a design decision was made to utilize material wet of optimum, and drying and stabilization following thaw. A close drilling pattern would be required to fully assess a potential borrow area.

5.10 Mile 999 to Mile 1000

This is the crossing of an old meltwater channel that is now occupied by a major creek. Bedrock is exposed downstream of the highway and is a strategic source of borrow material (See Area 18, Appendix E). A major cut could be considered from Sta 1580 to 1586 - Hole 999-1 indicates clay till at moisture contents less than the liquid limit. Additional drilling is recommended to evalute the risk of cut.

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5.11 Mile 1000 to Mile 1002

To mile 1002 the route crosses a rolling till plain. Subsoil is clay till with frequent massive ice. Frost polygons are common in drainage channels or topographic lows. Cut sections are not recommended here and embankment heights should be the design minimum.

5.12 Mile 1002 to Mile 1006

Beginning near Mile 1002, the route enters into an area of thermokarst topography characterized by hummocks, deep pot-hole lakes and very abrupt elevation changes. From mile 1004 to 1006, features are kame-like, composed in part of granular deposits. Massive ice is abundant and variable throughout. It is impossible to 'roll' the gradeline through this section on the present alignment, and a location review here is recommended. Drifting snow will be a problem through this area due to the irregular terrain. It is not expected that a revised location will be able to eliminate all cuts. Holes 1104-1 to 1004-4 all reveal relatively low moisture content material at depth, and holes 1005-3 to 1005-5 reveal sandy gravel at depth, indicating that cuts may not be entirely unrealistic here. However, extensive drilling will be required following a location review. There is a gravel deposit near mile 1006 that may, despite variable overburden and massive ice, be a viable borrow source (see Area 19A -Appendix D).

5.13 Mile 1006 to Mile 1008

At mile 1006 the route leaves the hummocky terrain and for two miles crosses an area of little relief to the Hans Creek Valley. There are no opportunities for cuts and the minimum design embankment is recommended over the ice rich subsoil.

5.14 Mile 1008 to Mile 1009.5

This is the crossing of the Hans Creek Valley - a major stream on the route and containing extensive deposits of outwash sands and gravels. This material source has been investigated and documented by others (See "Granular Materials Inventory - Parsons Lake, N.W.T.", October 1974, by Klohn Leonoff Consultants Limited). A volume of sandy gravel in the order of two million cubic yards is estimated here, much of it immediately adjacent to the highway. Gulf Canada may have reserves on much of this gravel, thereby limiting the quantity available for highway construction.

Major cuts will be required on either side of the valley. On the south, holes 1008-1 and 1008-1A reveal some sandy gravel, however, a cut will require sub-cutting and backslope protection in part. On the north, boreholes indicate a cut will be primarily in gravel and sub-cut or backslope protection should not be necessary. A single test hole at the proposed crossing of Hans Creek encountered dense granular deposits which will provide a good base for a multiplate culvert.

Widening of the approach cut on the north to gain granular embankment material is recommended here.

5.15 Mile 1009.5 to Mile 1012.5

Within this section the route crosses a series of low till ridges near Eskimo Lakes with extensive areas of frost polygons in the intervening depressions. There are no opportunities for cuts as moisture (ice) contents in the till are near the liquid limit. Minimum design fill heights are recommended.

5.16 Mile 1012.5 to Mile 1014.0

Near mile 1012.5 the route climbs onto a high ridge with a north-south orientation and to mile 1014 follows the top of this ridge. Subsoil is clay till with occasional granular pockets, small granular ridges, and erratic and extensive massive ice. Several features were test drilled here for borrow, however, no suitable material was discovered in quantity. No cuts should be considered in this portion. Minor quantities of culvert gravel can be obtained from small gravel ridges, although massive ice will be a problem.

5.17 Mile 1014.0 to Mile 1018.0

Beginning near mile 1014, the highway descends to a flat expanse that is abandoned lake bed of nearby Eskimo Lakes. From mile 1014.2 to approximately 1014.8 is an area of high-centre frost polygons that is exceptionally rough. It is expected that differential thaw settlements will be severe and a minimum fill height of five feet is recommended across this area. Beyond mile 1014.8, the subsoil is silty clay lake sediments with very high ice contents in the upper 6-8'. Minimum design embankment height may be used here as less differential settlement is expected.

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At mile 1015.8 is the crossing of Parsons Creek, one of the major streams between Inuvik and Tuk. The creek channel is narrow (250-300') and relatively deep (30-35'). Test borings in both banks reveal high ice contents in the upper 6-8' and cuts should be avoided if possible - alternately, backslope and sub-cut thaw protection will be required. Test drilling in the stream bed was not possible due to extensive snow drifting in the channel.

5.18 Mile 1018 to Mile 1019.5

At mile 1018, the abandoned lake-bed narrows, forcing the route onto higher abandoned beach ridges and benches. Deposits here are till-like in composition and, while some holes reveal relatively low moisture content material (ie #1018-1, 1018-4 & 1019-1), the remaining holes encountered some massive ice which is expected to be the norm in this area. No cuts are recommended here as the terrain is not especially rough. Some granular material was encountered adjacent to mile 1019, however, the deposits are very erratic and will provide little more than granular material for culverts.

5.19 Mile 1019.5 to Mile 1025

Throughout this section, the route continues across abandoned lake bed of the Eskimo Lakes varying betwen two distinct strand-line elevations. Subsoil for the most part is silty-clay with extensive ice in the upper 6-10'. Between mile 123 and 123.8 the route is on a significant cross-slope near the edge of the abandoned lake-bed, and from mile 123.4 to 123.8 is forced onto the adjacent upland where clay till was encountered. Consideration could be given to cuts in the till material, however, additional drilling will be required to confirm the suitability of the till (see hole 1023-2 and 1023-3). Mile 123-124 will present construction problems because of the proximity to the high ground and cross-slope and a location review is suggested here - possibly a shift to the east toward Eskimo Lakes would be beneficial to avoid this problem area, or alternately a more direct approach to the high ground to avoid the side-slope. There is a kame field 2-3 miles west of mile 1025, however, the combination of distance plus erratic ice-rich deposits make this area unsuitable as a borrow source (See Appendix D - Areas 23 to 23D).

5.20 Mile 1025 to Mile 1034.5

Near mile 1025, the route enters into an area of complex, dead-ice topography and the location alternates between abandoned lake-bed and till ridges. Kames or kame-like deposits are frequent although few contain granular deposits in significant quantity. There are numerous lakes and occasional pingoes. The till ridges often present marked elevation changes and cuts would be beneficial in most instances, although cuts can be considered in only a few areas (see holes 1026-3, 1028-1, 1028-2, 1030-1, 1033-2, 1033-3, 1034-1 and 1034-2). It would seem imperative that cuts be made at some locations (ie, mile 1034.1) and backslope and sub-cut protection will be required in most cases. On low ground, high ice contents are the norm in the surficial silty clay subsoil. Polygonal ground is common and a minimum fill height of five feet is recommended across these areas.

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There are kame fields west of mile 1030 to 1032, however, again the erratic nature of the deposits and the haul distances make these areas generally unsuitable as borrow sources. There are several small kames within $\frac{1}{2}$ mile of the alignment near mile 1029.5, which contain in the order of 150 to 200,000 yd³ with little stripping. Development of these areas in winter without haul roads would appear feasible (See Appendix D - Areas 24 & 24A).

5.21 Mile 1034.5 to Mile 1042

To mile 1042, the route crosses a flat expanse that is abandoned lake bed of the adjacent Eskimo Lakes. Relief is virtually non-existent with the exception of occasional low, dead-ice deposits, usually ice rich materials with a granular cap. There are two sources of granular borrow within this section - at mile 1034 is a major kame complex (See Appendix D - Area 25) and at mile 1041 a below grade, gravel-sand deposit (See Appendix D - Areas 27 & 27A).

The subsoil is generally ice rich in the upper 6-10' with the exception of some low ridges which will provide small amounts of sandy, gravelly borrow (eg. hole #1037-1). The clay tills at depth in this area contain the lowest moisture (ice) content of any encountered along the route and although granular borrow is available, the possibility of using till borrow exists (See holes #1037-1, 1038-2, 1038-3, 1039-2, 1040-1 and 1040-2). There are few opportunities for cuts - at mile 1041.9 a cut in a low ridge would significantly reduce embankment requirements and should extend below an ice layer from 3-7' - sub-cut and backslope protection will be required.

5.22 Mile 1042 to Mile 1055

At mile 1042, the route climbs from the abandoned lake-bed of Eskimo Lakes onto thermokarst topography that is the most difficult terrain on the entire route. The landscape is marked by deep pot-hole lakes and depressions, abrupt elevation changes and extensive polygonal ground. The till subsoil generally contains extensive and erratic massive ice. There are granular kames, crevasse fillings, and similiar features, however, few contain suitable material in quantity that are devoid of massive ice blocks or layers. Although an occasional test hole on centerline did encounter relatively low moisture (ice) content till, the possibility of cut sections without sub-cut and backslope protection are considered remote. North of approximately km 1050, the relief becomes more subdued, however, there is no apparent decrease in the subsoil ice on massive ice. Embankment quantities through this section will be high due to the rough terrain. There is one source of granular borrow near mile 1044 where 250,000 cu.yd³ are estimated which is insufficient for this section: other small features do exist, however, quantities are unproven and ice blocks make extraction difficult (See holes 1043-5 to 1043-9). Construction here will be costly unless 'poor' quality material is used for a pad with granular capping.

5.23 Mile 1055 to Mile 1059 (Tuktoyoktuk)

There has been no drilling carried out on this section. The terrain is relatively flat and there are no borrow sources. Subsoil here tends to be silty-sandy in composition and subsoil ice is relatively high. Again, construction will be very expensive unless local materials are utilized for the lower portion of the embankment and only capping material imported long distances.

Dredge material from the ocean bottom has apparently been used by others (Dome Petroleum) for road construction at Tuktoyaktuk and may be an alternate to long hauls from land-based borrow sources.

6. ALTERNATE ROUTINGS

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Several possible alternate routings to portions of the alignment have been investigated where competent borrow sources are widely spaced. The general locations of these alternates are summarized below:

- (1) Inuvik to Mile 990, 3-4 miles west of alignment.
- (2) Inuvik to Mile 990, east of Noell Lake.
- (3) Mile 1018 to Mile 1042, 5-7 miles west of alignment.
- (4) Mile 1047 to 1055, 2-3 miles east of alignment.

Locations of boreholes along the alternates are included on the airphoto mosaics in each volume. Borehole logs are also included therein.

No discussion of the alternate routings is warranted. Insufficient borrow was located on any to justify the additional length or terrain difficulties that would be encountered were the alignment shifted.



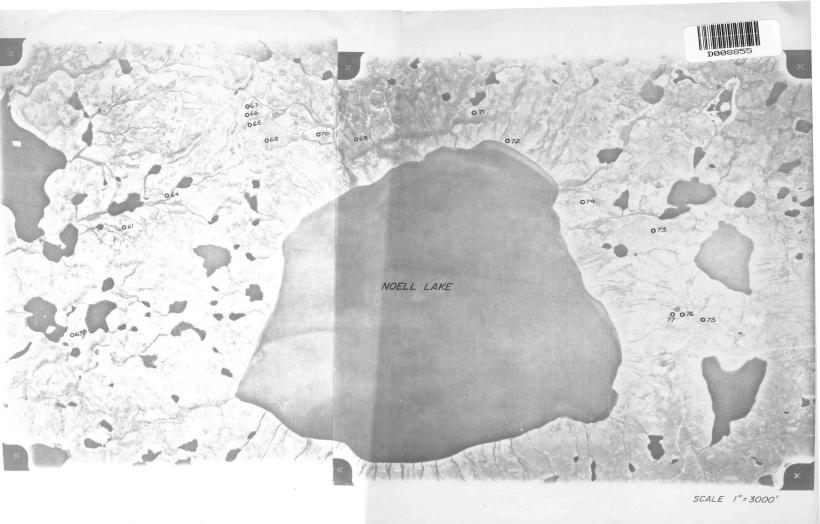
Appendix A

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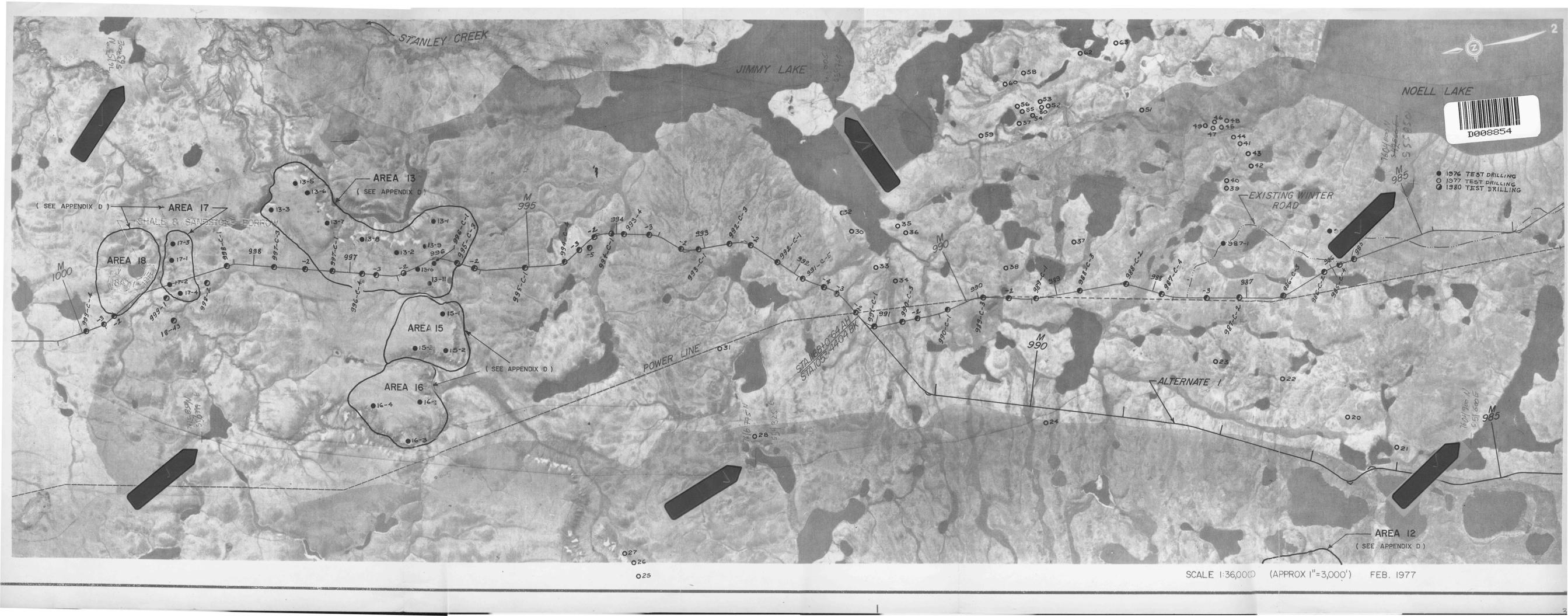
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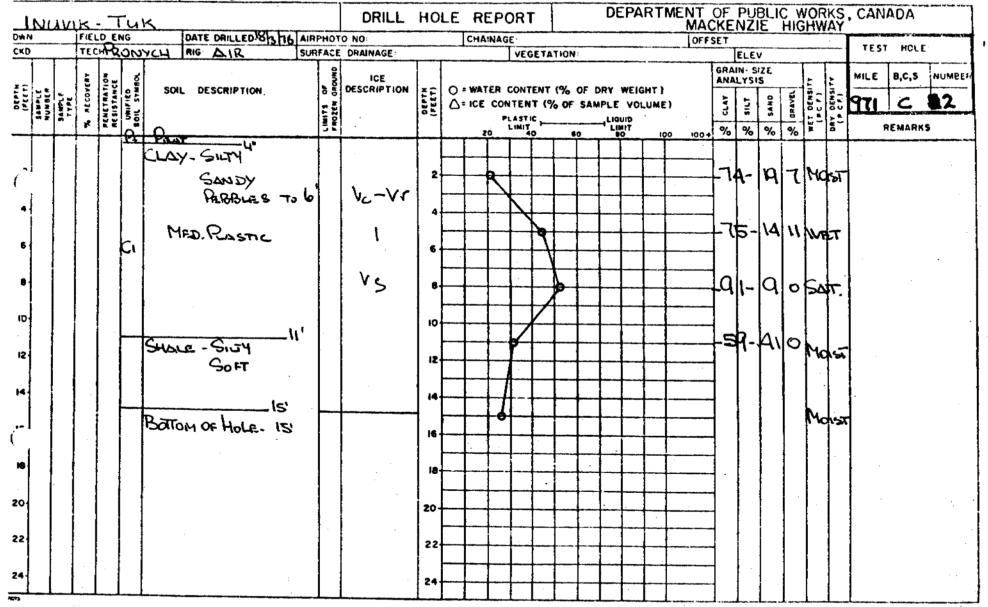


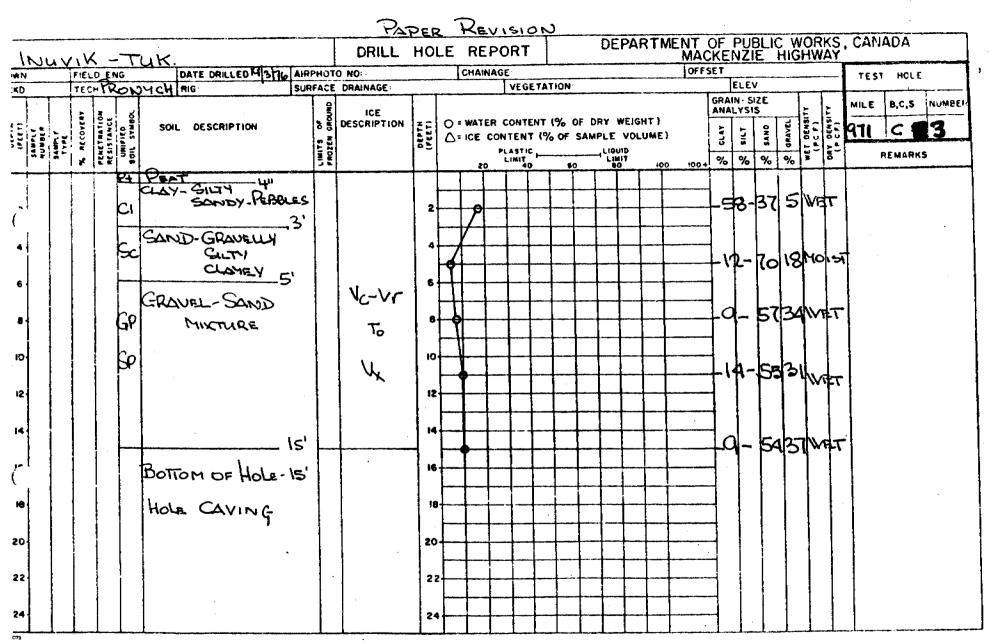




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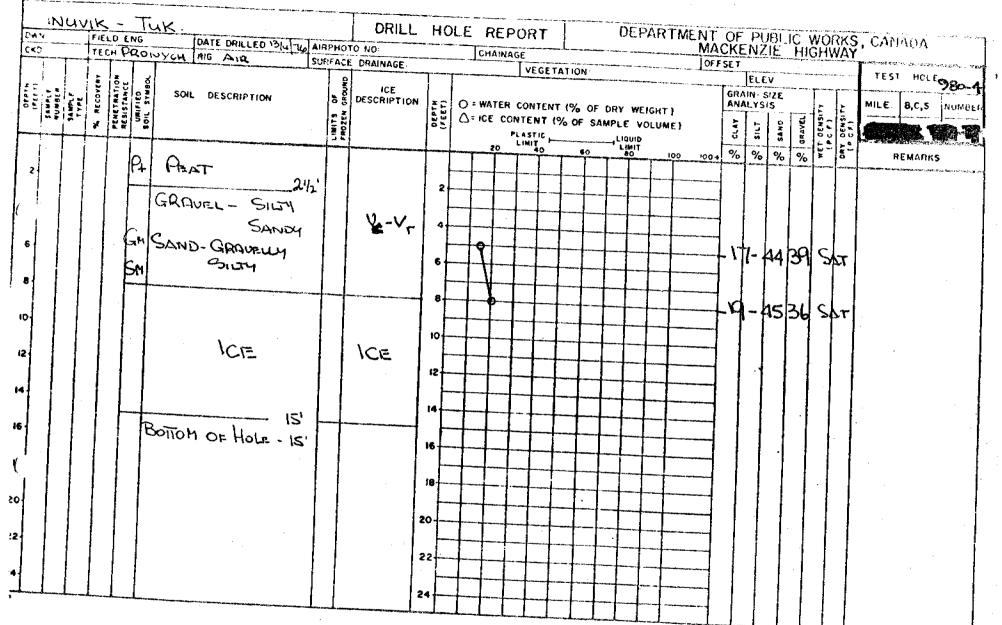
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DEPARTMENT OF PUBLIC WORKS, CANADA DRILL HOLE REPORT INUVIK - TUK. MACKENZIE HIGHWAY DATE DRILLED - 13 14 AIRPHOTO NO: TEST HOLE 911-7 OFFSET CHAINAGE D#N TECH PRONVCH MIG AIR ELEV SURFACE DRAINAGE VEGETATION CKD GRAIN- SIZE or GROUND B,C,S NUMBER MILE S GRAVEL WET DENSITY (PC F) DRY DENSITY (F C F) ANALYSIS ICE SAMPLE SAMPLE VUNDER SAMPLE SAMPLE SAMPLE SERVERATION RESISTANCE UNIFIED UNIFIED SOIL SYMBOL O = WATER CONTENT (% OF DRY WEIGHT) DESCRIPTION 0697H (FEET) 06PTH (7527) SOIL DESCRIPTION SILT CLAY △= ICE CONTENT (% OF SAMPLE VOLUME) LINITS FROZEN LIQUID PLASTIC % % % REMARKS LINIT 1004 20 60 100 V4 PROT — կո CLAN-SILTY -70-237 Damp 2 SANDY PEBBLES VI-VI 44 ·53-3611 SAT. КL LOW PLASTIC ٧s 6 6 -72-12/9/SAT. 8 8. 10 юi RECEIVATER 256 ICE ICE 12 12 ~ \checkmark SOME SOIL 14 14-J.V 949 Rock CHIPS -----16 18 18-260 V V 20 20 22 22. 24 24 264

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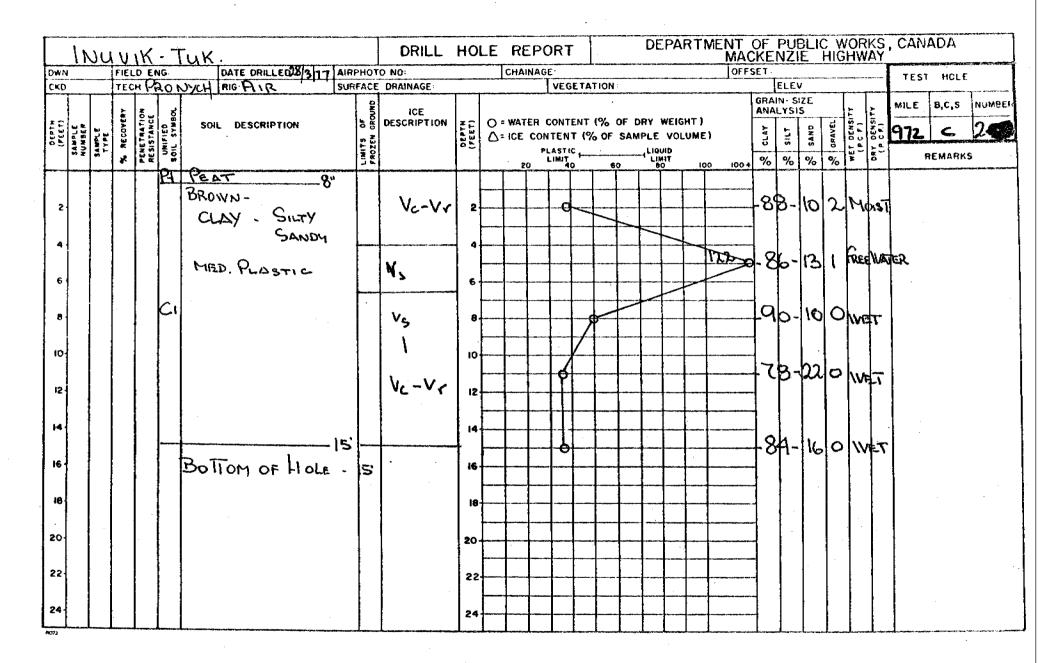
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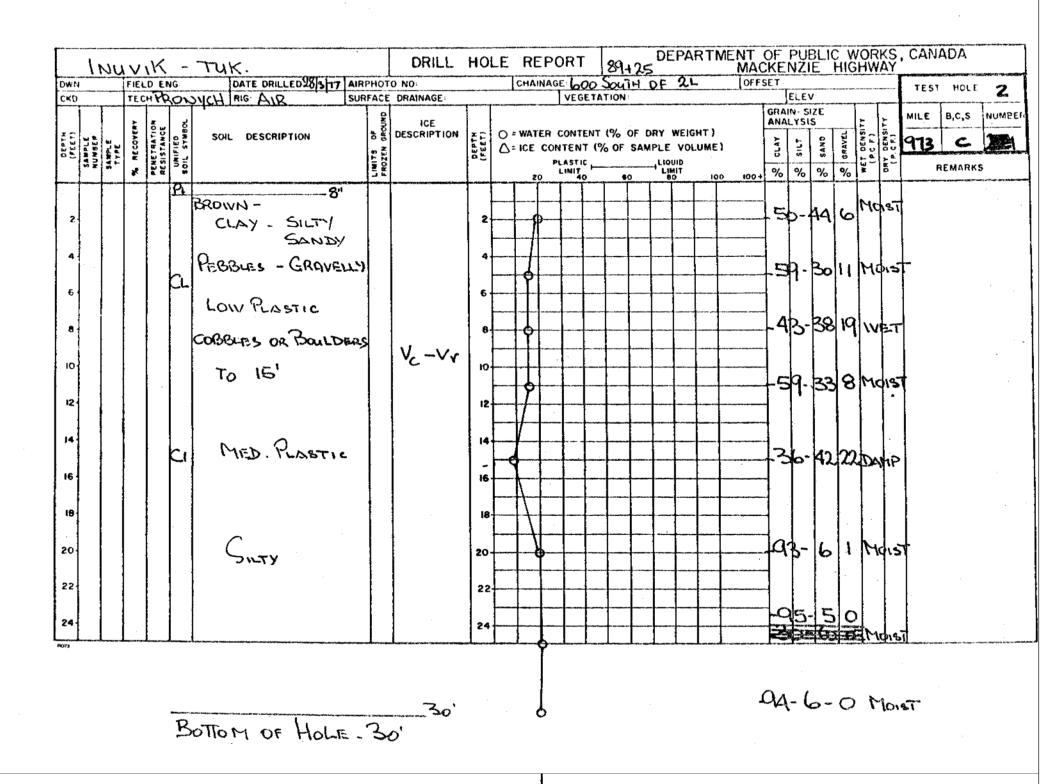
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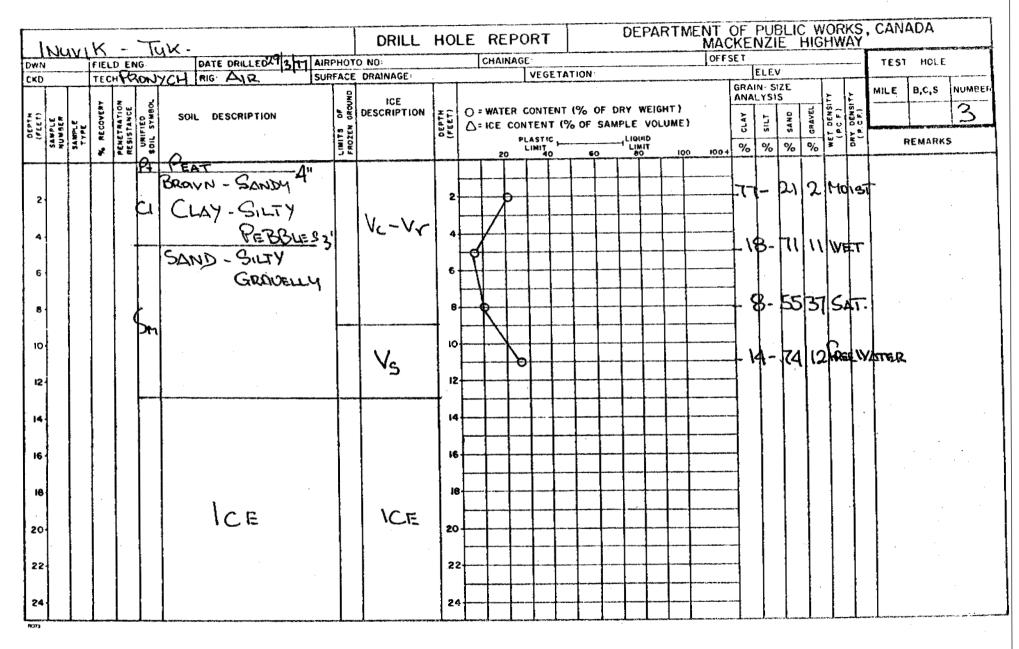
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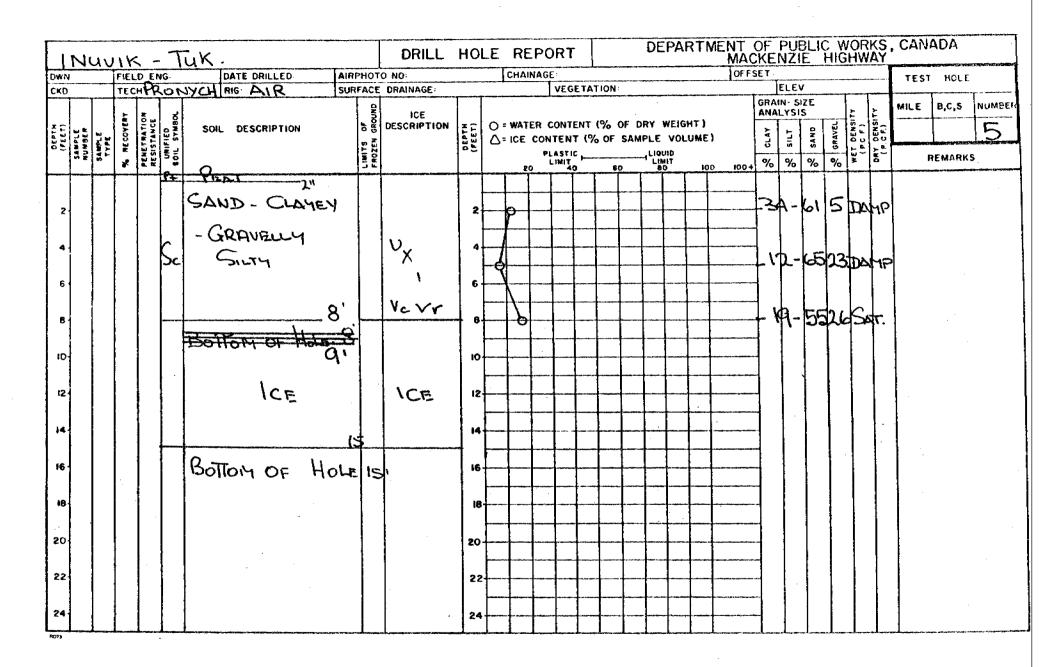
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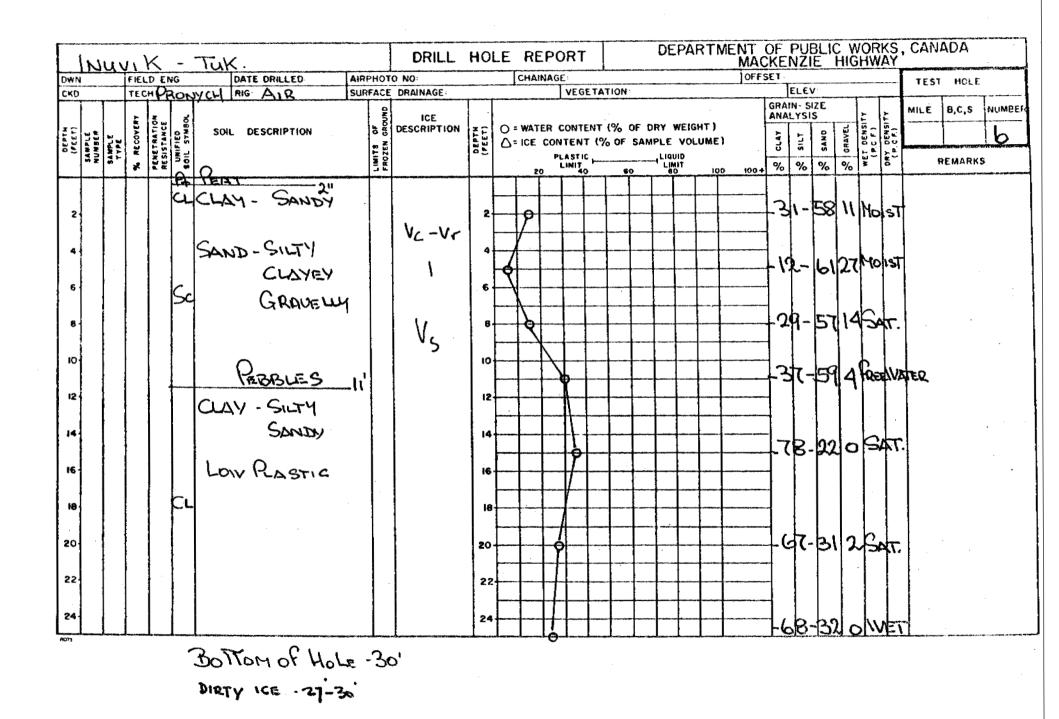
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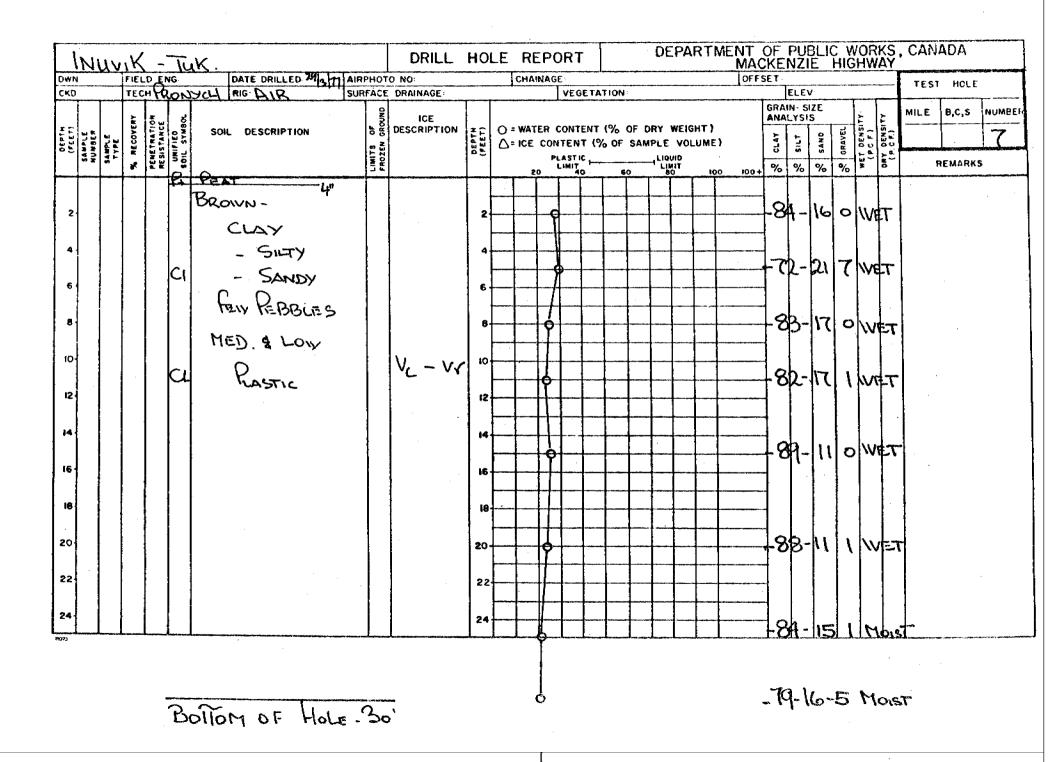
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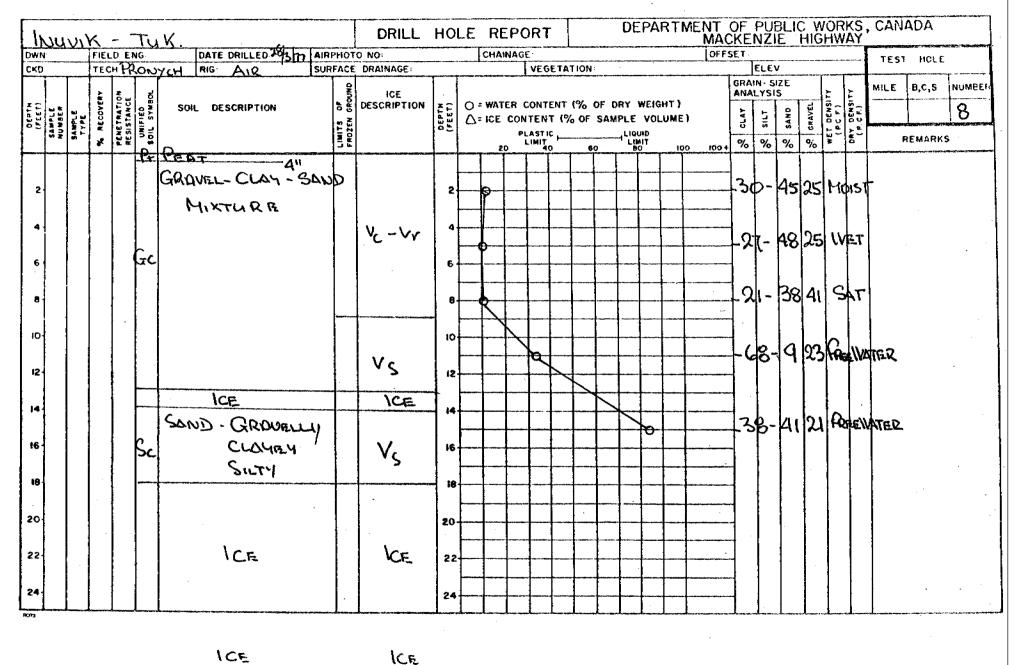




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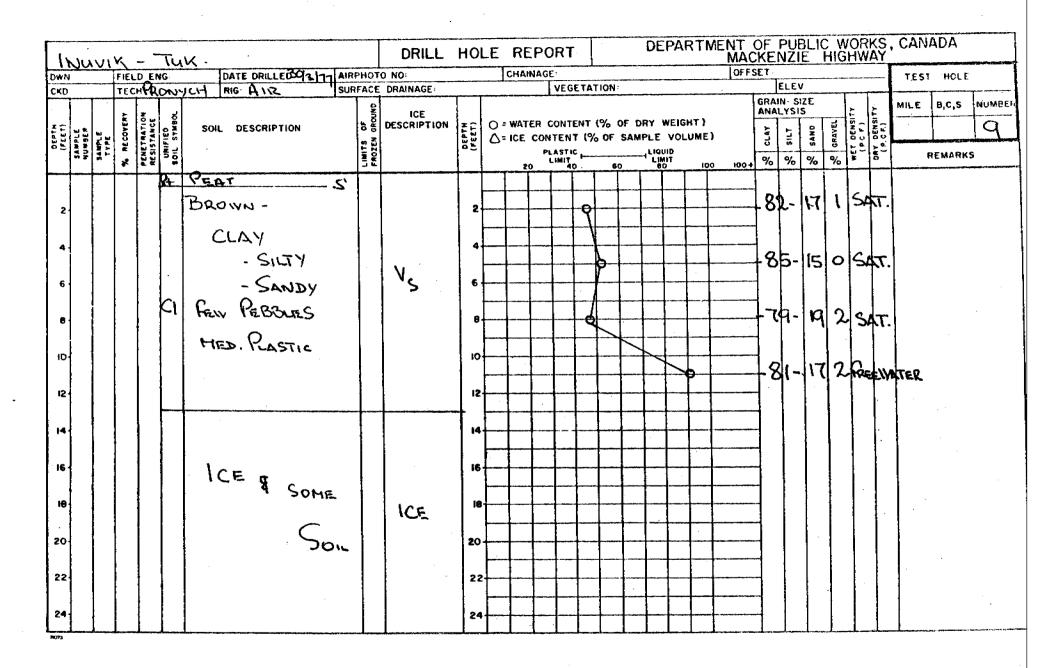


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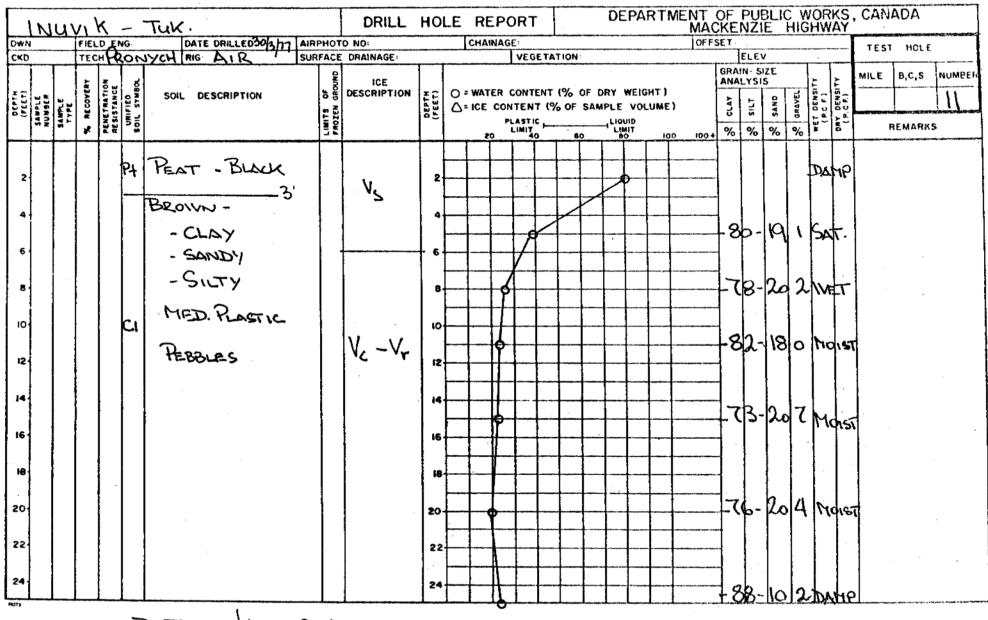
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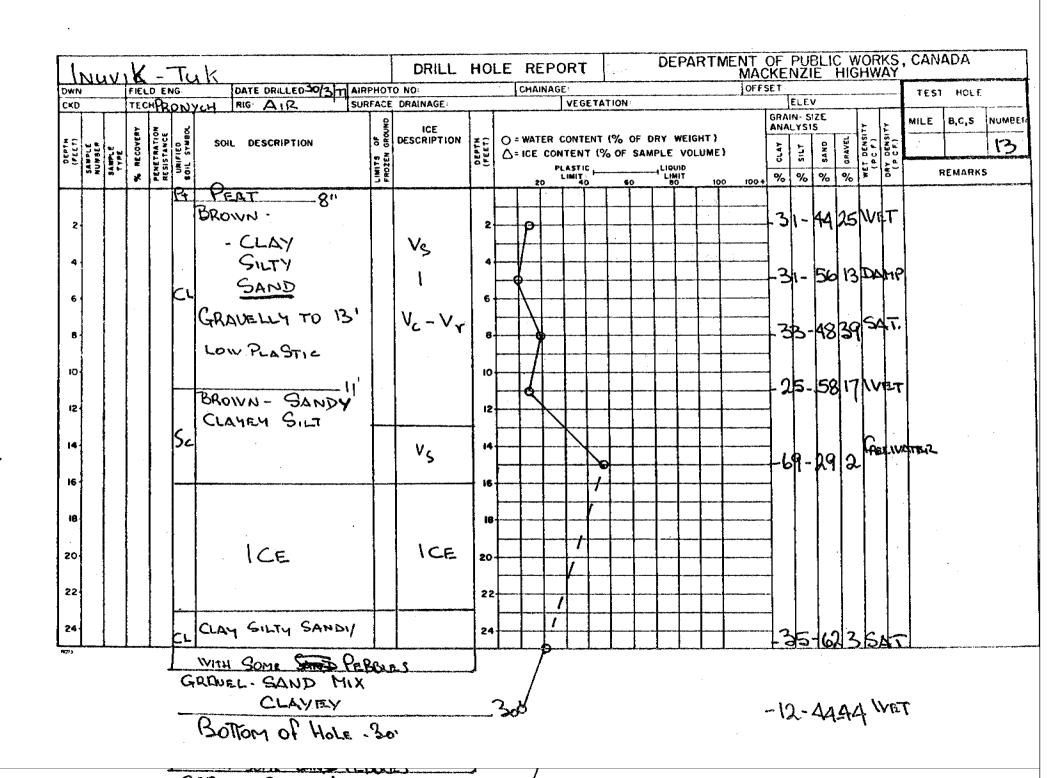
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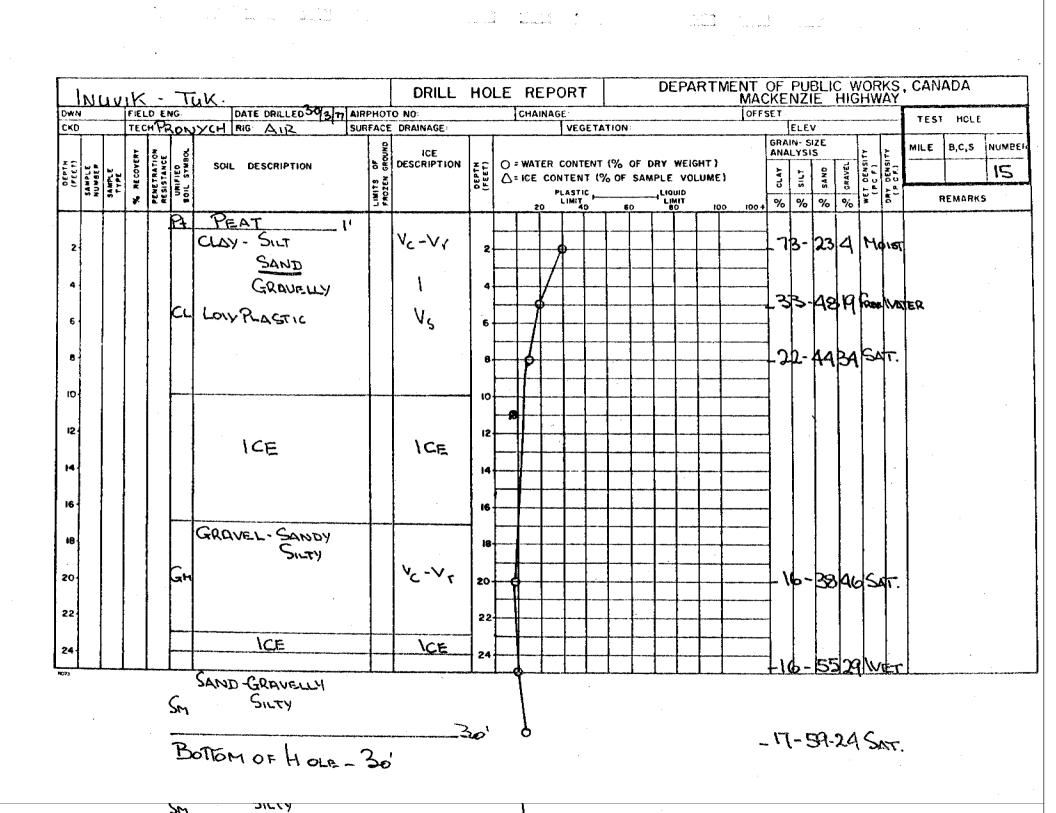
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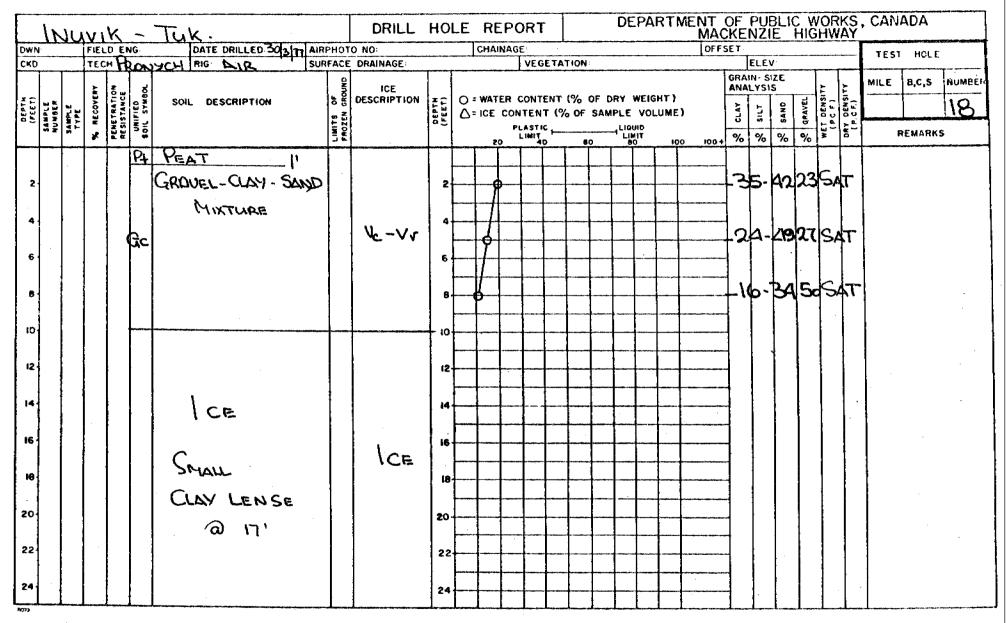
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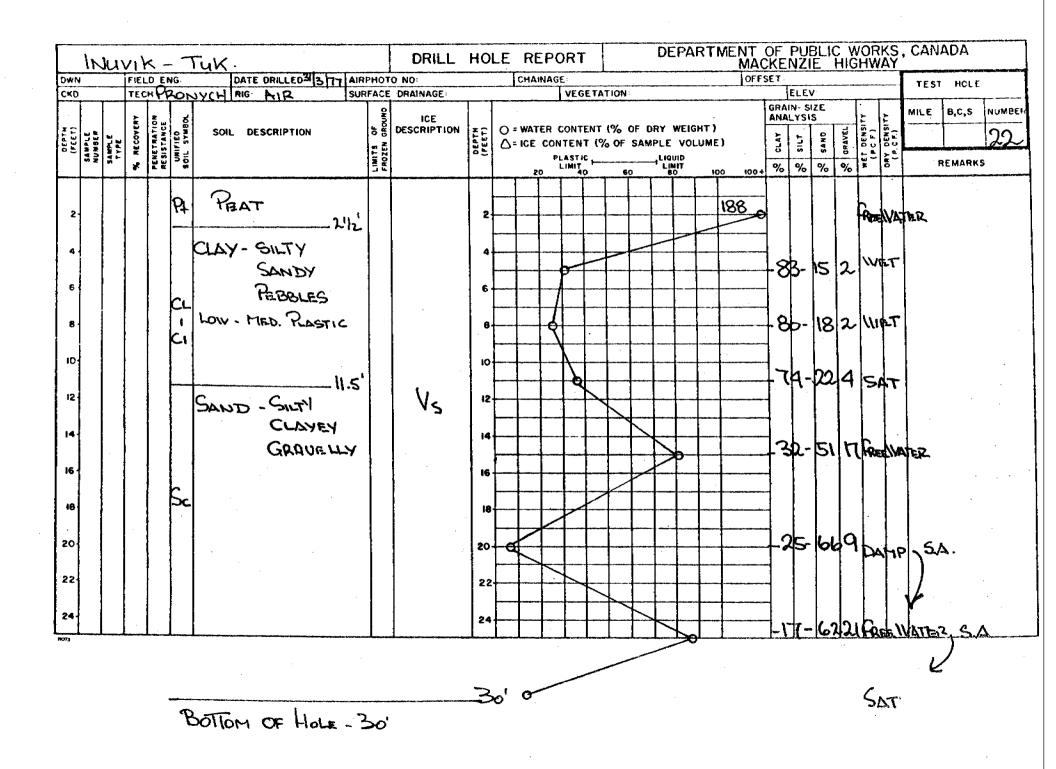
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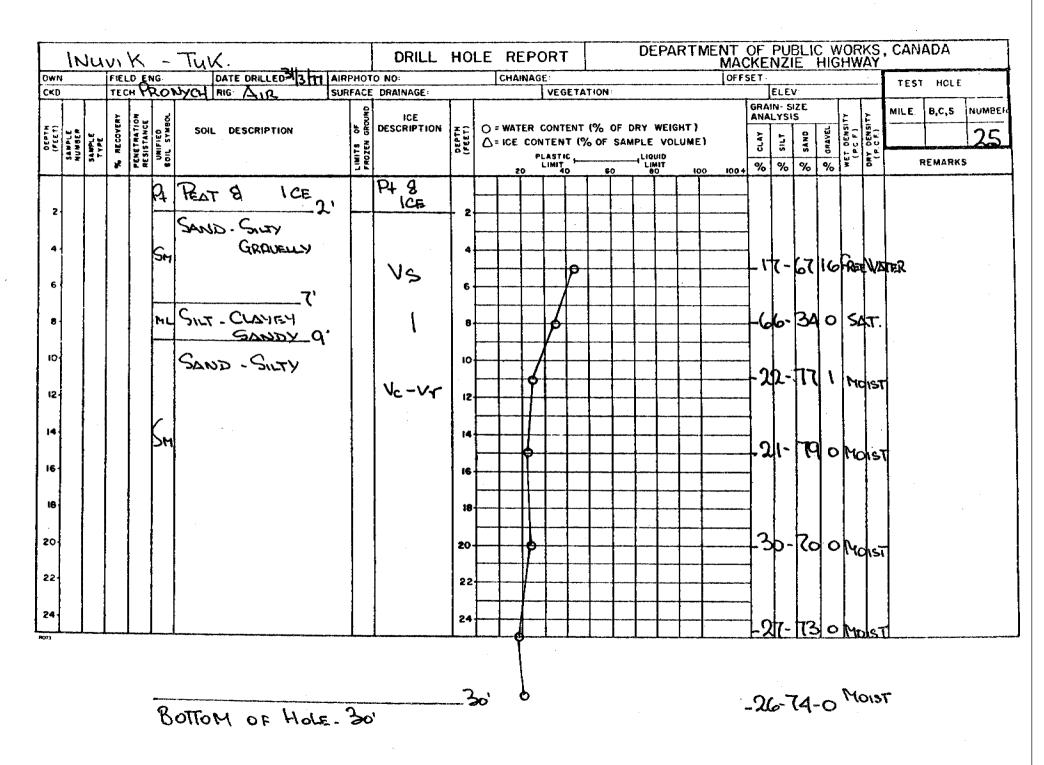
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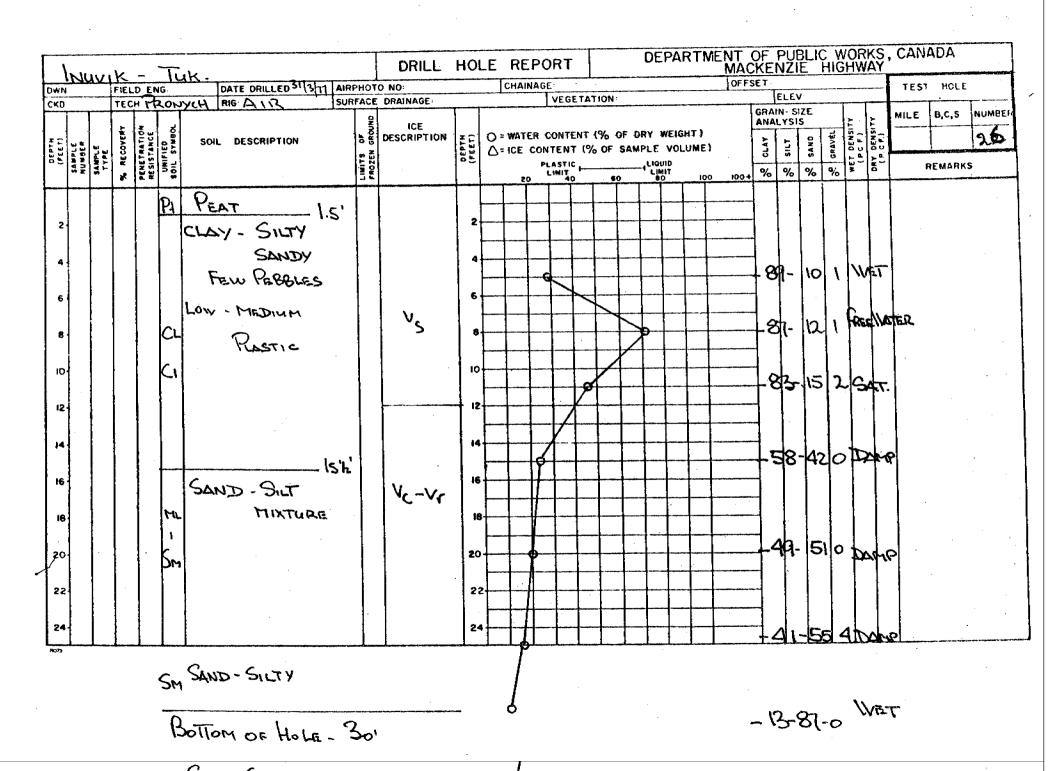
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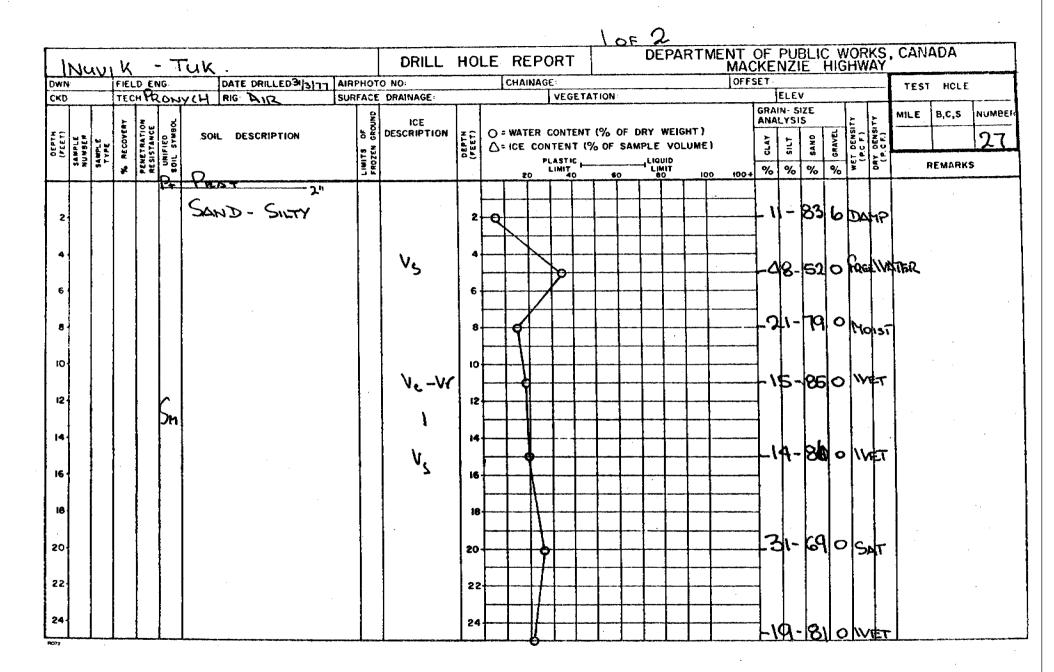


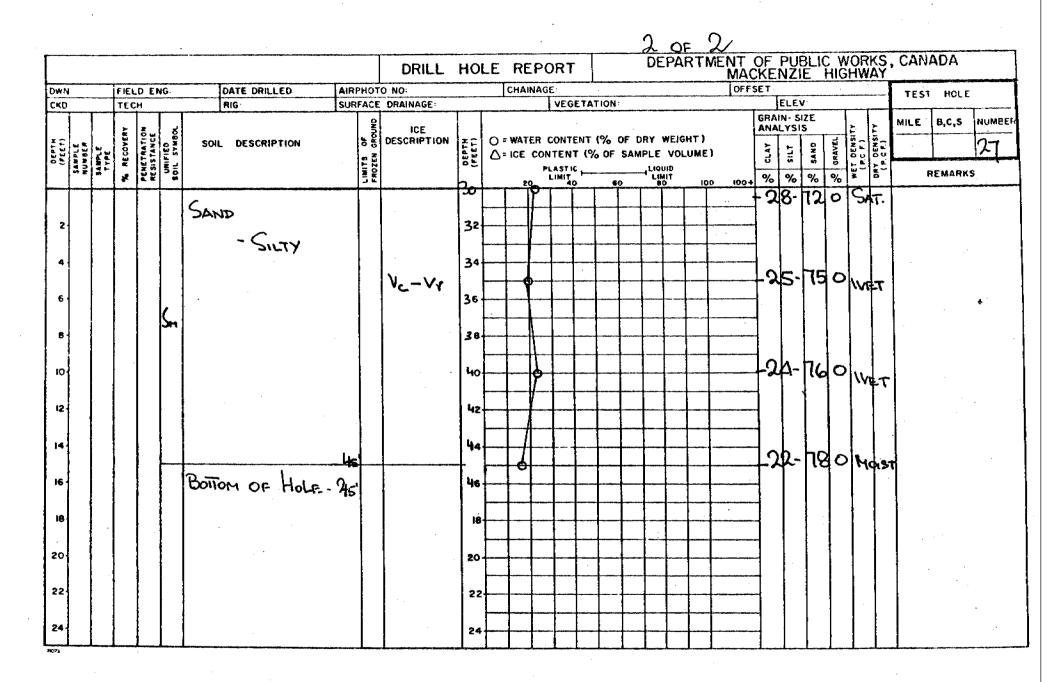
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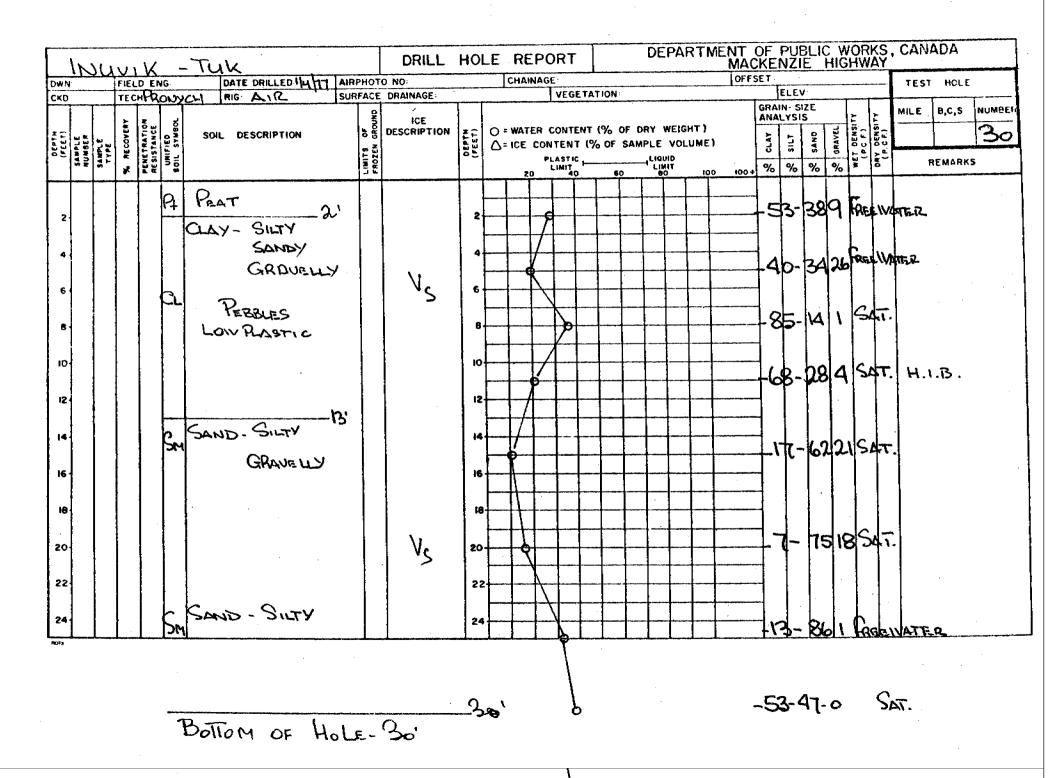


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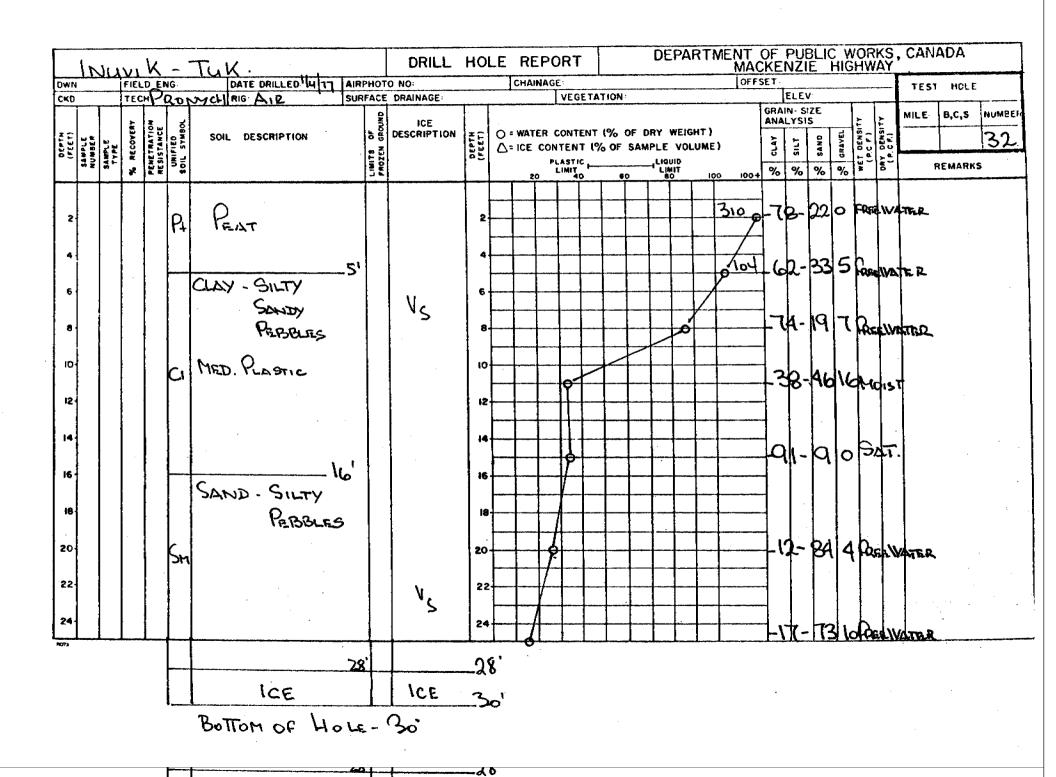
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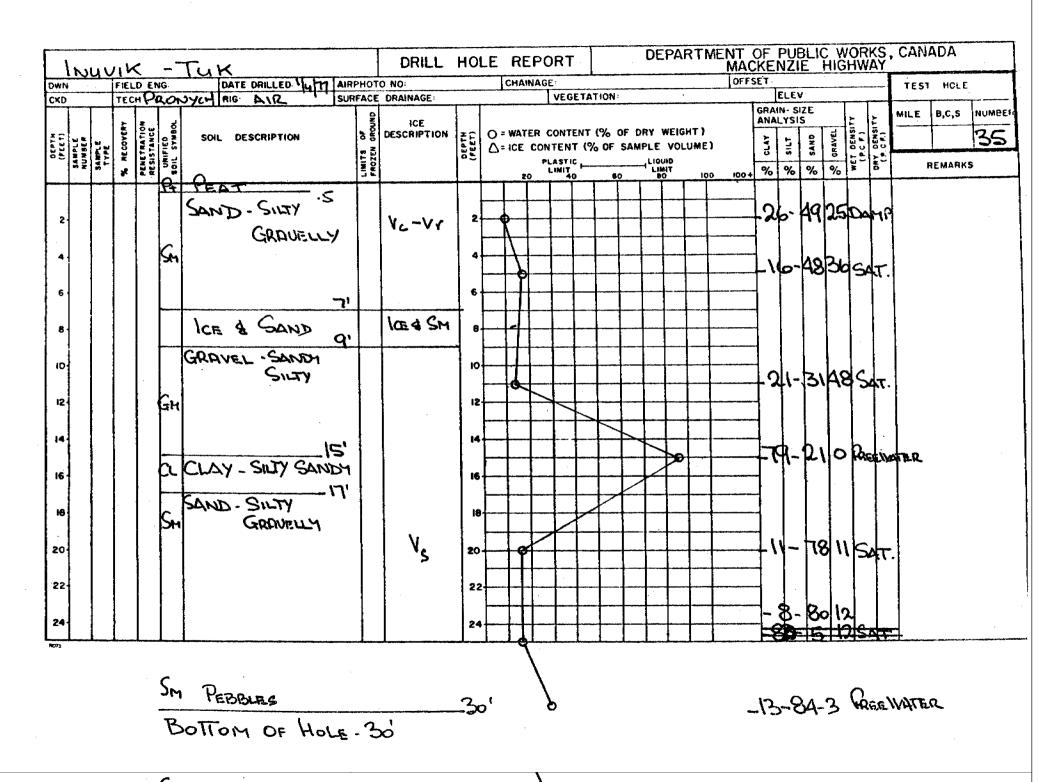
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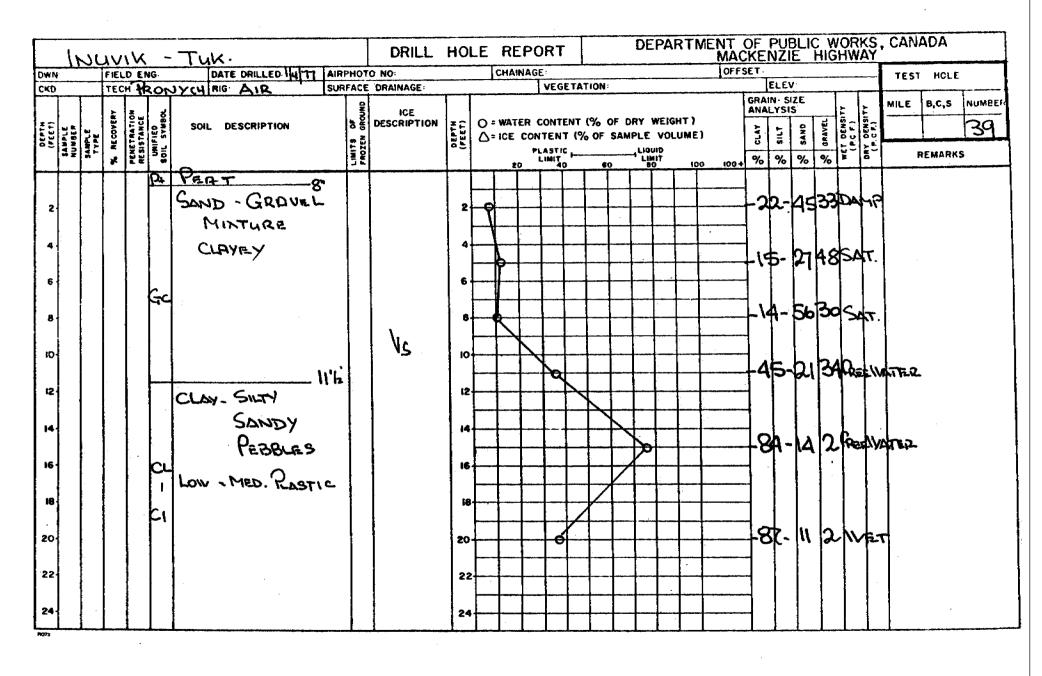
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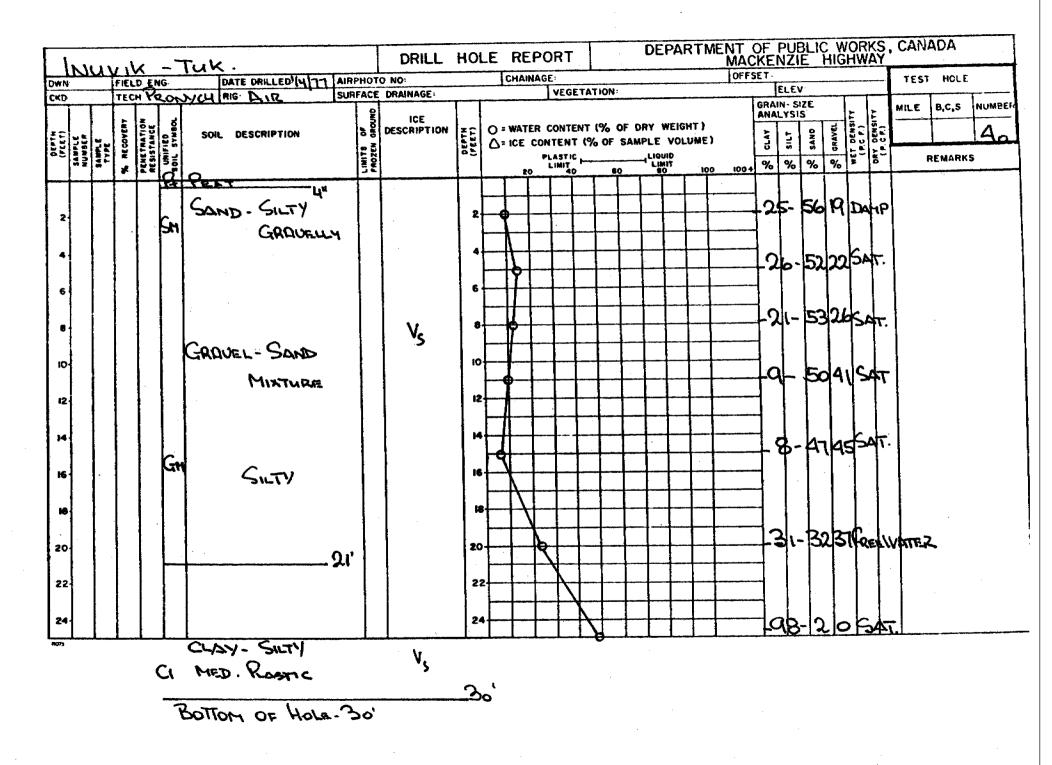
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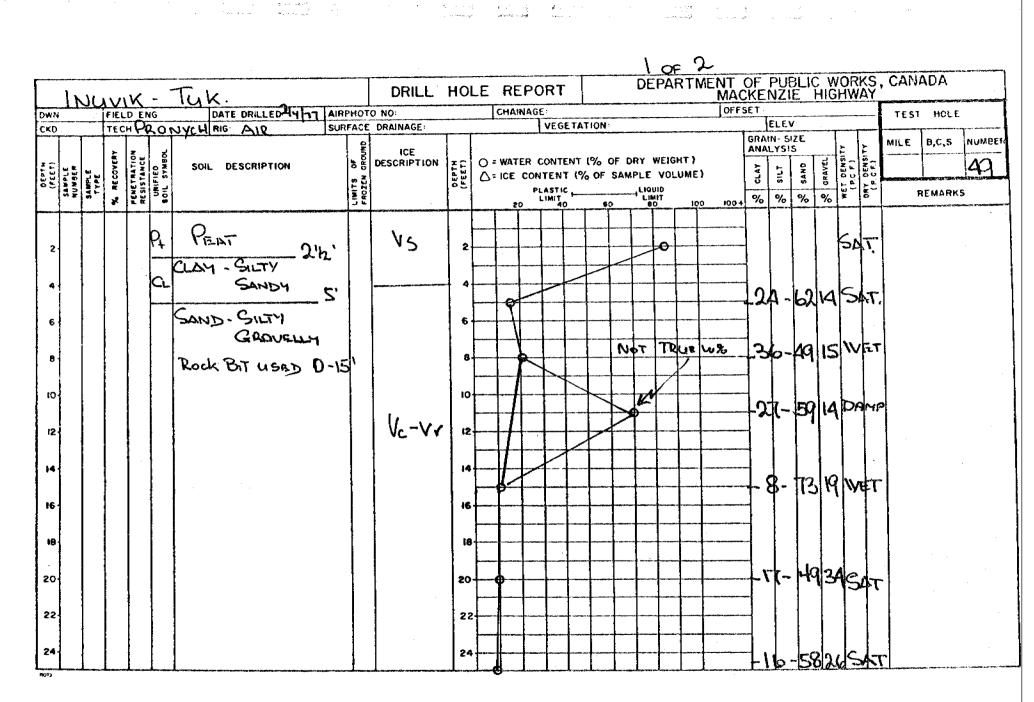
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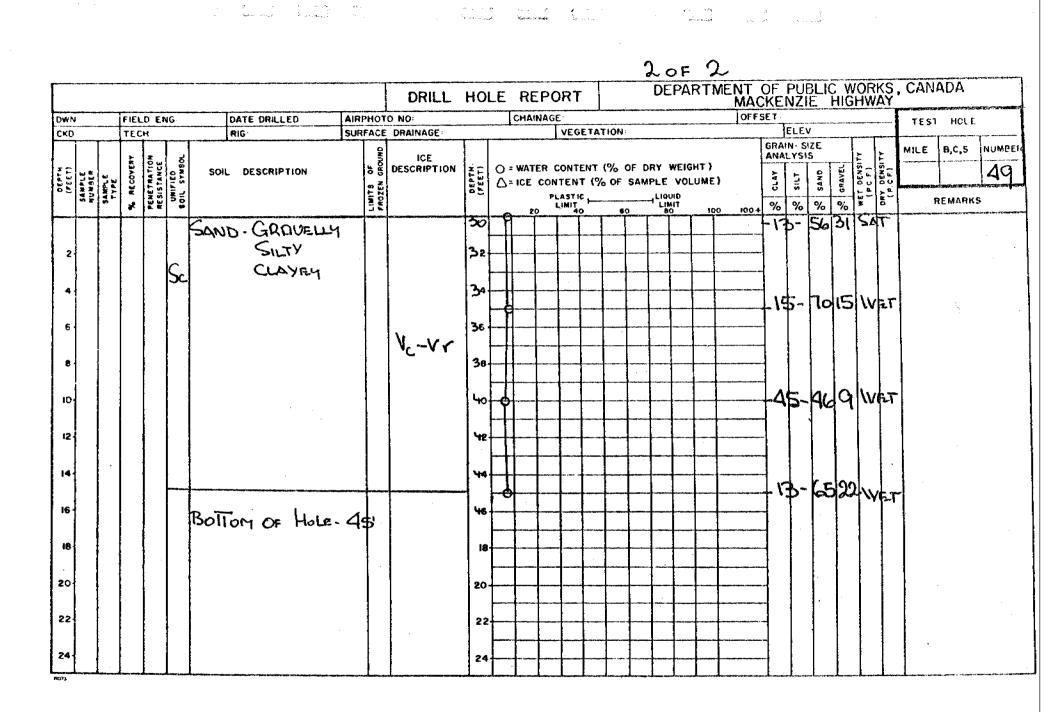


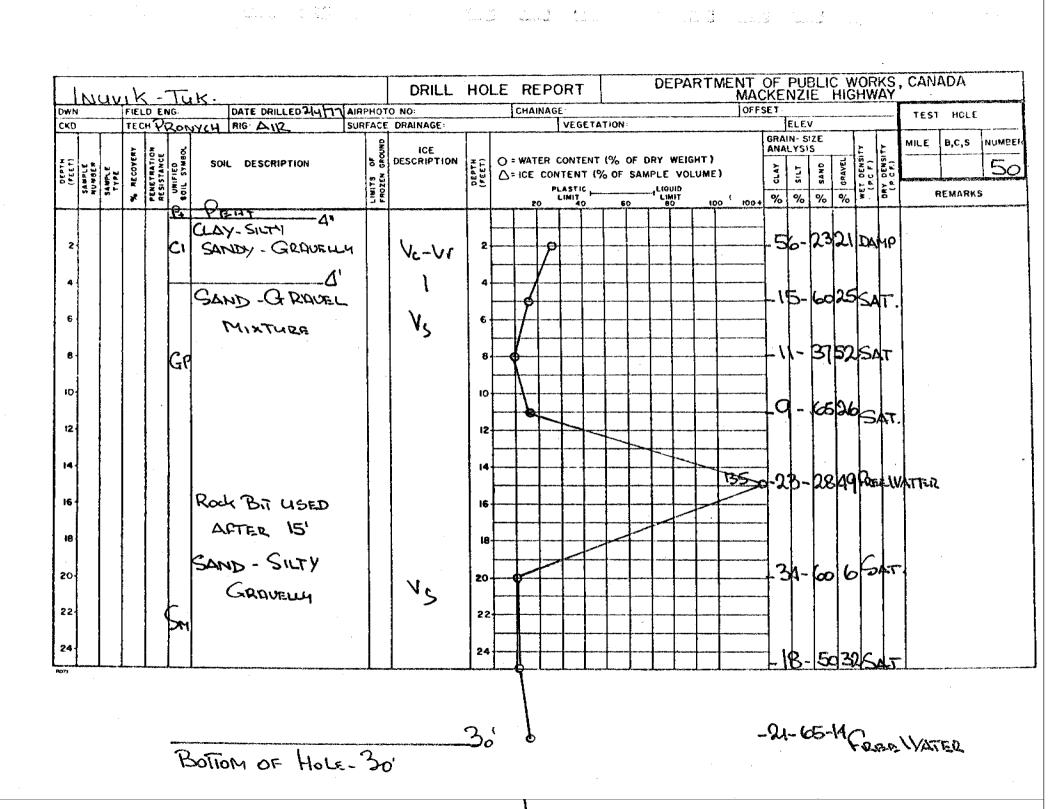
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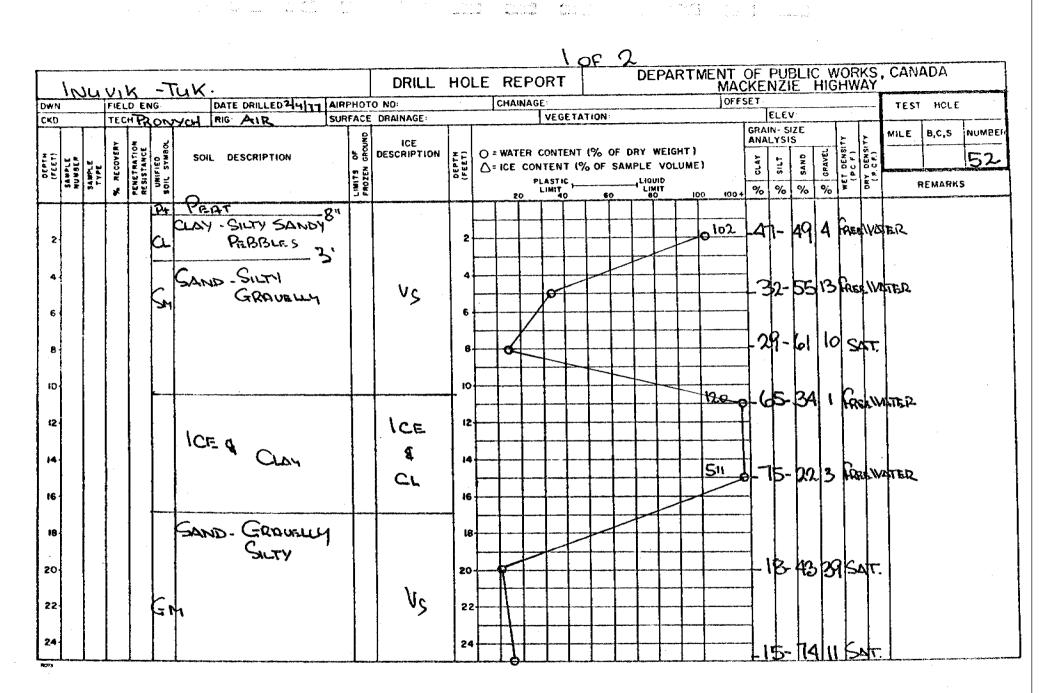






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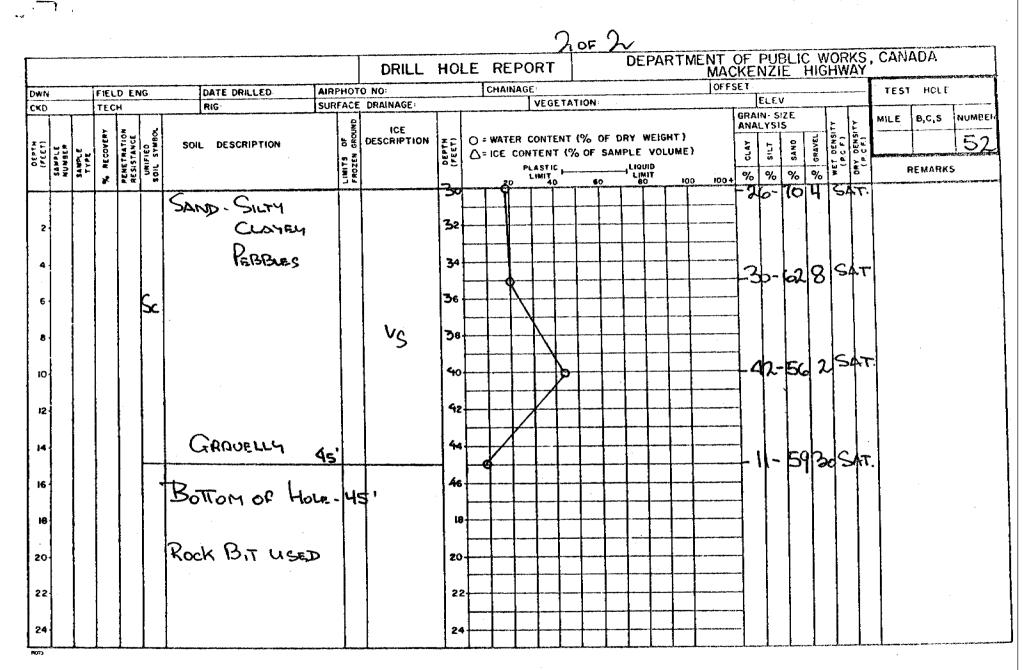
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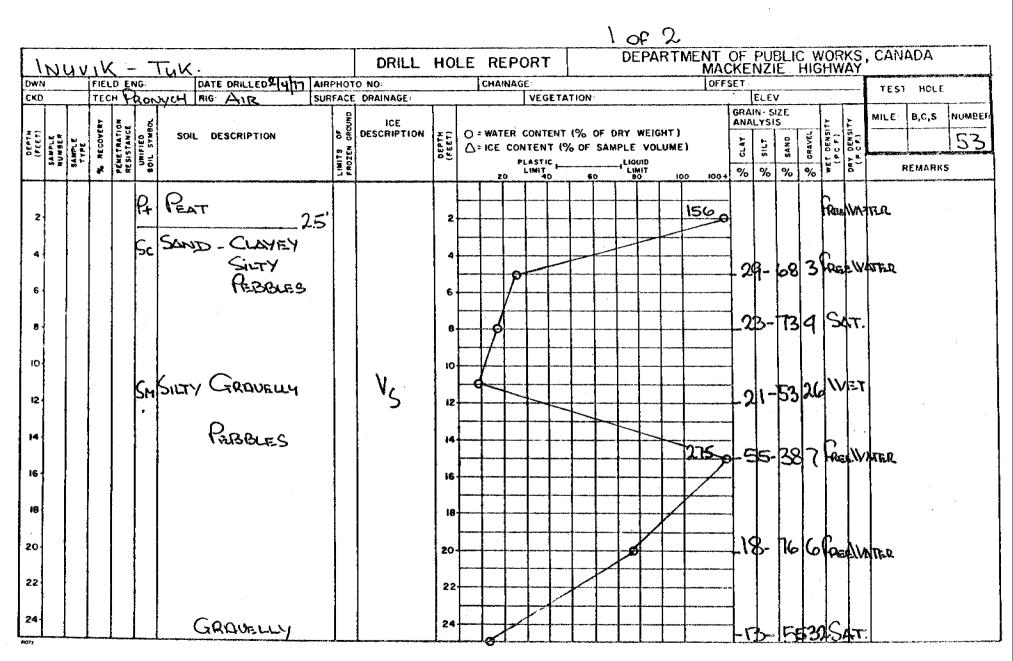
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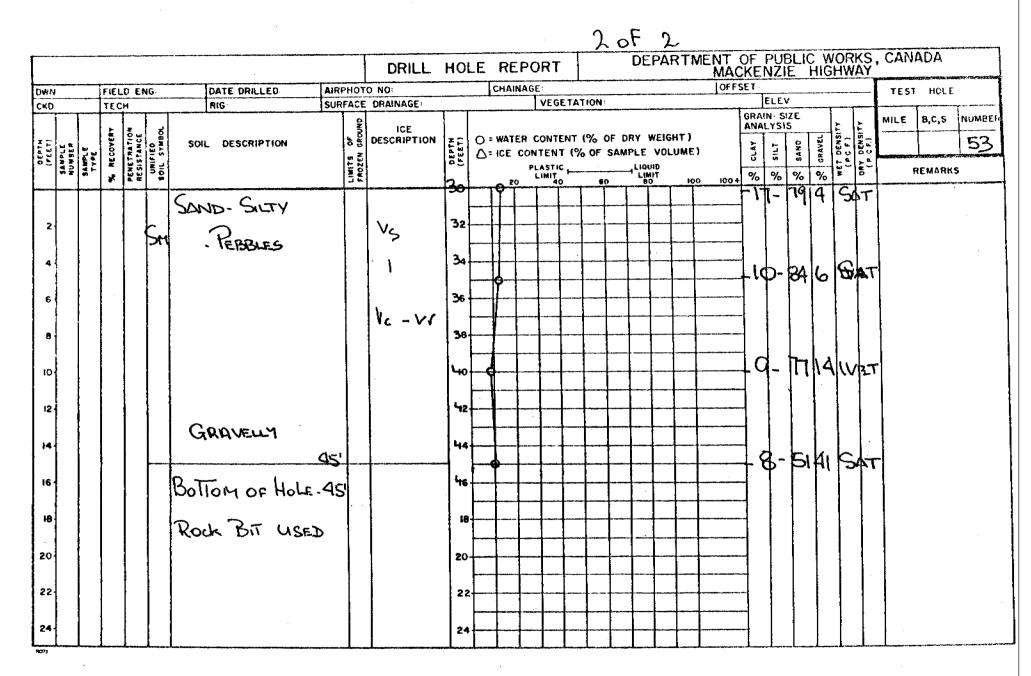
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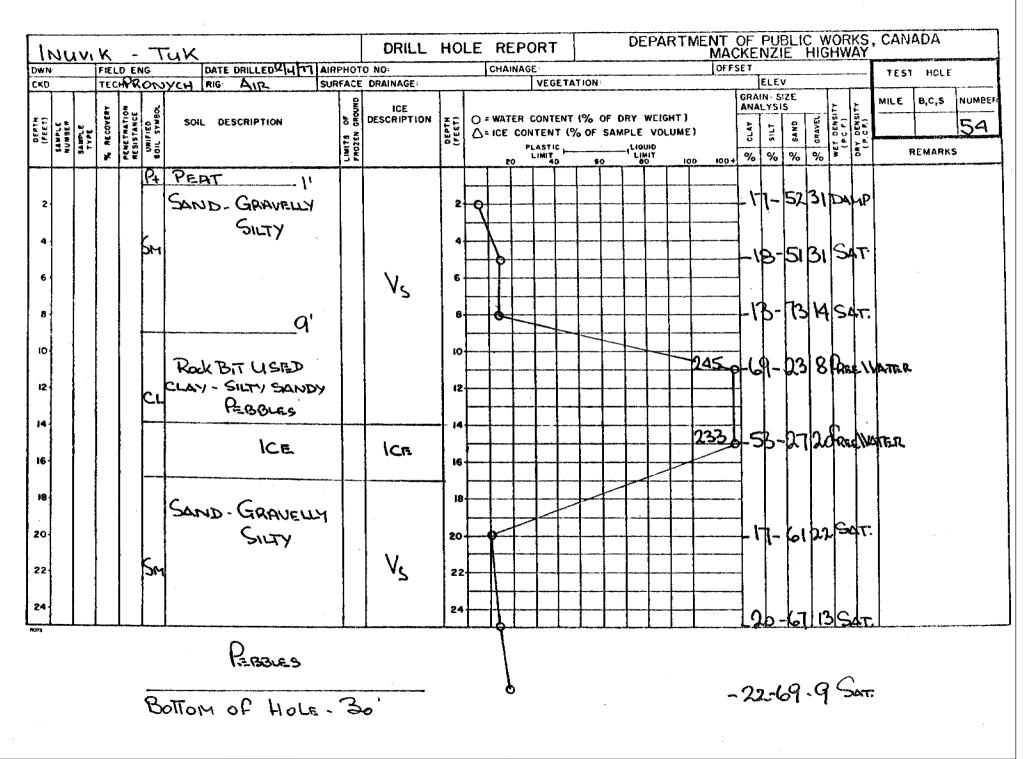
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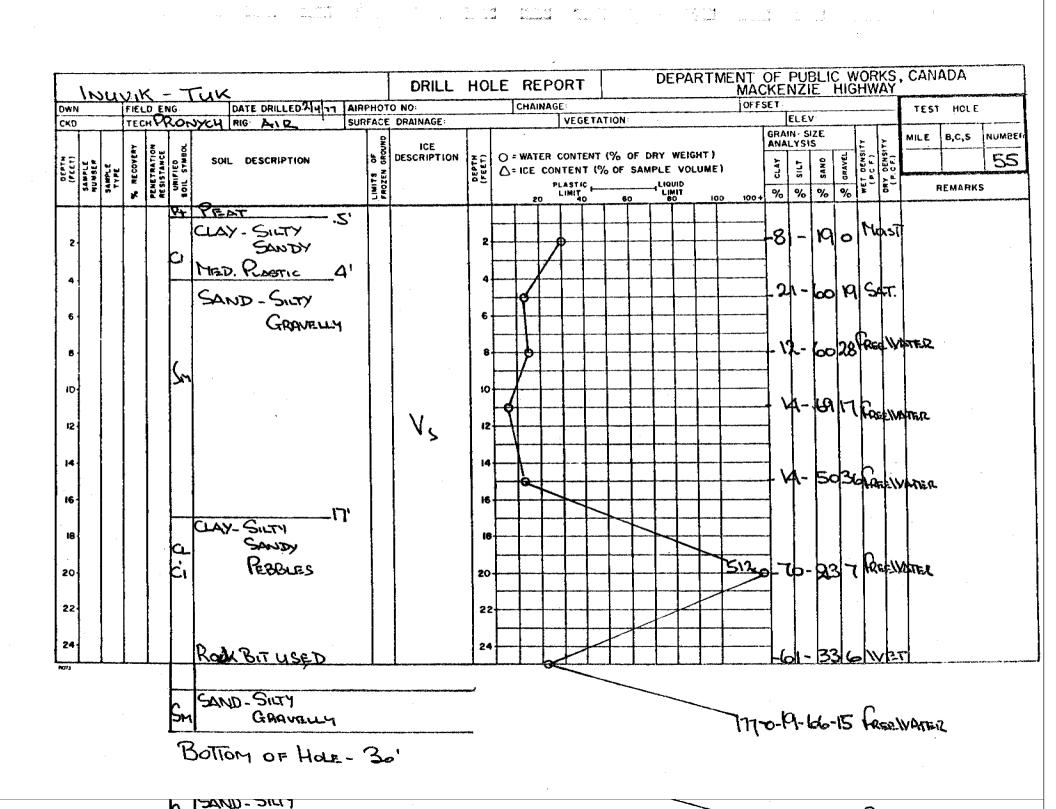
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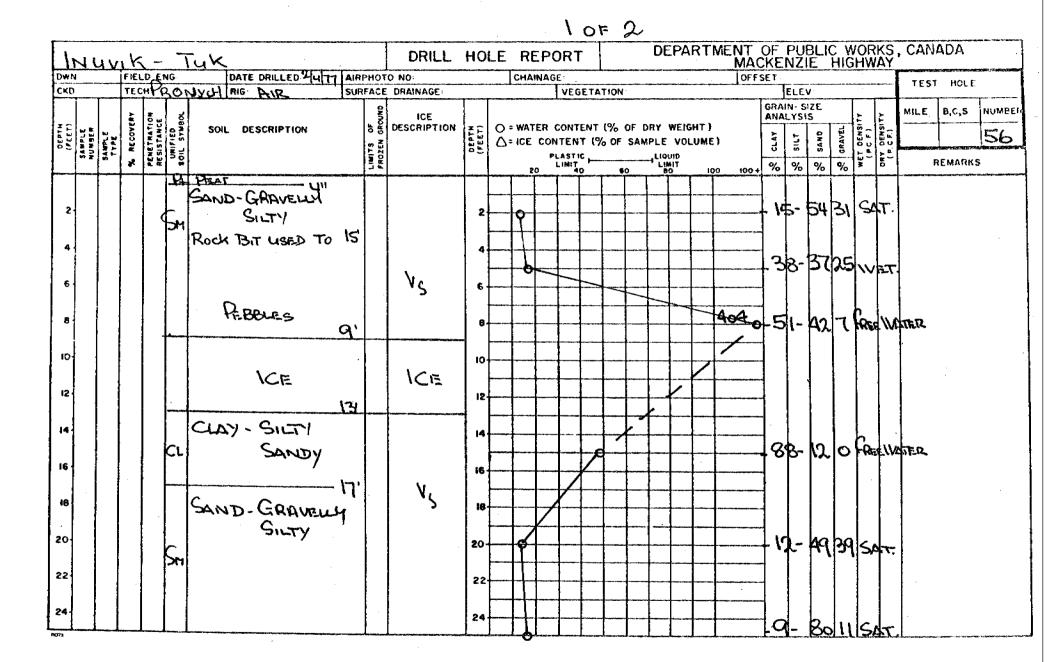
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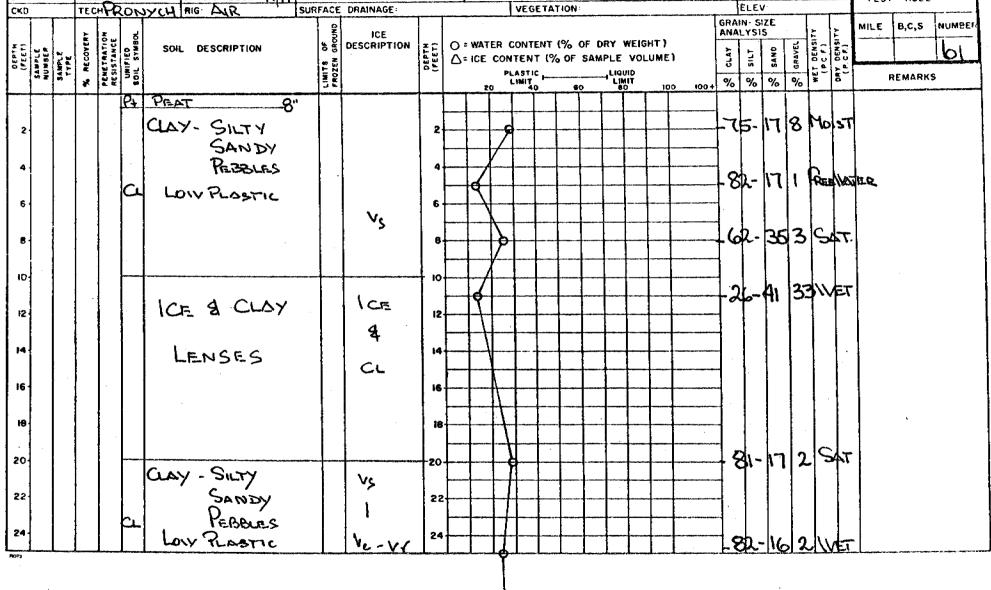
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Bottom of Hole . 30'

-84-15-1- WET

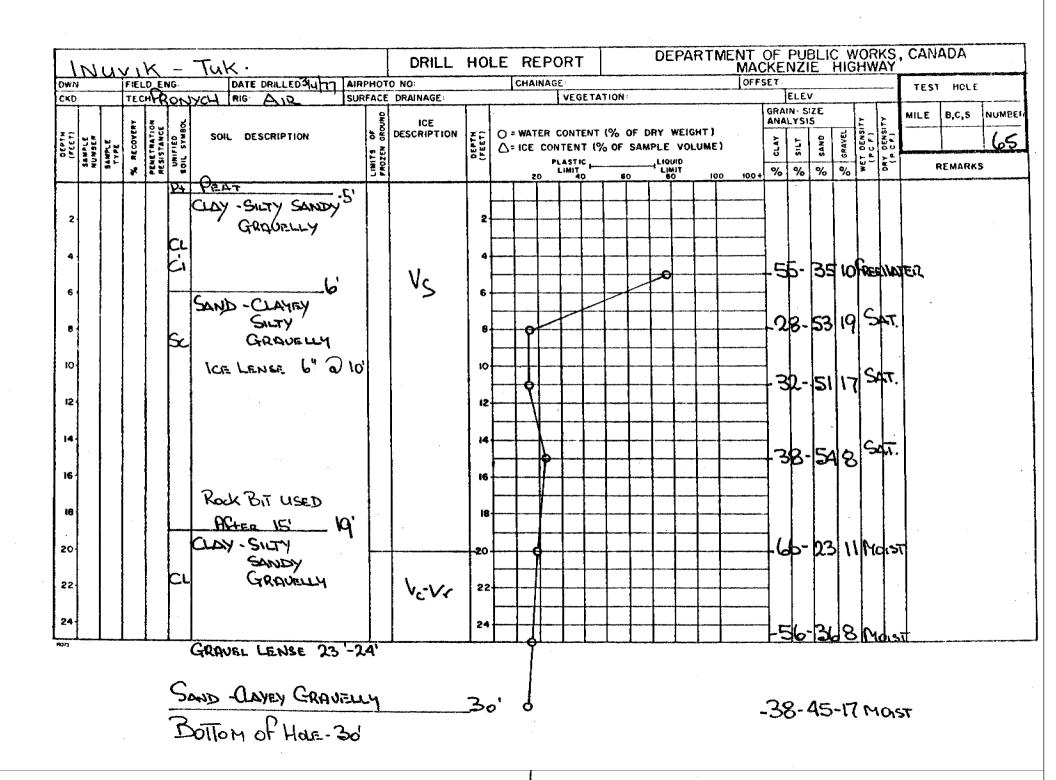
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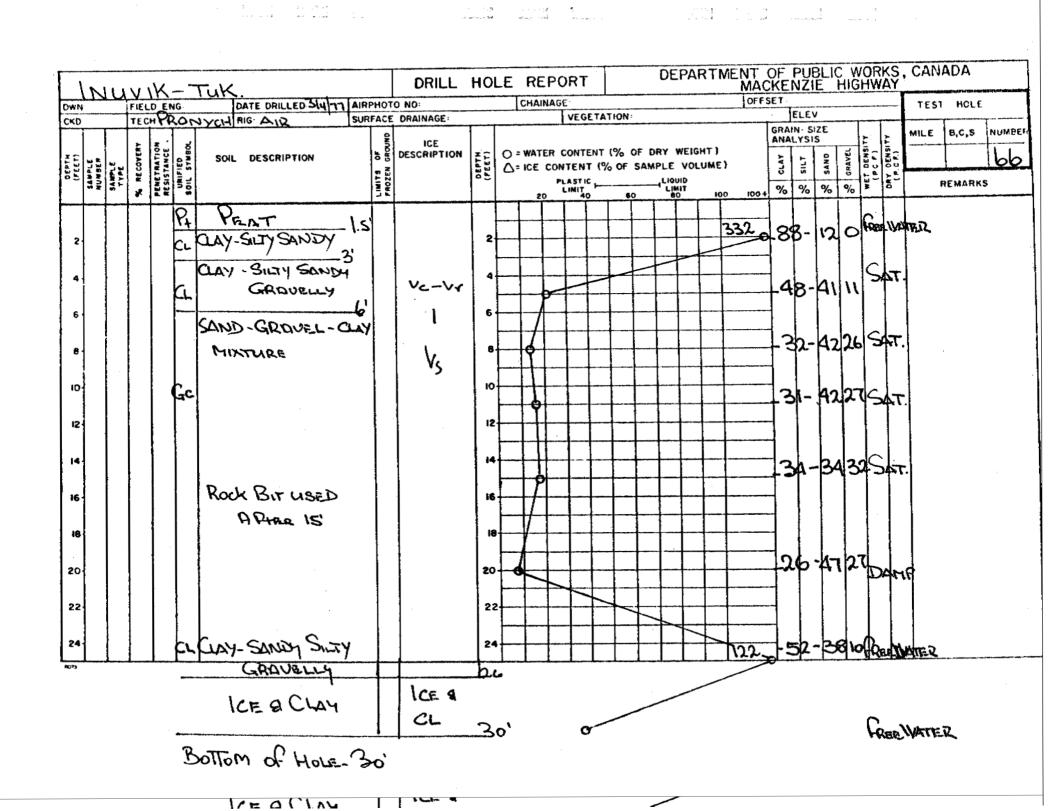
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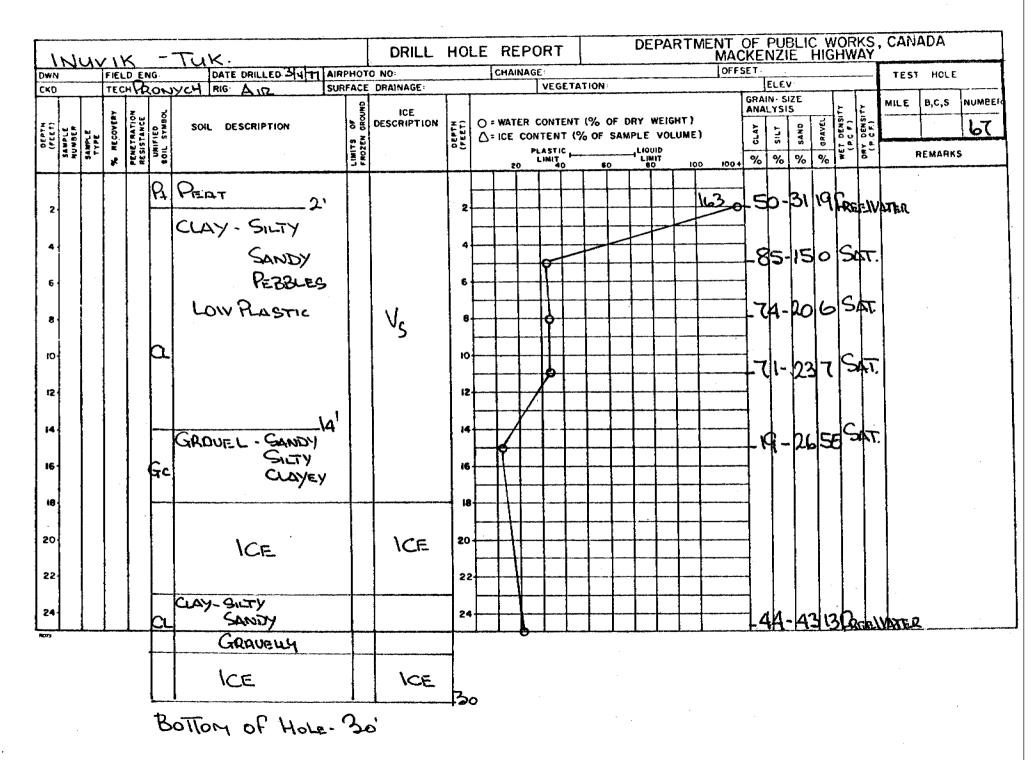
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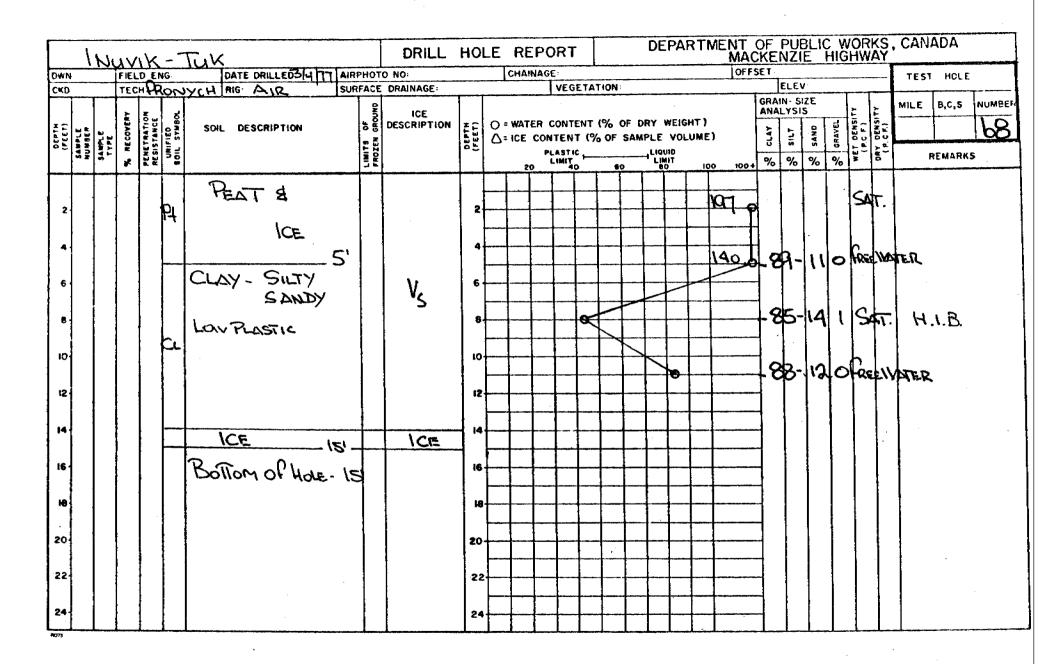




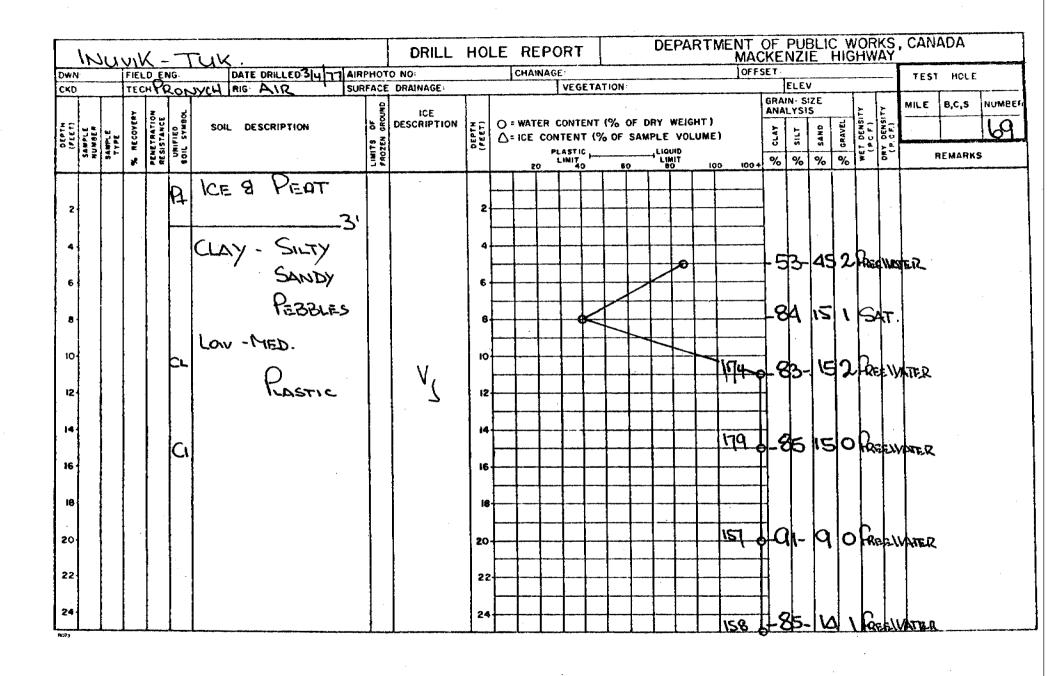
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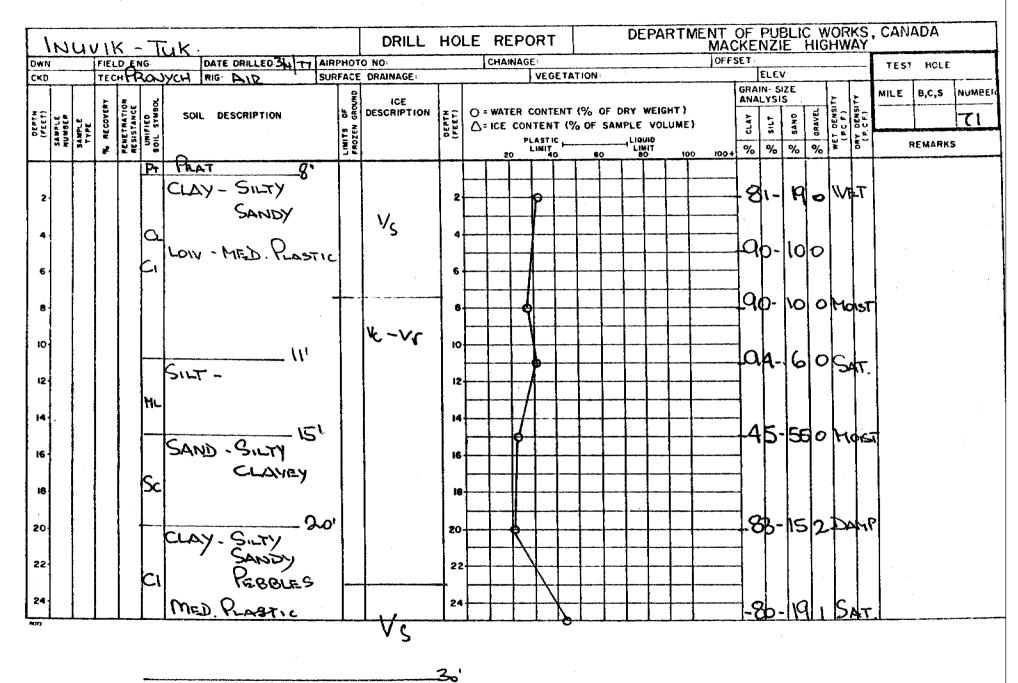
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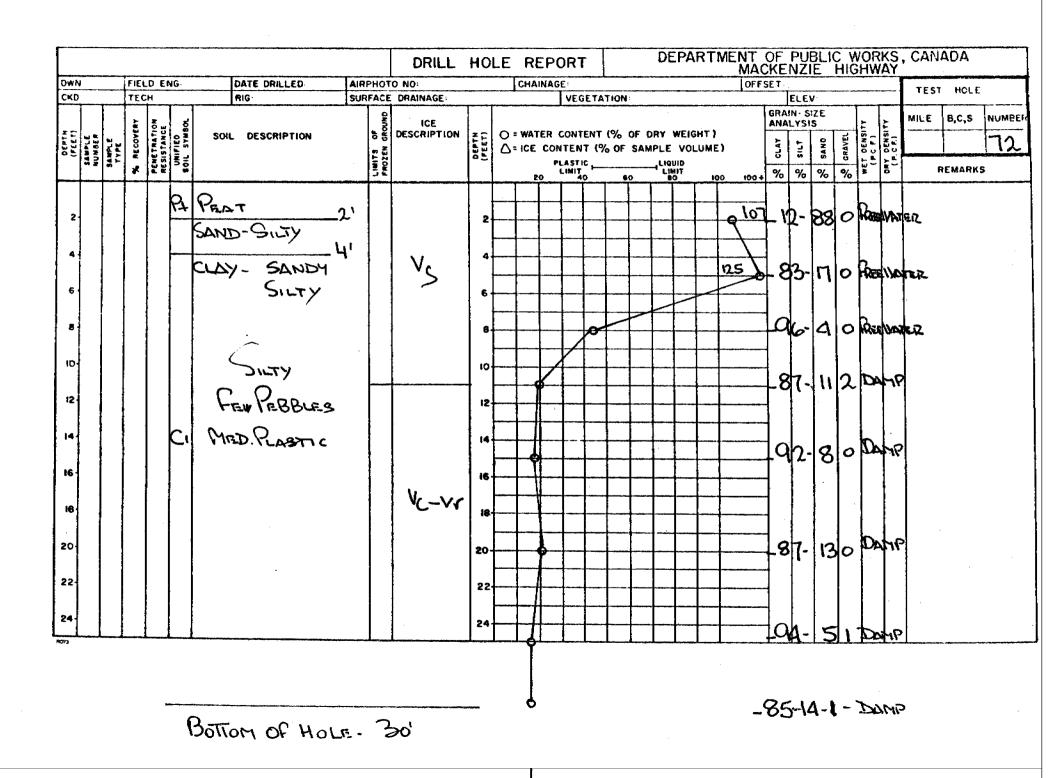
Bottom of Hole . 30'

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BOTTOM OF HOLE - 30'



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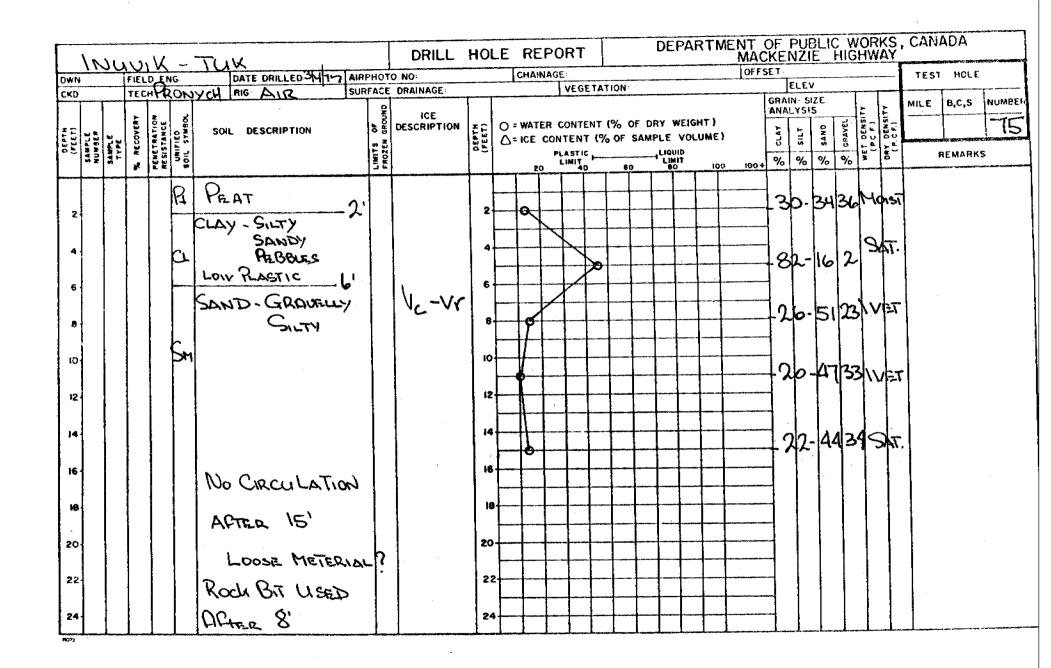
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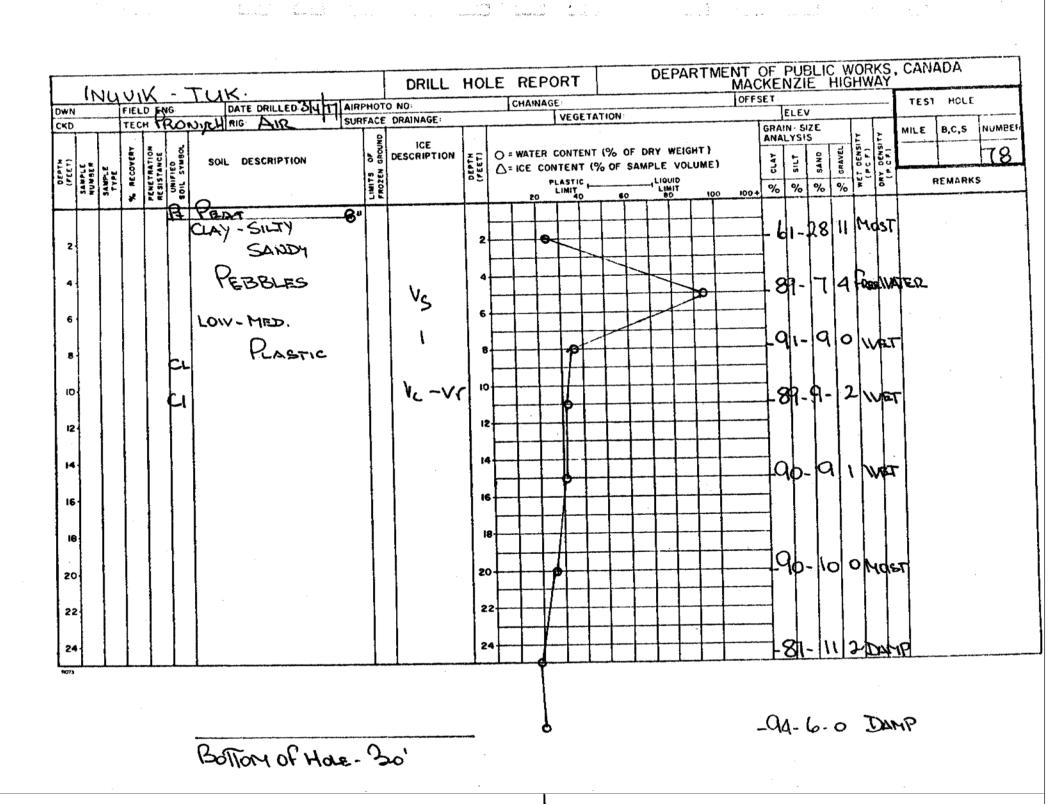
DEPARTMENT OF PUBLIC WORKS, CANADA MACKENZIE HIGHWAY DRILL HOLE REPORT INUVIK -TUK OFFSET DATE DRILLED 34 11 AIRPHOTO NO: CHAINAGE: TEST HOLE DWN ELEV VEGETATION SURFACE DRAINAGE: TECHTRONICH RIG. AIR CKD GRAIN - SIZE NUMBER MILE B,C,S WET DENSITY (P.C.F.) DRY DENSITY (P.C.F.) OF GROUND ANALYSIS ICE DESCRIPTION % RECOVERY PENETRATION RESISTANCE UNIFIED SOIL SYMBOL O = WATER CONTENT (% OF DRY WEIGHT) GRAVEL DEPTH DEPTH (FEET) SAMPLE TYPE TYPE DEPTH (FEET) CLAY SILT SAND 76 SOIL DESCRIPTION A= ICE CONTENT (% OF SAMPLE VOLUME) LIMITS FROZEN LIQUID PLASTIC . % % % % REMARKS LIMIT LIMIT 40 100 + έo 100 A PART 319 FREELVAITER 2 2 -25 CLAY-SILTY SANDY CL LOW PLASTIC 80-20 0 SAT. ۵ 4 6 6 -85-14 1 SAT 8 8 _Q' 10 10

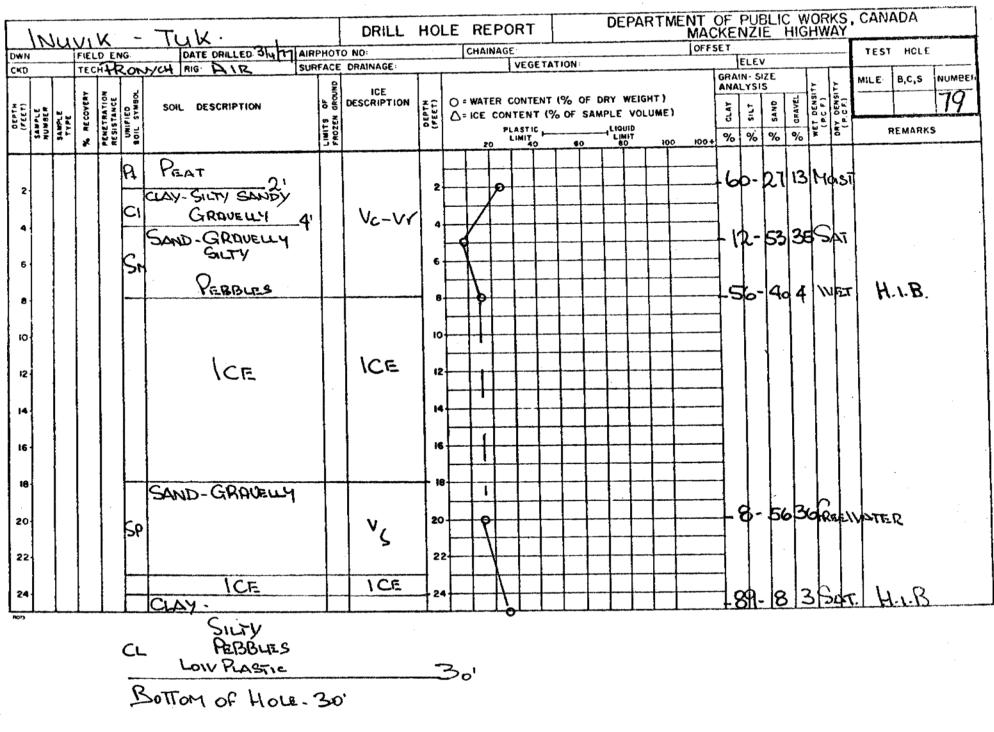
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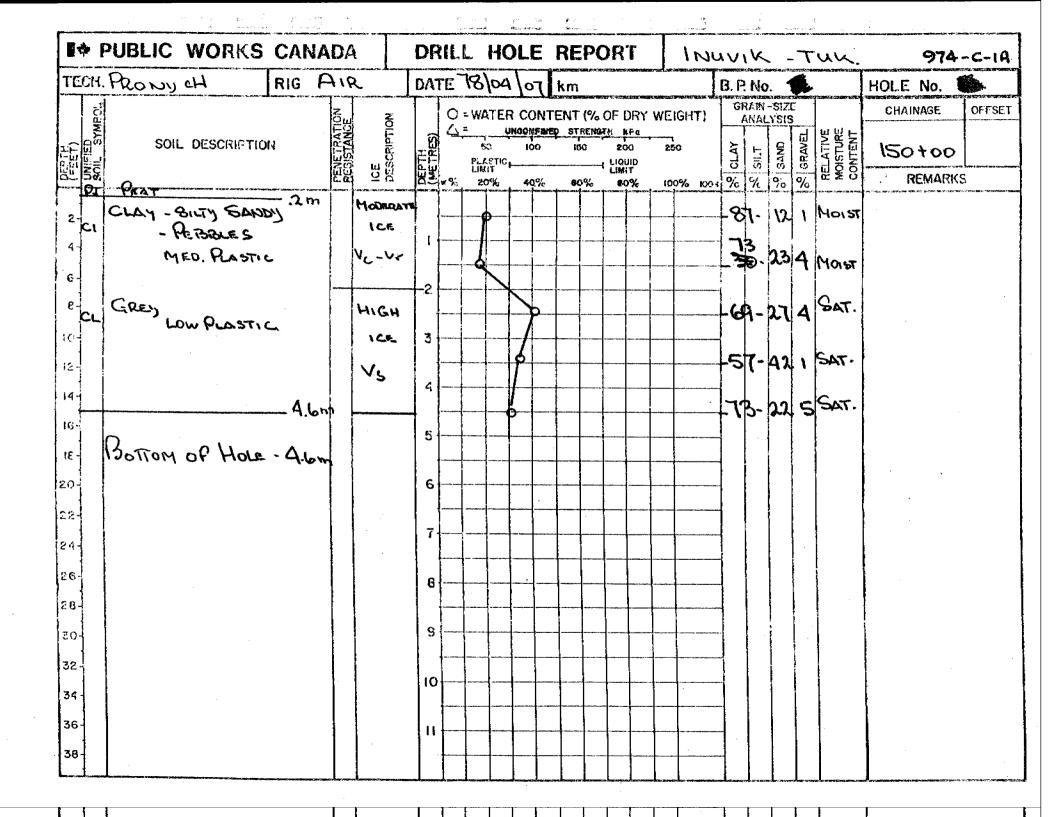
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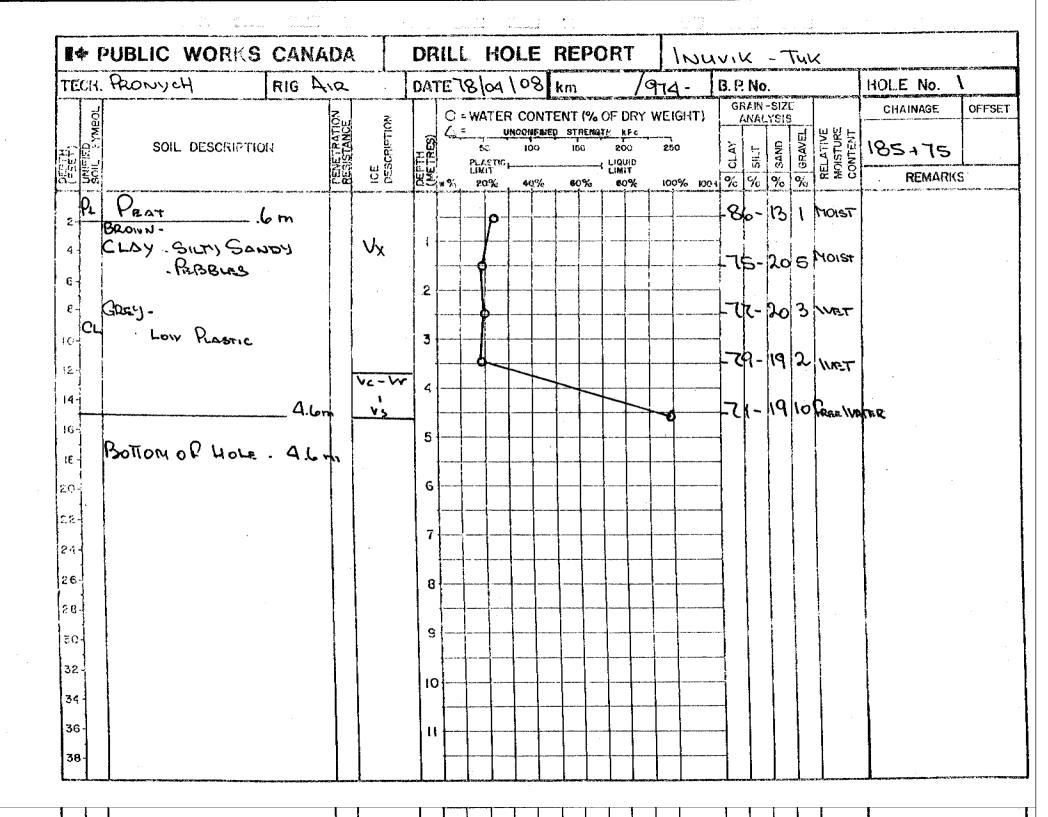
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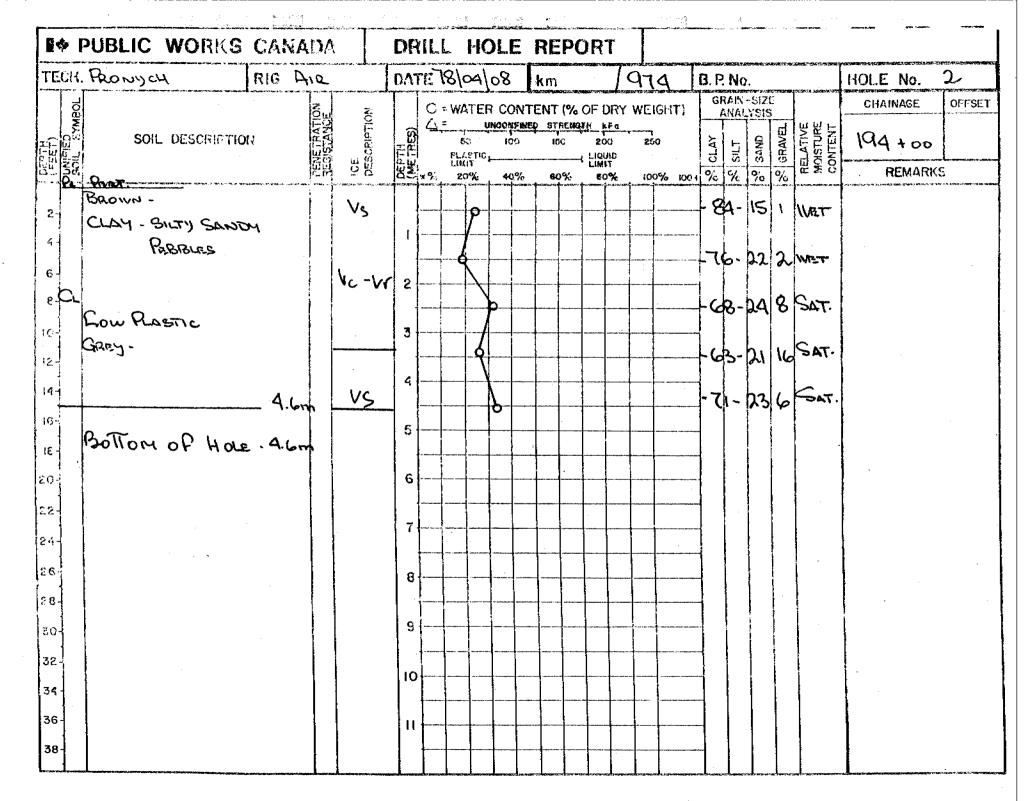
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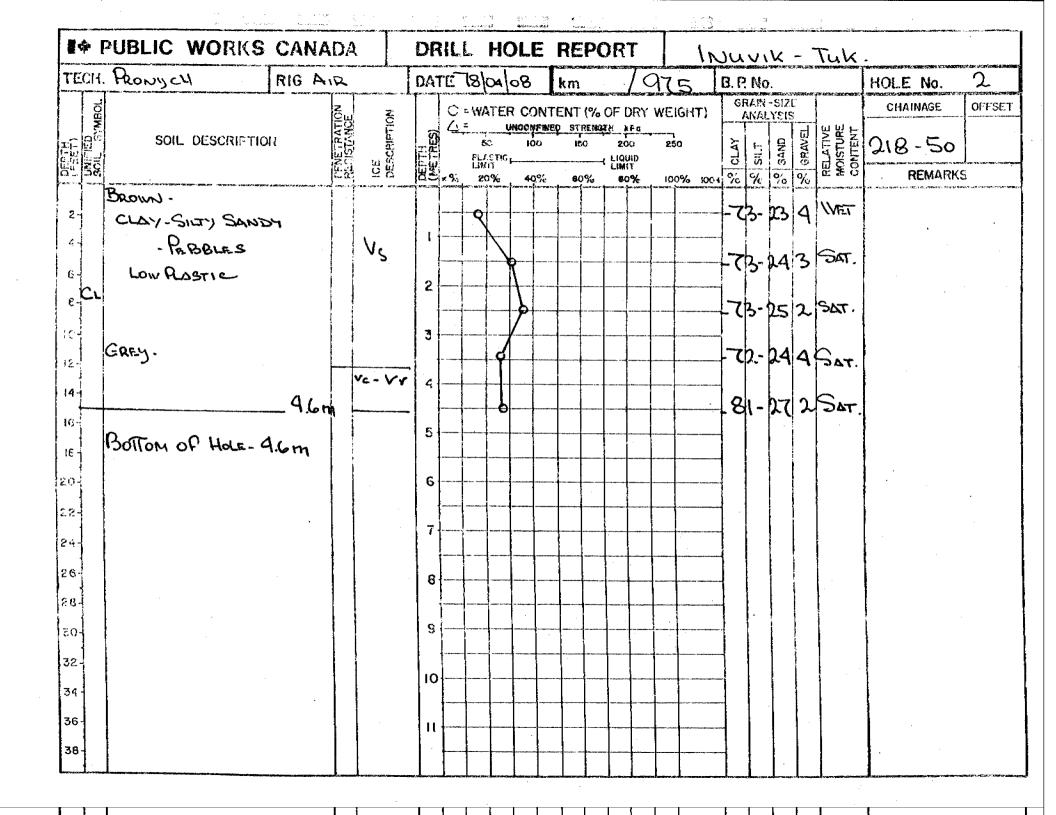


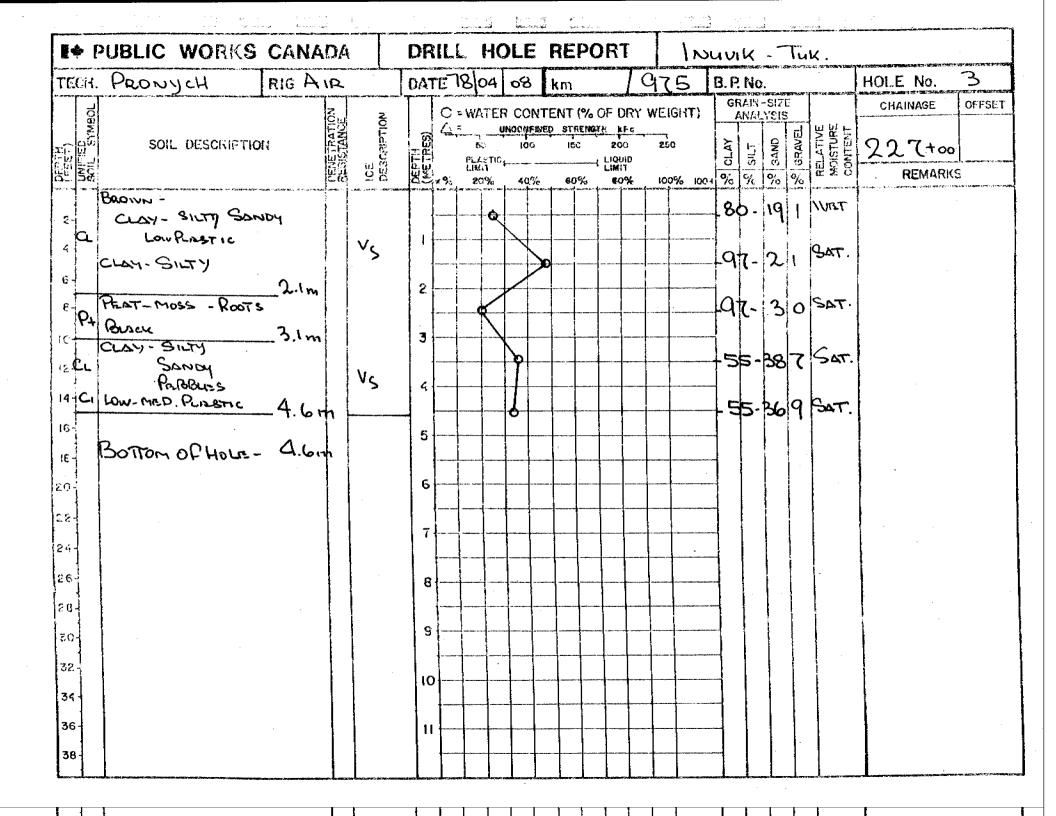


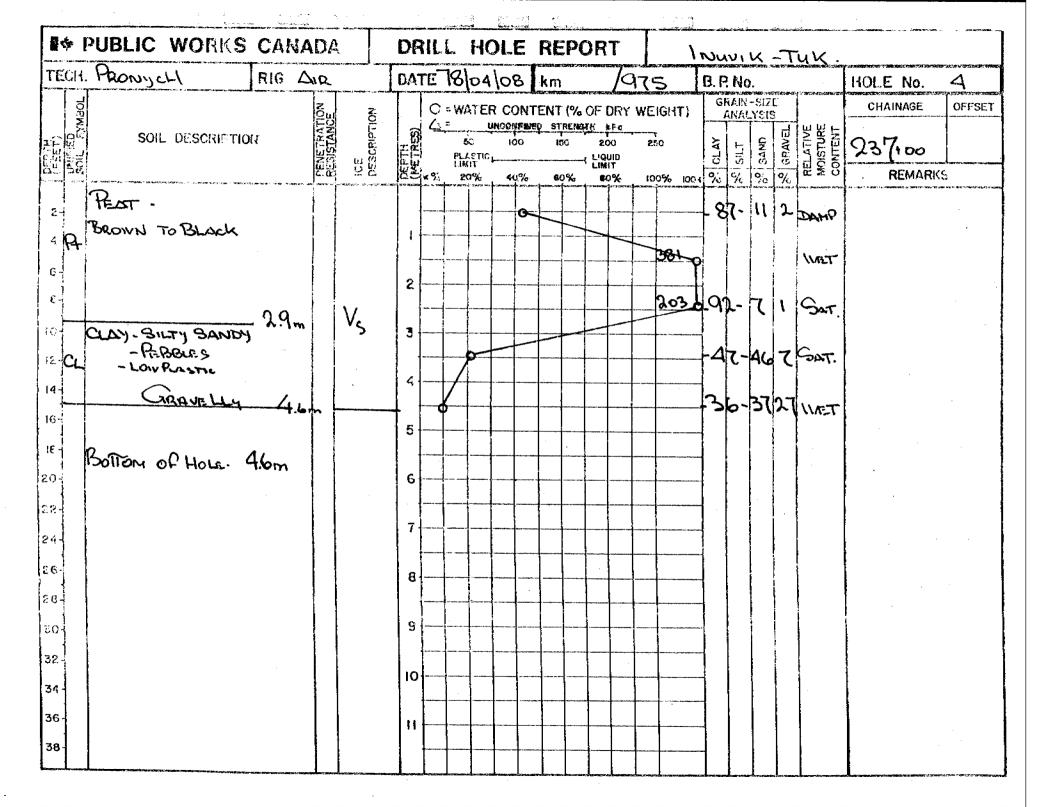


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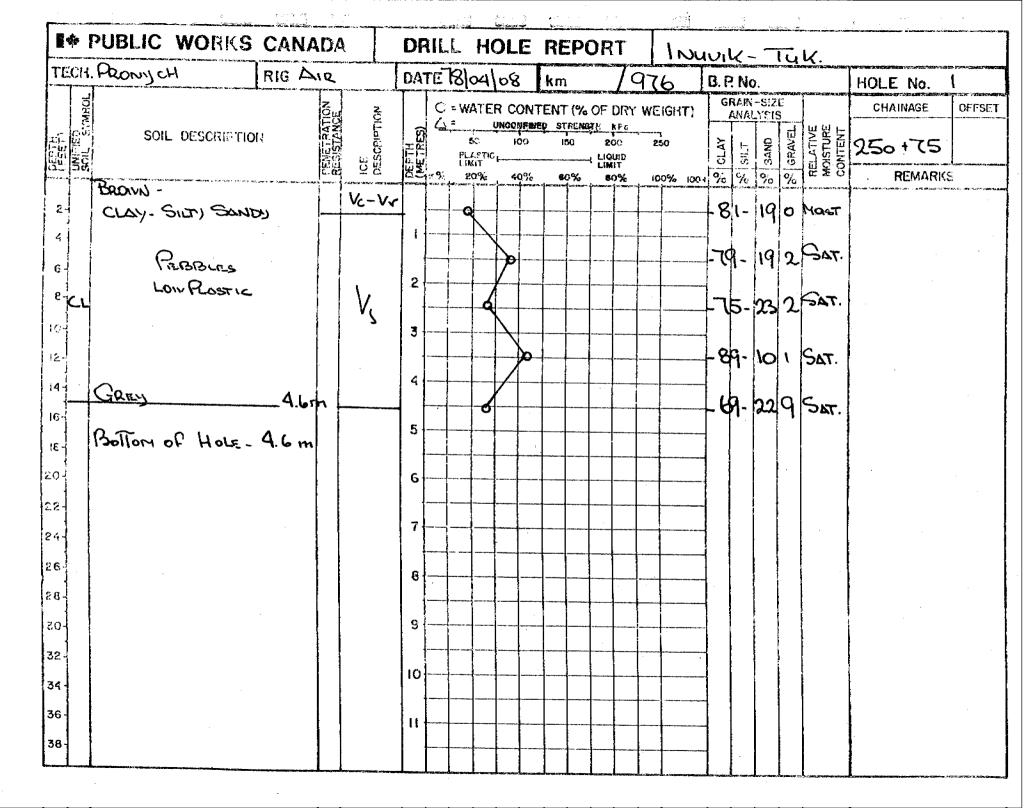
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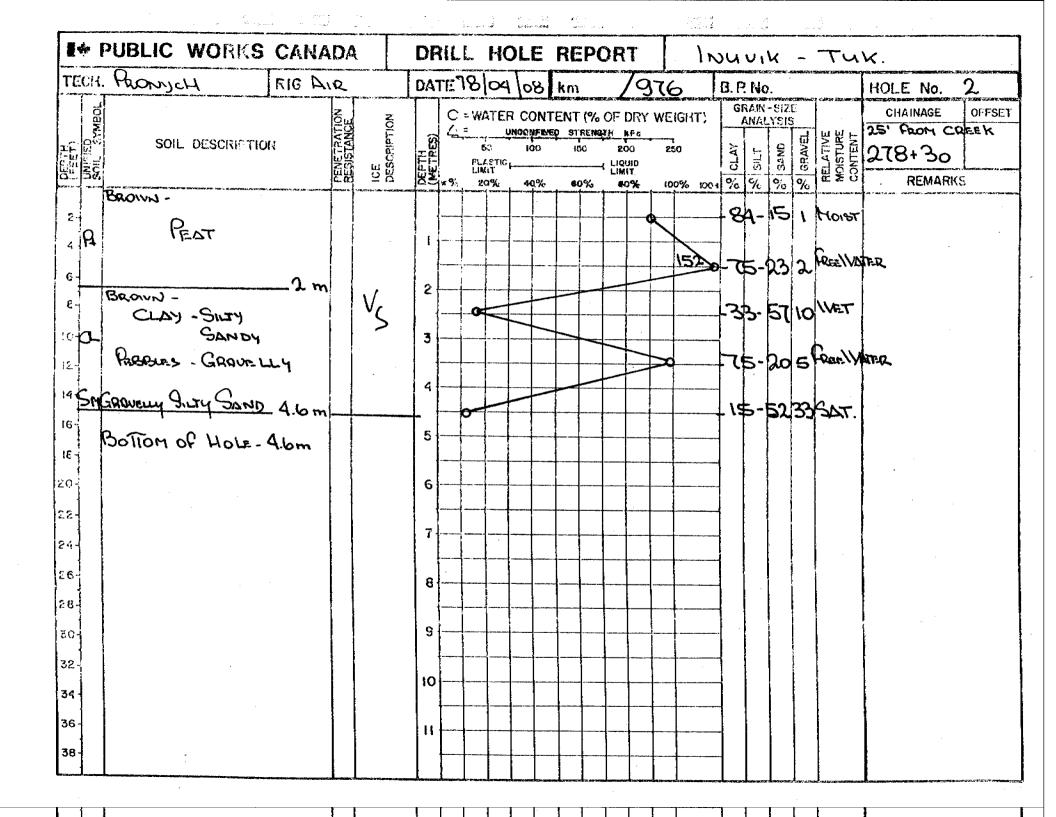


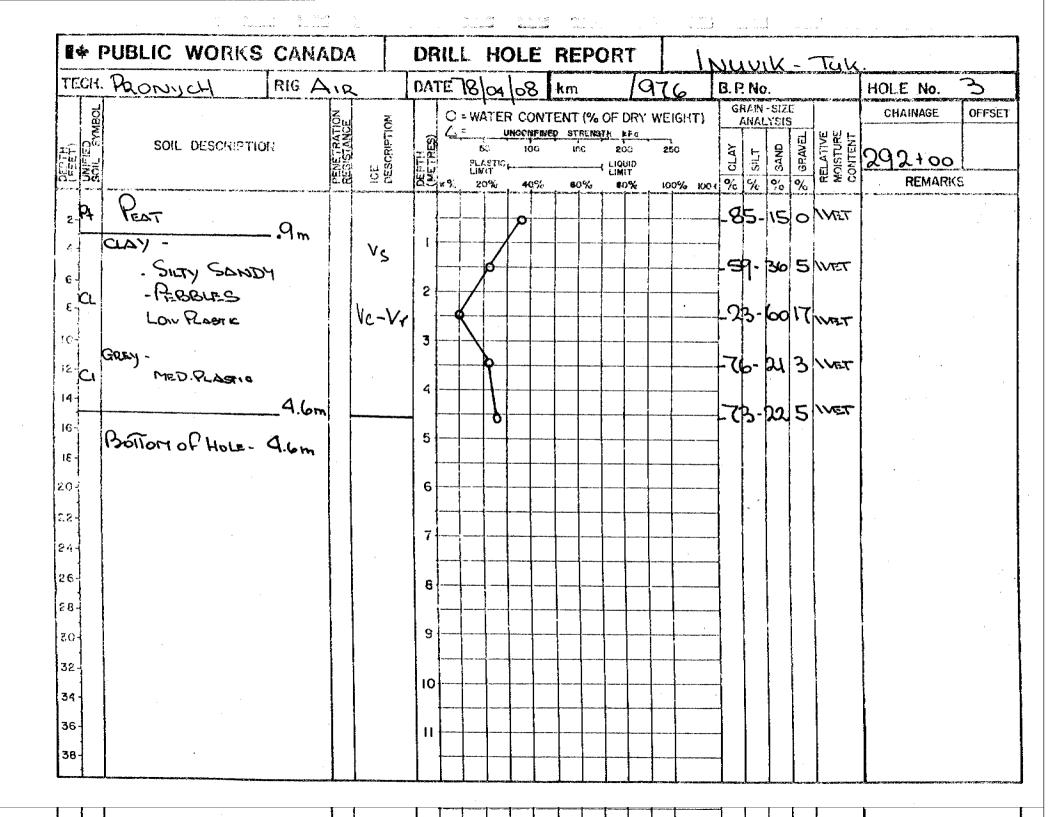


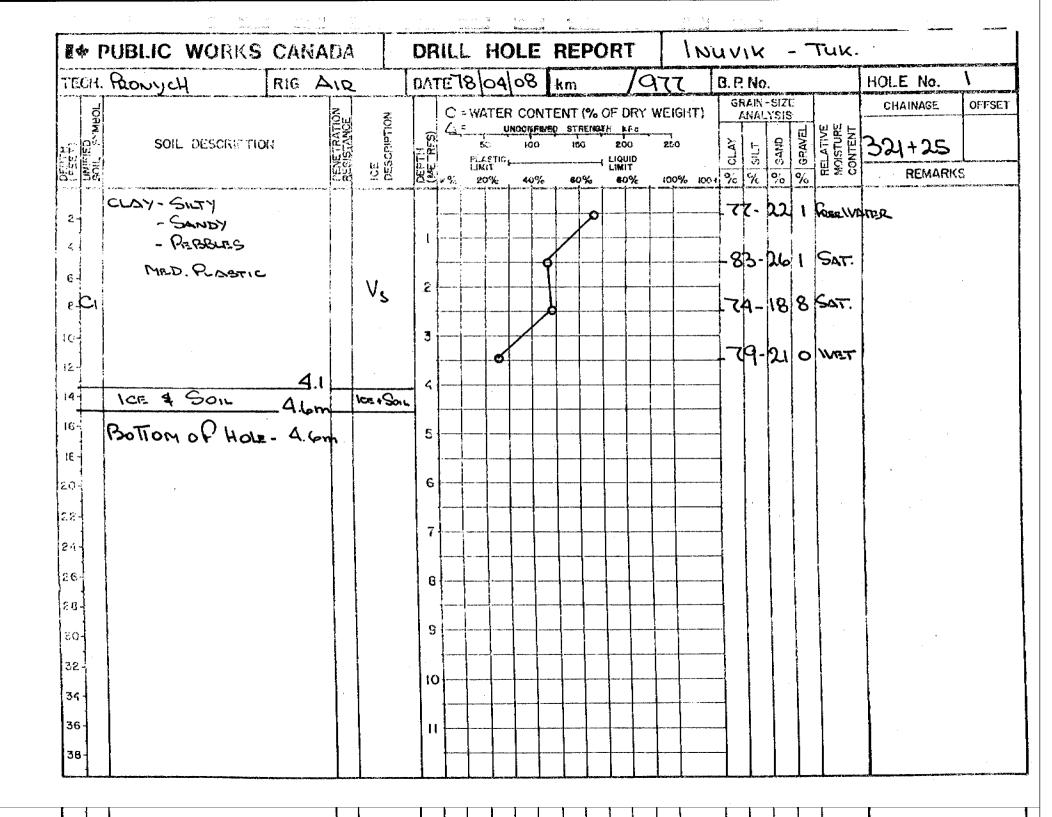


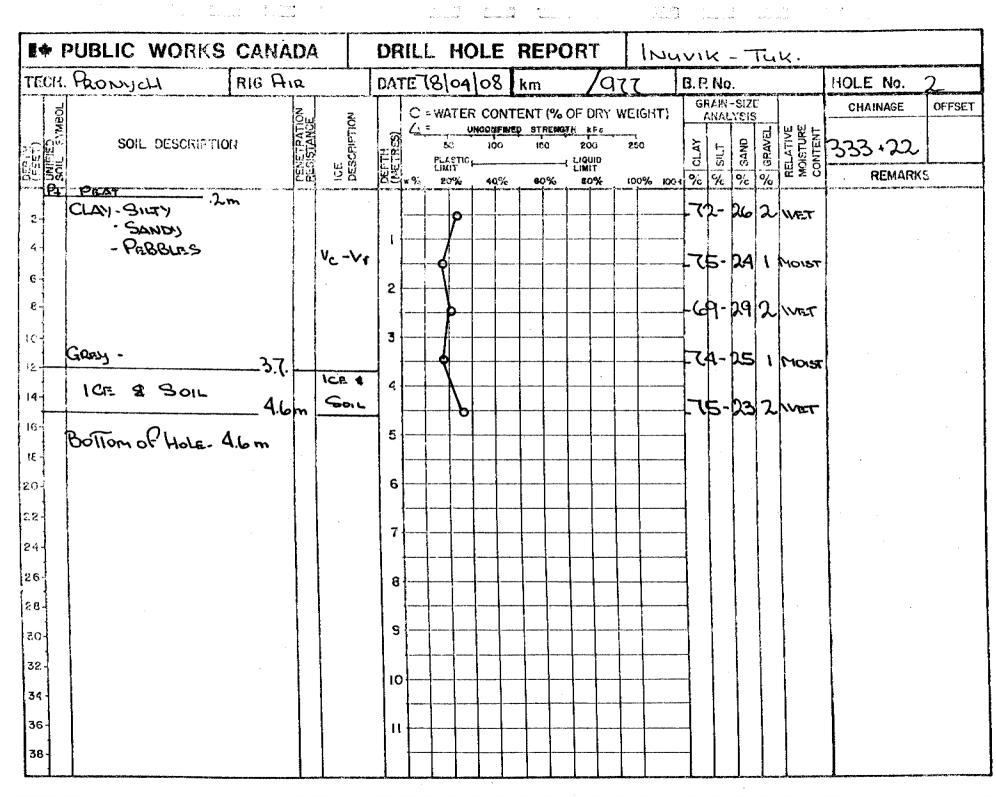
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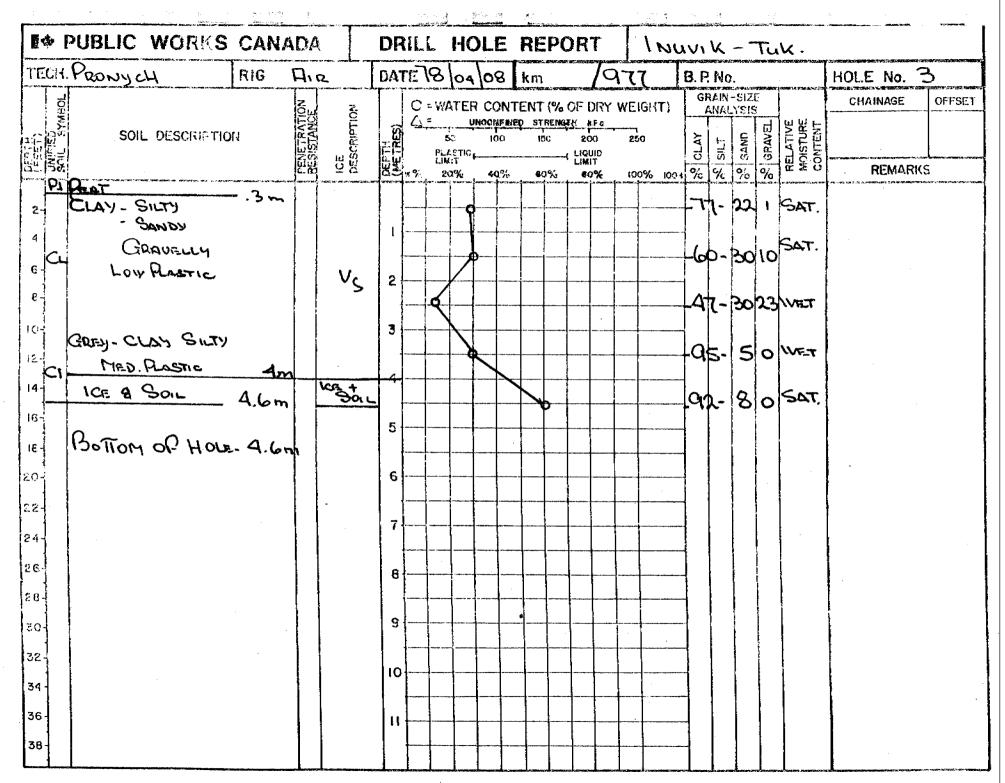


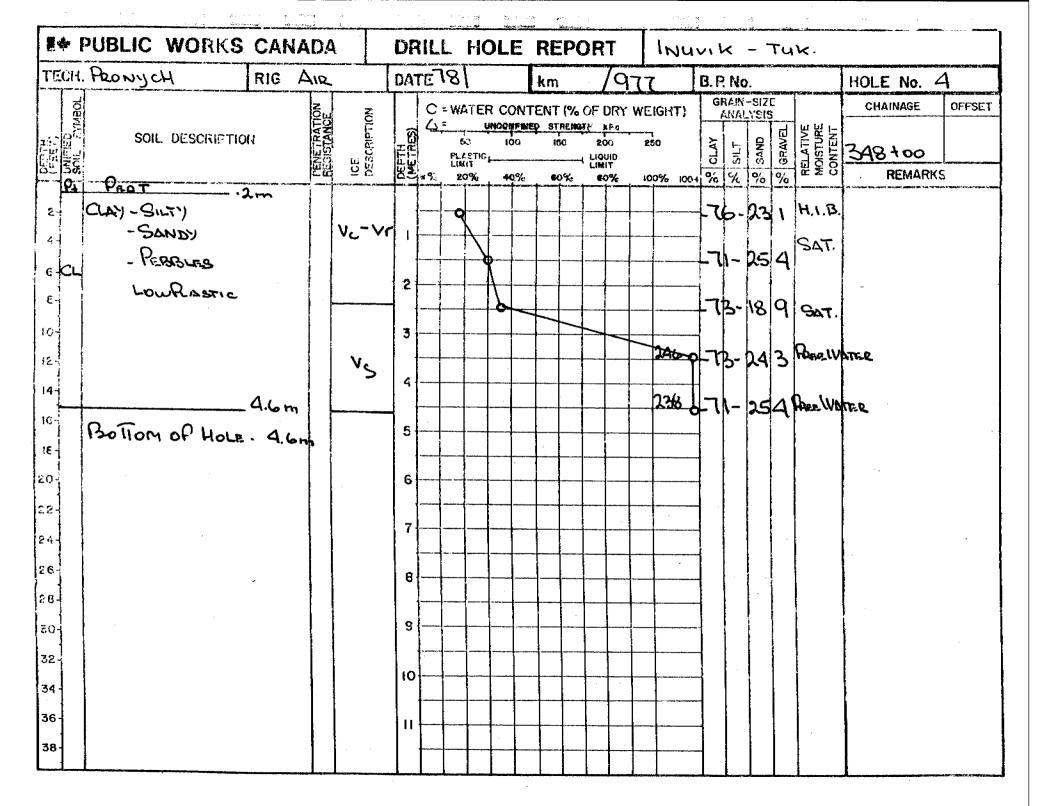


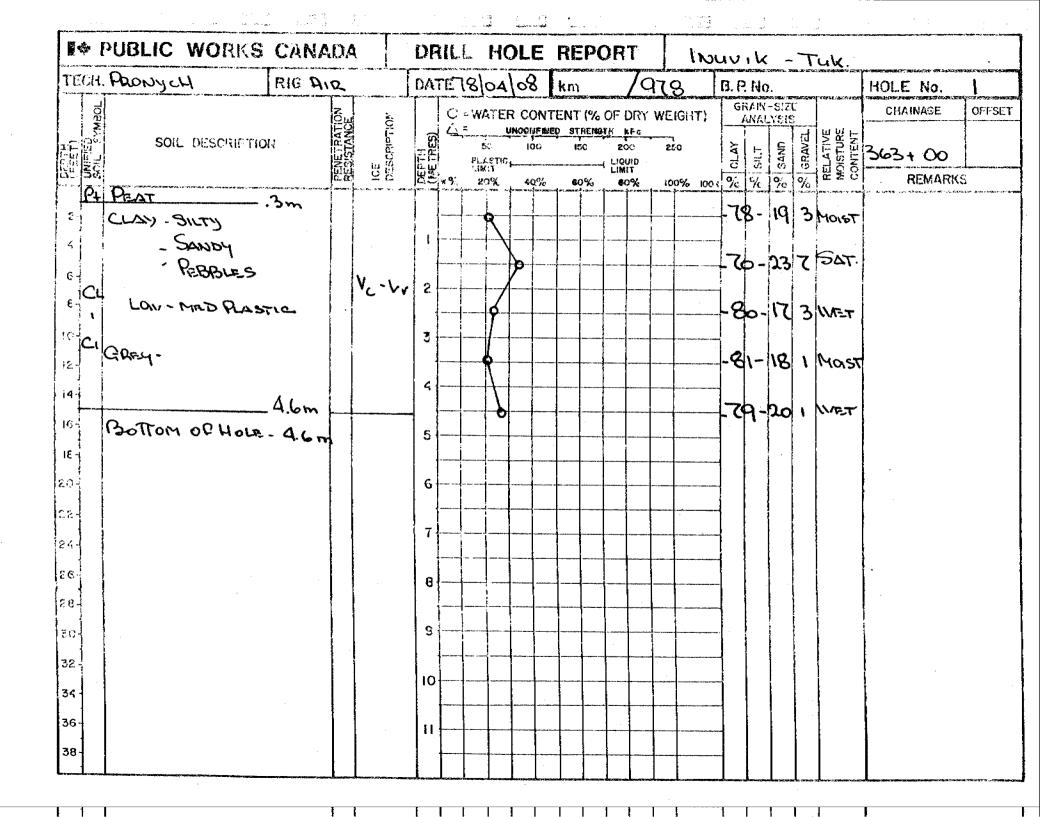


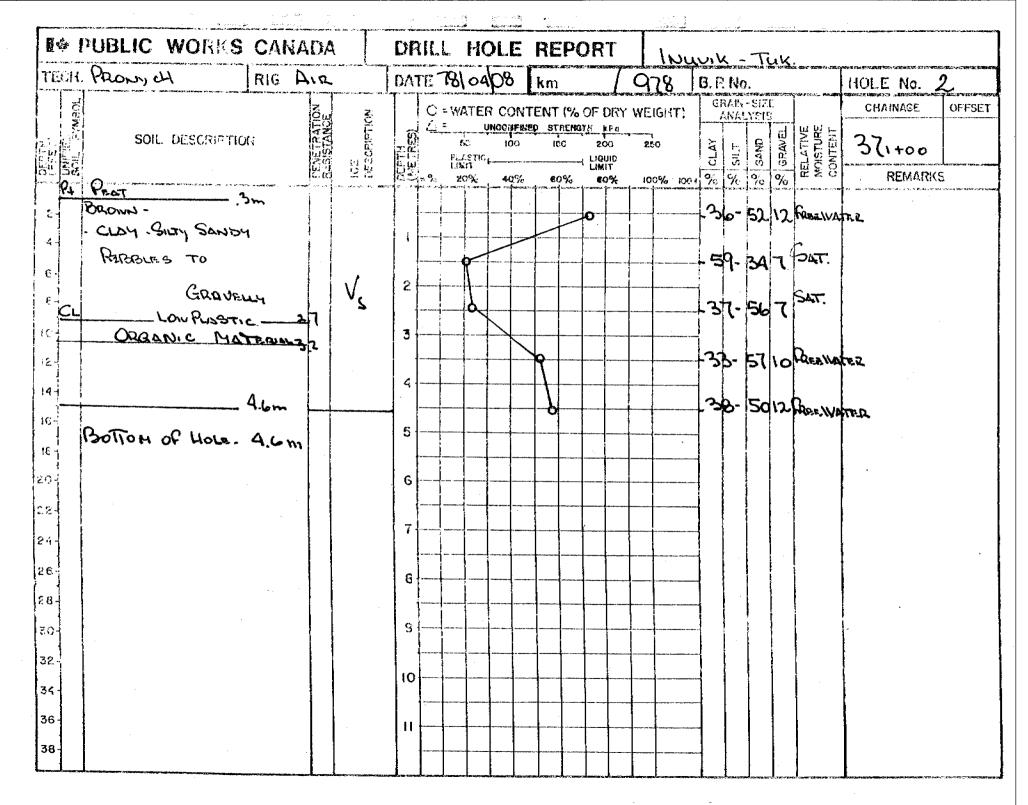


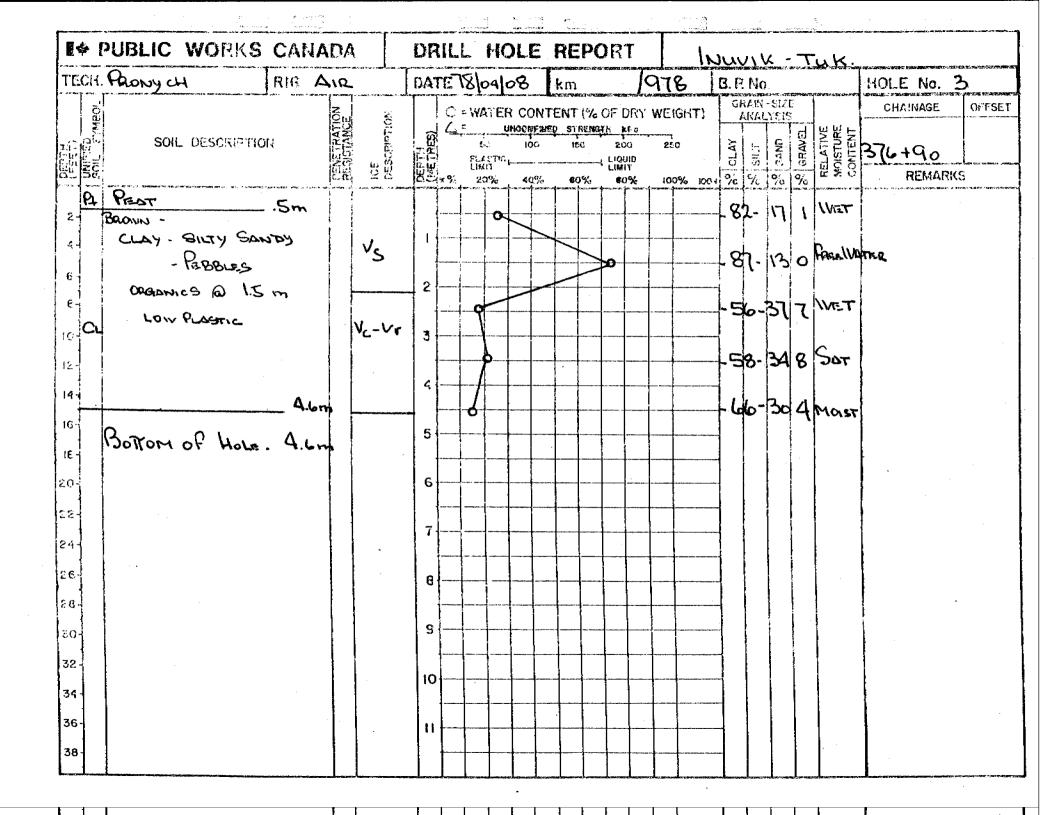
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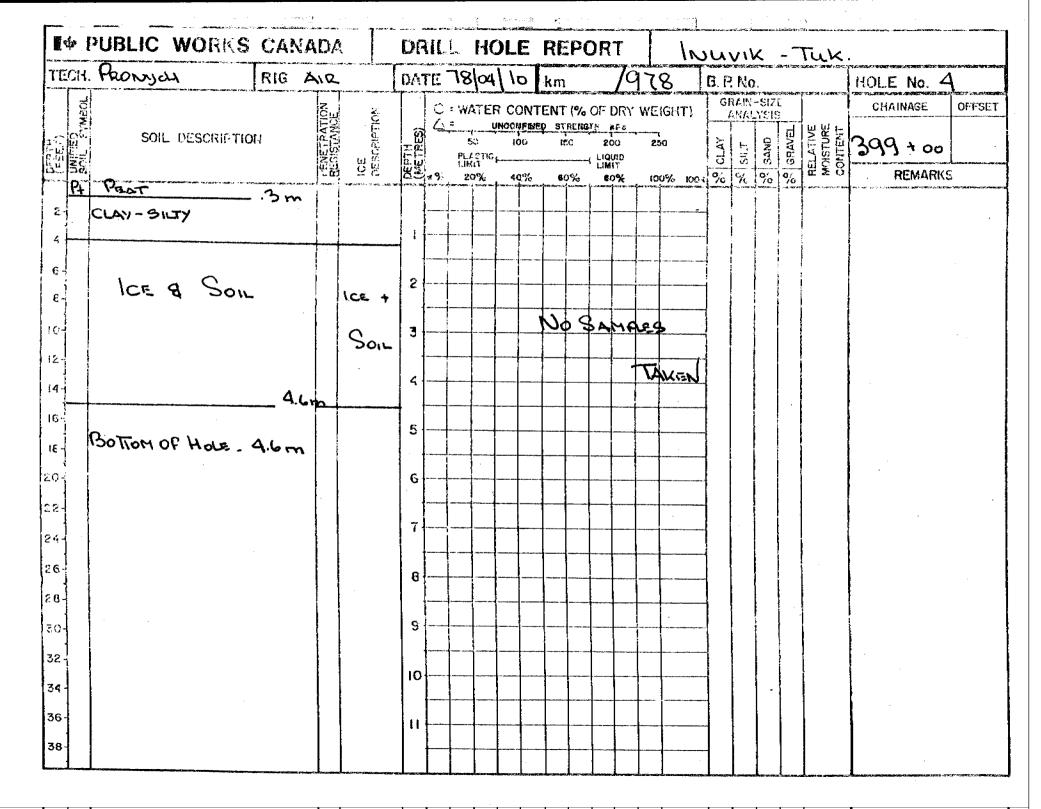


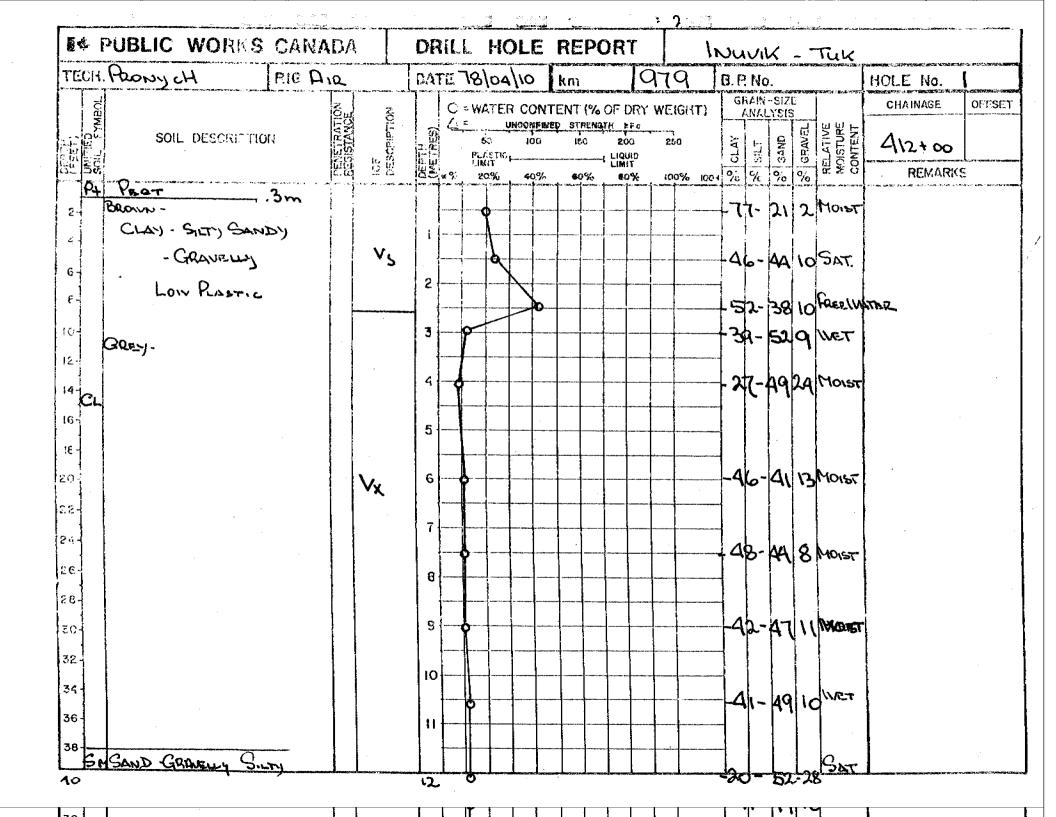


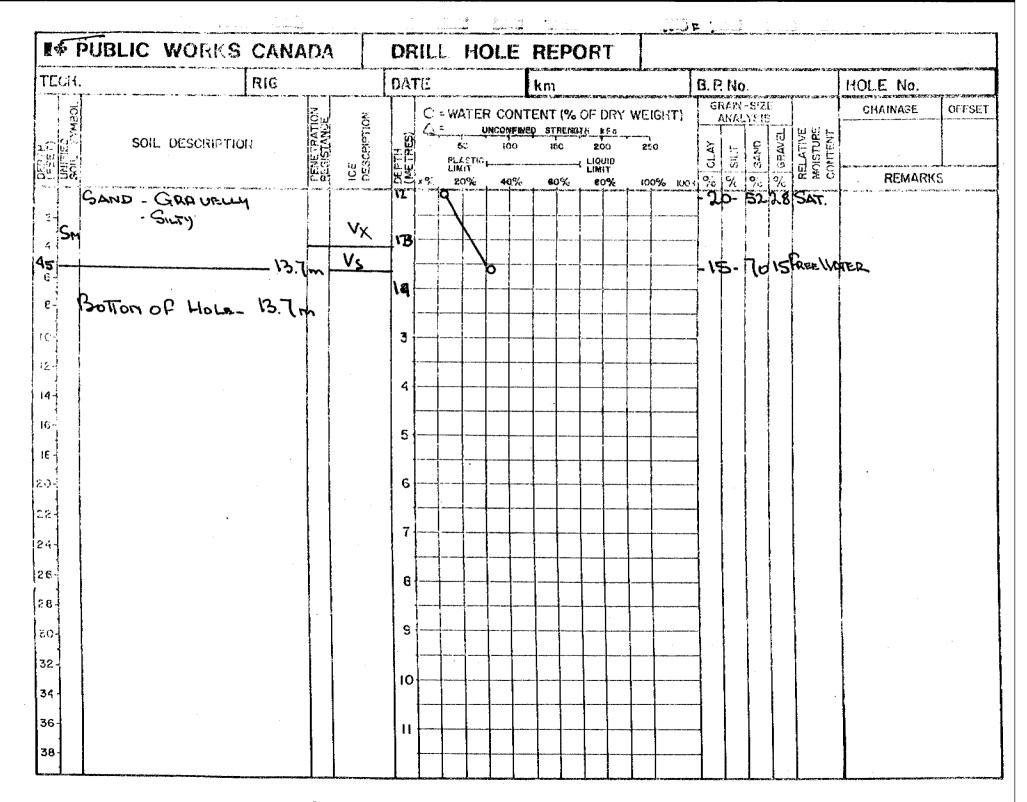


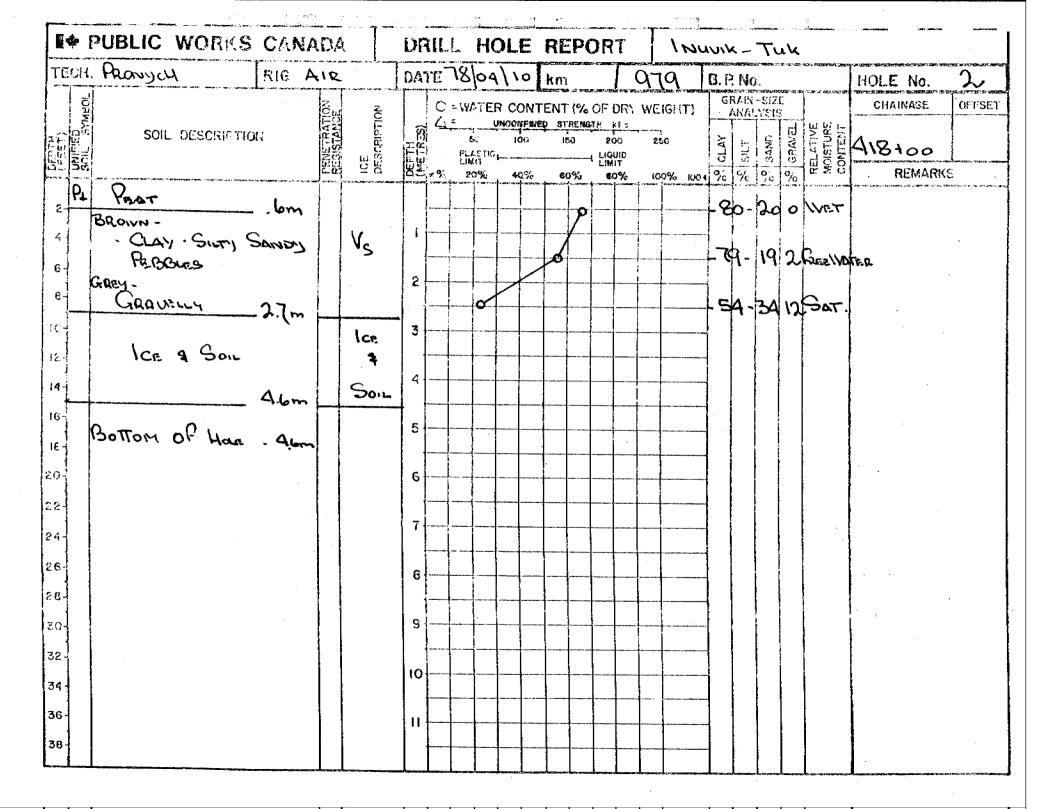


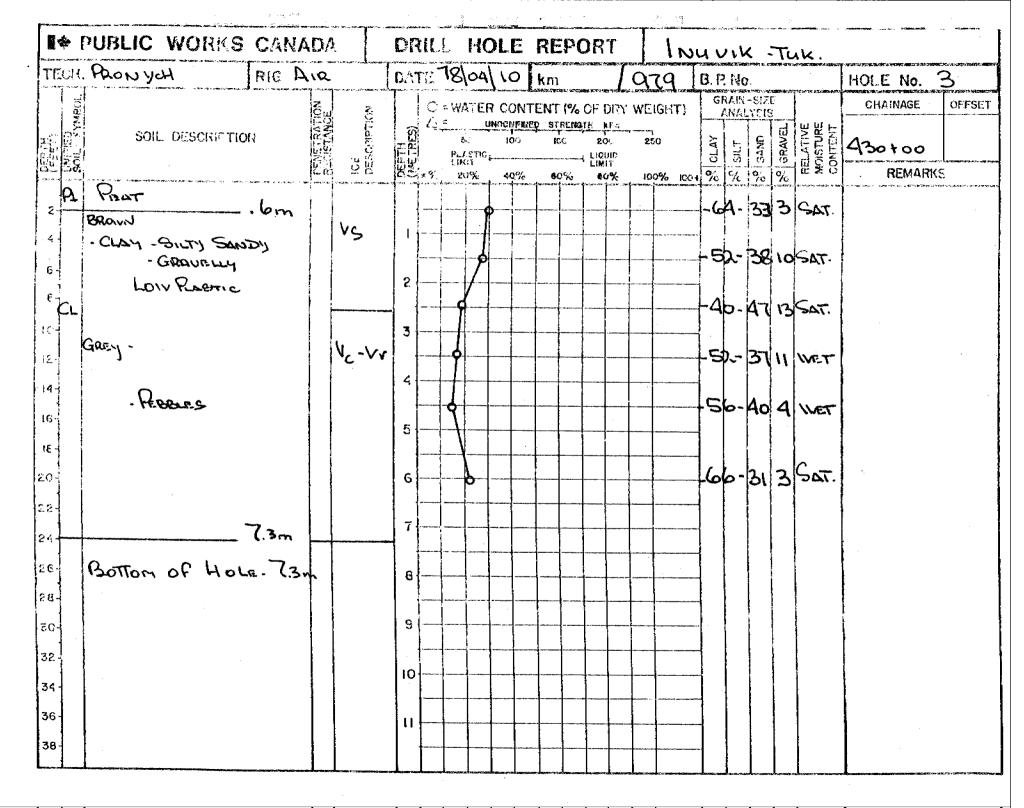


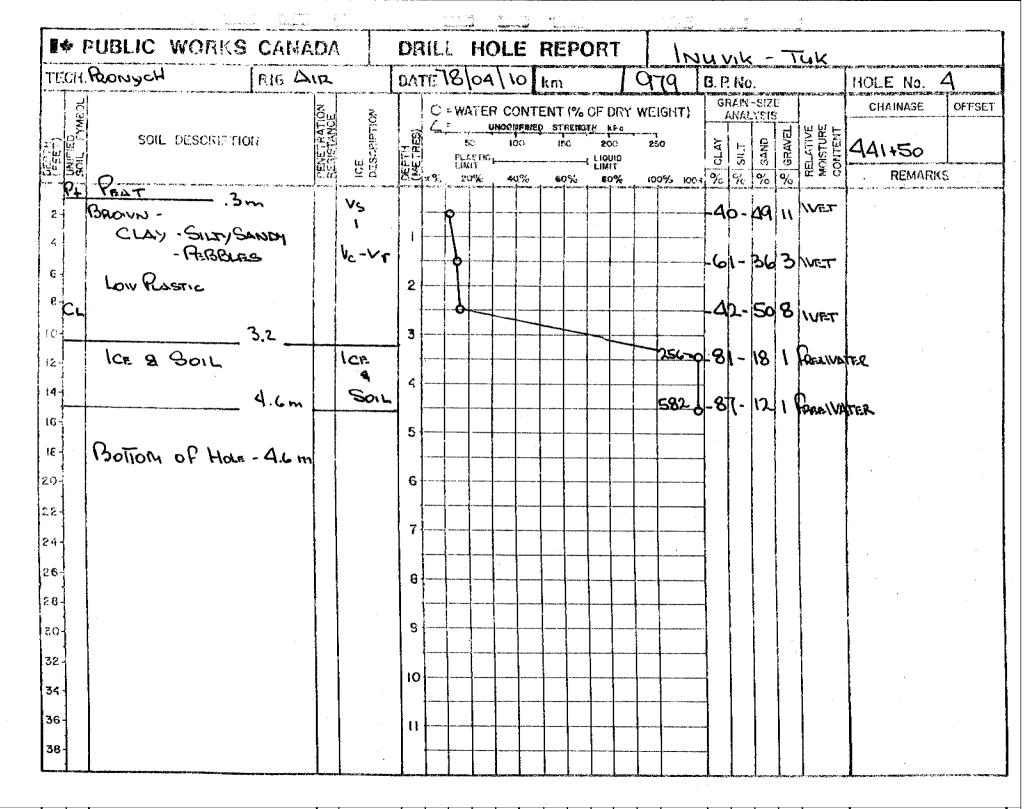


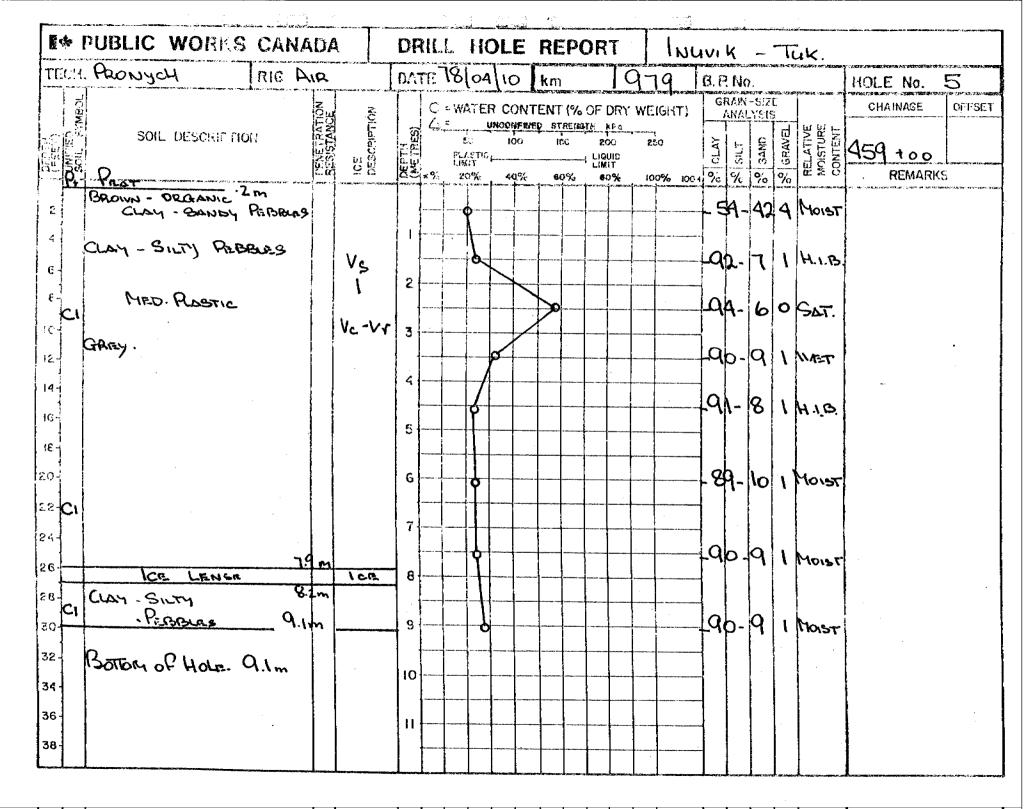






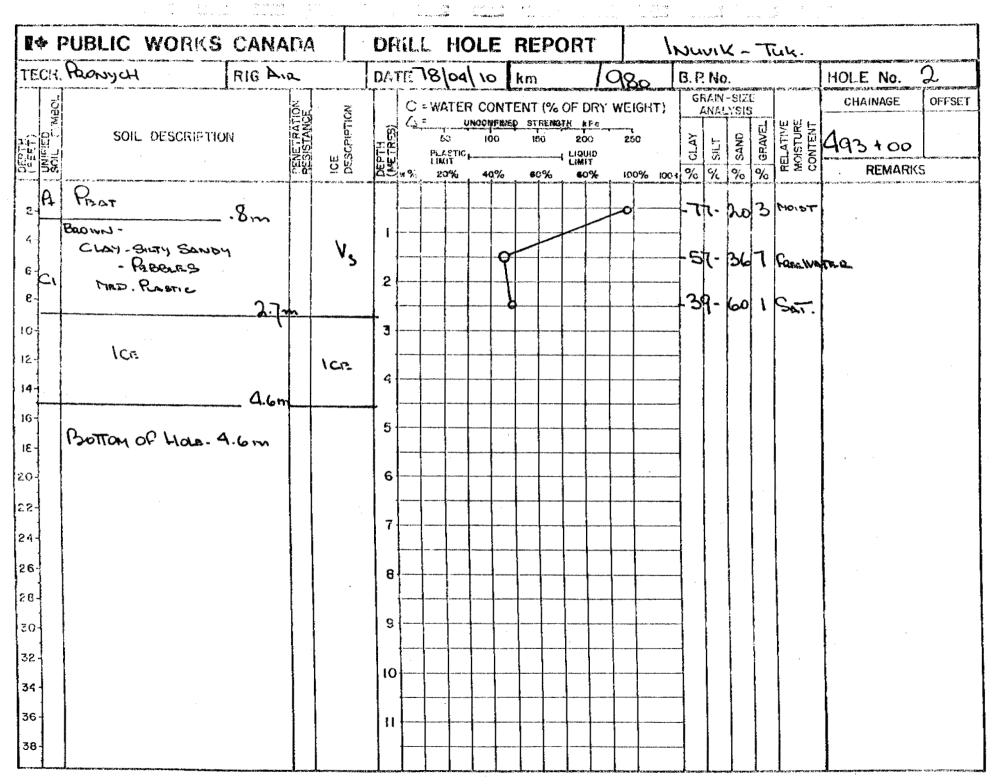


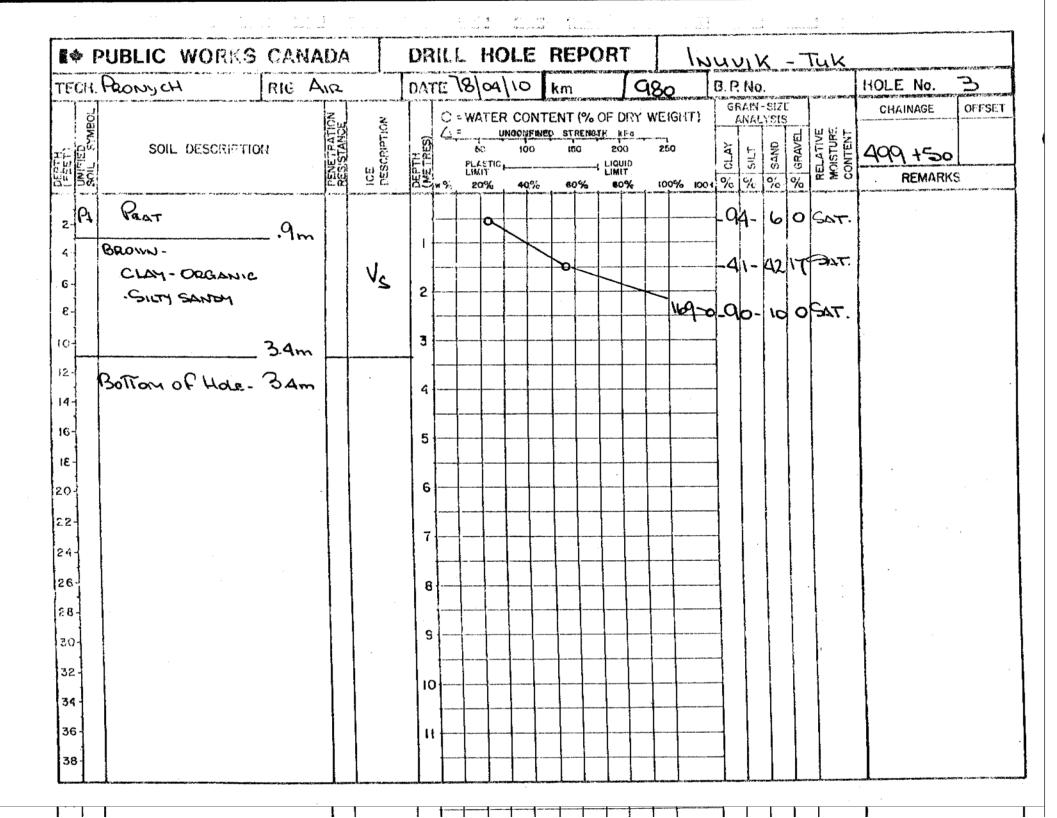


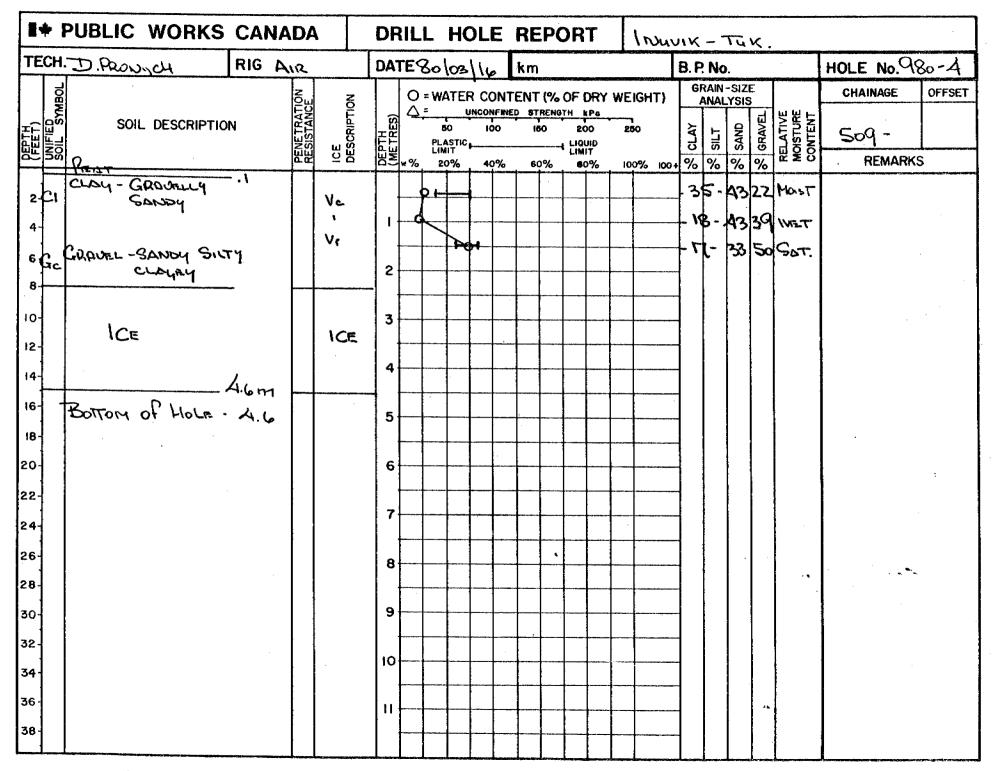


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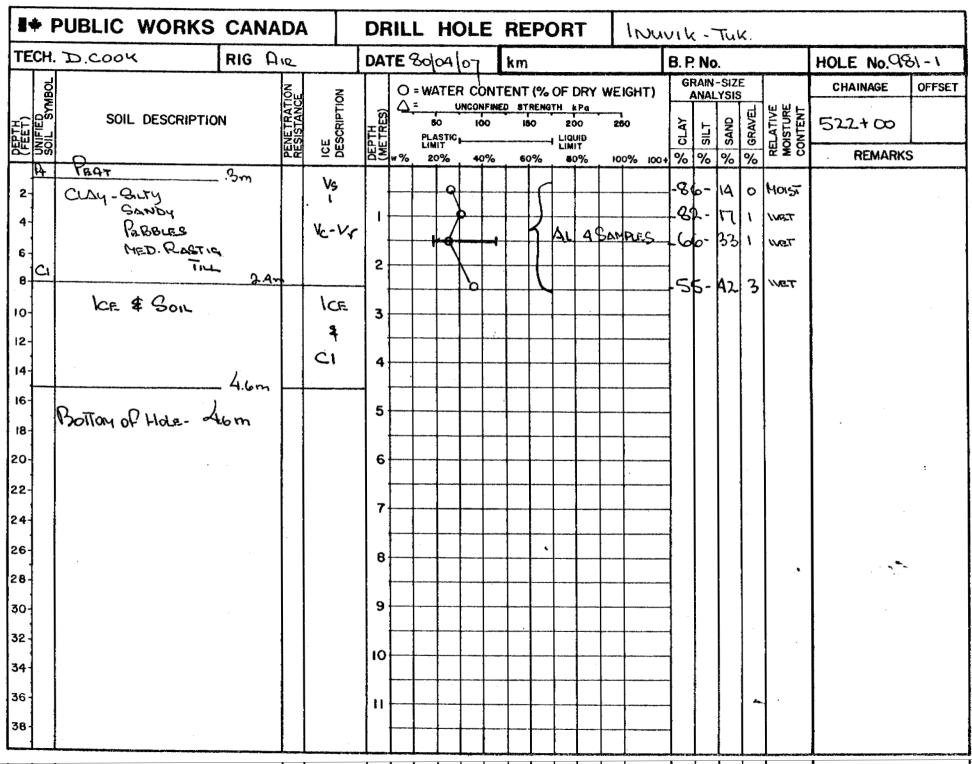
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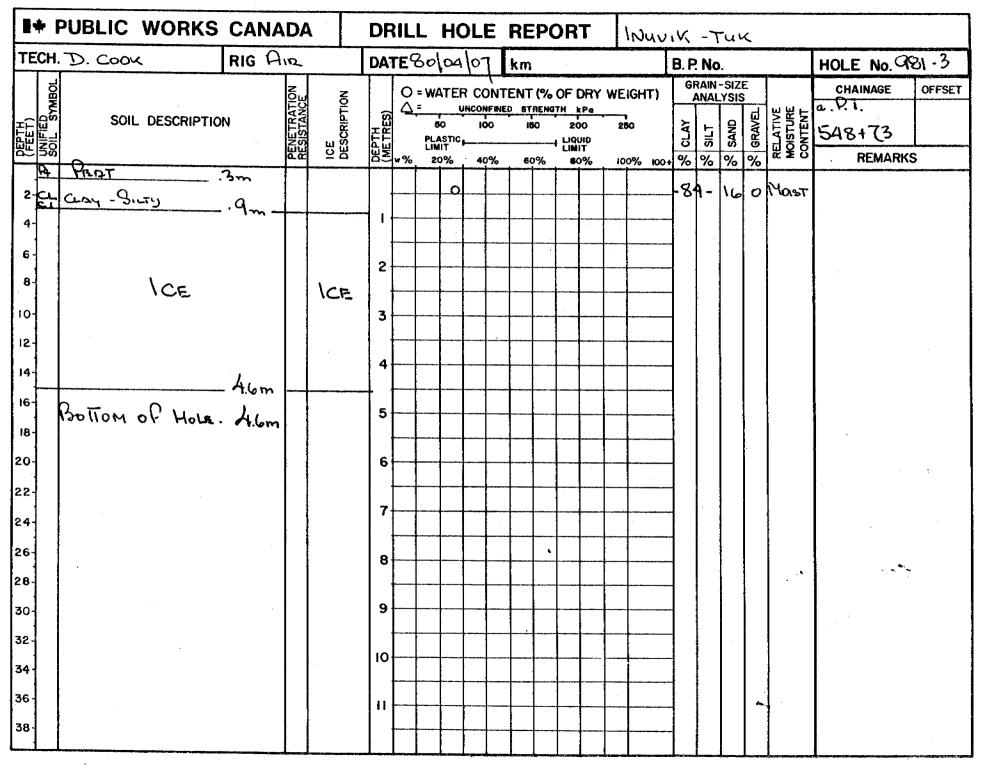


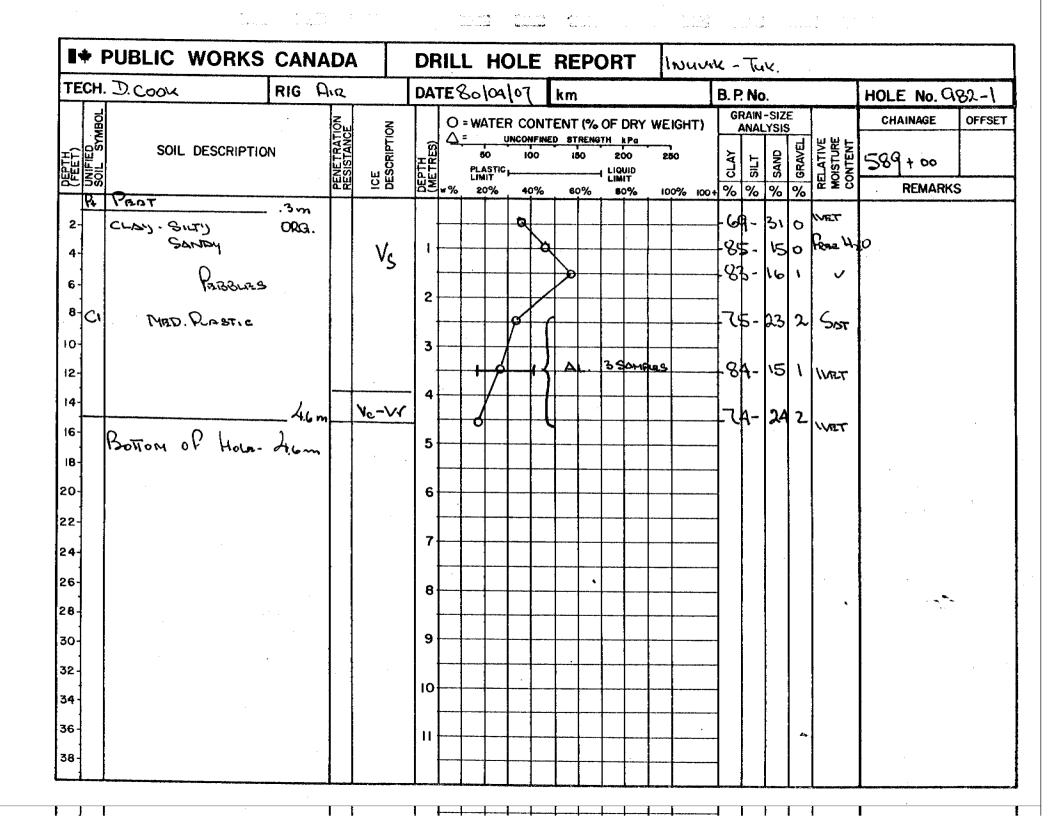
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I PUBLIC WORKS CANADA 111 DRILL HOLE REPORT INUVIK - TUK. TECH. D. COOK RIG AIR DATE HOLE NO. 981-2 km B.P.No. ED GRAIN-SIZE ANALYSIS CHAINAGE O = WATER CONTENT (% OF DRY WEIGHT) OFFSET ICE DESCRIPTION PENETRATION RESISTANCE ∆ = UNCONFINED STRENGTH & Pa RELATIVE MOISTURE CONTENT CLAY SILT SAND GRAVEL DEPTH (METRES) % SOIL DESCRIPTION 50 250 PEETH) 100 200 150 536+00 LIQUID LIMIT 100% 100+%%%%%% REMARKS 20% 40% 60% 80% Vant - .3m 812 - 13 0 Haur H2 CLAY-GILTY Sowby x 2-Dag \checkmark G1-310 4-PEBBLES MEDRIGTIC 76-213 war 6-V, 2 C 8-61-258 WAT 10-3 >2109-81-15 4 MREE HIO 12-4 14-C1 Tim V 46m .82-144 16-BOTTOM OF Hole. Lum 5 18-20-6 22-7 24-26-8 . . 28-9 30-32. 10 34. 36-11 A., 38-

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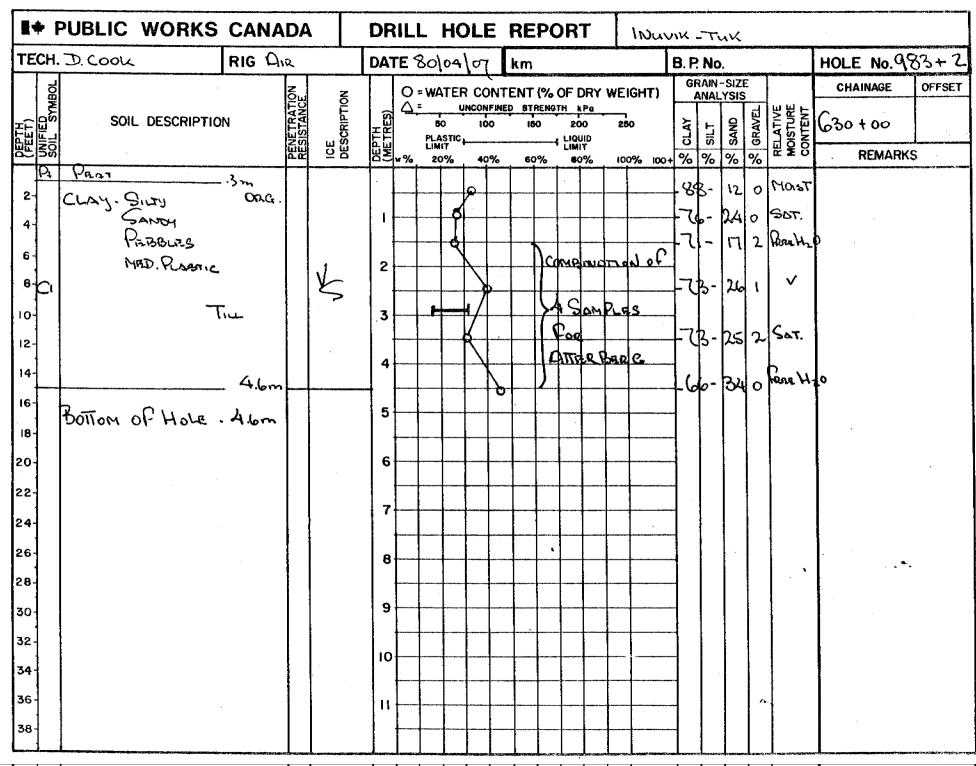


I+ PUBLIC WORKS CANADA DRILL HOLE REPORT INUVIK -TUK TECH. D. COOK DATE 80/04 /07 RIG ANR km HOLE No. 982-2 B.P.No. UNIFIED SOIL SYMBOL GRAIN-SIZE ANALYSIS CHAINAGE O = WATER CONTENT (% OF DRY WEIGHT) OFFSET ICE DESCRIPTION UNCONFINED STRENGTH kPg % CLAY % SILT % SAND % GRAVEL RELATIVE RELATIVE CONTENT Δ= SOIL DESCRIPTION 250 610+00 PENET ίË 100% 100+% % % REMARKS 40% 60% 60% P₊ VRAT. CLAY - SILTY SONDY 60-38 2 Frenc H20 2-Vs. Pablas Lau Pastie .73-2700 ~ 1 4-CL Col BO 1 Mass-WET 6 -_____ 2.1m 2 8-ICE lce 10-3 8 TRACE OF SOIL 12-CL 4 14-4.6m 16-BOTTOM of Hola . 4.6m 5 18-20-6 22-7 24 26-8 28-9 30-32 -10 34 36-11

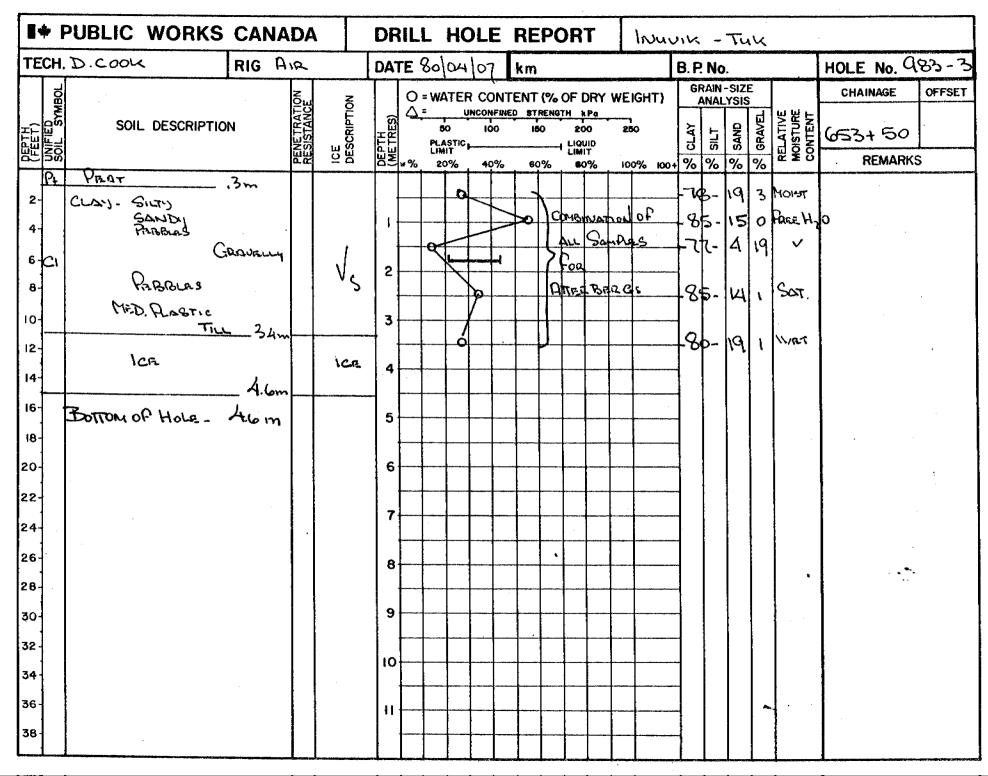
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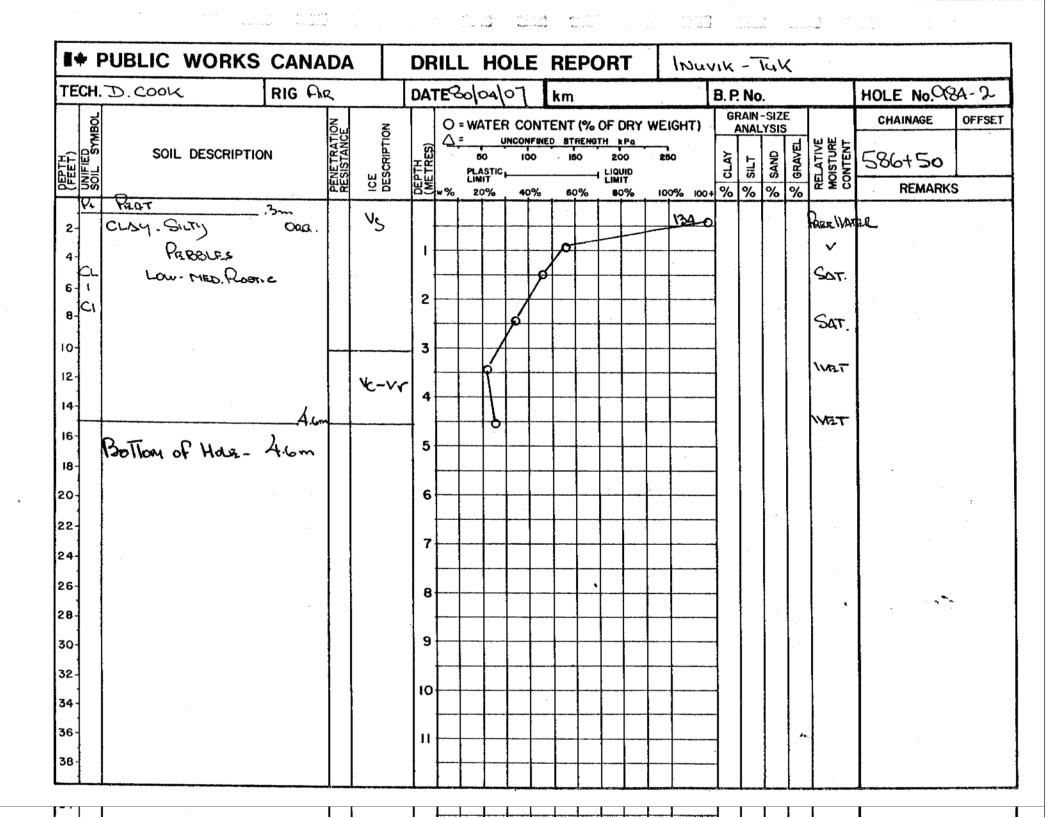
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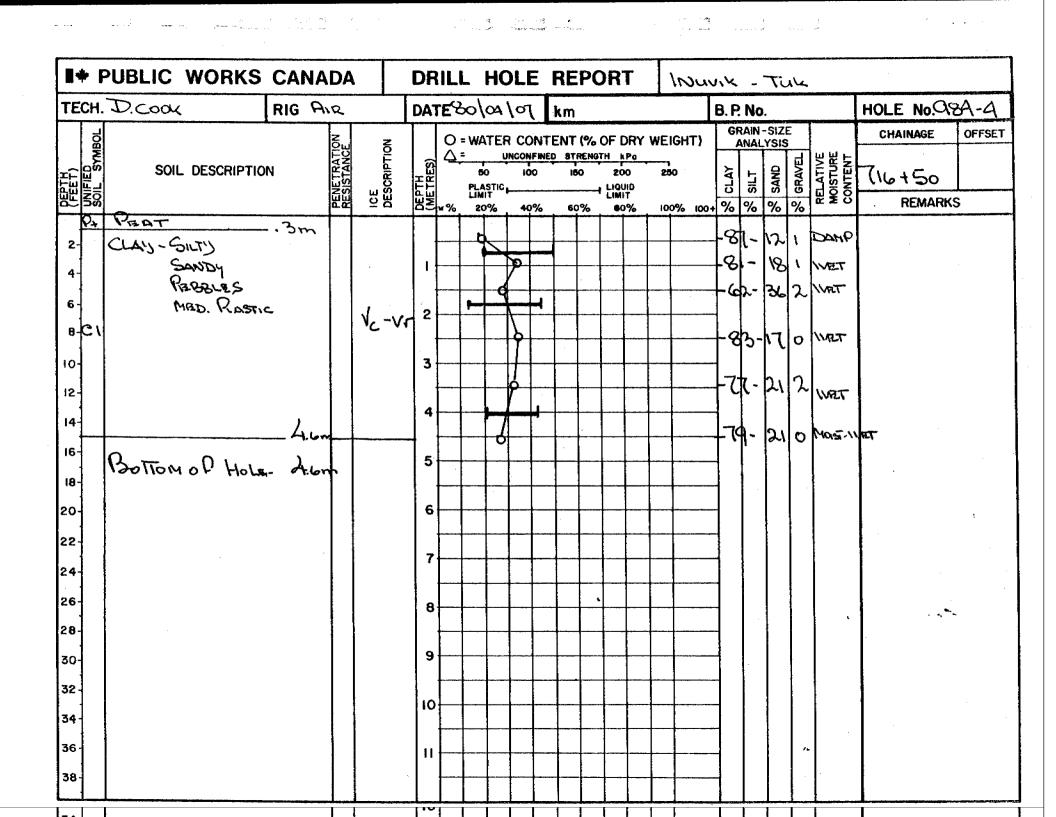
I+ PUBLIC WORKS CANADA DRILL HOLE REPORT INUVIK -TUK DATE Soloalo7 TECH. D. COOK RIG AIR HOLE No.984 - 1 B.P.No. km **GRAIN-SIZE** CHAINAGE 찗 PENETRATION RESISTANCE OFFSET O = WATER CONTENT (% OF DRY WEIGHT) ICE DESCRIPTION ANALYSIS Δ= UNCONFINED STRENGTH KPe GRAVEL RELATIVE MOISTURE CONTENT DEPTH (METRES) % SOIL DESCRIPTION 100 180 CLAY SILT SAND 200 50 674+00 250 LL I -I LIQUID 100% 100+ % % % % REMARKS 20% 40% 60% 80% Þ. PRAT .5m 2450 HORR H20 2. CLAY-GILIJ Pabblas V 4- \checkmark 6 . LOW MED. RUSTIC 2 8-1 SAT. C 10-3 12-SAT 4 14-WALT 16-BOTTOM OF Holz- 4.6m 5 18-20 6 22. 7 24 26 8 . . . 28-9 30-32-10 34. 36 H 38

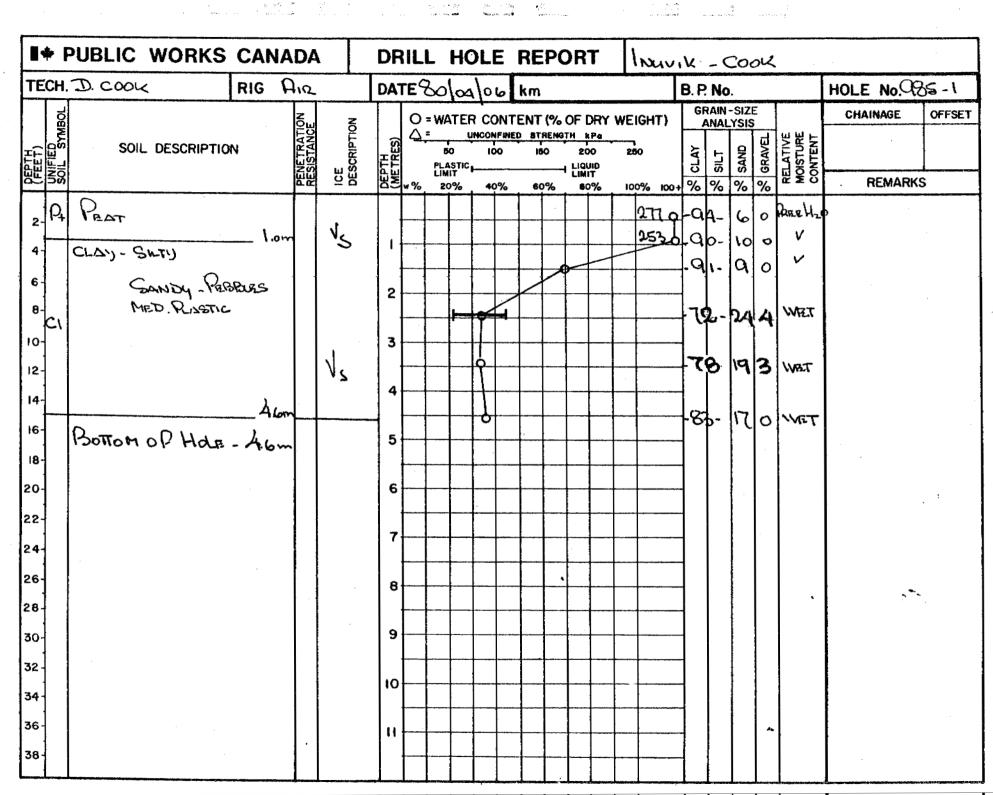
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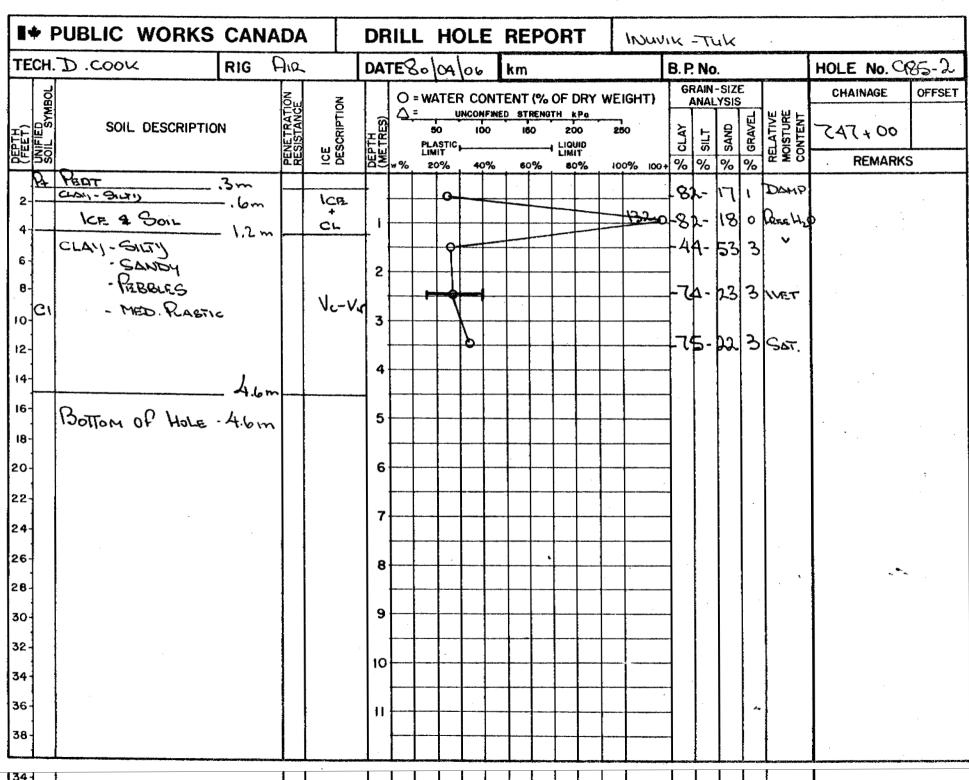




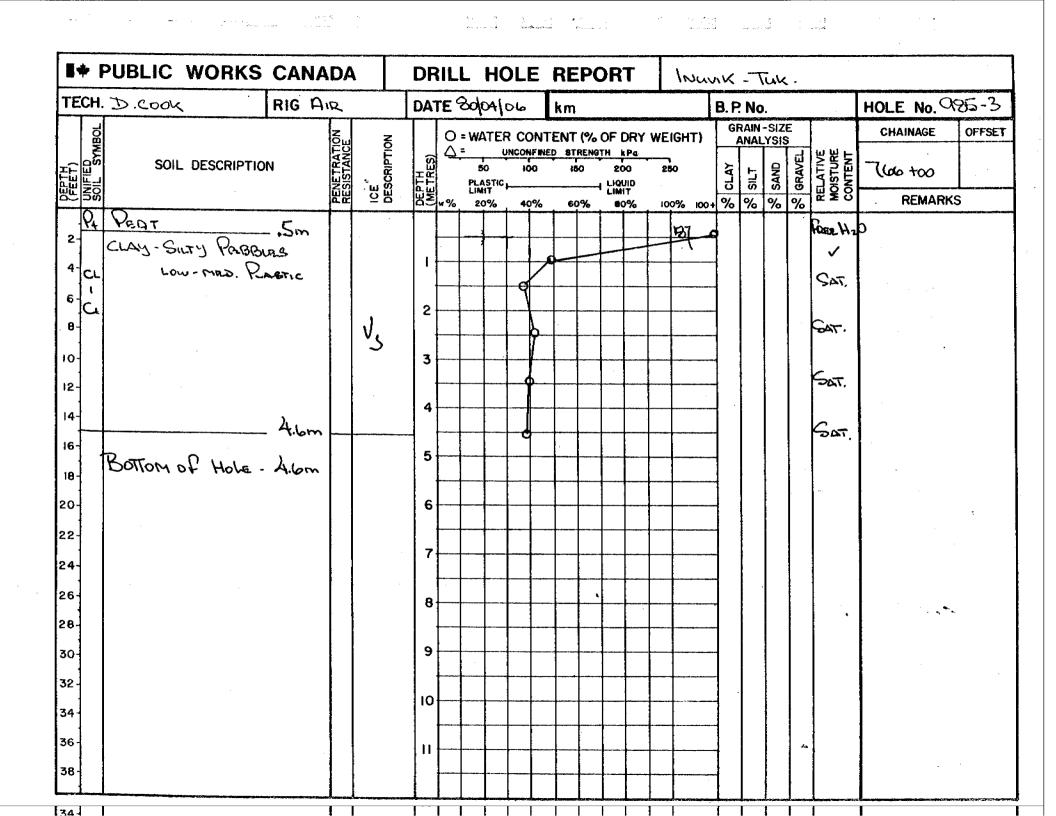


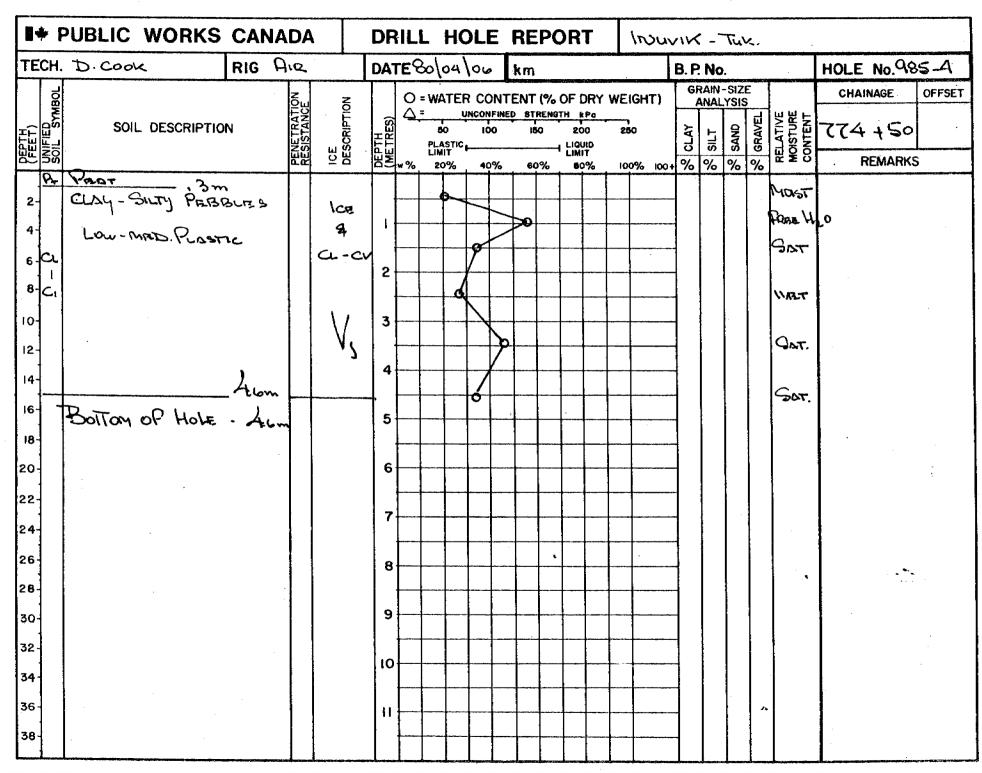
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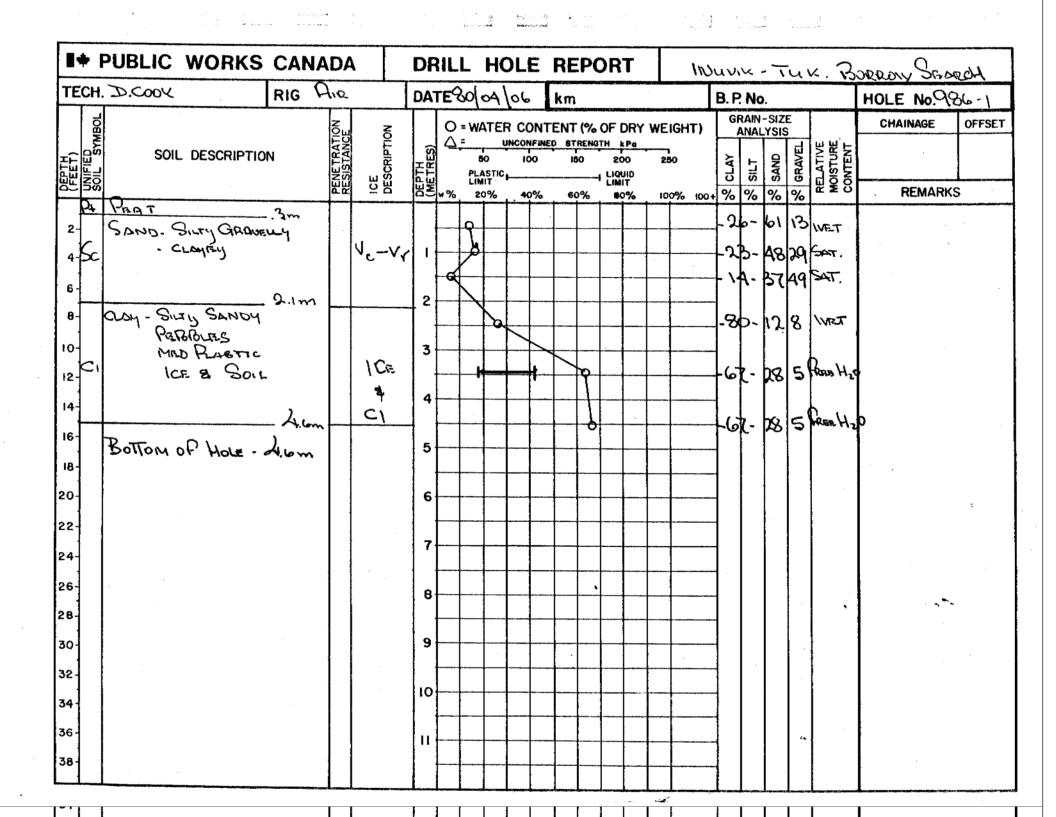
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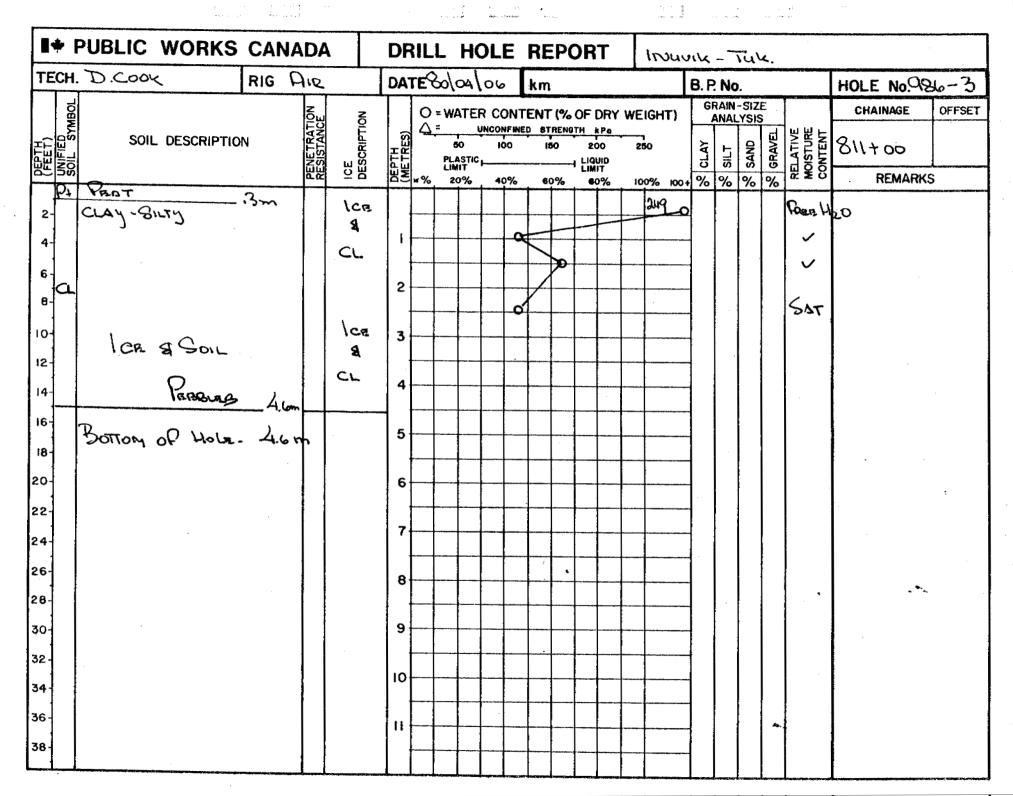


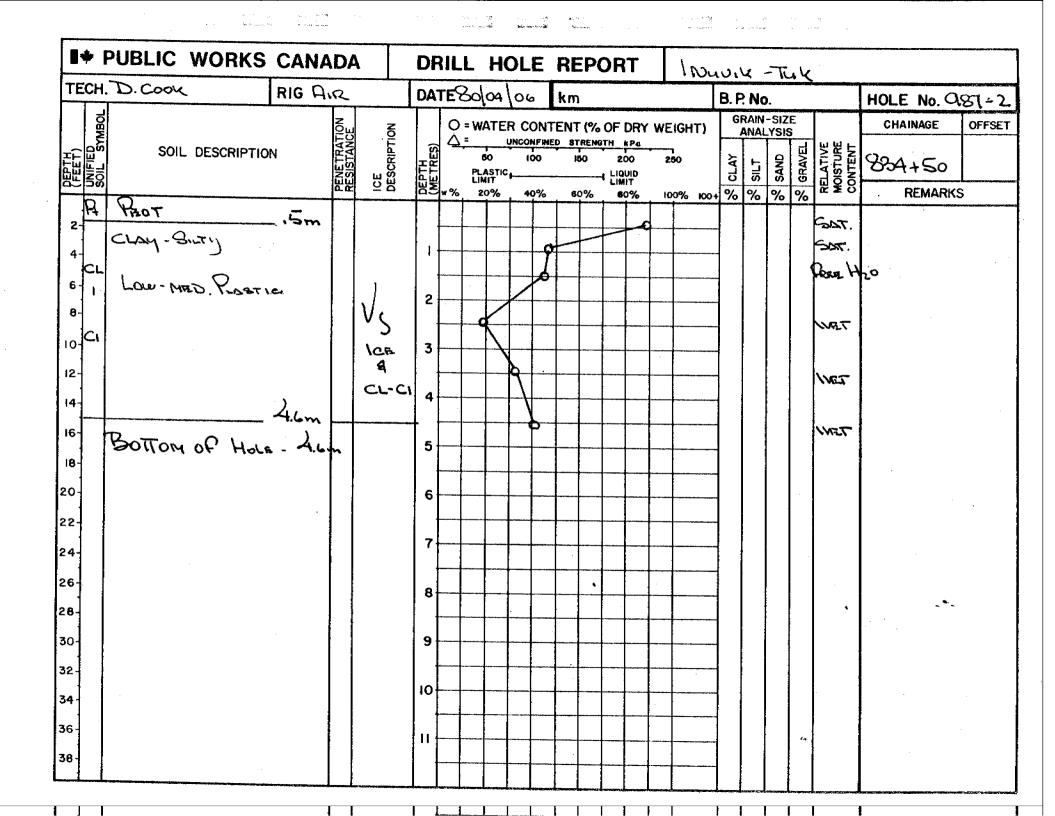
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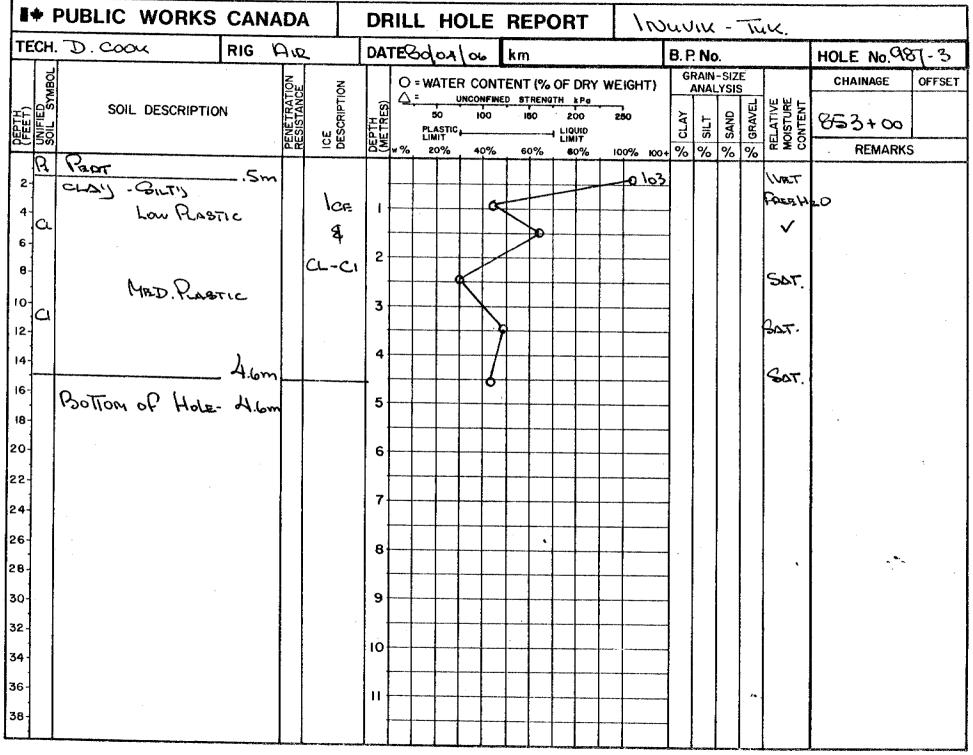
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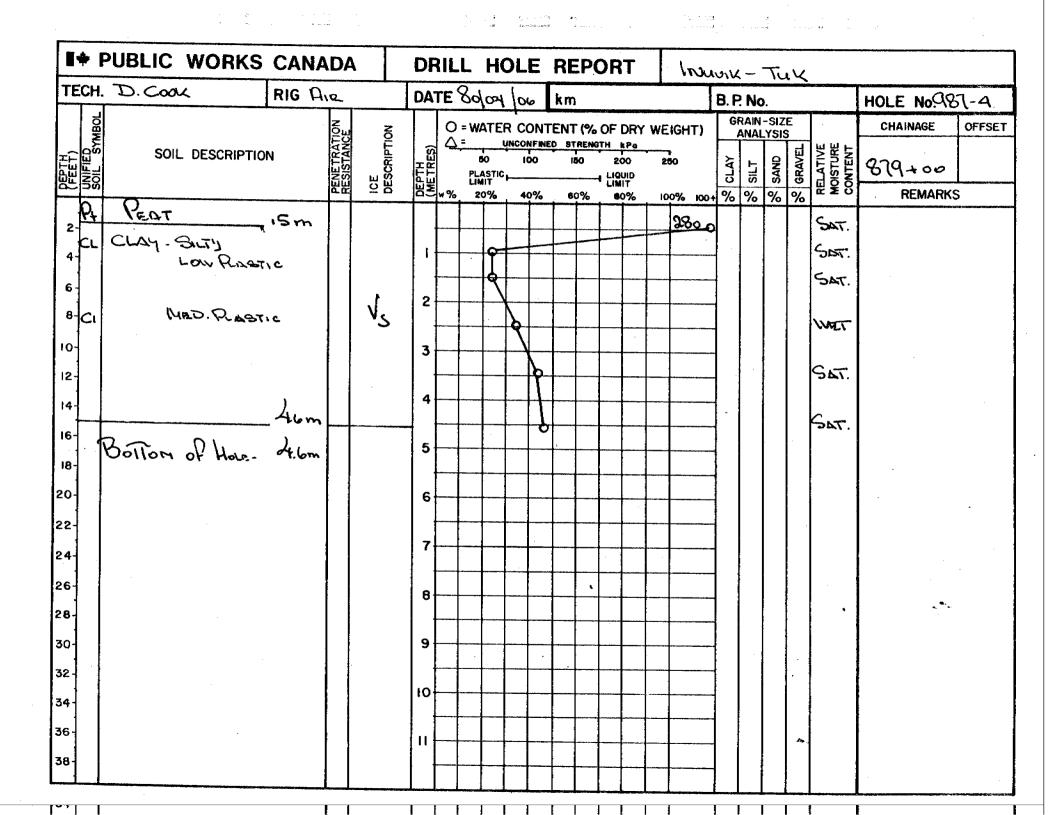


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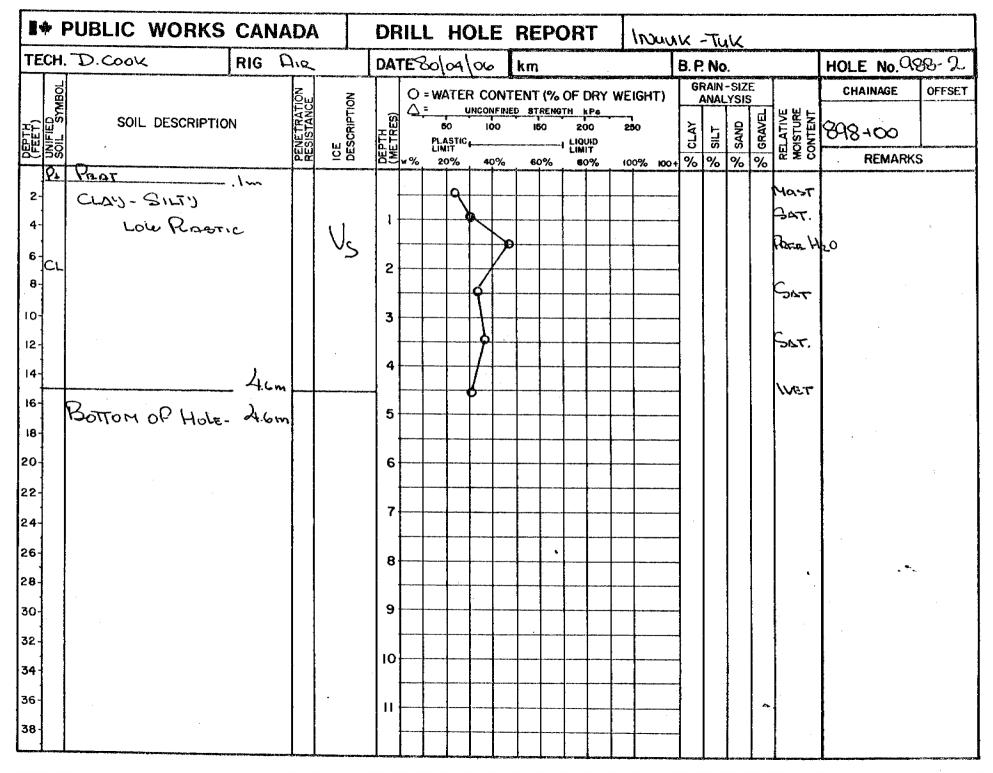




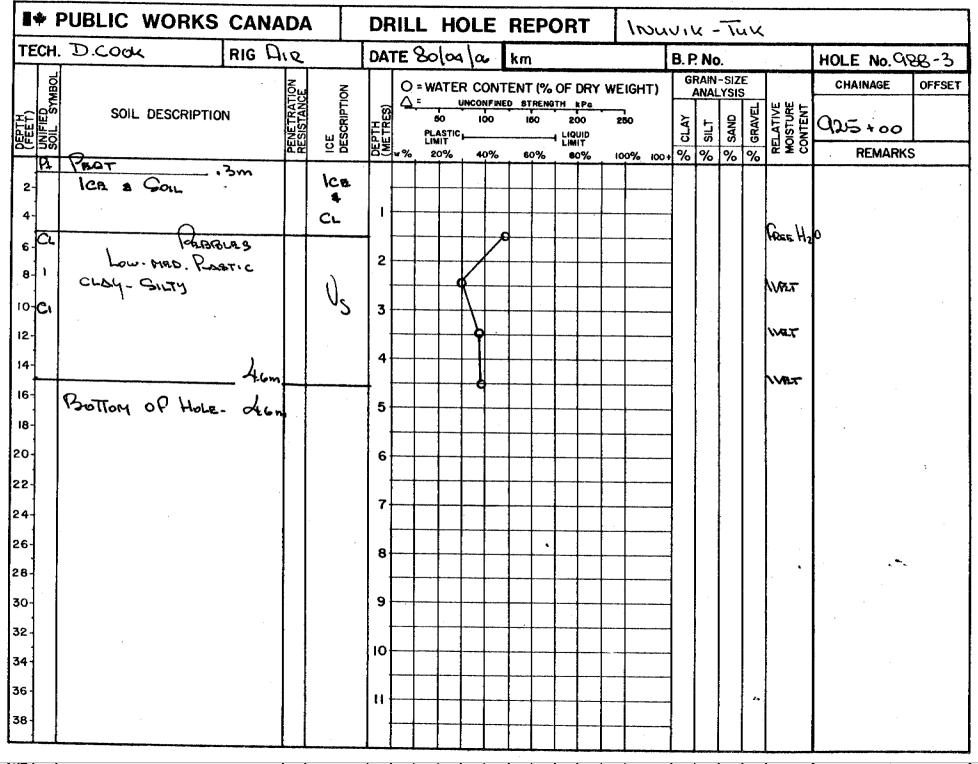


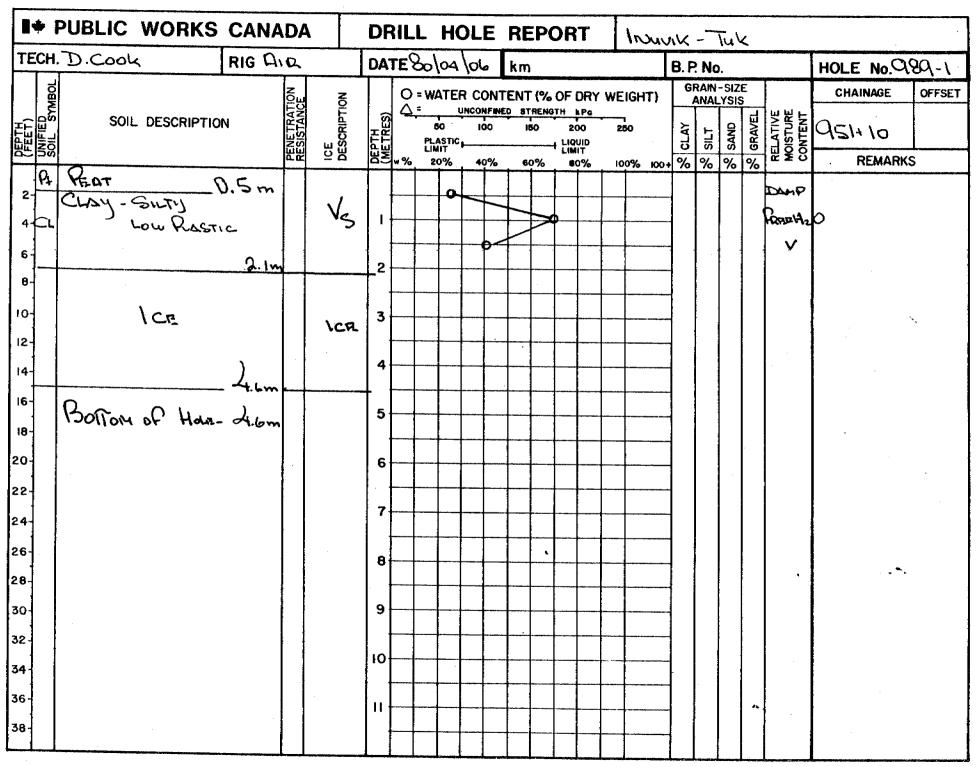


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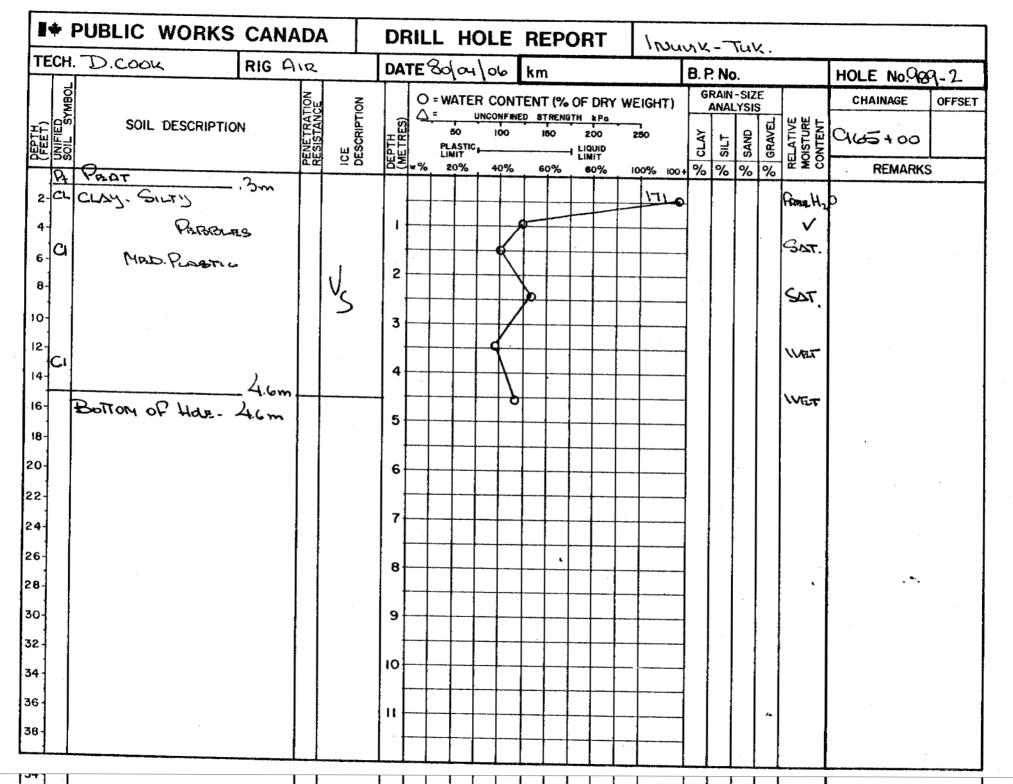
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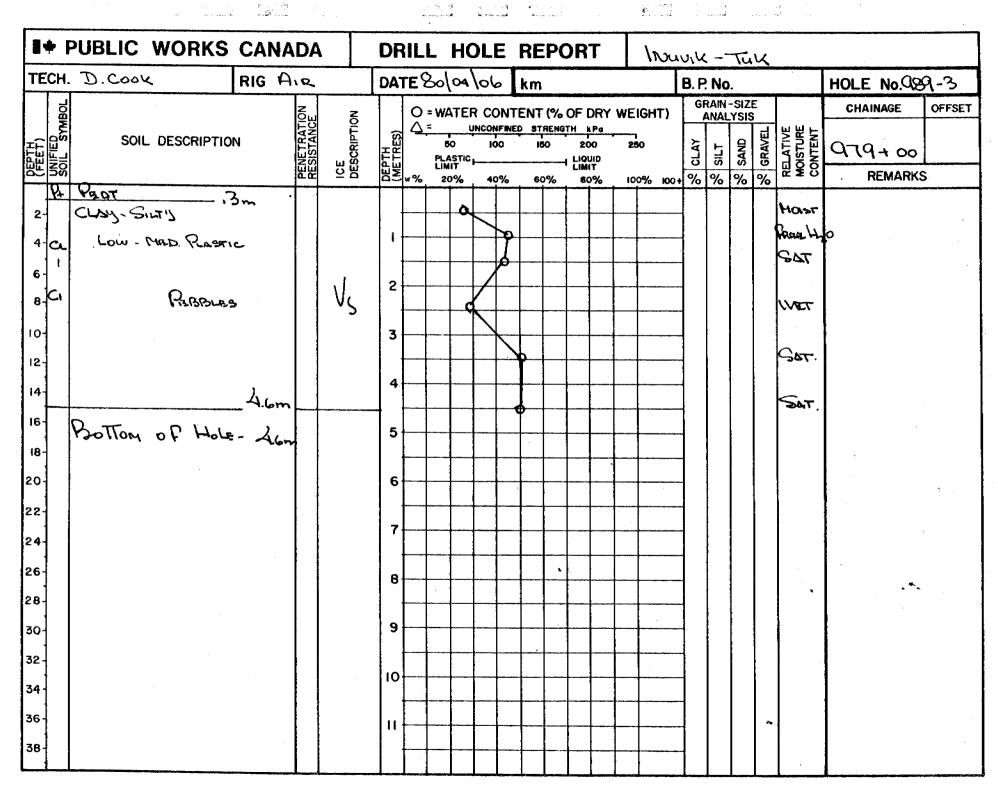




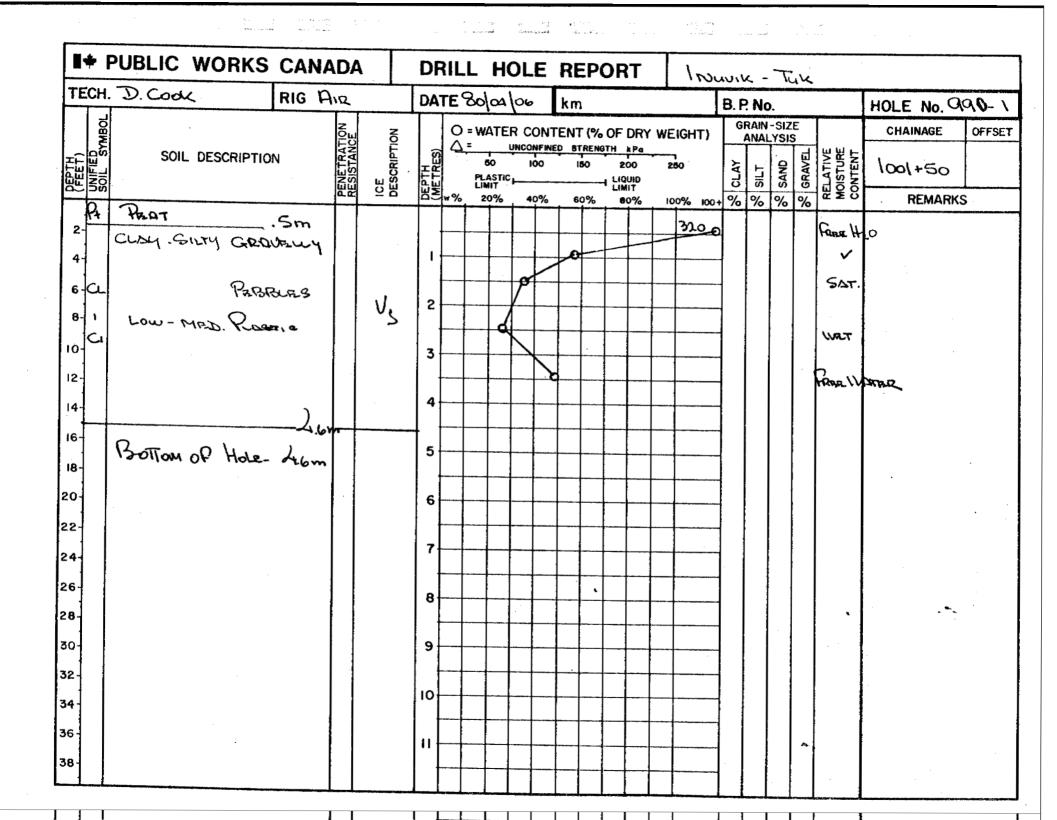
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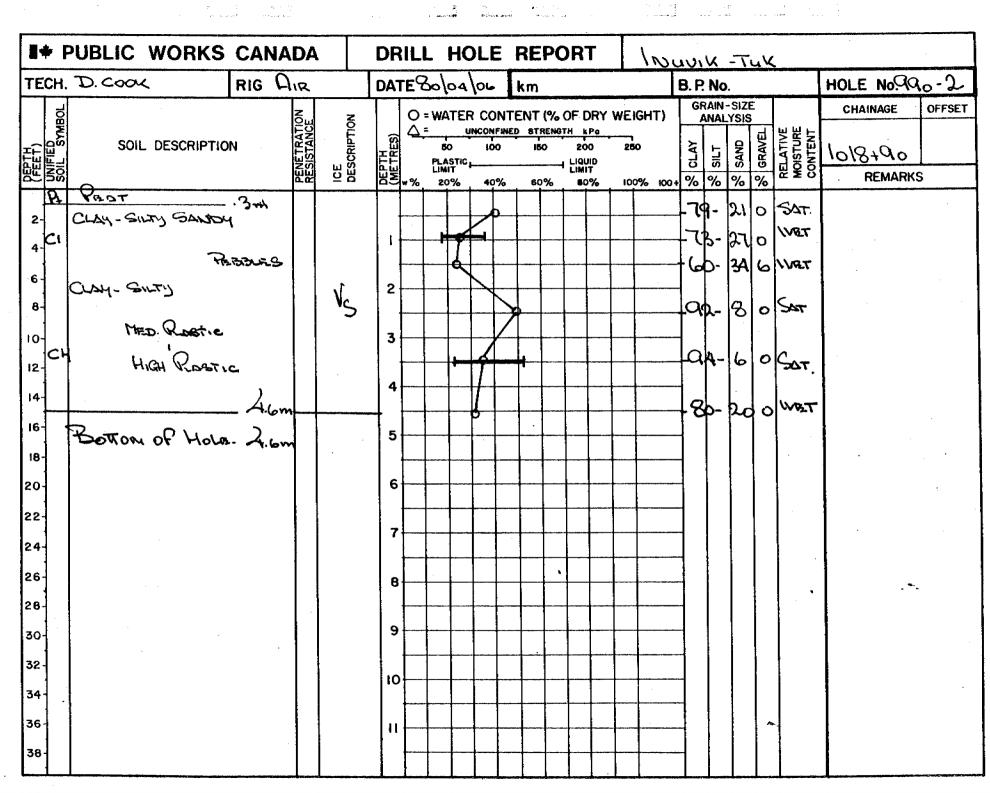
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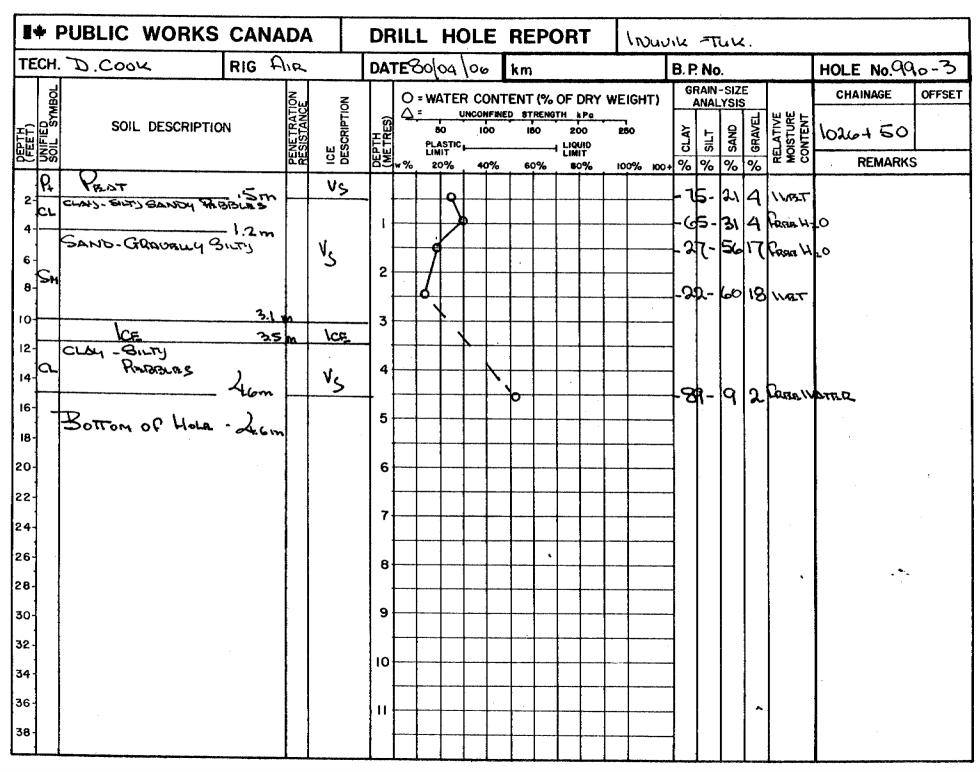




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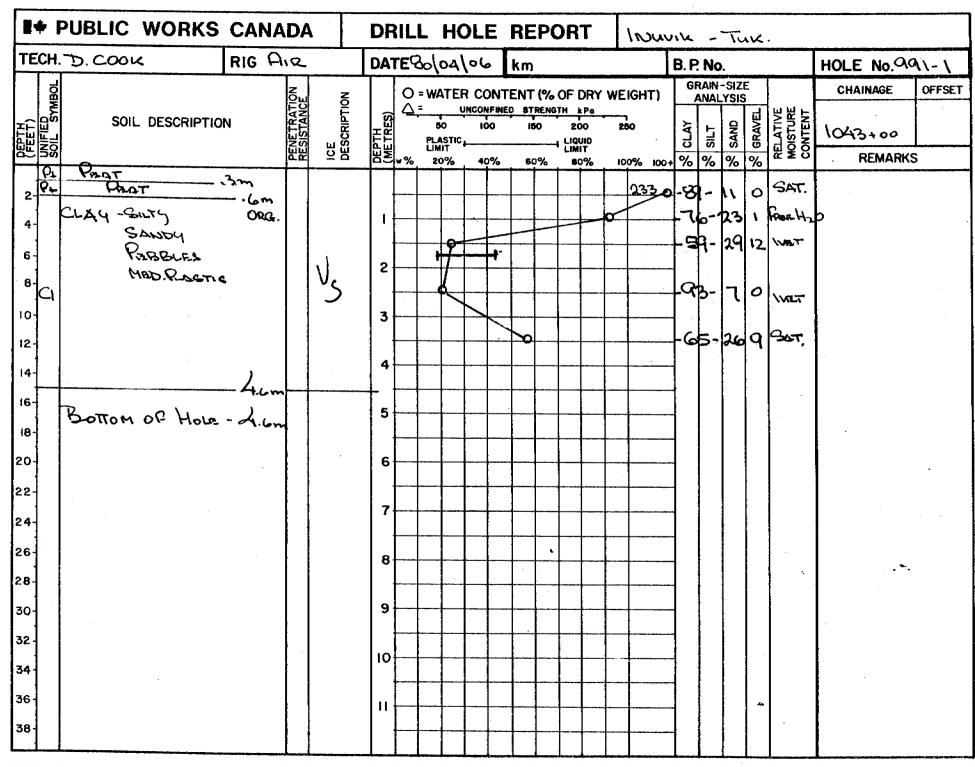




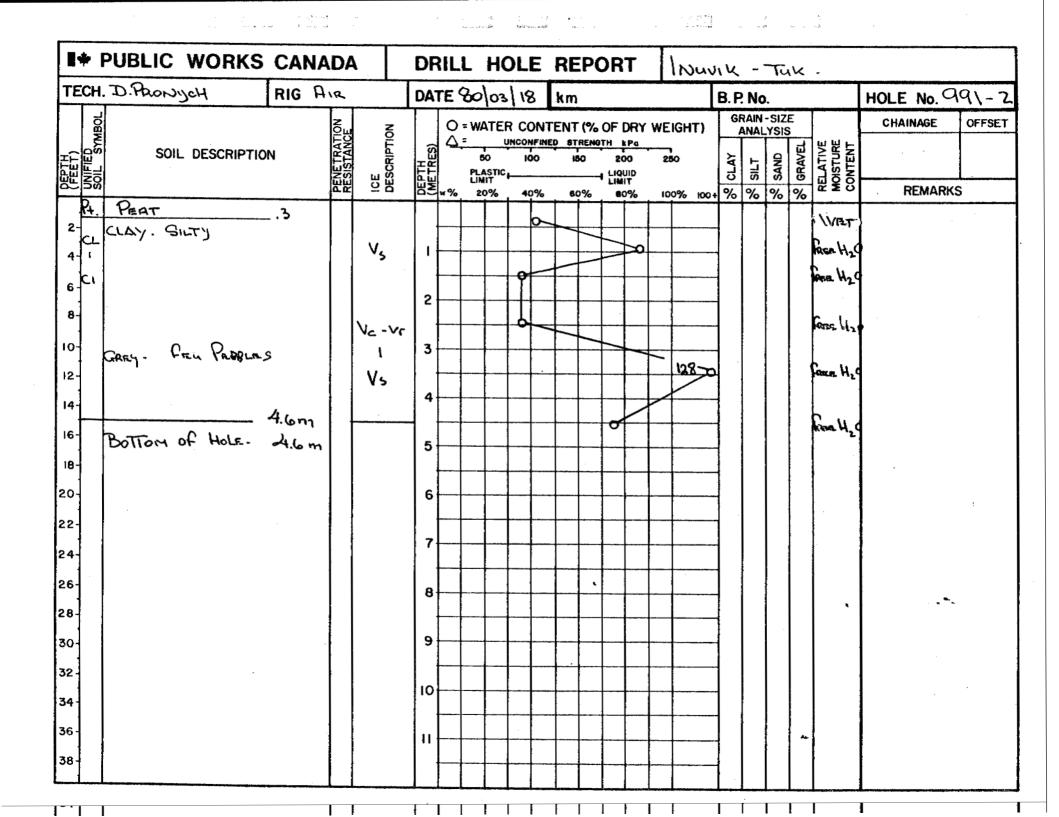


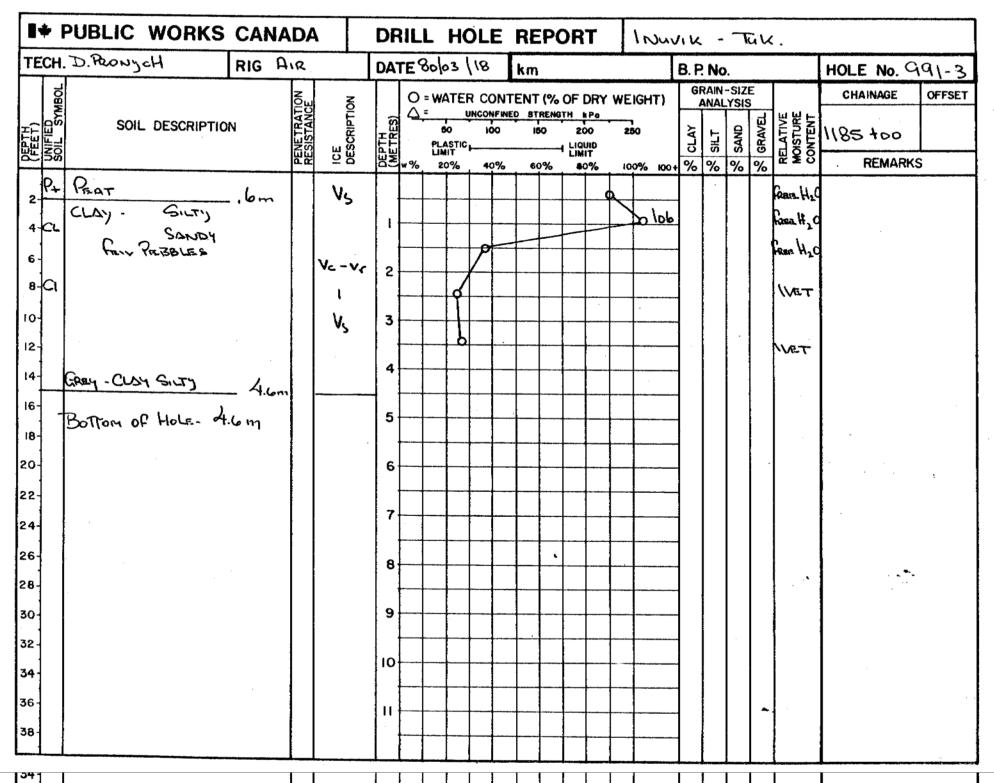
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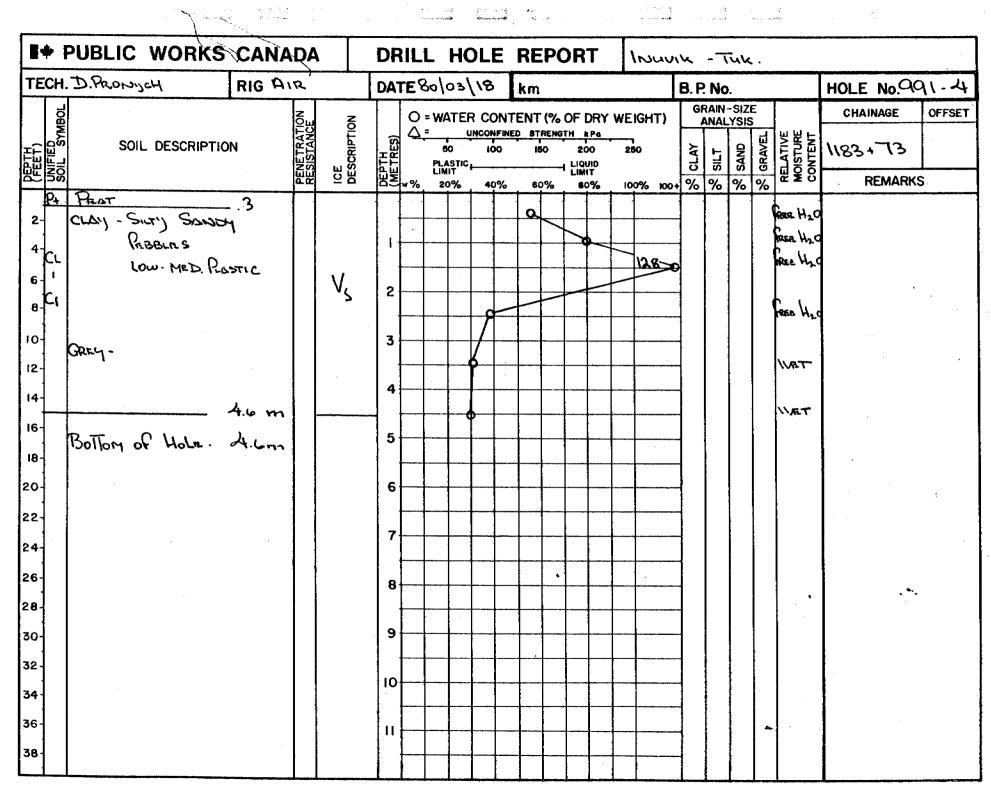
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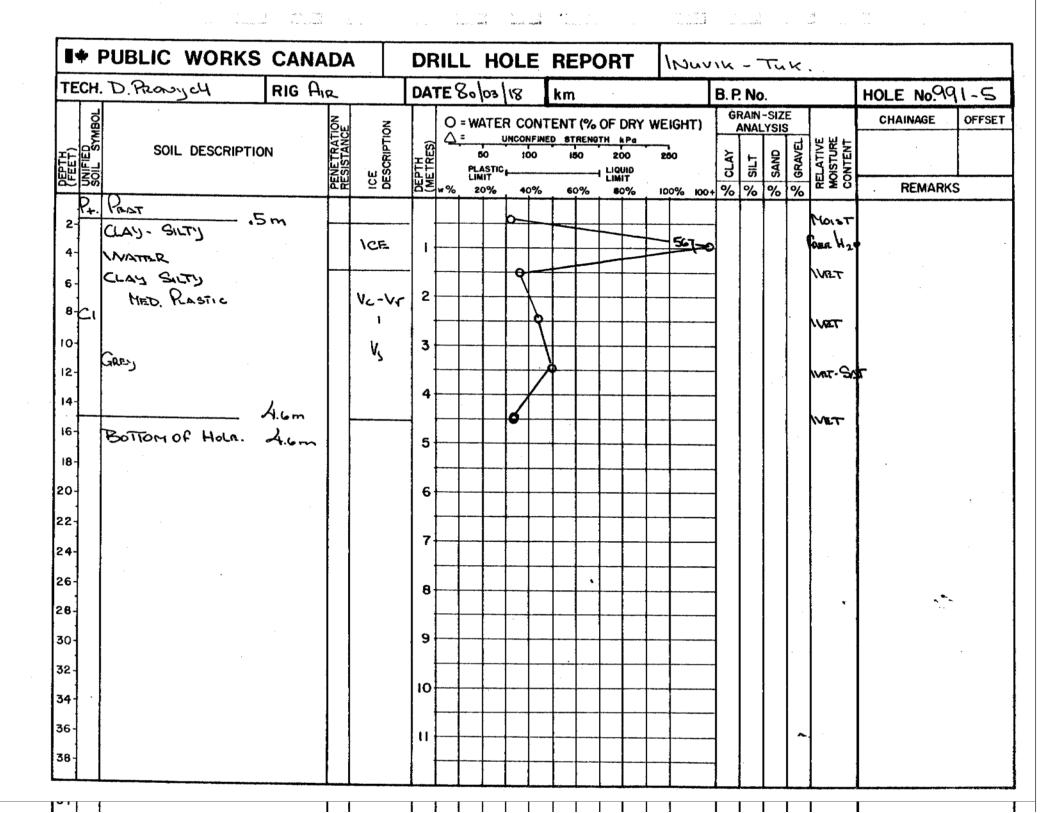


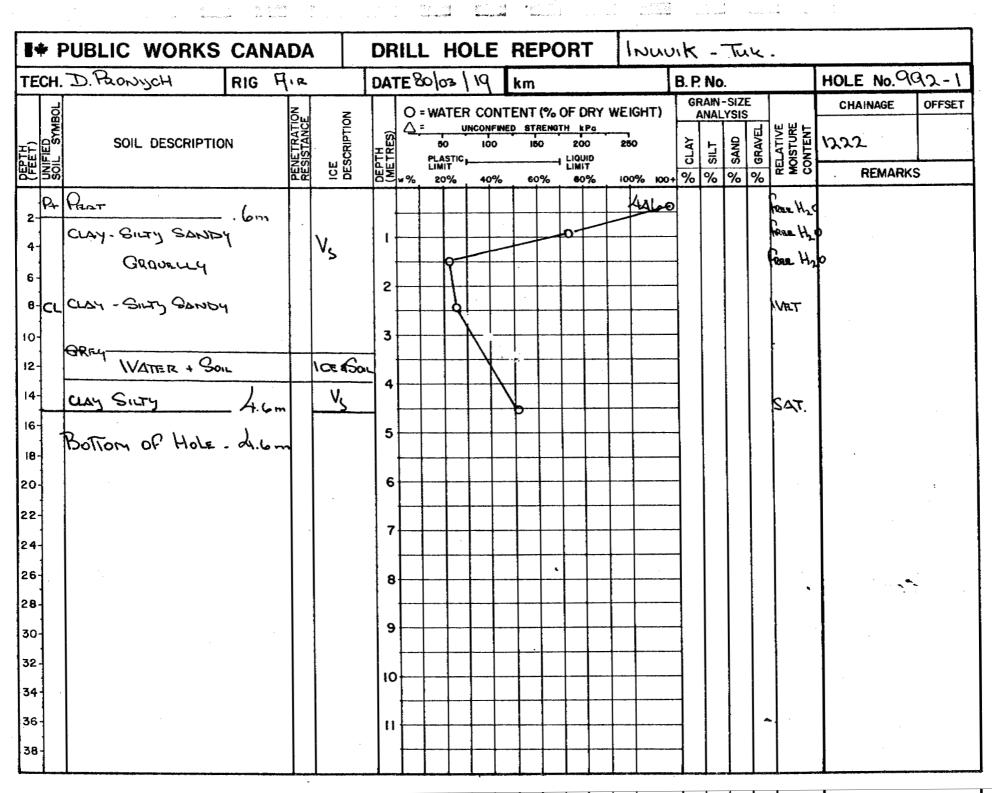
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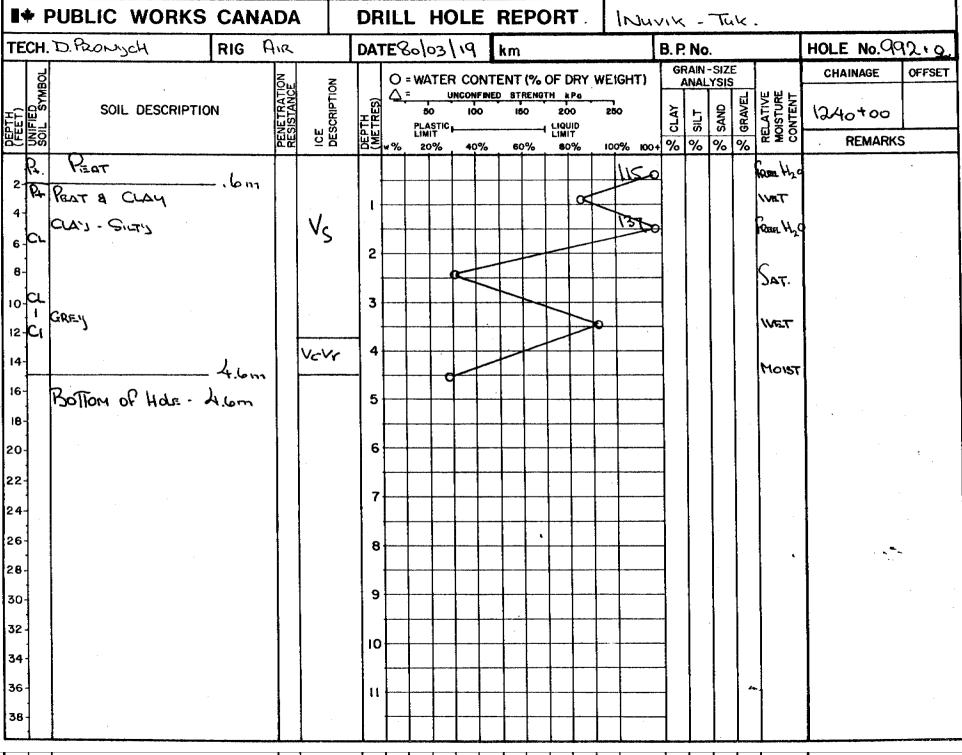


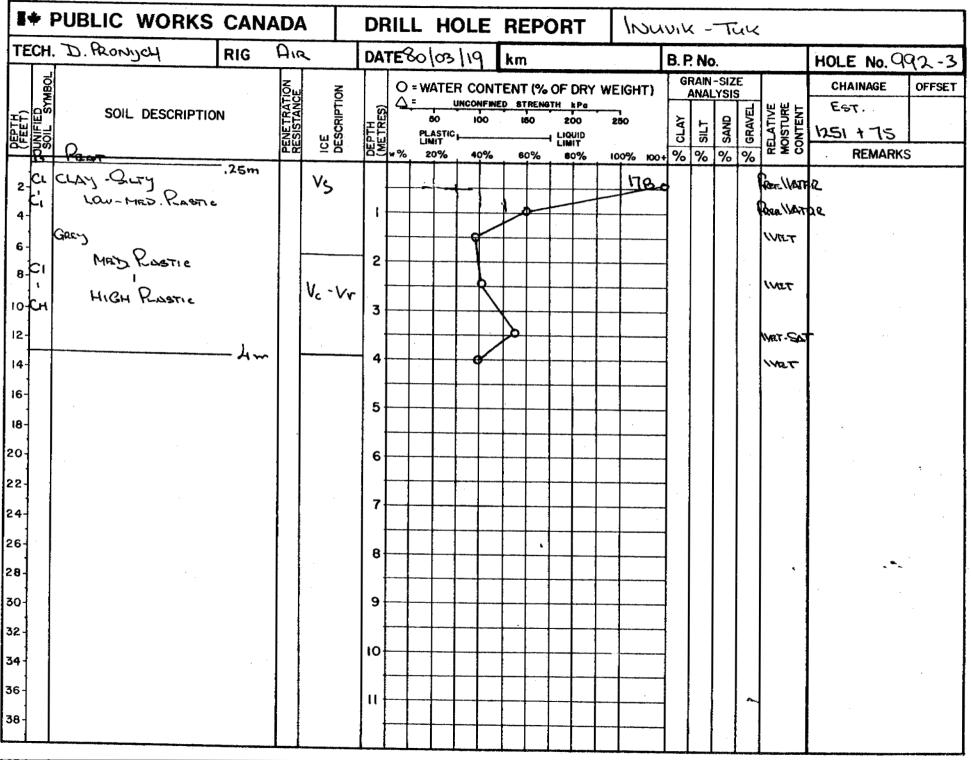




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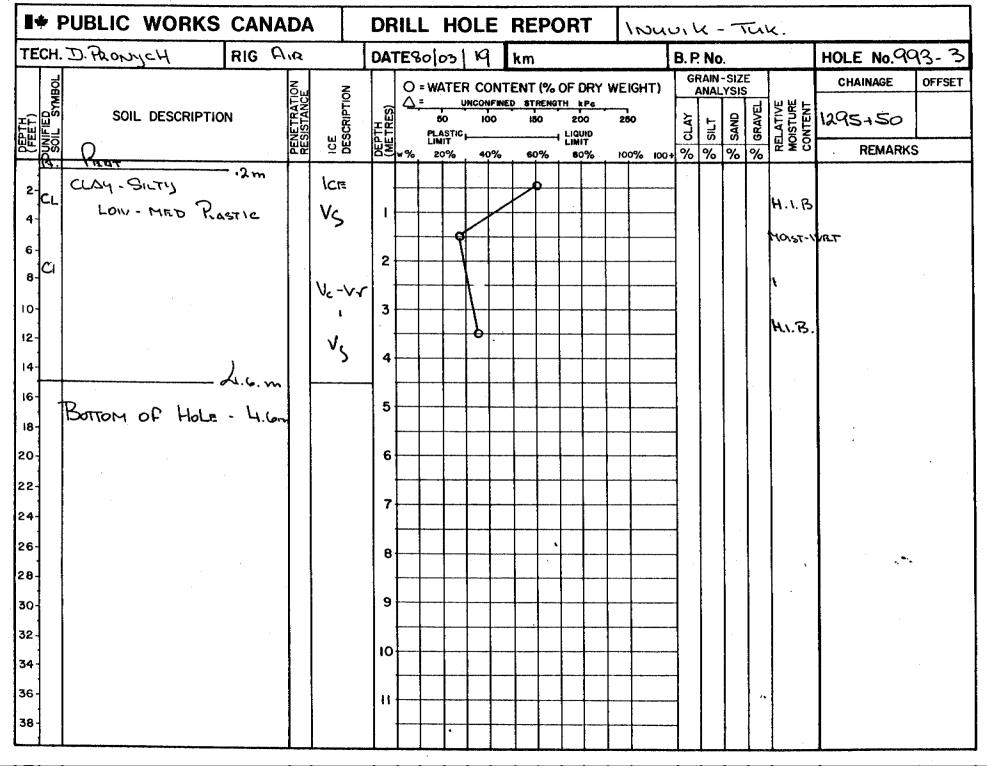
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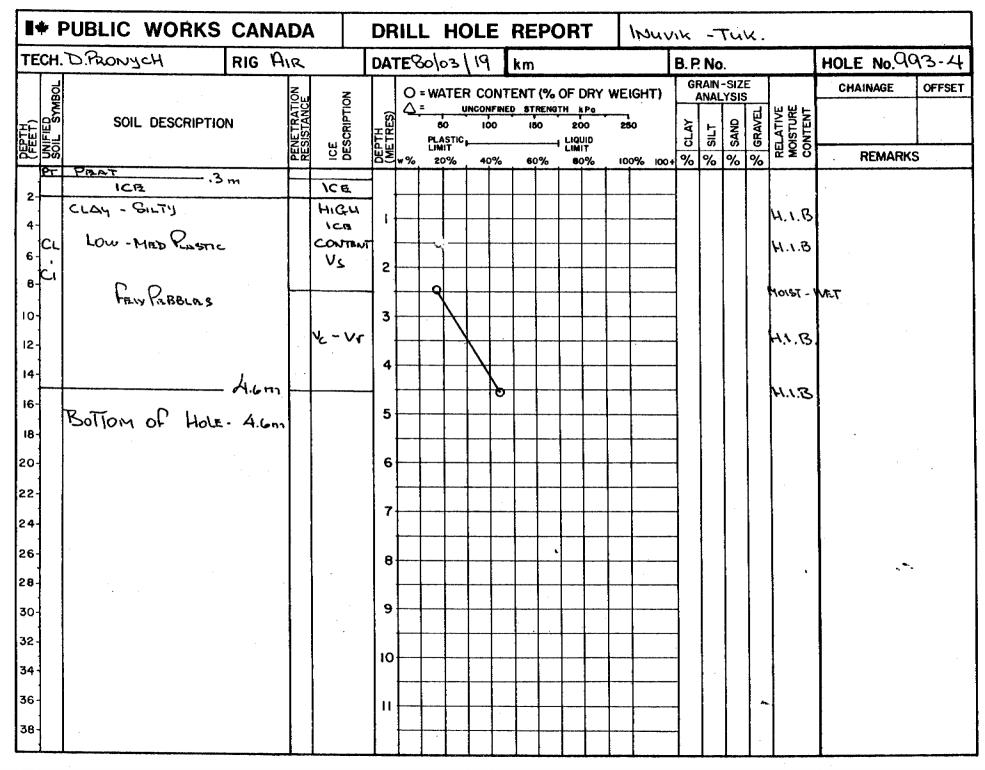
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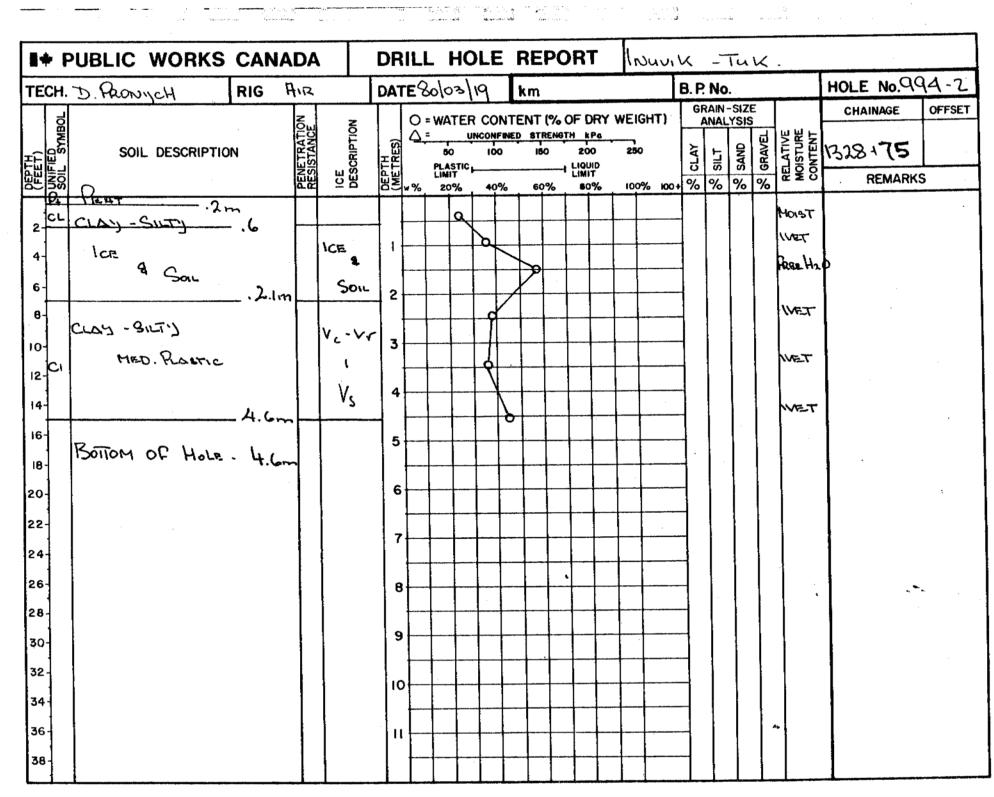
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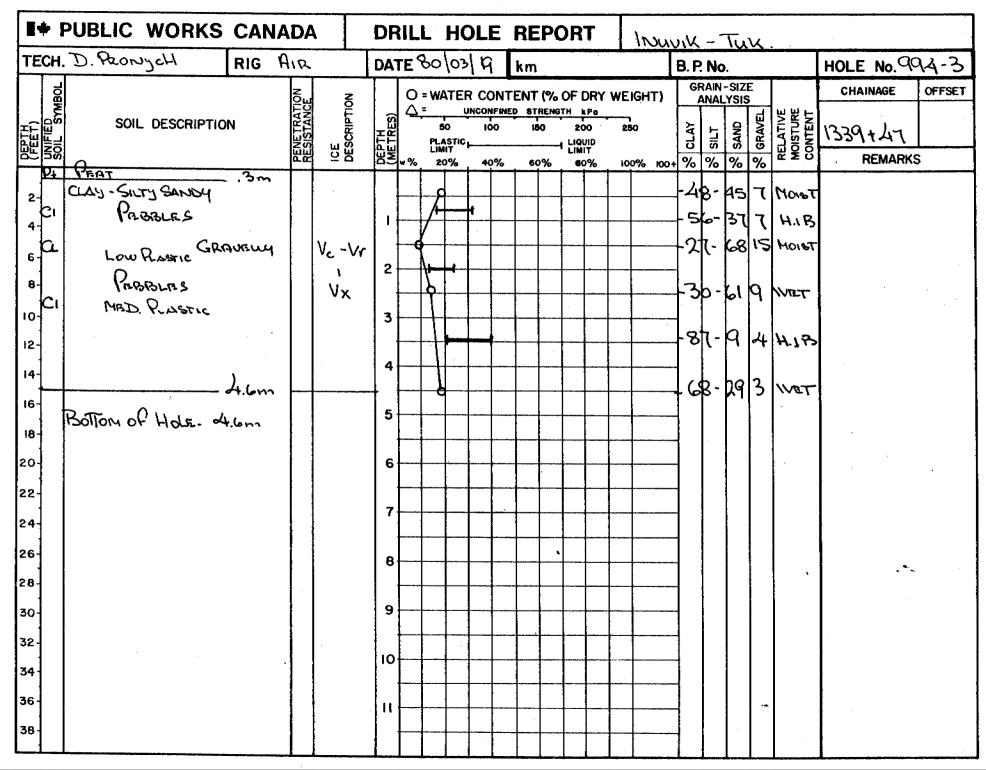
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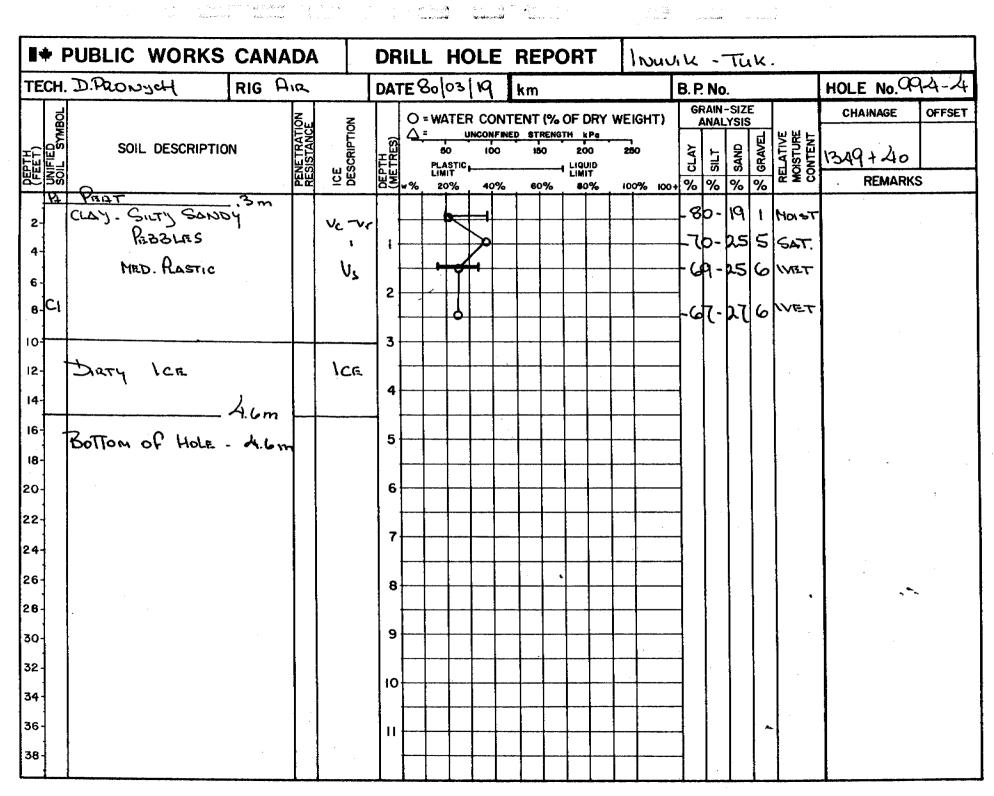
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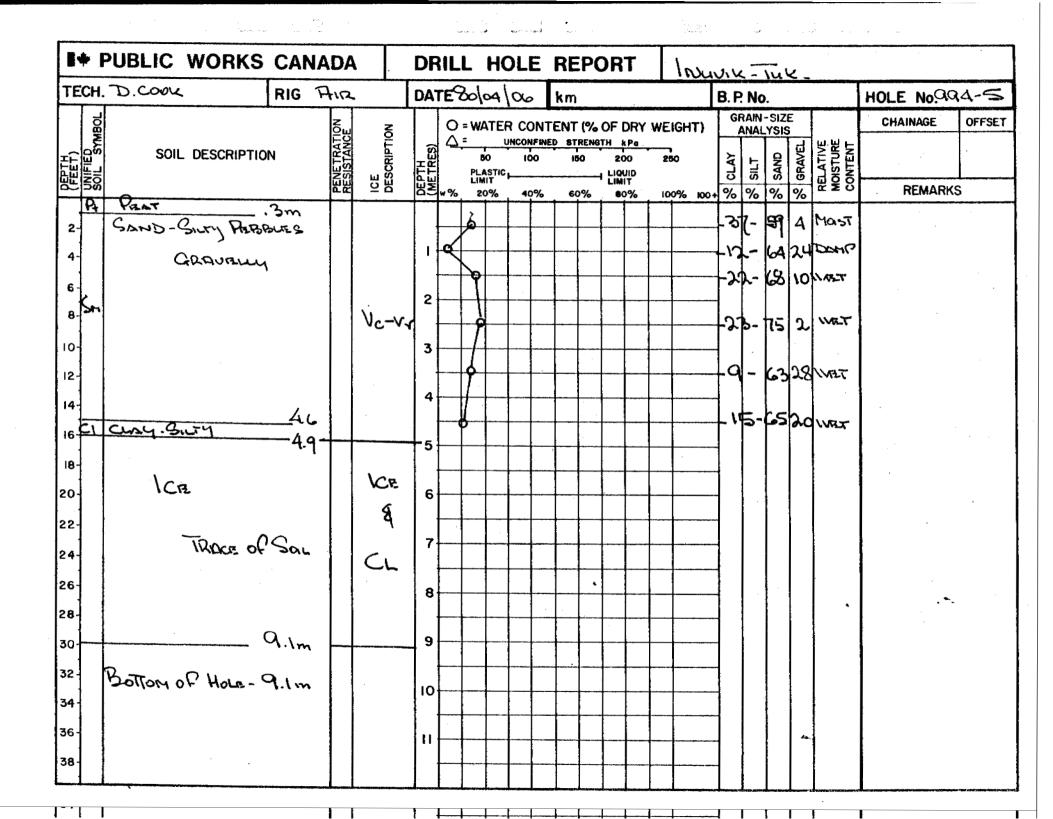
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Appendix D

SEARCH AREAS #1, #2 and #3

Landform and Location: A bedrock controlled escarpment located one to two miles east and north of Inuvik, and at approximately Mile 972 of the Mackenzie Highway.

Material:

Stripping:

Volume: ·

Shale or clay shale soft to medium hard.

Probably nine to ten feet to shale.

Unlimited.

Conclusion:

Excellent source of embankment borrow. Suitable for large scale development. Area #2 considered the best area for a large borrow pit.

Topography

This search area is a portion of a bedrock controlled escarpment that begins immediately east of Inuvik and continues toward the north. The escarpment is a line of demarkation between uplands to the east, associated with the Caribou Hills, and the modern Mackenzie Delta and adjacent terraces to the west. The uplands are covered by variable thicknesses of glacial till and isolated patches of glacial outwash, most of which contain an abundance of ice, in many cases massive ice. Some gravelly outwash is present along the rim of the escarpment overlooking Inuvik. There are three narrow, but relatively deep erosion channels or canyons cut perpendicular to the escarpment within the areas test drilled. The route alignment ascends the escarpment within the middle channel. Retrogressive - thaw flow slides have developed in the surficial ice - rich sediments along the rims of the canyons, and the faces of these slumps have retreated some distance back from the rims and from the escarpment. As a result, overburden soils over bedrock are thinnest and relatively free of massive ice near the edge of the escarpment. Mud flow debris from the upland slumps have been deposited in the bottom of the erosion channels and on benches adjacent to the rims.

At present a large number of shallow failures confined to the active layer are present along the canyons. These are a result of a recent fire

(approximately 1970), which caused the active layer to thicken and shallow ice-rich sediments to melt. A schematic cross-section across the rim of an erosion canyon through the escarpment is included overleaf.

Materials and Quantities

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There is shale at depth throughout the areas drilled, although the overburden soils are widely variable in terms of both depth and ice content. In general, overburden is least along the edges of the erosion canyons through the escarpment, however the lateral extent of the shallow bedrock along the canyons is limited. The minimum overburden encountered was in the order of nine to 10 feet, most of which was ice-rich silty clay which is conventially unsuitable for construction use and will have to be wasted. The maximum depth drilled was 110' into shale in hole #11 and Area #2. The shale is described as soft to medium hard throughout and is a 'compaction' shale or clay shale. Construction with similar shale on the Inuvik airport road indicates this shale can either be drilled and shot, or ripped successfully with heavy equipment.

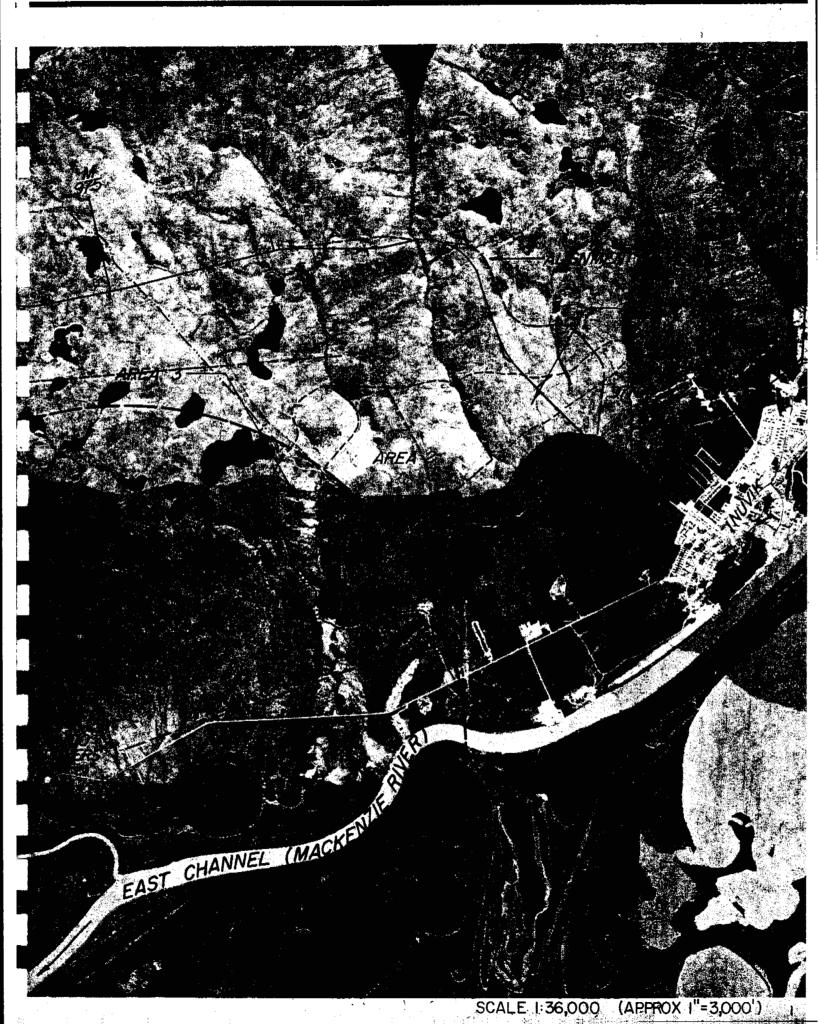
It is estimated that in excess of 1,000,000 cu. yds. could be required from this escarpment if only dry, competant materials are to be used for construction, i.e., roughly 14 miles of embankment or close to 1 \times 10⁶ cu. yds. would be required. Area #2 is the preferred portion of the escarpment although shallow bedrock was also encountered in Area #1 (holes #1, #2 and #5). A rough outline of the Area #2 where the overburden is minimal is shown on the 1 : 12,000 mosaic with the borehole locations.

The shale or clay shale is frozen throughout and occasional thin ice lenses were noted in some holes, however generally the shale is relatively dry with a moisture content near 10%. Overburden soils are mostly silty clay with variable ice content - the majority is at moisture contents on thawing between the liquid and plastic limits and could be used successfully for embankment with some drying in place.

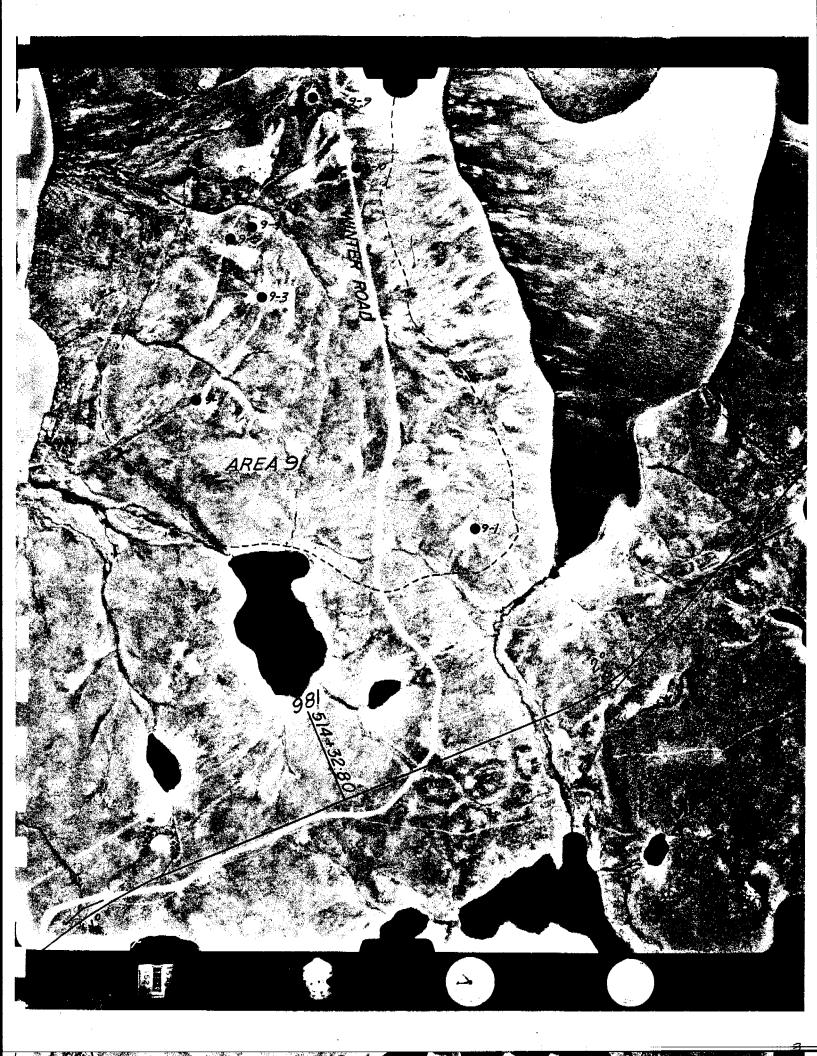
All borehole logs for Areas #1, #2 and #3 are included on the following pages for easy reference.

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	Image: Shale Image: Shale

Schematic cross-section across canyon rim east of Inuvik.

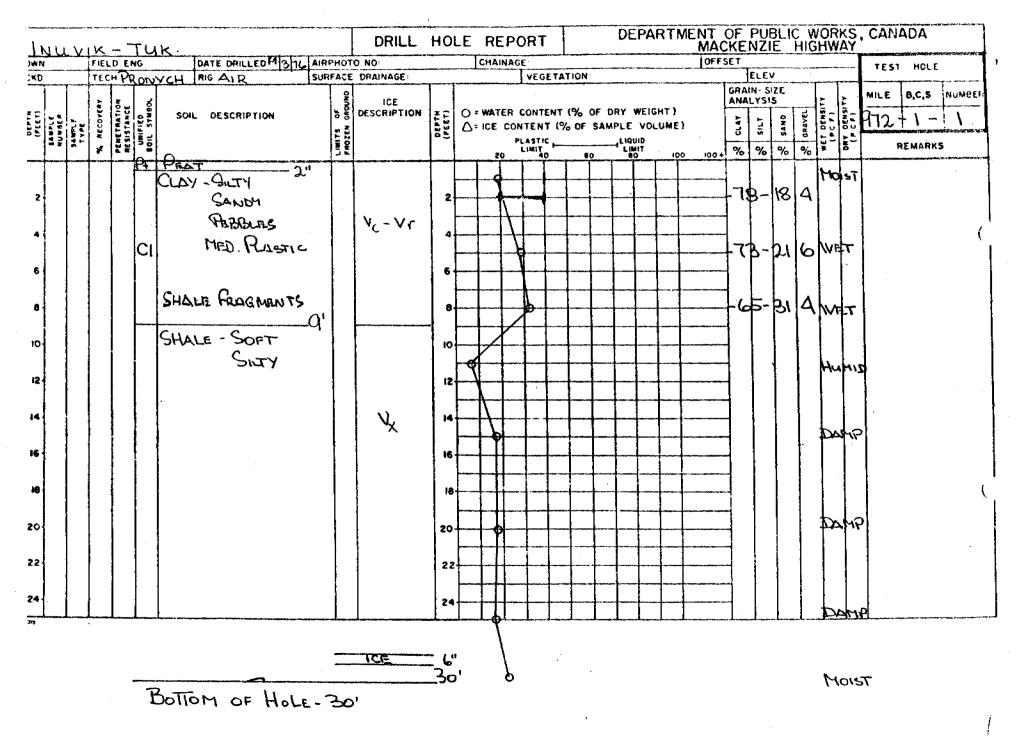




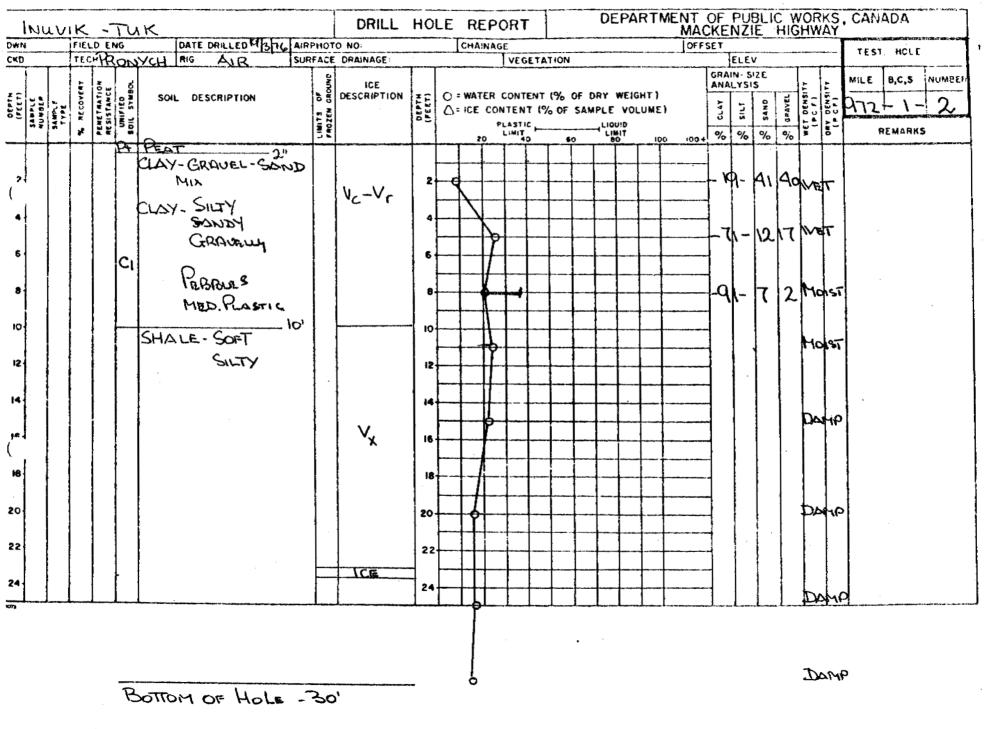








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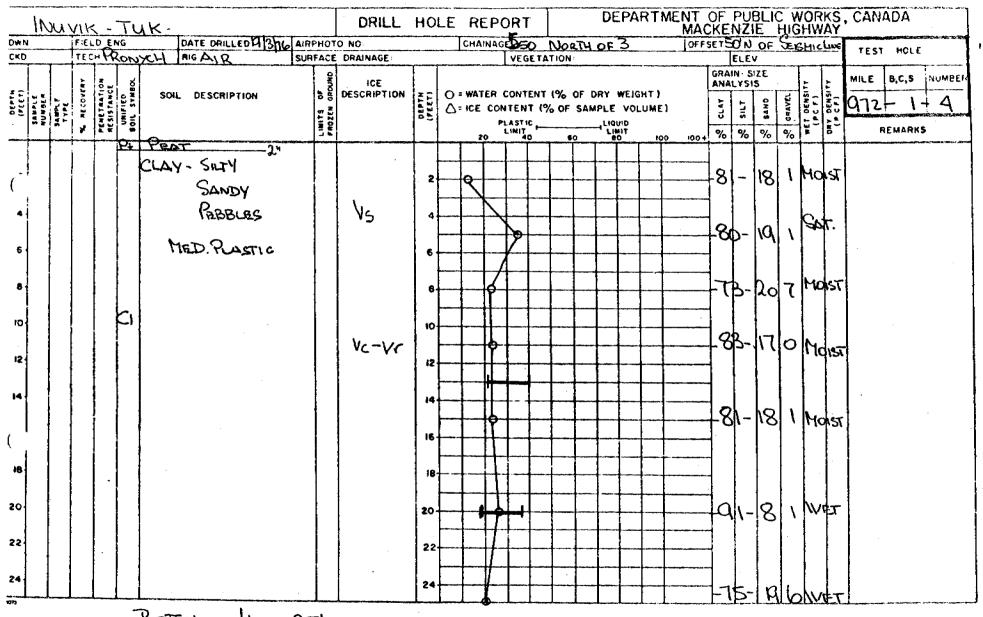


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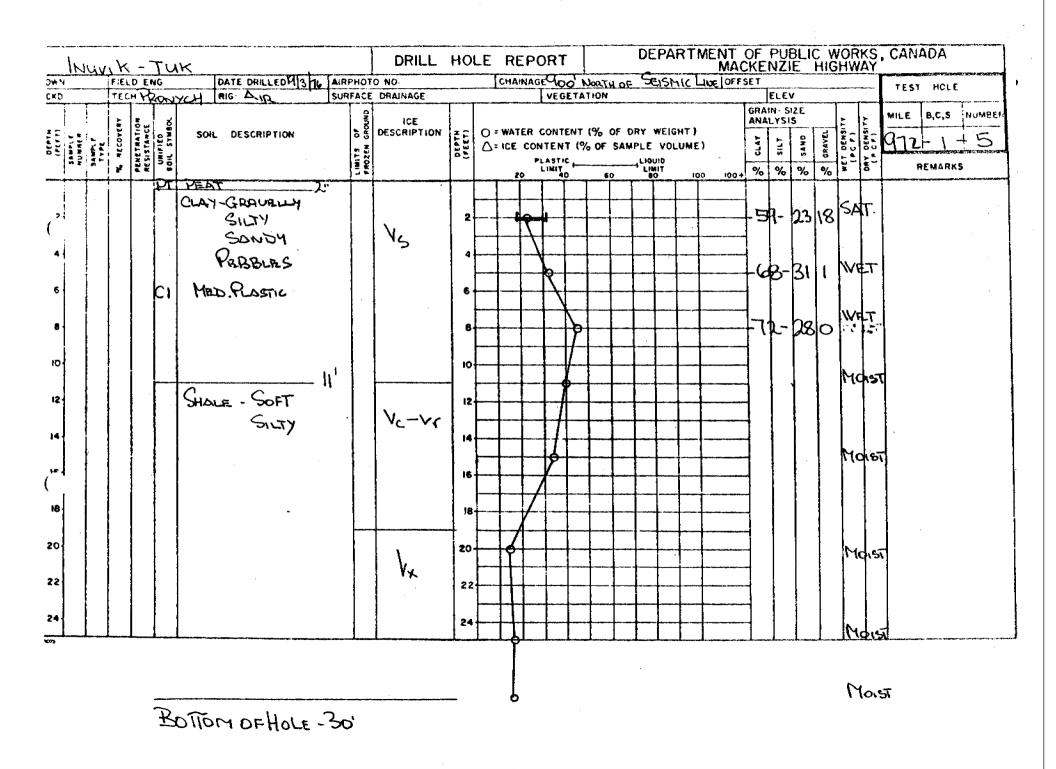
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BOTTOM OF HOLE- 25'

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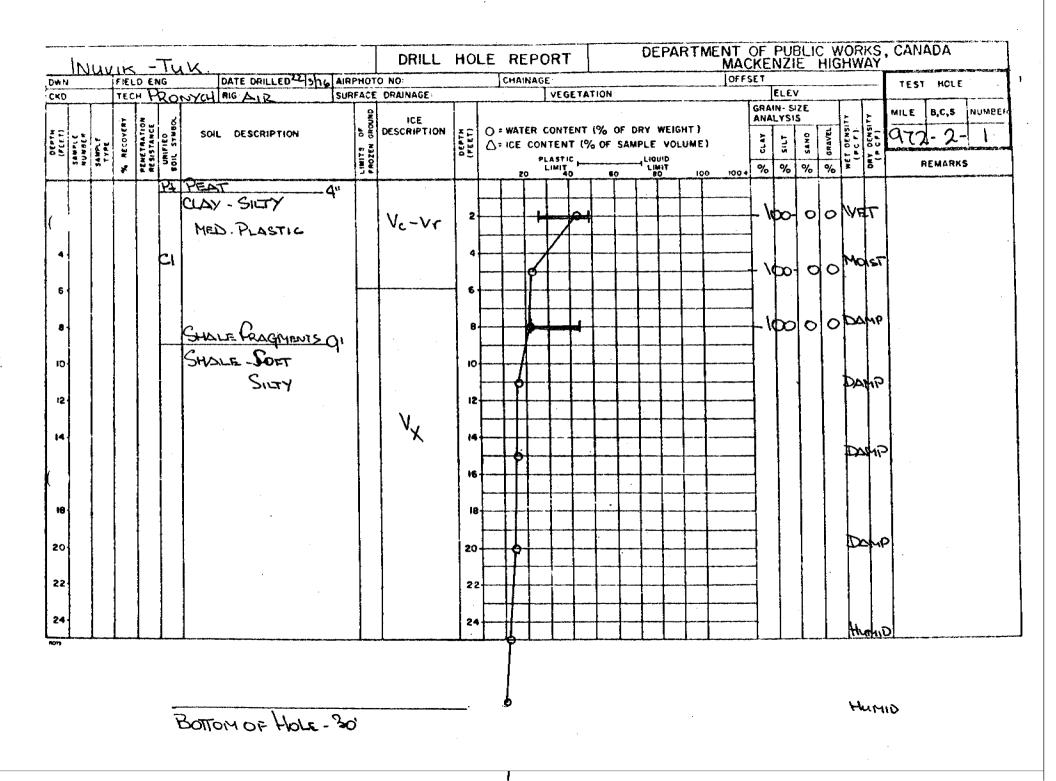


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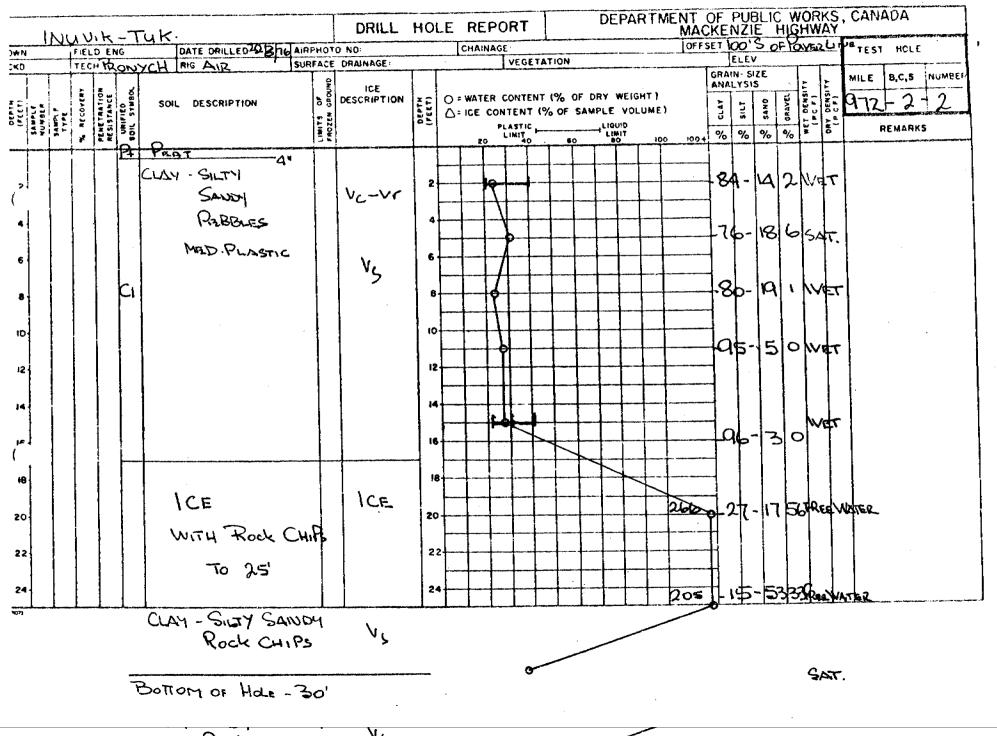
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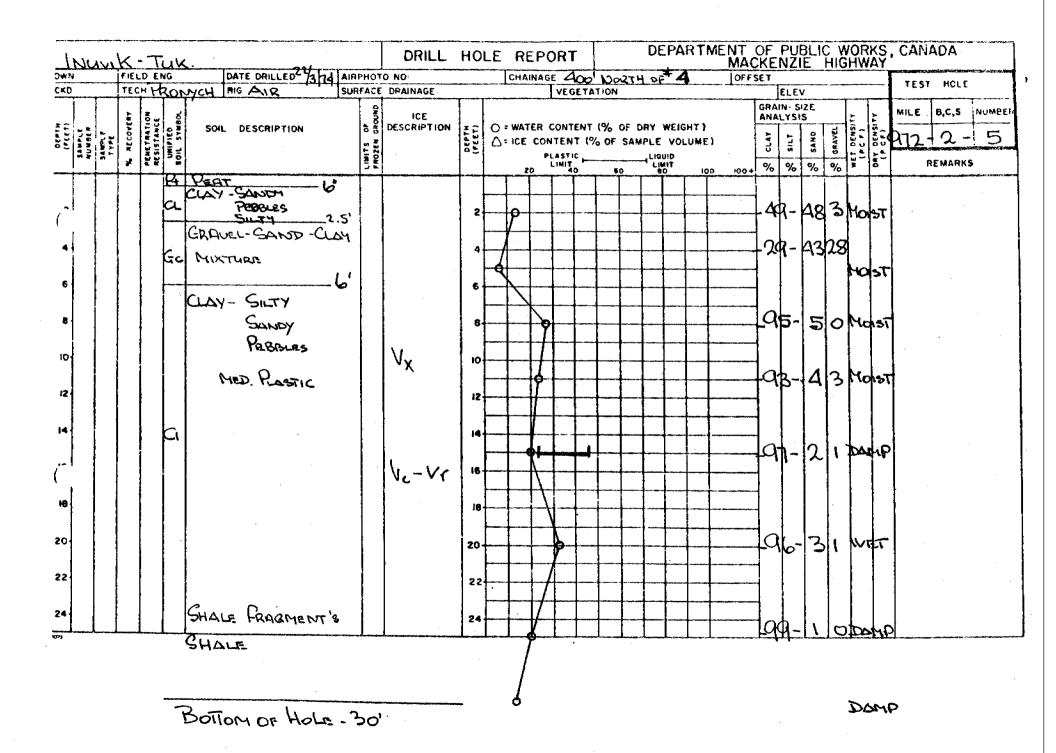
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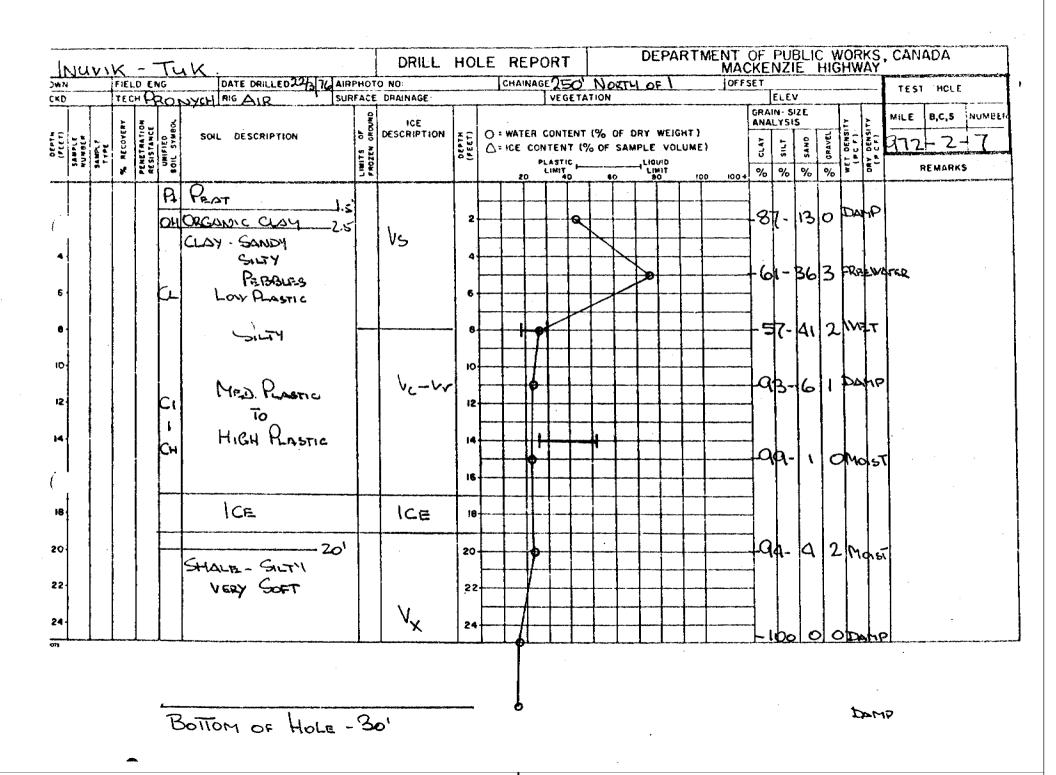
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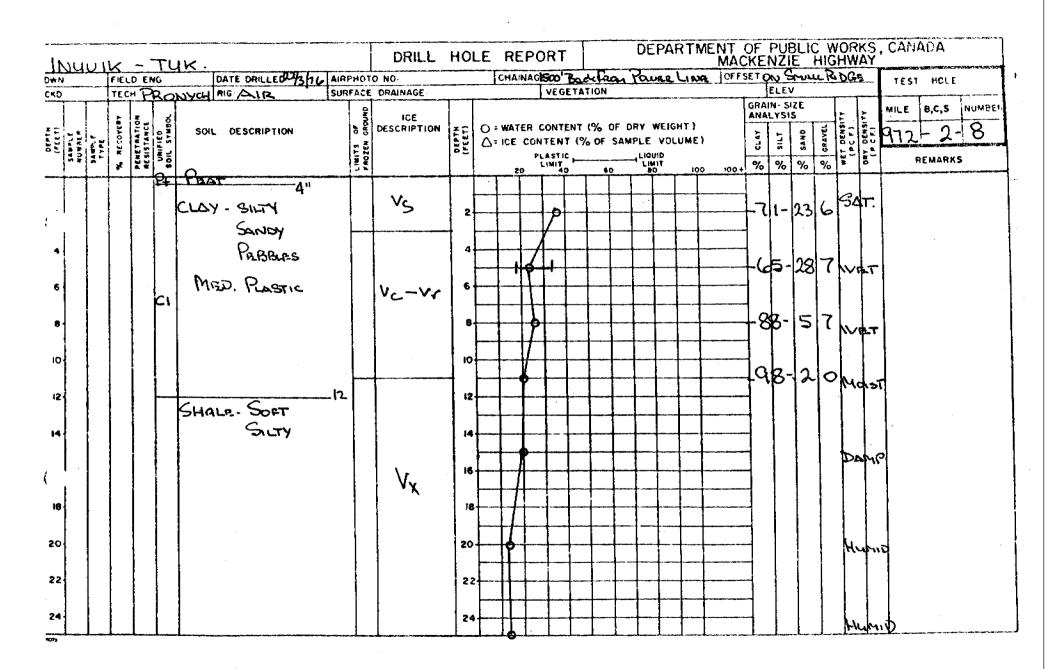
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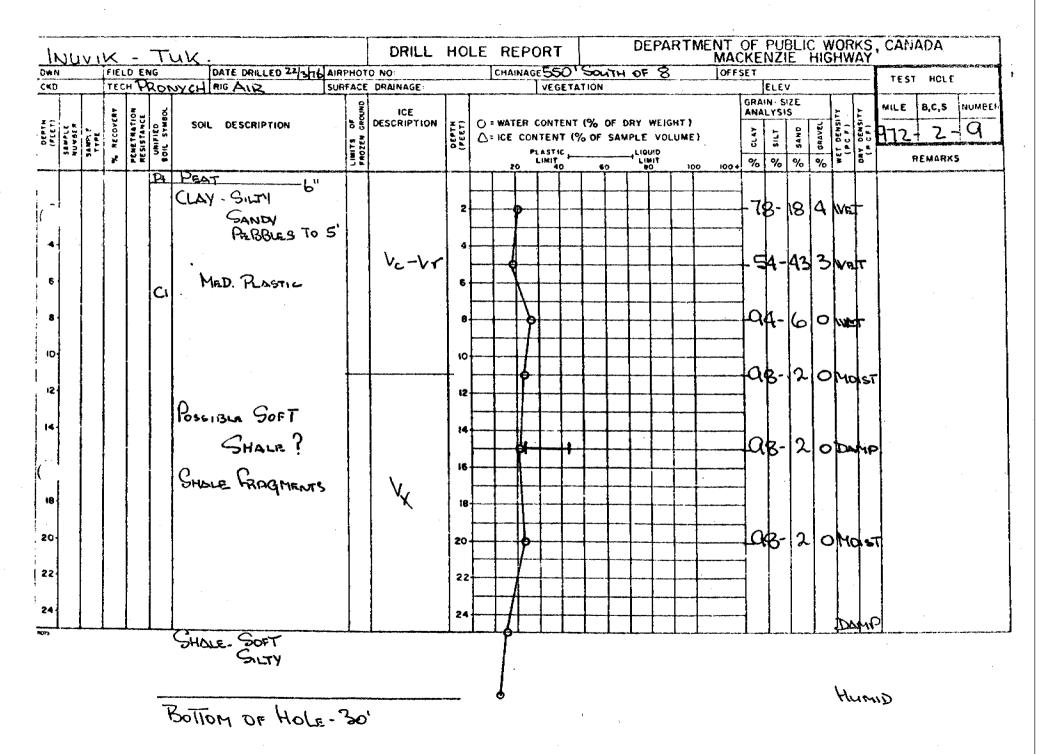




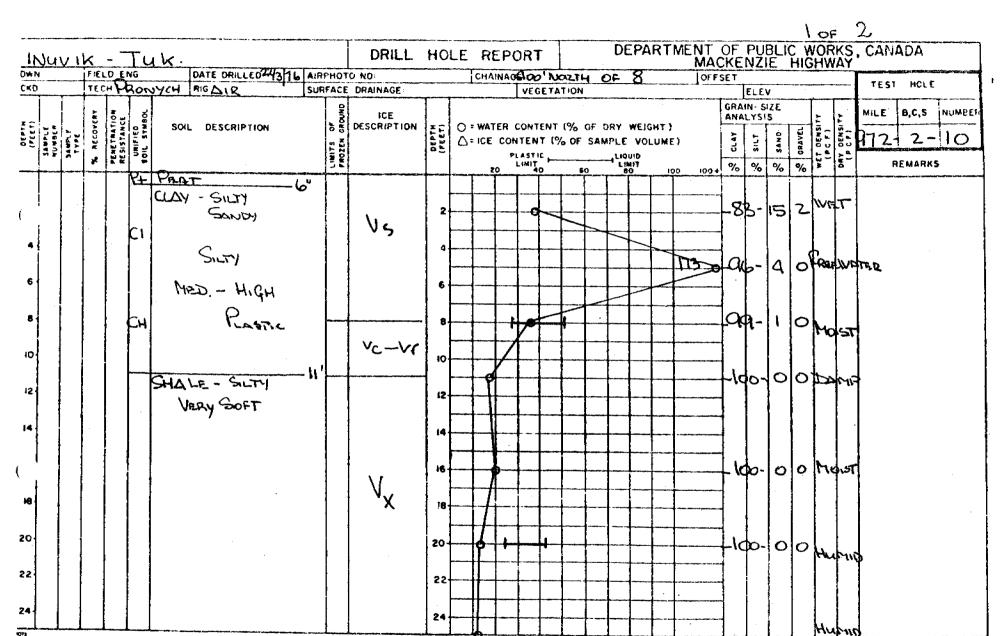
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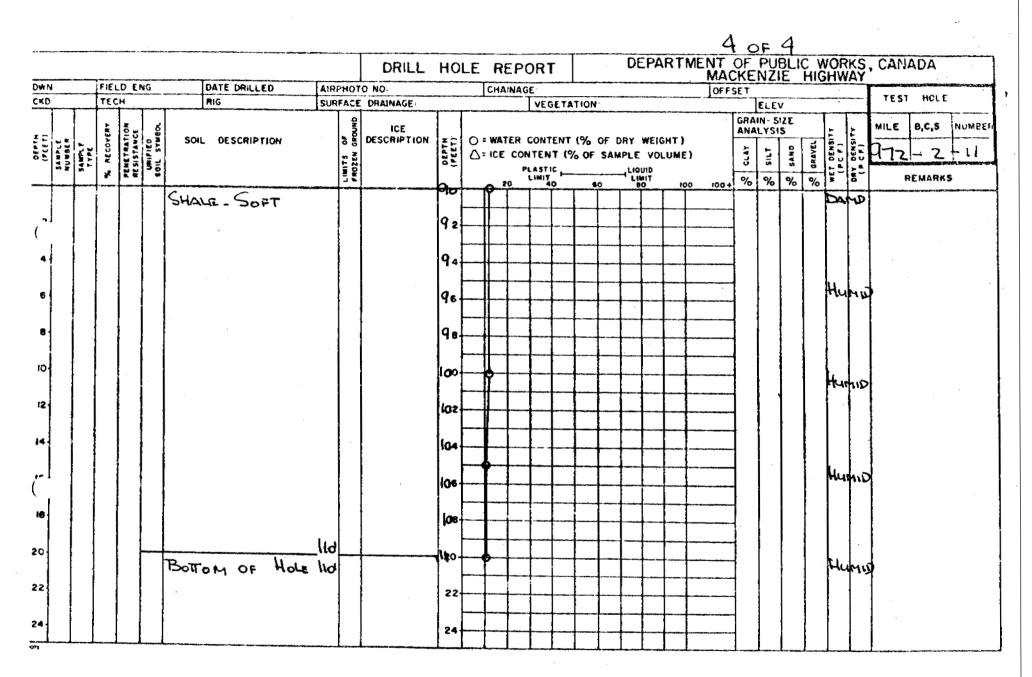
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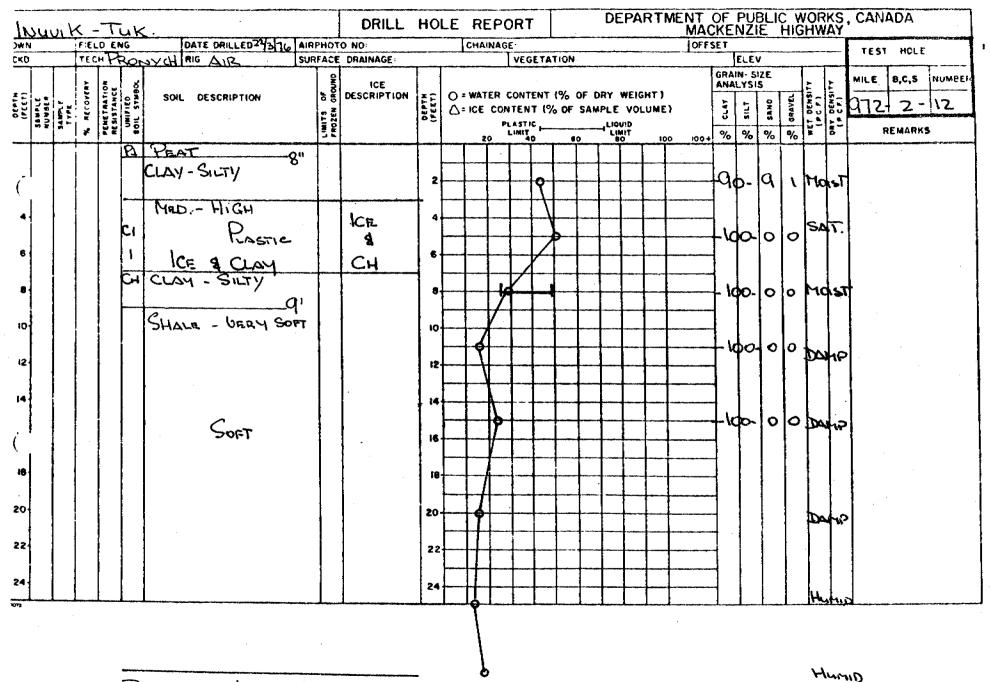
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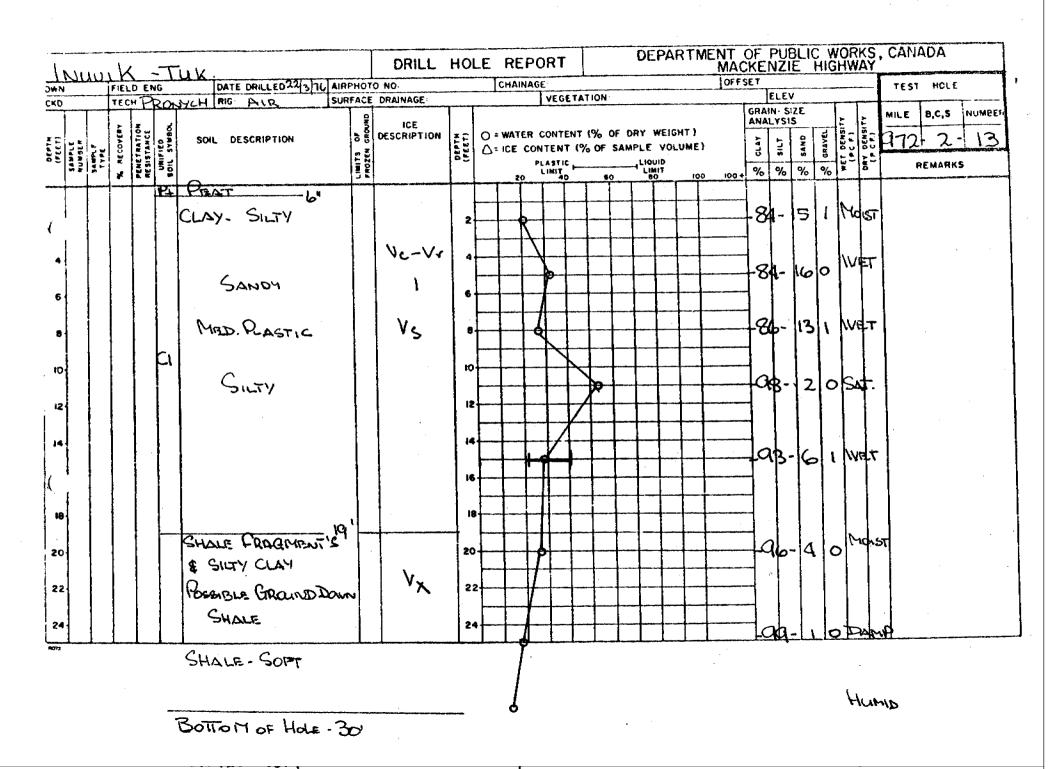


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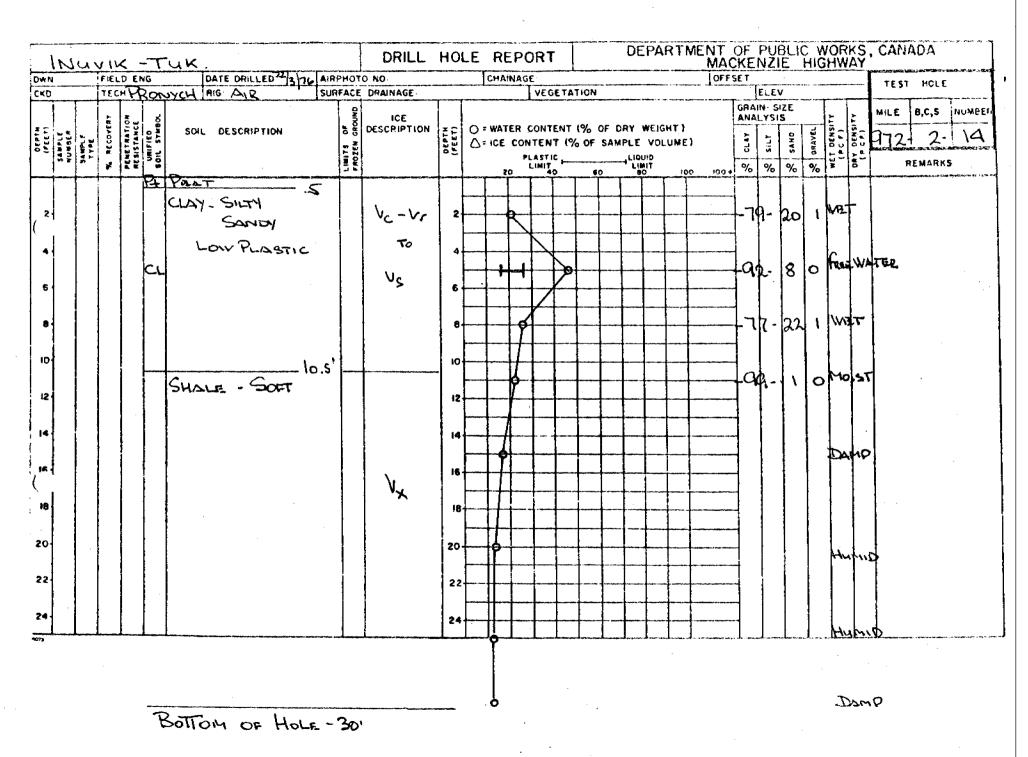
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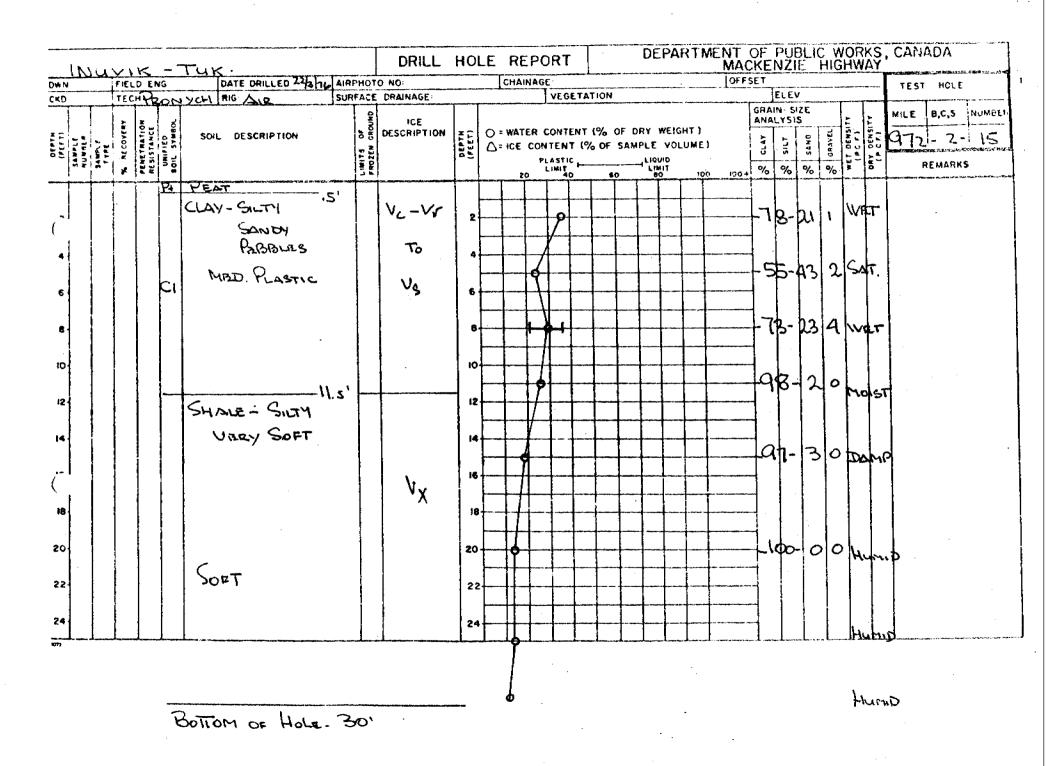
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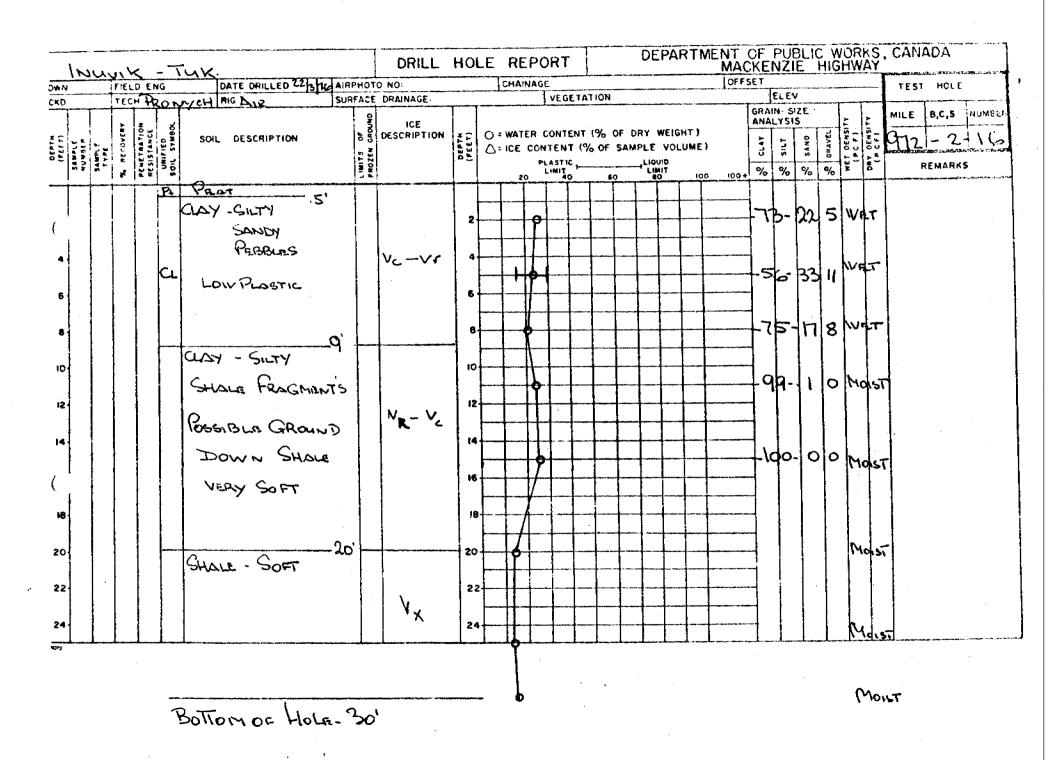


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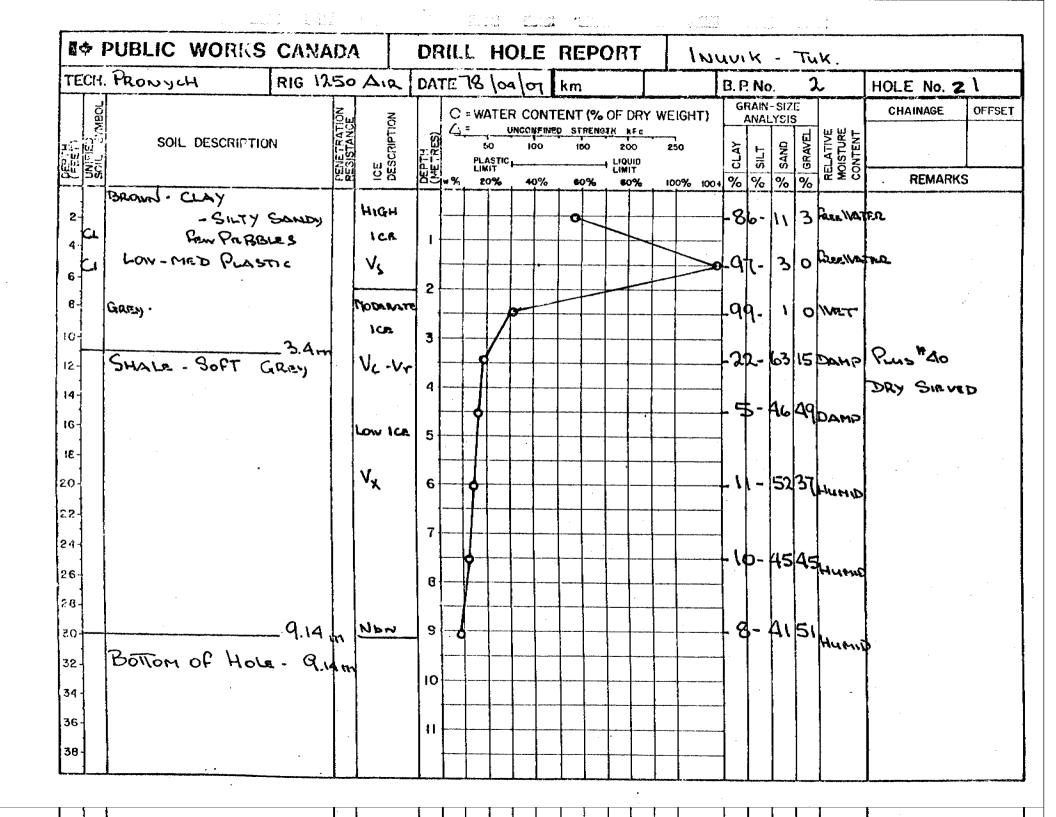
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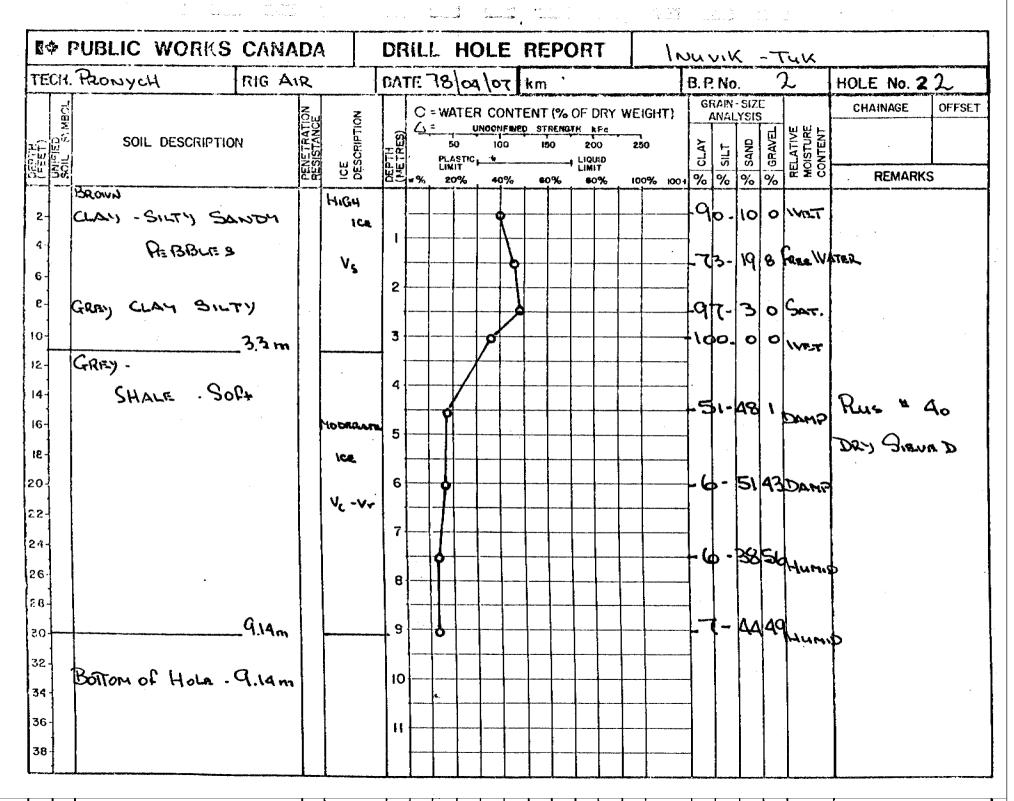
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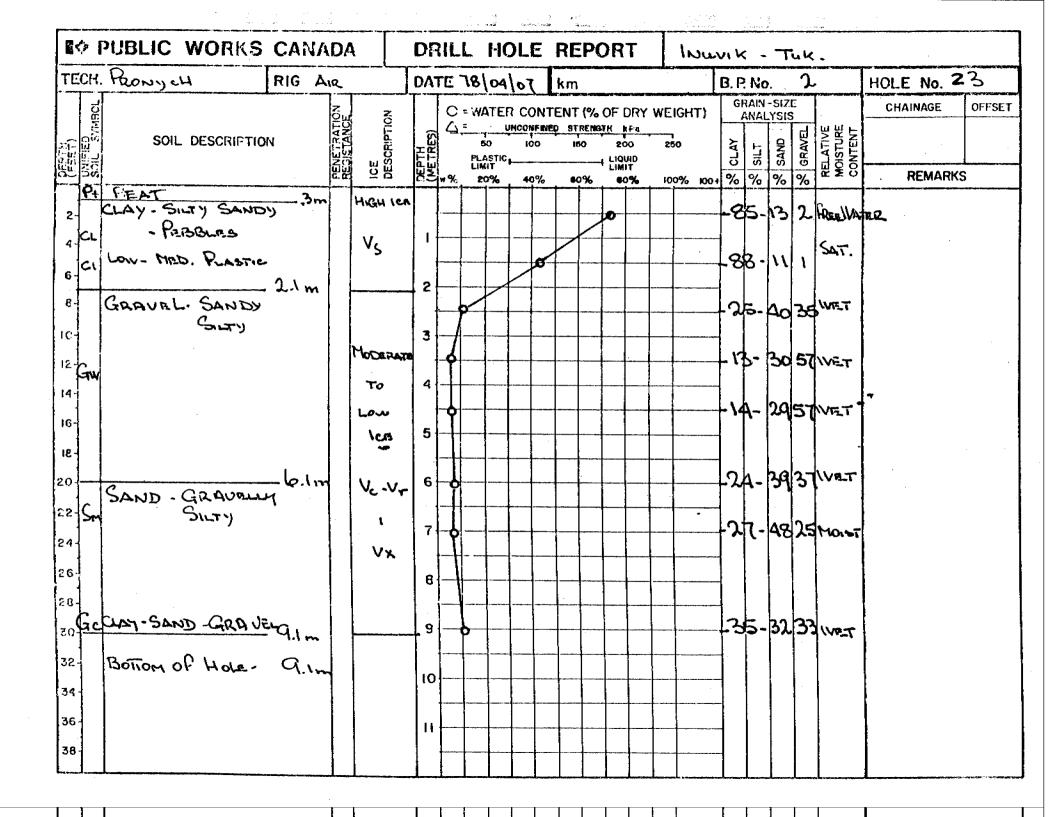




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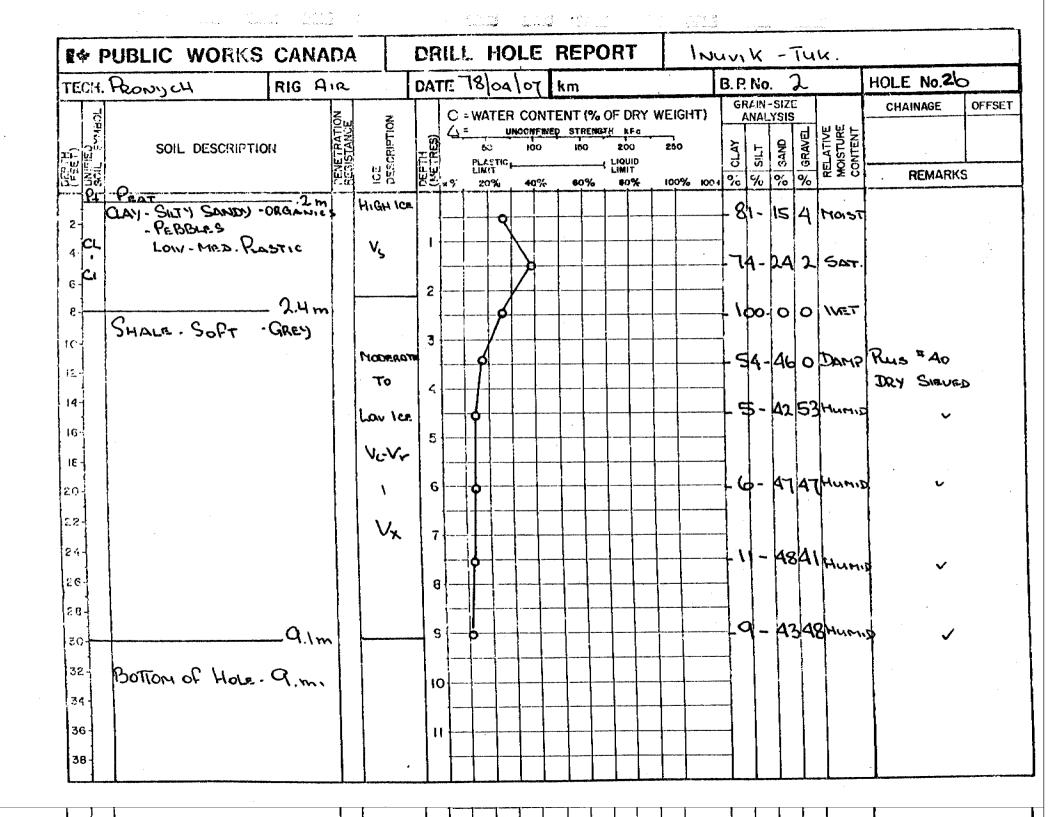


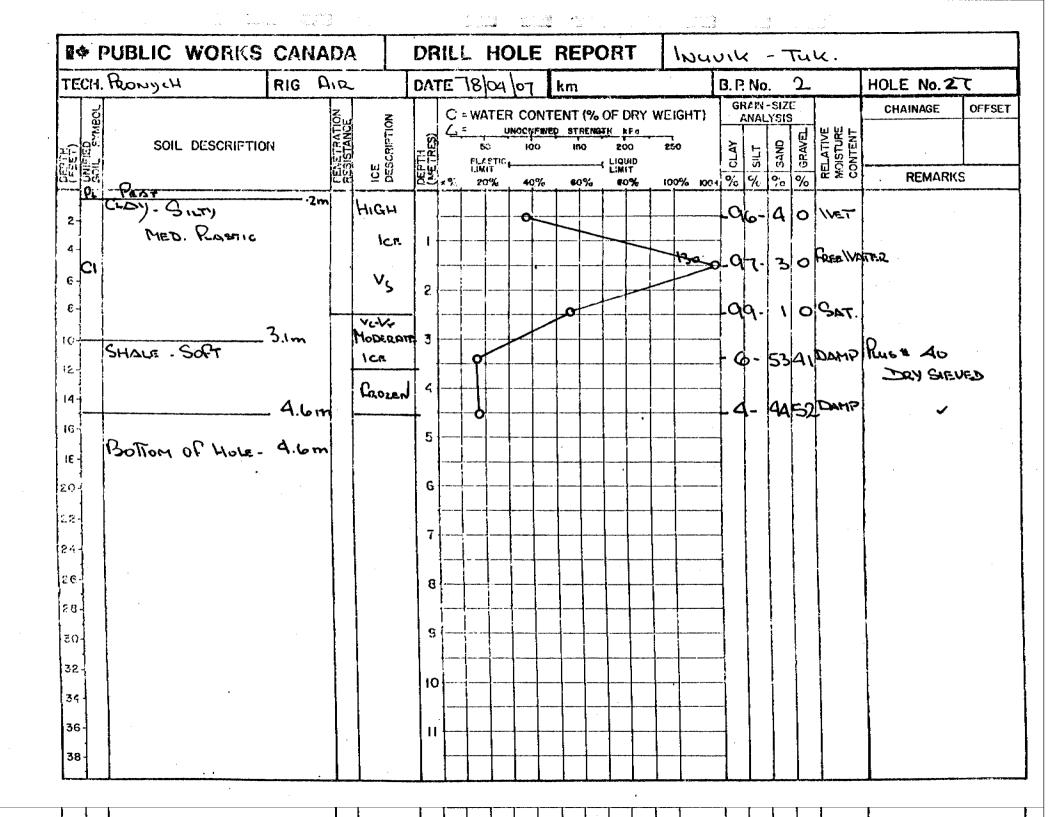
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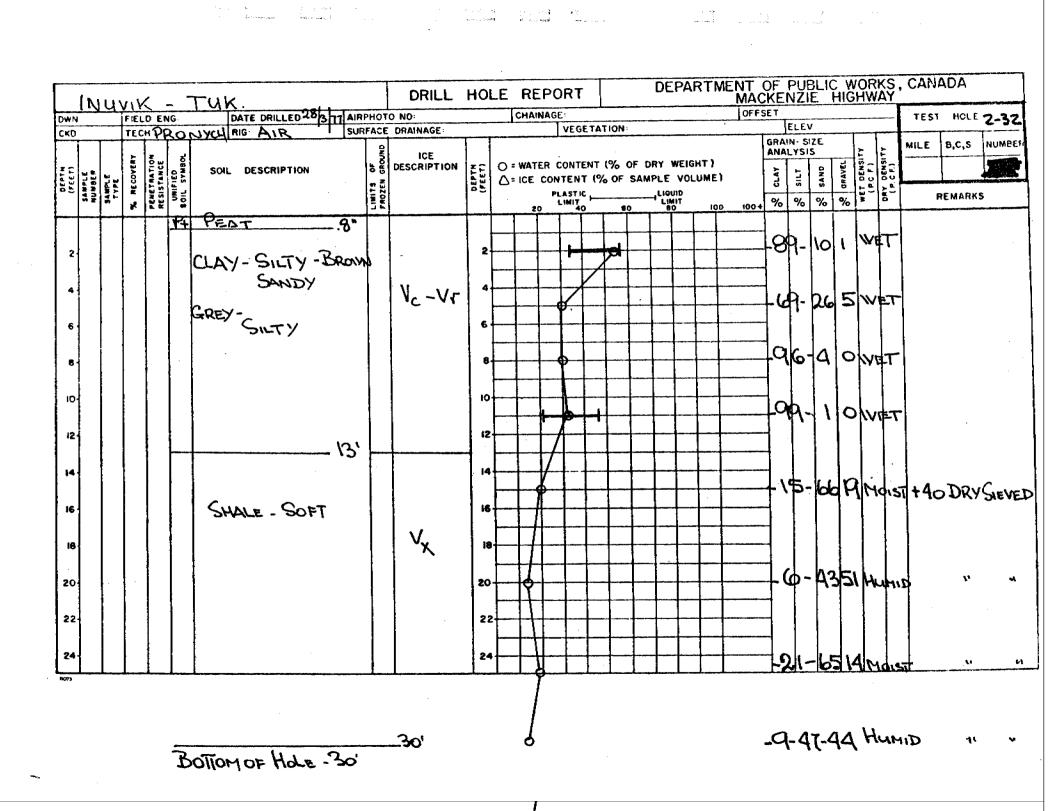
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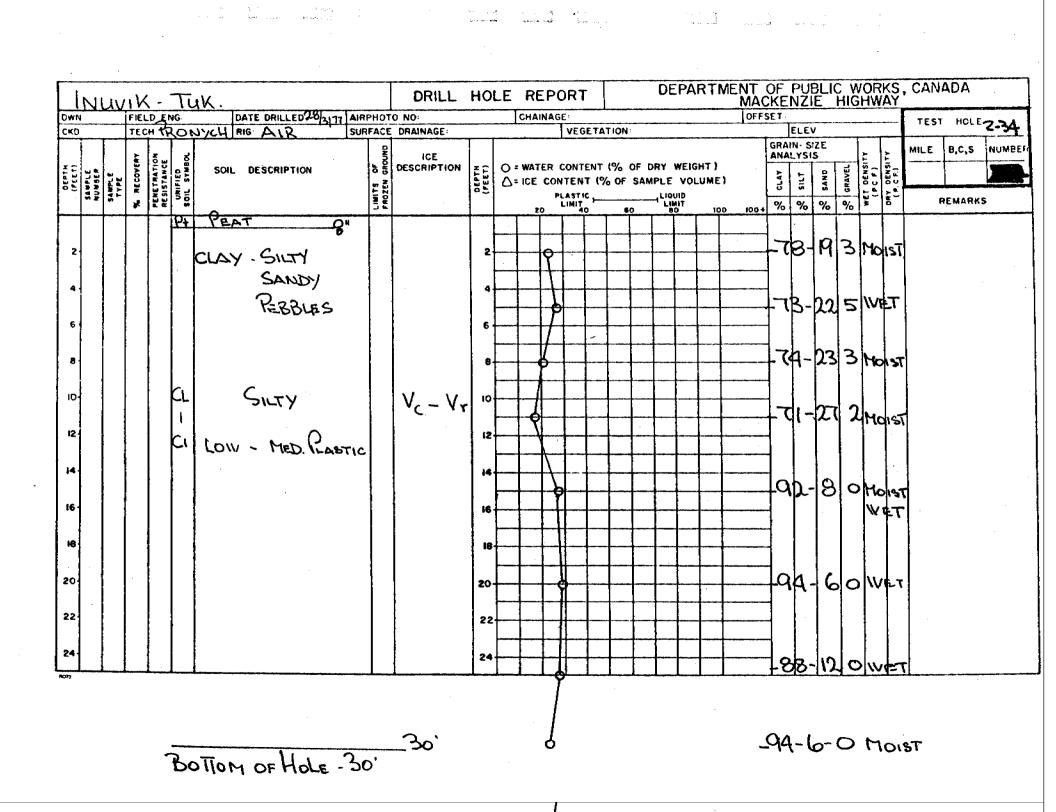
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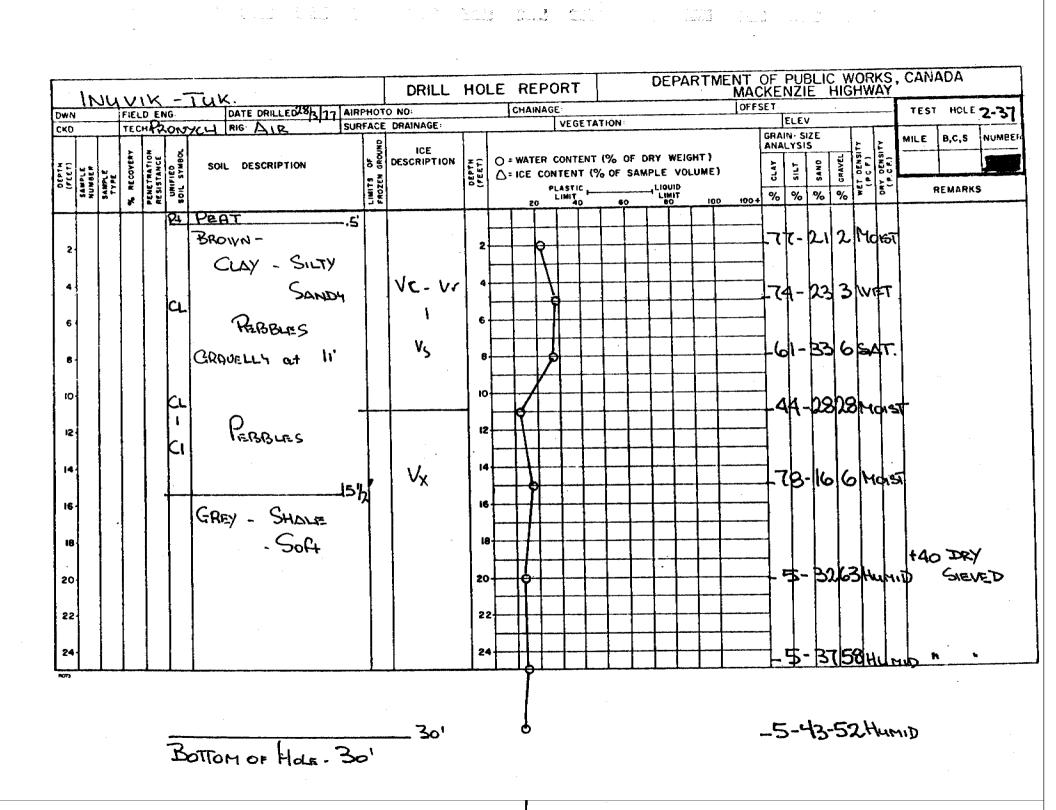
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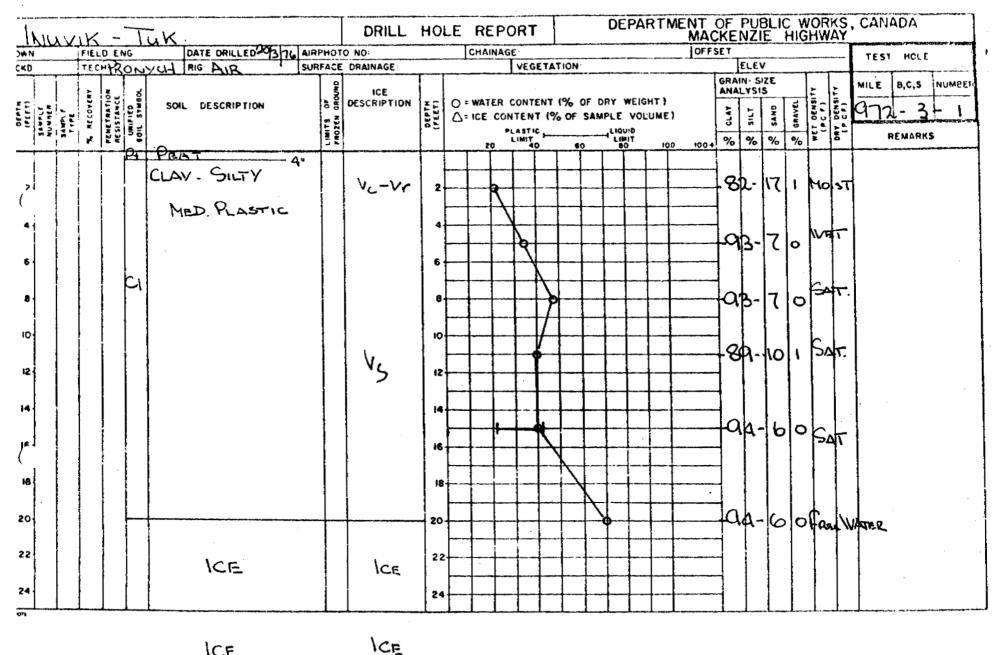
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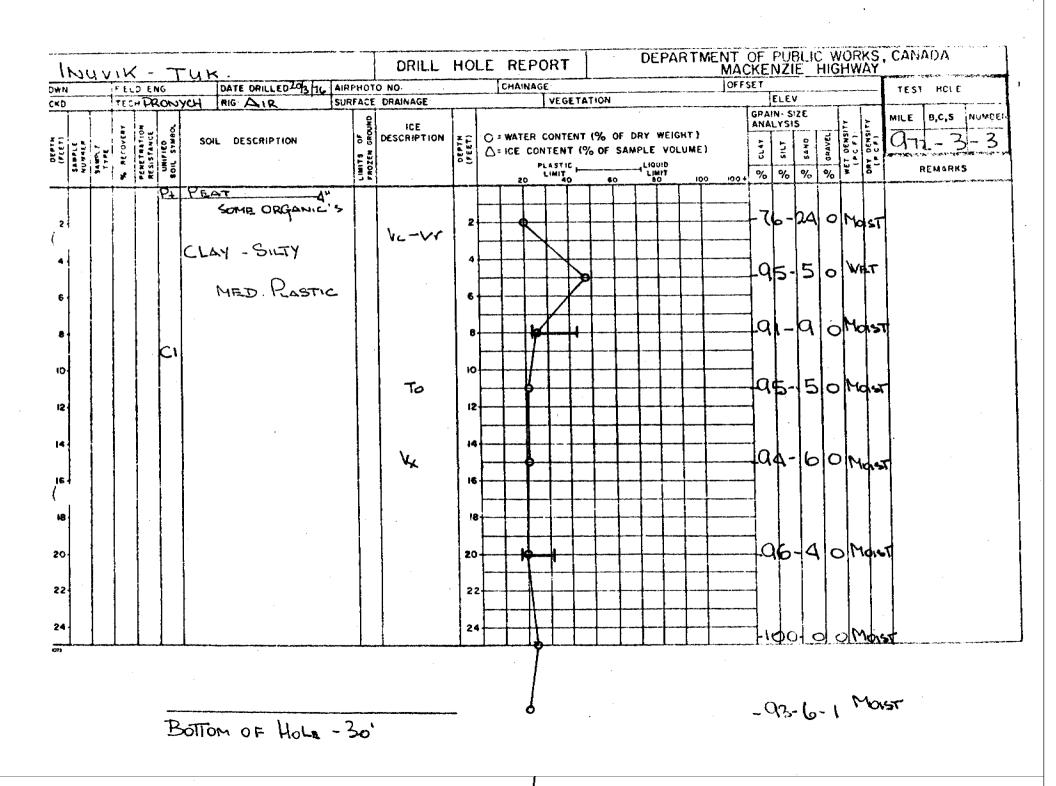
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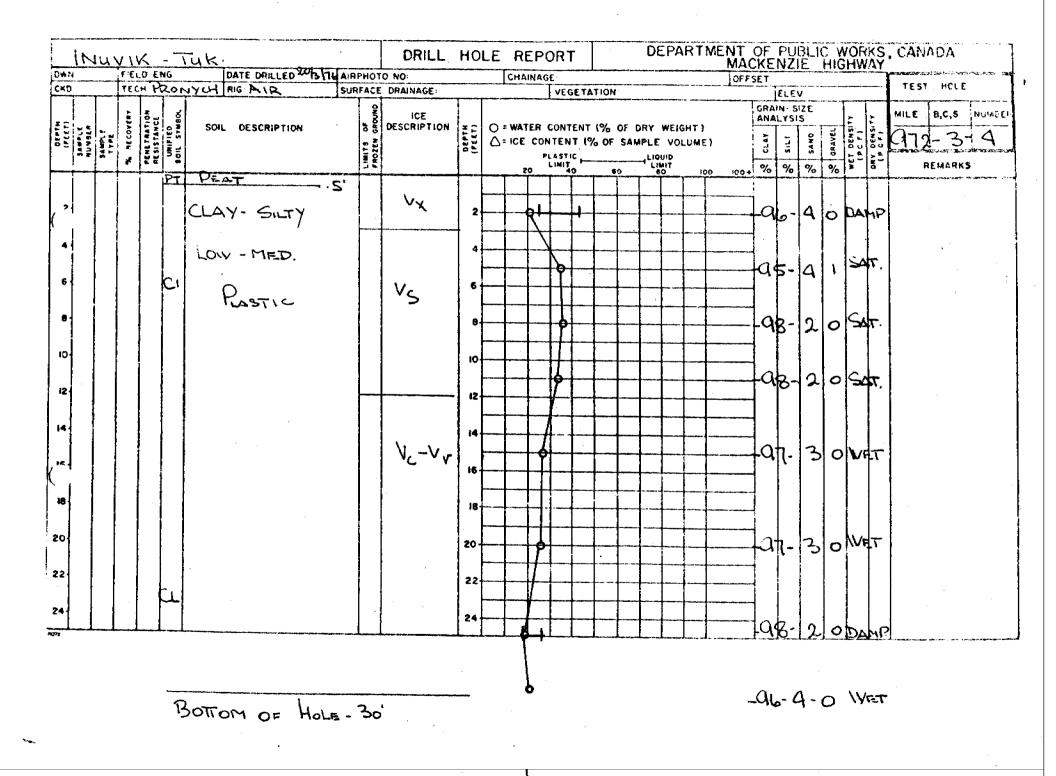
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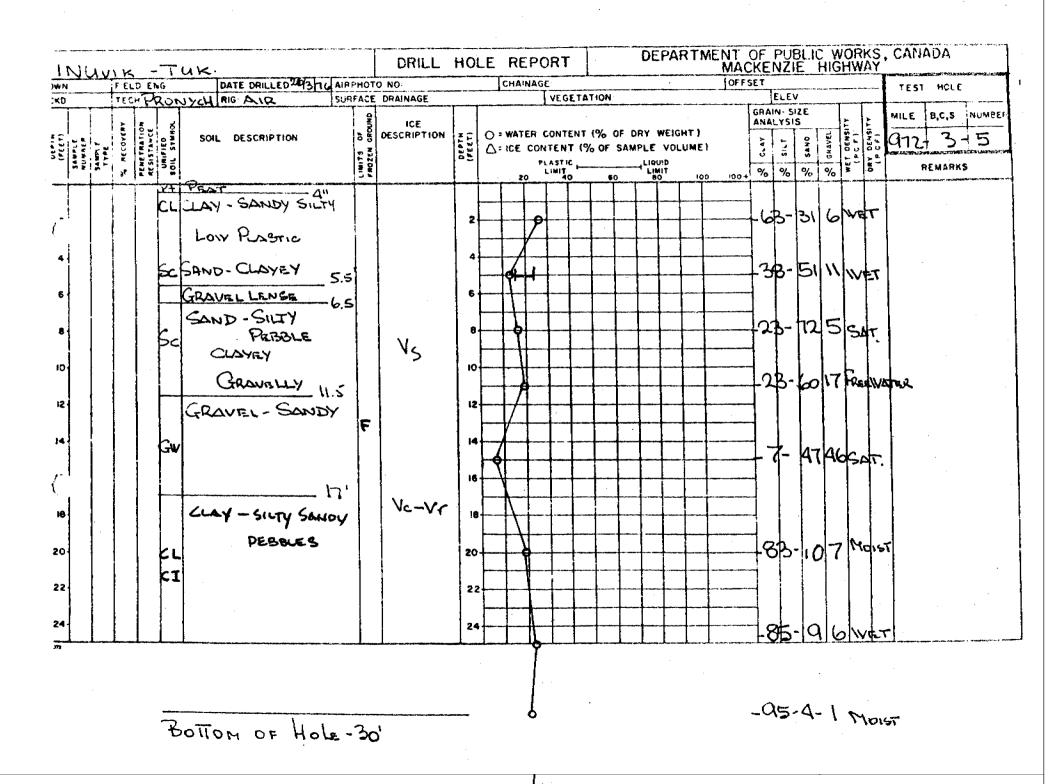
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SEARCH AREAS #6 and #9

Landform and Location: Hilly terrain south of Noell Lake near Miles 979 -980 of the Mackenzie Highway - roughly seven miles north of Inuvik.

Materia1:

Variable: primarily ice-rich glacial till but some fissile decomposed bedrock - shale, siltstone, sandstone and minor sandy gravel.

Stripping:

Variable - no stripping on the top of hillcocks rapidly increasing on flanks of slopes to 20'+.

Volume:

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Volume on top of each hillcock where stripping would be minimal is in the order of 20 - 25,000 cu. yds. thus could possibly obtain a total of 100,000 cu. yds. in Areas #6 and #9 combined (two hills in each Area). Further borrow would require extensive stripping.

Conclusions:

Areas are highly visible and pit development would leave obvious scars. Because of stripping required to develop substantial volumes here, this source is not recommended. Consideration should only be given to Area #6 if staged construction is proposed, and stripping can be used in the embankment with thawing and drying in place.

Topography

This search area is in an area of hummocky terrain immediately south of Noell Lake at approximately Mile 978 of the Mackenzie Highway. For the most part the hummocks are attributed to either surficial deposits of glacial origin, or a combination of ground ice and thermokarst, however some of the higher hills have bedrock cores. The tops of the high hills are relatively bare of glacial till, whereas the flanks are covered with either till or colluvium. There are isolated high points in Areas #6 and #9 which have weathered decomposed shale, siltstone and sandstone chips on the surface.

Materials and Quantities

For the most part the terrain is devoid of dry, competant borrow - only glacial till at variable ice content that would require thawing and drying. The hill which comprises Area #6 is the highest feature for many miles and is the most complex deposit encountered on the highway. There are two portions of Area #6 (exposed 'points') that show bedrock partings on the surface, and test holes on these exposures reveal relatively dry material fissile shale, siltstone, sandstone, bentonite, etc., extending to significant depth (100'+). However test holes on the flanks of the exposures, encountered substantial ice-rich till and/or collovium above the bedrock, and a progressive increase in thickness of the overburden with distance from the exposures. Cross-sections of Area #6 have been plotted and are included as plates #1 to #5 overleaf. These sections show clearly the bedrock cores and overburden, and while there is some good borrow available here, the stripping required to develop a worthwhile pit area would be prohibitive. Area #6 could possibly be considered as a viable borrow source if stripping were used for construction and allowed to thaw and drain in place. However one serious drawback to Area #6 is the volume of dry bentonite in the core of the hill - this material absorbs well in excess of its own weight of free water, expands significantly, and is very slippery when wet - it is very poor material for embankment construction and would have to be incorporated within high fills where it would be protected from free water.

Area #9 has similar cores of good borrow material but with very limited areal extent - e.g. holes #9-4 encountered 30' of excellent rock borrow, and hole #9-8 encountered 15' of sandy gravel, but adjacent test holes revealed much ice-rich material. Thus development of a borrow pit for the limited material available would be impractical, and this area is not recommended.

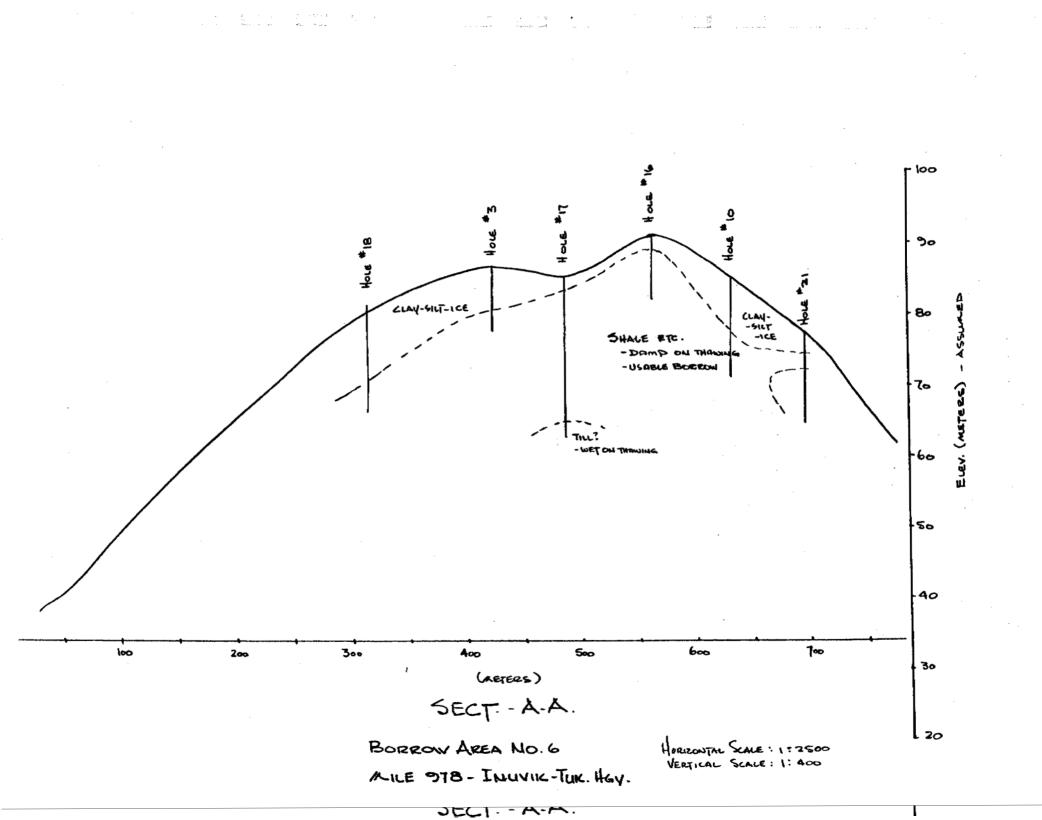
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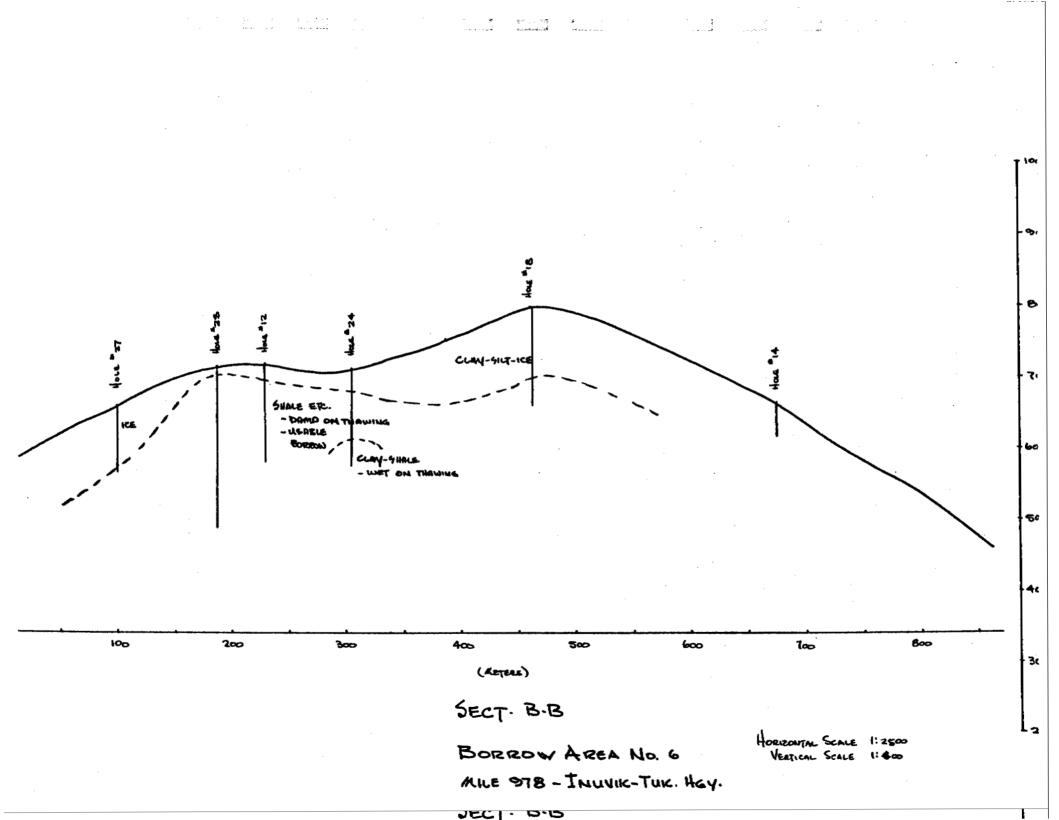
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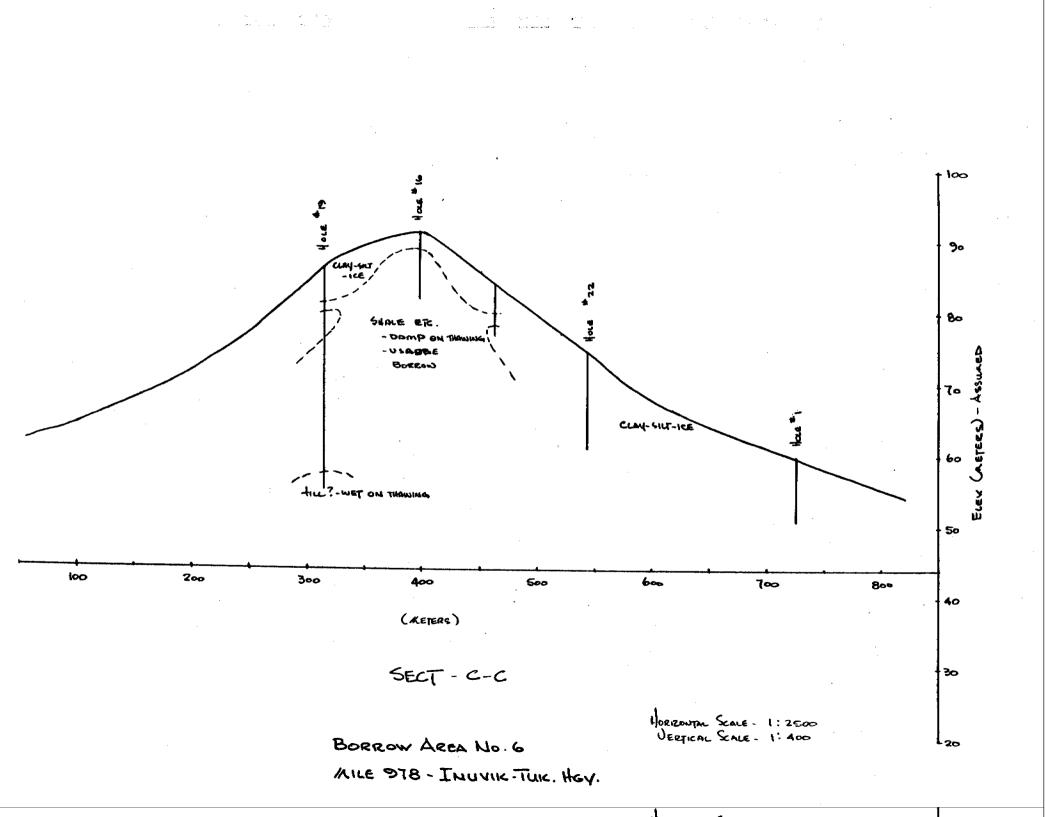
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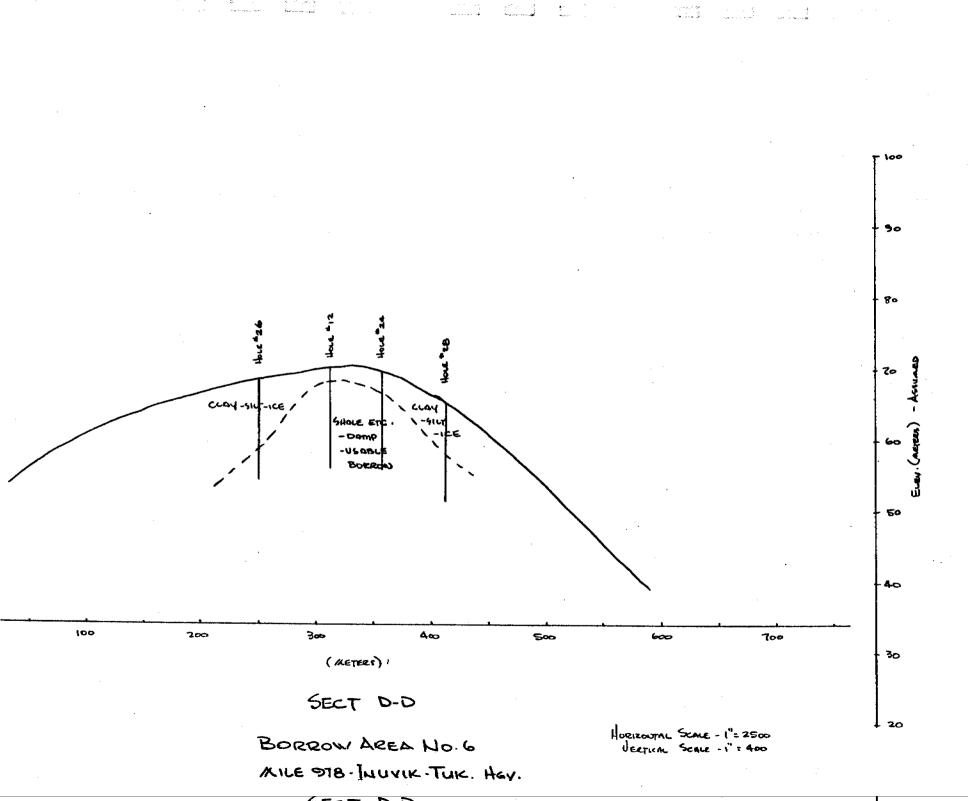
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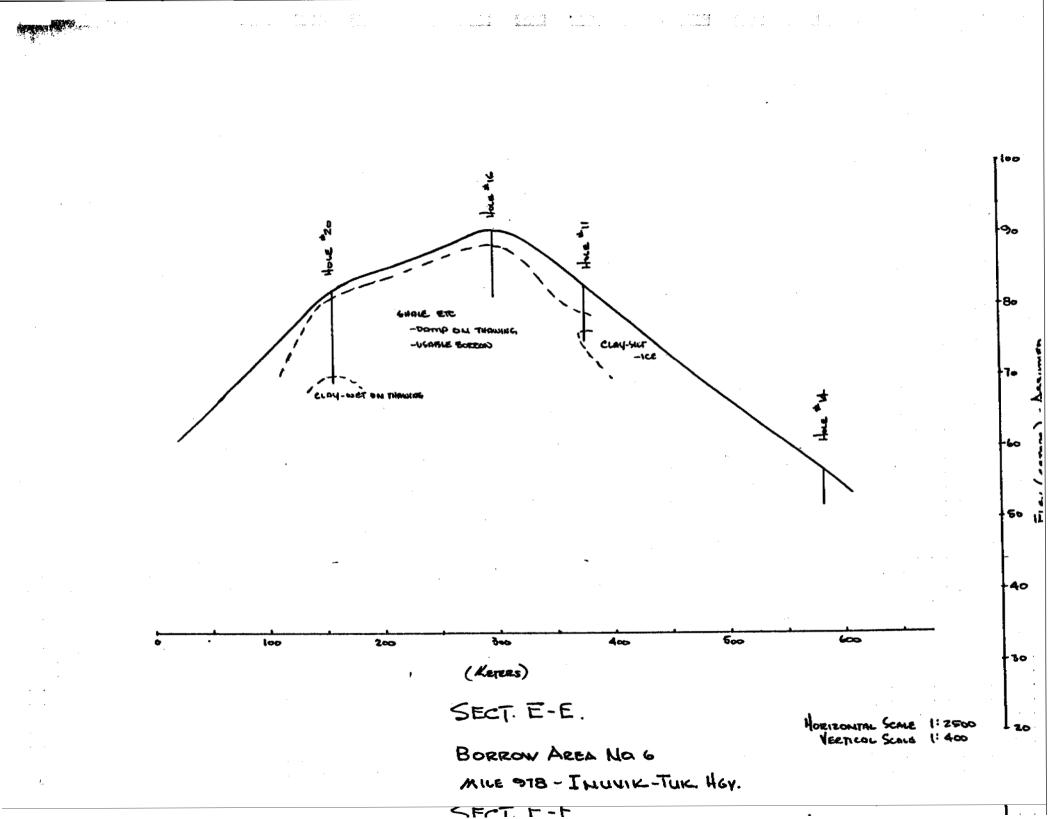


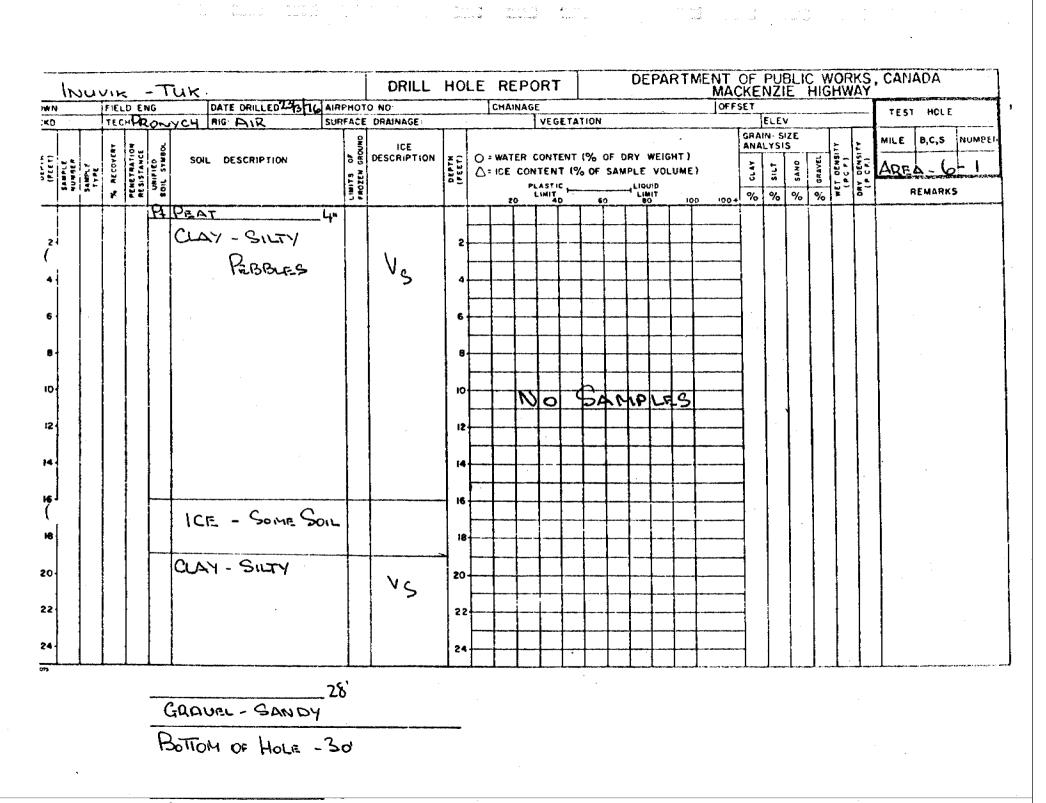






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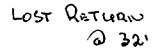


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DRILL HOLE REPORT DEPARTMENT OF PUBLIC WORKS, CANADA MACKENZIE HIGHWAY

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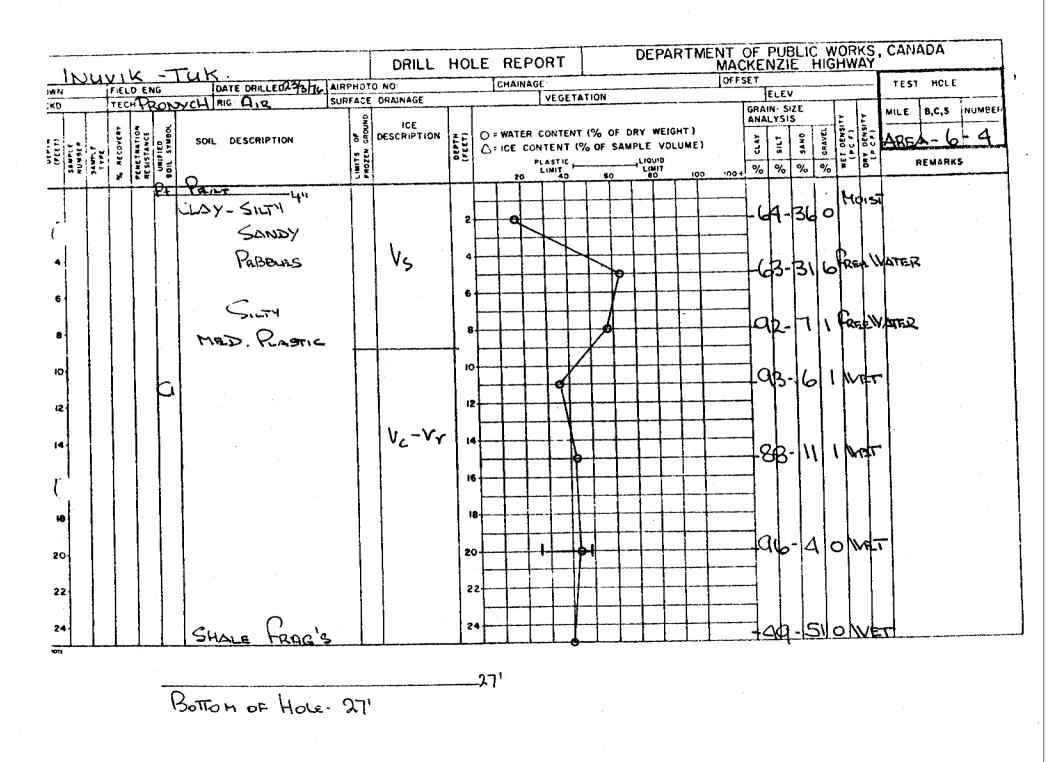
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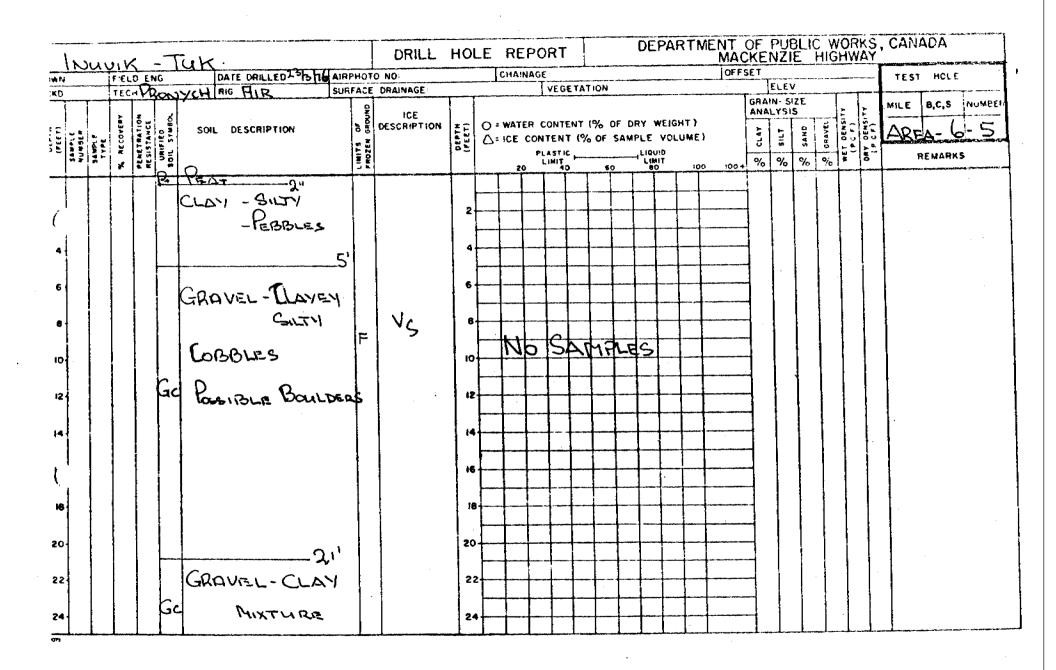
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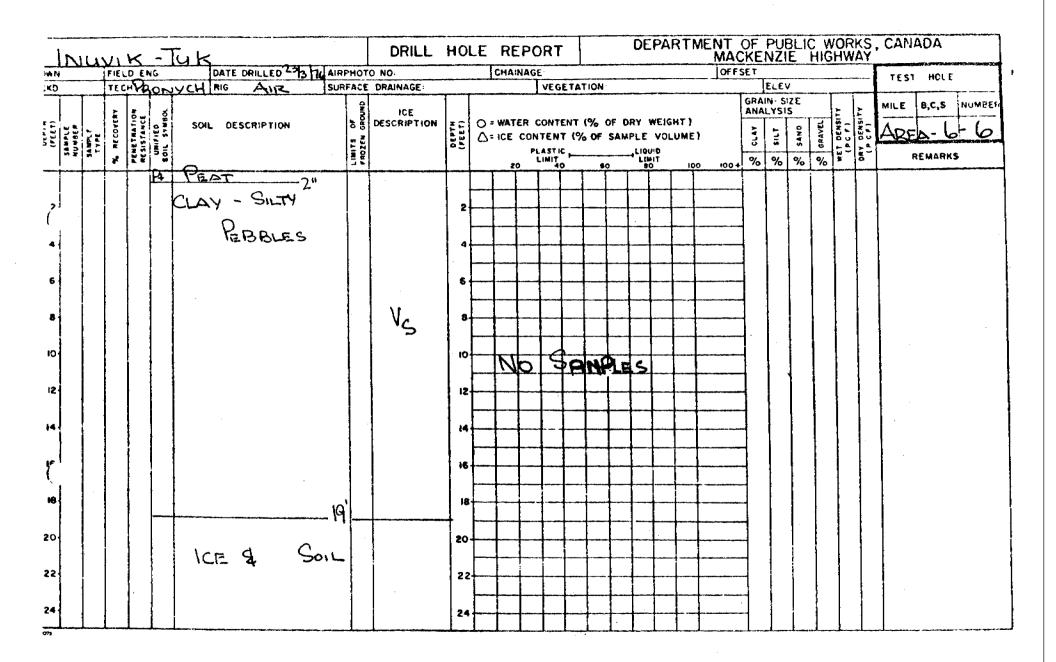
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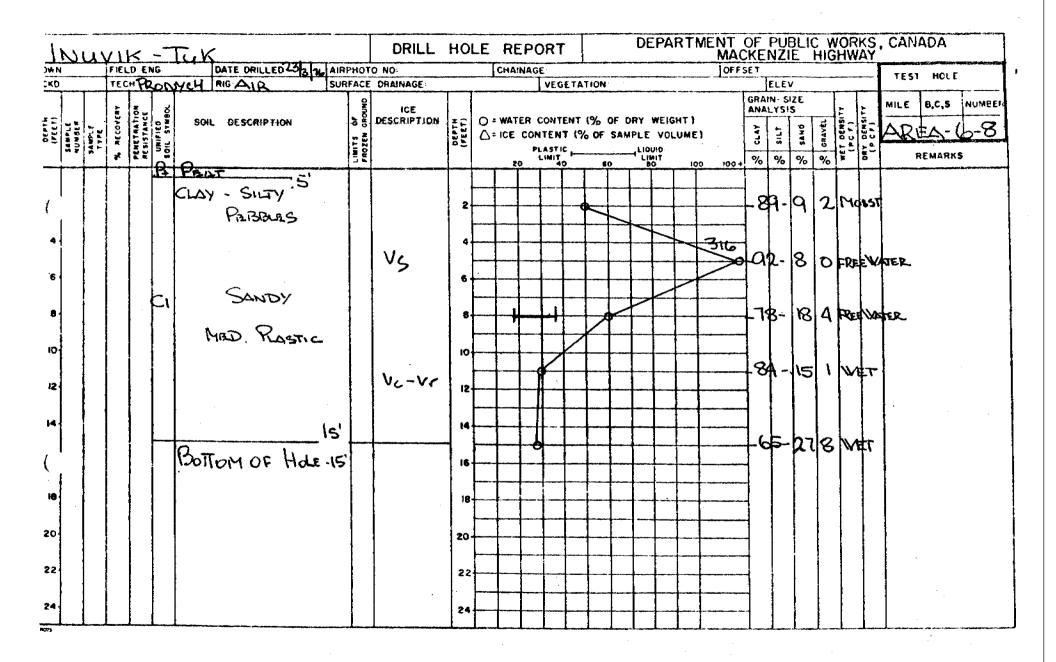
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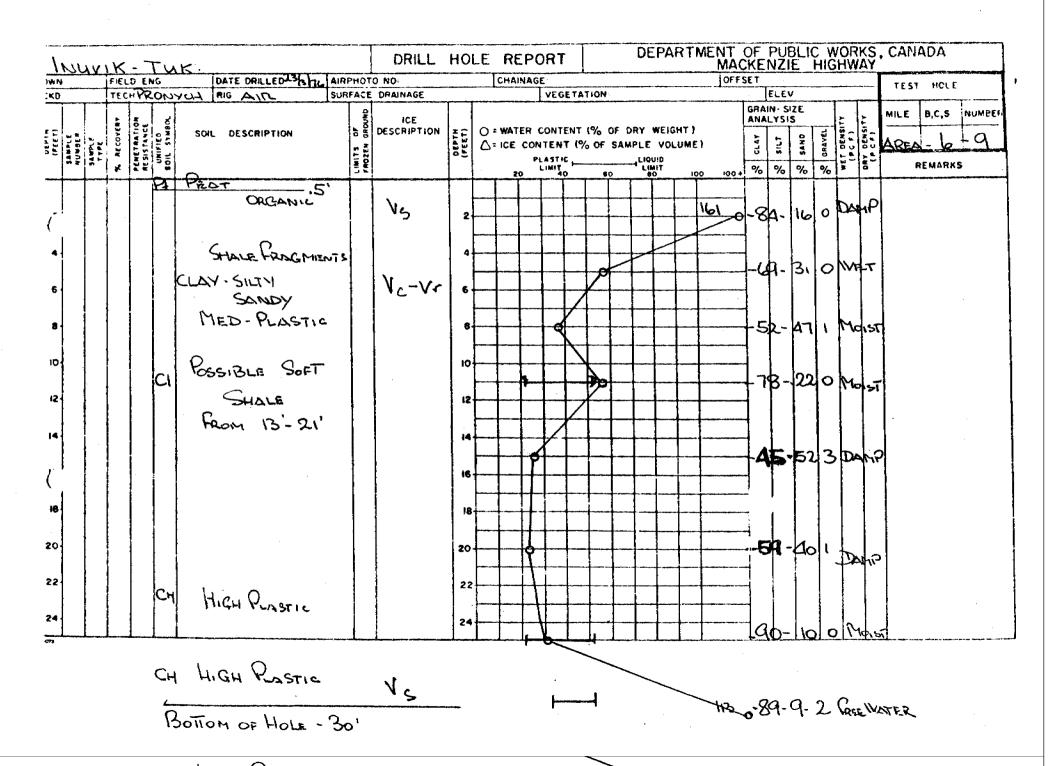
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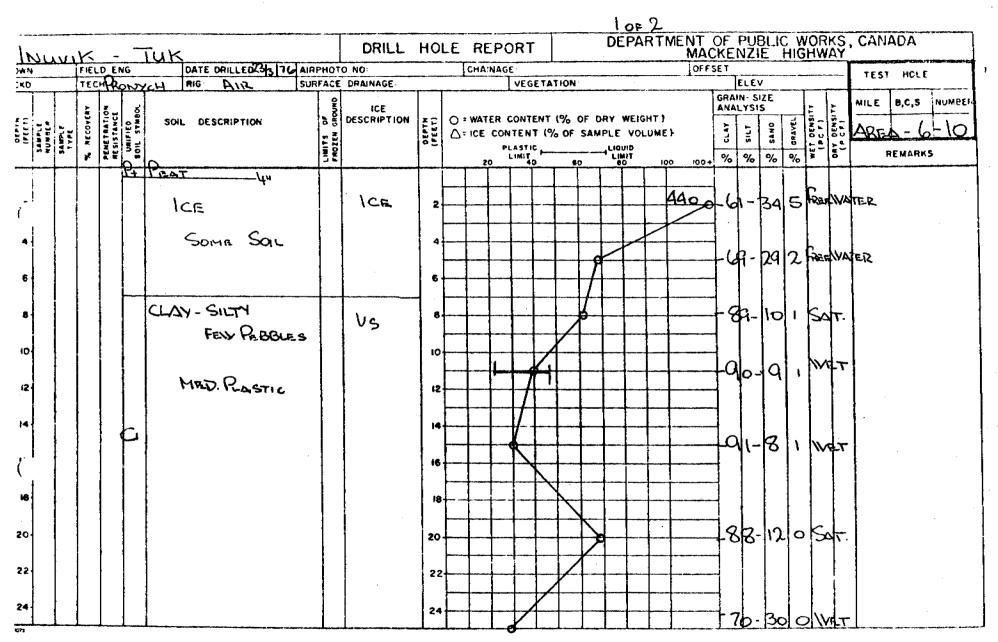


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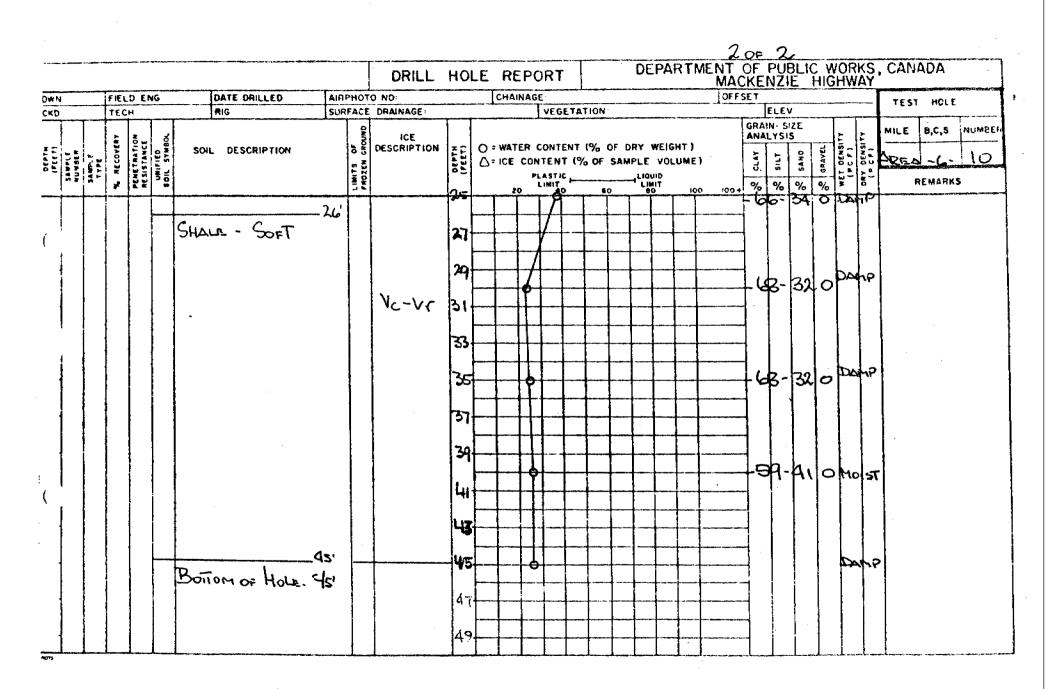
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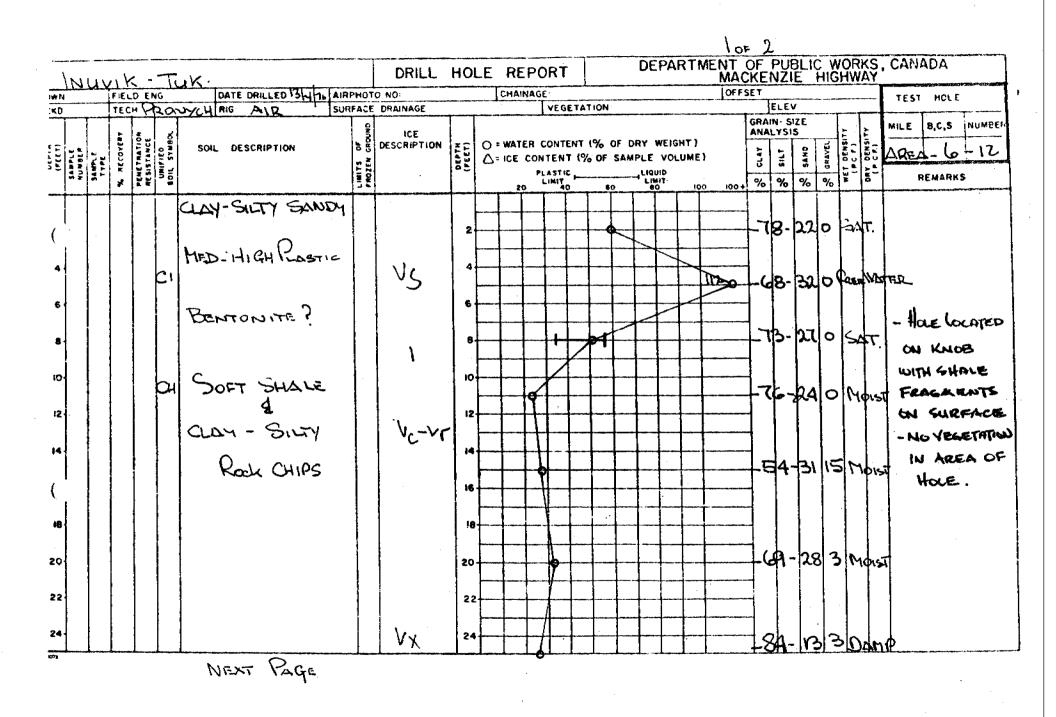
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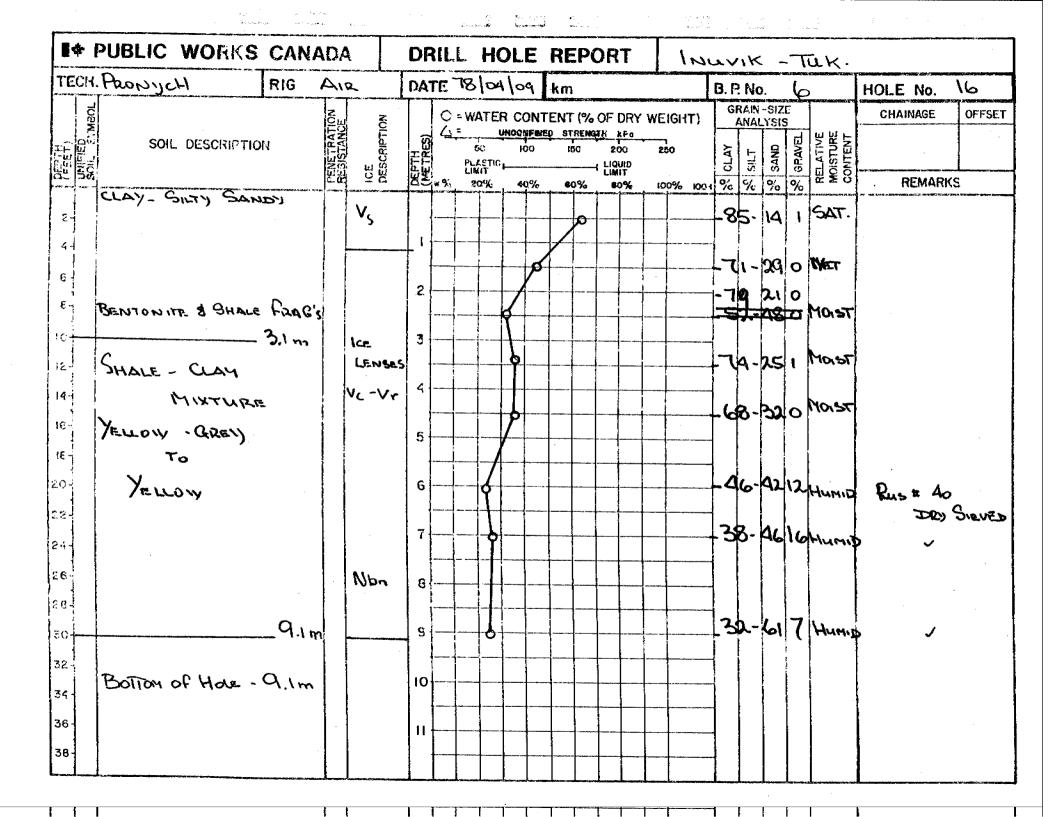
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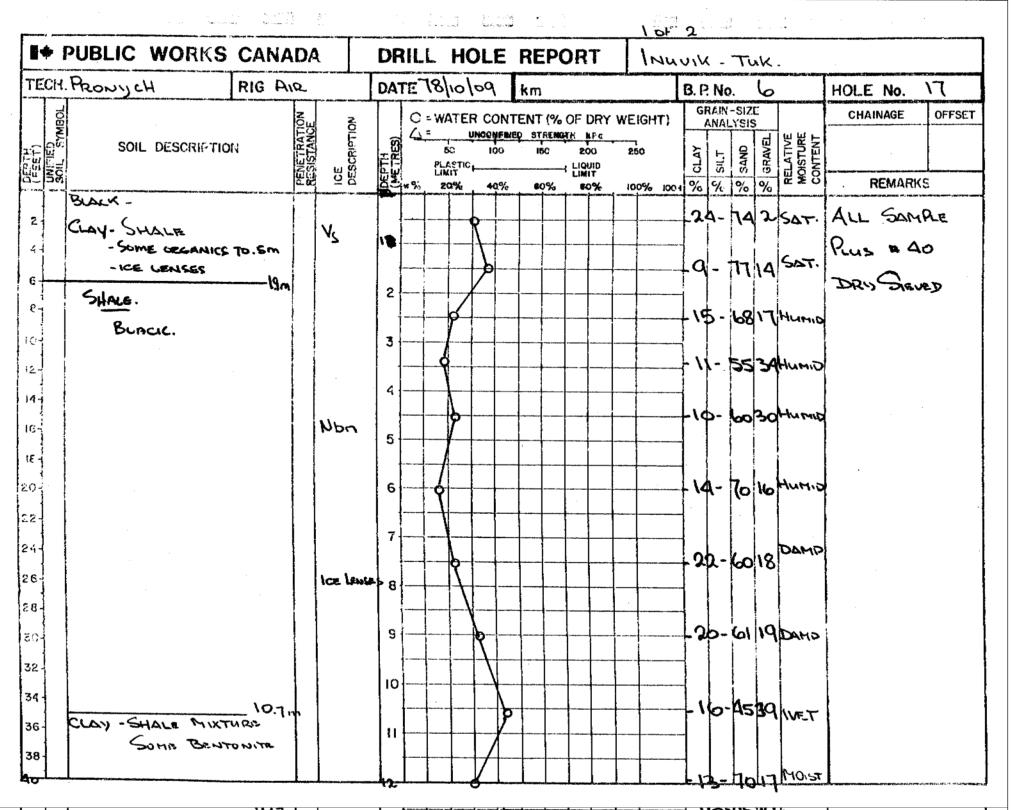
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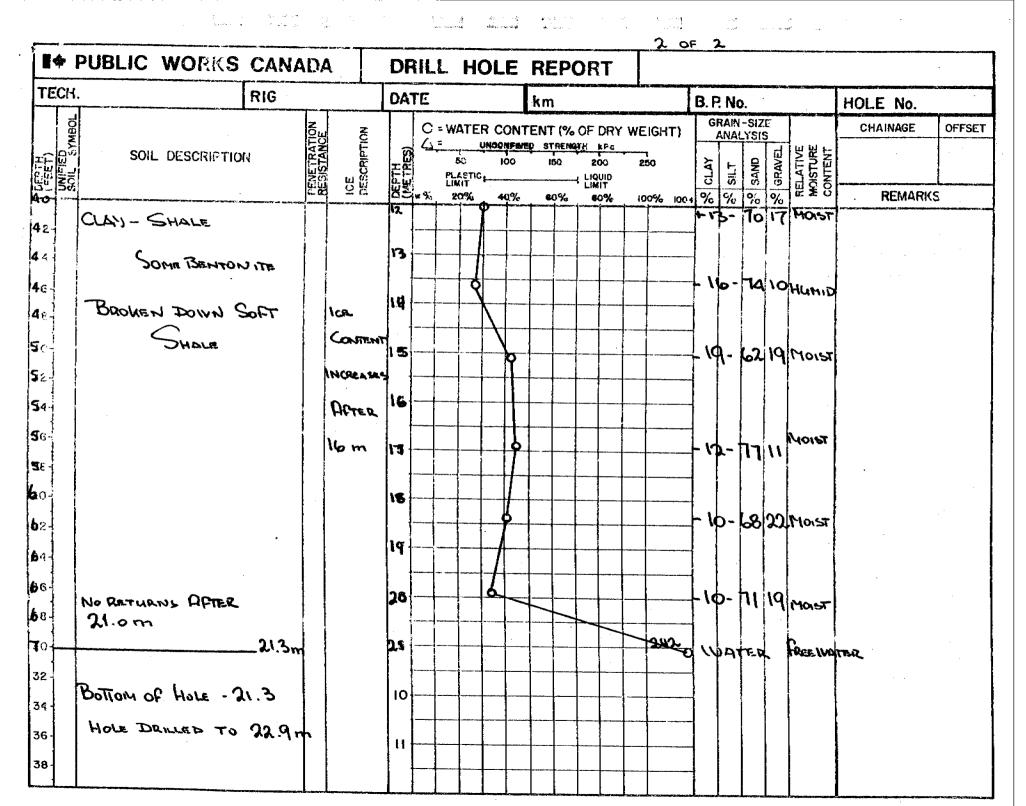
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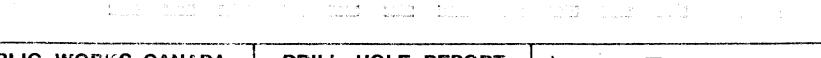
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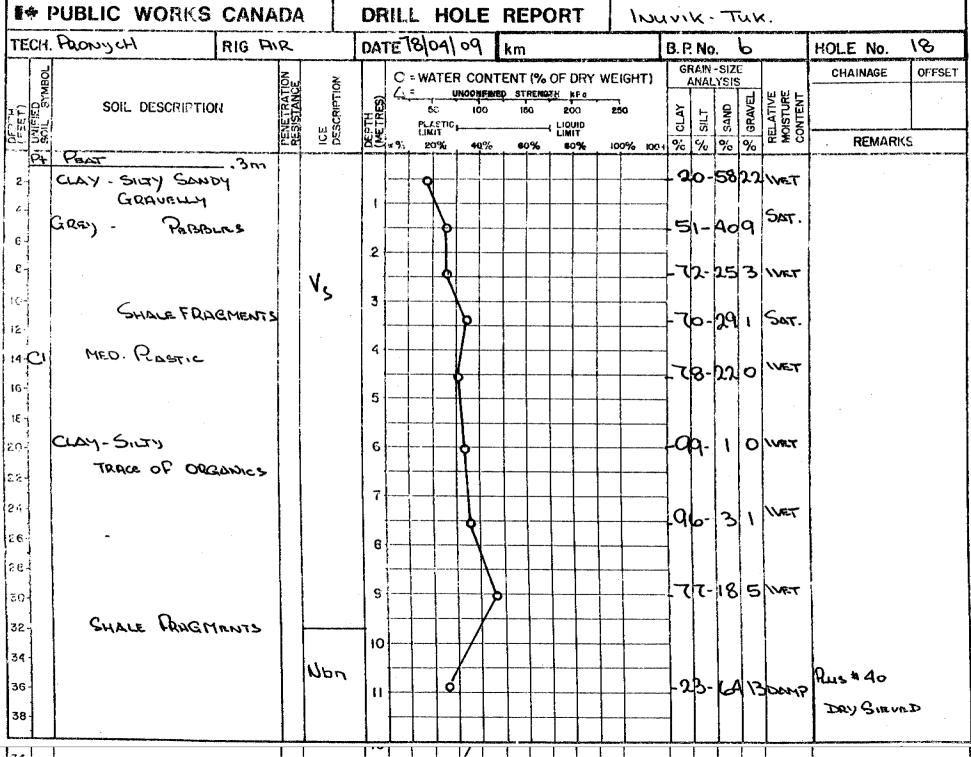
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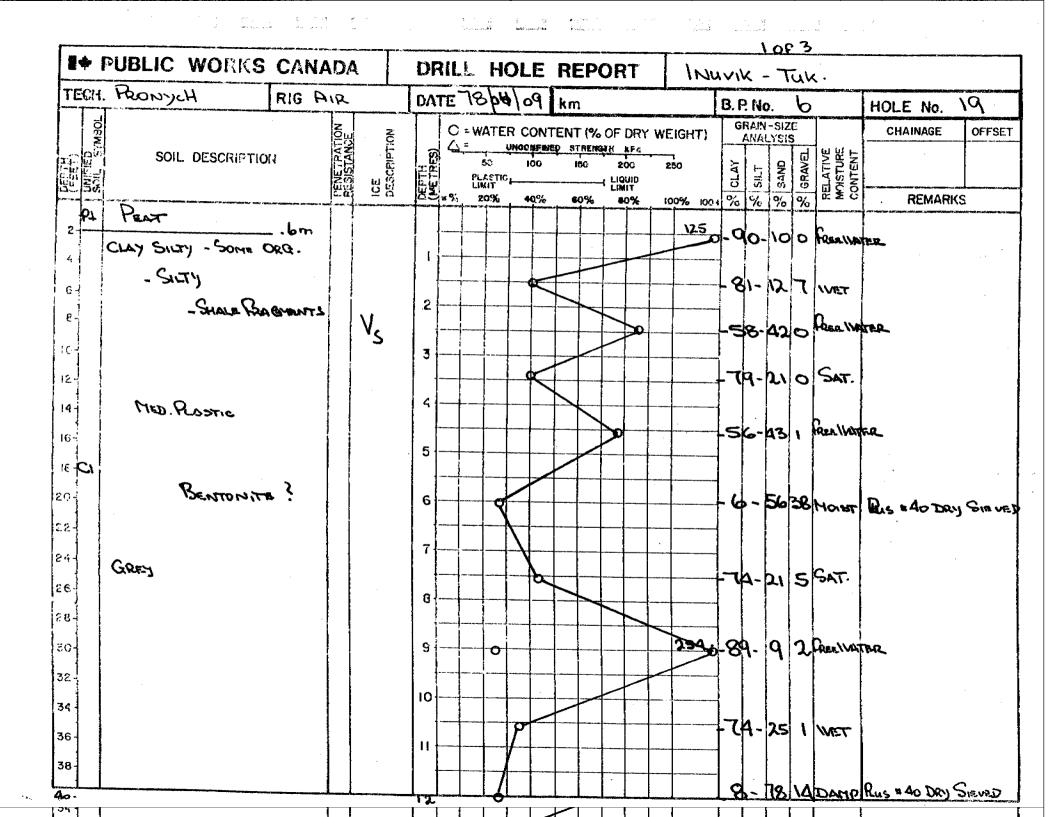


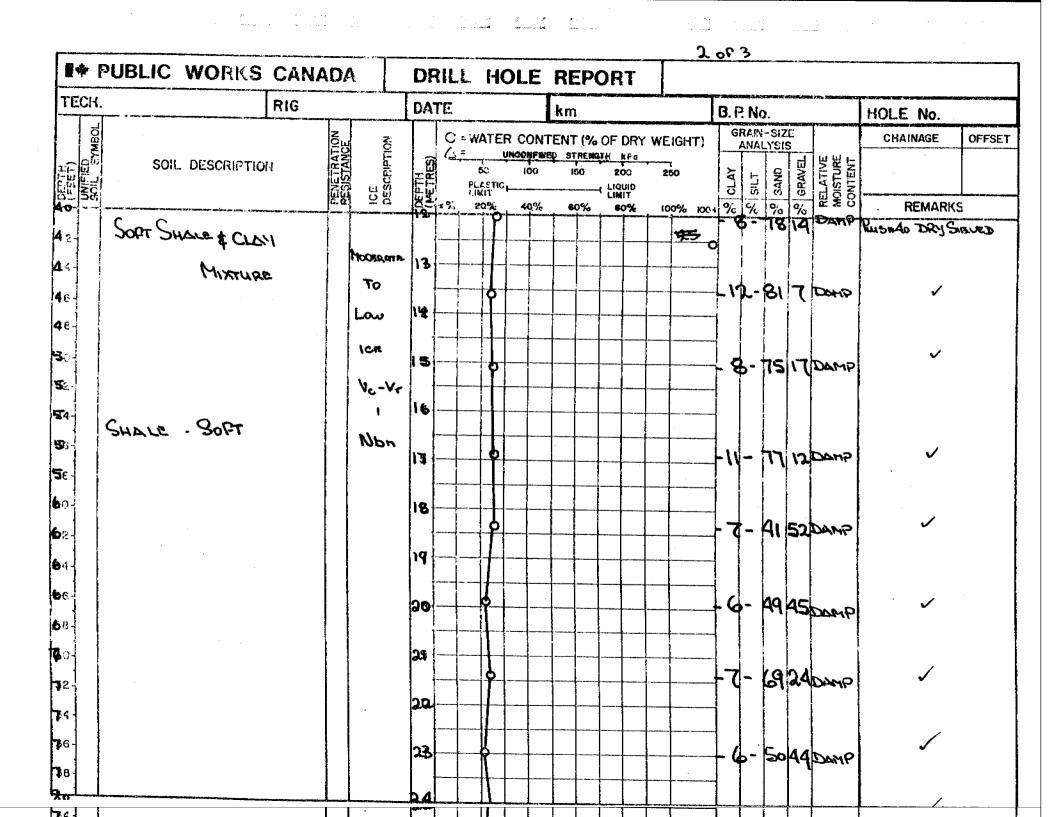


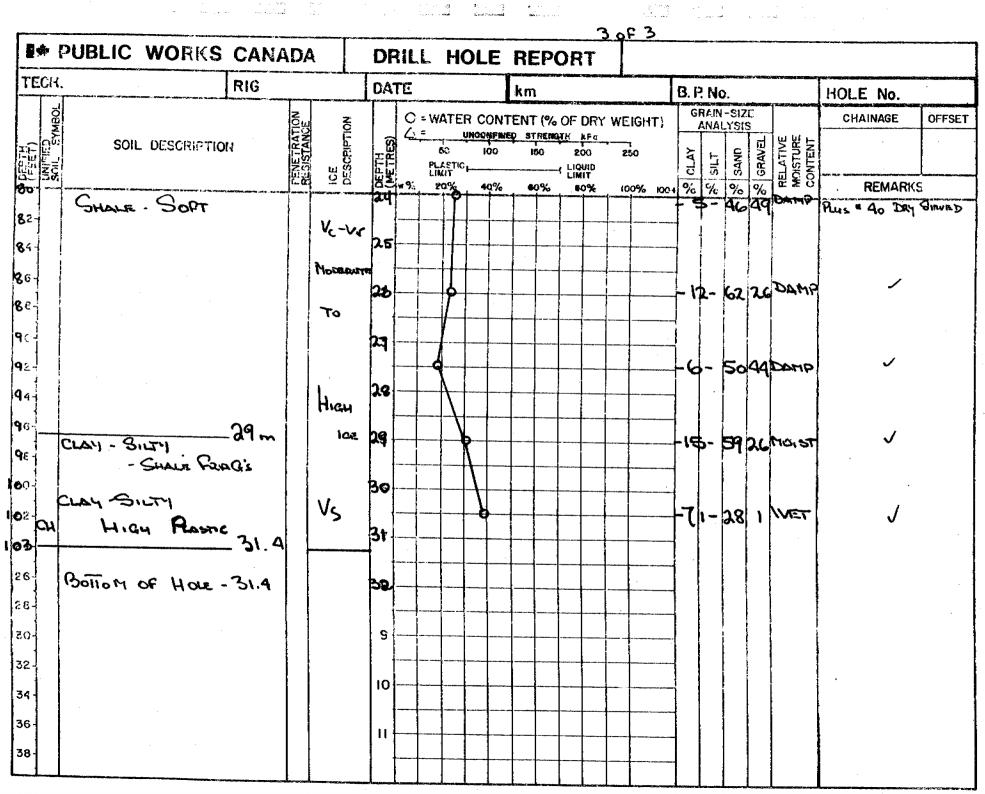




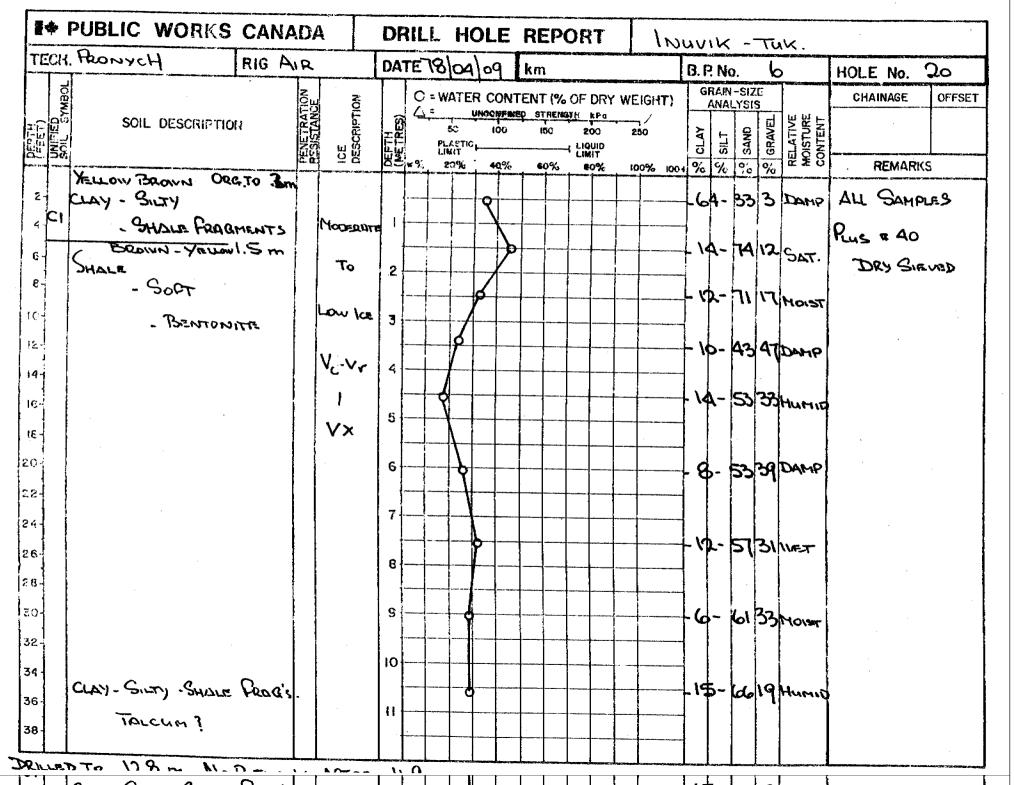


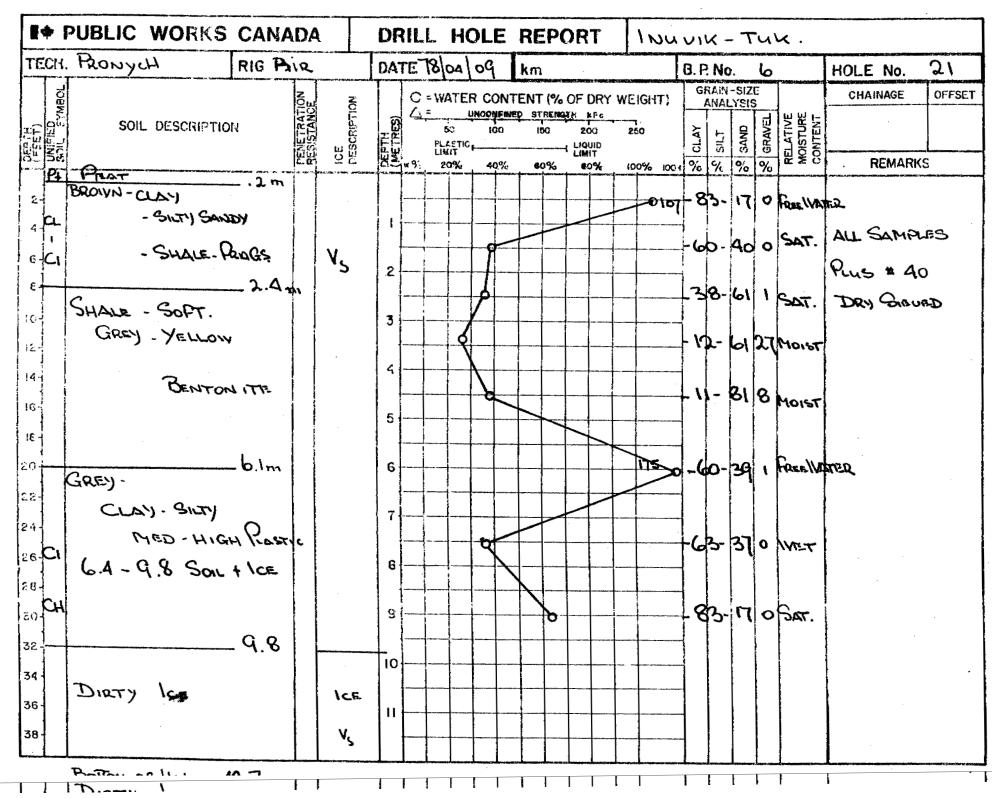


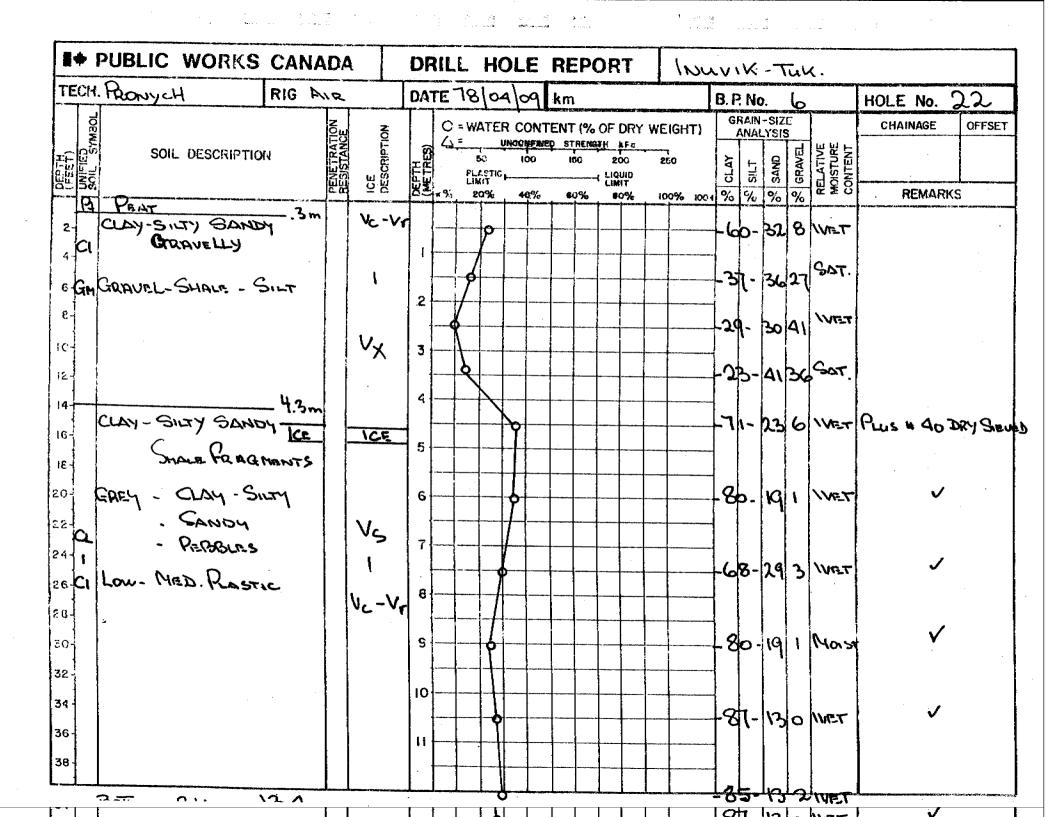


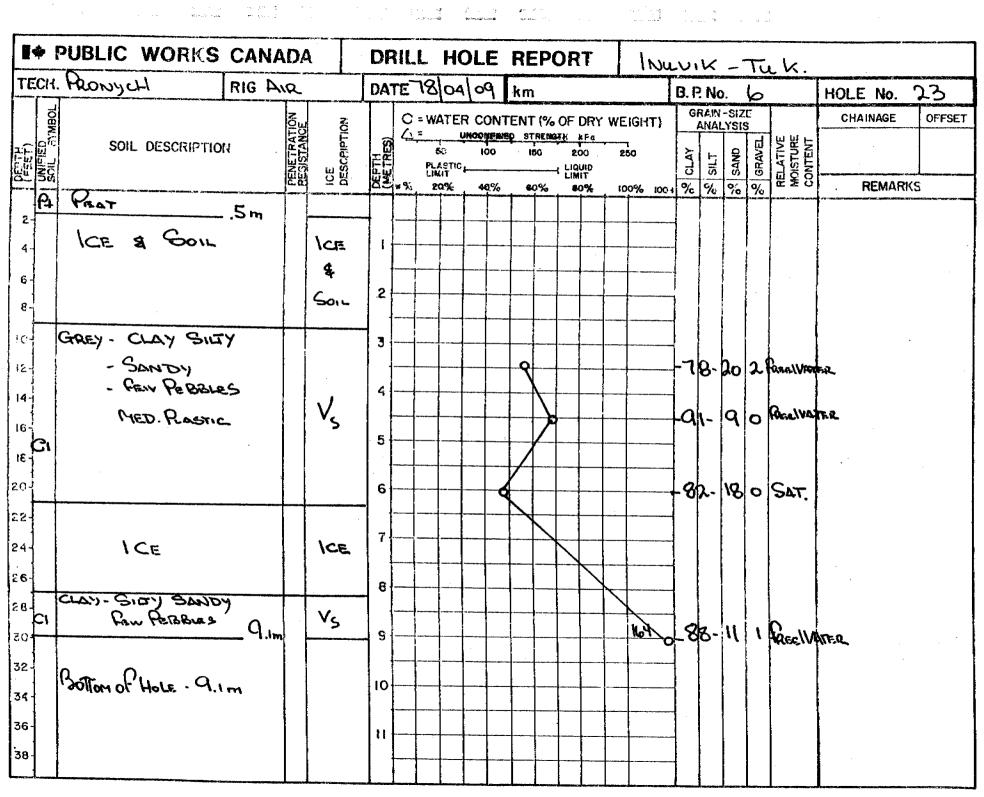


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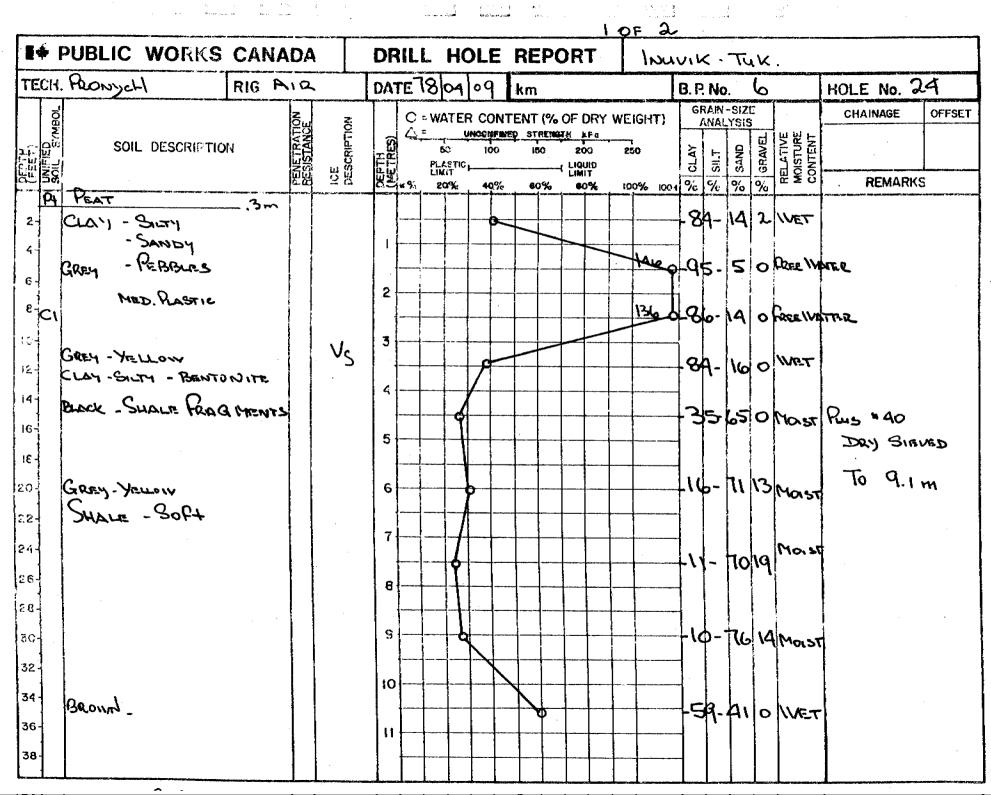




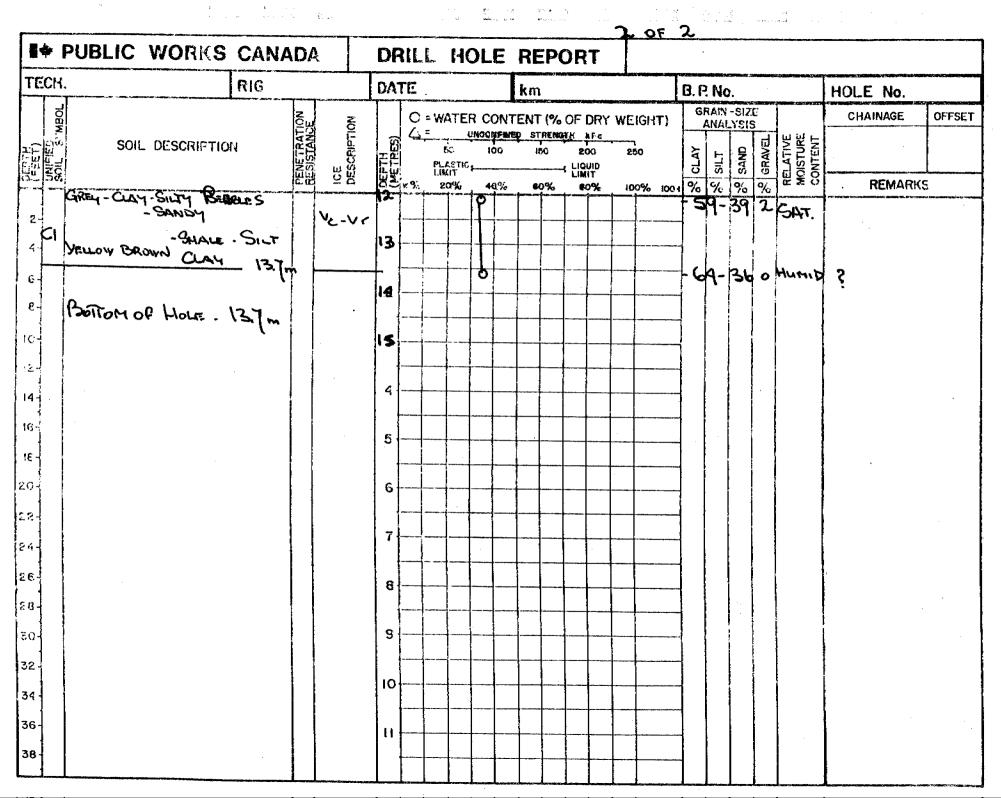


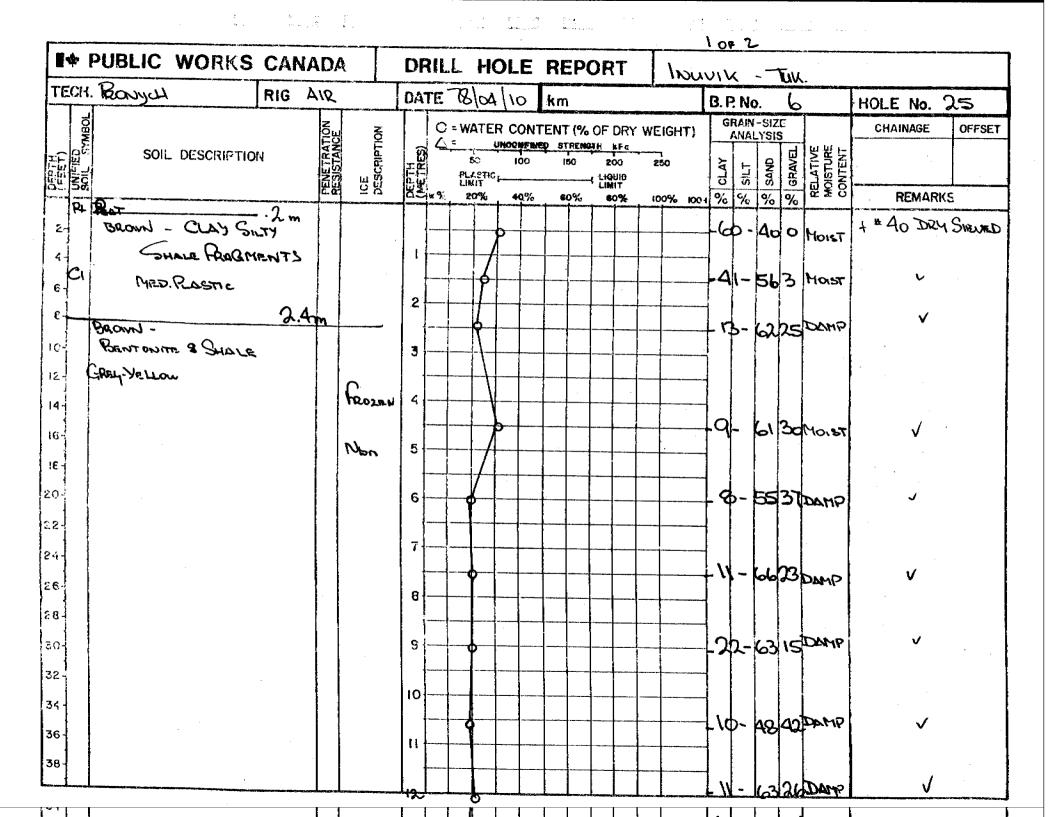


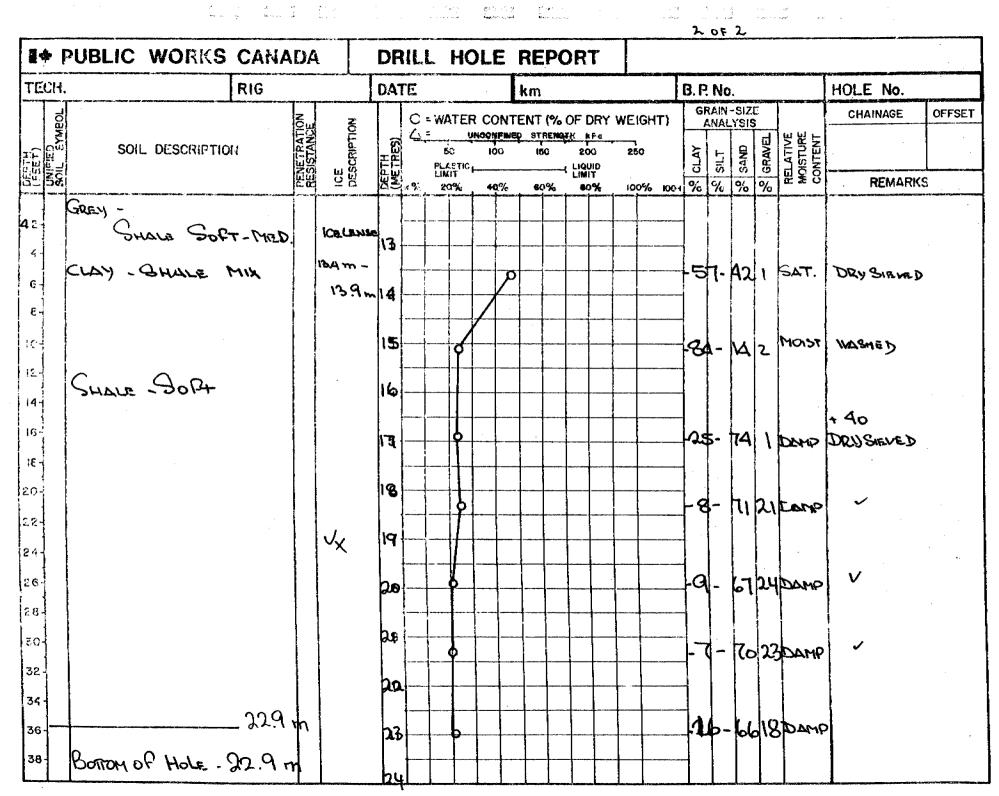
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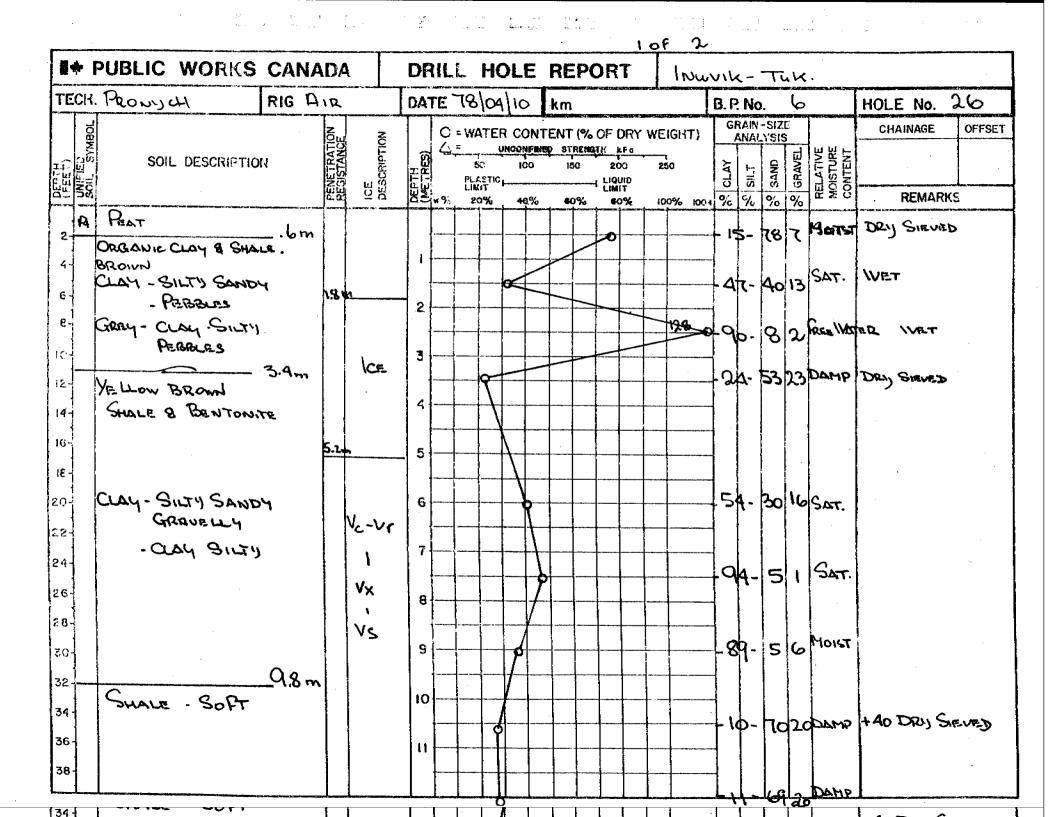


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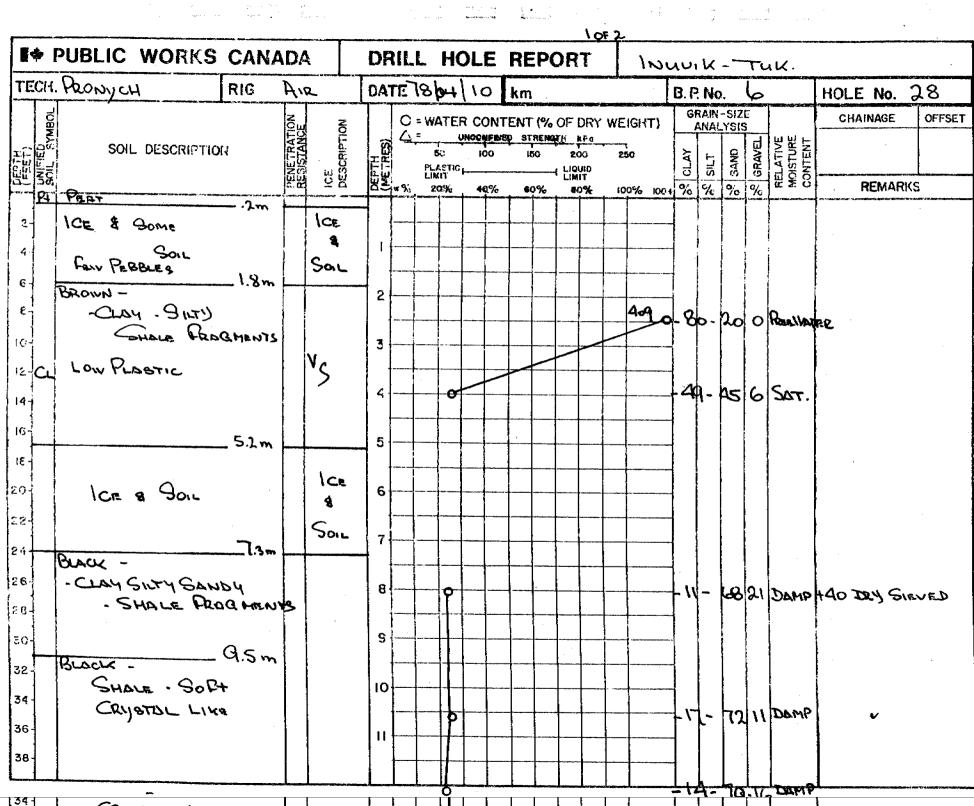
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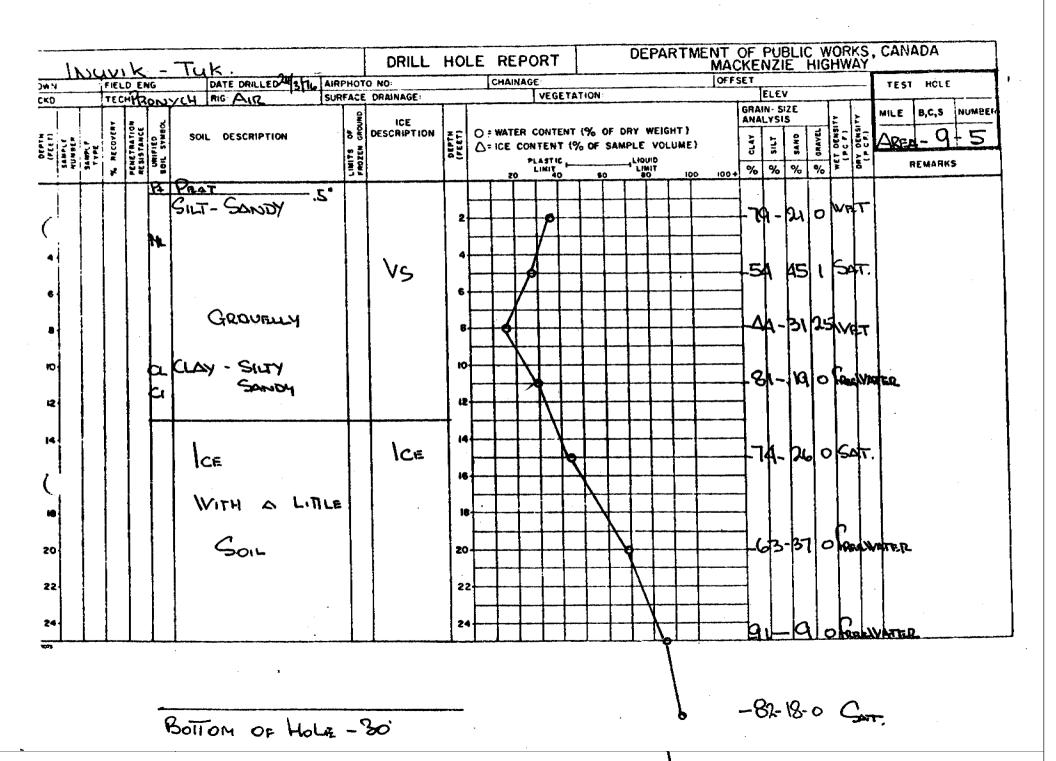
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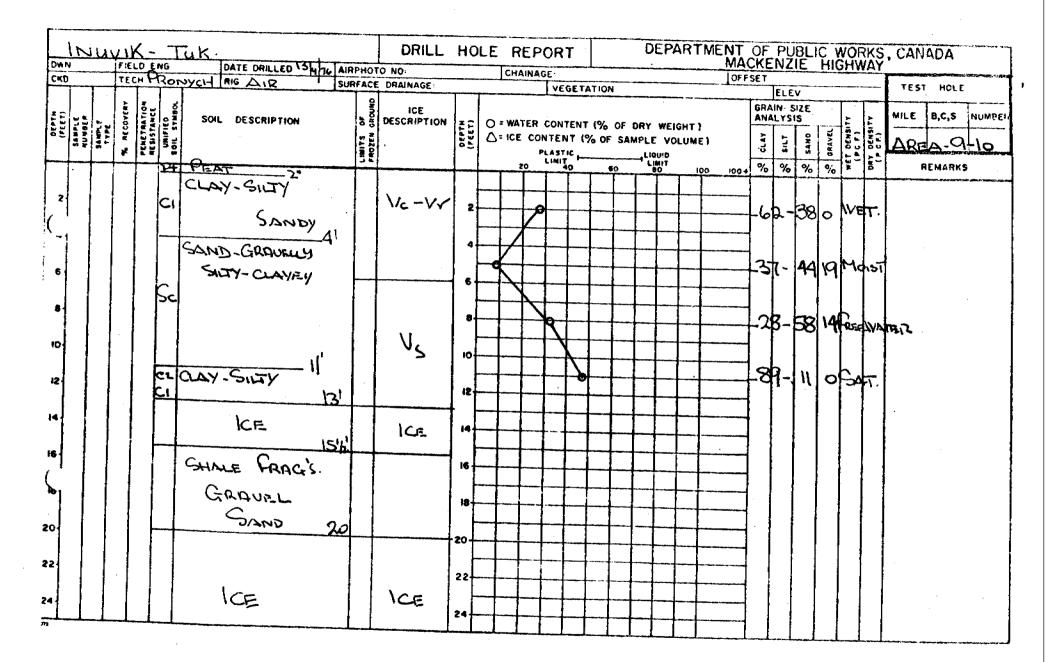
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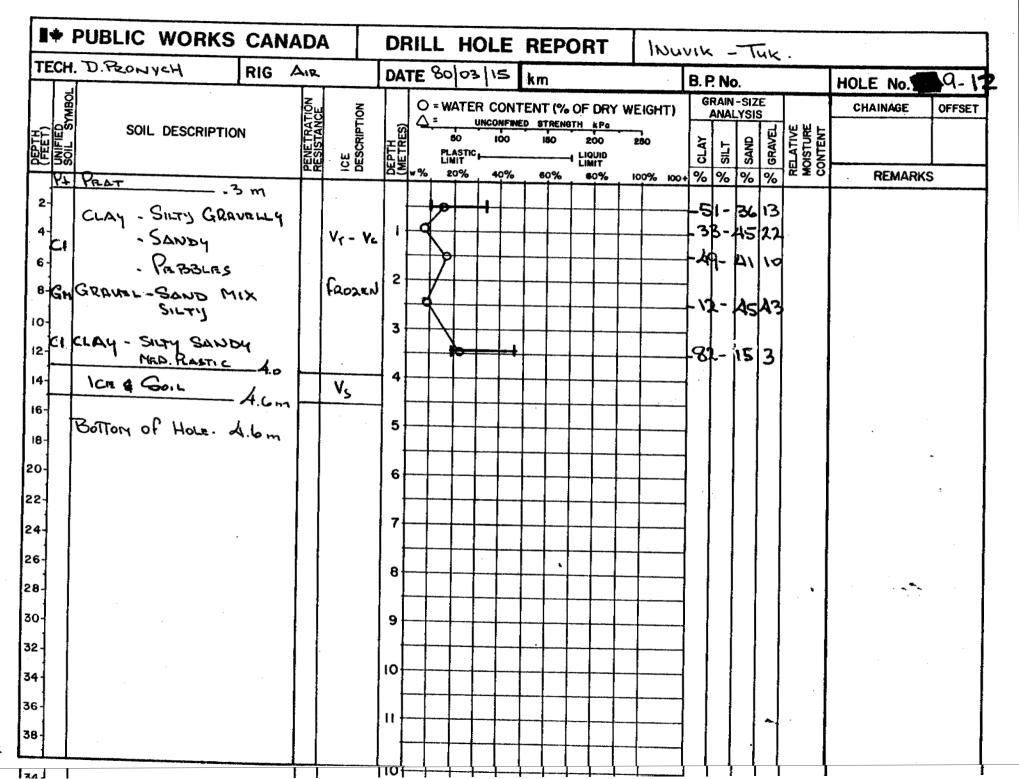
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SEARCH AREAS #10 and #11

Landform and Location: A series of small glacio-fluvial deposits - possible kames and/or crevasse fillings - west of Noell Lake at approximately Mile 984 of the Mackenzie Highway.

Material:

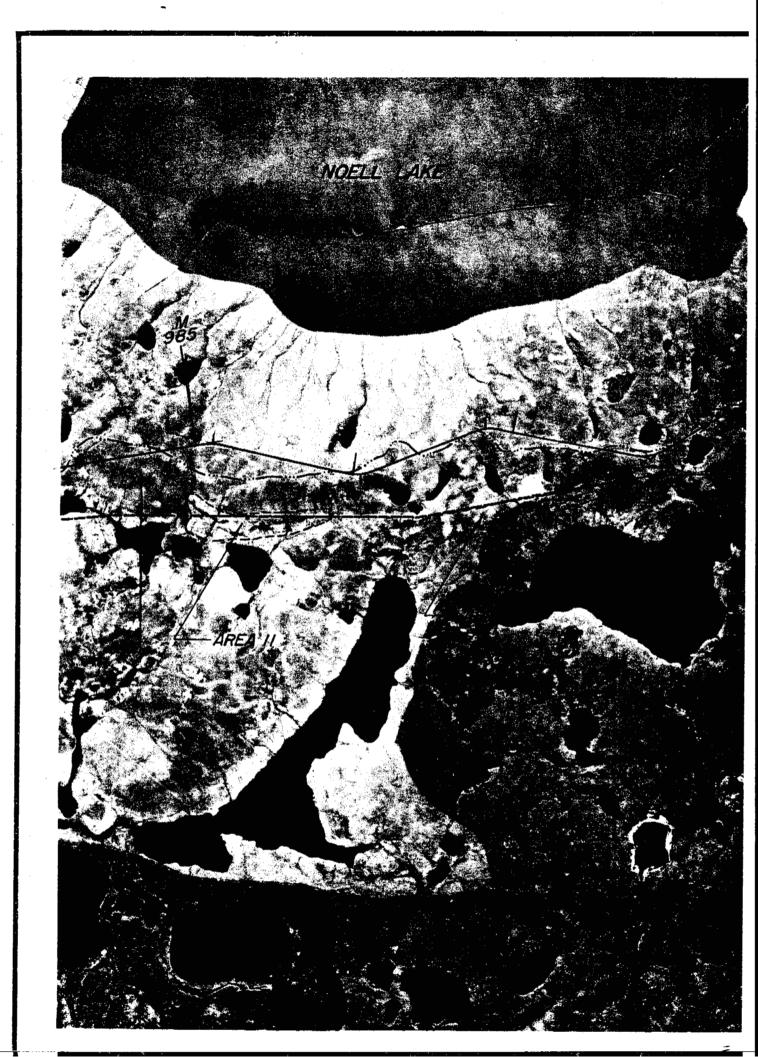
Sand and gravel cap over massive ice.

Volume:

Very limited - less than 25,000 cu. yds. total in several small features.

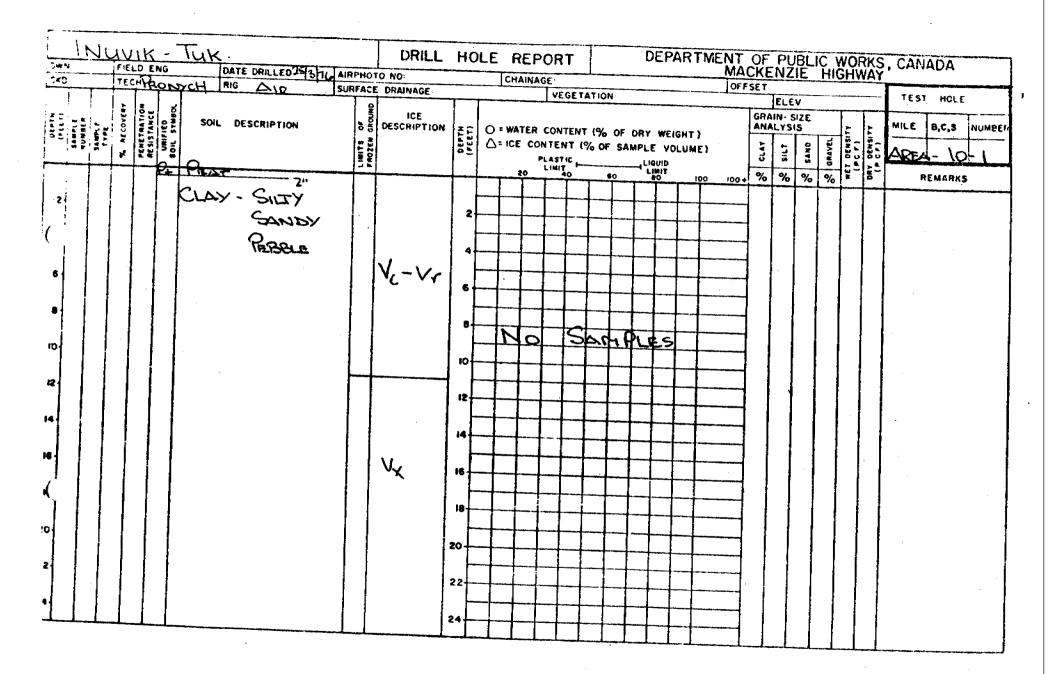
Conclusion:

Unsuitable for development. Features are very small and shallow. Will provide culvert gravel with selective extraction. Suggest periodic stripping of gravel from features during summer when construction in progress.







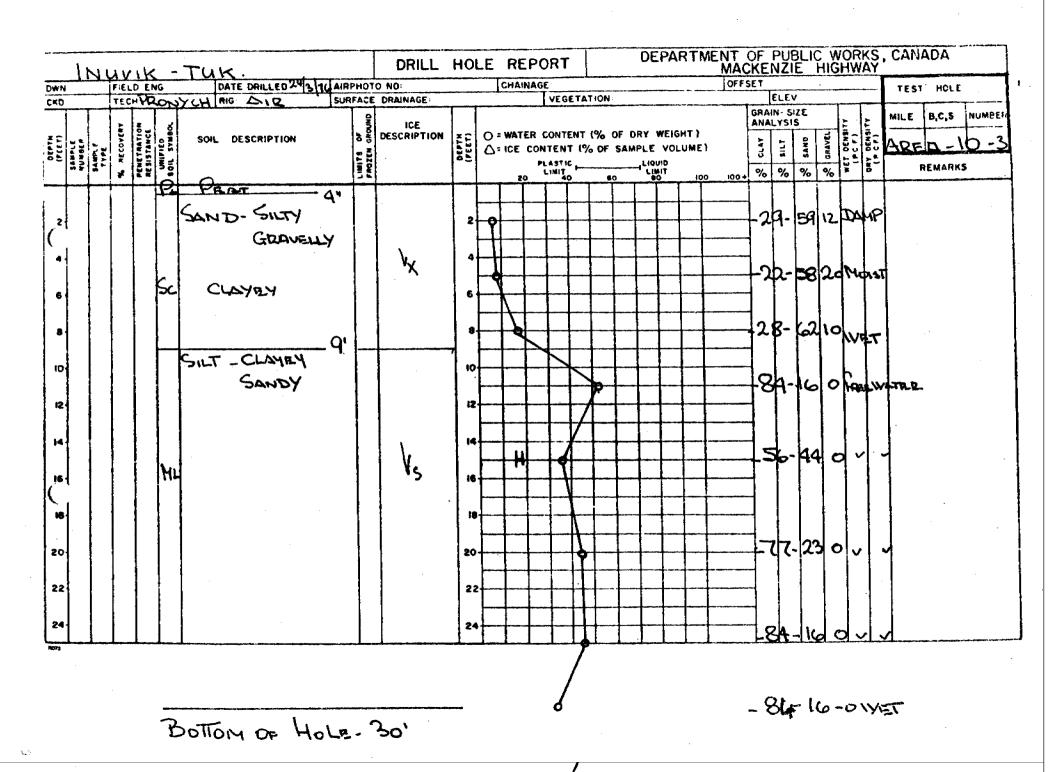


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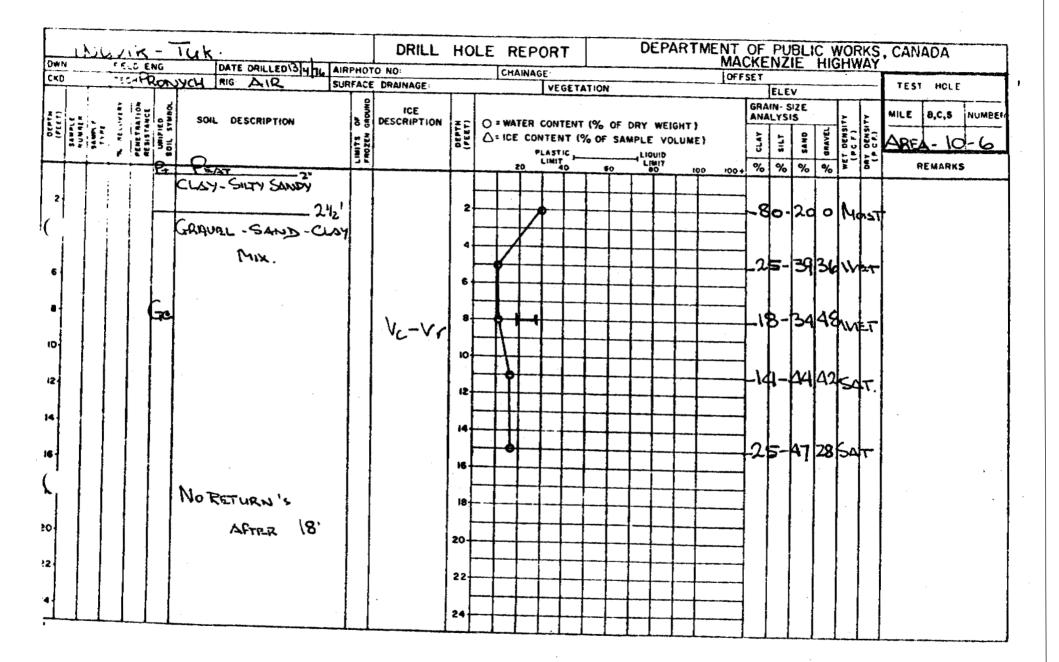
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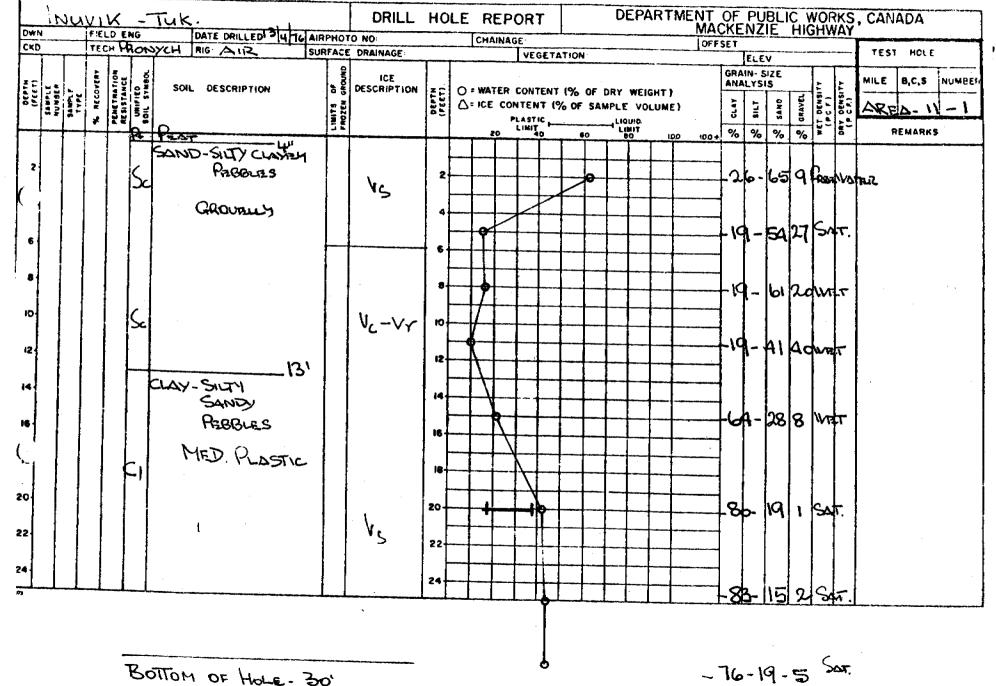
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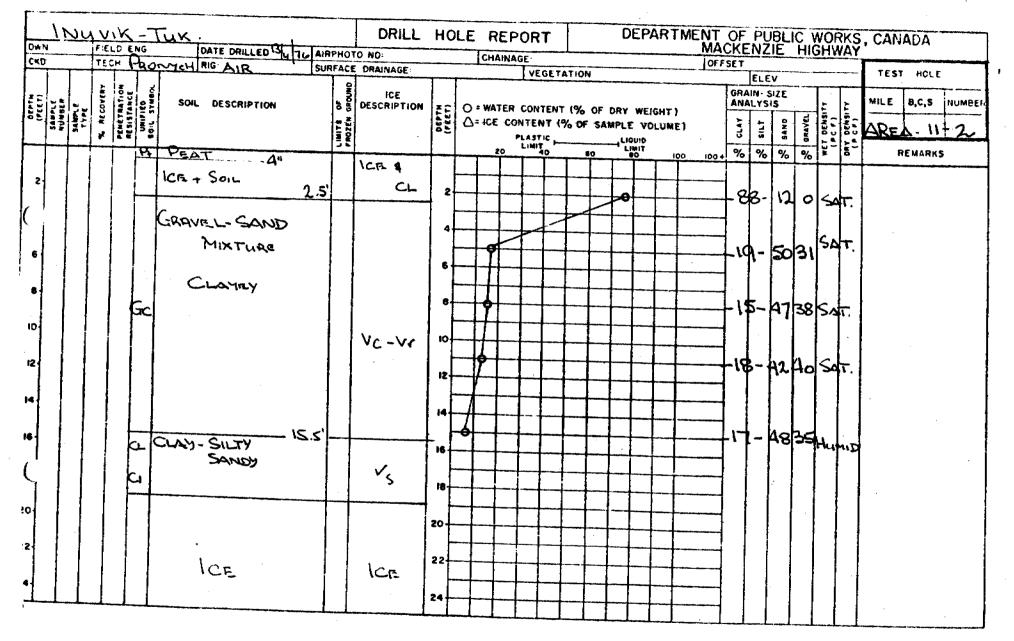
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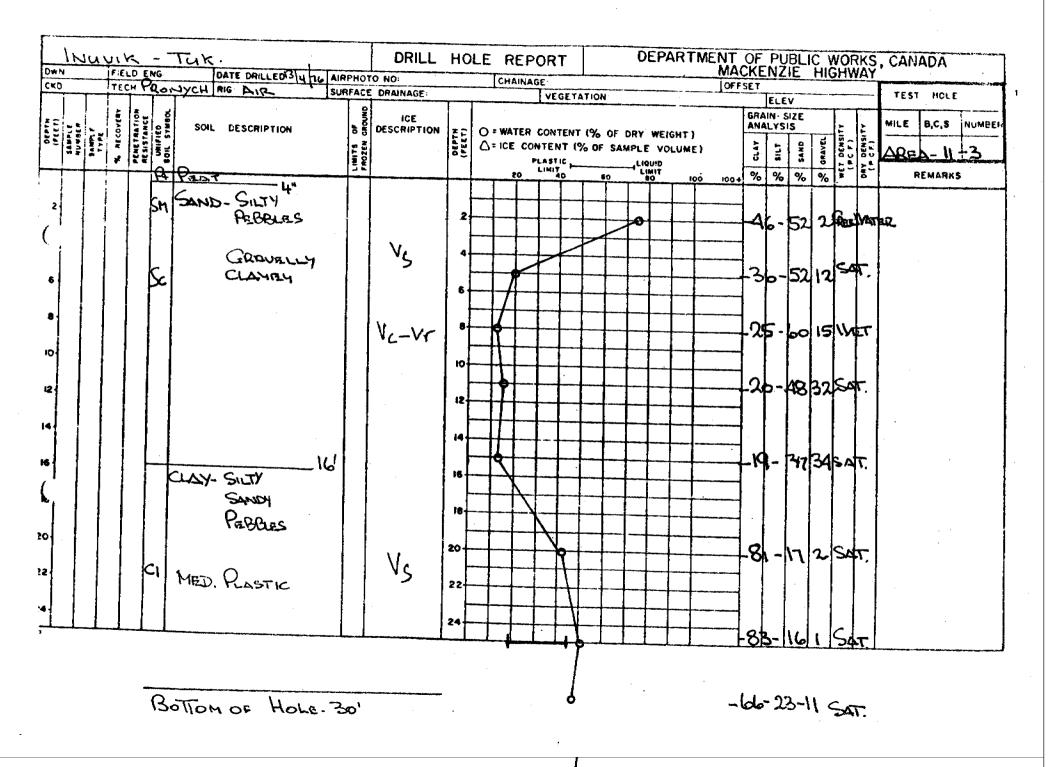


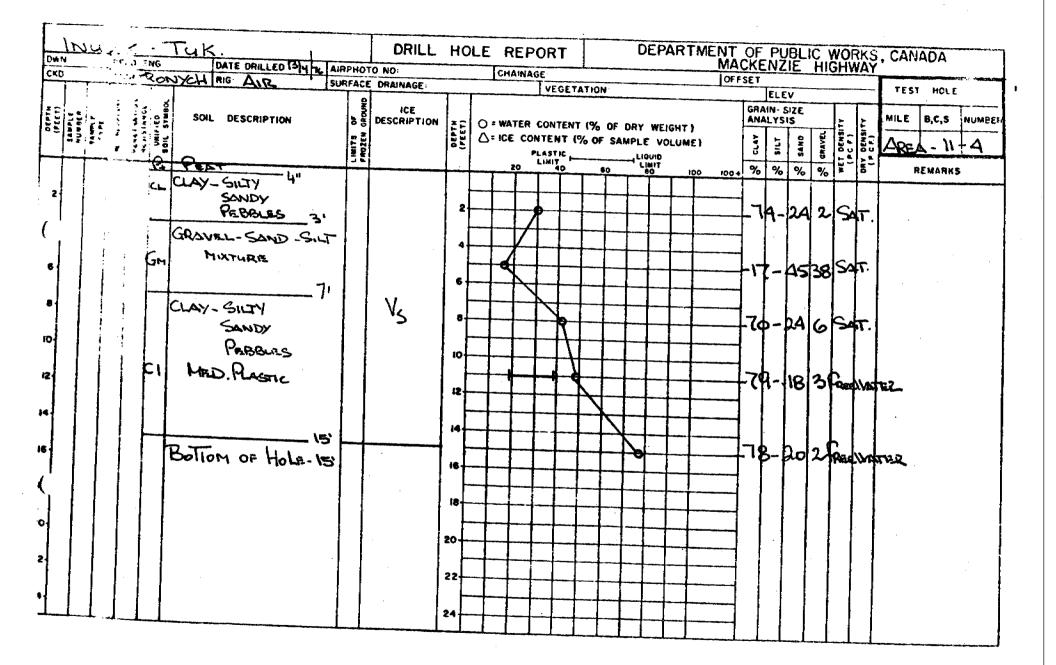
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SEARCH AREA #12

Landform and Location:

The narrow canyon of Douglas Creek which has been incised to underlying shale bedrock through a morainic plain - three to four miles west of the Mackenzie Highway near Mile 985.

Material:

Ice-rich lacustrine silts and clays and glacial till over shale bedrock.

Stripping:

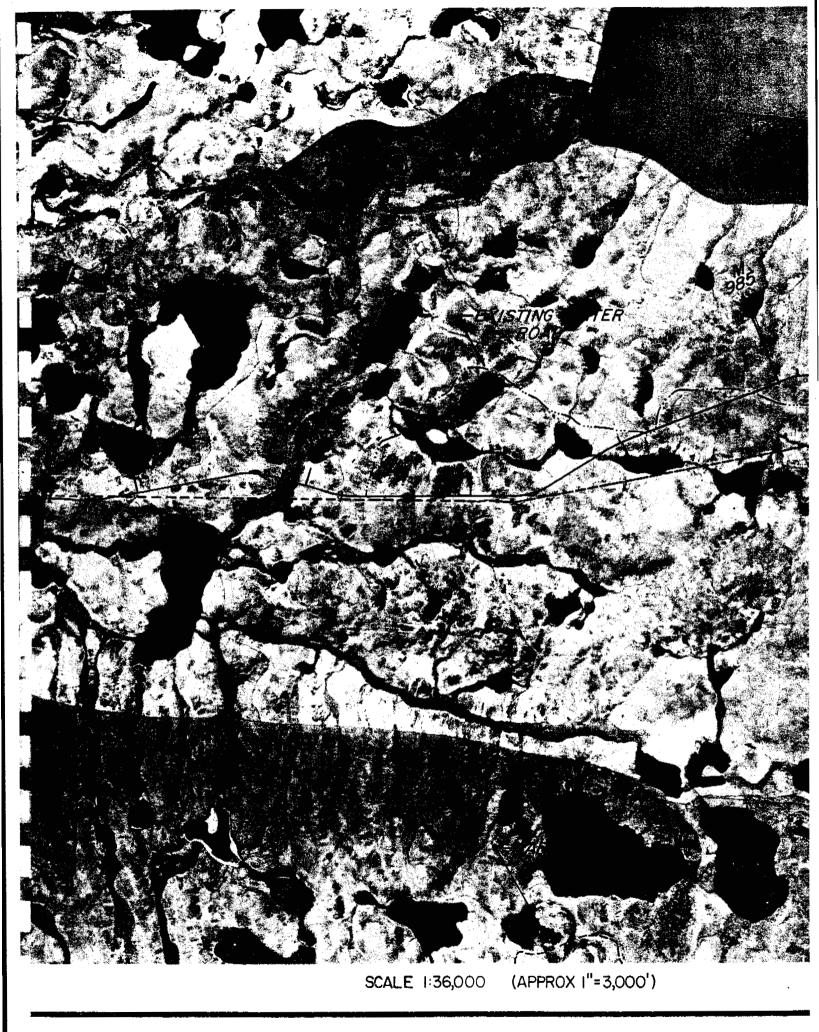
Probably 20 - 25' to usable till. Shale exposed at the bottom of the canyon probably 80 - 100' below the plain.

Volume:

Unlimited.

Conclusion:

Unsuitable as a borrow source because of excess stripping. Not recommended.





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Appendix E

APPENDIX E

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Drilling and Sampling

A Failing 1250 rotary drilling rig was used throughout the field programme. This rig advances a hole by high speed rotation of tungsten-carbide insert bits, and soil cuttings are brought to the surface by a continuous flow of pressurized air. Samples are taken by collecting cuttings at the ground surface. Although the samples are disturbed, a specific depth can be sampled as cuttings are instantaneously brought to the surface by the flow of air. Holes were generally drilled to a depth of 30 feet with samples taken at depths of 2', 5', 8', 11', 15', 20', 25 and 30'. Where much excess or massive ice was encountered, sampling was discontinued.

All samples were returned to the Departmental laboratory in Edmonton, and were visually identified, assessed as to relative thawed moisture content, and tested for natural moisture content. Additional testing was carried out on selected samples from areas that had potential as borrow sources - usually both grain size analyses and Atterberg Limits were performed. Final borehole logs were then prepared with both field and laboratory data included, for evaluation and reporting.

2 Soils Classification

Soils were classified according to the Unified Classification System which is outlined at the rear of this Appendix. Soil samples were also categorized in the laboratory using a series of terms to indicate the relative moisture content of the soil in the thawed state. The terms and their approximate relationship to the Atterberg Limits are summarized below:

Relative Moisture Content

Atterberg Limits

plastic limit

liquid limit

'dry' 'humid' 'damp' 'moist' 'wet' 'saturated'

'free water'

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

Ice Description

3

The ice classification system used is a modification of that outlined in the National Research Council Technical Memorandum No. 73 "A Guide to a Field Description of Permafrost." A brief outline of the N.R.C. system is included at the end of this Appendix.

The N.R.C. system requires relatively large undisturbed samples in order to establish if the ground ice is stratified, random, in individual crystals, or occurs as coating on larger soil particles. With the air circulation rig used on this project, the sample cutting sizes returned to the surface ranged from chips of 3/4" maximum dimension, to powder. Large ice lenses (1/2" or more) could be detected by close observation of drill cuttings, and ice crystals or ice coatings could be determined from the soil chips, however accurate classification of the intervening excess ice formations was impossible. During past testing programmes in the N.W.T., technicians have had the opportunity to compare drill cuttings with drill cores and have developed a 'feel' for ground ice through visual observation of disturbed cuttings. Therefore, the classification of the ground ice that is recorded on the borehole logs, using the N.R.C. symbols, is at least partially inferred or estimated.

In addition to the N.R.C. classification system, the logging technicians also used a series of relative terms to indicate the amount of visual ground ice. These terms and the approximate relationship to ground ice are outlined below.

Relative Term

'nil'

Visual Ground Ice

frozen, but little or no ice in any form - usually confined to dry surface gravels or bedrock.
ice coatings, ice crystals and, possibly, occasional very small lenses,

- numerous small ice lenses.

- continuous small ice lenses with a significant amount of large (1/2"+) ice lenses.

'low'

'moderate'

'high'

Relative Term

'very high'

'ice'

70. 1

Visual Ground Ice

- continuous large ice lenses.

- ice with some soil, or clear

ice.

GLOSSARY OF TERMS

Active Layer

Alluvium

Anhydrite

The layer of soil above the permafrost table (in the area of this study, the active layer usually freezes completely during the winter.)

Stream deposits of comparatively recent time, does not include subaqueous deposits of seas and lakes.

A mineral, anhydrous calcium sulfate, CaSO4. Orthorhombic, commonly massive in evaporite beds.

A plant that lives only one year or season.

Laboratory test procedure as designated by

ASTM-C151-63 for determination of expansive qualities for all types of Portland Cement

Annuals

Autoclave Expansion

Berm

Biotic

A horizontal portion of an earth embankment to ensure greater stability of a long slope.

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.

and aggregate reactions.

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.

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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 strata 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, comprised 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.

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Excess Ice

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Fauna

Flood Plain

A narrow ridge of gravelly or sandy drift, deposited by a stream in association with glacier ice.

Ice in excess of the fraction that would be retained as water in the soil voids upon thawing.

The animals collectively of any given age or region.

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.

The plants collectively of any given formation,

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

Flora

Fossiliferous

Geomorphology

Glacial Till

Geothermal Gradient

Change in temperature of the earth with depth, either in degrees per unit depth or in units of depth per degree.

Non sorted, non stratified sediment carried or deposited by a glacier.

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

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

of topographic forms.

age or region.

Containing organic remains.

Gravel

Soil particles smaller than 3" in diameter and larger than 2.0 mm in diameter.

GTACTOTACHELLUM

Perfaining to glaciatetake condutione lastin

Ground Ice

Ground Moraine

Gypsum

Heterogeneous

Hummock

Icing

Kames

Karst

Lacustrine

Lichen

Massif

Bodies of more or less clear ice in permanently frozen ground.

A moraine with low relief, devoid of transverse linear elements.

Alabaster. Selenite. Satin Spar. A mineral, $CaSO_4$, $2H_2O$. Monoclinic. A common mineral of evaporites.

Differing in kind; having unlike qualities; possessed of different characteristics; opposed to homogeneous.

A mound or knoll.

Mass of surface ice formed during winter by successive freezing of sheets of water seeping from the ground, a river or spring.

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.

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.

Produced or belonging to lakes.

Any of a group of low growing plant formations composed of a certain fungi growing close together with certain algae.

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.

Meandering

Moraine

Morphological

Muskeg

Ordovician

Organic Soil

Perennial

Permafrost

Permafrost Degradation

Permafrost Table

Petrography

Proglacial

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 actio 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.

The lowering of the permafrost table due to thawing.

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

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

Pertaining to features of glacial origin beyond the limits of the glacier itself, as...streams,...deposits,...sand. Sand

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

A heap of rock waste at the base of a cliff or

a sheet of coarse debris mantling a mountain

slope.

is placed.

Screes

Seasonal Frost

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

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

Soil and rock material that is being or has

That zone where permafrost occurs only in

isolated patches (usually beneath peat bogs)

The original ground upon which an embankment

moved down a slope predominantly by the action of gravity assisted by running water that is

Winding or curving in and out.

not concentrated into channels.

Sinuous

Silurian

Slope Wash

Sporadic Zone

Subgrade

Surface Degradation

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

Taiga

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.

Talus

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. 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 classification generally used. Also the system of strata deposited during that period.

Settlement of a soil mass due to thawing of ground ice.

Erosion due to the melting of ground ice rather

The temperature conditions in the ground at a

The thawing of frozen ground due to surface disturbance, increasing temperature, etc.

Thermal Conductivity The amount of heat passing through a unit cross-section in unit time under the influence of unit heat gradient.

given point in time.

than the removal of soil

Thermal Erosion

Thaw Settlement

Thermal Regime

Thermal Regression

Thermokarst Lake

Thermokarst

Uneven land subsidence caused by the melting of ground ice. The resulting ground surface resembles the karst topography found in limestone areas.

(Cave-in Lake), lakes which occupy depressions resulting from subsidence caused by thawing of ground ice.

Any of the vast, nearly level, treeless plains of the Arctic Regions.

Having the sediment stirred up hence muddy, impure.

Turbid

Tundra

EXPLANATION OF SYMBOLS AND TERMS USED IN THIS REPORT

	MAJOR DIVIS	NERAL CLA	Group		TYPICAL DESCRIPTIC!
	BOULI		N/A		LARGER THAN 8 INCHES DIAMETER
sieve)	COBBI	LES	N/A	0000	3 TO 8 INCHES DIAMETER
200	ELS alf coarse r than No.4 smaller s diameter	CLEAN GRAVELS (little or	GW		WELL GRADED GRAVELS, LITTLE OR HO FINES
SOILS ger than	GRAVELS an half cc arger thar 100% small nches dian	no fines)	GP		POORLY GRADED GRAVELS, AND GRAVEL- SAND MIXTURES, LITTLE OR NO FINES
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COARSE-GRAINED f by weight la	more t grains sieve & than 3	fines)	GC	00000000000000000000000000000000000000	CLAYEY GRAVELS, GRAVEL-SAND CLAY MIXTURES
COARS alf by	fine than e.	CLEAN SANDS (little or no fines)			WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
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	<u> </u>	fines)	sc		CLAYEY SANDS, SAND-CLAY MIXTURES
es 200	SILTS below "A" line negli- gible orga- nic content	W _L 50%	ML		INORGANIC SILTS AND VERY FINE SANDS ROCK FLOUR, SILTY SANDS OF SLIGHT PLASTICITY
t passes		W _L 50%	мн		INORGANIC SILTS, MICACEOUS OR DIATO MACEOUS, FINE SANDY OR SILTY SOILS
) SOILS weight	S line on chart orga- t	W _L 30%	CL		INORGANIC CLAYS OF LOW PLASTICITY, GRAVELLY, SANDY, CH SILTY CLAYS, LEAN CLAYS
FINE-GRAINED than half by sieve	CLAYS "A"] icity jible ntent	30% W _L 50%	CI		INORGANIC CLAYS OF MEDIUM PLASTI- CITY, SILTY CLAYS
FINE-C than r	above plastj neglic nic co	W _L 50%	СН		INORGANIC CLAYS OR HIGH FLASTICITY, FAT CLAYS
(more	CFGANIC SILTS & CLAYS elow "A" ine on chart	W _L 50%	OL		ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	CFGANIC SILTS 8 SILTS 8 CLAYS below "# below "# line on cha	W _L 50%	ОН		ORGANIC CLAYS OF HIGH FLASTICITY
HI	GHLY ORGANIC	SOILS	Pt		PHAT AND OTHER HIGHLY OF DALLS

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. <u>Non-visible</u> N
 N_f poorly bonded or friable frozen soil
 N_{bn} well bonded soil, no excess ice
 N_{be} 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.