

BORING LOG		Boring No.:	B-04																																							
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Knapp Airport		File No.:	965-03																																							
Berlin, Vermont		Checked By:	KEW/AMH																																							
<p>GEODESIGN INCORPORATED Geotechnical Engineers-Environmental Consultants-Construction Engineers P.O. Box 699 Windsor, VT 05089 Phone: 802-674-2033 Fax: 802-674-5943 1233 Shelburne Rd, Suite 300 South Burlington, VT 05403 Phone: 802-652-5140</p>																																										
Boring Company: Specialty Drilling & Investigation Foreman: Chris Aldrich GeoDesign Rep.: Don Howey Date Started: July 12, 2006 Date Finished: July 12, 2006 N. Coordinate: E. Coordinate: Ground Surface Elevation (feet): Station: Offset: ft		Casting: H.S.A. SS Sampler: 2.25 in. 1.38 in. Date: 7/12/06, 0:00 Notes: None observed Hammer WL: NA 140 lbs Hammer Fall: NA 30 in. Rig Type: Simco 2800 Hammer Type: Safety Hammer																																								
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 4) Proportions Used: Trace = 1-10%; Little = 10-20%; Some = 20-35%; And = 35-50%
 5) Stratification lines represent approximate boundary between material types, transitions may be gradual.
 6) Bedrock cores collected at locations c-1, c-2, and c-3 typically consist of gray, soft, moderately weathered phyllite bedrock of very poor to fair quality, the rock was fissile and crumbled with moderate finger pressure. Fractures were typically noted along its fissile planes between approximately 60 and 70 degrees (measures from the horizontal). Rock quality designation (RQD) values ranged between 0 and 55%. The rock type was consistent with mapping data published on the Centennial Geologic Map of Vermont (dott, 1961) and a rock outcrop located approximately 500 feet north of the site (along Airport Road).
 7) Bedrock removal for this project can be accomplished using conventional mechanical equipment. Mechanical removal methods can include excavating, ripping, hoe-ramping and splitting. A alternative method of removal is blasting.
 8) The effort and difficulty of rock removal will generally increase with the depth once the upper, more weathered rock has been penetrated (estimated up to between 5 and 10 feet deep).
 9) Rock Reuse Potential - the type and condition of rock anticipated for removal will be poor aggregate for use in the base course below new pavements.

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 Web Page: www.hoyletanner.com
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PROJECT NAME: E. F. KNAPP STATE AIRPORT
 A.I.P. 3-50-0001-011-2009
 PROJECT NUMBER: BERLIN AIR 04-3216
 FILE NAME: z05h378shf.br 1.dgn
 PROJECT LEADER: S. FORTNEY
 DESIGNED BY: S. BOUCHARD
 BORING LOGS B04-B06
 PLOT DATE: 11/22/2011
 DRAWN BY: D. STANDISH
 CHECKED BY: J. DOWNAR
 SHEET 156 OF 173