UNIVERSITY OF MANITOBA

"IN-SITU CHARACTERIZATION OF MATERIAL PROPERTIES FOR THE DESIGN AND EVALUATION OF FLEXIBLE PAVEMENTS"

A Thesis
Presented to the Faculty of Graduate Studies
in Partial Fulfilment of the Requirements for
The Degree of **Doctor of Philosophy**
in
the Department of Civil and Geological Engineering

by

Gani Venkataraman GANAPATHY

VOLUME 1 - Text, Figures and Tables

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IN-SITU CHARACTERIZATION OF MATERIAL PROPERTIES FOR THE THE DESIGN AND EVALUATION OF FLEXIBLE PAVEMENTS

BY

GANI VENKATARAMAN GANAPATHY

A Thesis submitted to the Faculty of Graduate Studies of the University of Manitoba in partial fulfillment of the requirements for the degree of

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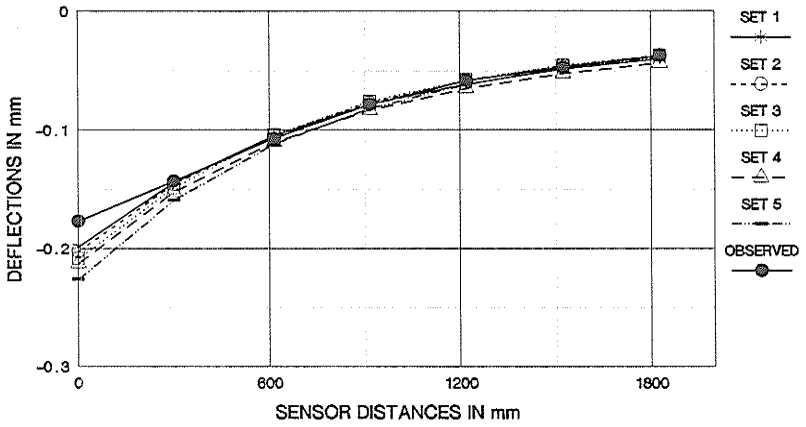
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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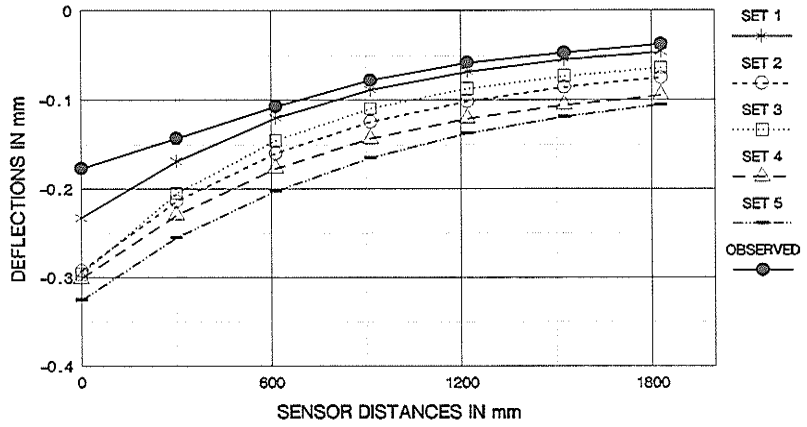

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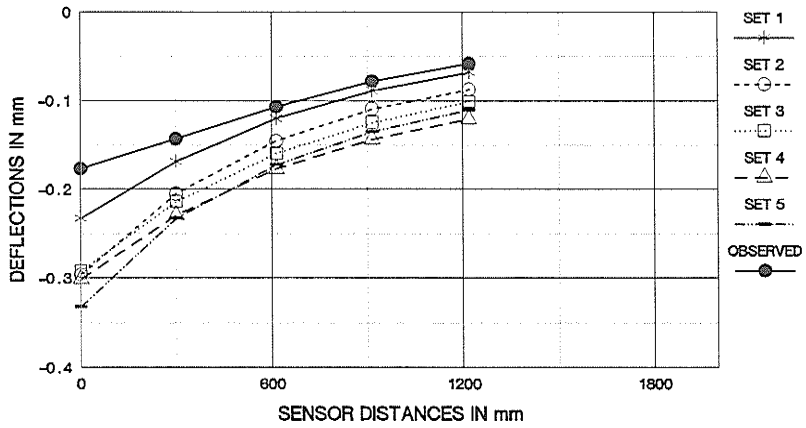
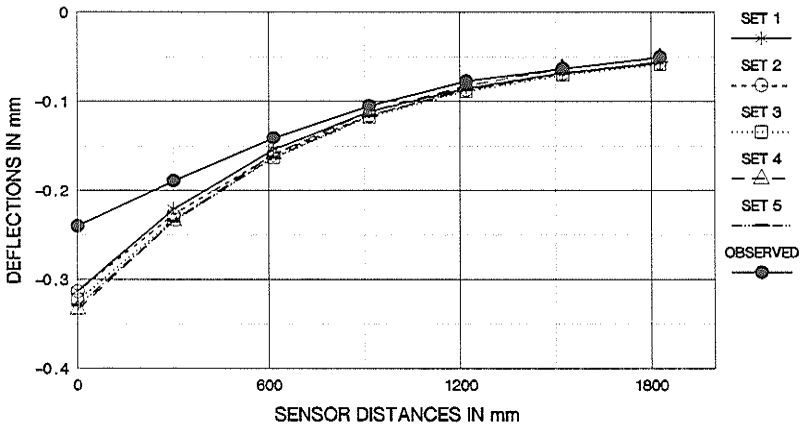


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY . 12–30:STA . 5 + 100: LOAD 1040 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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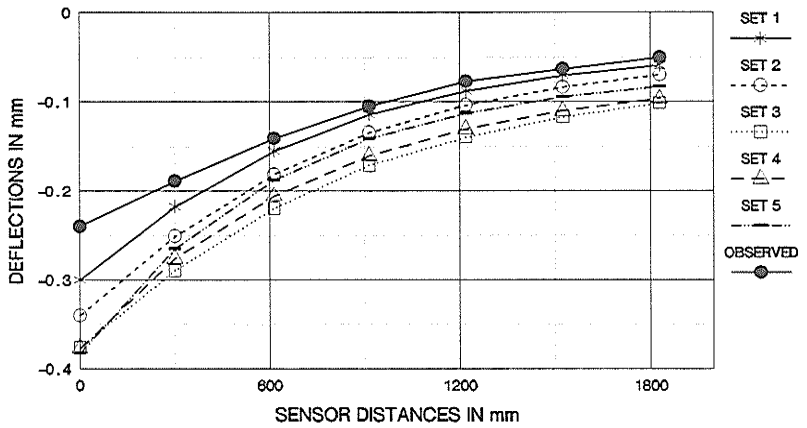

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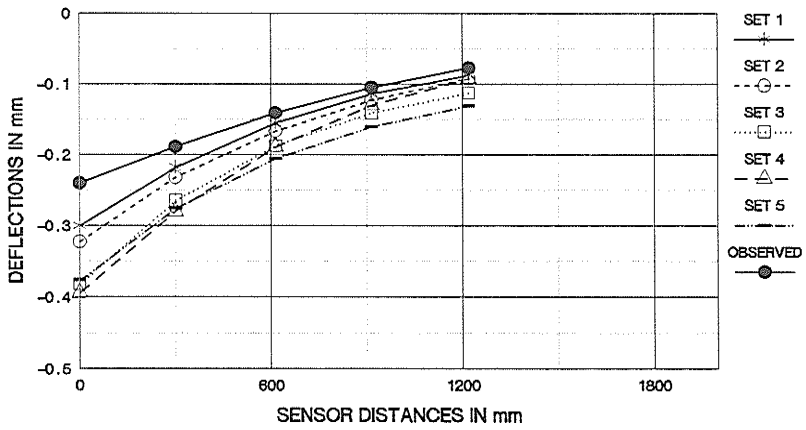
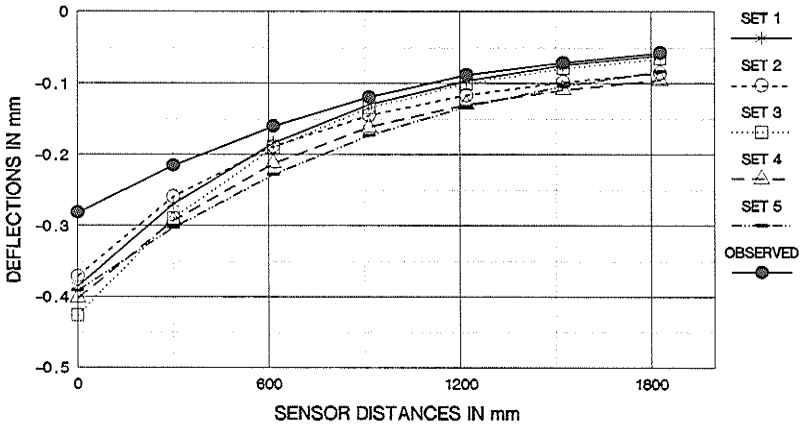


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY. 12-30:STA. 5 + 100: LOAD 1342 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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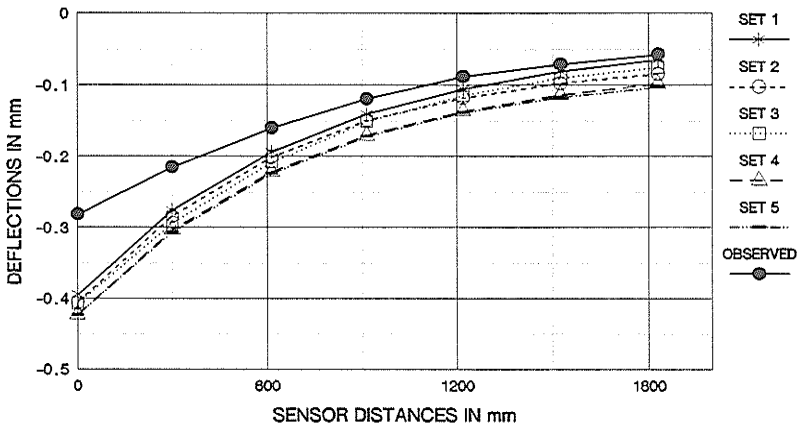

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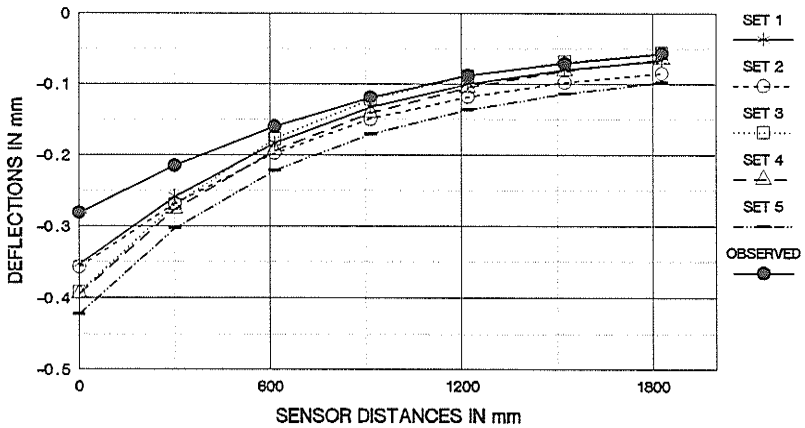

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY . 12-30:STA . 5 + 100: LOAD 1525 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

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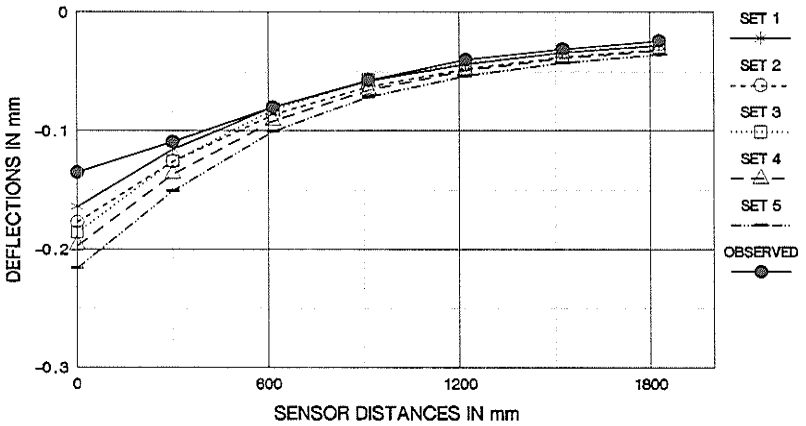

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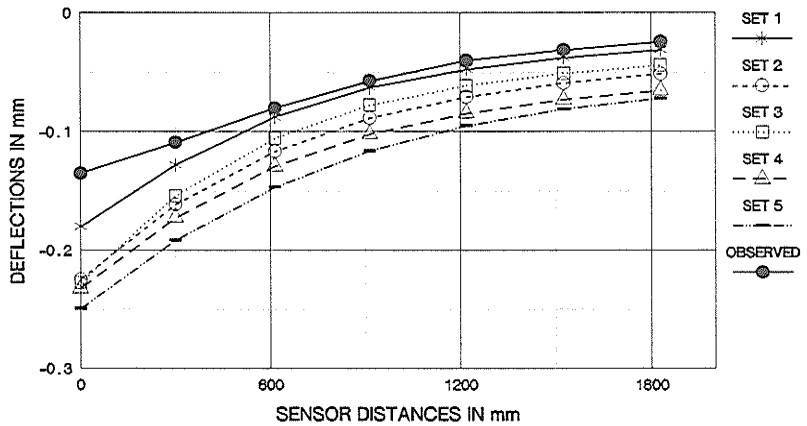

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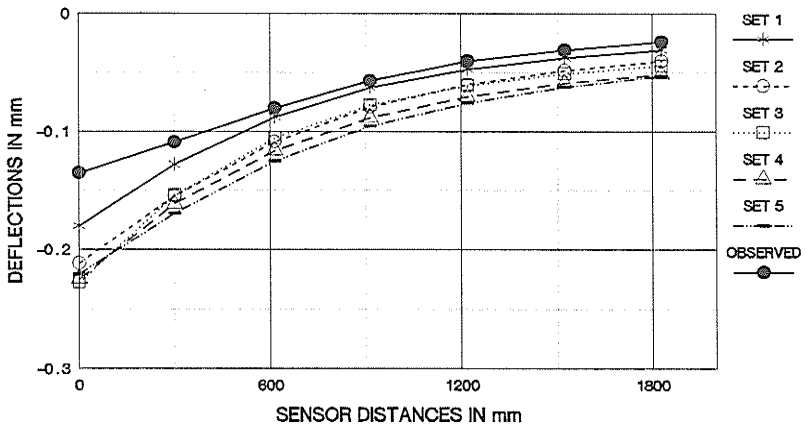

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA . 5 + 300 R LOAD: 730 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

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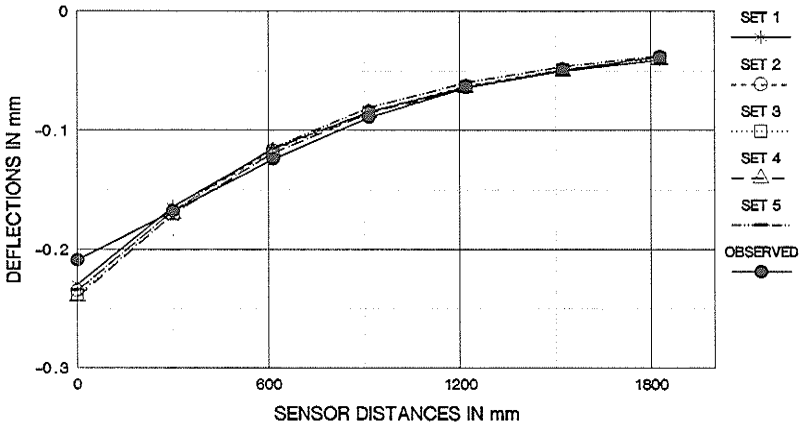

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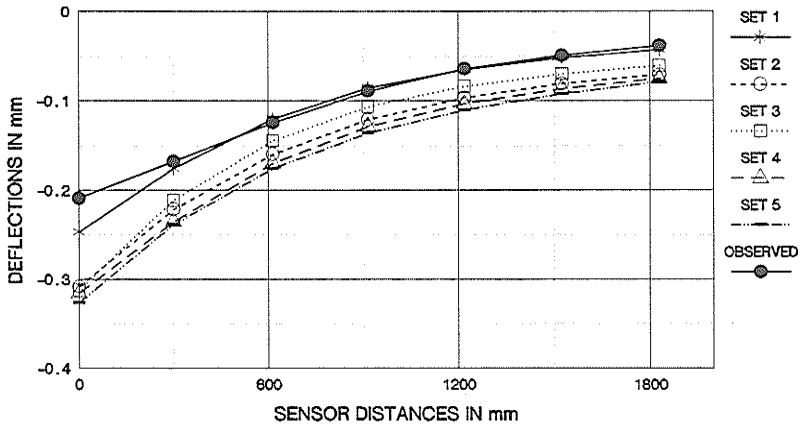

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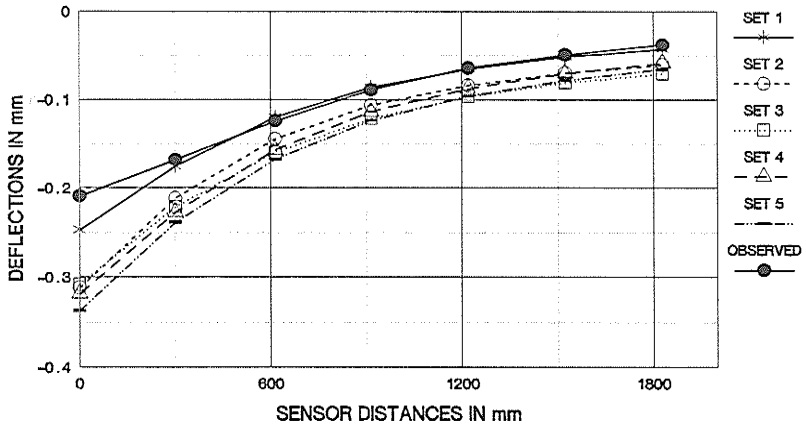

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA . 5 + 300 R LOAD: 1001 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

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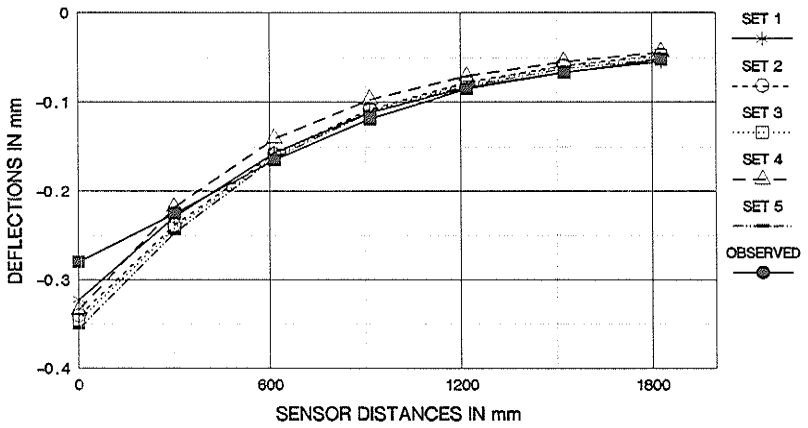

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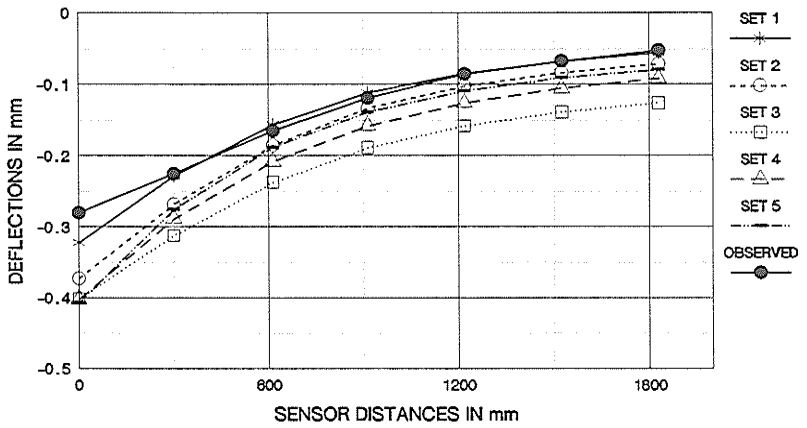

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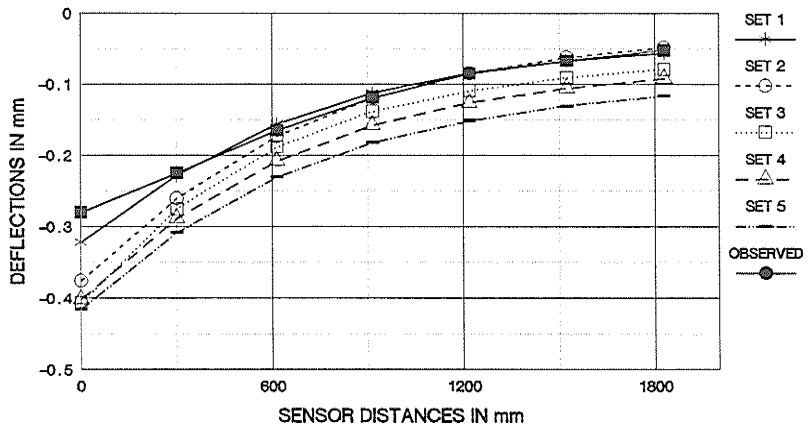

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 1305 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

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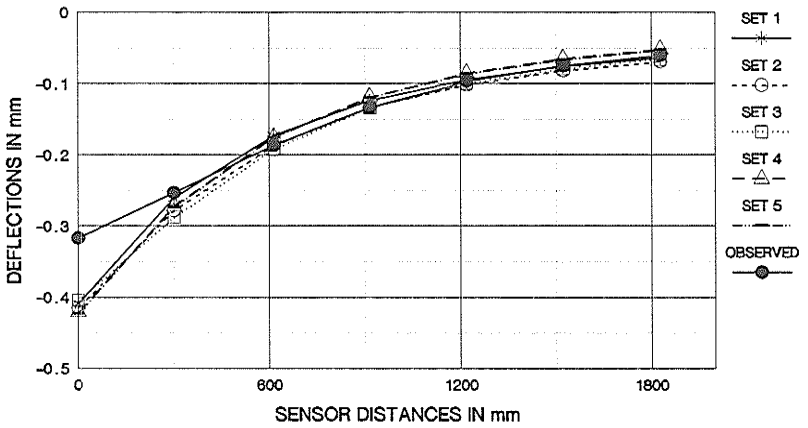

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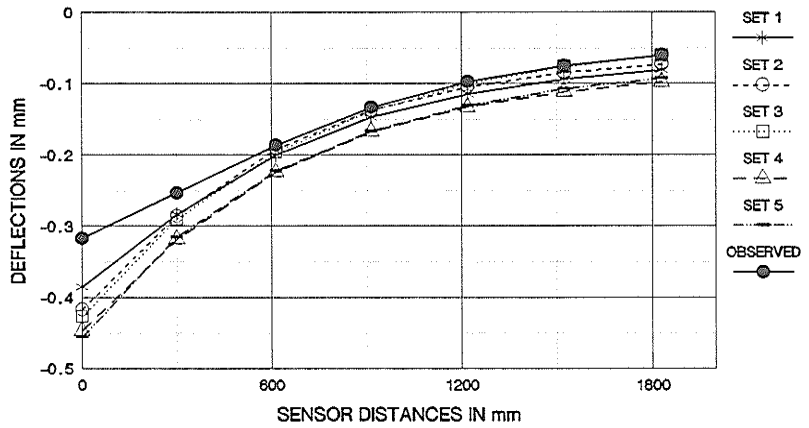

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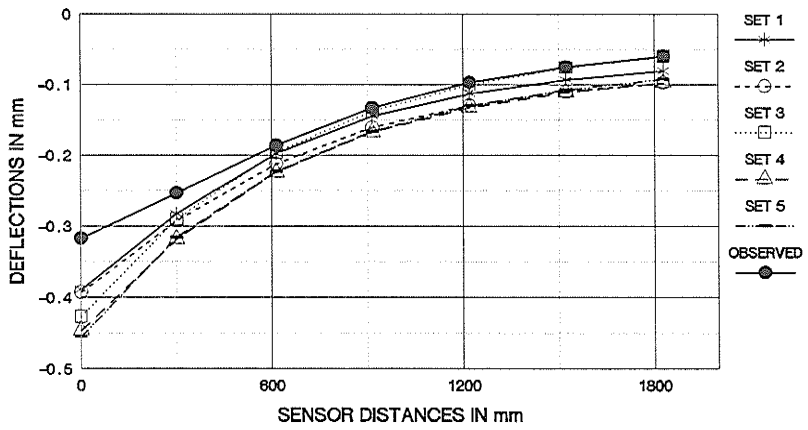

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 1479 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

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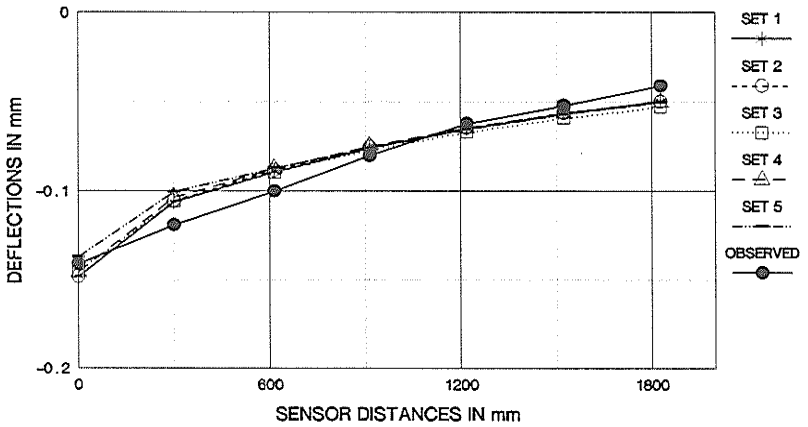

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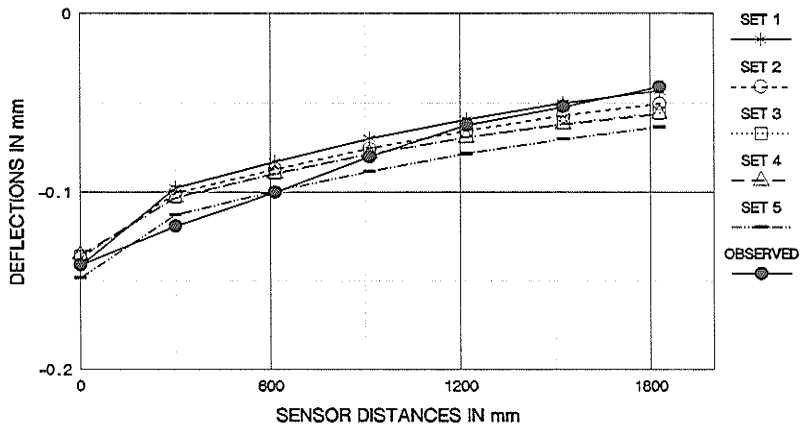

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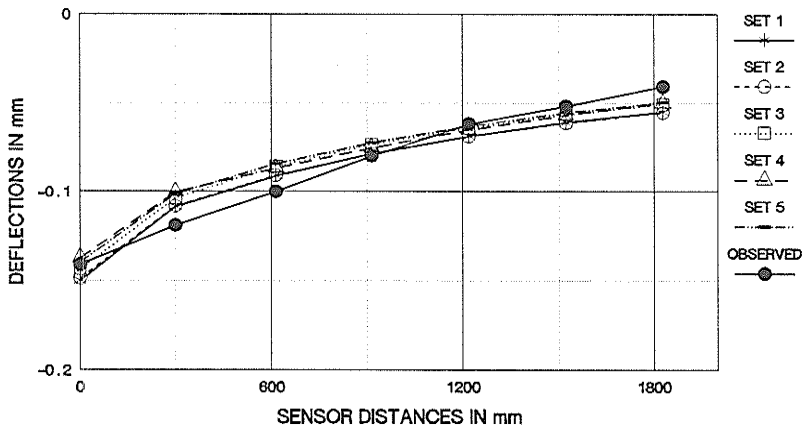

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 706 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

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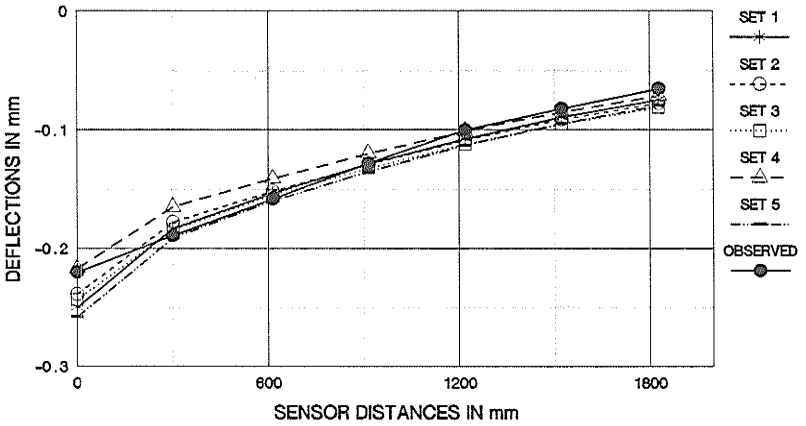

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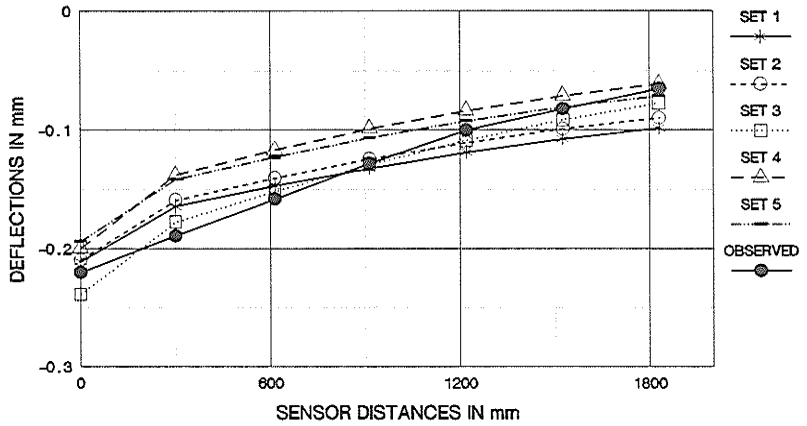

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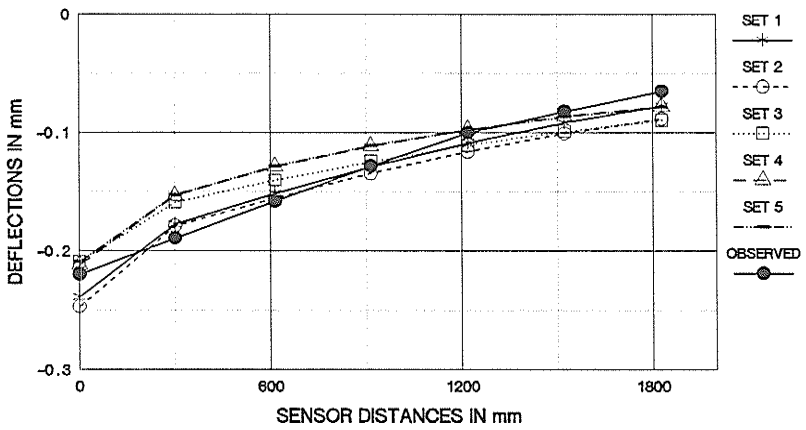
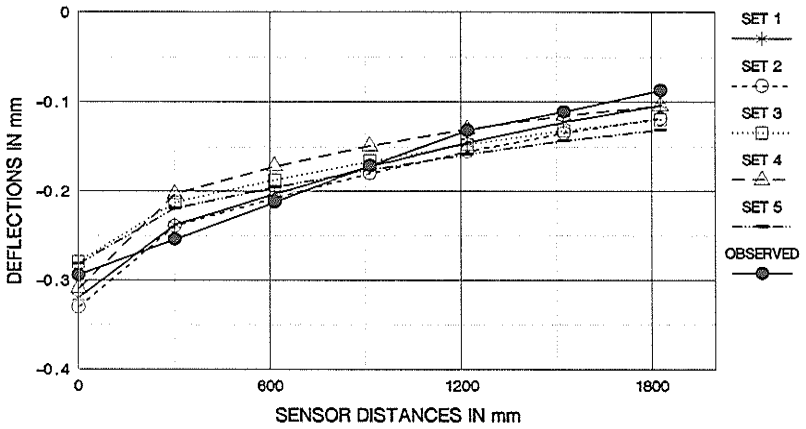


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 997 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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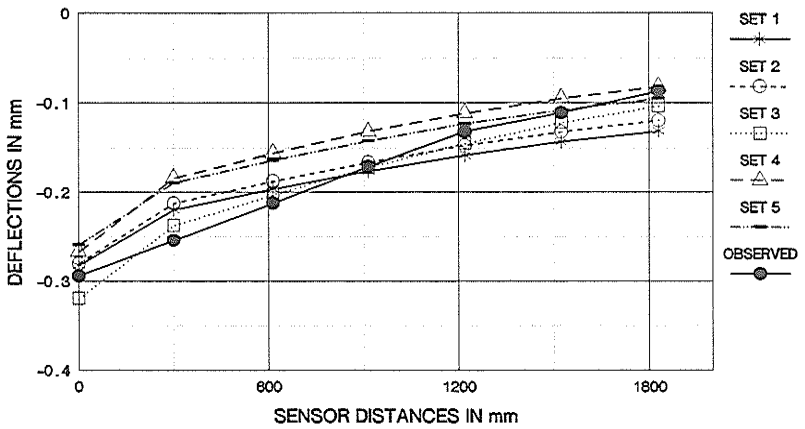

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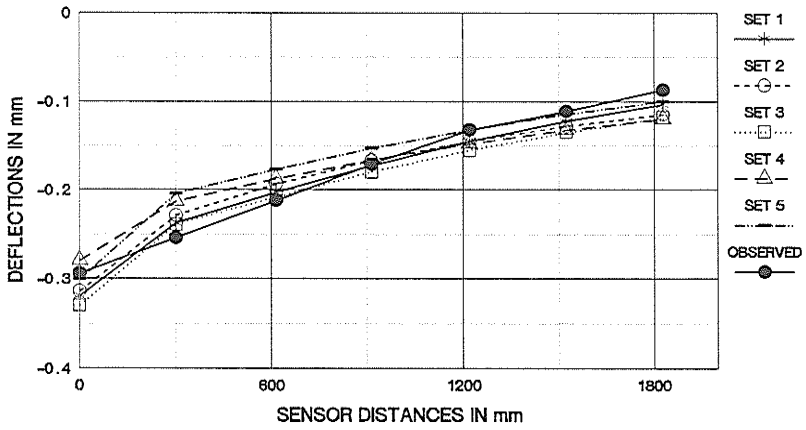
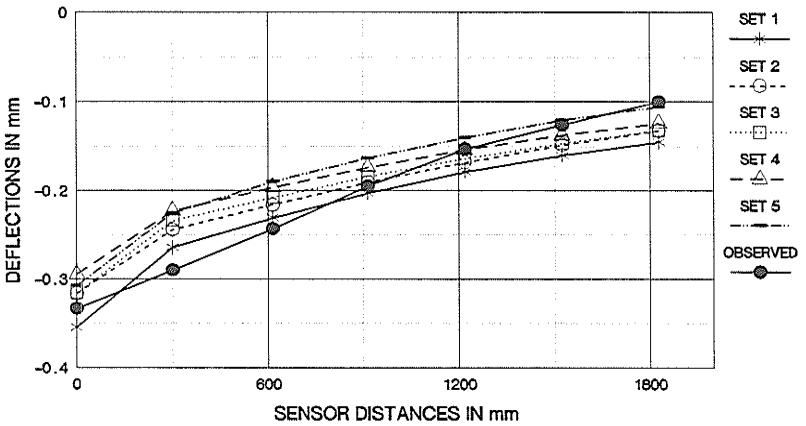


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 1333 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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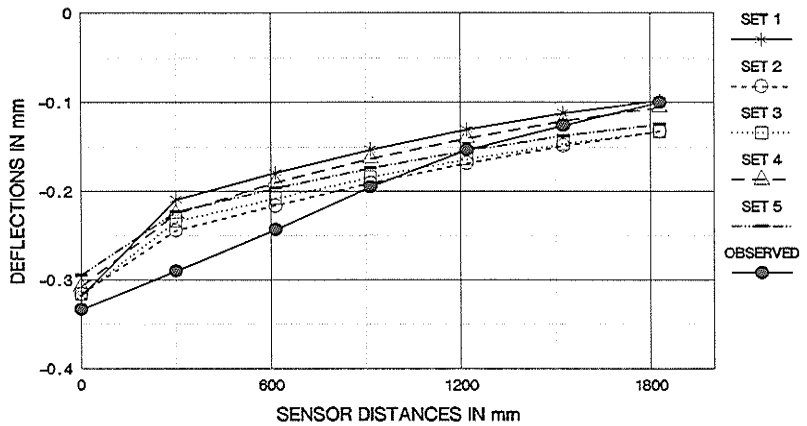

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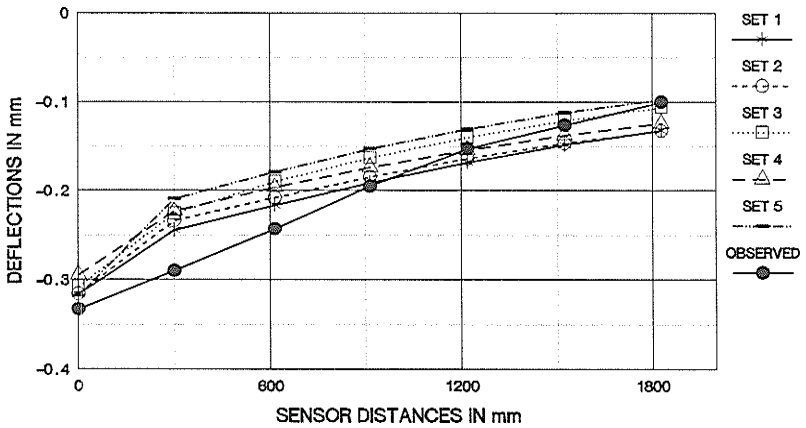

ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12–30: STA . 5 + 500 R LOAD: 1423 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

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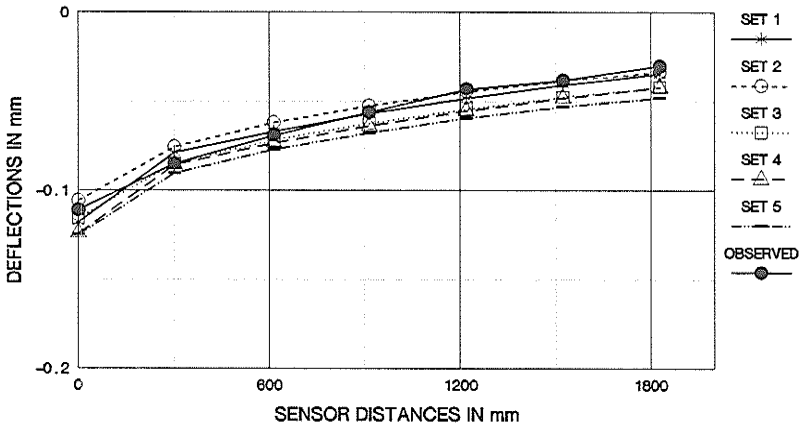

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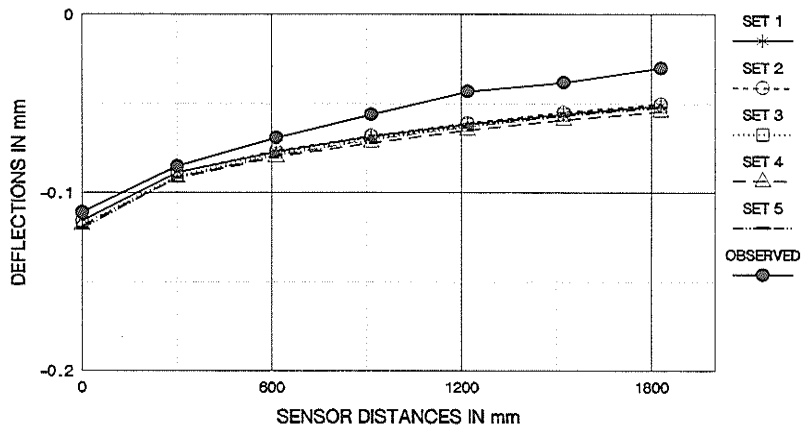

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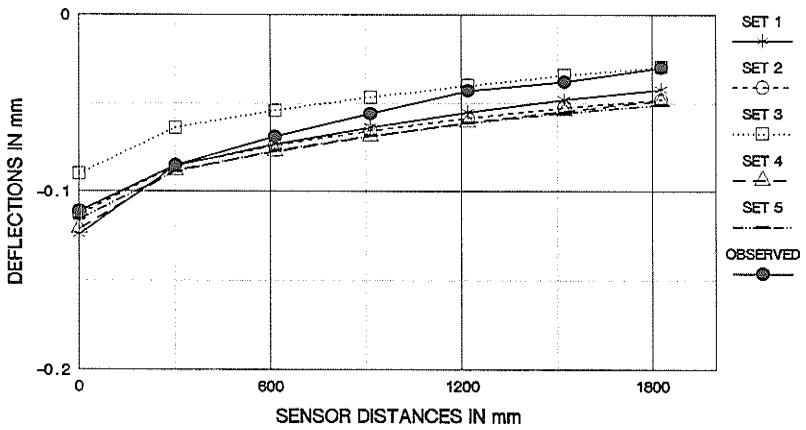
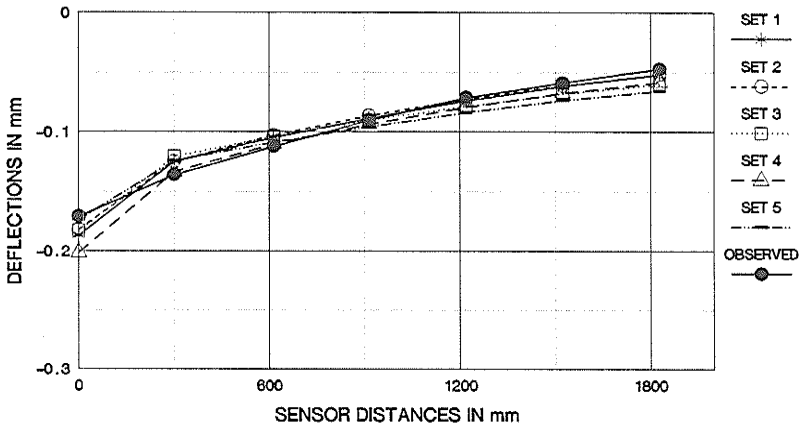


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 688 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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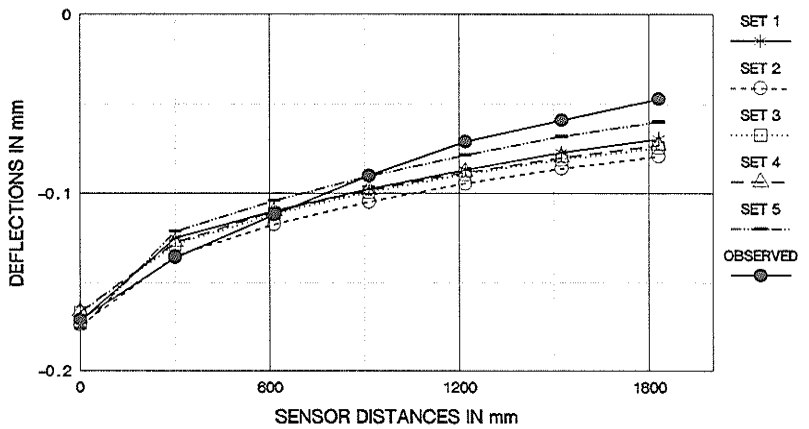

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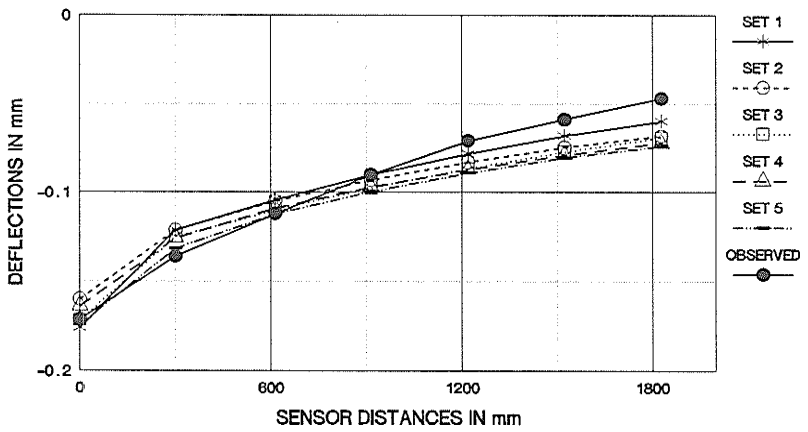
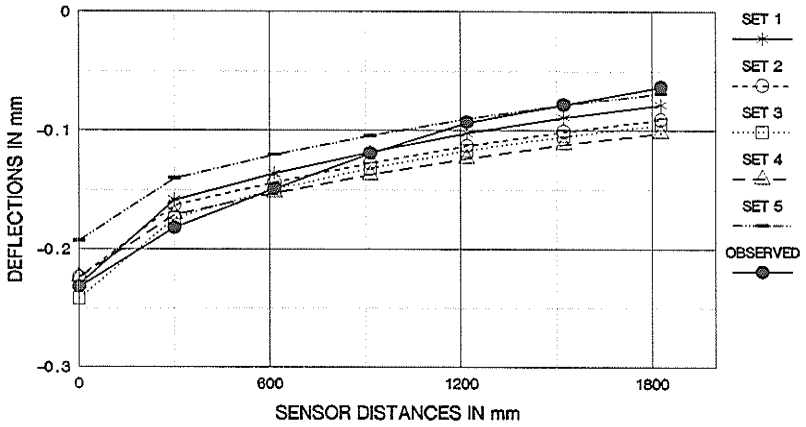


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA . 5 + 650 R LOAD: 976 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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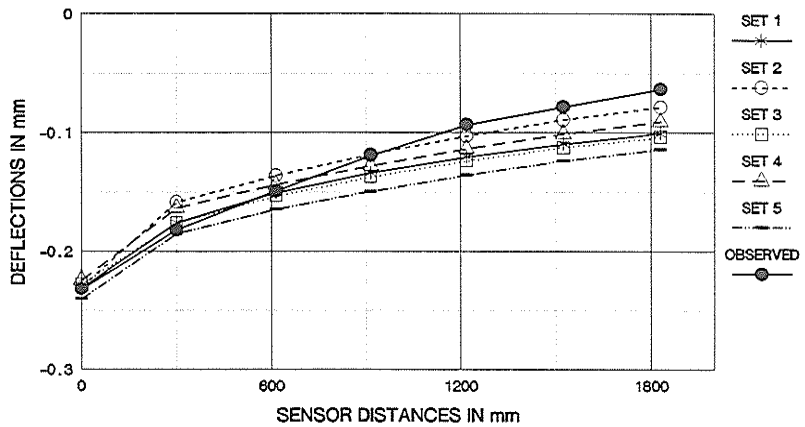
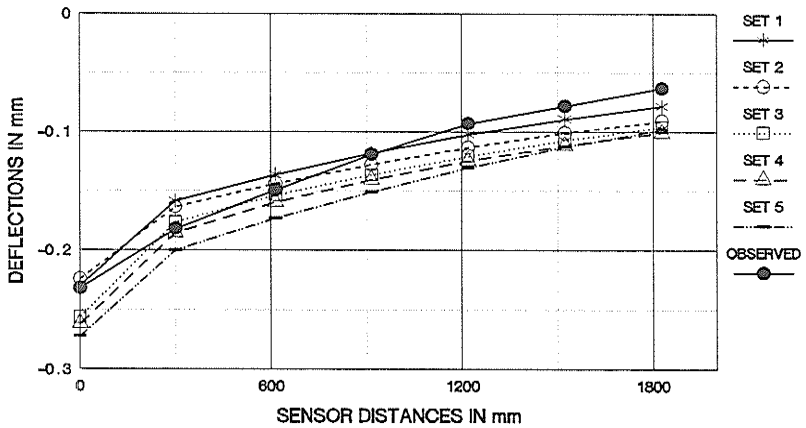


OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

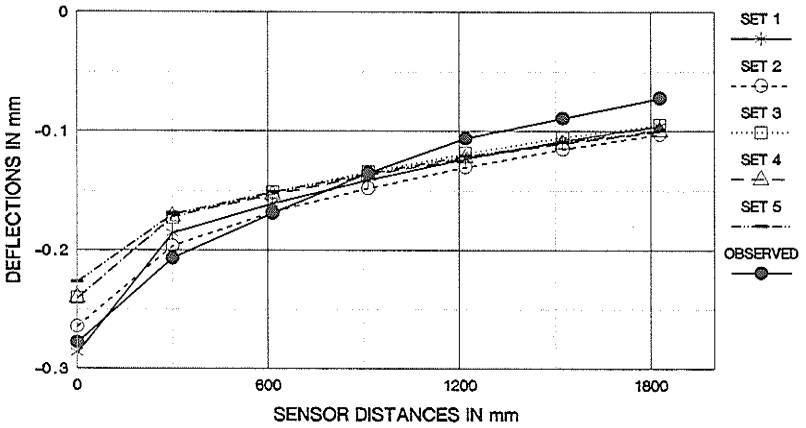


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 1276 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



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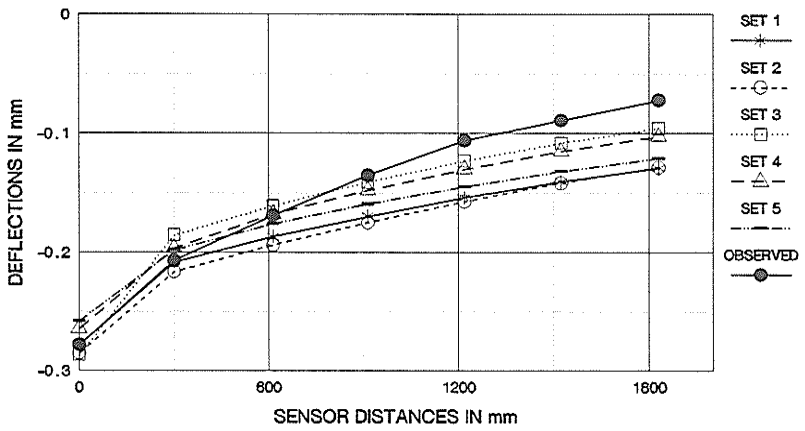
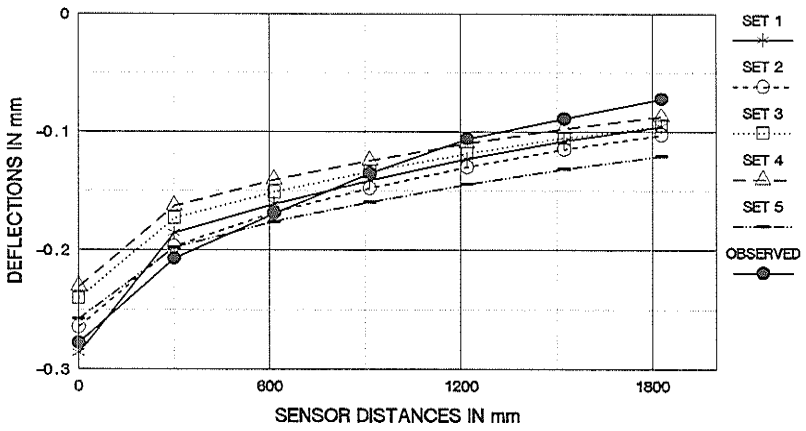


OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



ANSYS FEM ANALYSIS : ISOTROPIC MODEL

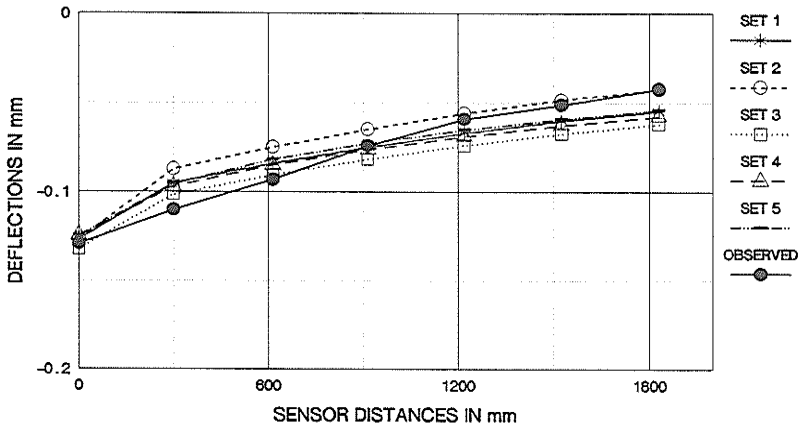
THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 1391 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

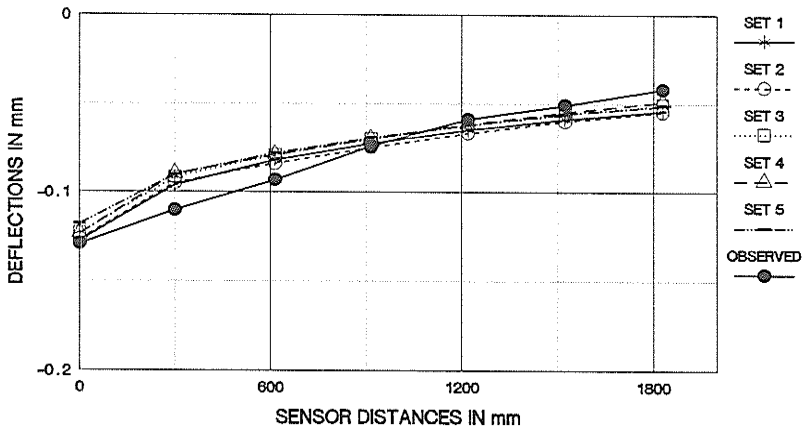
OPTIMIZATION CRITERION: "AREA" OF DEFLECTION BASIN

COMPUTATION MISSED

OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

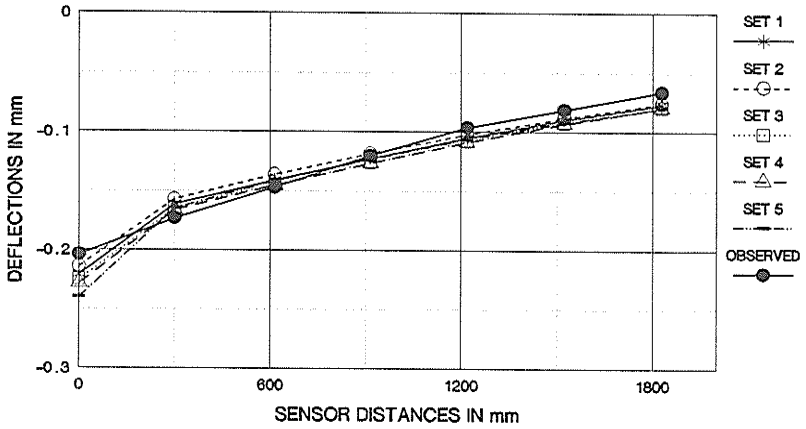


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

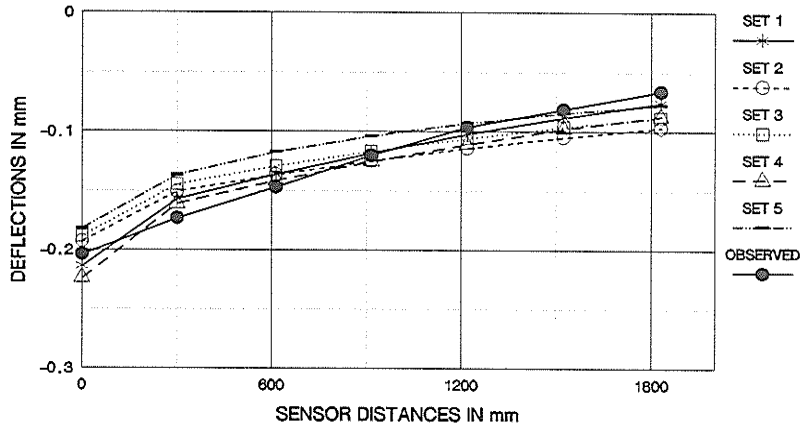
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 690 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

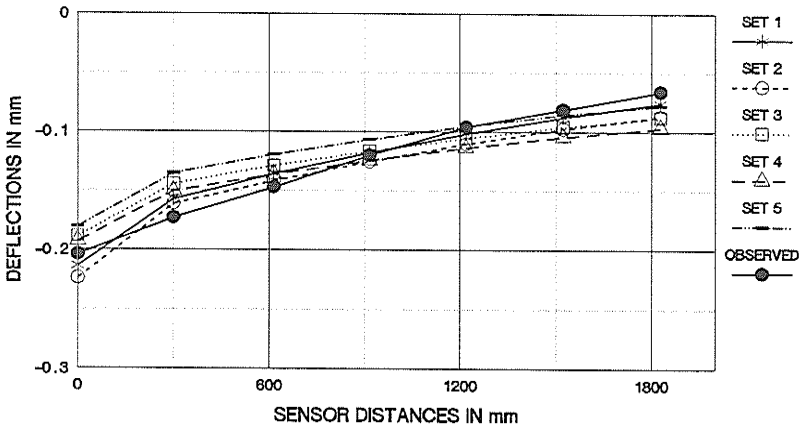
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

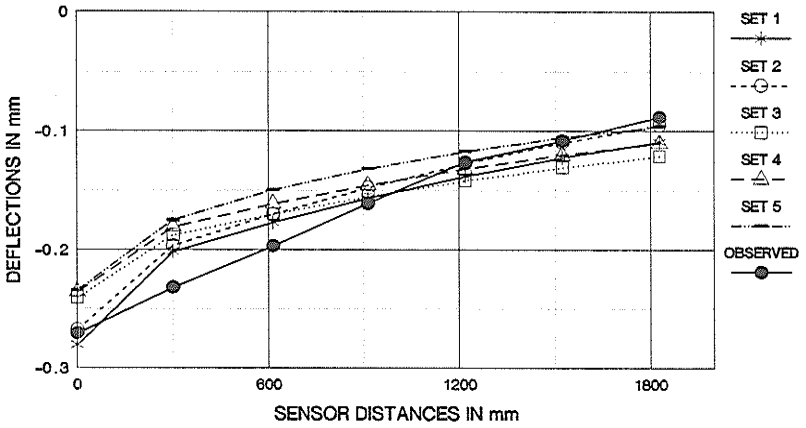


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

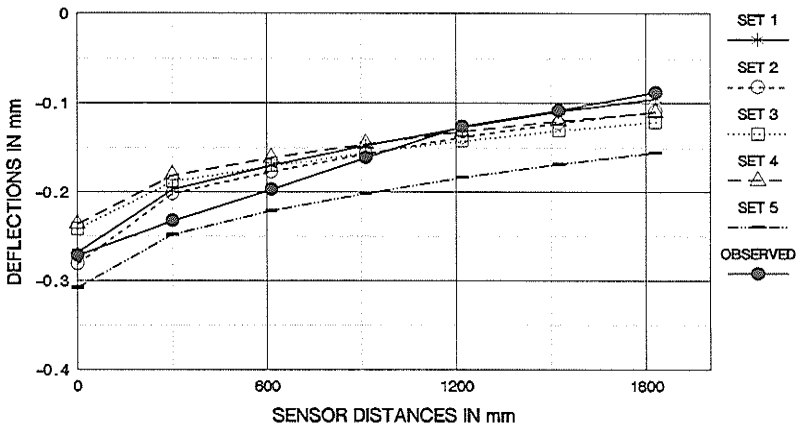
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 985 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

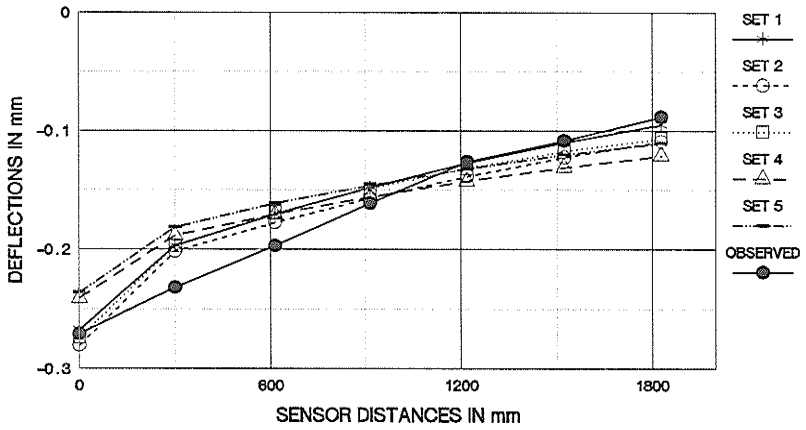
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

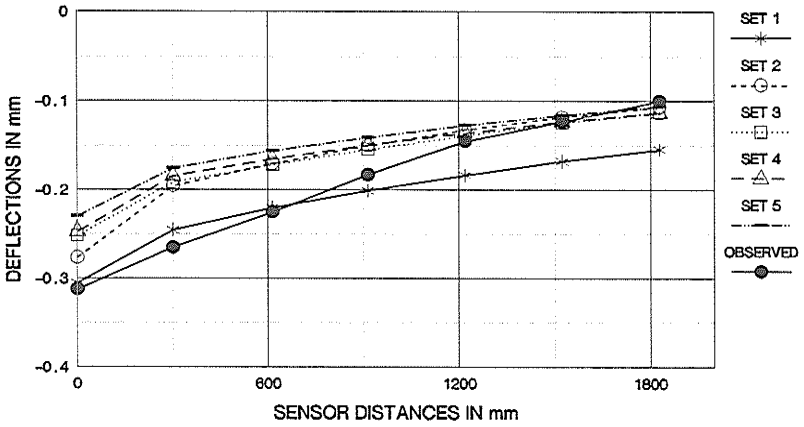


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

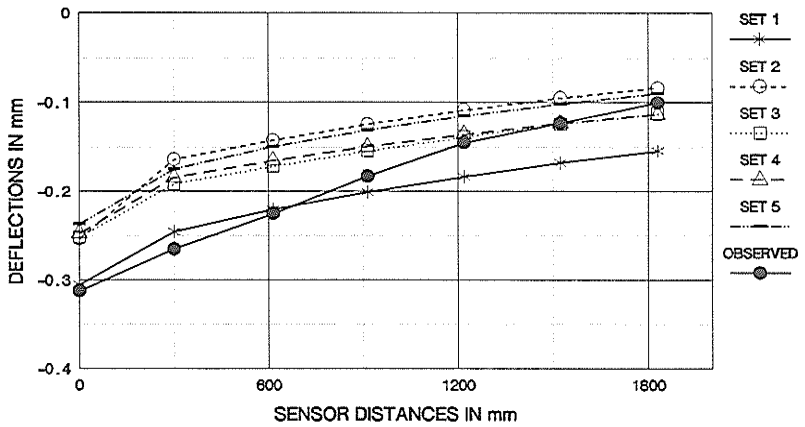
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 1233 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

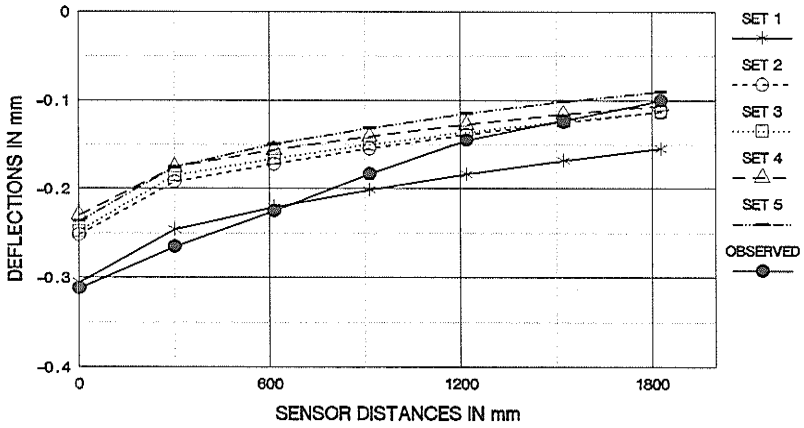
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

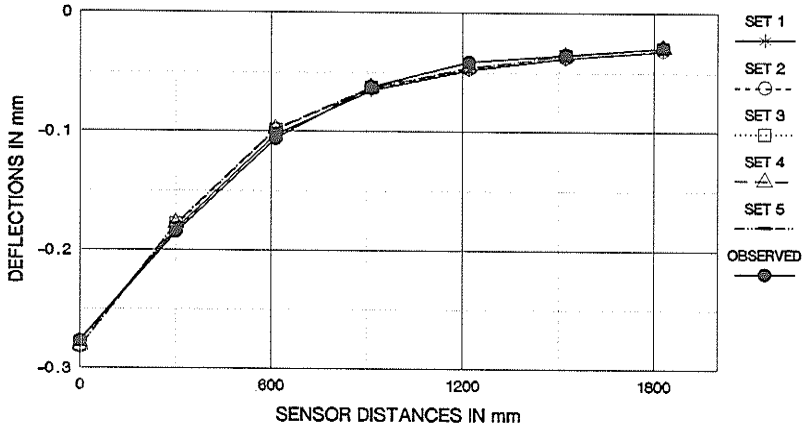


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

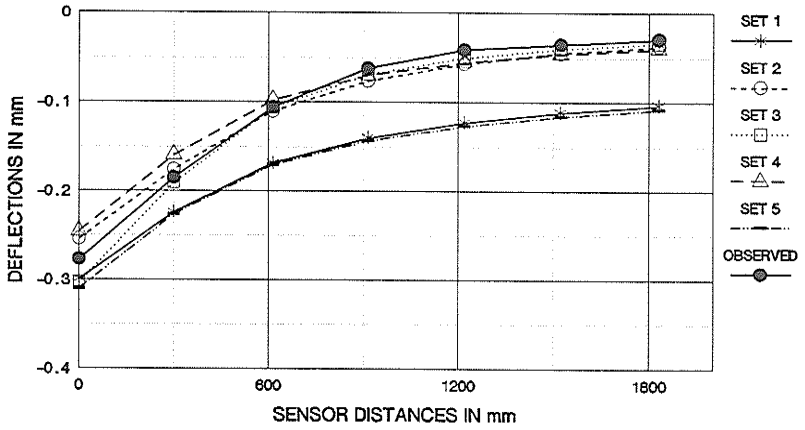
THUNDER BAY: RWY 12-30: STA . 6 + 100 R LOAD: 1217 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

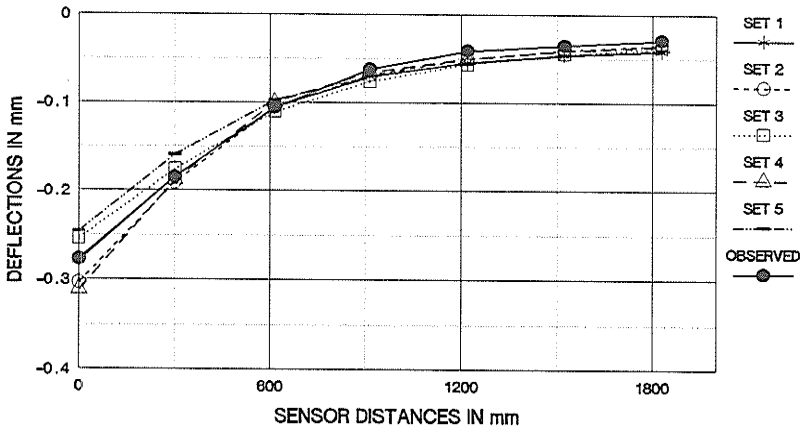
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

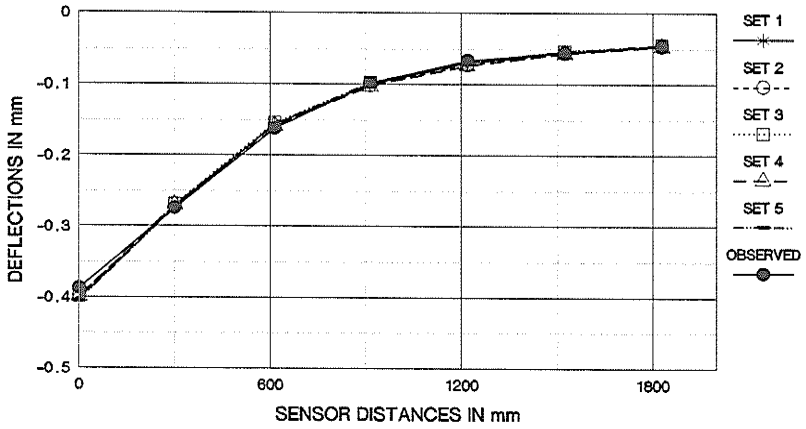


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

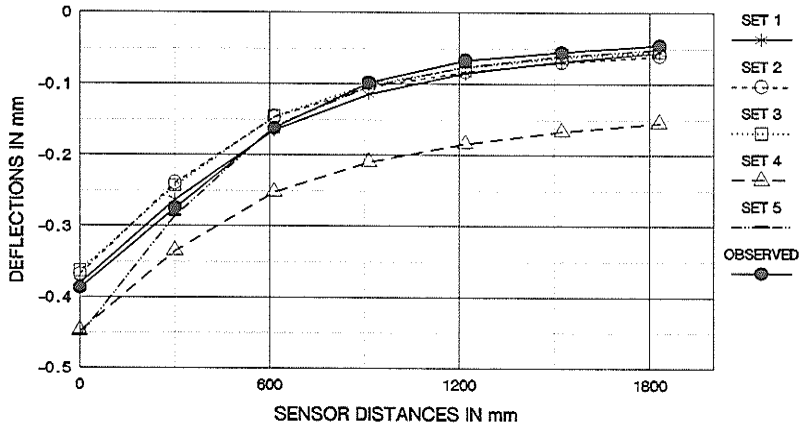
THUNDER BAY: TAXI A: STA . 10 + 740 L LOAD: 588 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

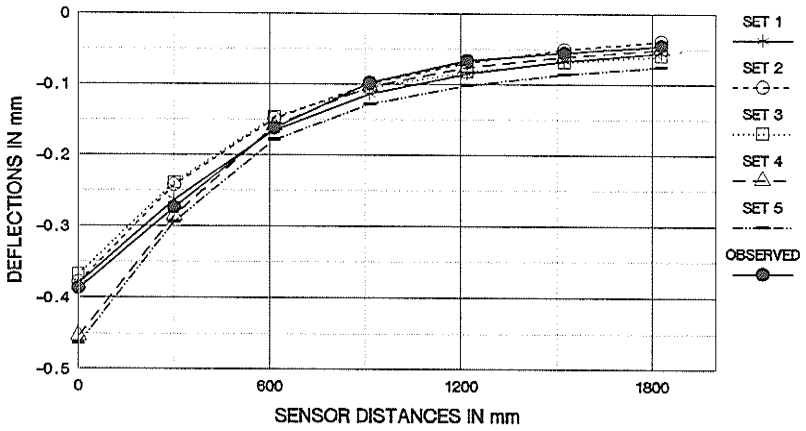
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

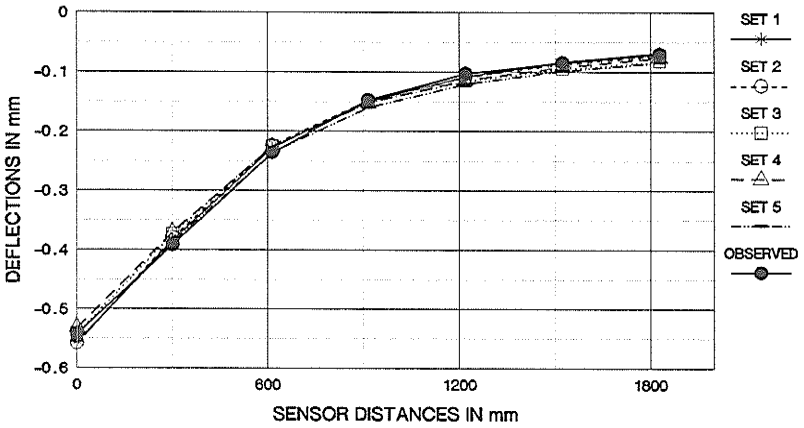


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

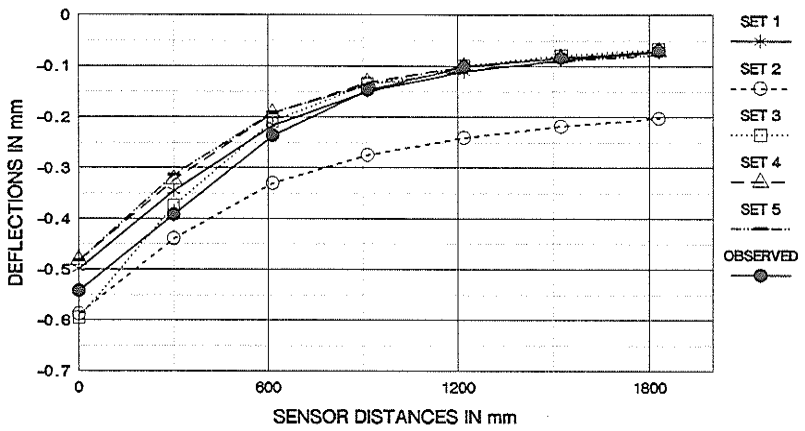
THUNDER BAY: TAXI A: STA. 10 + 740 L LOAD: 880 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

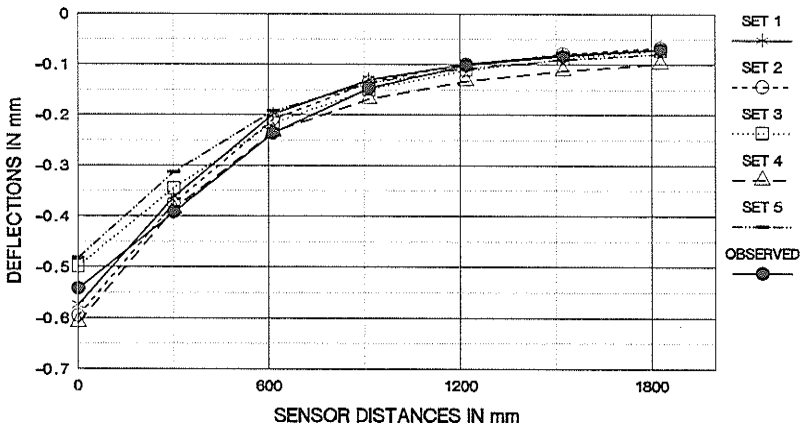
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

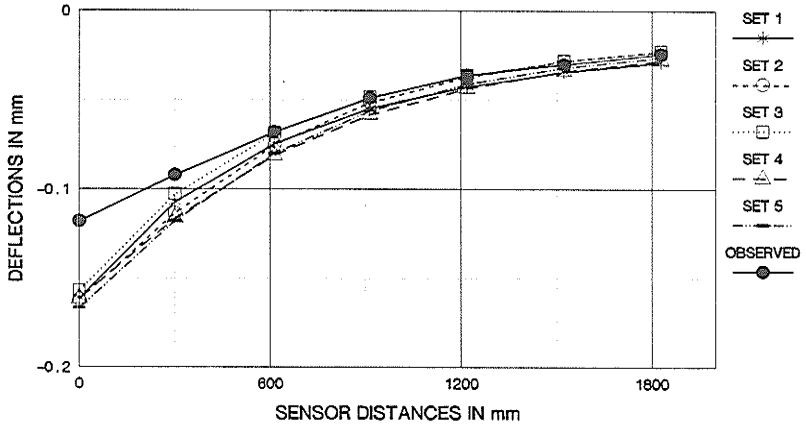


ANSYS FEM ANALYSIS : ISOTROPIC MODEL

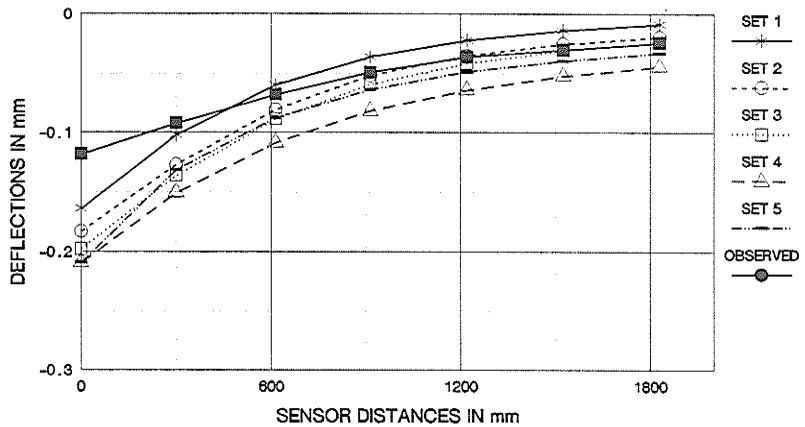
THUNDER BAY: TAXI A: STA. 10 + 740 L LOAD: 1154 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

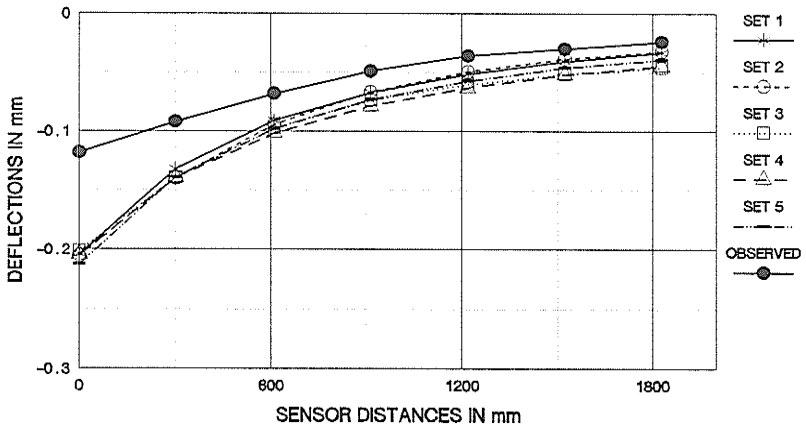
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

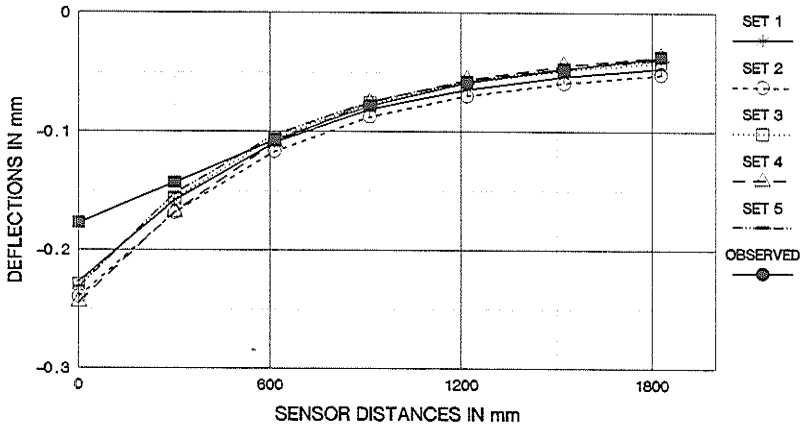


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

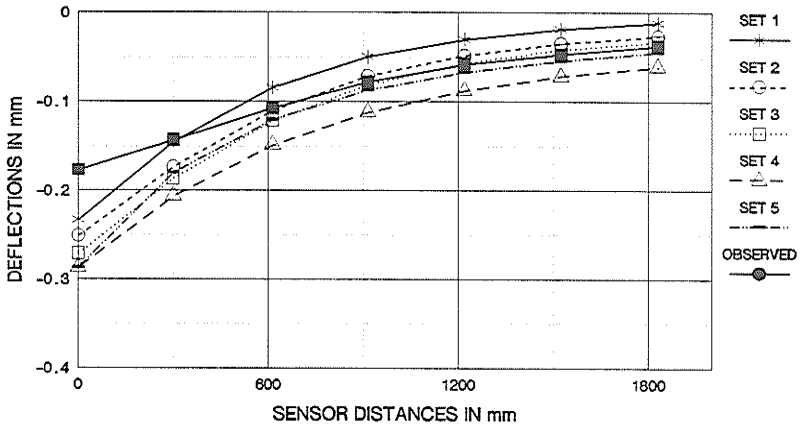
THUNDER BAY: RWY. 12-30:STA. 5 + 100: LOAD 752 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

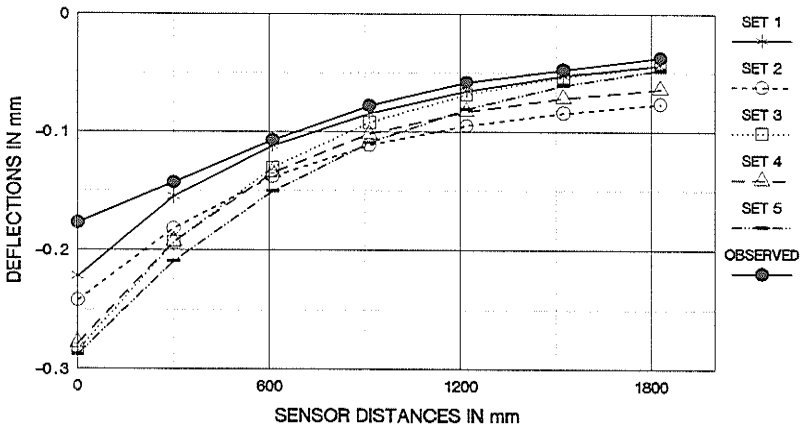
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

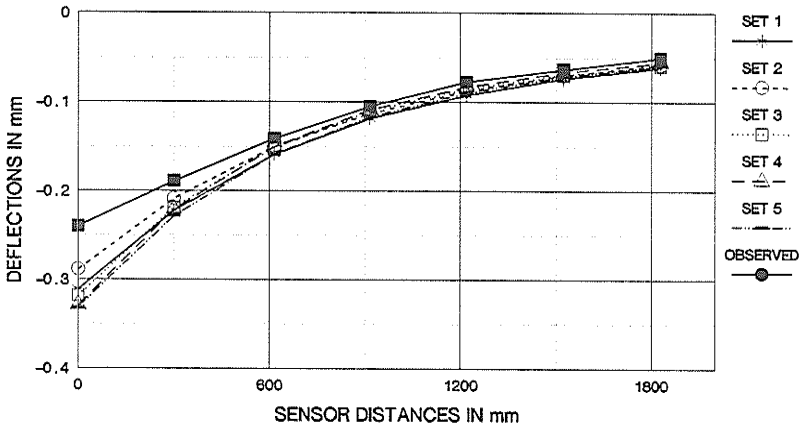


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

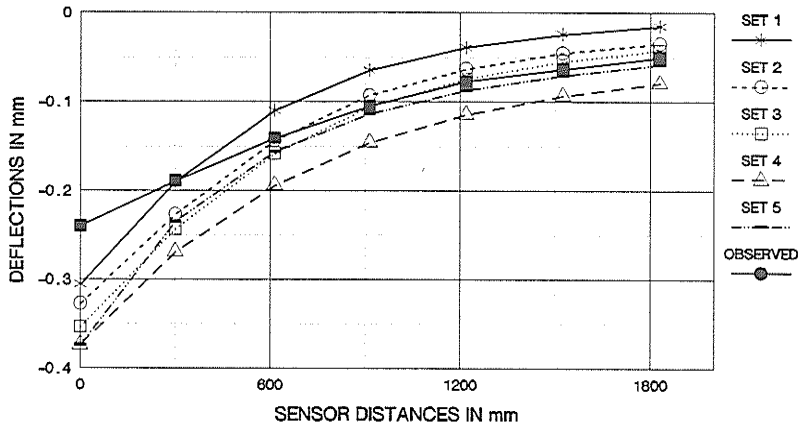
THUNDER BAY: RWY. 12-30:STA. 5 + 100: LOAD 1040 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

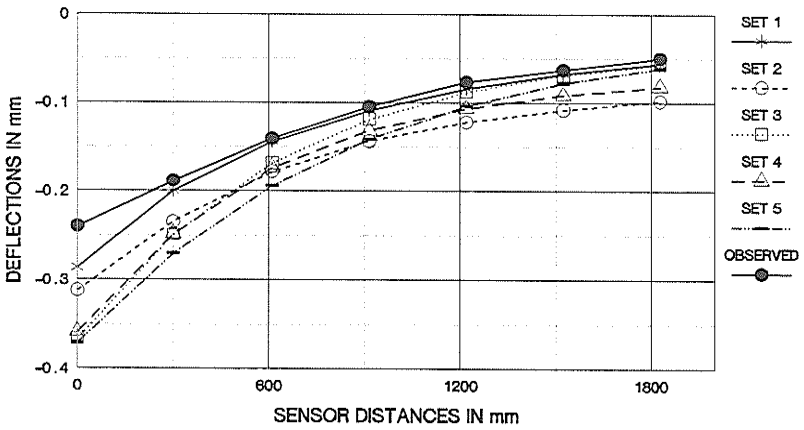
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

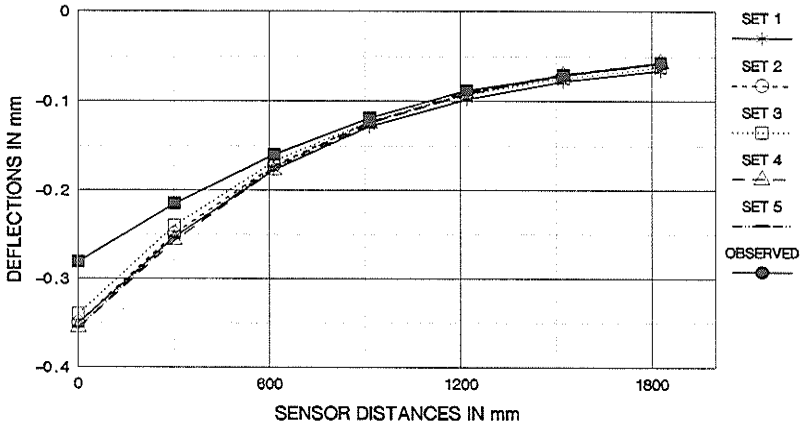


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

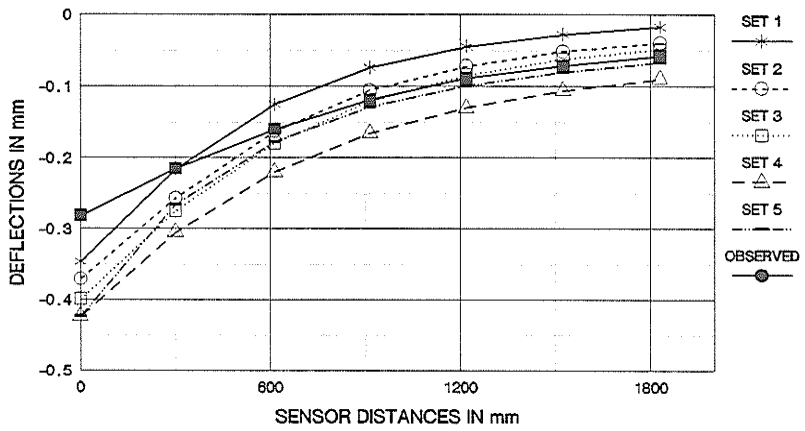
THUNDER BAY: RWY . 12-30:STA . 5 + 100: LOAD 1342 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

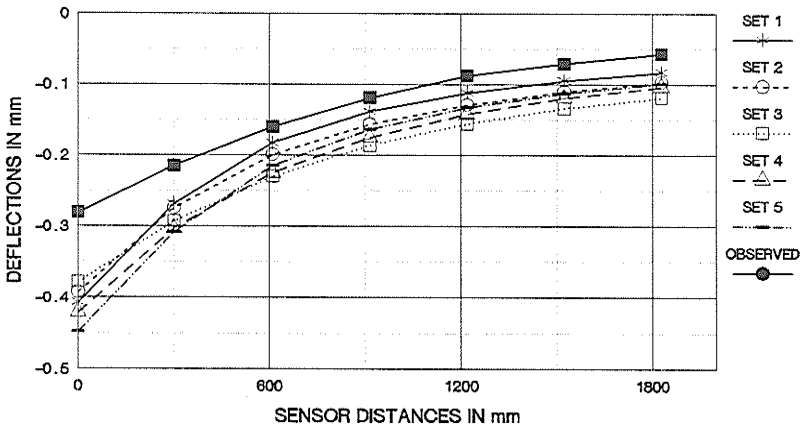
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

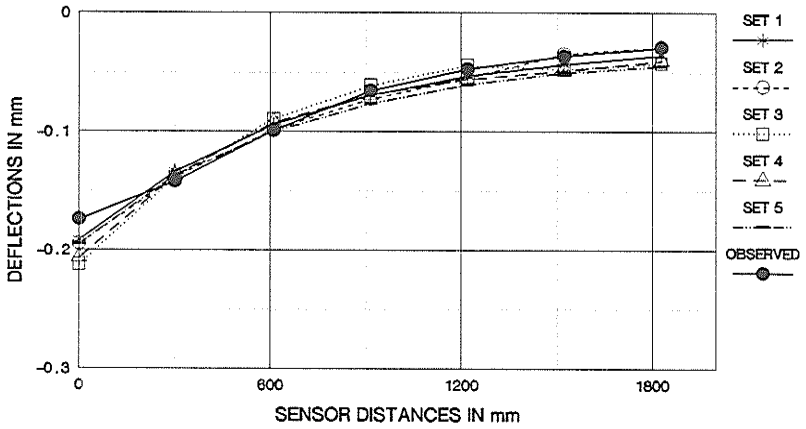


ANSYS FEM ANALYSIS: X-ANISOTROPIC MODEL

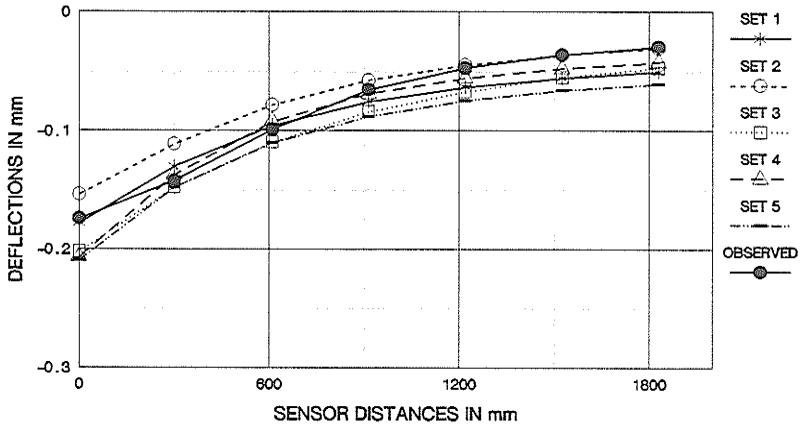
THUNDER BAY: RWY. 12-30:STA. 5 + 100: LOAD 1525 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

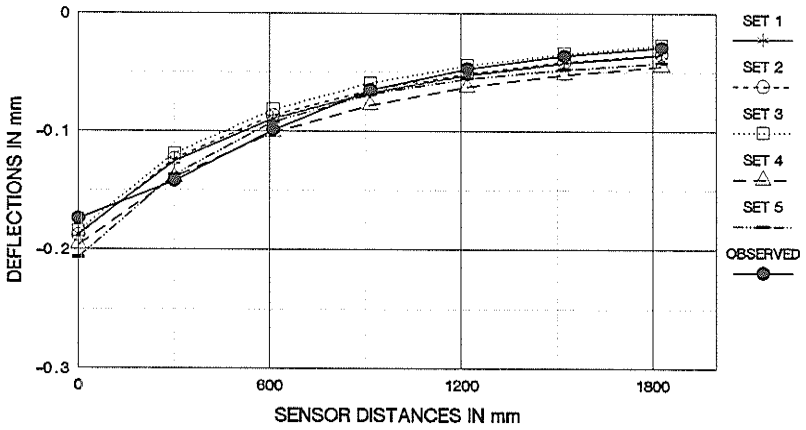
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

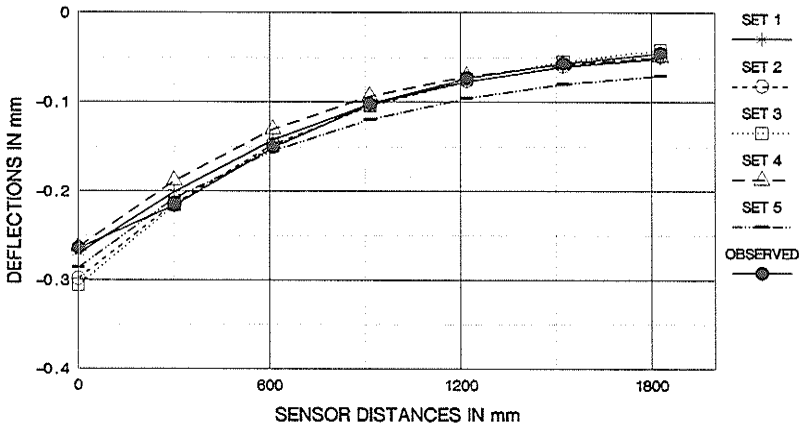


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

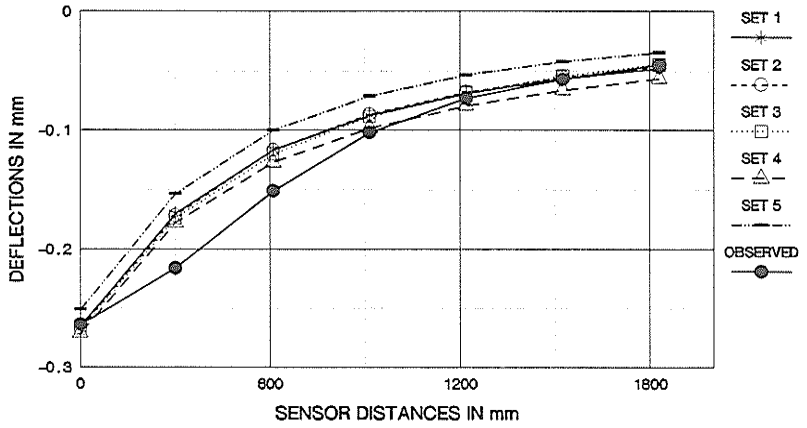
THUNDER BAY: RWY. 12-30:STA. 5 + 200: LOAD 699 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

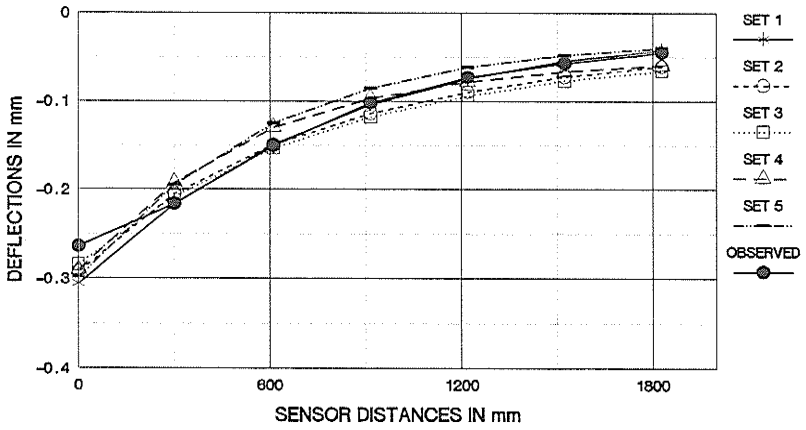
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

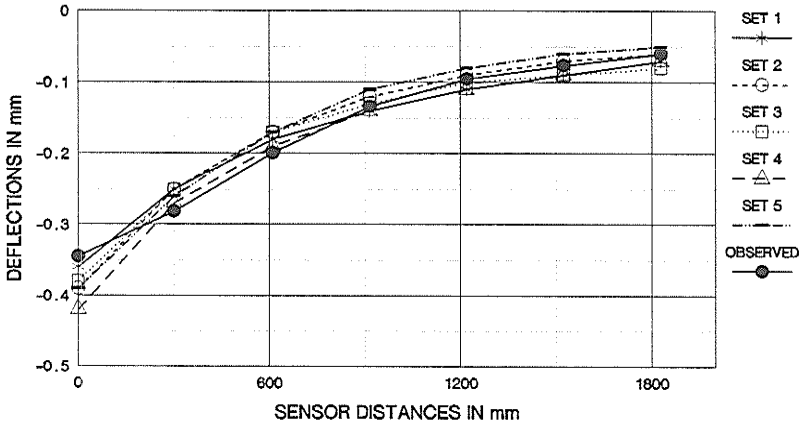


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

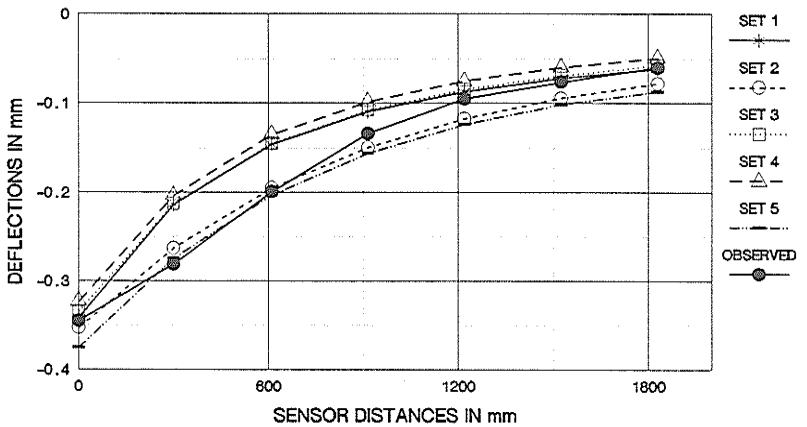
THUNDER BAY: RWY . 12-30:STA . 5 + 200: LOAD 982 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

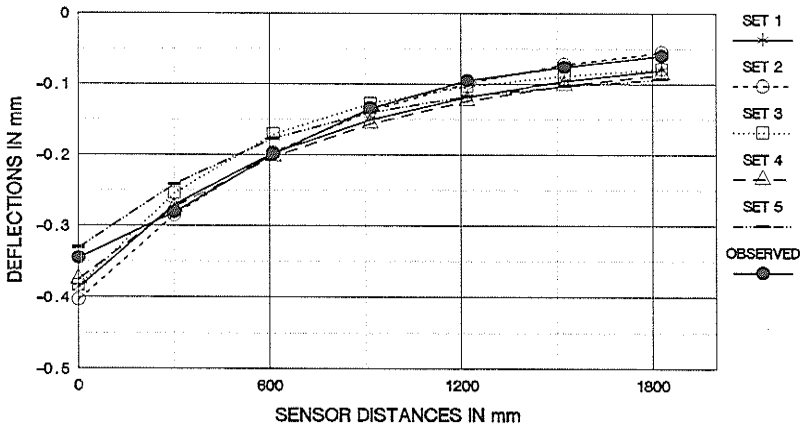
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

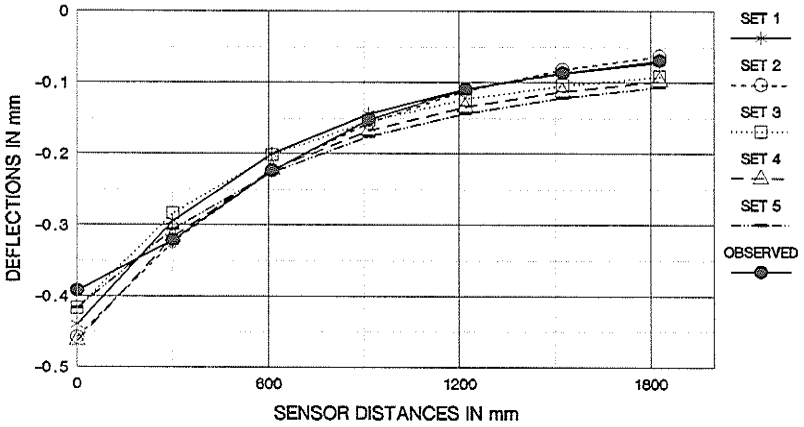


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

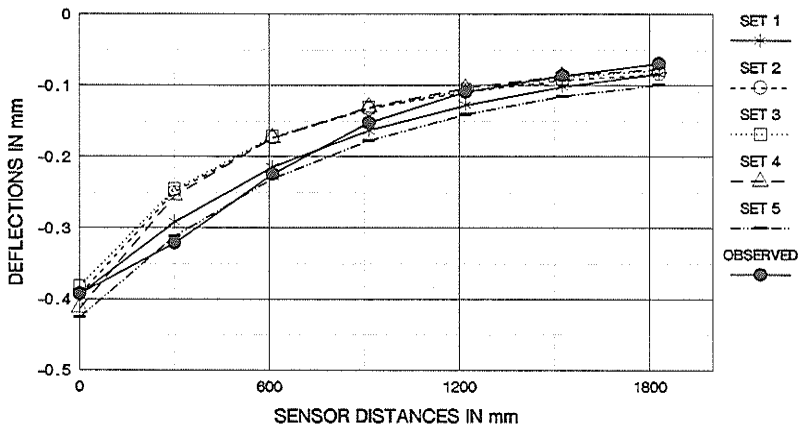
THUNDER BAY: RWY . 12-30:STA . 5 + 200: LOAD 1297 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

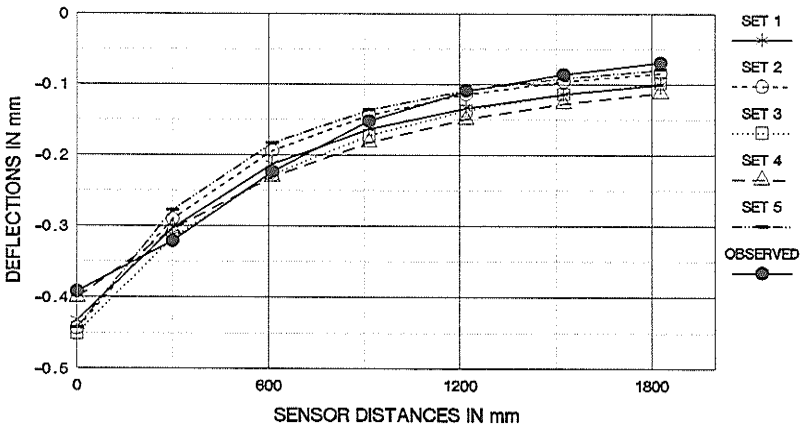
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

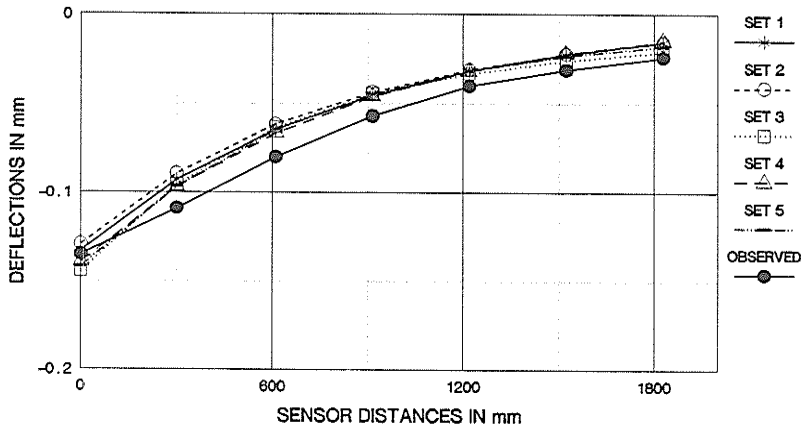


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

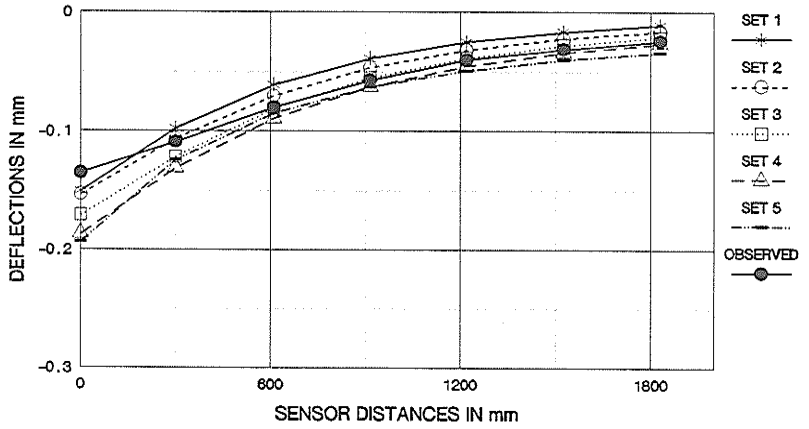
THUNDER BAY: RWY. 12-30:STA. 5 + 200: LOAD 1472 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

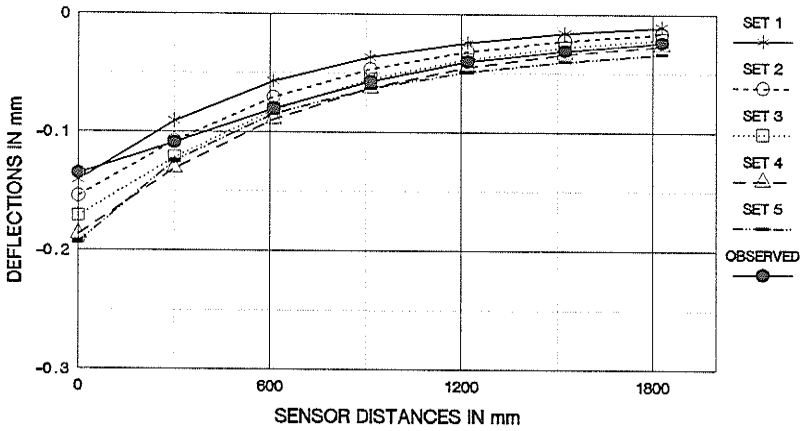
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

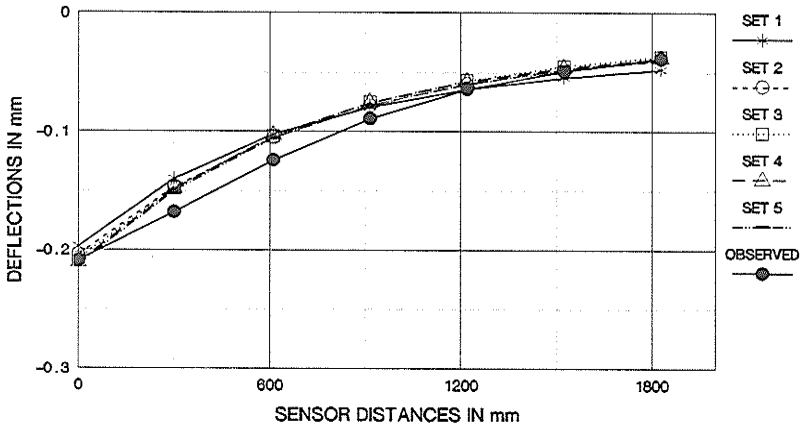


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

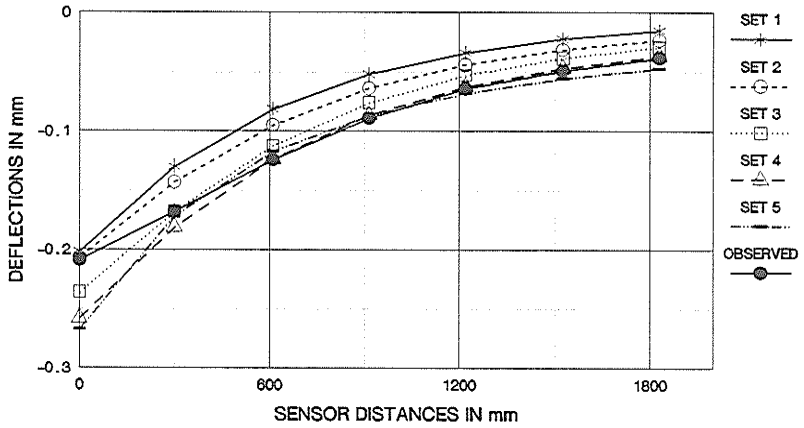
THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 730 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

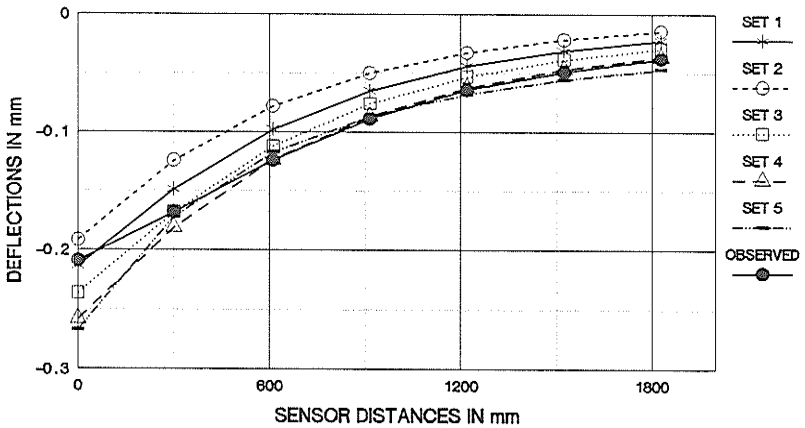
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

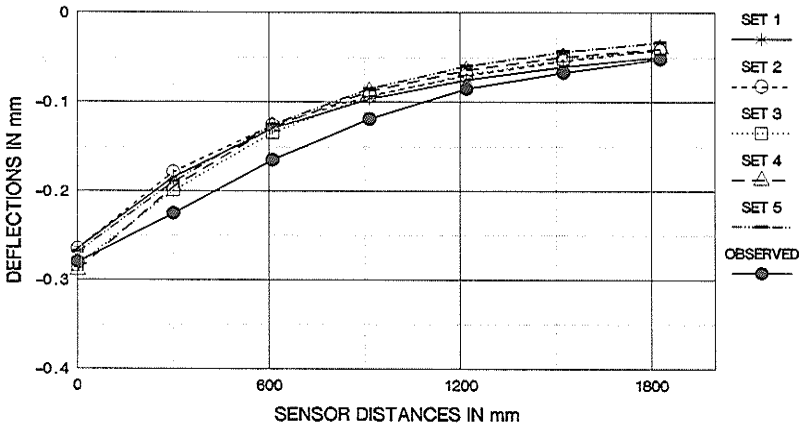


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

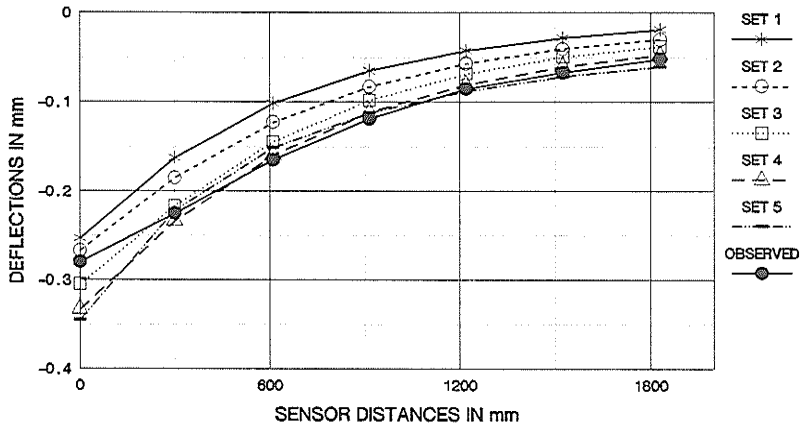
THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 1001 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

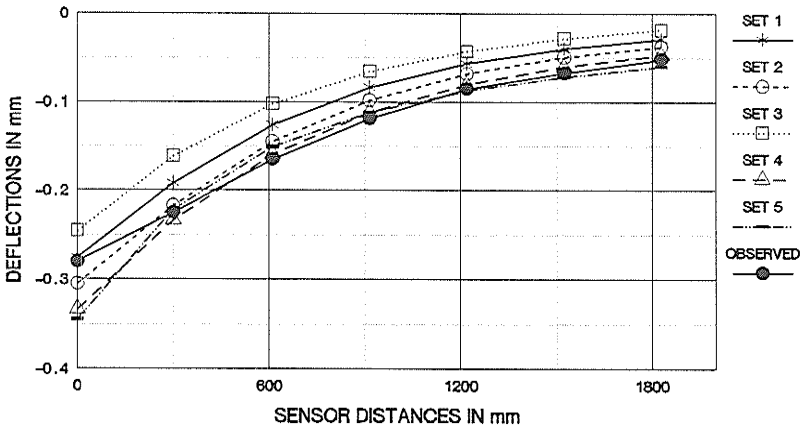
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

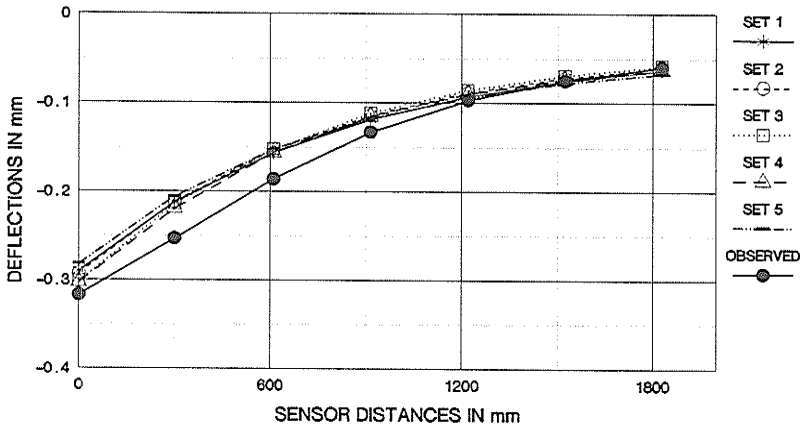


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

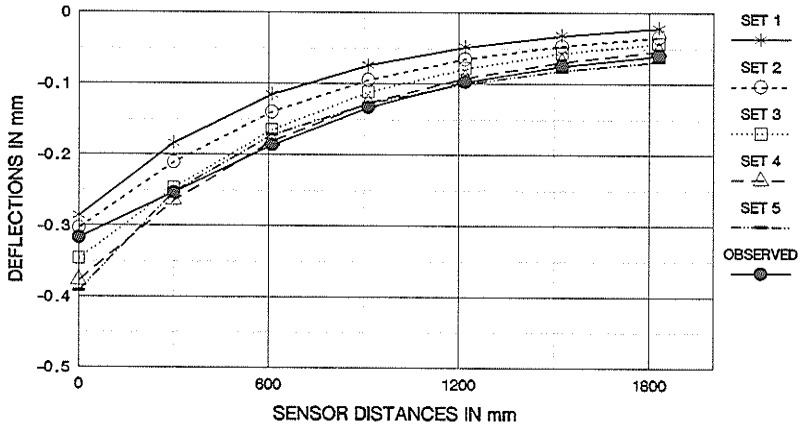
THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 1305 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

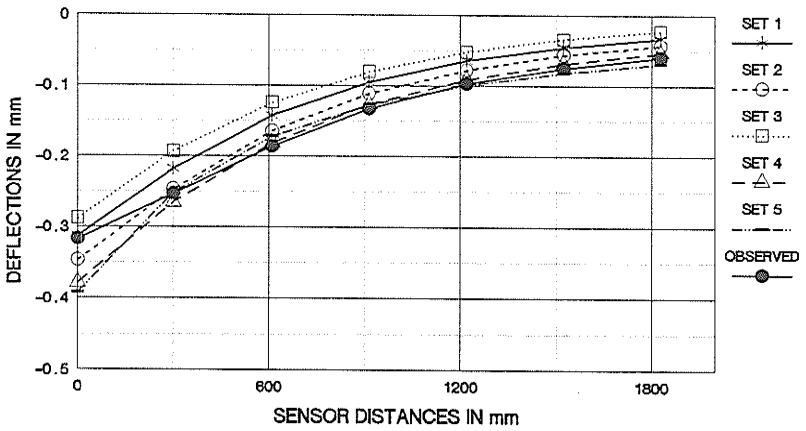
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

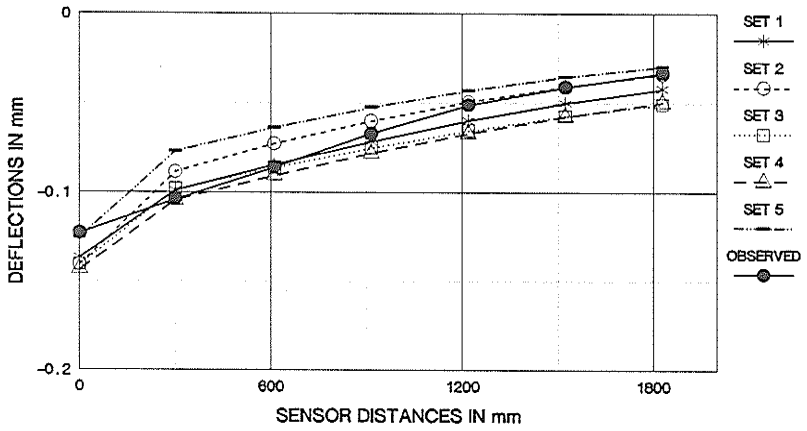


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

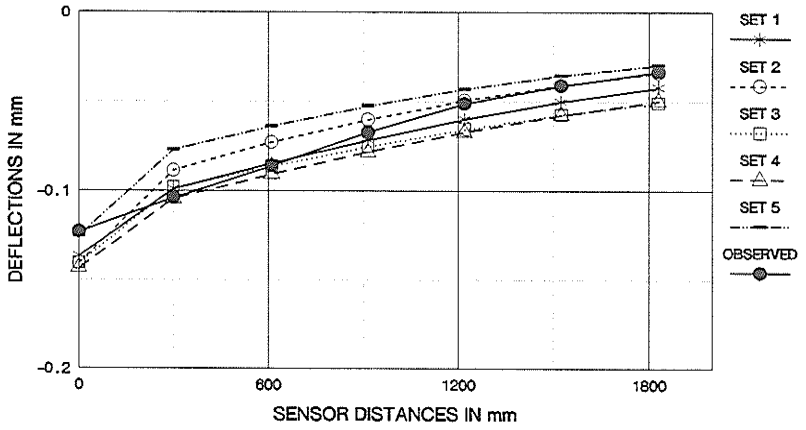
THUNDER BAY: RWY 12-30: STA. 5 + 300 R LOAD: 1479 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

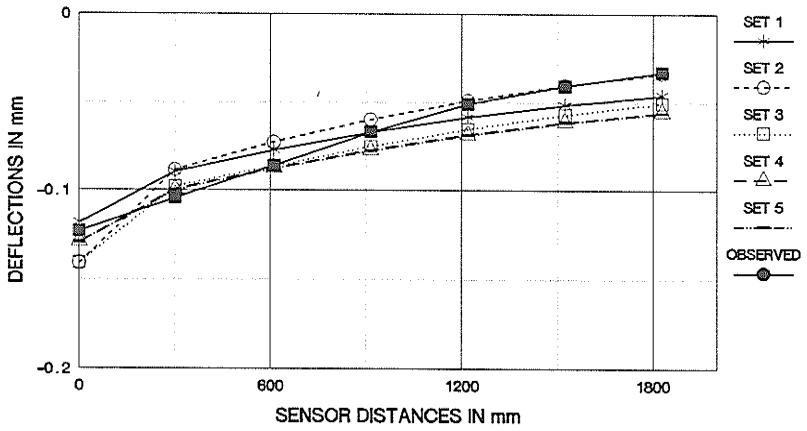
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

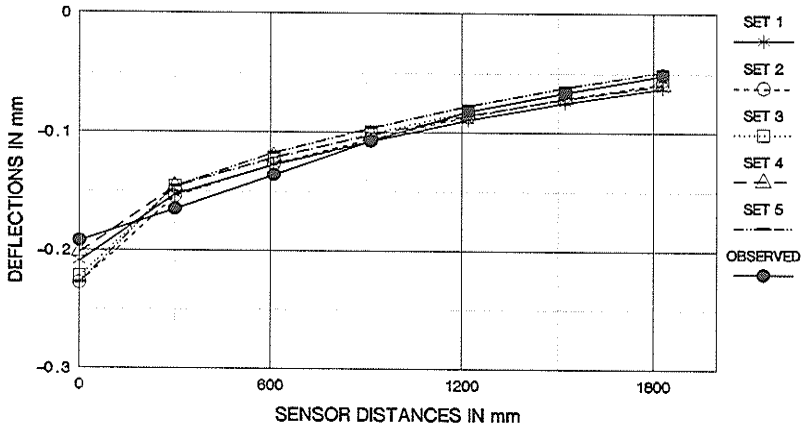


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

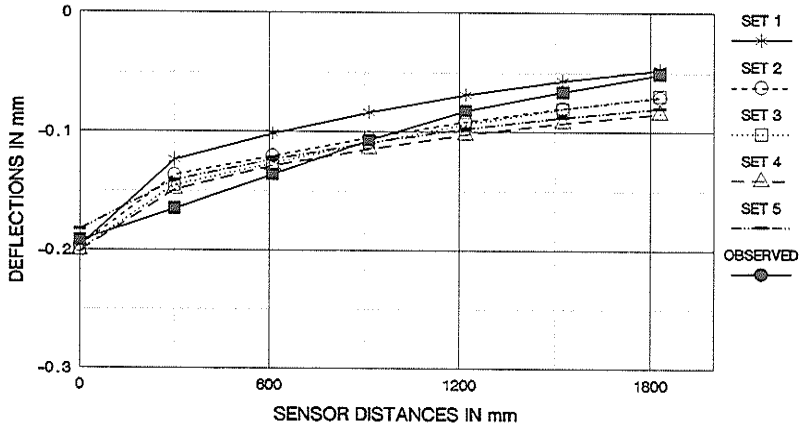
THUNDER BAY: RWY . 12-30:STA . 5 + 400: LOAD 746 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

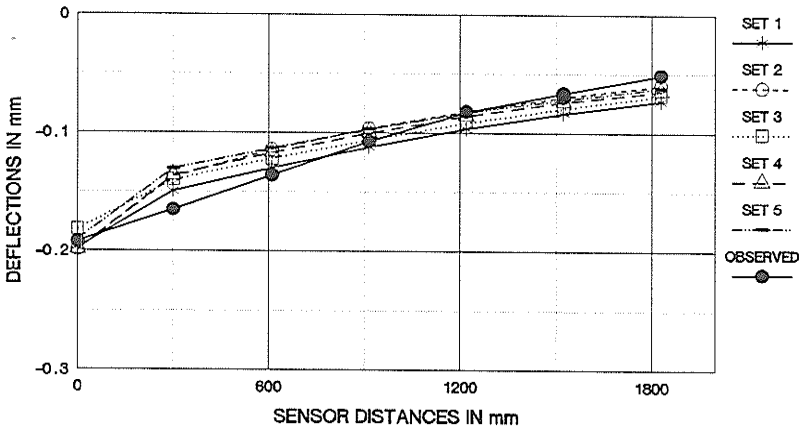
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

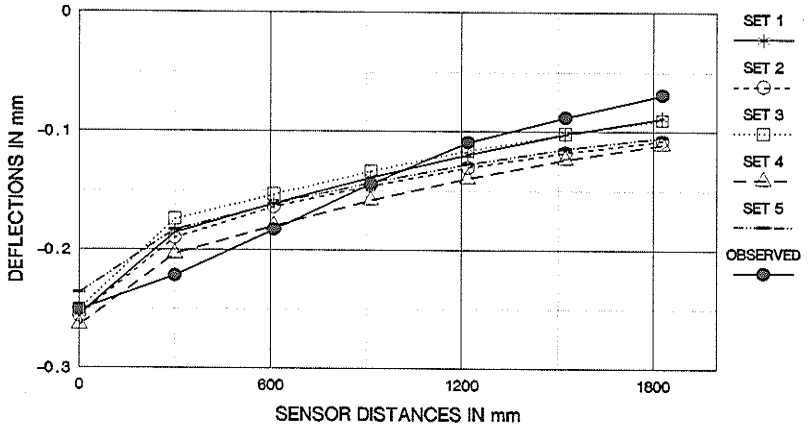


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

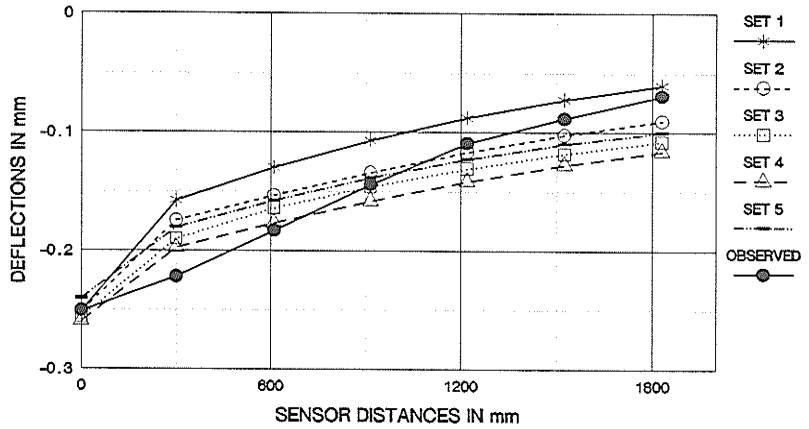
THUNDER BAY: RWY. 12-30:STA. 5 + 400: LOAD 1042 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

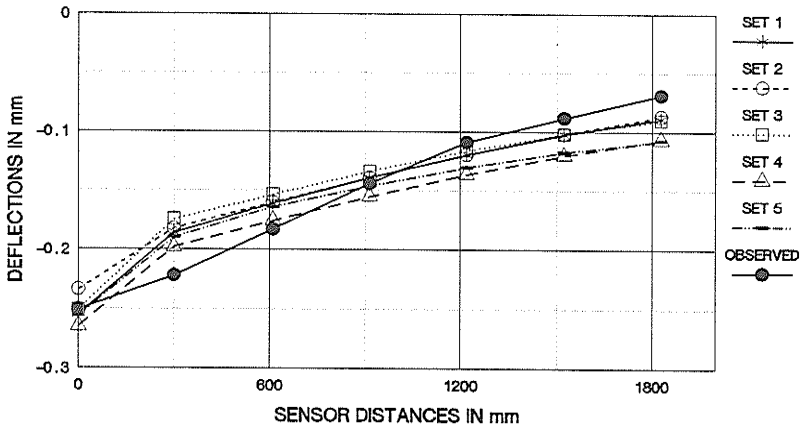
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

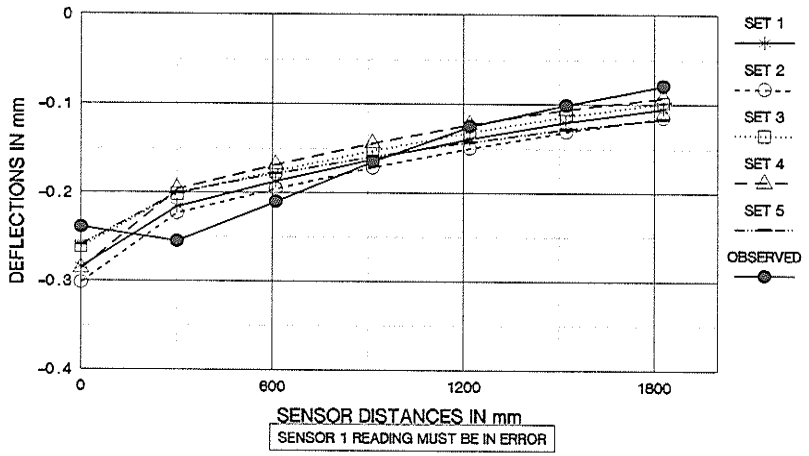


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

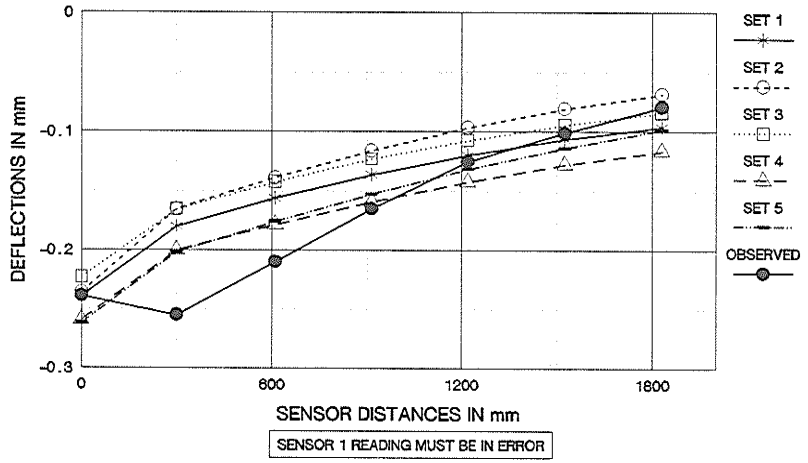
THUNDER BAY: RWY . 12-30:STA . 5 + 400: LOAD 1329 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

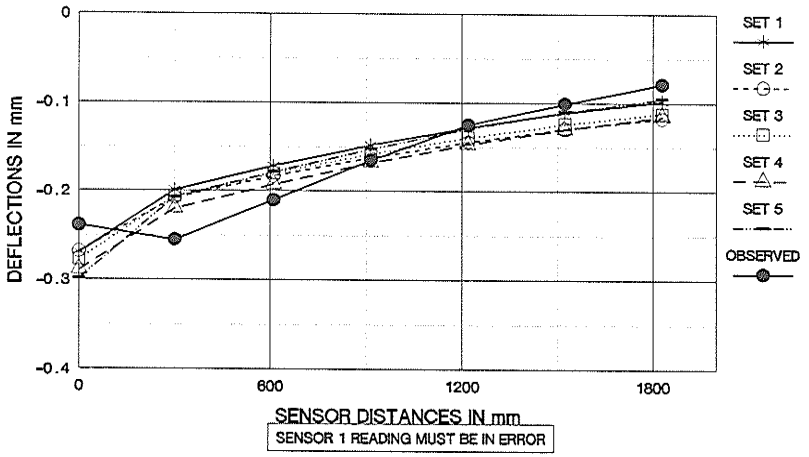
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

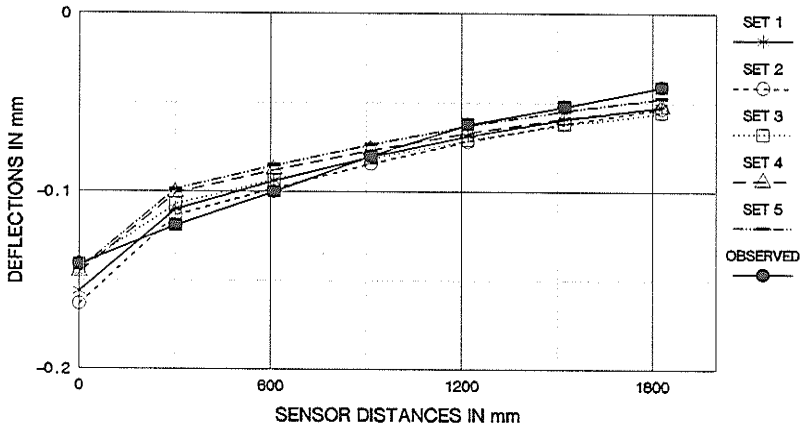


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

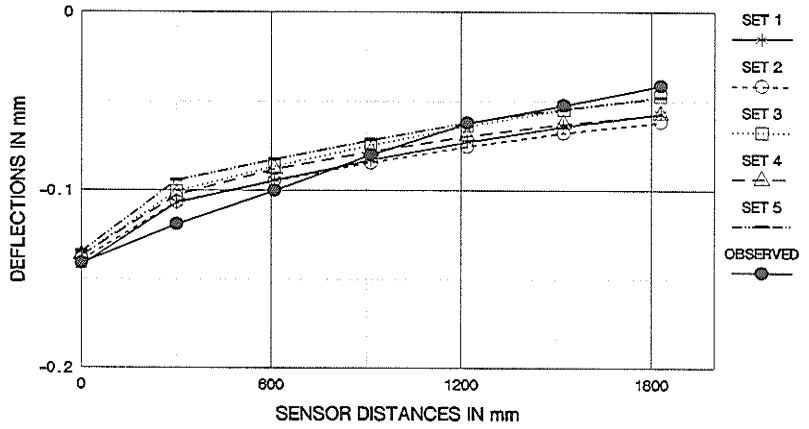
THUNDER BAY: RWY. 12-30:STA. 5 + 400: LOAD 1501 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

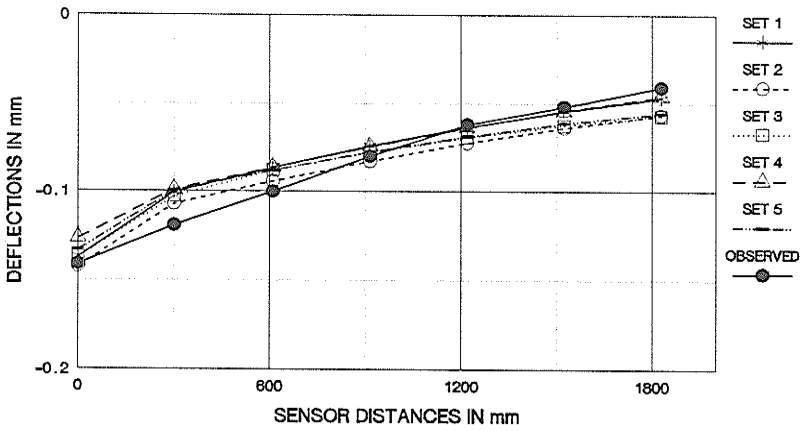
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

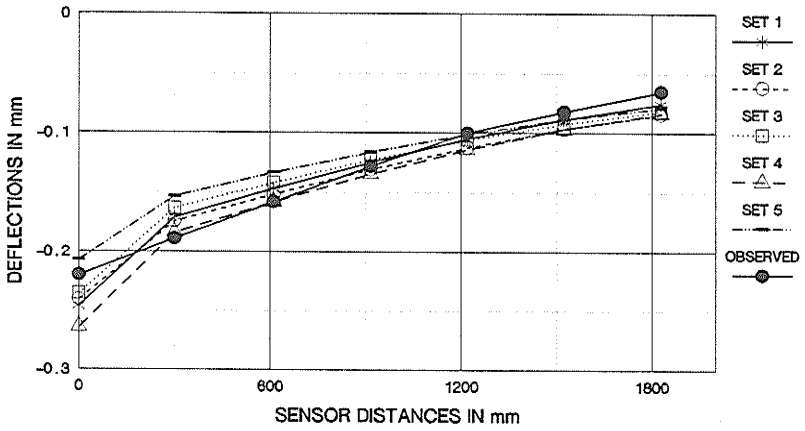


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

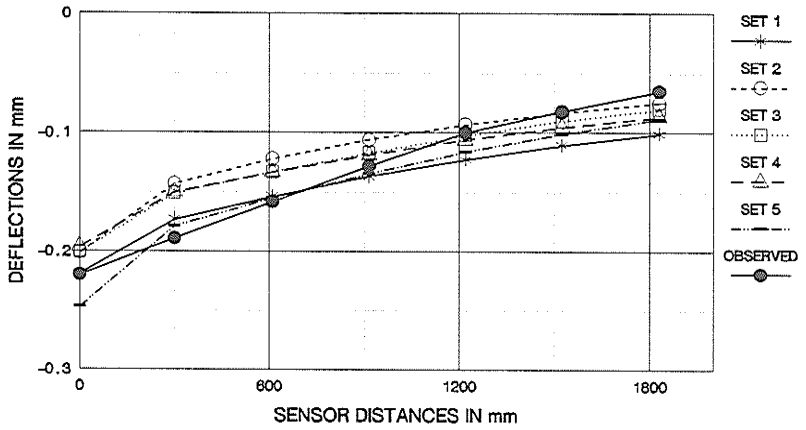
THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 706 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

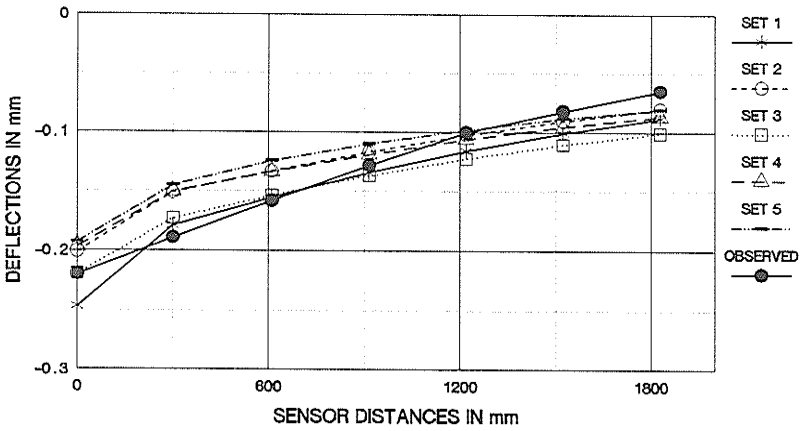
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

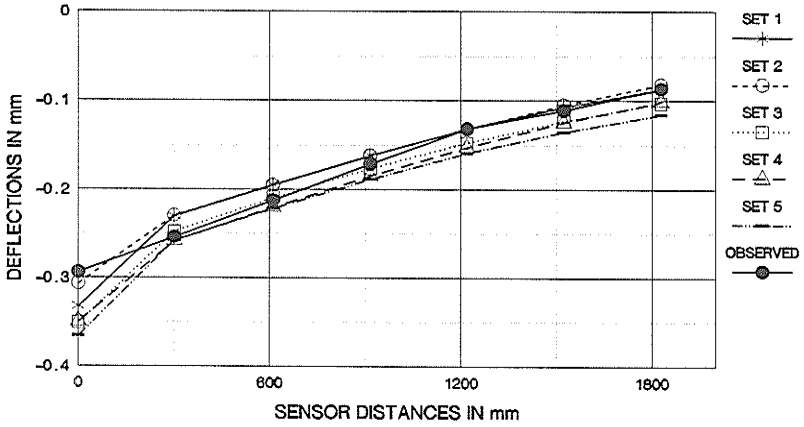


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

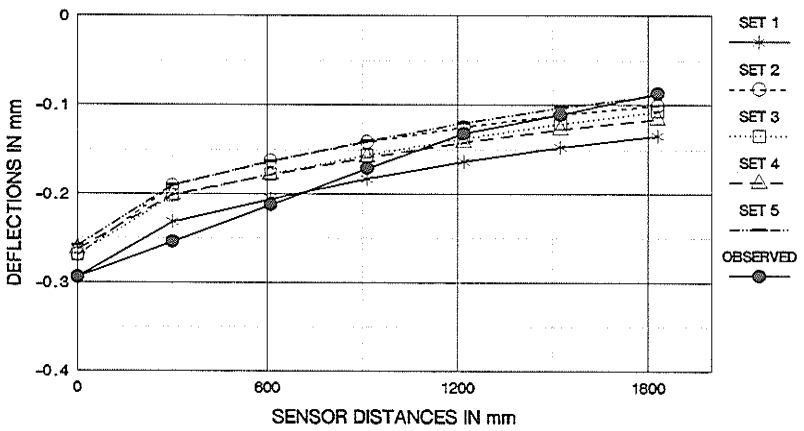
THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 997 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

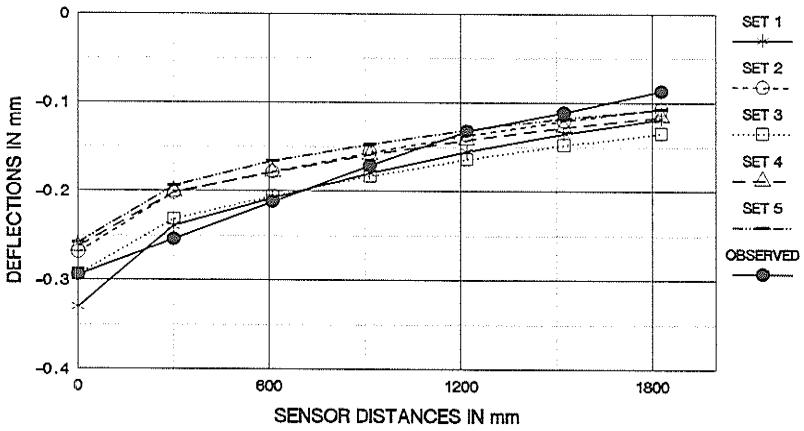
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

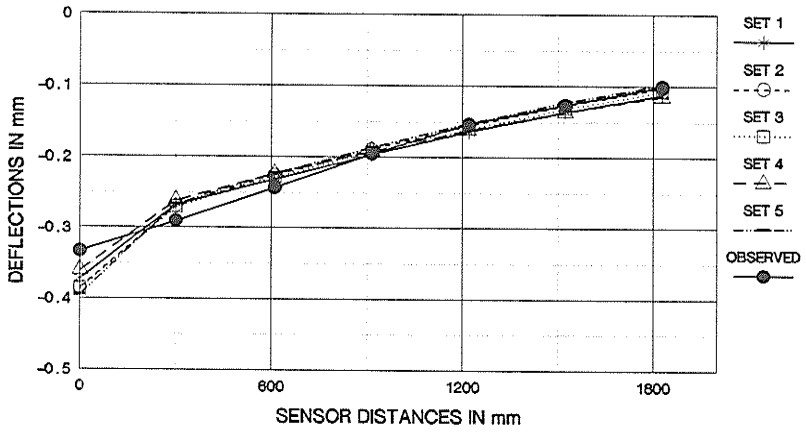


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

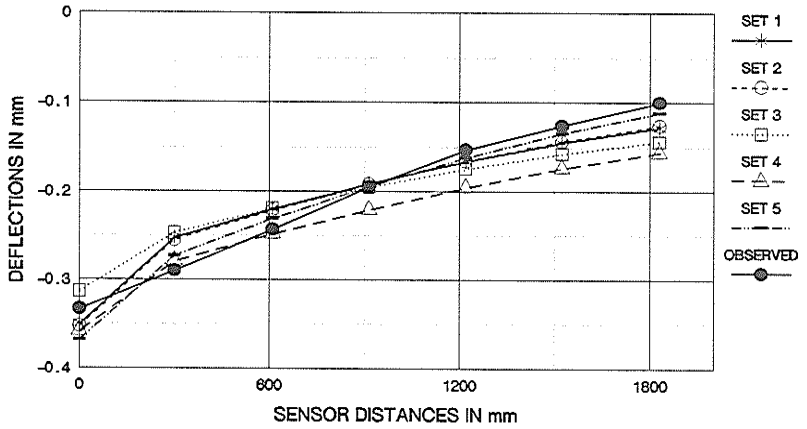
THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 1333 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

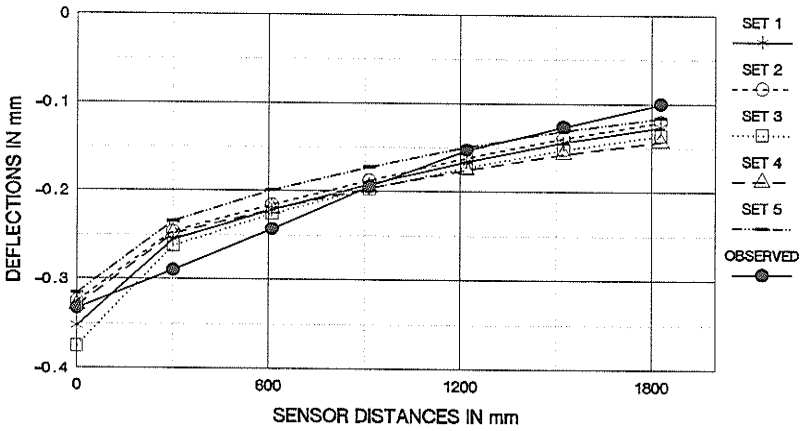
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

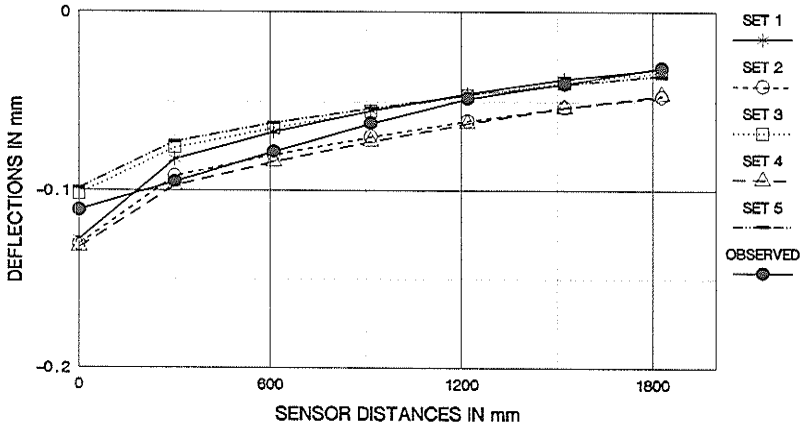


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

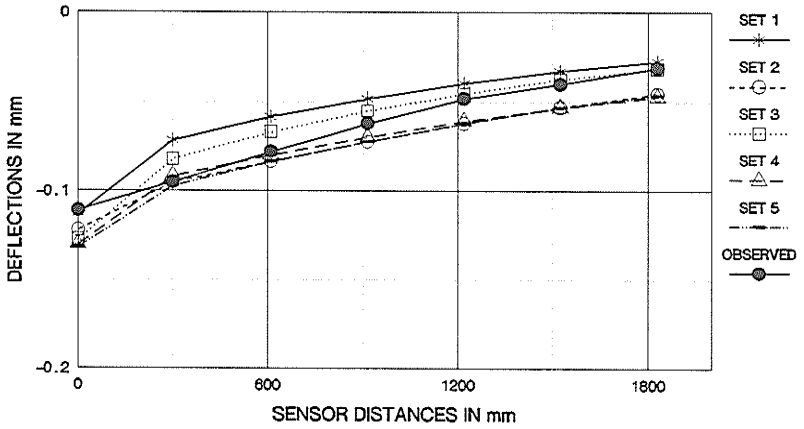
THUNDER BAY: RWY 12-30: STA. 5 + 500 R LOAD: 1423 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

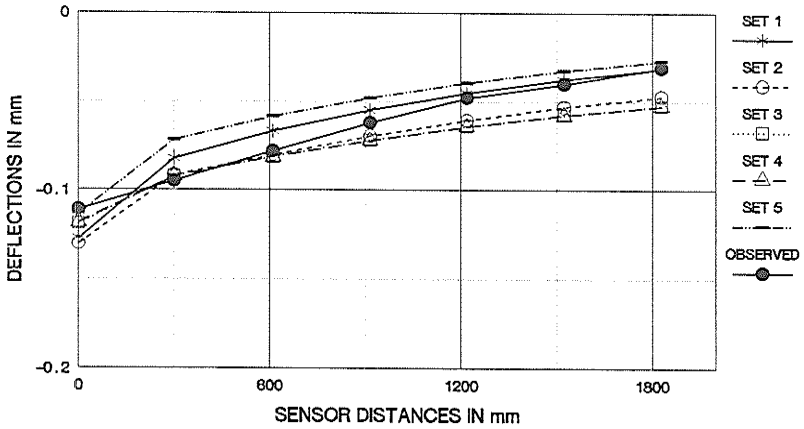
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

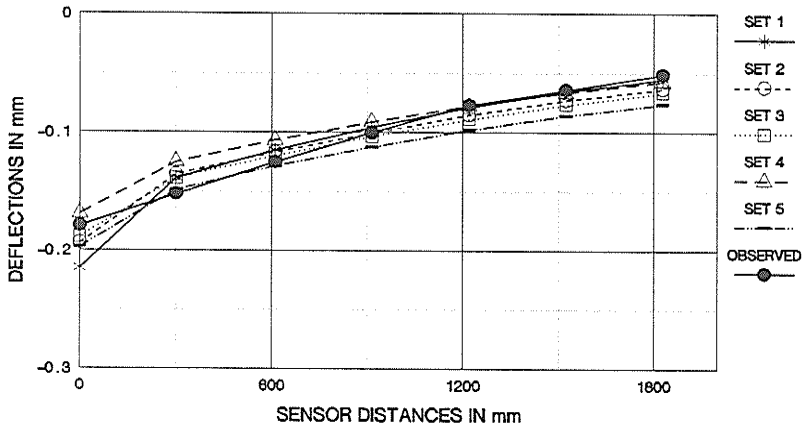


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

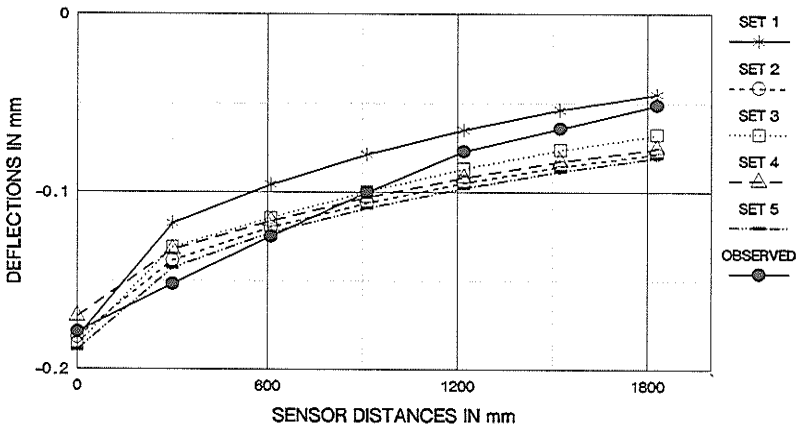
THUNDER BAY: RWY 12-30: STA. 5 + 600: LOAD 696 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

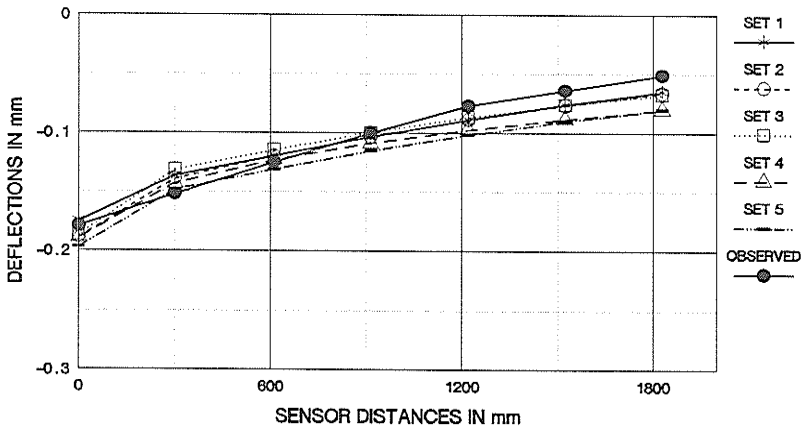
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

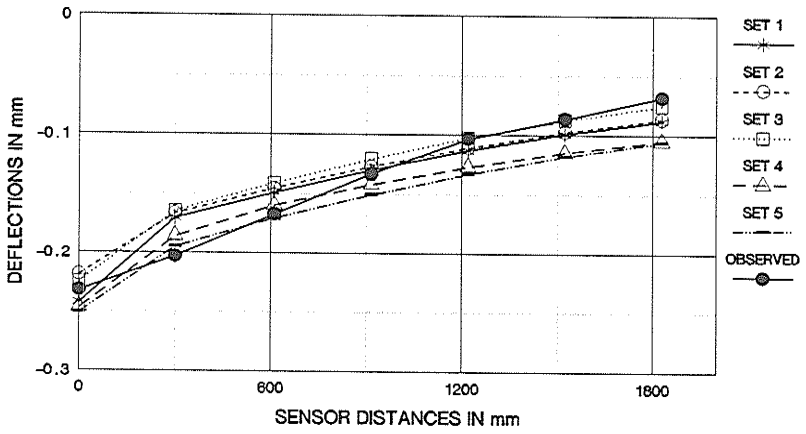


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

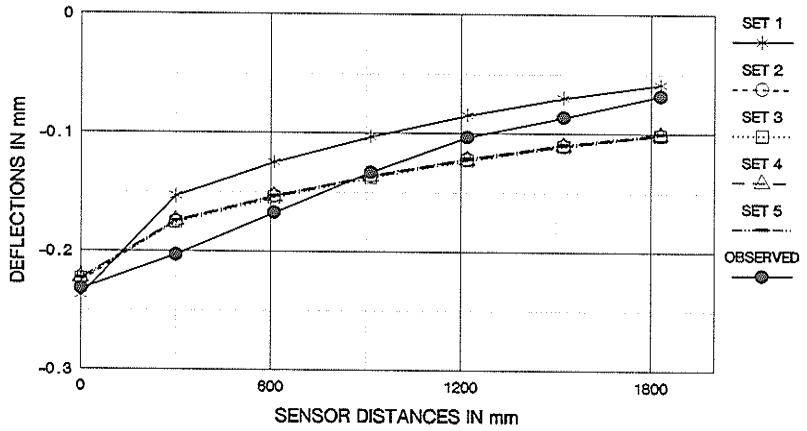
THUNDER BAY: RWY 12-30: STA. 5 + 600: LOAD 997 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

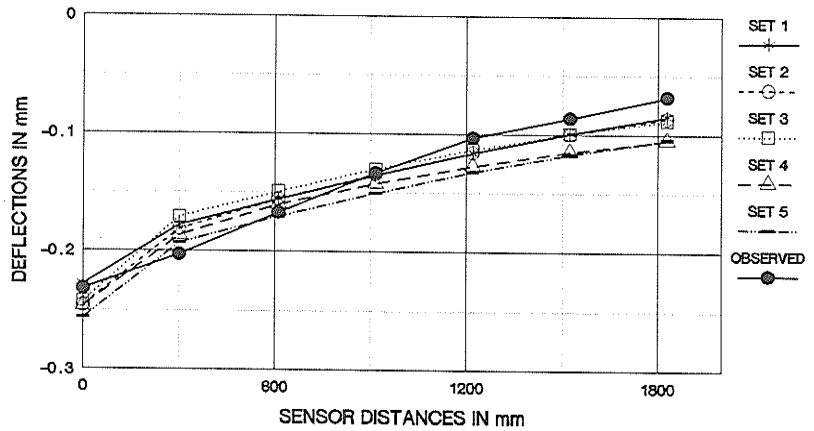
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

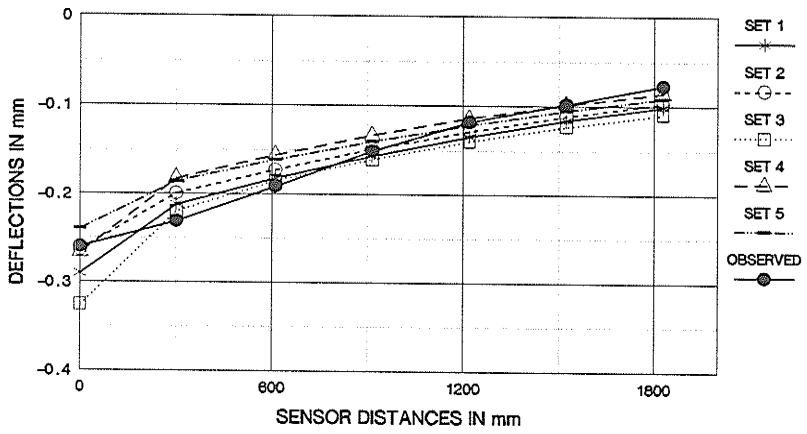


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

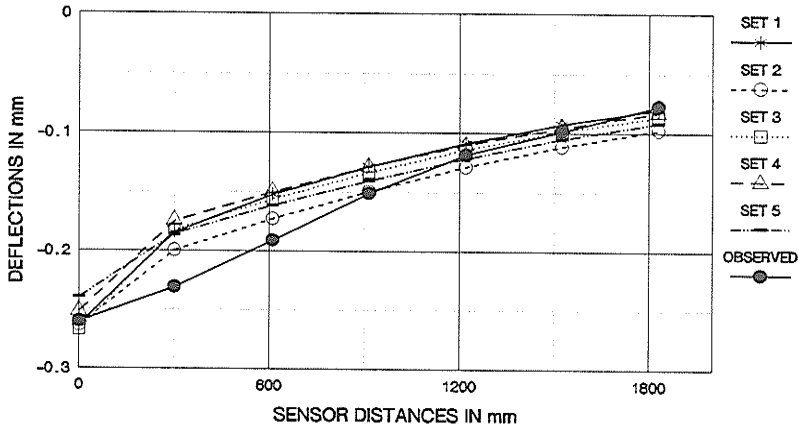
THUNDER BAY: RWY 12-30: STA . 5 + 600: LOAD 1299 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

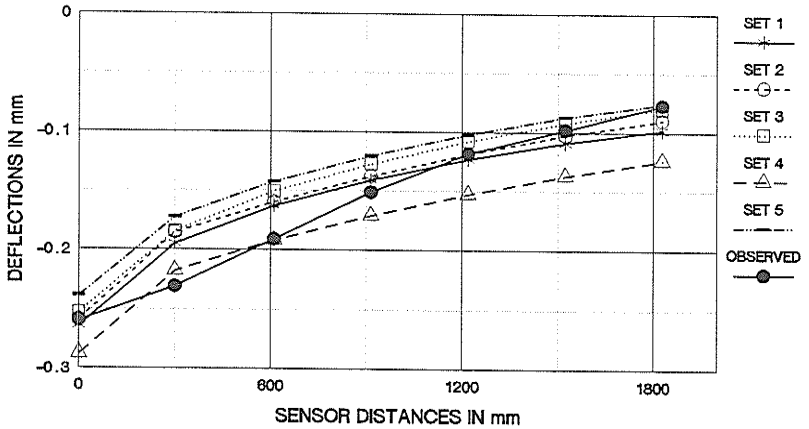
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

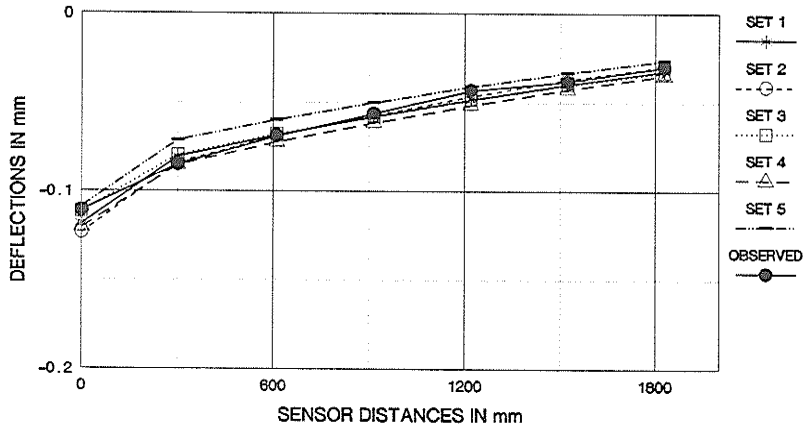


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

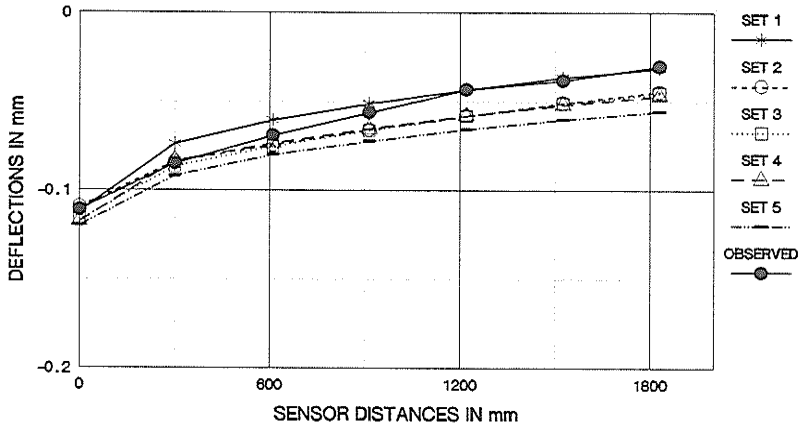
THUNDER BAY: RWY 12-30: STA . 5 + 600: LOAD 1393 kPa

CALCULATED AND OBSERVED DEFLECTION BASINS

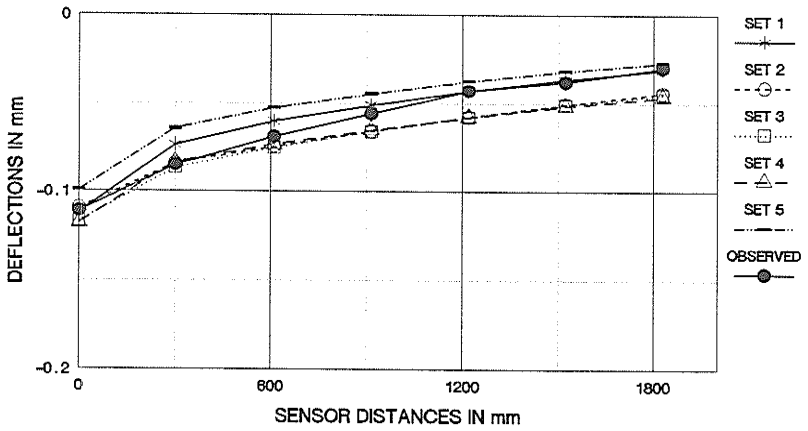
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

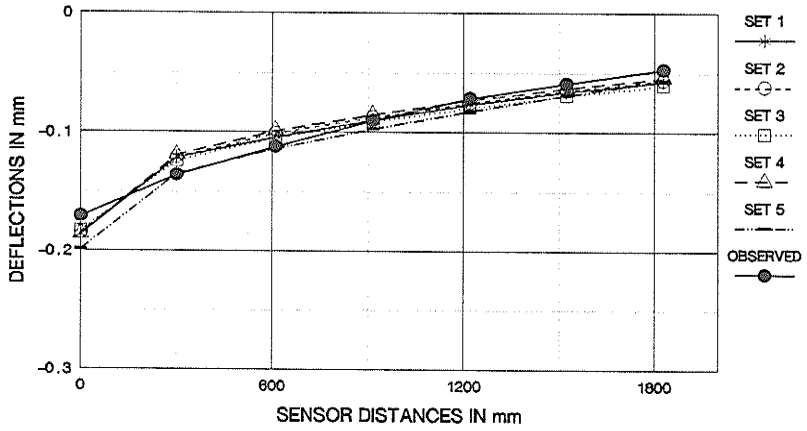


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

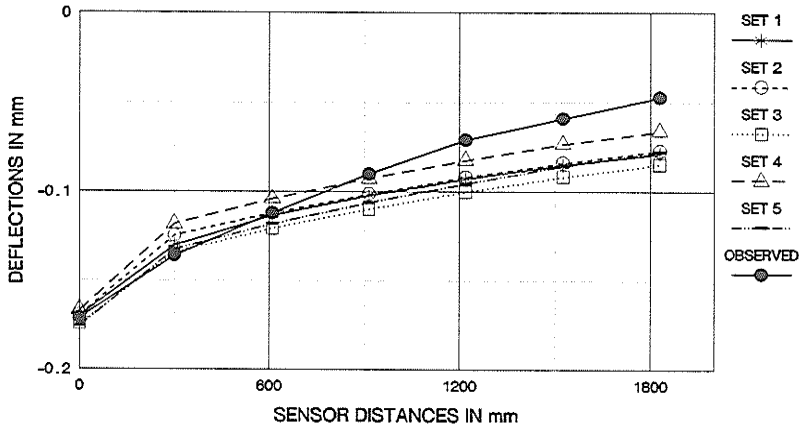
THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 688 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

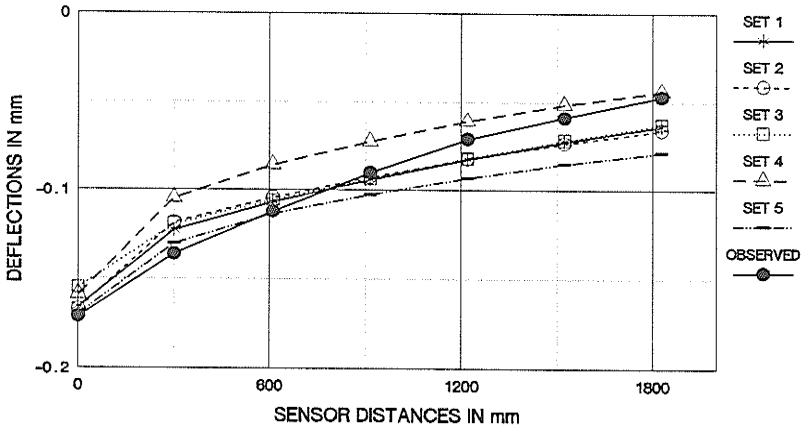
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

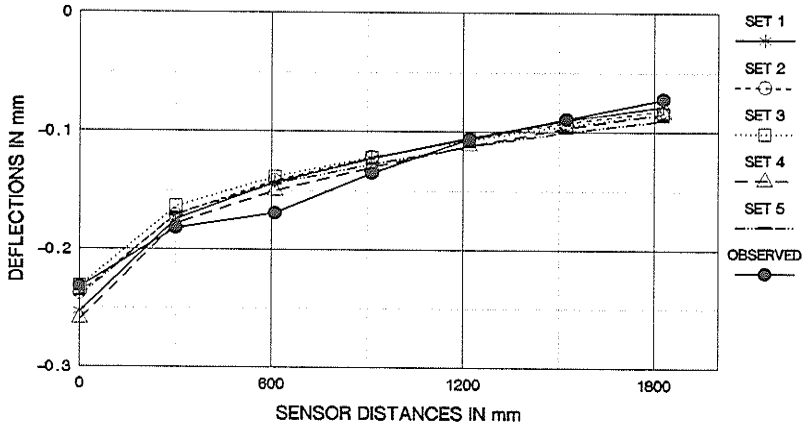


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

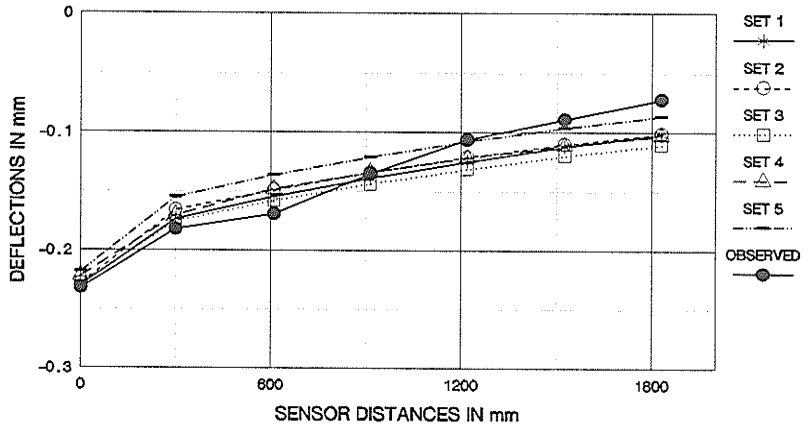
THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 976 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

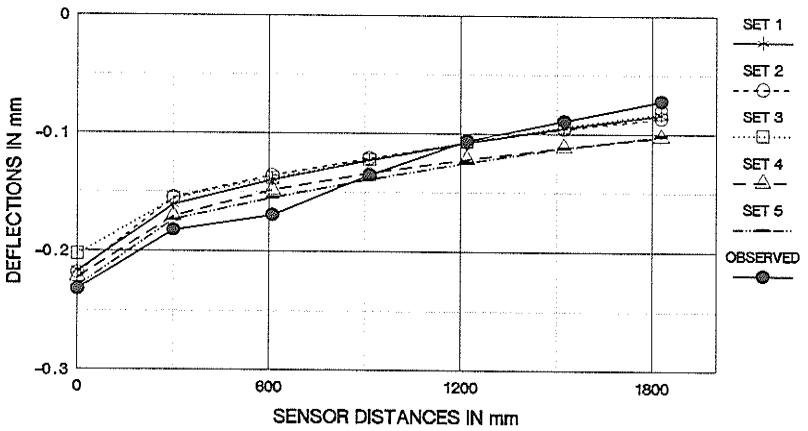
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

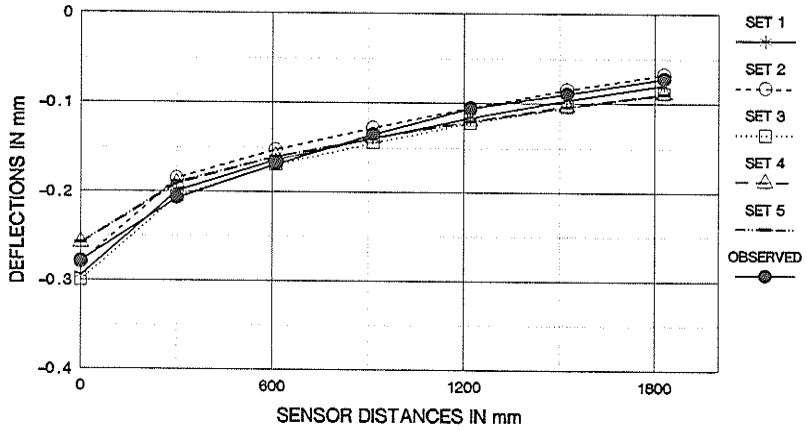


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

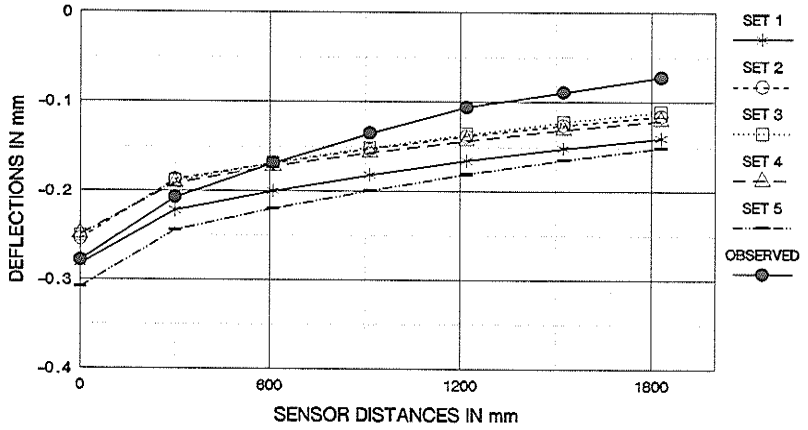
THUNDER BAY: RWY 12-30: STA. 5 + 650 R LOAD: 1276 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

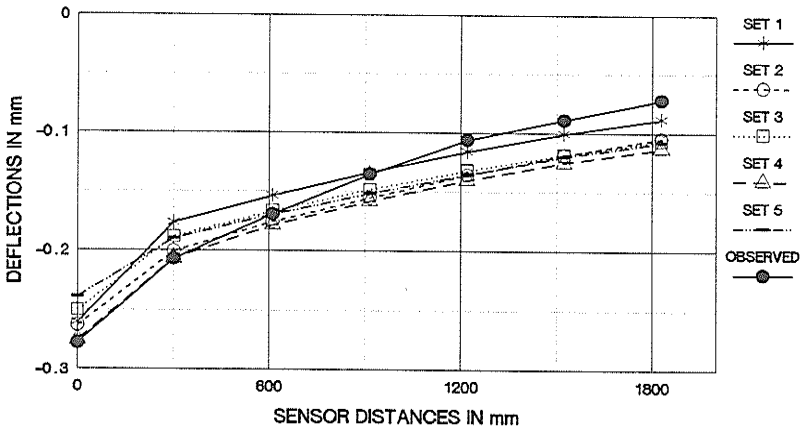
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

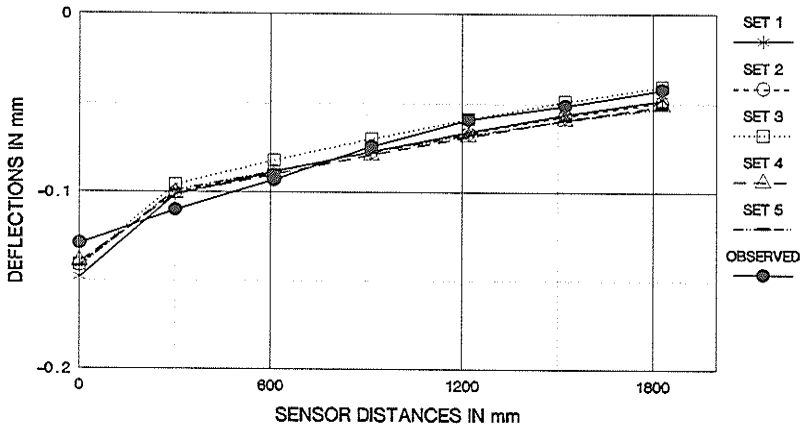


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

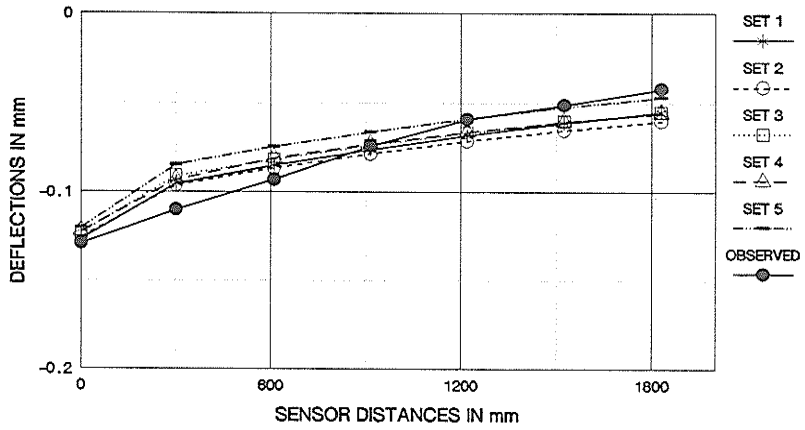
THUNDER BAY: RWY 12-30: STA . 5 + 650 R LOAD: 1391 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

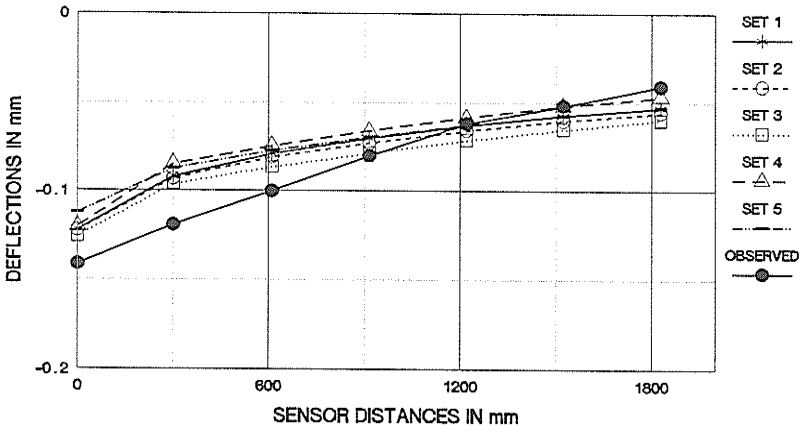
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

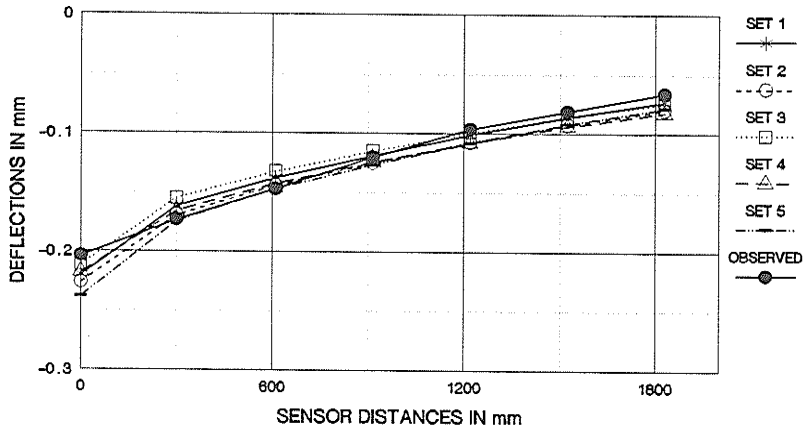


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

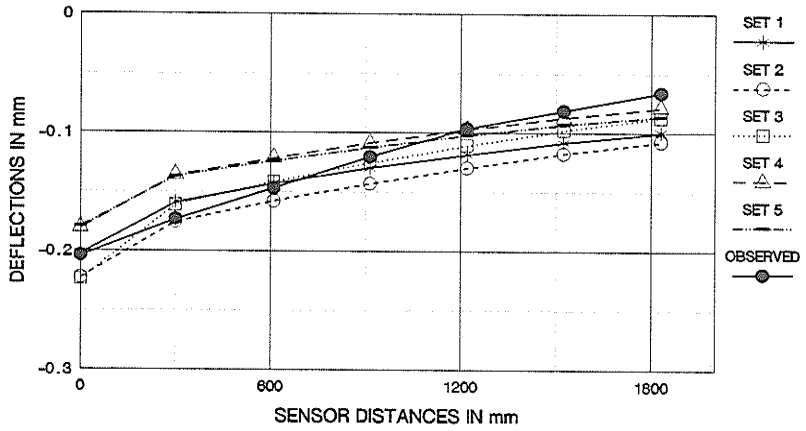
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 690 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

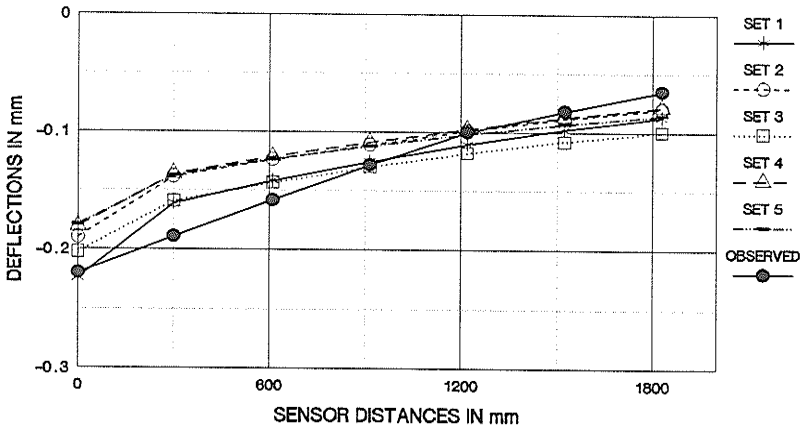
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

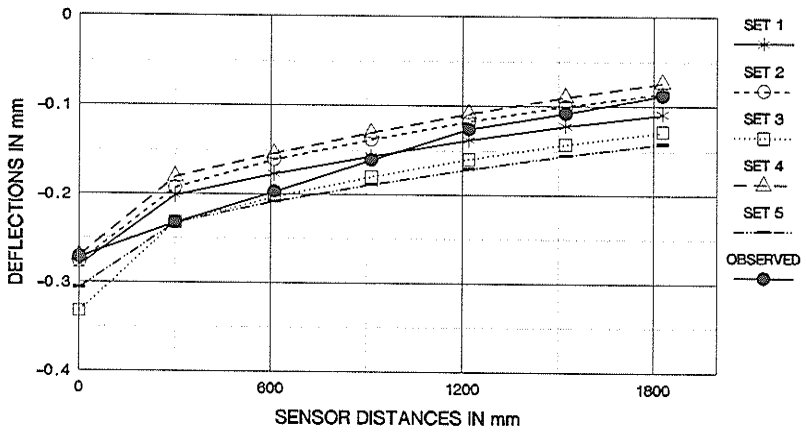


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

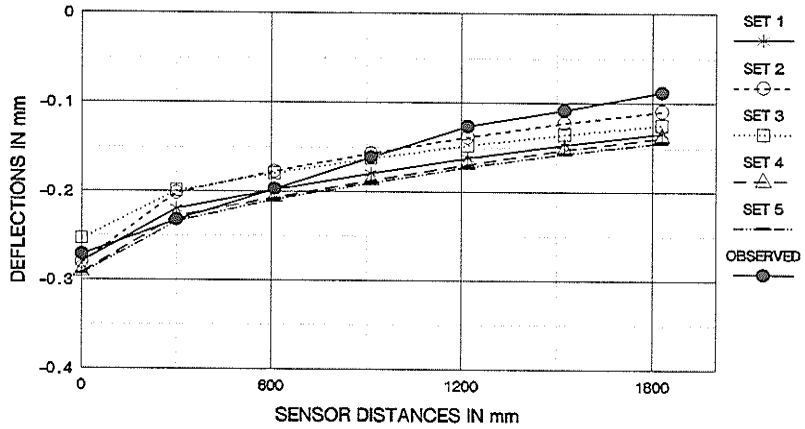
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 985 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

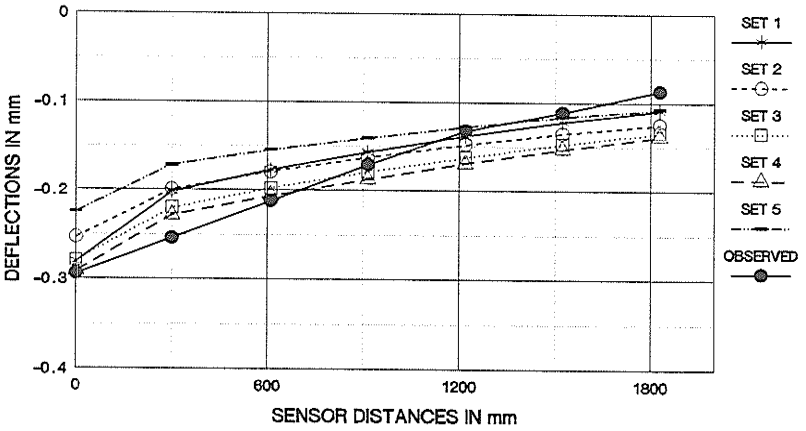
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

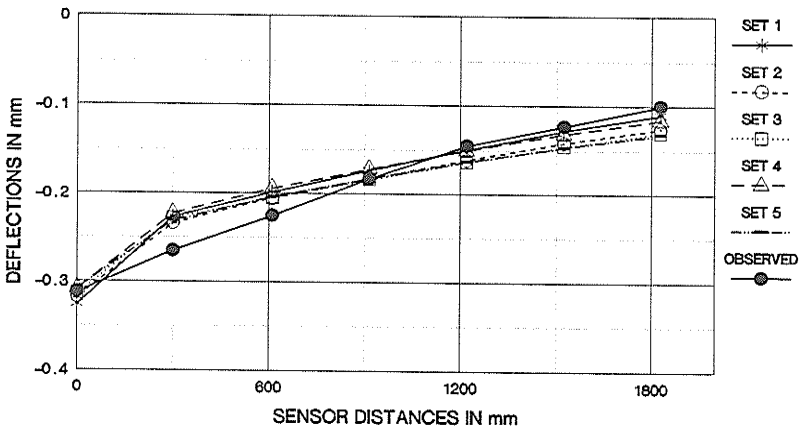


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

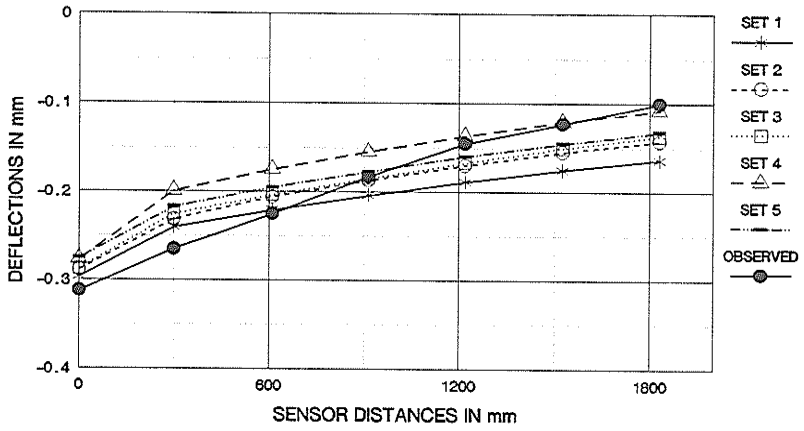
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 1233 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

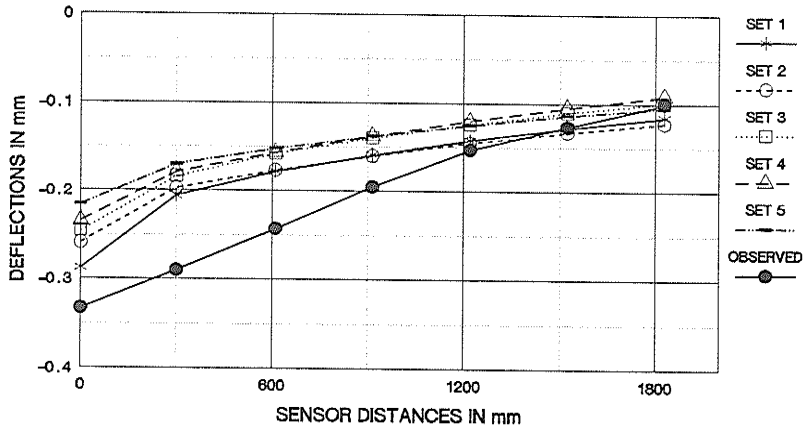
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

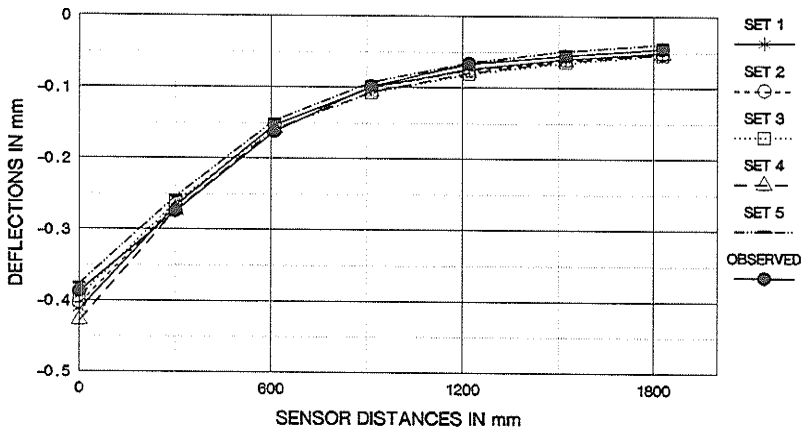


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

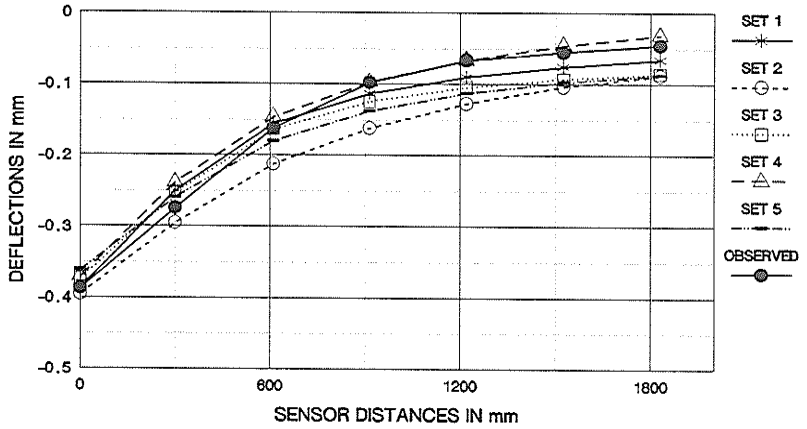
THUNDER BAY: RWY 12-30: STA. 6 + 100 R LOAD: 1217 kPa.

CALCULATED AND OBSERVED DEFLECTION BASINS

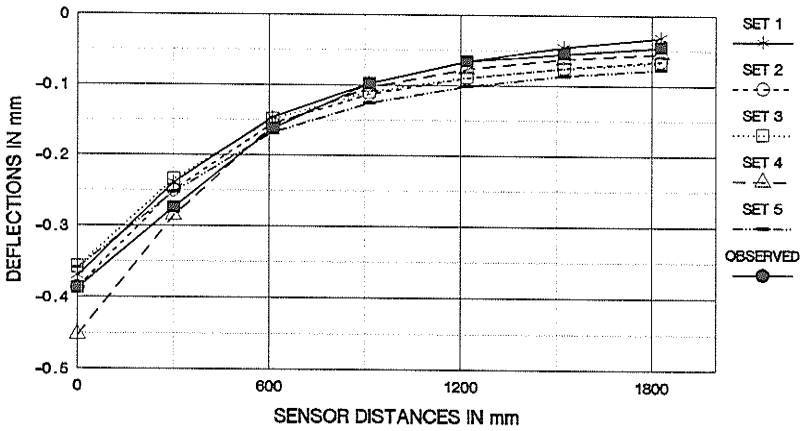
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

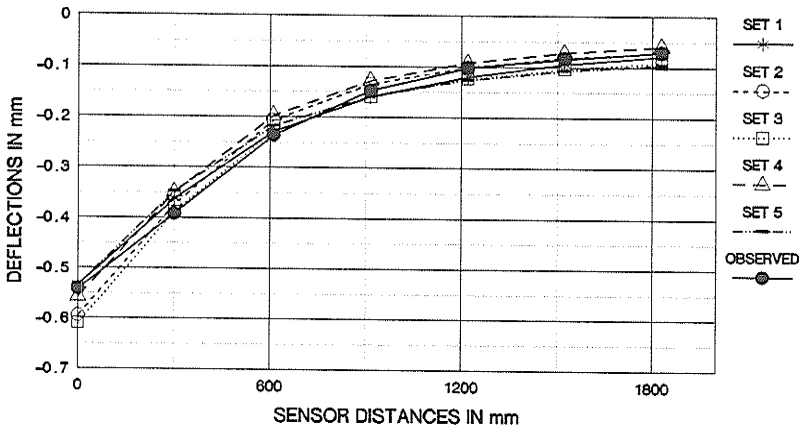


ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

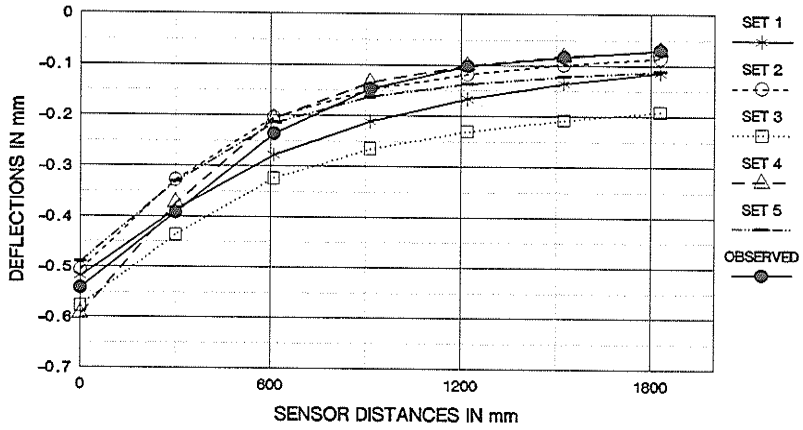
THUNDER BAY: TAXI A: STA . 10 + 740 L LOAD: 880 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

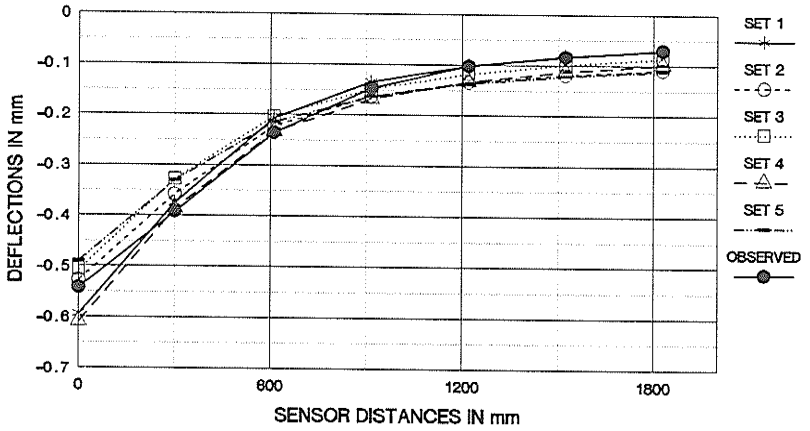
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



ANSYS FEM ANALYSIS : X-ANISOTROPIC MODEL

THUNDER BAY: TAXI A: STA . 10 + 740 L LOAD: 1154 kPa .

CALCULATED AND OBSERVED DEFLECTION BASINS

Thunder Bay
Modul.
Sht 3

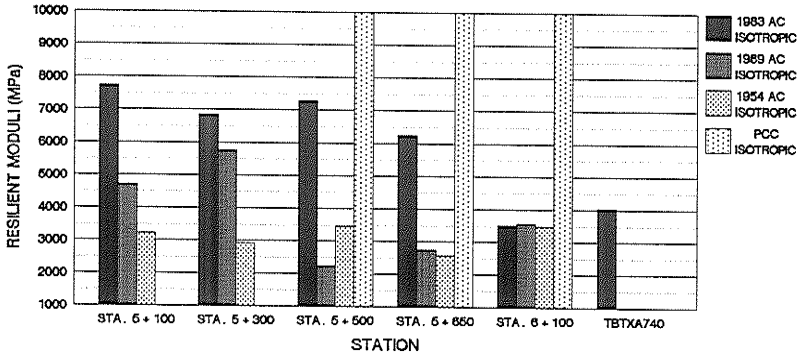
ANSYS FEM ANALYSIS

THUNDER BAY: RWY . 12–30: PROFILE OF MODULI OF BOUND LAYERS

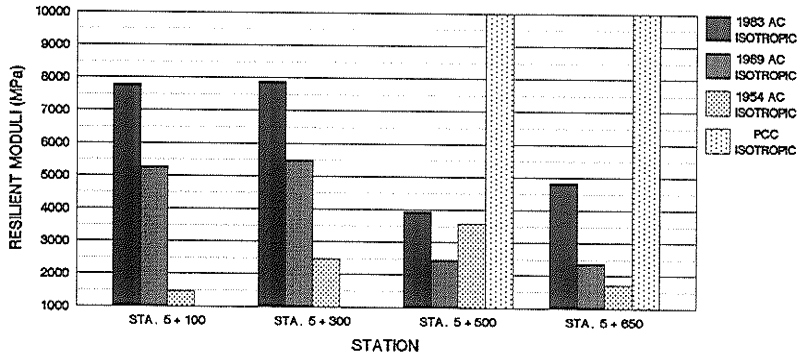
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN

(BOTH ISOTROPIC AND X-ANISOTROPIC CASES)

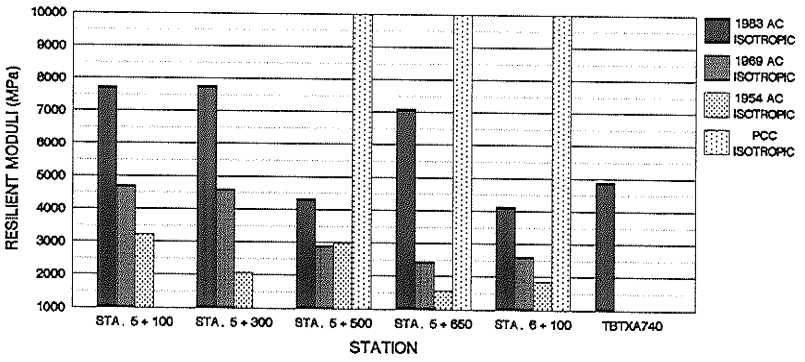
LOAD STEP 1: (750 kPa)



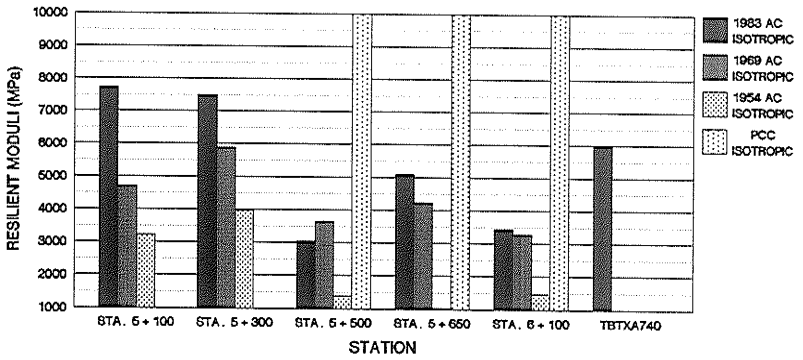
LOAD STEP 2: (1100 kPa)



LOAD STEP 3: (1300 kPa)



LOAD STEP 4: (1500 kPa)



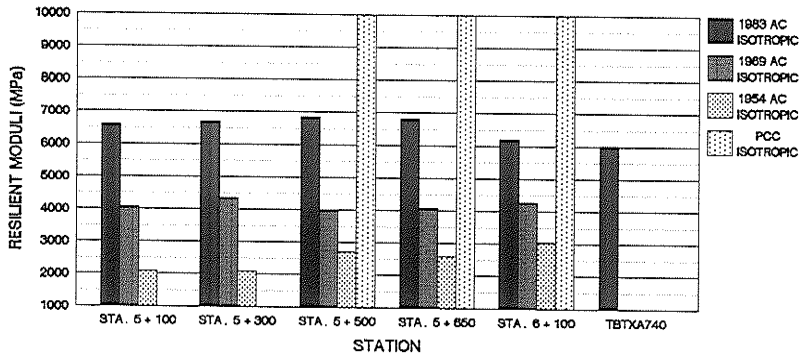
ANSYS FEM ANALYSIS

THUNDER BAY: RWY . 12-30: PROFILE OF MODULI OF BOUND LAYERS

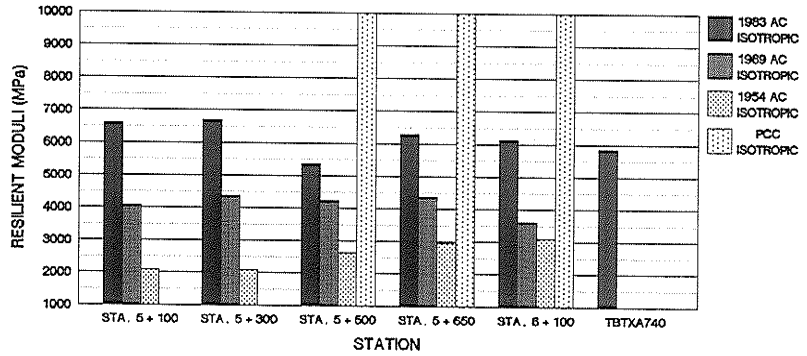
OPTIMIZING CRITERION: MAXIMUM DEFLECTION

(BOTH ISOTROPIC AND X-ANISOTROPIC CASES)

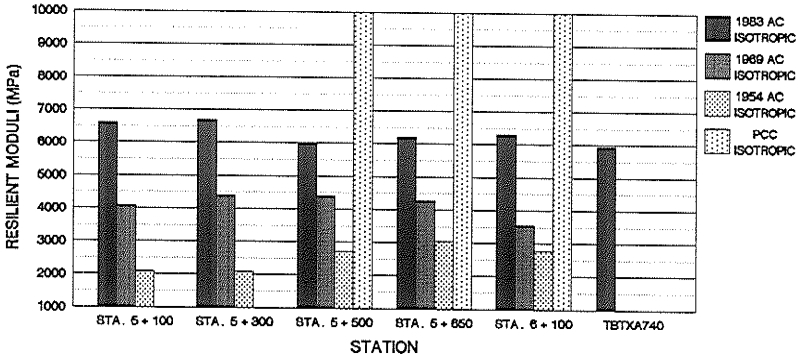
LOAD STEP 1: (750 kPa)



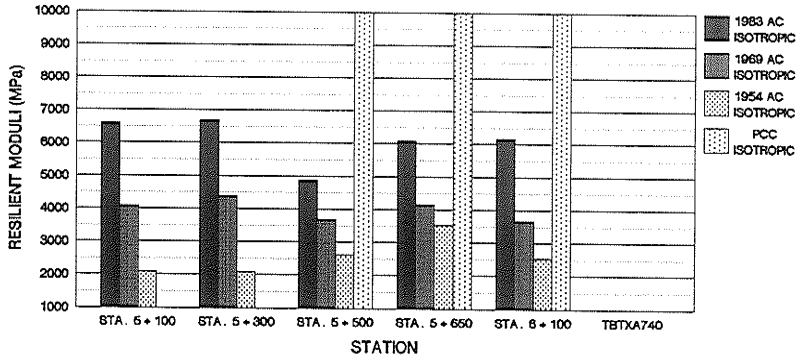
LOAD STEP 2: (1100 kPa)



LOAD STEP 3: (1300 kPa)



LOAD STEP 4: (1500 kPa)



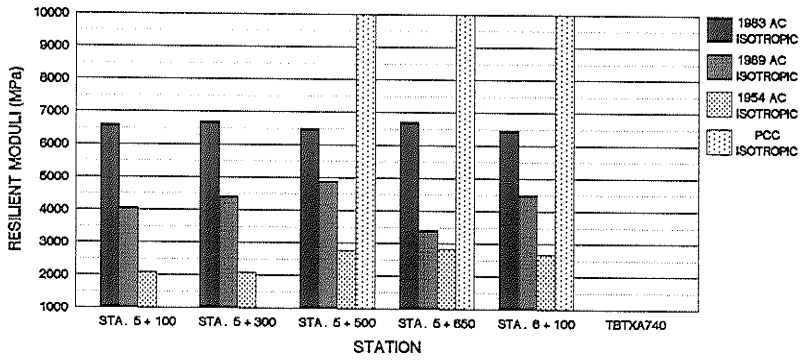
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: PROFILE OF MODULI OF BOUND LAYERS

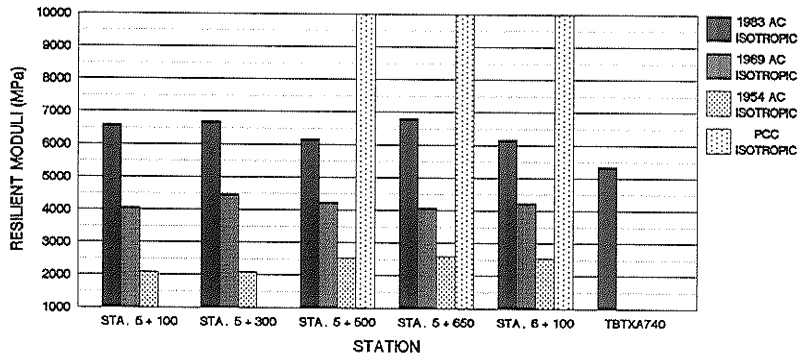
OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

(BOTH ISOTROPIC AND X-ANISOTROPIC CASES)

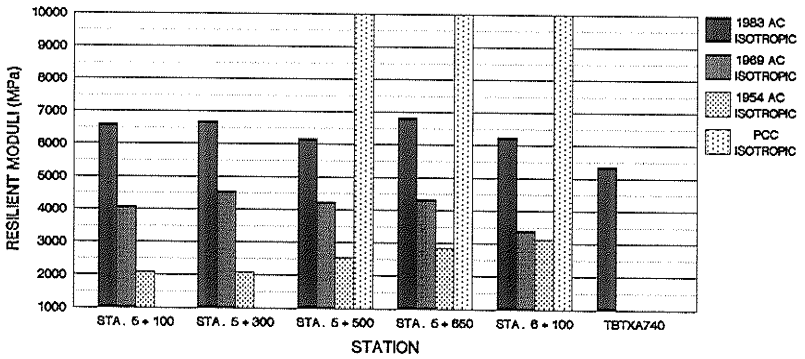
LOAD STEP 1: (750 kPa)



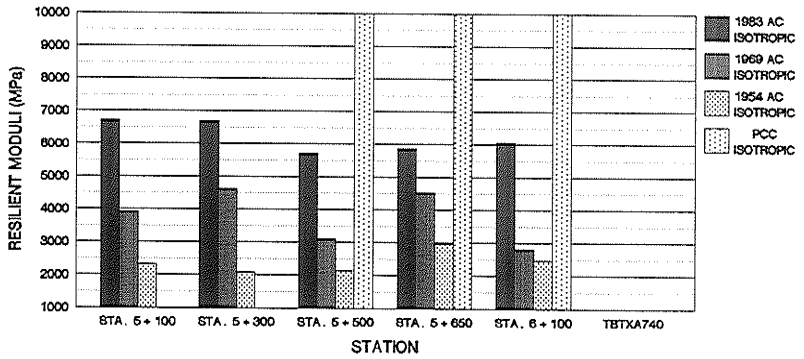
LOAD STEP 2: (1100 kPa)



LOAD STEP 3: (1300 kPa)



LOAD STEP 4: (1500 kPa)



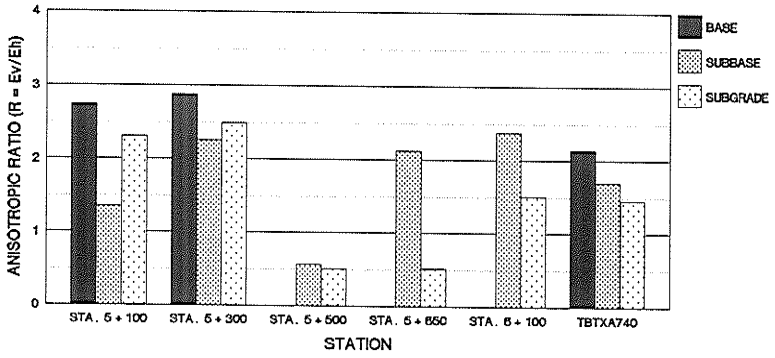
ANSYS FEM ANALYSIS

THUNDER BAY: RWY . 12–30: PROFILE OF MODULI OF UNBOUND LAYERS

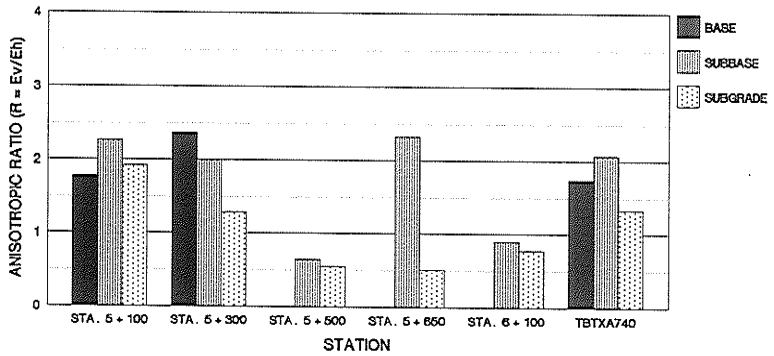
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN

(BOTH ISOTROPIC AND X–ANISOTROPIC CASES)

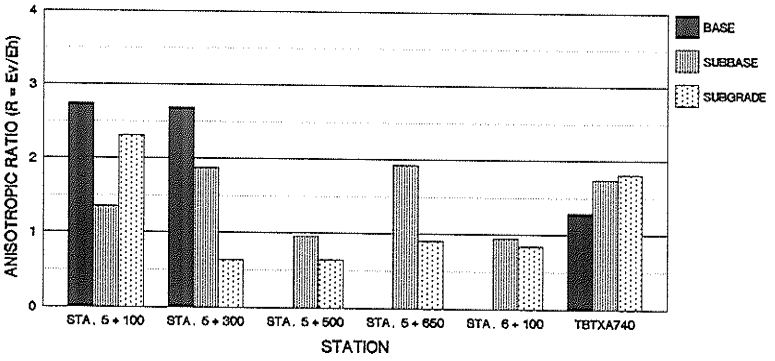
LOAD STEP 1: (750 kPa)



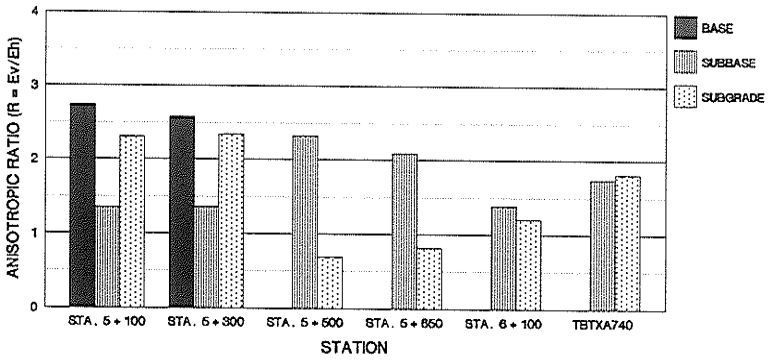
LOAD STEP 2: (1100 kPa)



LOAD STEP 3: (1300 kPa)



LOAD STEP 4: (1500 kPa)



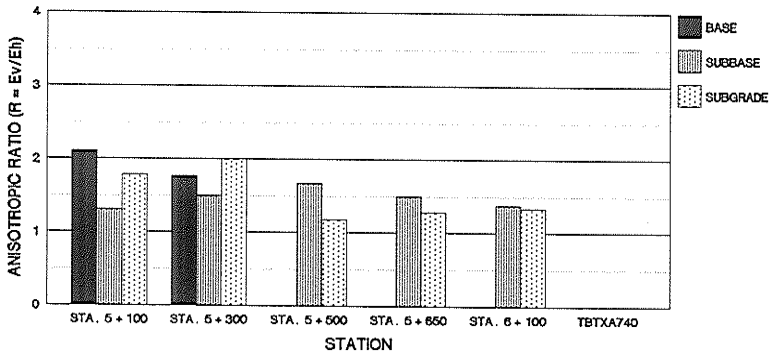
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12–30: PROFILE OF MODULI OF UNBOUND LAYERS

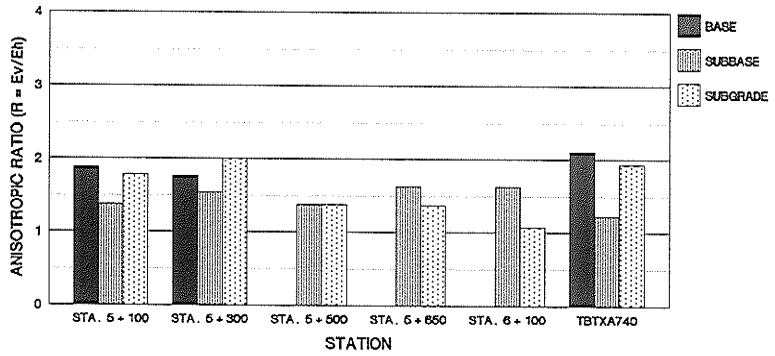
OPTIMIZING CRITERION: MAXIMUM DEFLECTION

(BOTH ISOTROPIC AND X–ANISOTROPIC CASES)

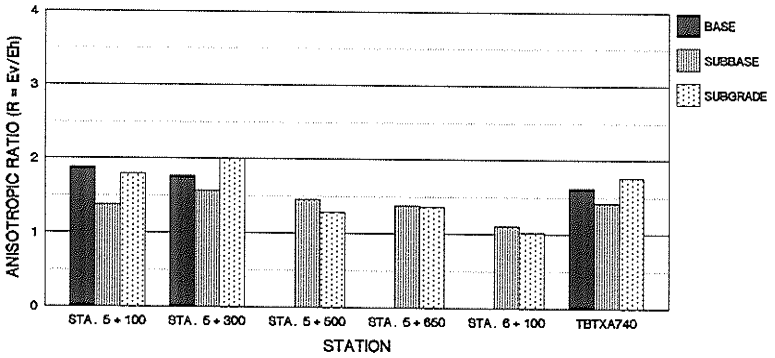
LOAD STEP 1: (750 kPa)



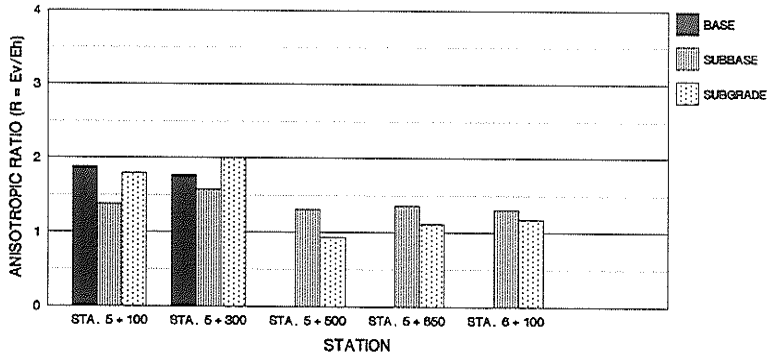
LOAD STEP 2: (1100 kPa)



LOAD STEP 3: (1300 kPa)



LOAD STEP 4: (1500 kPa)



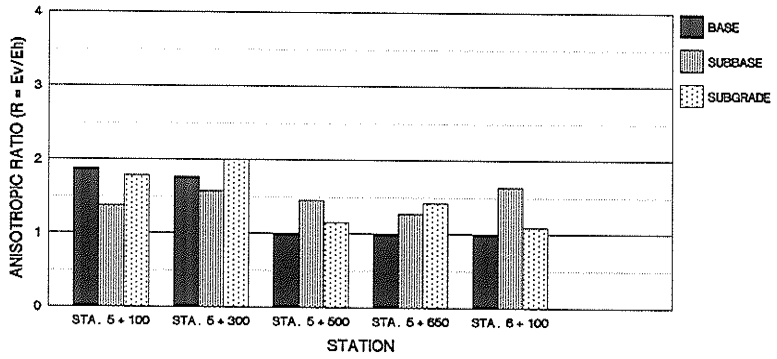
ANSYS FEM ANALYSIS

THUNDER BAY: RWY . 12–30: PROFILE OF MODULI OF UNBOUND LAYERS

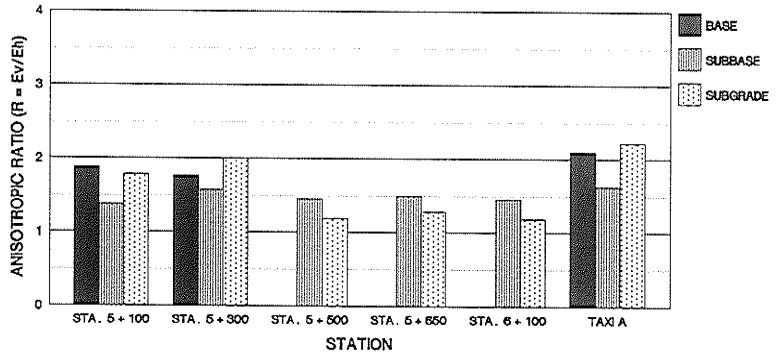
OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS

(BOTH ISOTROPIC AND X–ANISOTROPIC CASES)

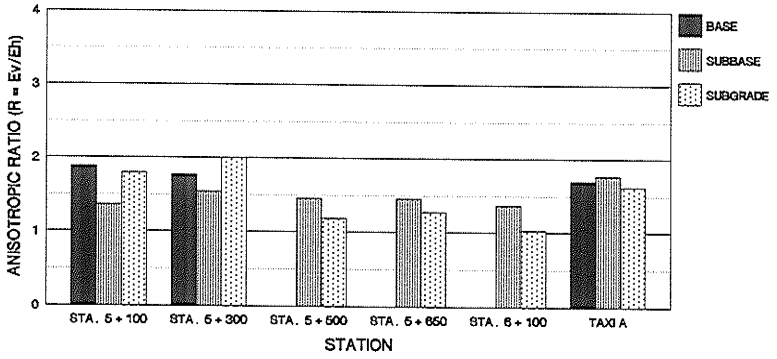
LOAD STEP 1: (750 kPa)



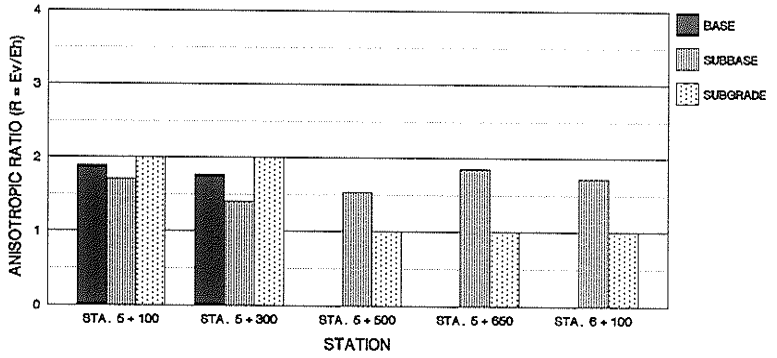
LOAD STEP 2: (1100 kPa)



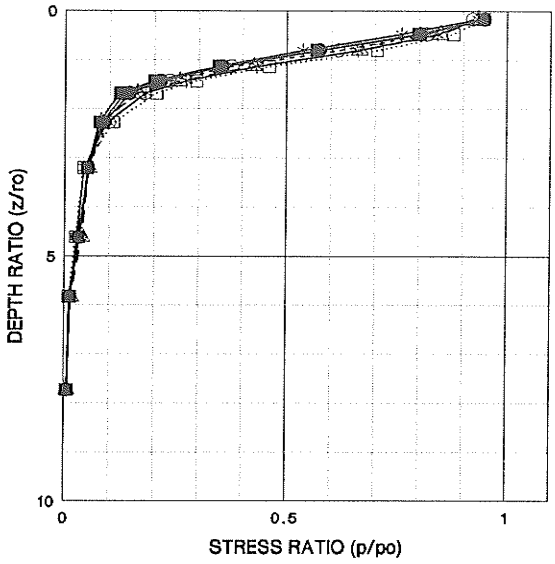
LOAD STEP 3: (1300 kPa)



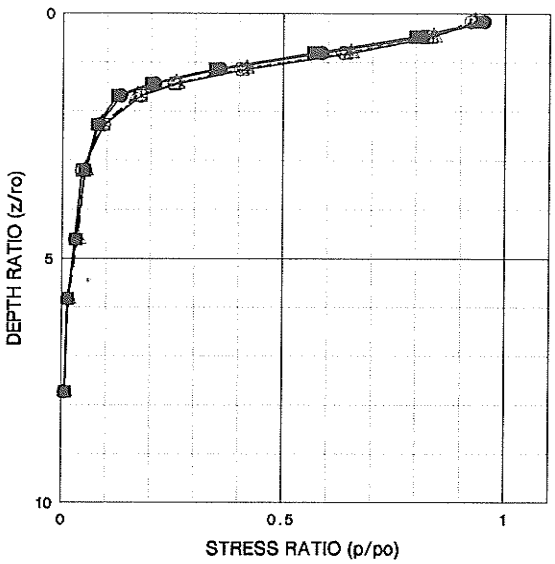
LOAD STEP 4: (1500 kPa)



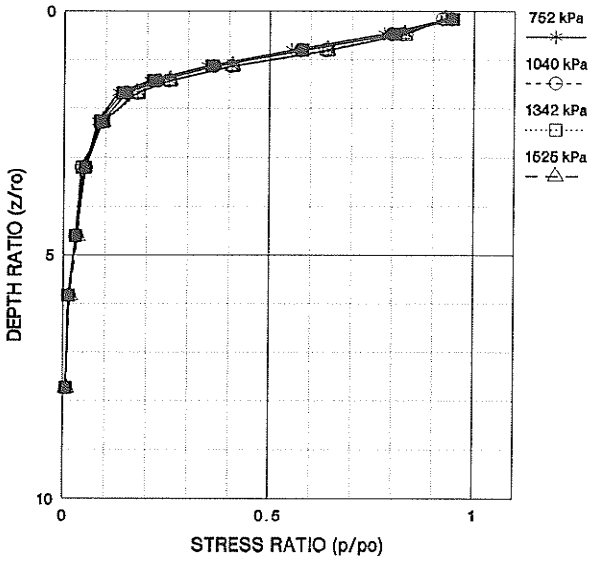
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



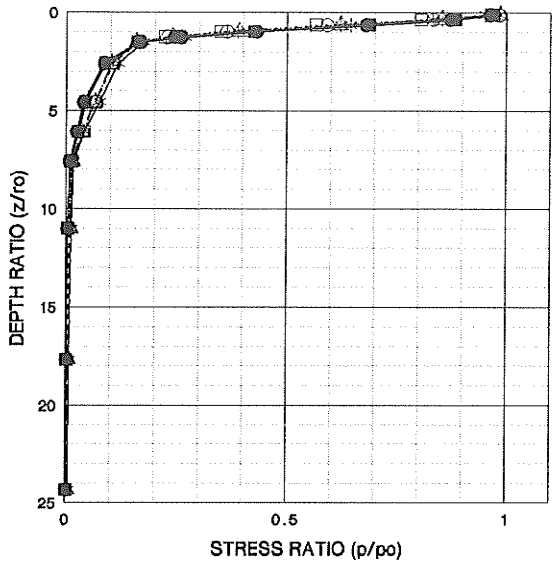
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: STA. 5 + 100 R

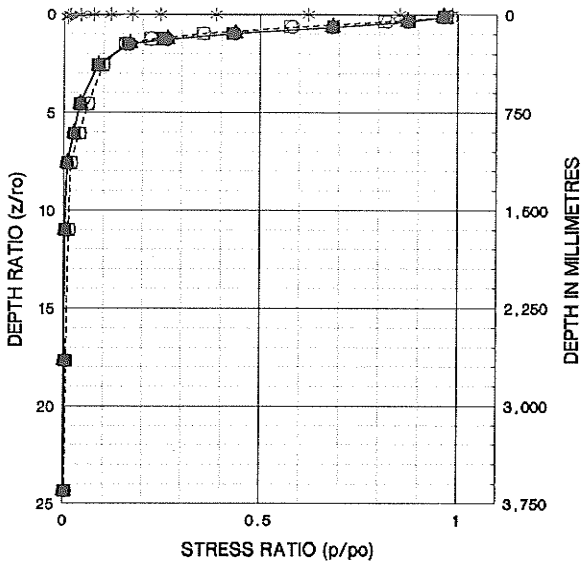
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND X-ANISOTROPIC MODELS)

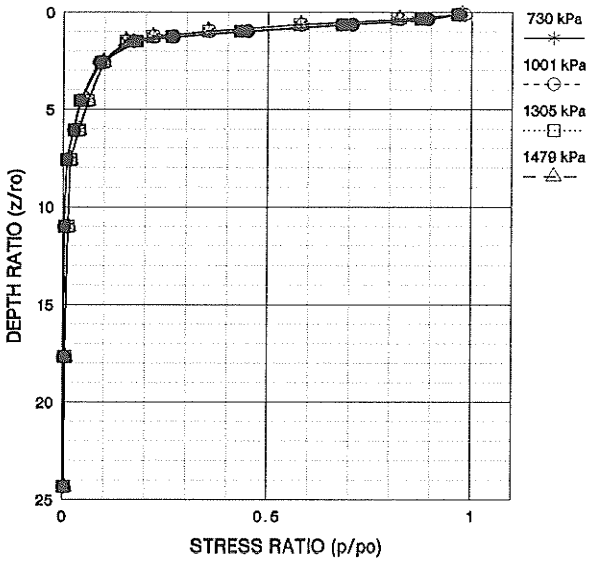
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



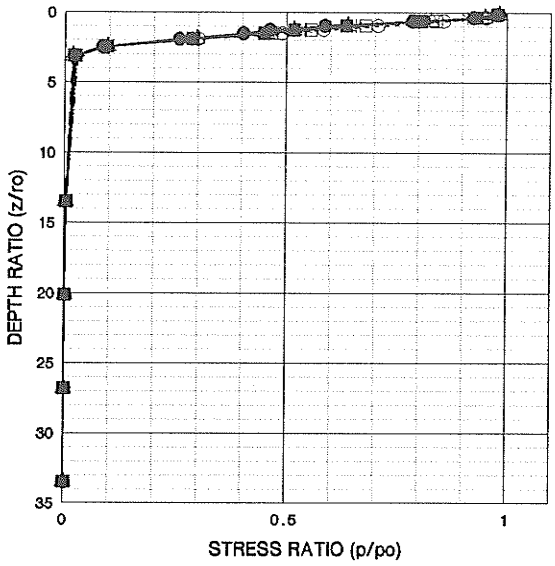
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: STA. 5 + 300 R.

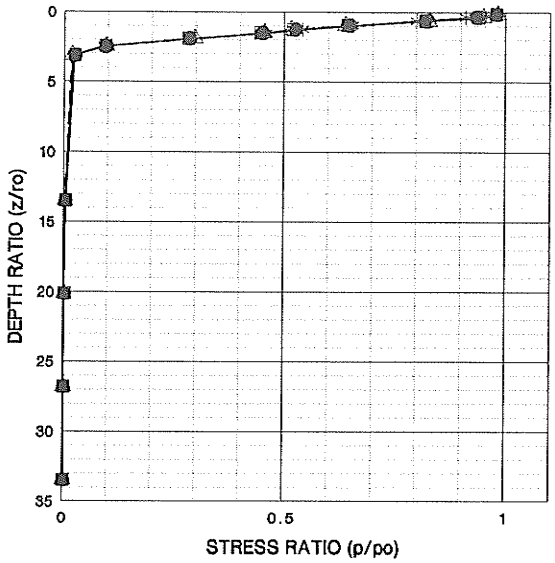
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND ANISOTROPIC MODELS)

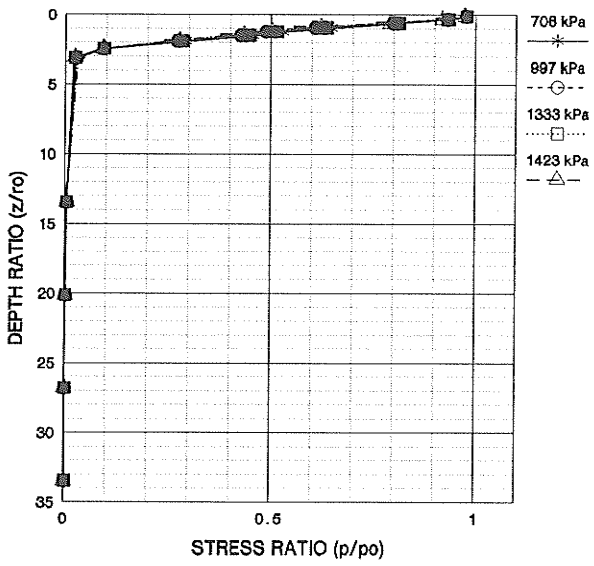
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



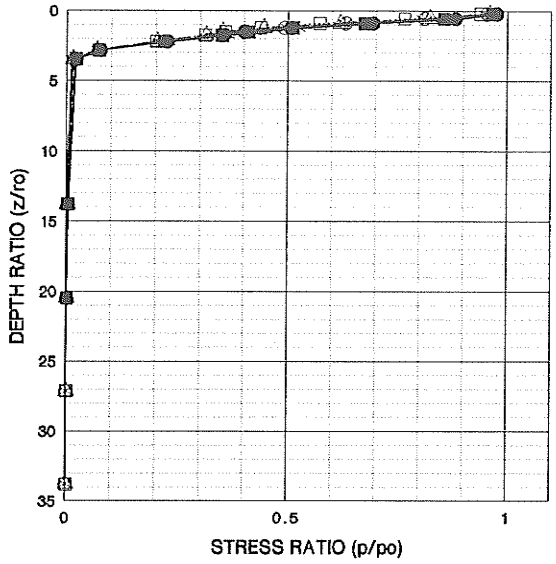
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: STA. 5 + 500 R.

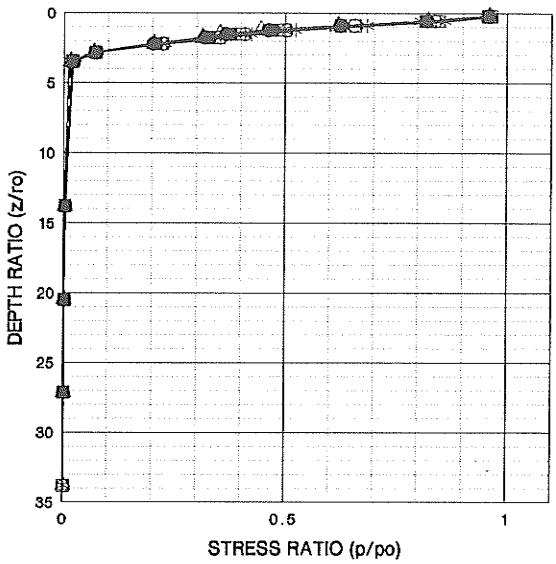
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND ANISOTROPIC MODELS)

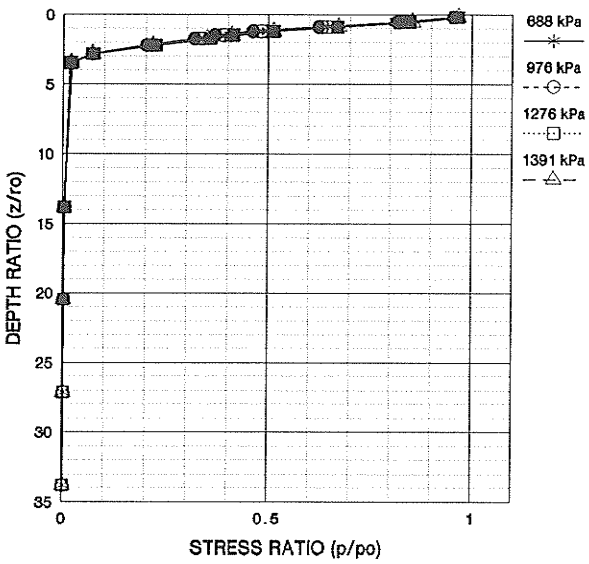
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



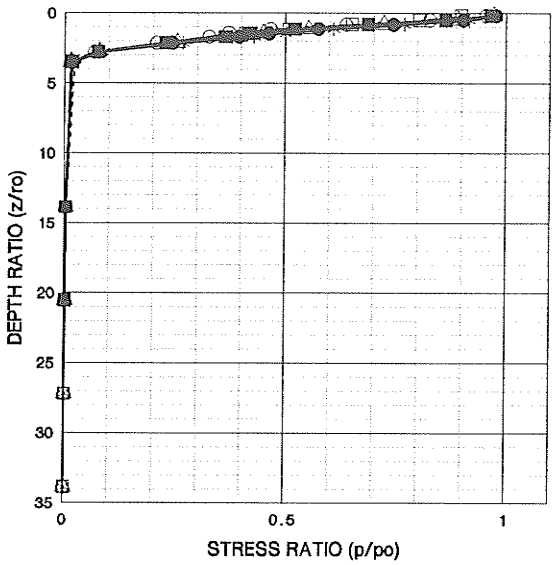
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12–30: STA. 5 + 650 R.

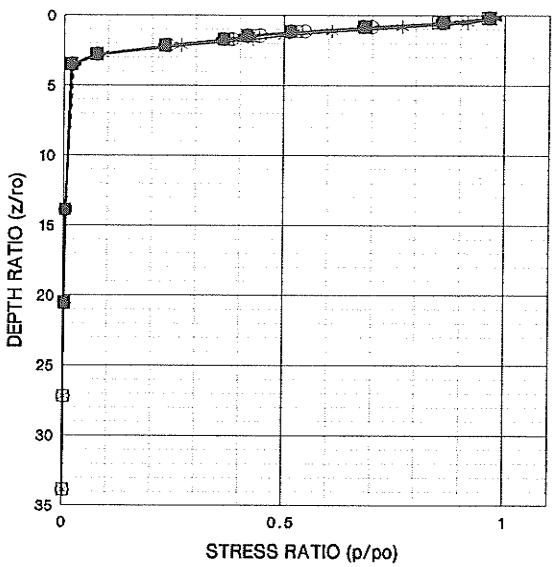
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND ANISOTROPIC MODELS)

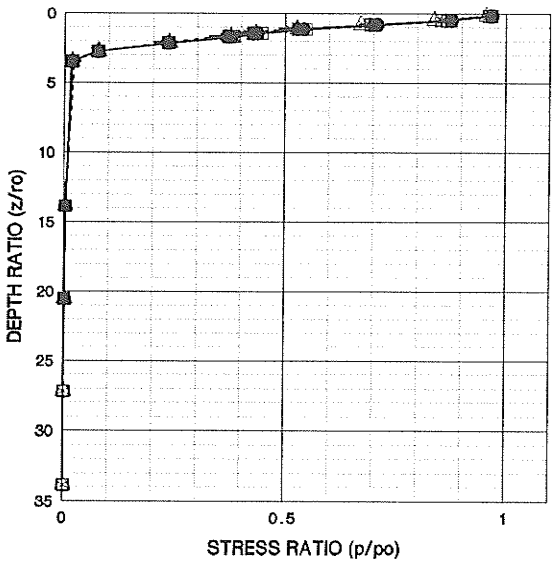
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



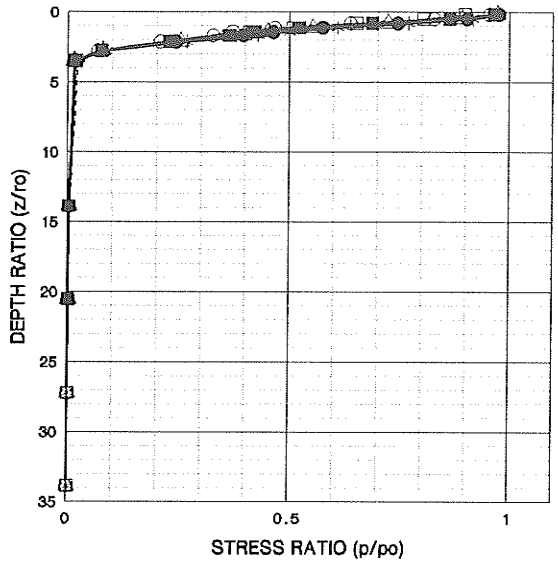
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: STA. 6 + 100 R.

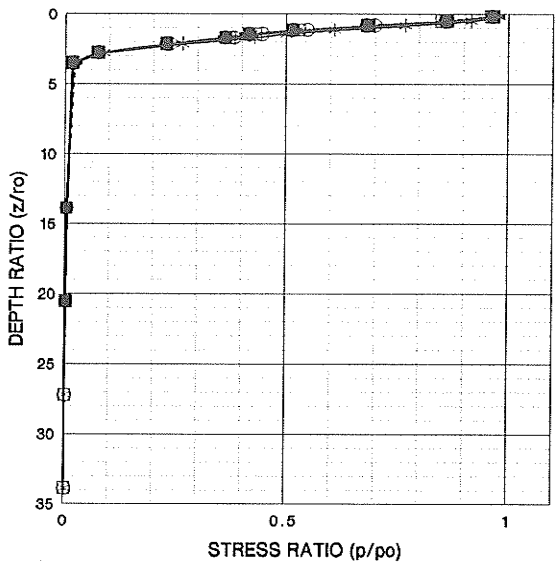
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND ANISOTROPIC MODELS)

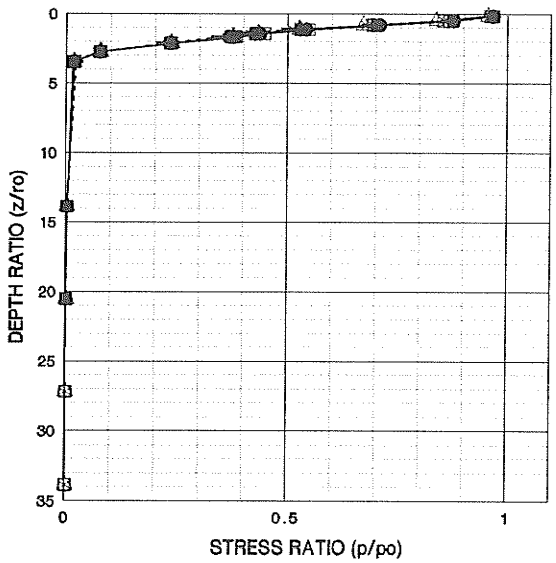
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



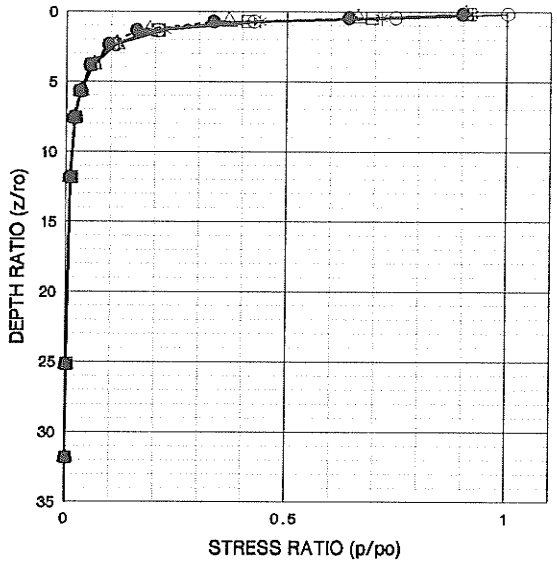
ANSYS FEM ANALYSIS

THUNDER BAY: RWY. 12-30: STA. 6 + 100 R.

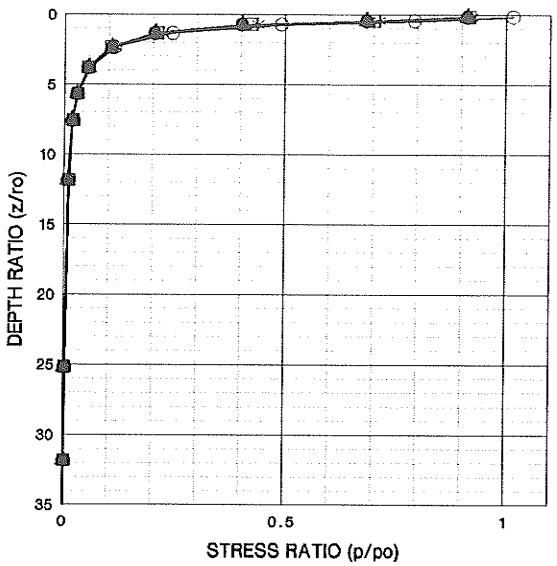
DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

(ISOTROPIC AND ANISOTROPIC MODELS)

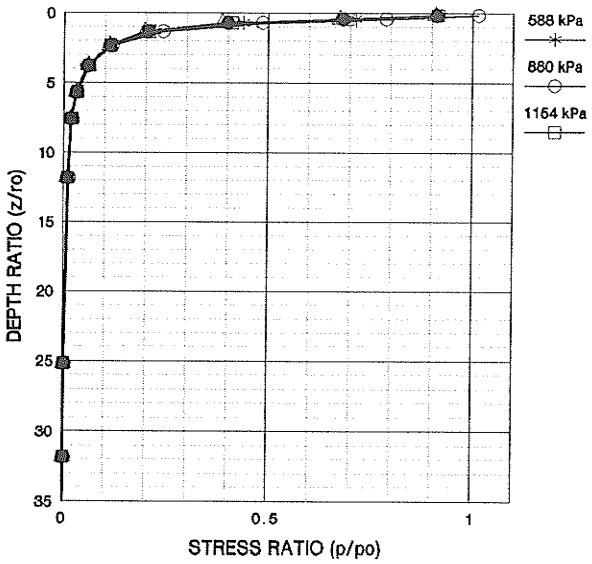
OPTIMIZING CRITERION: "AREA" OF DEFLECTION BASIN



OPTIMIZING CRITERION: MAXIMUM DEFLECTION



OPTIMIZING CRITERION: RMS VALUE OF DEFLECTIONS



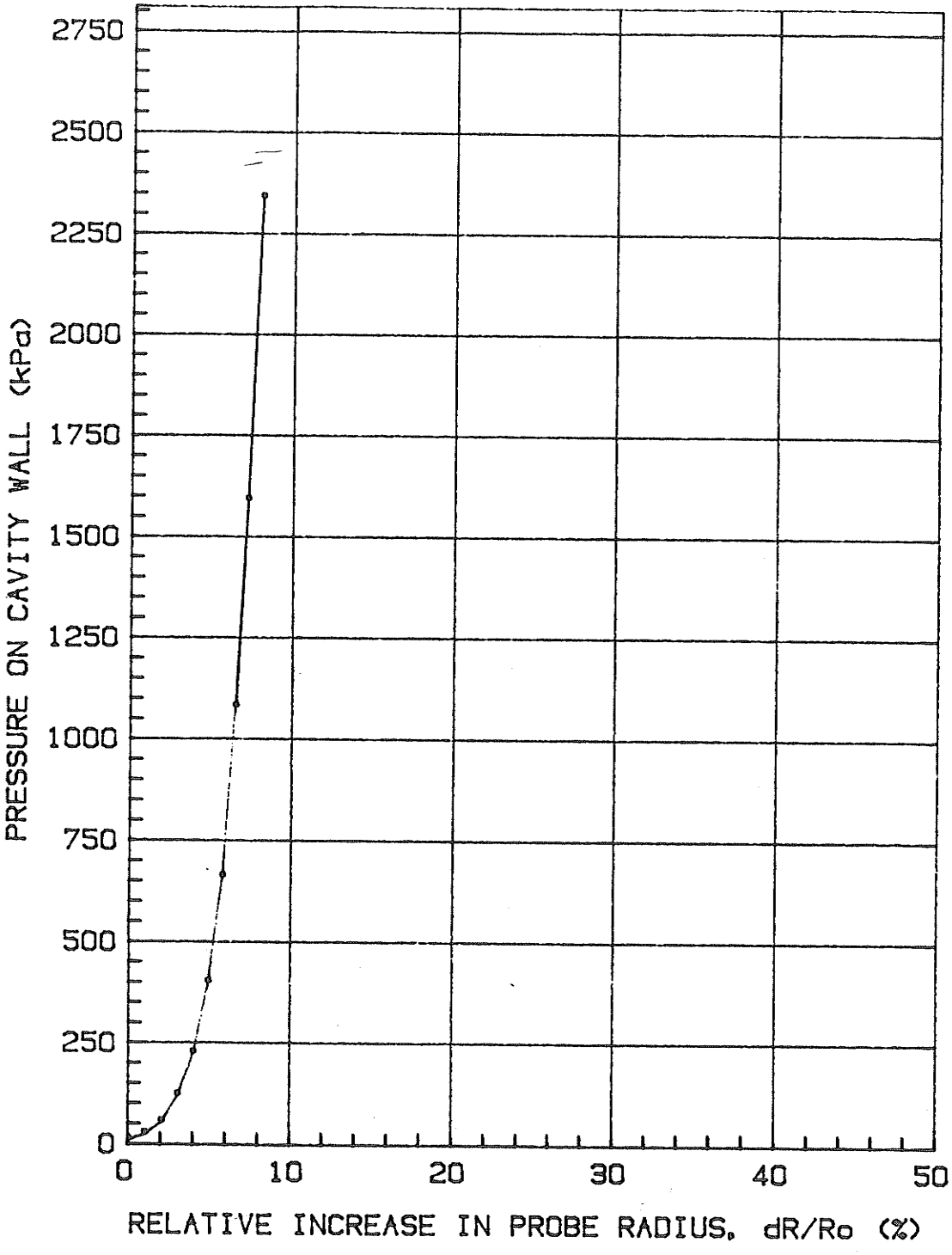
ANSYS FEM ANALYSIS

THUNDER BAY: TAXI A: STA. 10 + 740 L.

DISTRIBUTION OF VERTICAL STRESSES ON C.L. OF LOADS

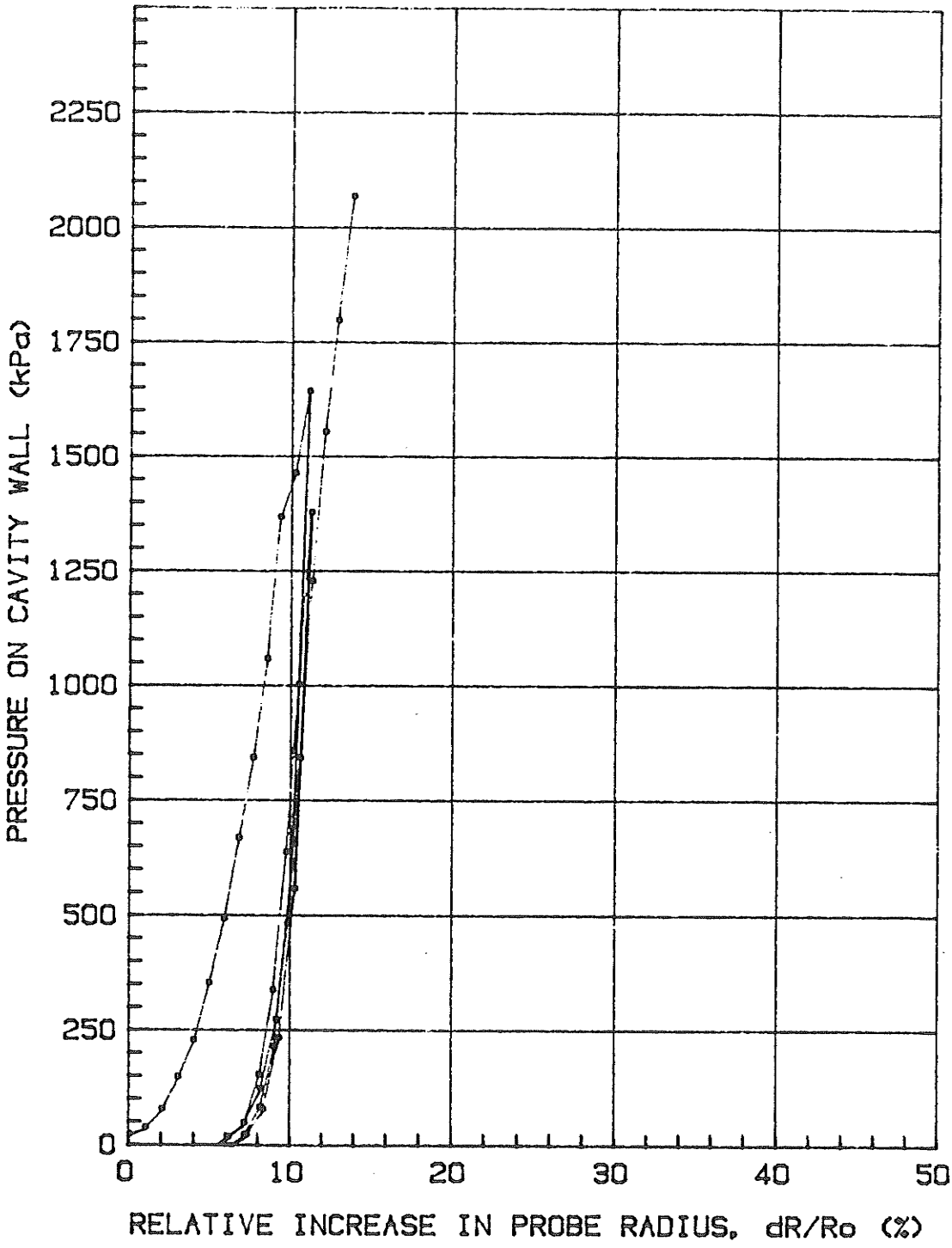
(ISOTROPIC AND ANISOTROPIC MODELS)

Po = 6.3 kPa Eo = 119476 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



T'BAY: OCT. 85: HOLE# 1: RW 12-30: STA. 5+204: 3m L: 0.6 m

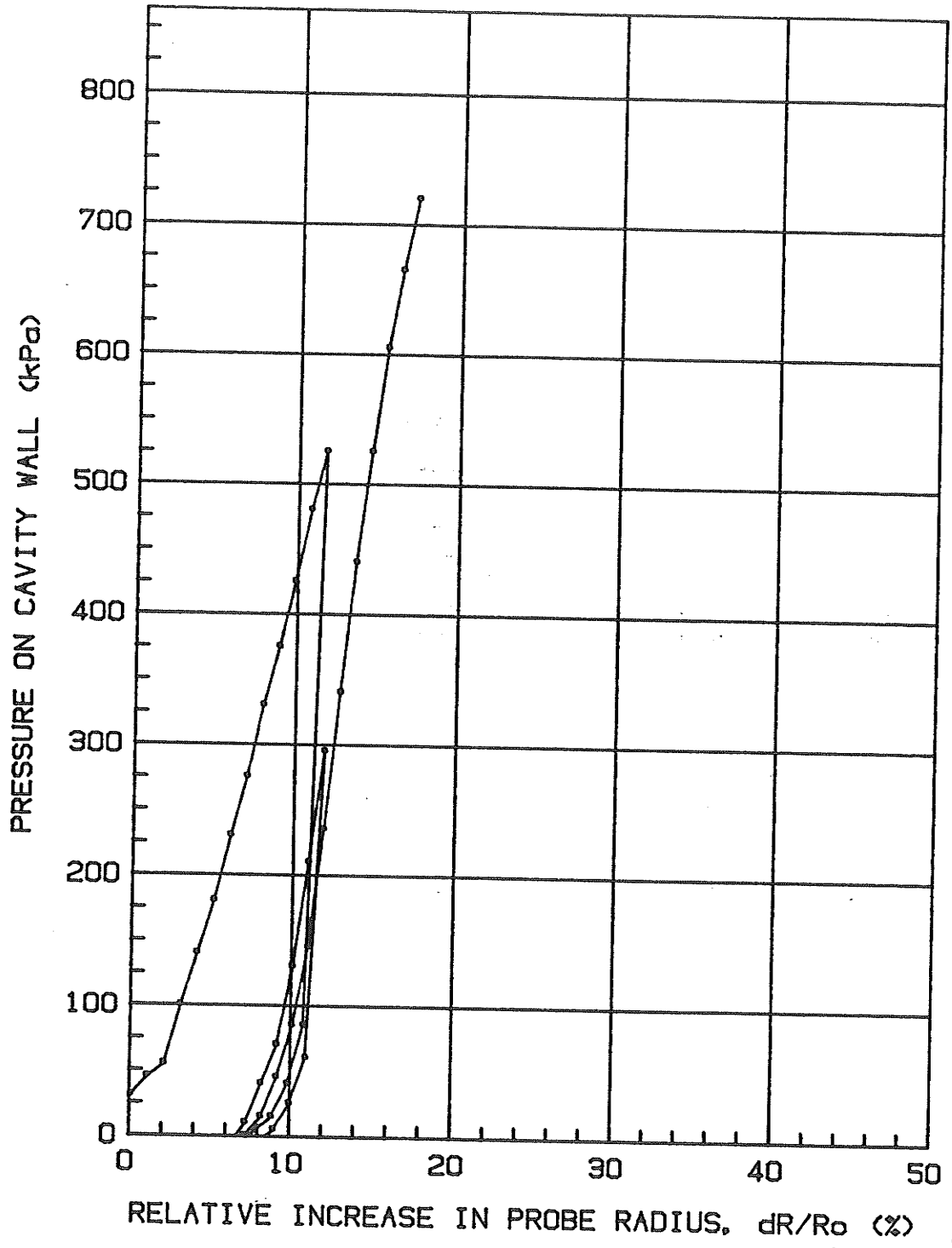
Po = 14.9 kPa Eo = 30530 kPa
Pl = 2400 kPa Er = 73457 kPa
Pl* = 2385.1 kPa Eo/Pl* = 12.8



T'BAY: OCT. 85: HOLE# 1: RW 12-30: STA. 5+204: 3mL: 1.5 m

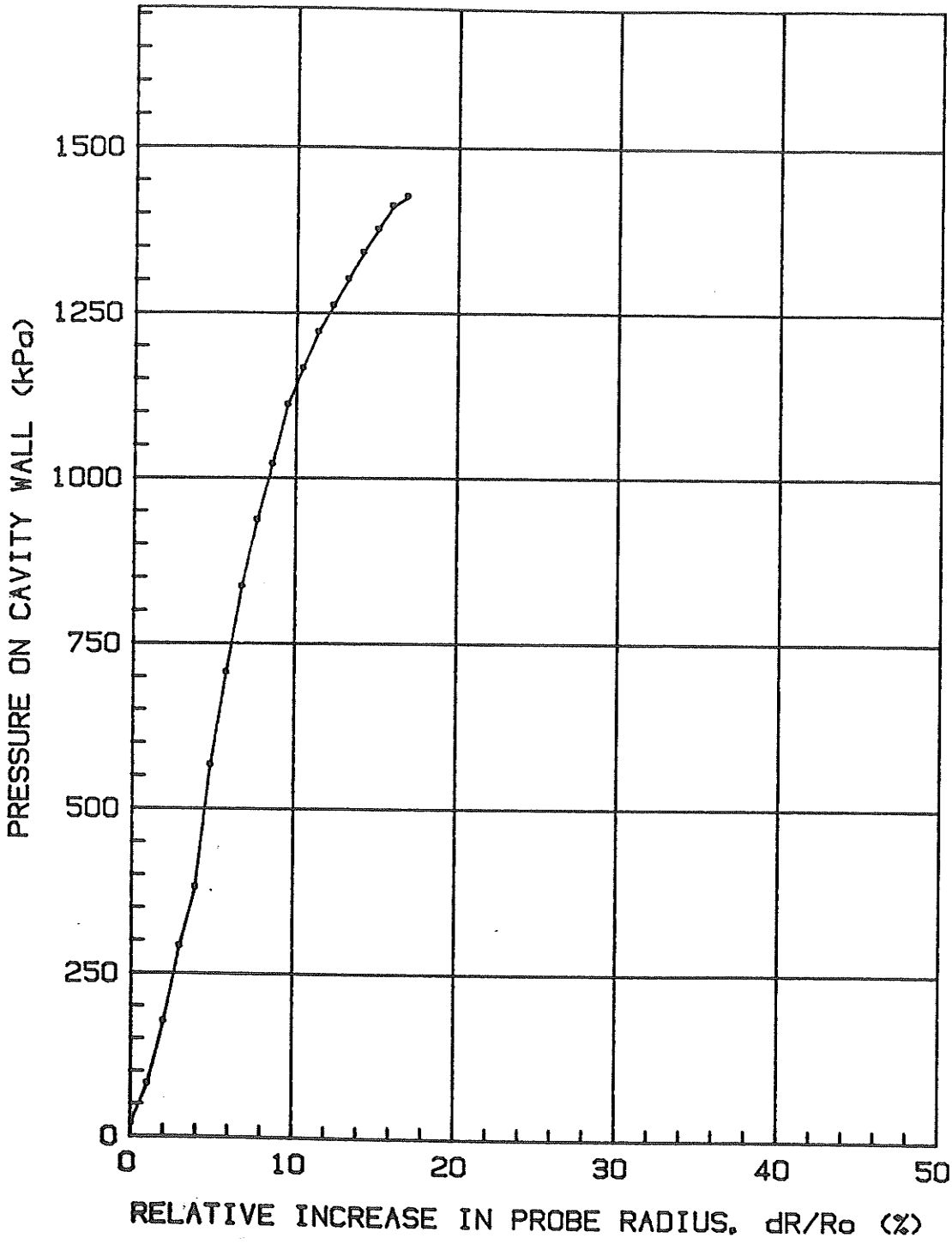
Po = 27 kPa
Pl = 920 kPa
Pl* = 893 kPa

Eo = 7472 kPa
Er = 16458 kPa
Eo/Pl* = 8.3



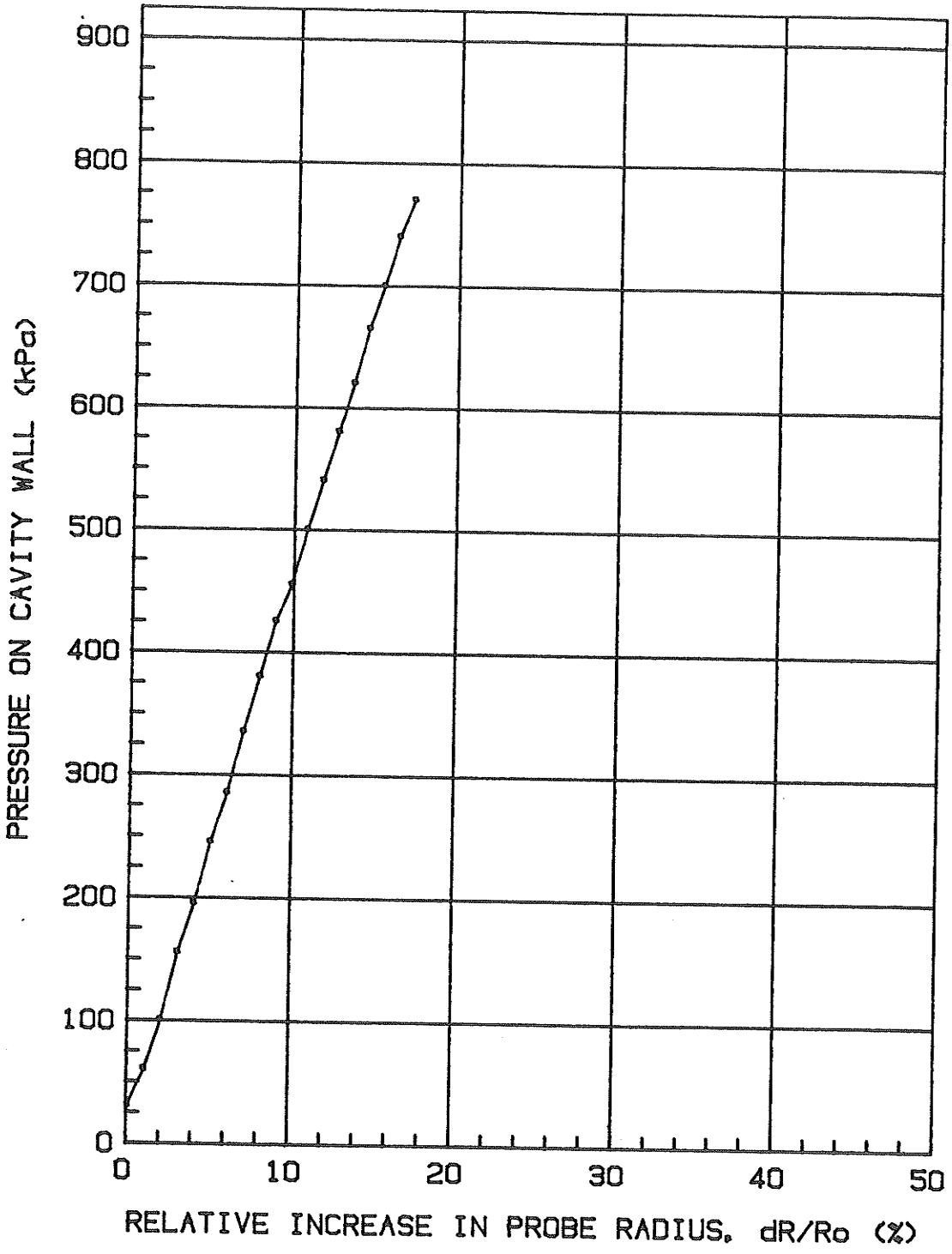
T'BAY: OCT. 85: HOLE# 1: RW 12-30: STA. 5+204: 3mL: 2.5 m

Po = 14.9 kPa Eo = 20462 kPa
Pl = 1420 kPa Er = kPa
Pl* = 1405.1 kPa Eo/Pl* = 14.5



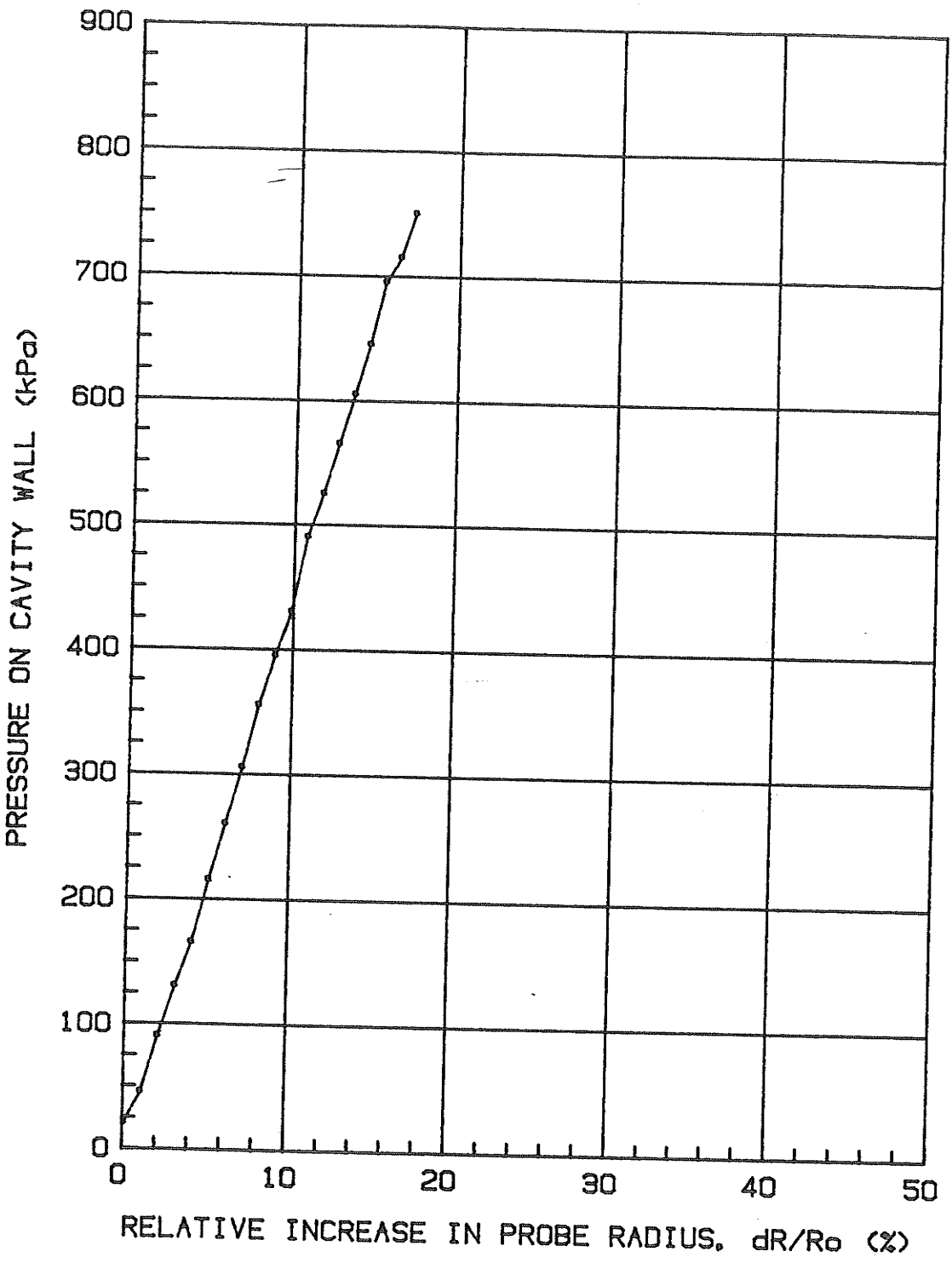
T'BAY: OCT. 85: HOLE# 2: RW 12-30: STA. 5+496: 3mR: 1.5 m

Po = 27 kPa Eo = 6257 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



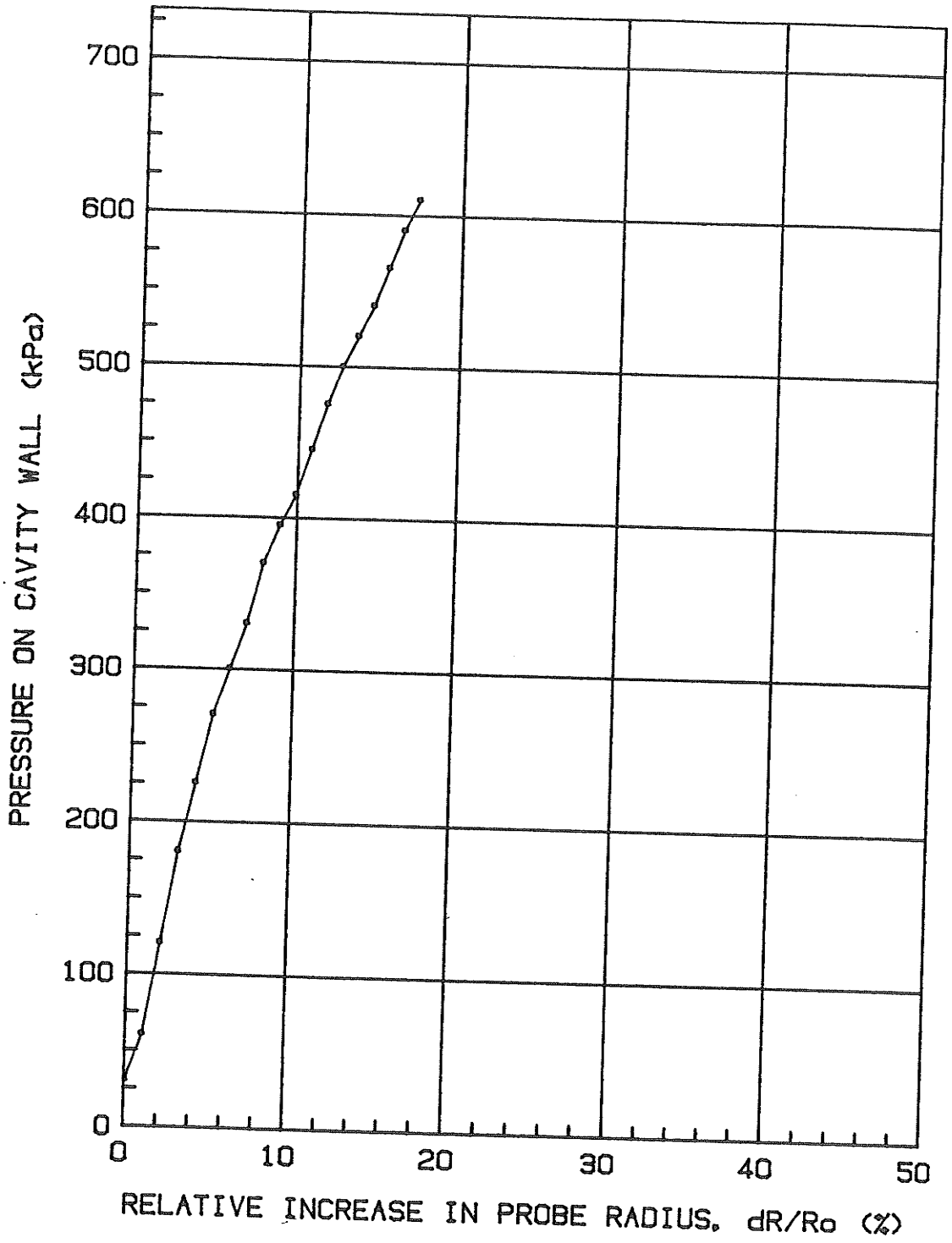
T'BAY: OCT. 85: HOLE# 2: RW 12-30: STA. 5+496: 3mR: 2.5 m

Po = 14.9 kPa Eo = 6843 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



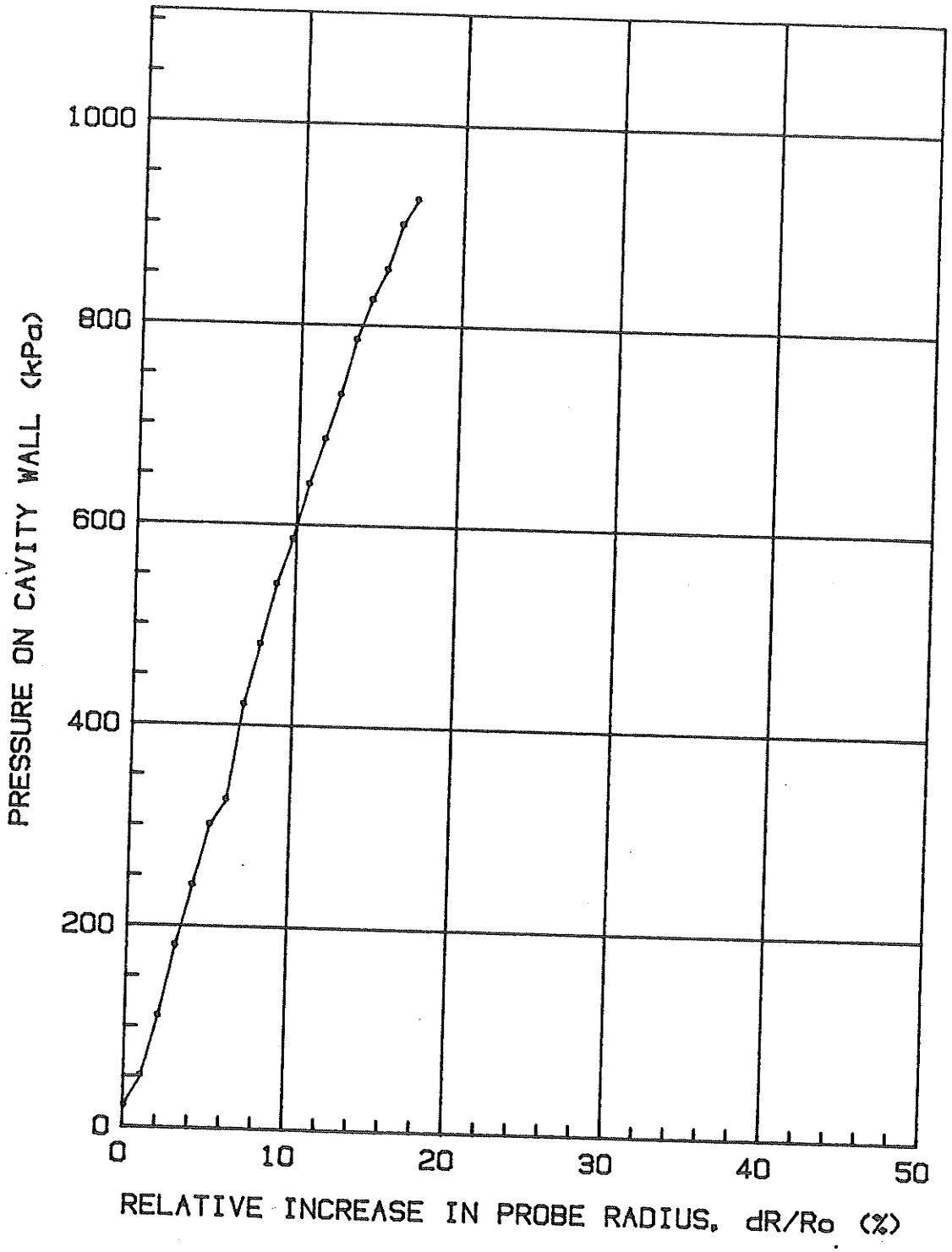
T'BAY: OCT. 85: HOLE# 3: RW 12-30: STA. 6+067: 3mL: 1.5 m

Po = 27 kPa Eo = 7508 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



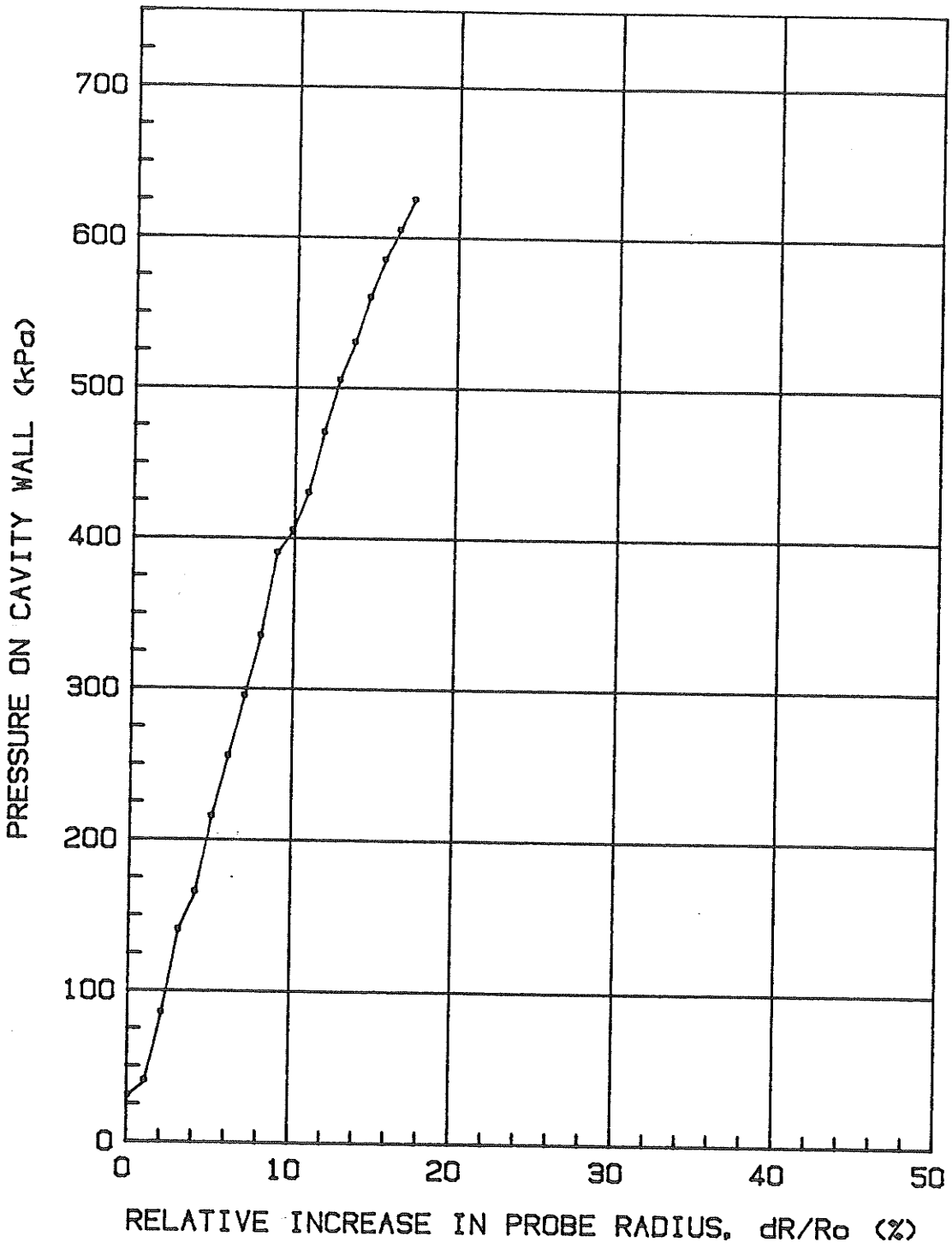
T'BAY: OCT. 85: HOLE# 3: RW 12-30: STA. 6+067: 3mR: 2.50 m

Po = 14.9 kPa Eo = 8893 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



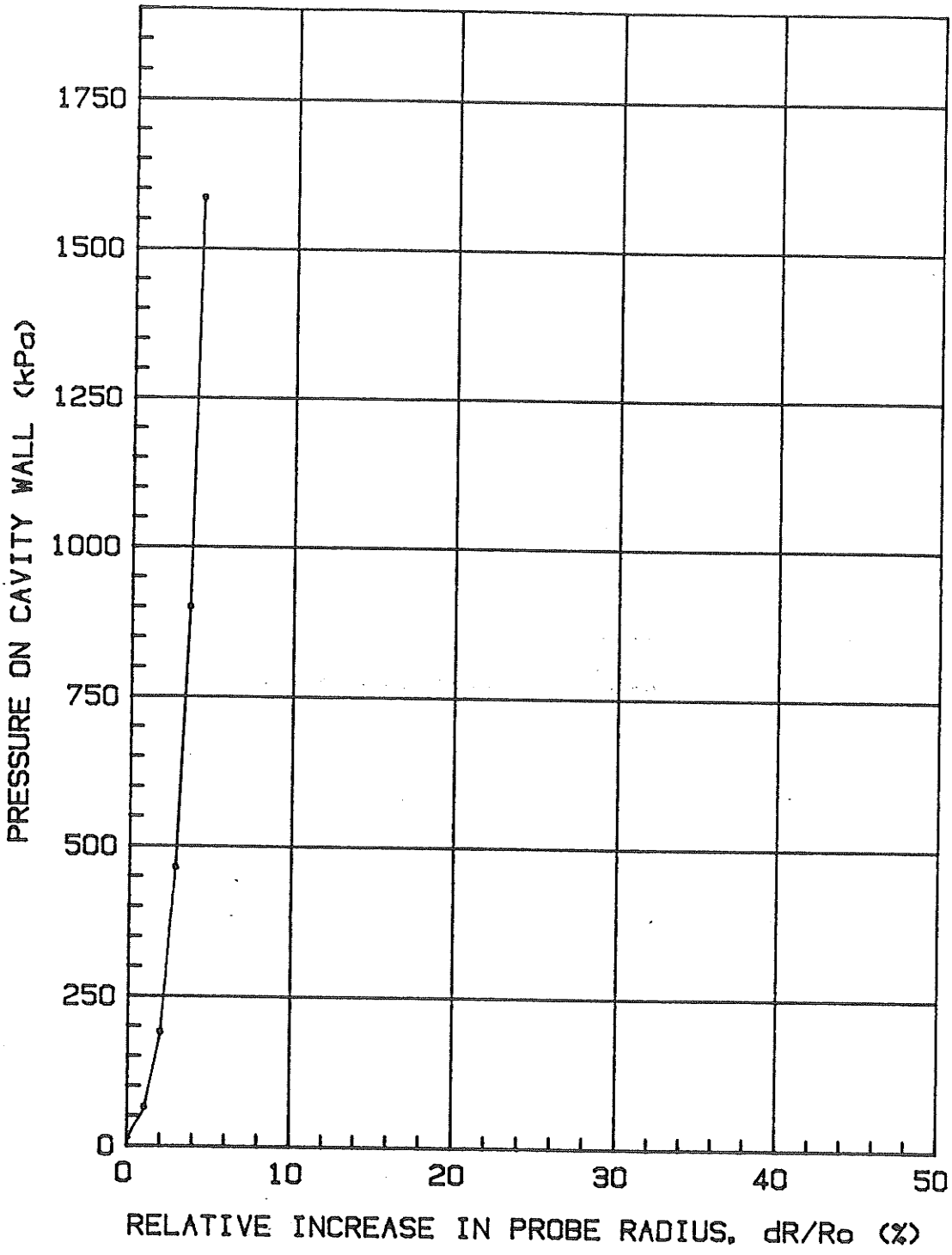
T'BAY: OCT. 85: HOLE# 4: RW 12-30: STA. 6+298: 3mR: 1.50 m

Po = 27 kPa Eo = 6214 kPa
Pl = 740 kPa Er = kPa
Pl* = 713 kPa Eo/Pl* = 8.7



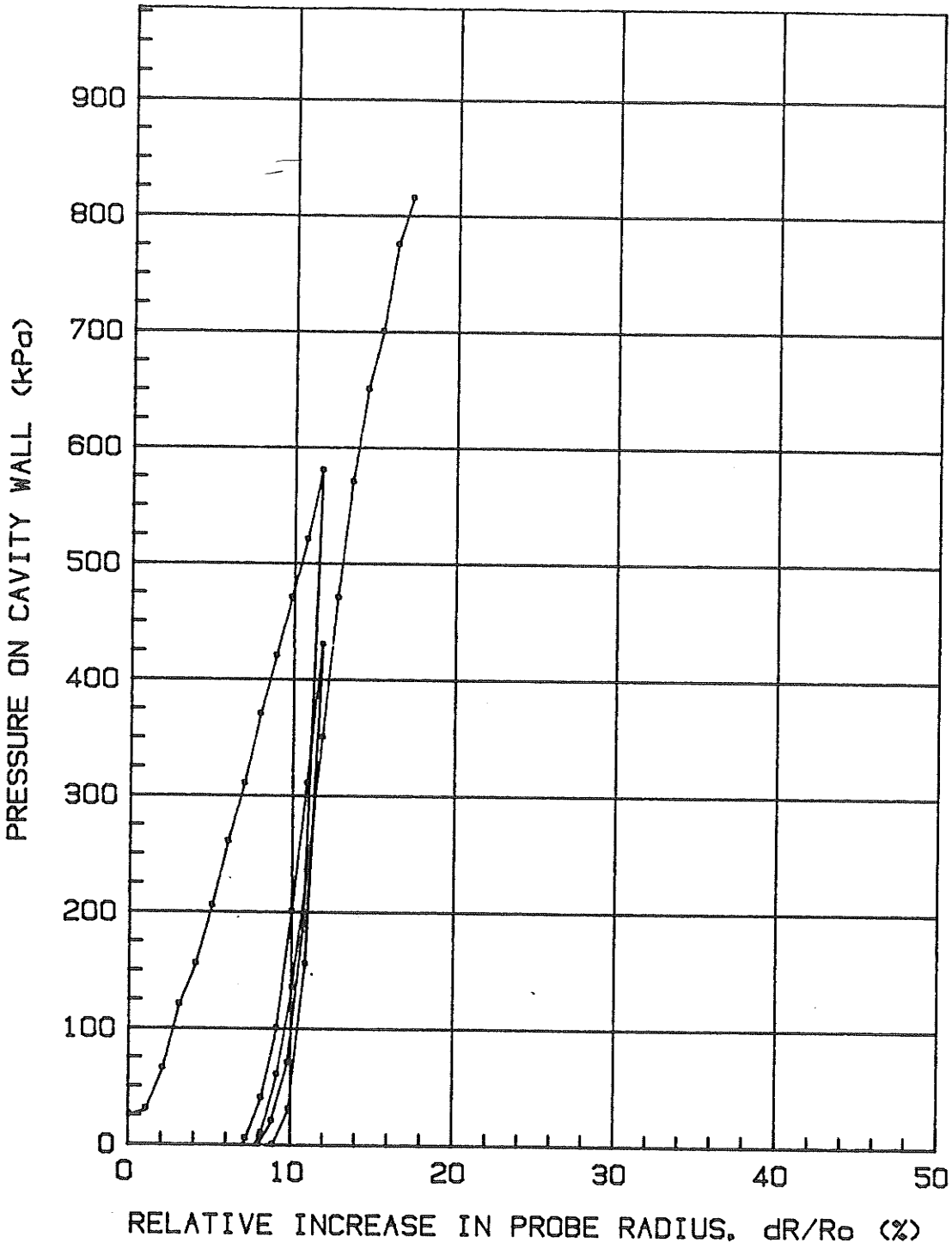
T'BAY: OCT. 85: HOLE# 4: RW 12-30: STA. 6+298: 3mR: 2.50 m

Po = 7.9 kPa Eo = 158421 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



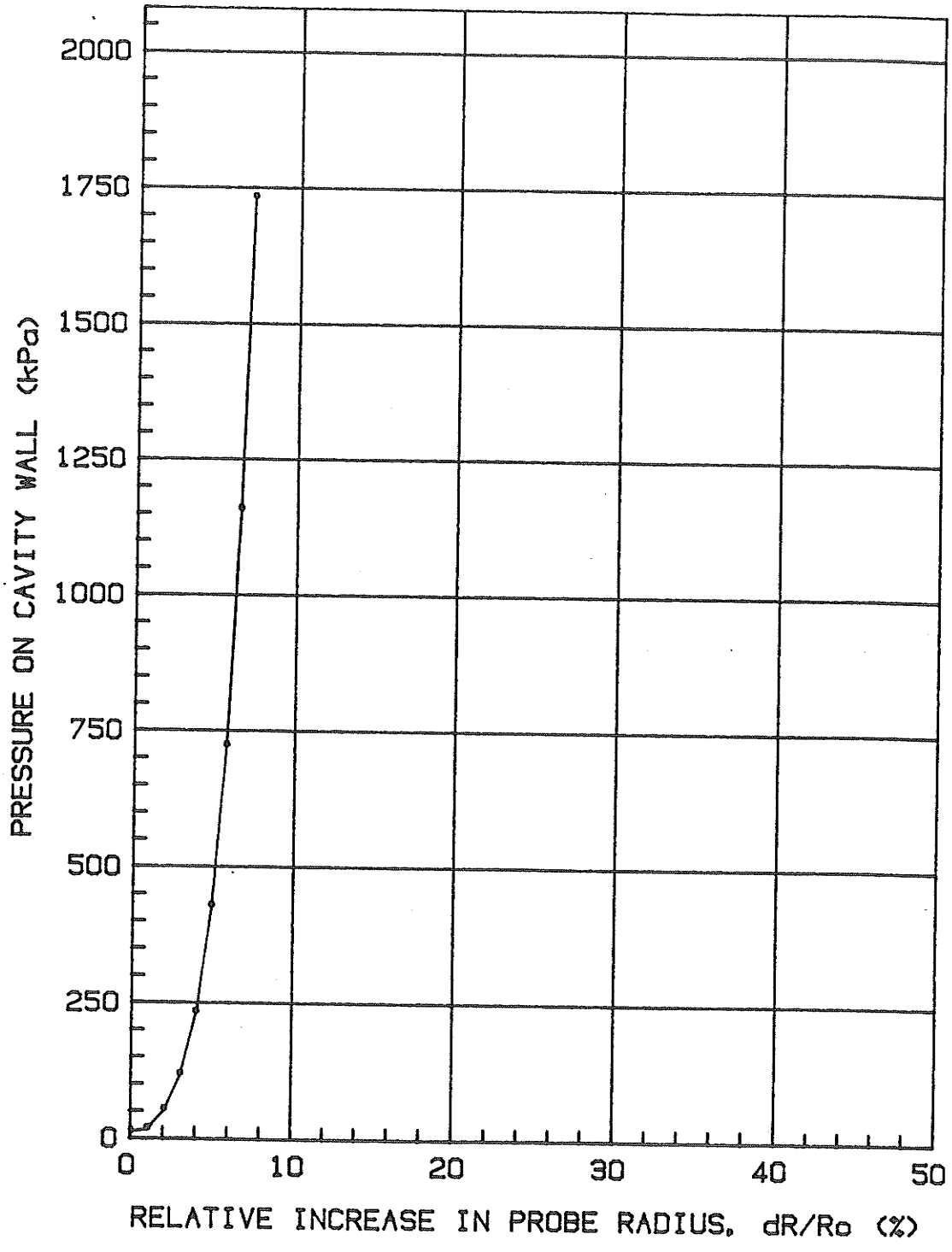
T'BAY: OCT. 85: HOLE# 7: TAXI A: STA. 10+340: 3mR: 0.75 m

Po = 19.8 kPa Eo = 8001 kPa
Pl = 980 kPa Er = 18549 kPa
Pl* = 960.2 kPa Eo/Pl* = 8.3



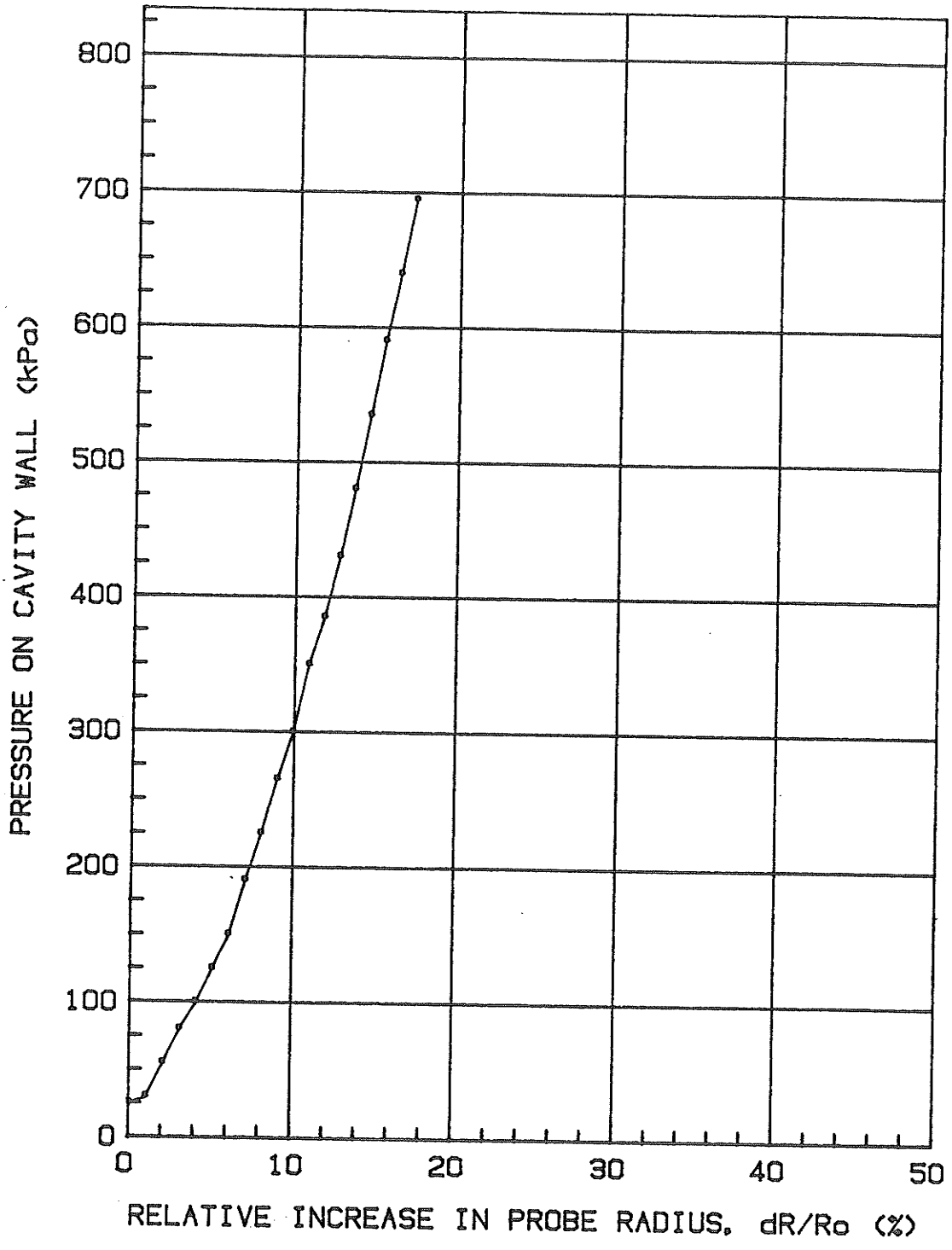
T'BAY: OCT. 85: HOLE# 7: TAXI A: STA. 10+340: 3mR: 2.0 m

Po = 7.9 kPa Eo = 102868 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



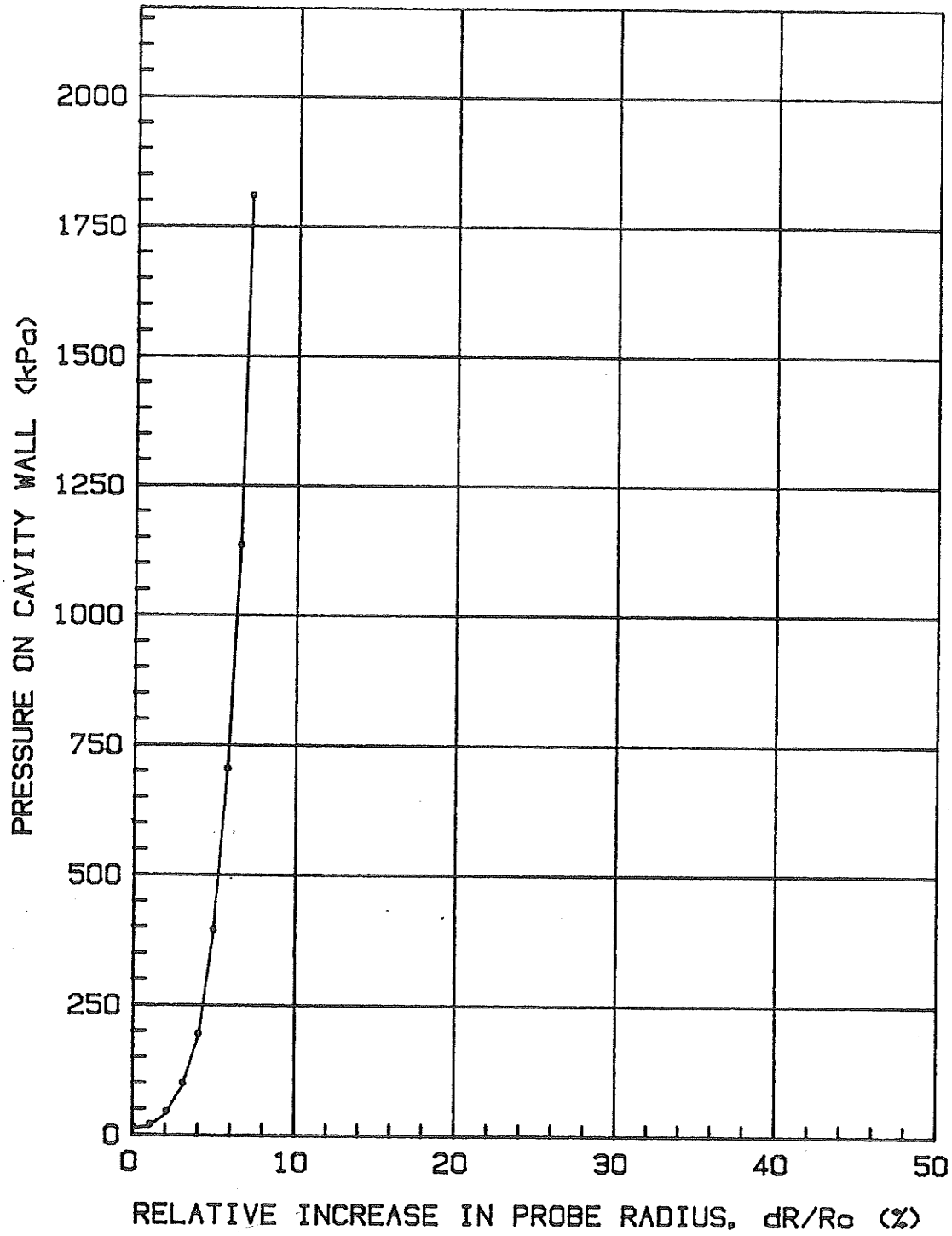
T'BAY: OCT. 85: HOLE# 8: TAXI A: STA. 10+730: 3mL: 0.75 m

Po = 19.8 kPa Eo = 8729 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



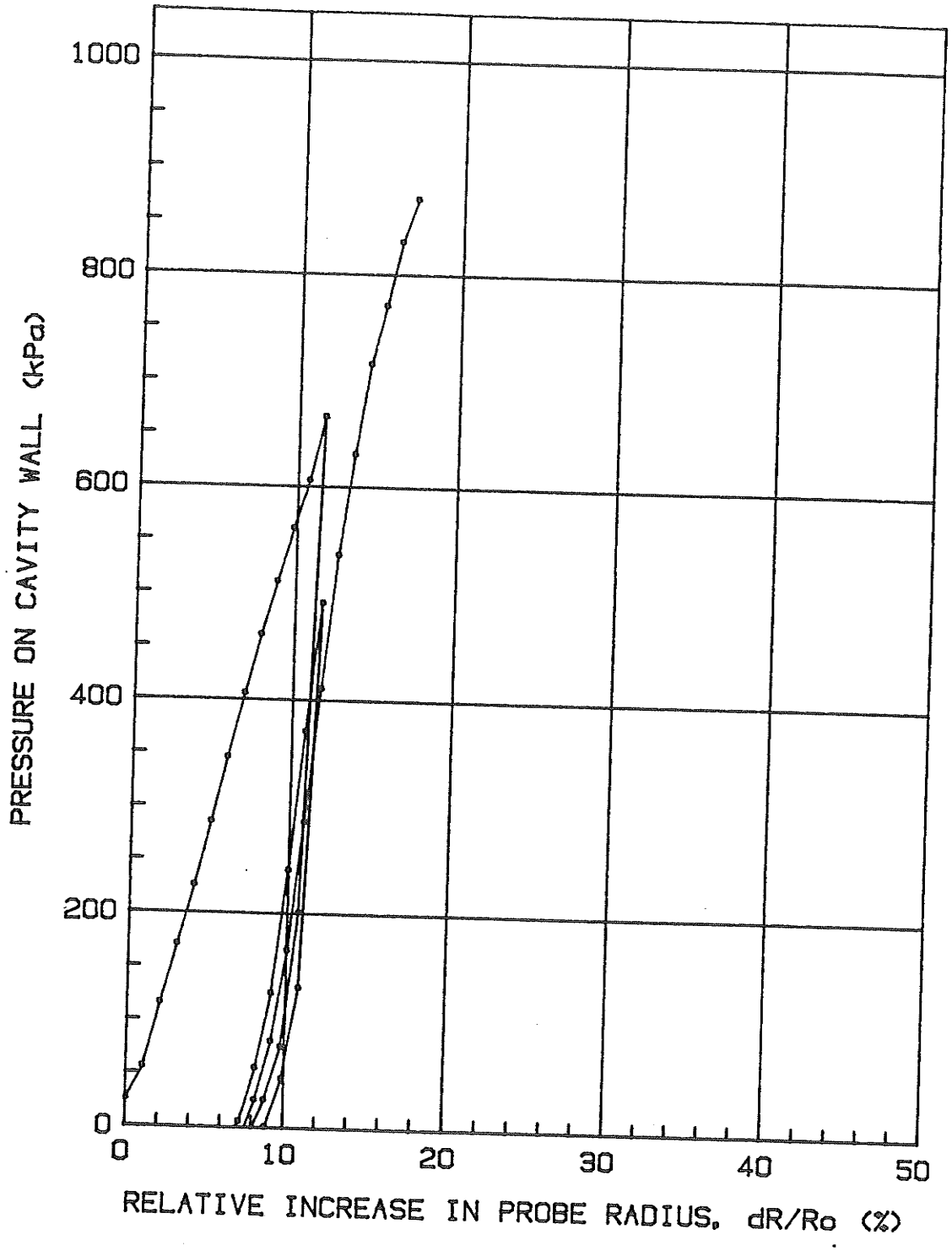
T'BAY: OCT. 85: HOLE# 8: TAXI A: STA. 10+730: 3mL: 2.0 m

Po = 7.9 kPa Eo = 117347 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



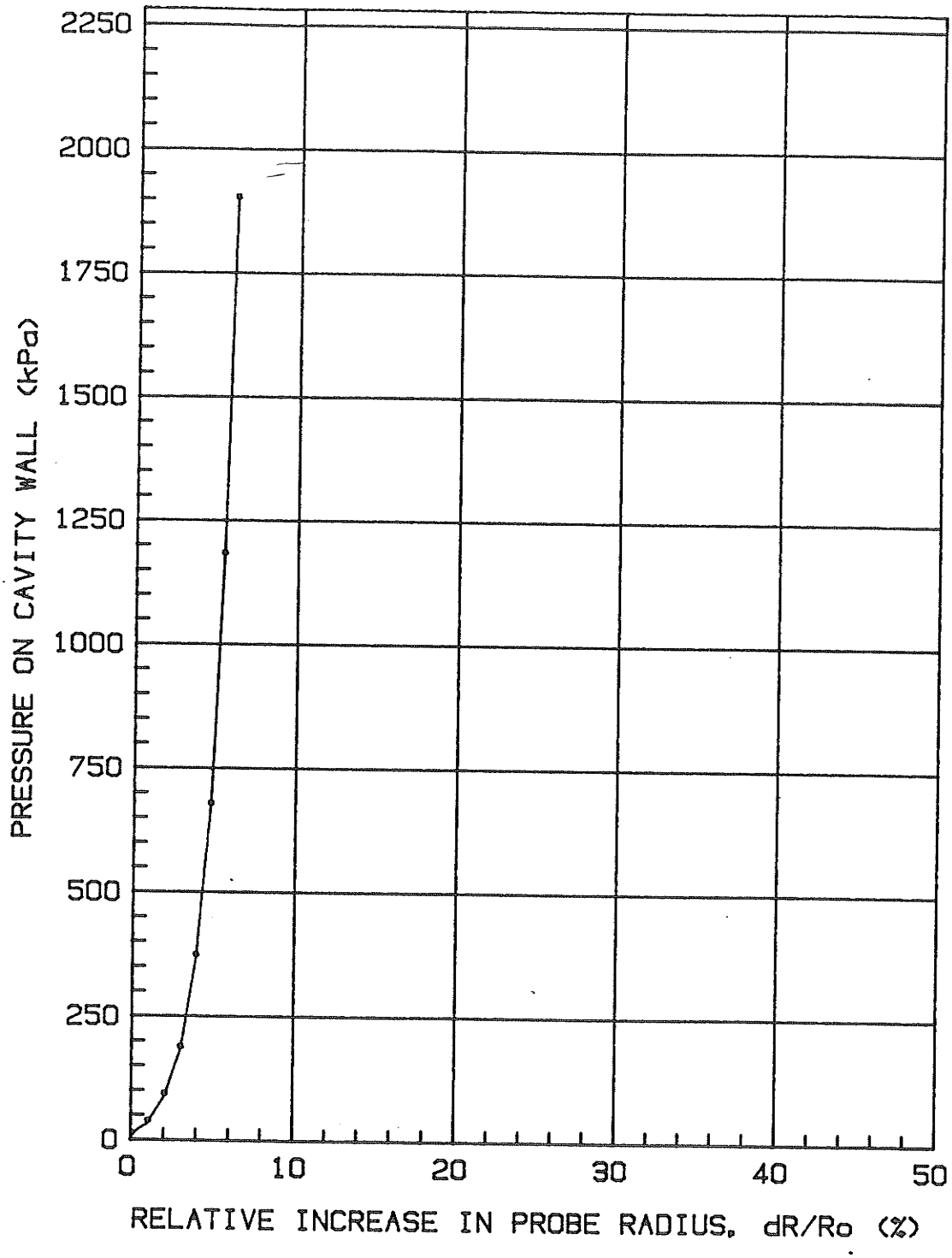
T'BAY, OCT. 85, HOLE# 9, TAXI D, STA. 10+495, 3mR, 0.75 m

Po = 19.8 kPa Eo = 8147 kPa
Pl = 1030 kPa Er = 20632 kPa
Pl* = 1010.2 kPa Eo/Pl* = 8



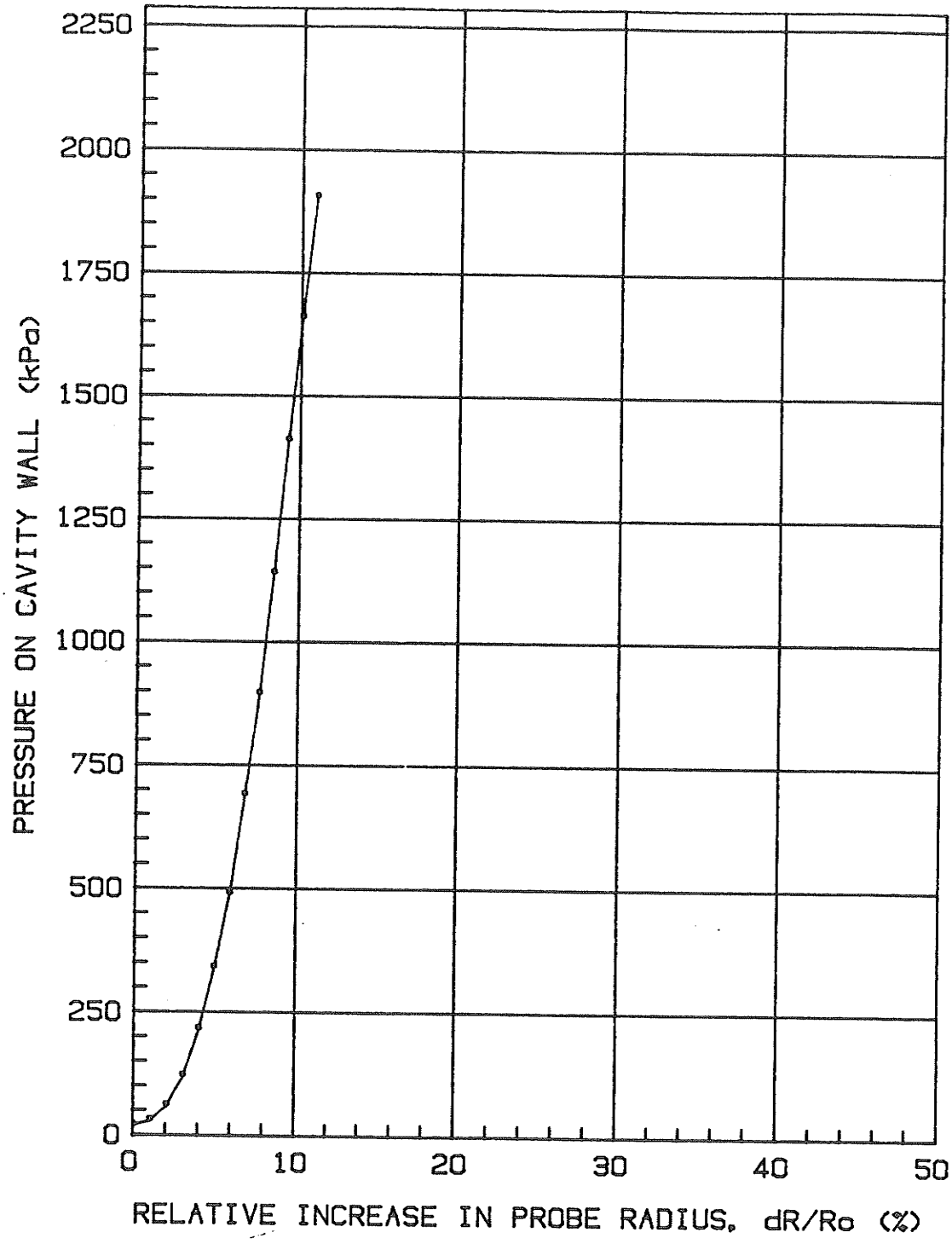
T'BAY: OCT. 85: HOLE# 9: TAXI D: STA. 10+495: 3mR: 2.0 m

Po = 6.3 kPa Eo = 177985 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



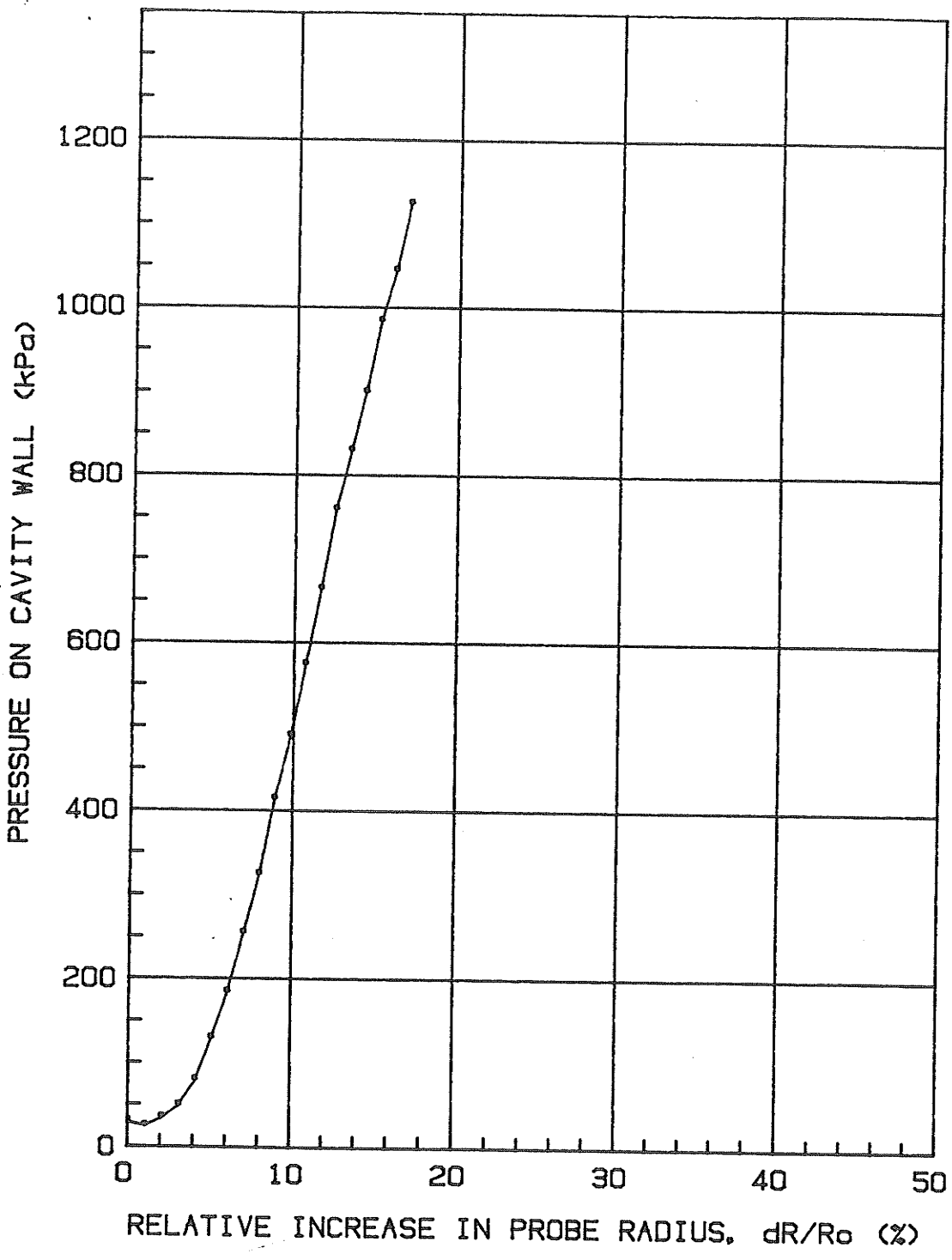
T'BAY: OCT. 85: HOLE# 10: RW 12-30: STA. 5+100: 3mR: 0.6 m

Po = 14.9 kPa Eo = 44140 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



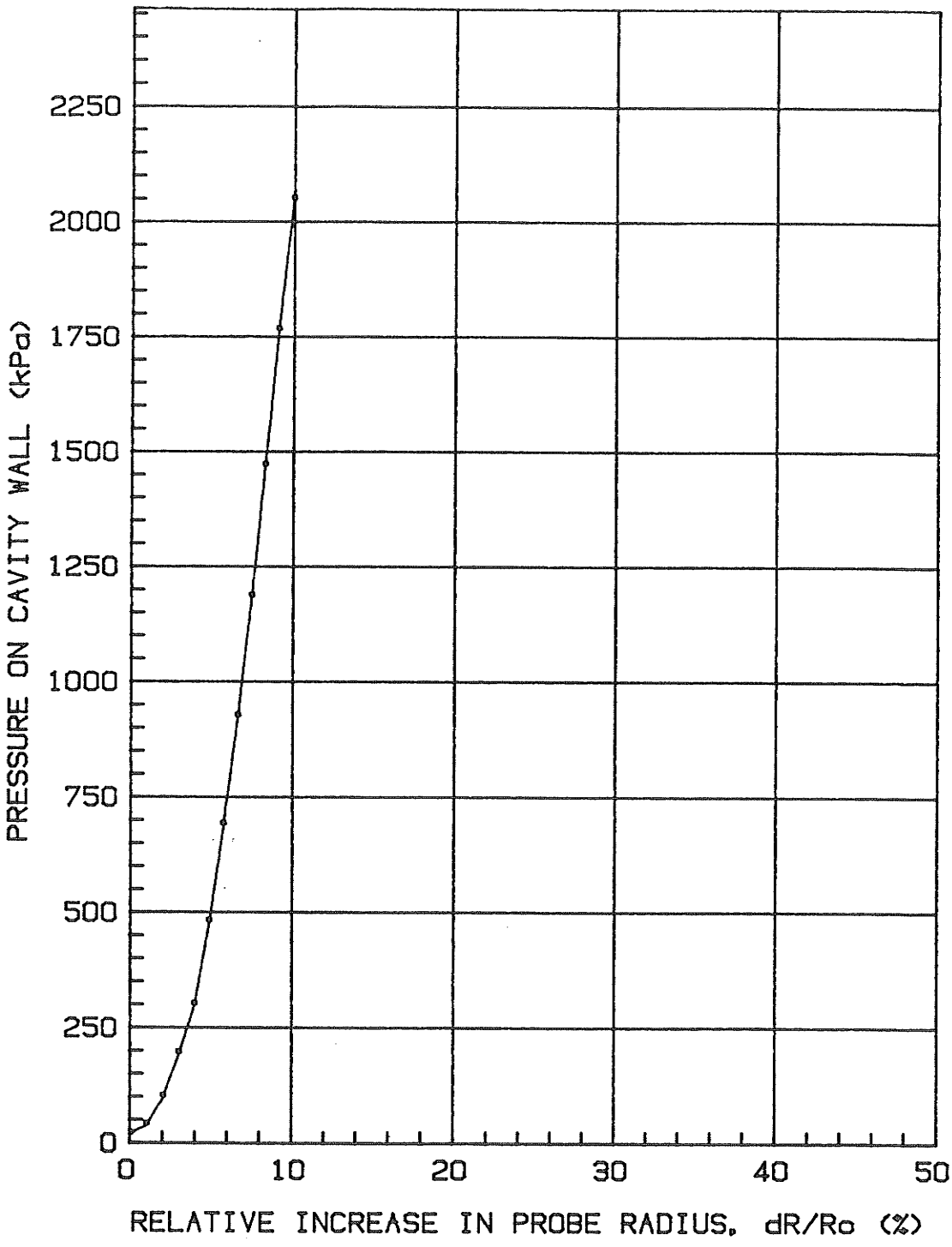
T'BAY: OCT. 85: HOLE# 10: RW 12-30: STA. 5+100: 3mR: 1.5 m

Po = 27 kPa Eo = 13166 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



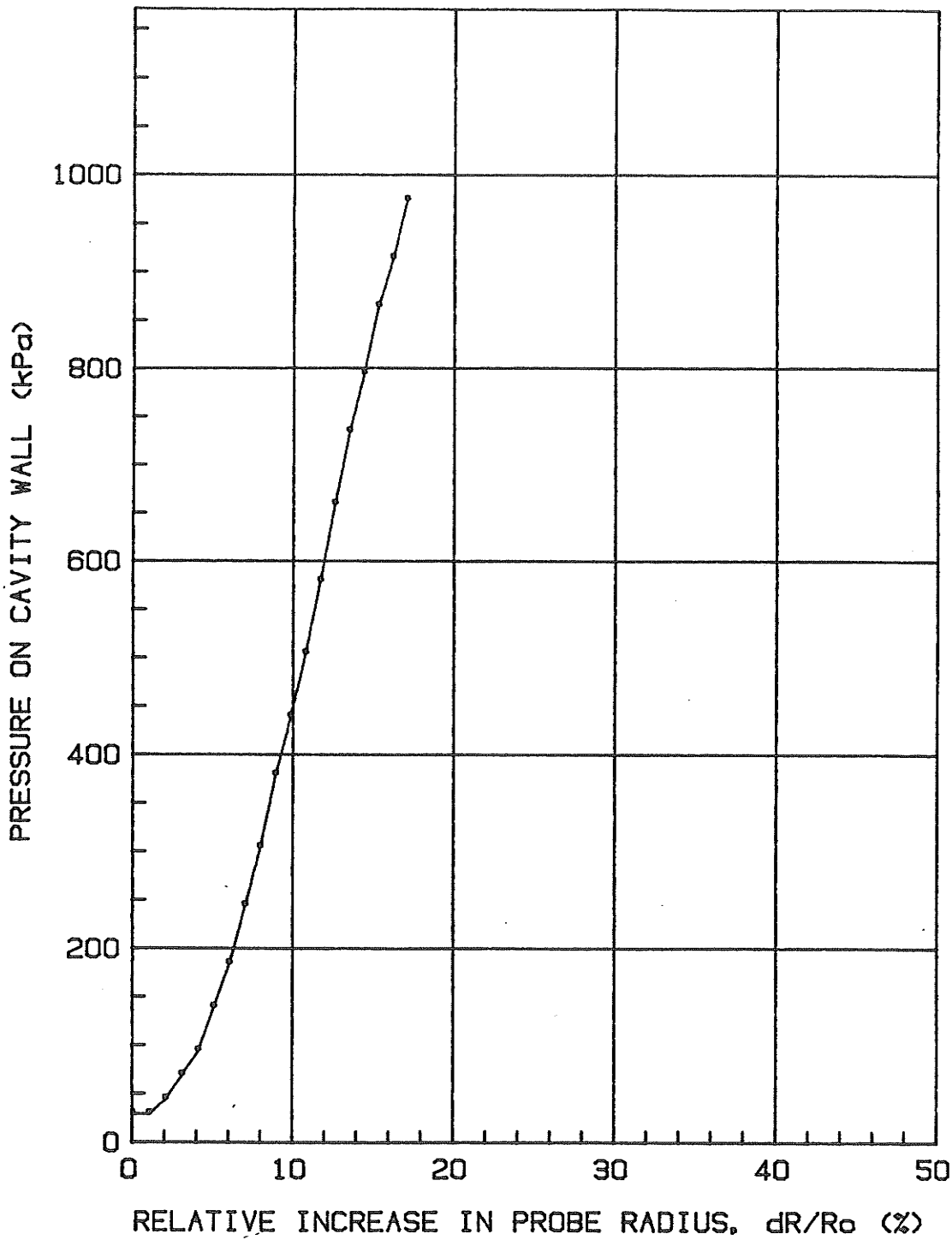
T'BAY: OCT. 85: HOLE# 10: RW 12-30: STA. 5+100: 3mR: 2.5 m

Po = 14.9 kPa Eo = 48110 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



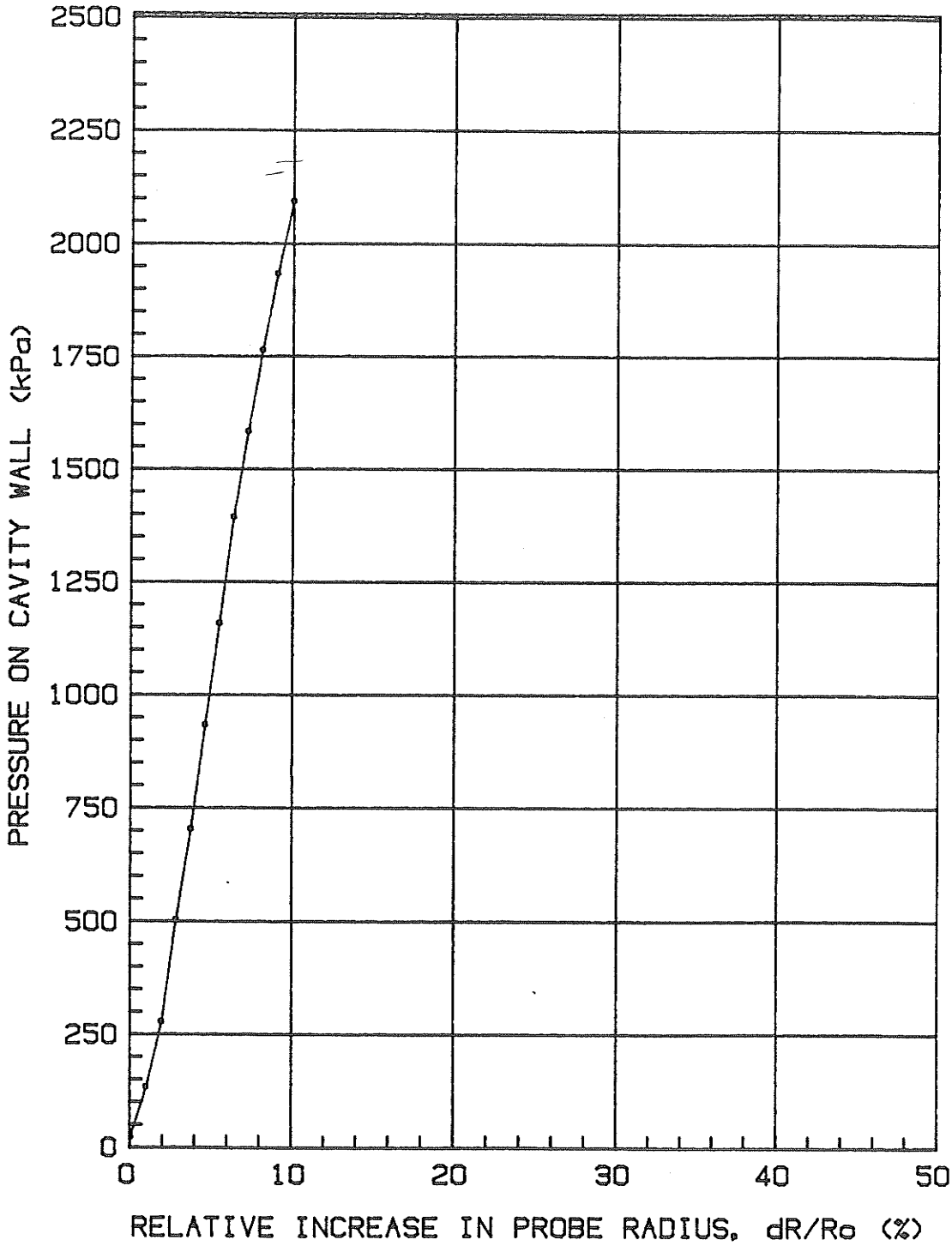
T'BAY: OCT. 85: HOLE# 11: RW 12-30: STA. 5+298: 3mR: 1.5 m

Po = 27 kPa Eo = 10991 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



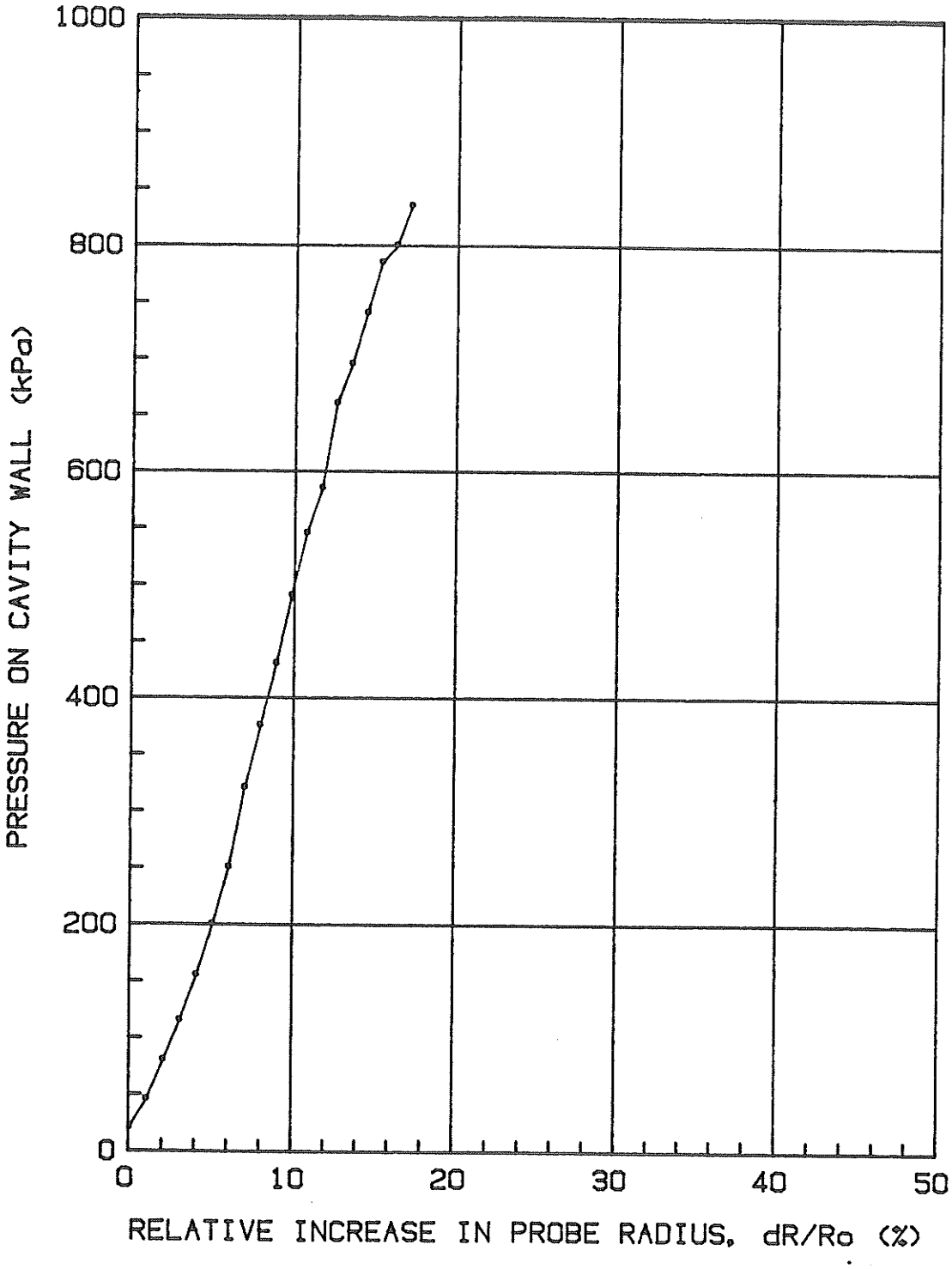
T'BAY: OCT. 85: HOLE# 11: RW 12-30: STA. 5+298: 3mR: 2.5 r

Po = 14.9 kPa Eo = 34358 kPa
Pl = 2500 kPa Er = kPa
Pl* = 2485.1 kPa Eo/Pl* = 13.8



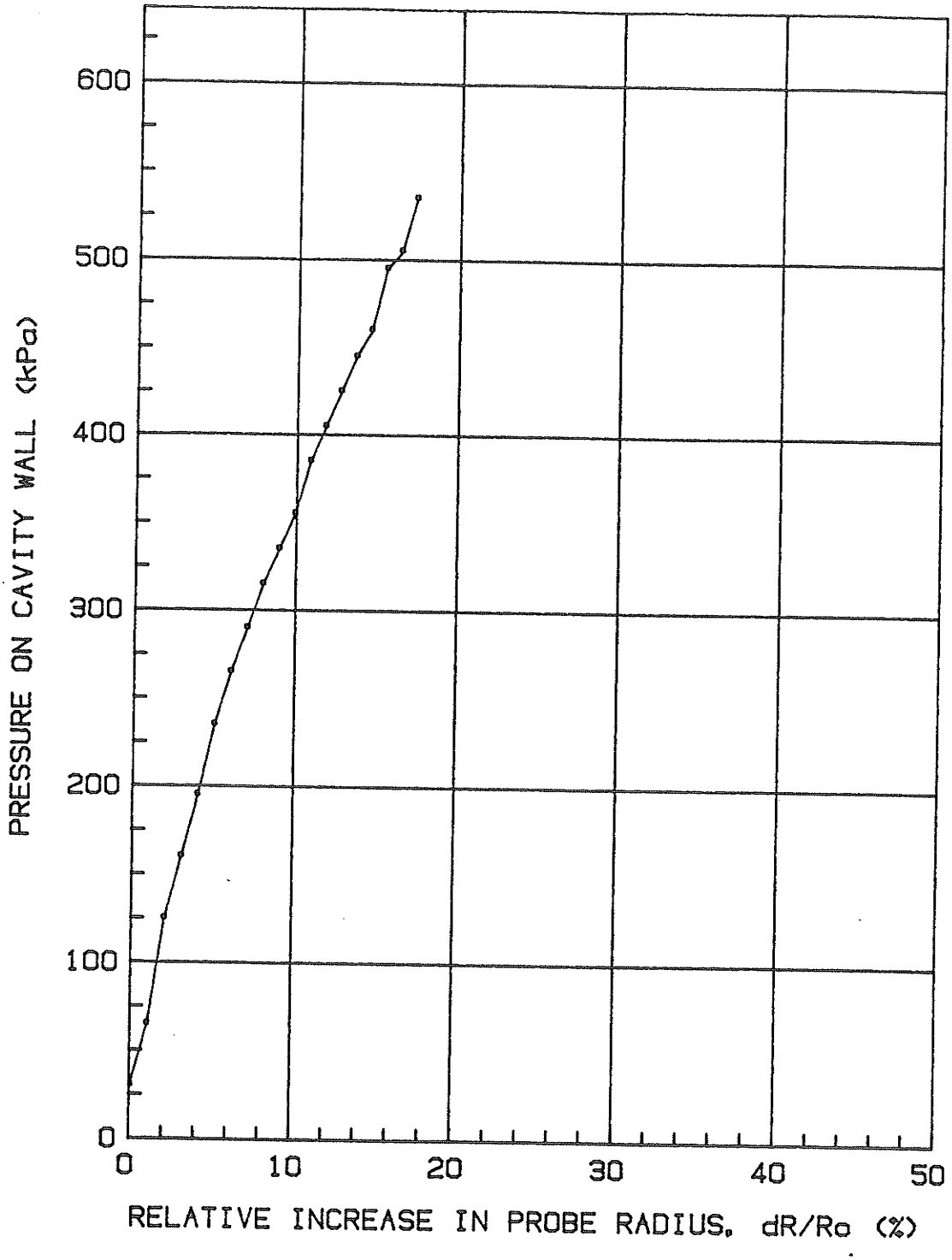
T'BAY: OCT. 85: HOLE# 12: RW 12-30: STA. 5+395: 3mL: 1.5 r

Po = 14.9 kPa Eo = 8363 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



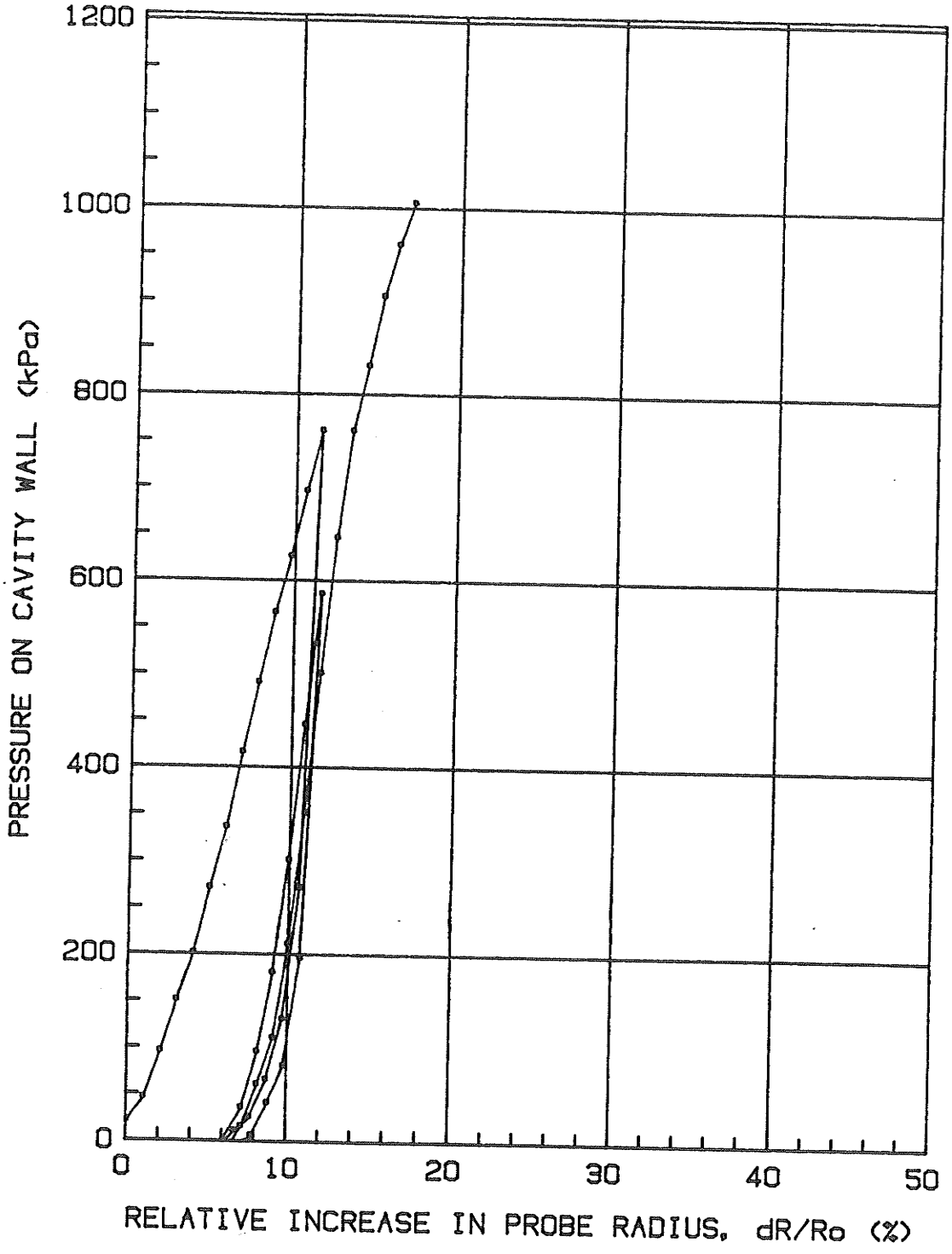
T'BAY: OCT. 85: HOLE# 13: RW 12-30: STA. 5+597.5: 3mL: 1.5

Po = 27 kPa Eo = 4857 kPa
Pl = 520 kPa Er = kPa
Pl* = 493 kPa Eo/Pl* = 9.8



T'BAY: OCT. 85: HOLE# 13: RW 12-30: STA. 5+597.5: 3mL: 2.5

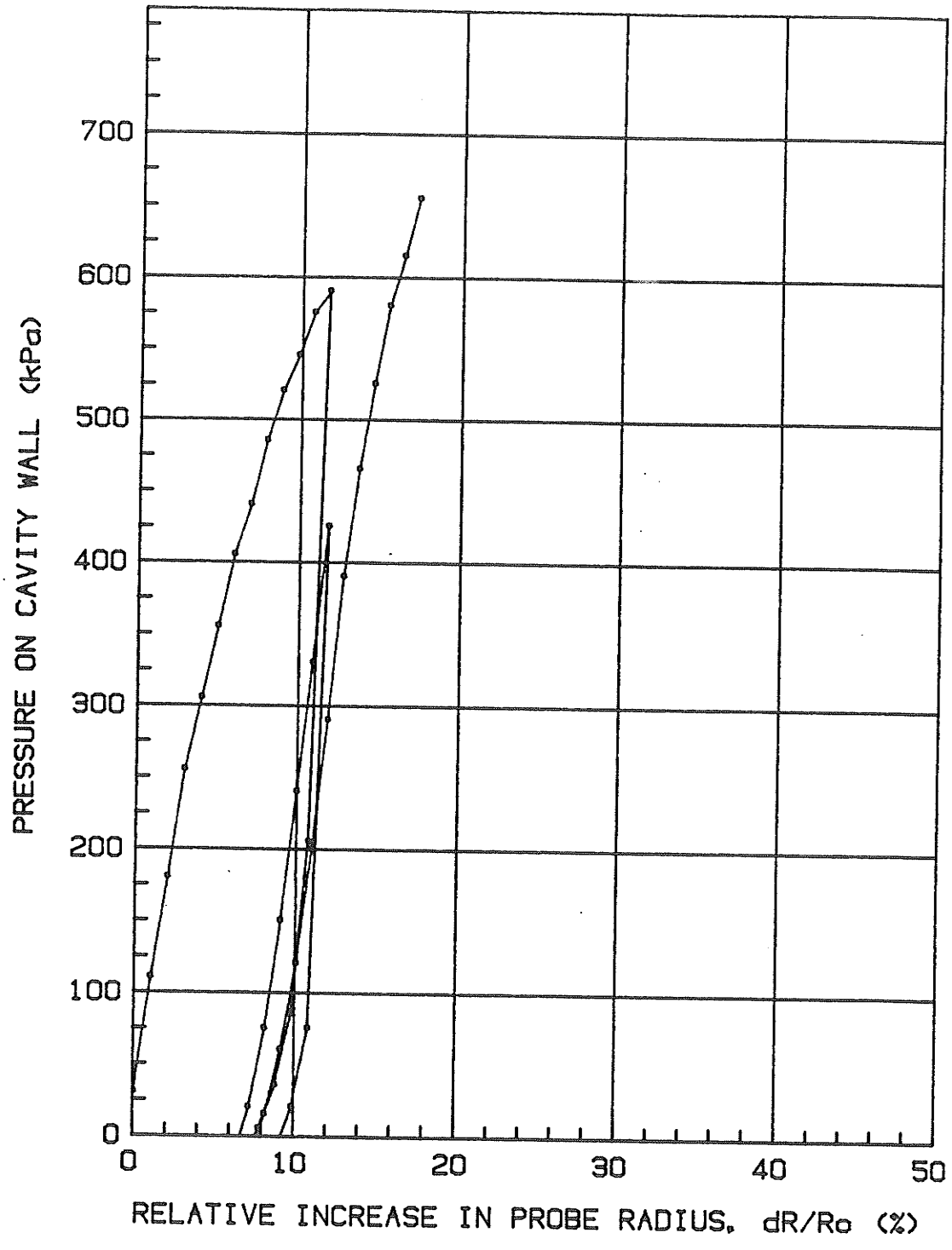
Po = 14.9 kPa Eo = 10730 kPa
Pl = 1200 kPa Er = 24417 kPa
Pl* = 1185.1 kPa Eo/Pl* = 9



T'BAY: OCT. 85: HOLE# 14: RW 12-30: STA. 5+654: 3mR: 1.5 m

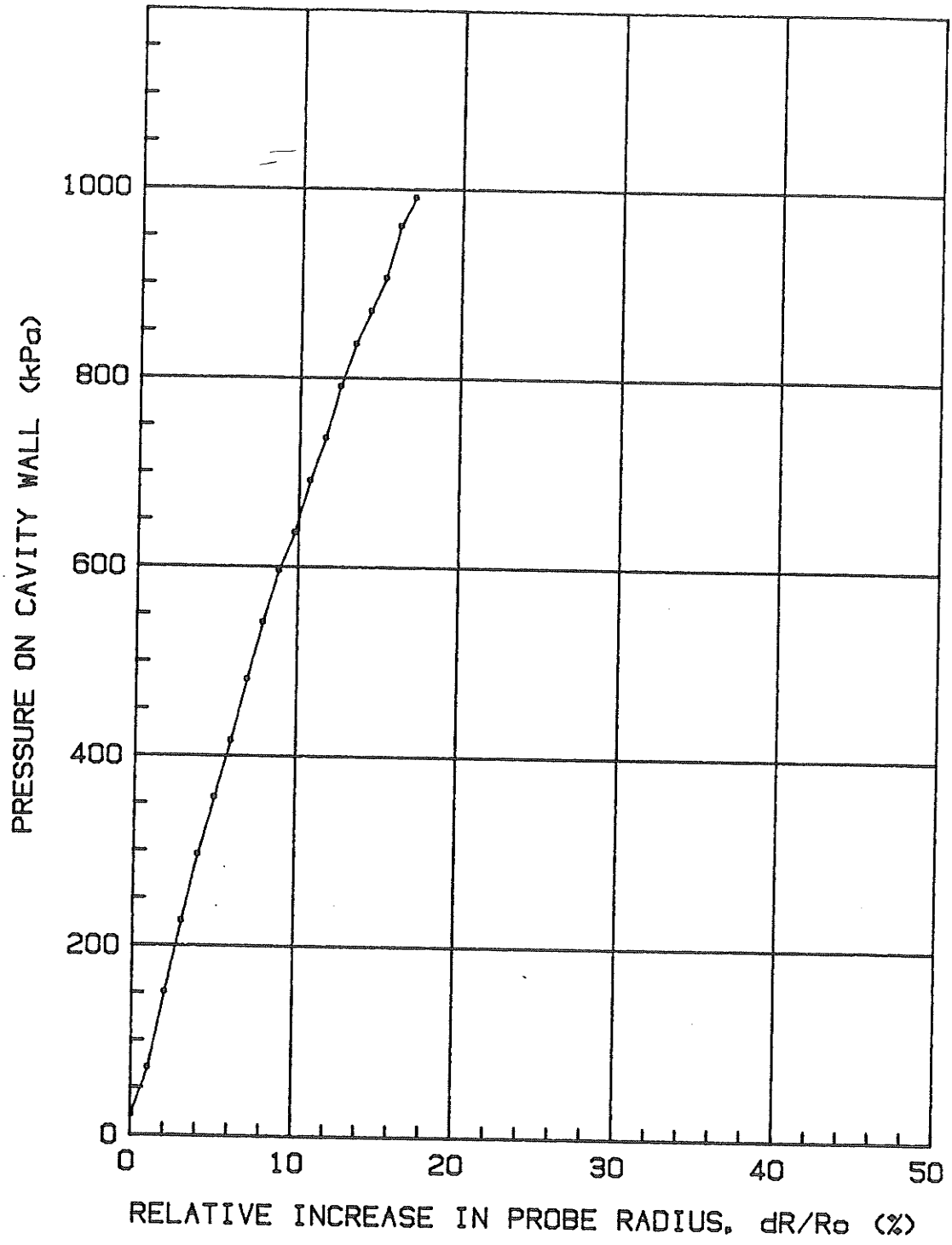
Po = 27 kPa
Pl = 740 kPa
Pl* = 713 kPa

Eo = 9374 kPa
Er = 14751 kPa
Eo/Pl* = 13.1



T'BAY: OCT. 85: HOLE# 14: RW 12-30: STA. 5+654: 3mR: 2.5 m

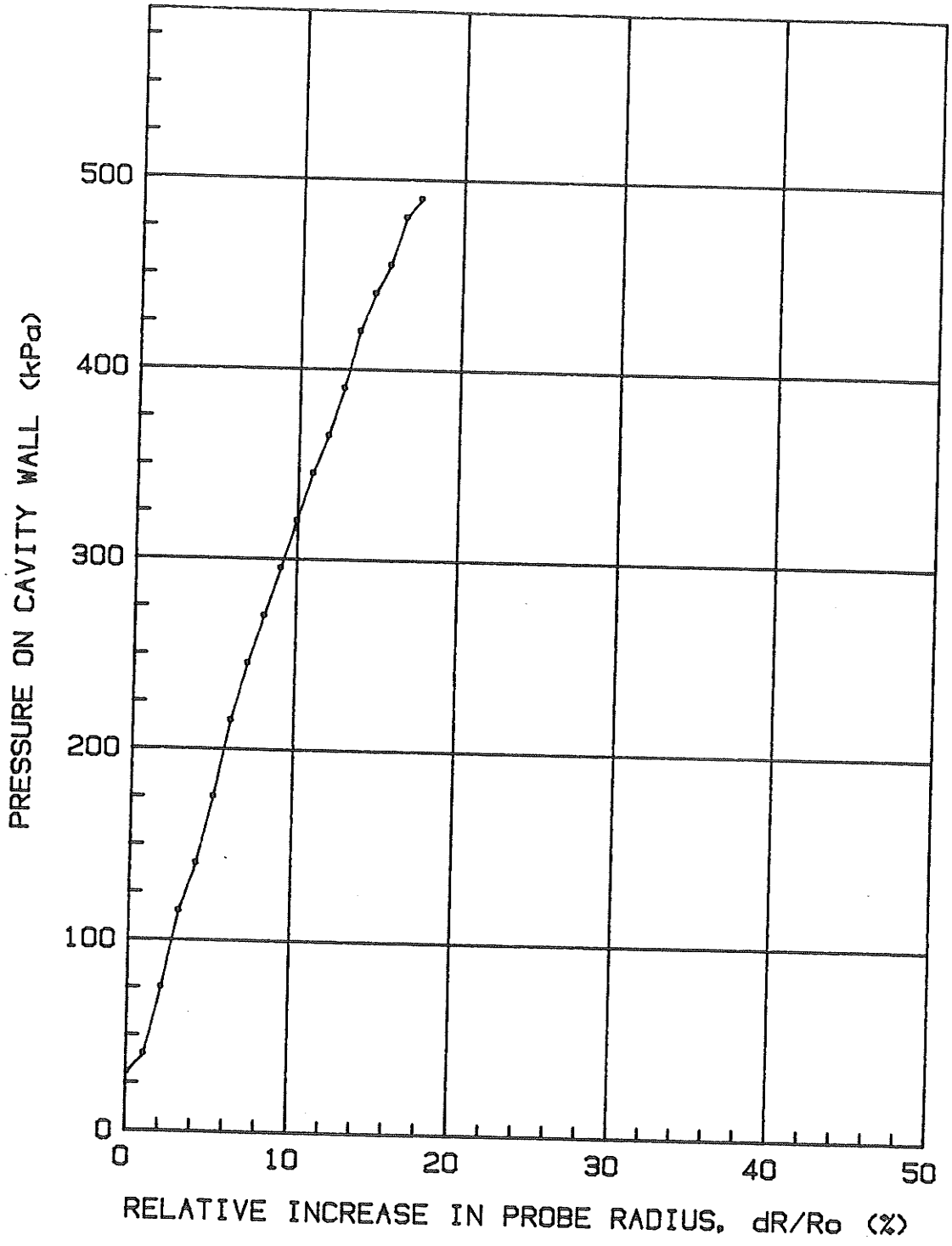
Po = 14.9 kPa Eo = 9342 kPa
Pl = 1350 kPa Er = kPa
Pl* = 1335.1 kPa Eo/Pl* = 6.9



T'BAY: OCT. 85: HOLE# 15: RW 12-30: STA. 5+912.5: 3mR: 1.5

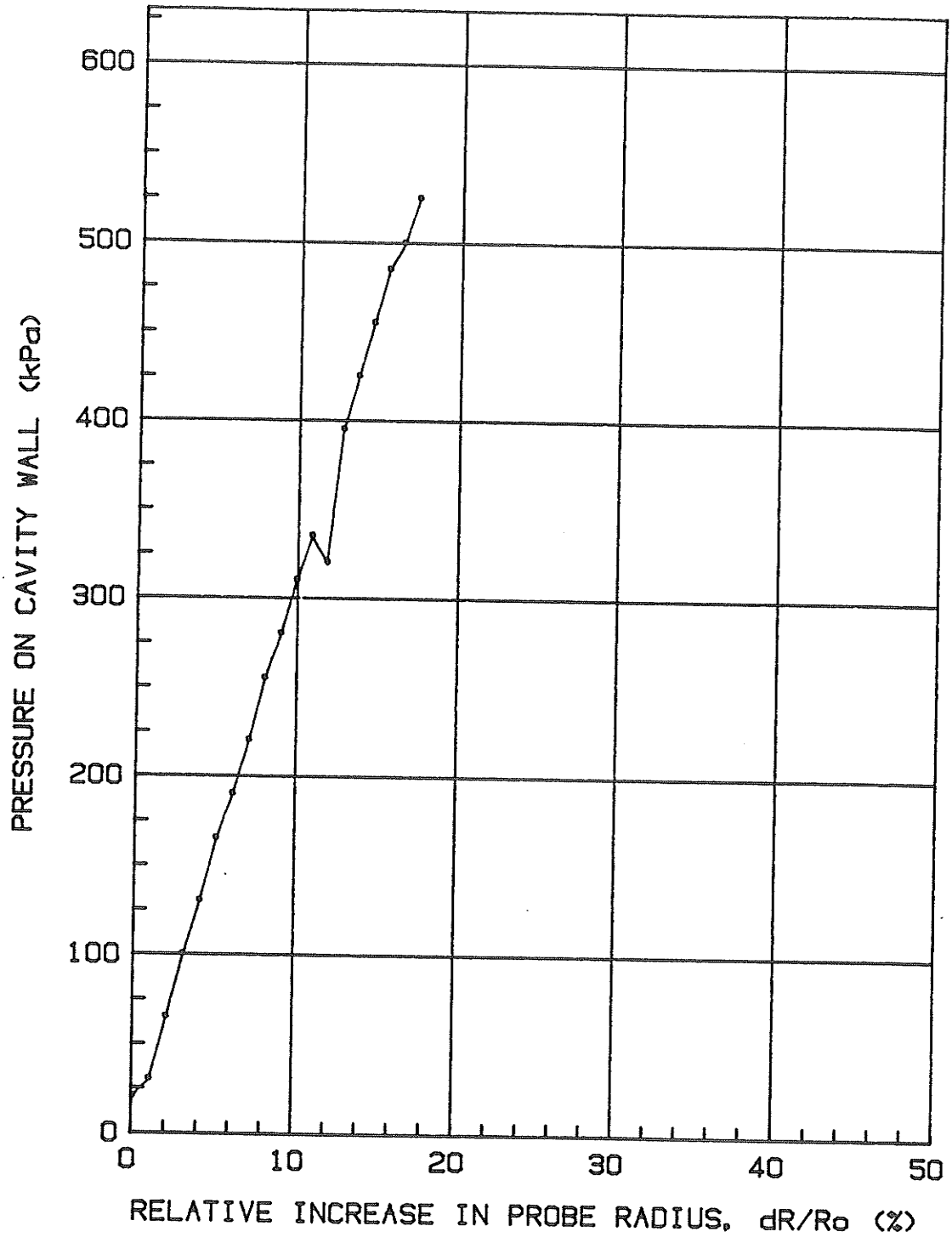
Po = 27 kPa
Pl = 620 kPa
Pl* = 593 kPa

Eo = 4587 kPa
Er = kPa
Eo/Pl* = 7.7

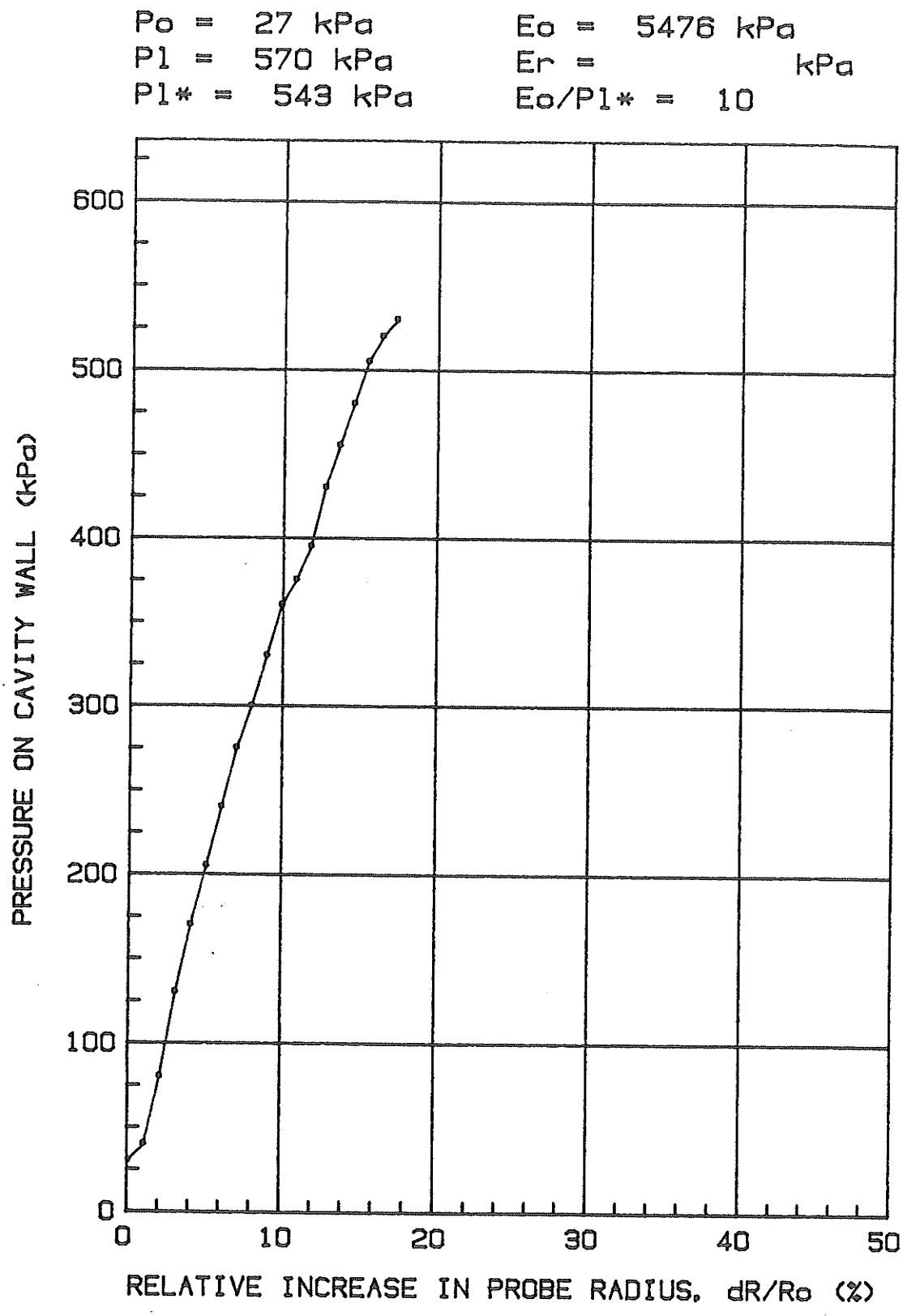


T'BAY: OCT. 85: HOLE# 15: RW 12-30: STA. 5+912.5: 3mR: 2.5

Po = 14.9 kPa Eo = 4422 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



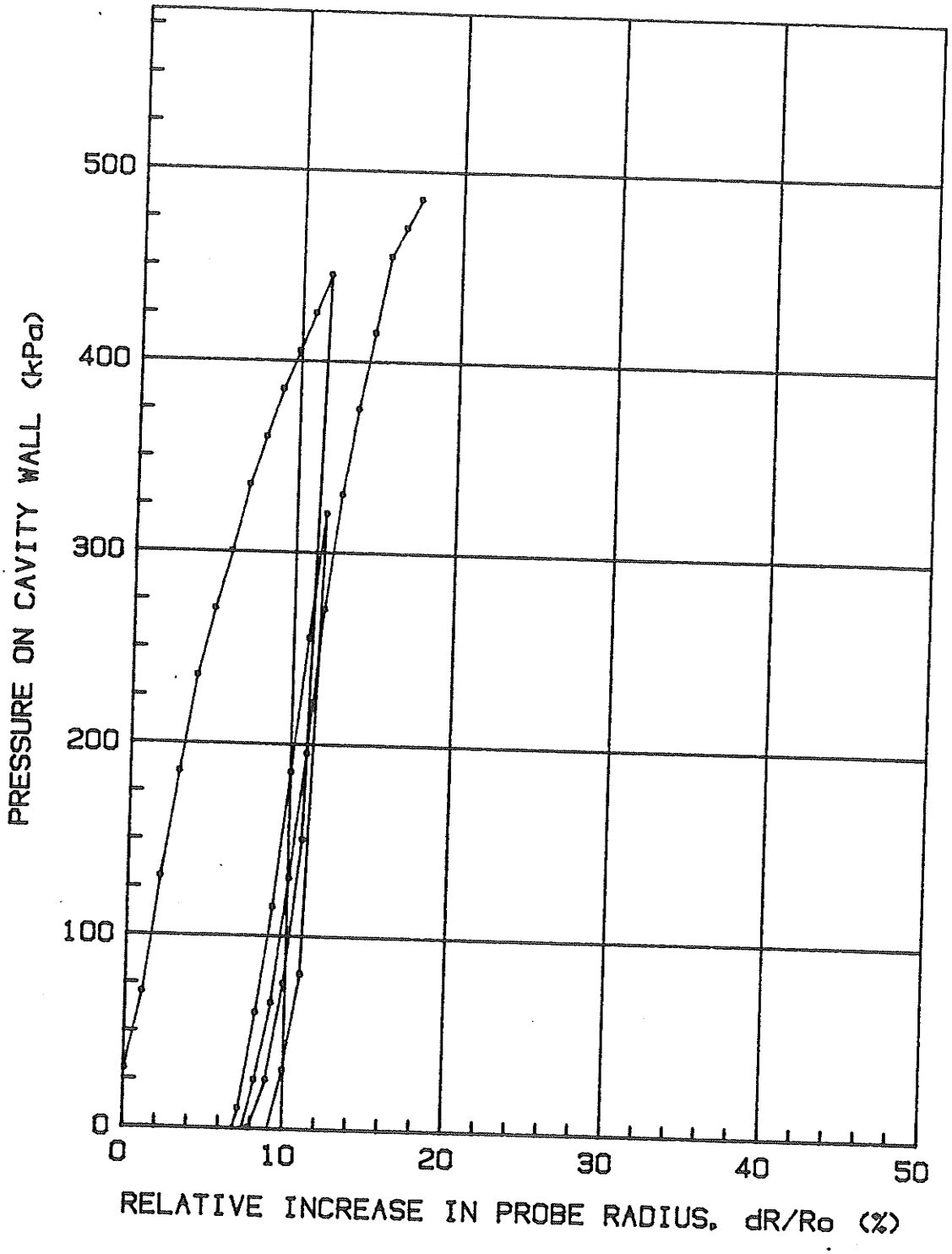
T'BAY: OCT. 85: HOLE# 16: RW 12-30: STA. 6+101: 3mR: 1.5 m



T'BAY: OCT. 85: HOLE# 16: RW 12-30: STA. 6+101: 3mR: 2.5 m

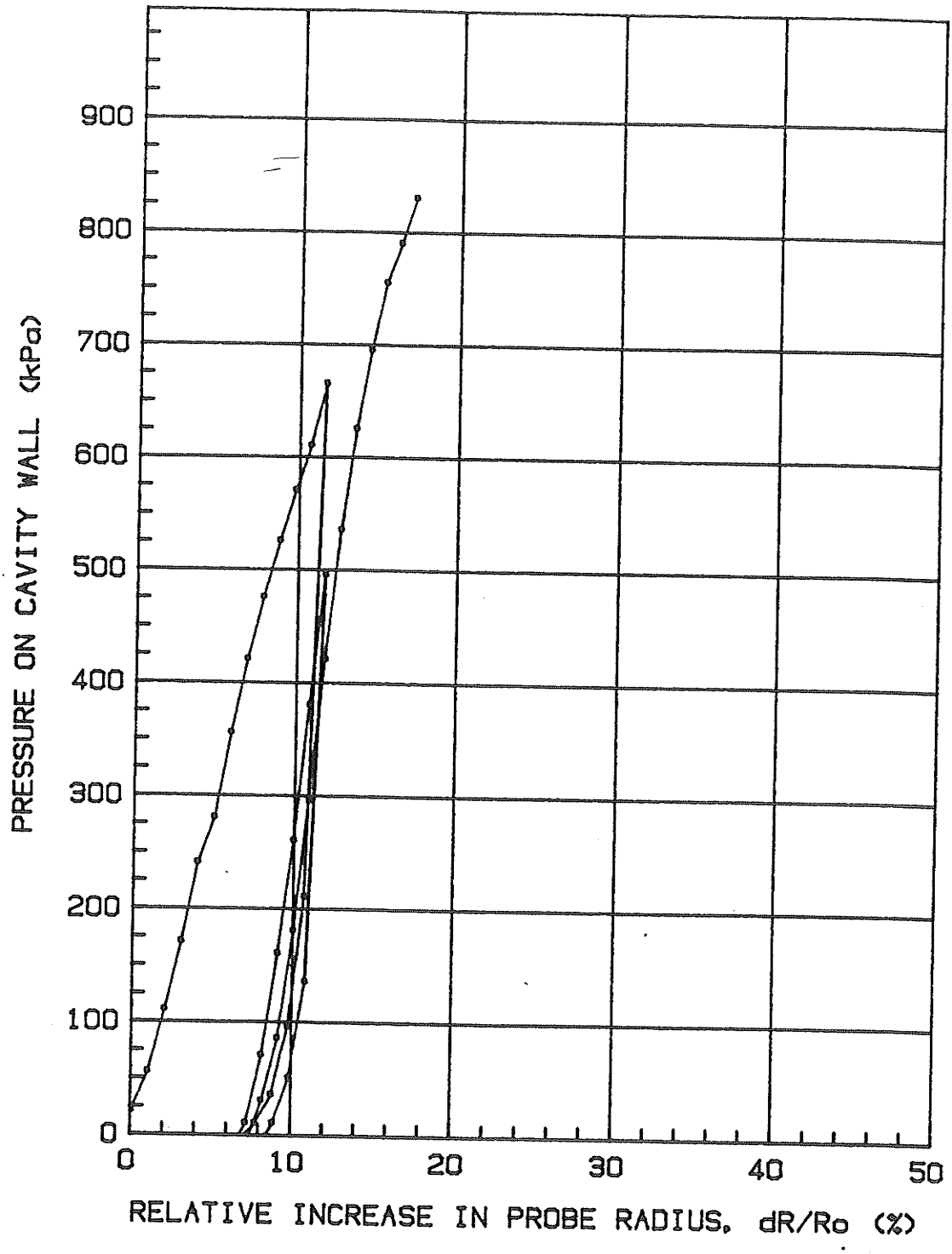
Po = 27 kPa
Pl = 520 kPa
Pl* = 493 kPa

Eo = 7507 kPa
Er = 10614 kPa
Eo/Pl* = 15.2



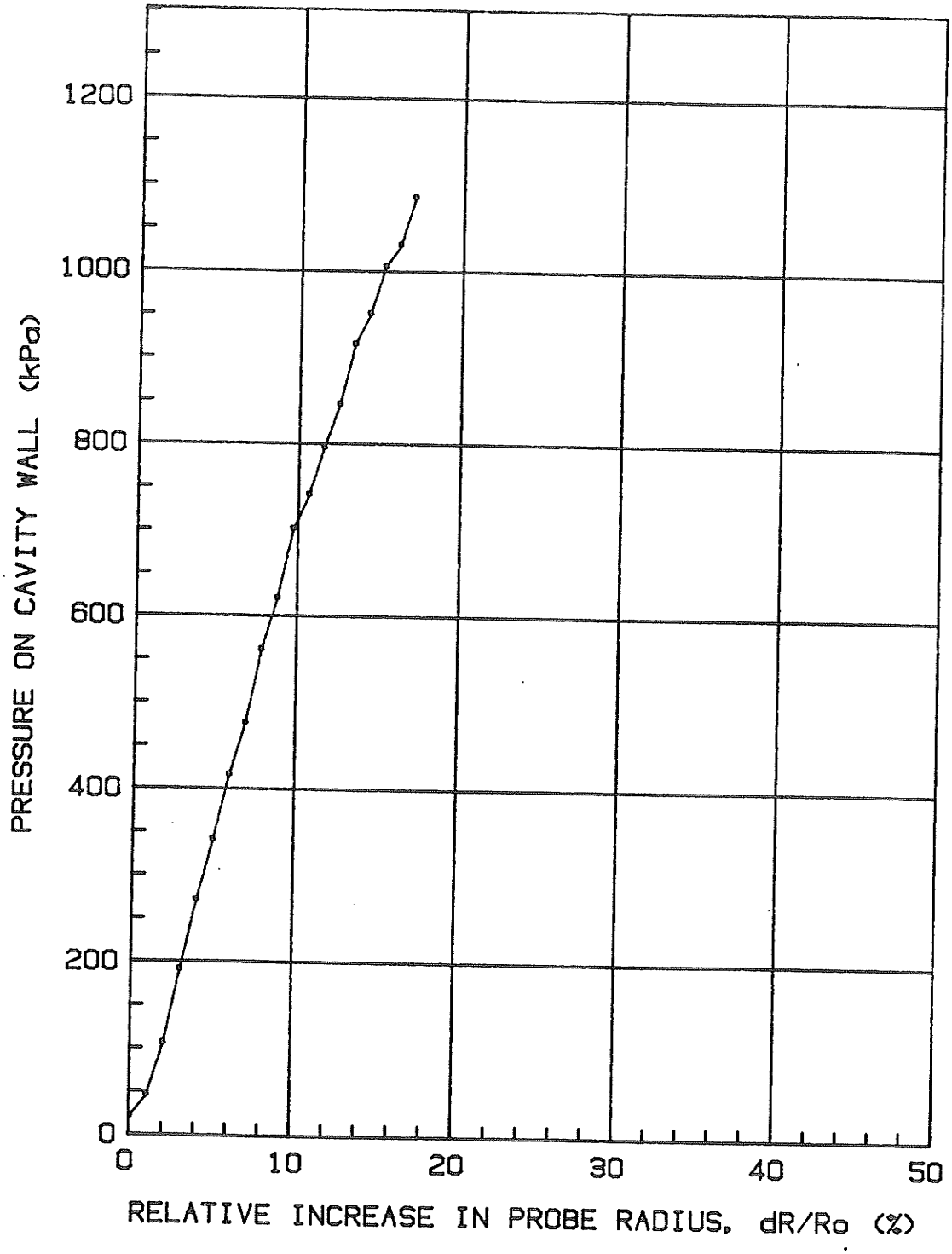
T'BAY: OCT. 85: HOLE# 17: RW12-30: STA. 6+199: 3mL: 2.5 m

Po = 14.9 kPa Eo = 8726 kPa
Pl = 1020 kPa Er = 19890 kPa
Pl* = 1005.1 kPa Eo/Pl* = 8.600001



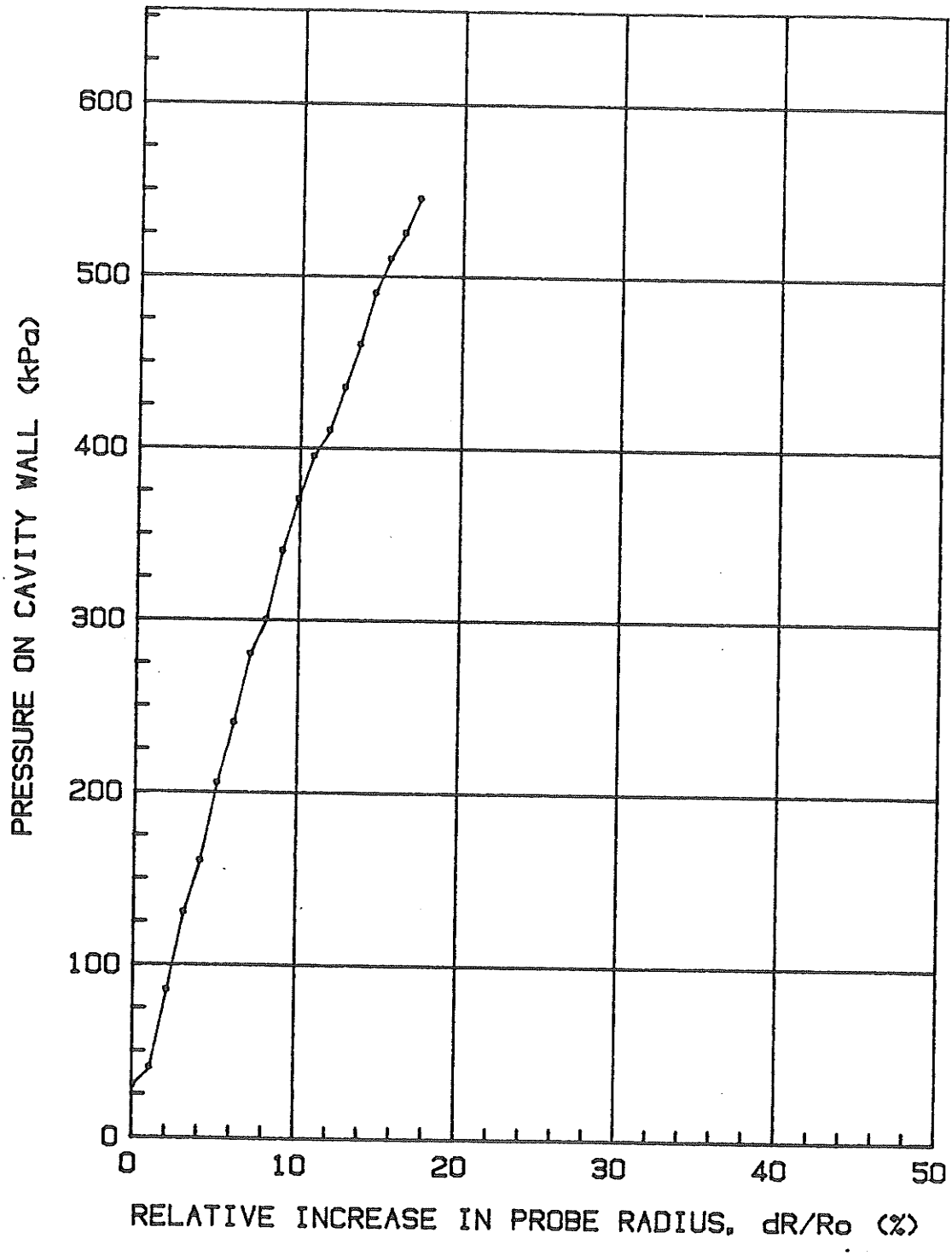
T'BAY; OCT. 85; HOLE# 17; RW12-30; STA. 6+199; 3mL; 1.5 m

Po = 14.9 kPa Eo = 11036 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



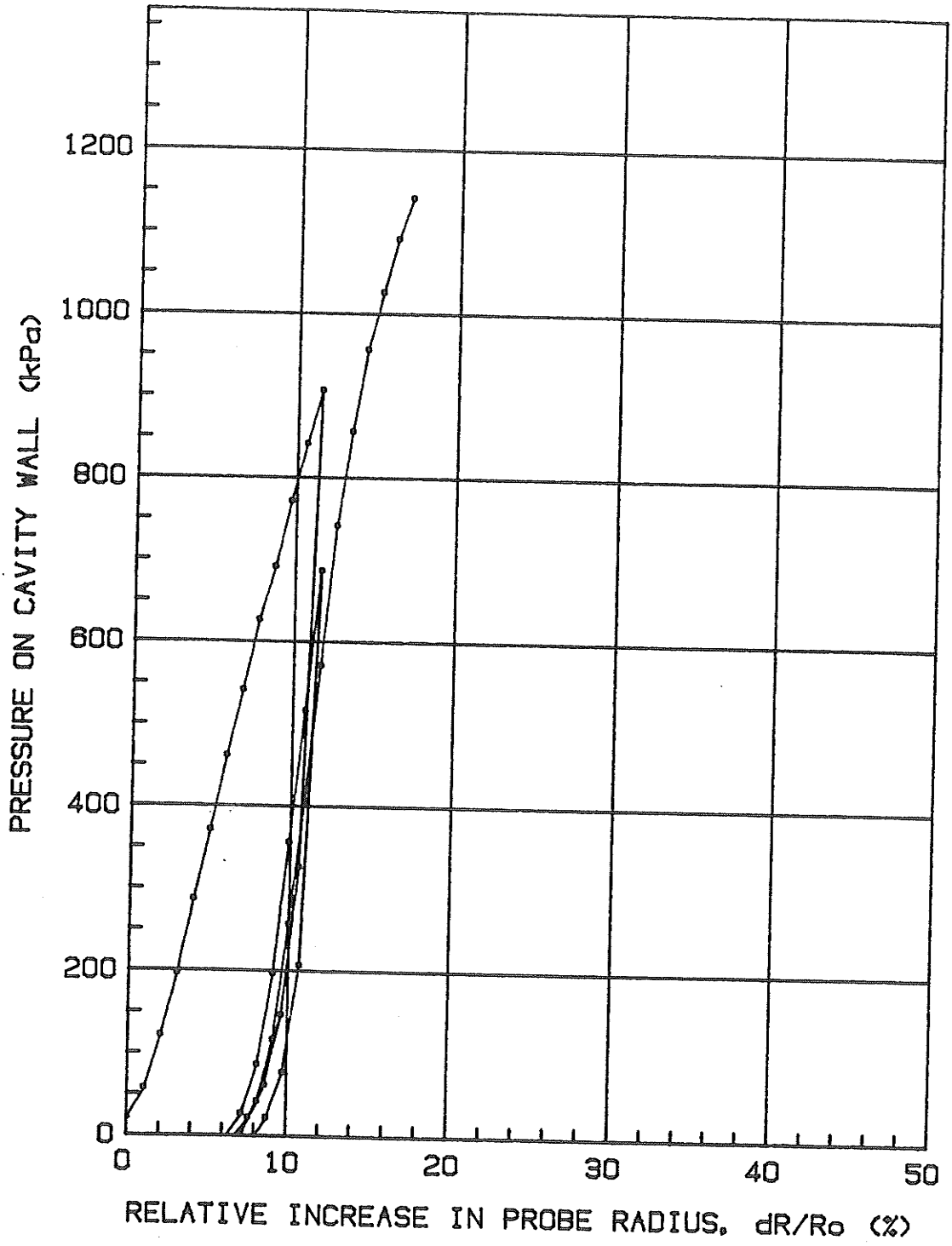
T'BAY: OCT. 85: HOLE# 18: RW12-30: STA. 6+400: 3mL: 1.5 m

Po = 27 kPa Eo = 5227 kPa
Pl = 700 kPa Er = kPa
Pl* = 673 kPa Eo/Pl* = 7.7



T'BAY: OCT. 85: HOLE# 18: RW12-30: STA. 6+400: 3mL: 2.5 m

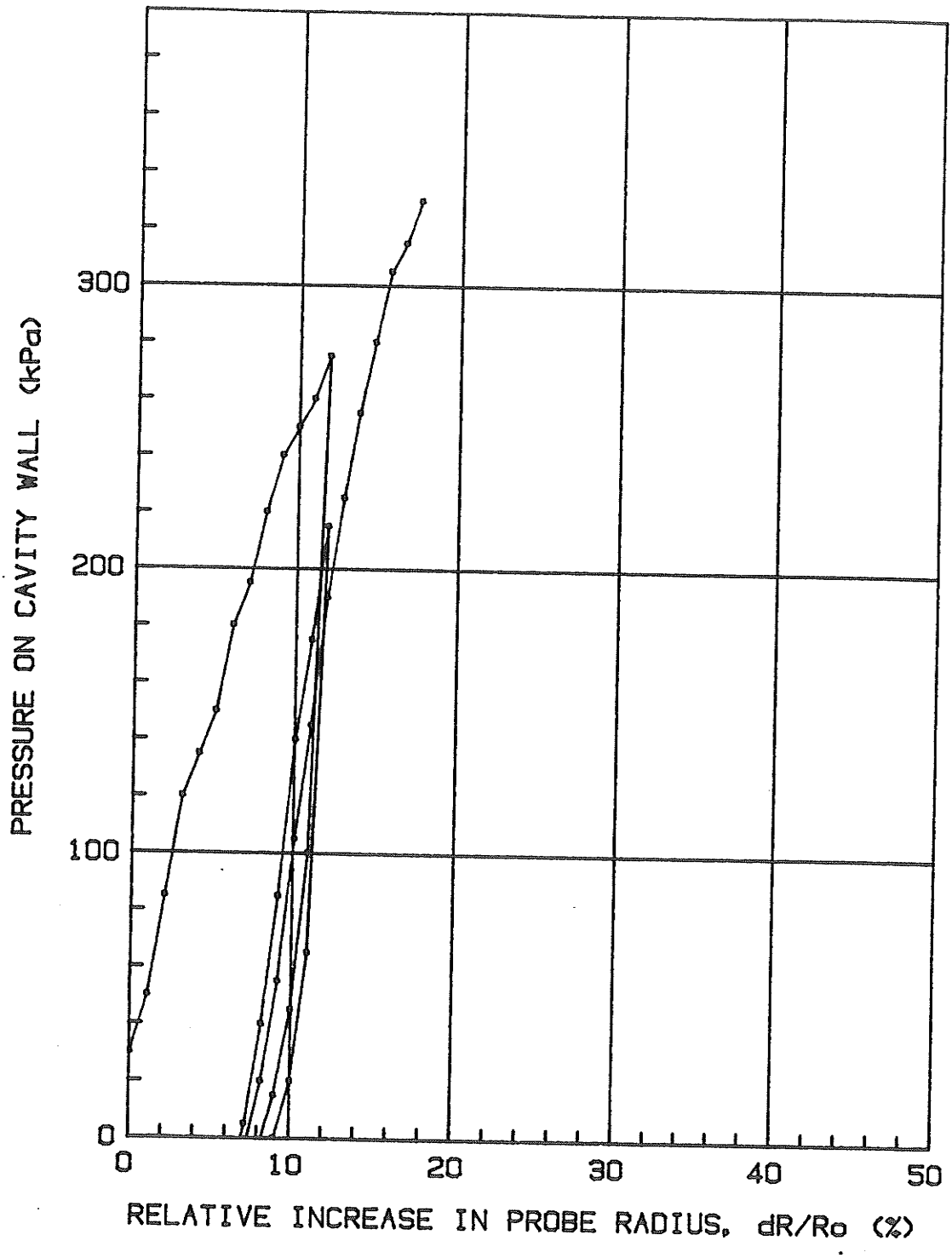
Po = 14.9 kPa Eo = 12636 kPa
Pl = 1400 kPa Er = 27694 kPa
Pl* = 1385.1 kPa Eo/Pl* = 9.100001



T'BAY: OCT. 85: HOLE# 19: RW12-30: STA. 6+497: 3mL: 1.5 m

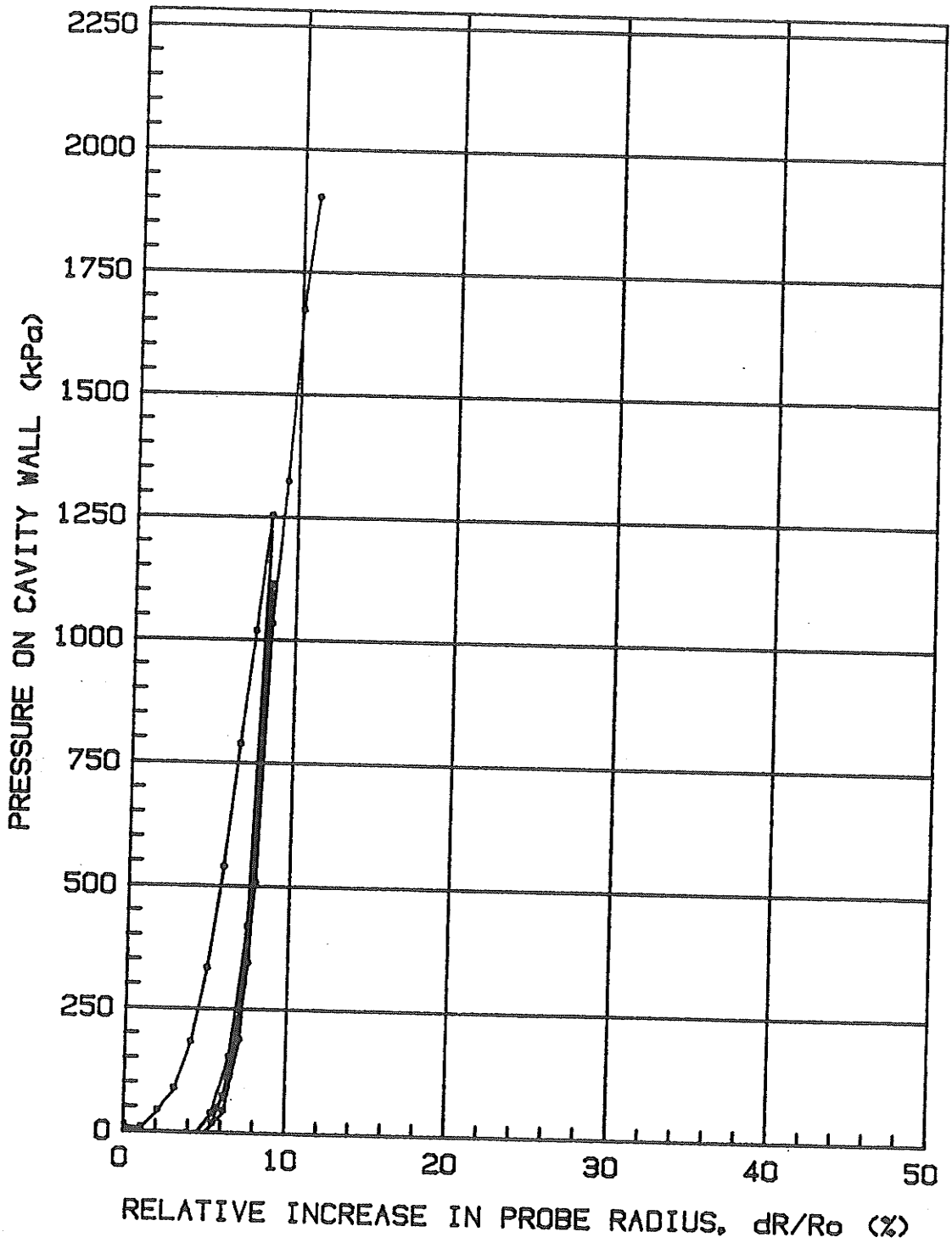
Po = 27 kPa
Pl = 400 kPa
Pl* = 373 kPa

Eo = 4670 kPa
Er = 6713 kPa
Eo/Pl* = 12.5



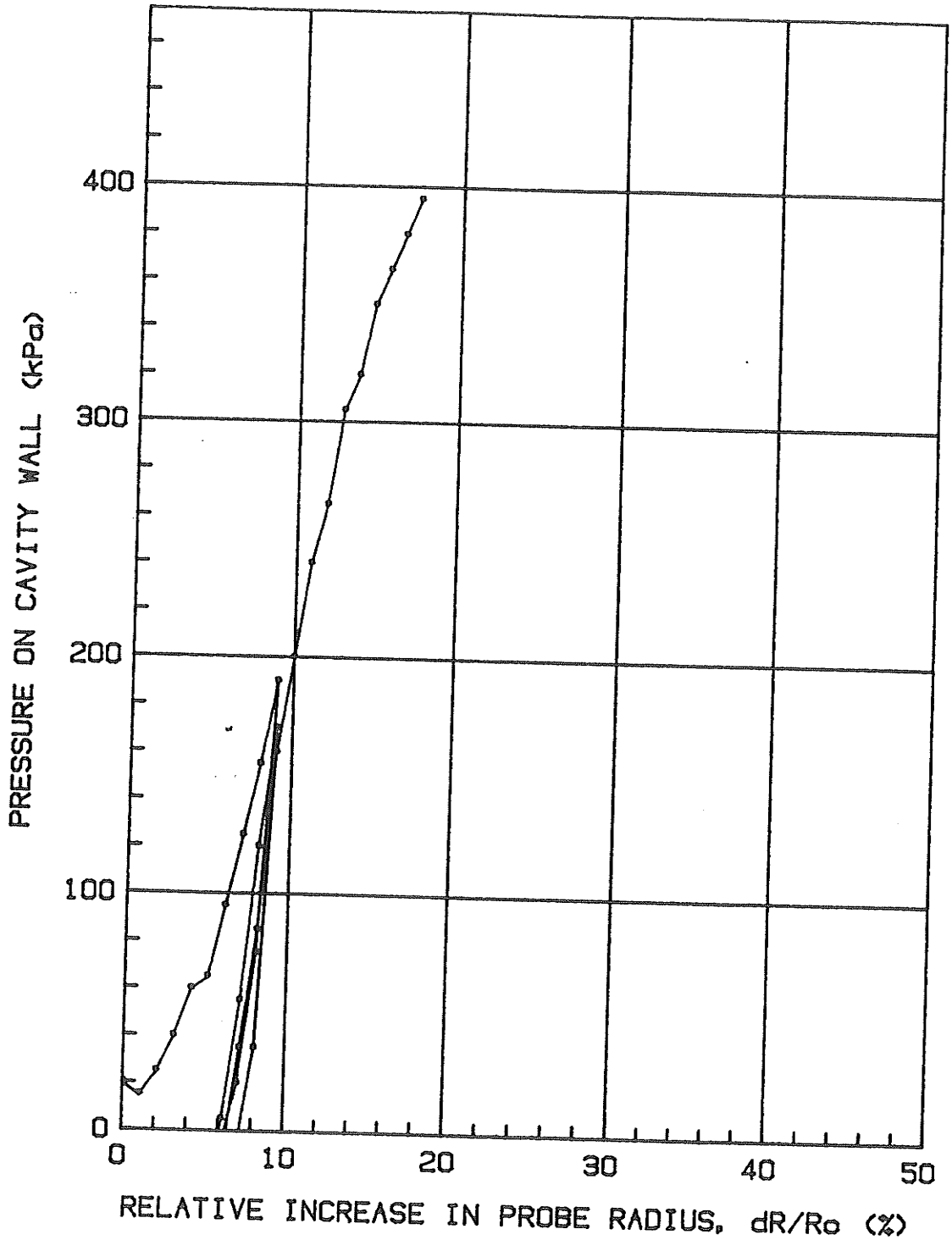
T'BAY, OCT. 85, HOLE# 19, RW12-30, STA. 6+497, 3mR, 2.5 m

Po = 6.3 kPa Eo = 39939 kPa
Pl = kPa Er = 112465 kPa
Pl* = kPa Eo/Pl* =



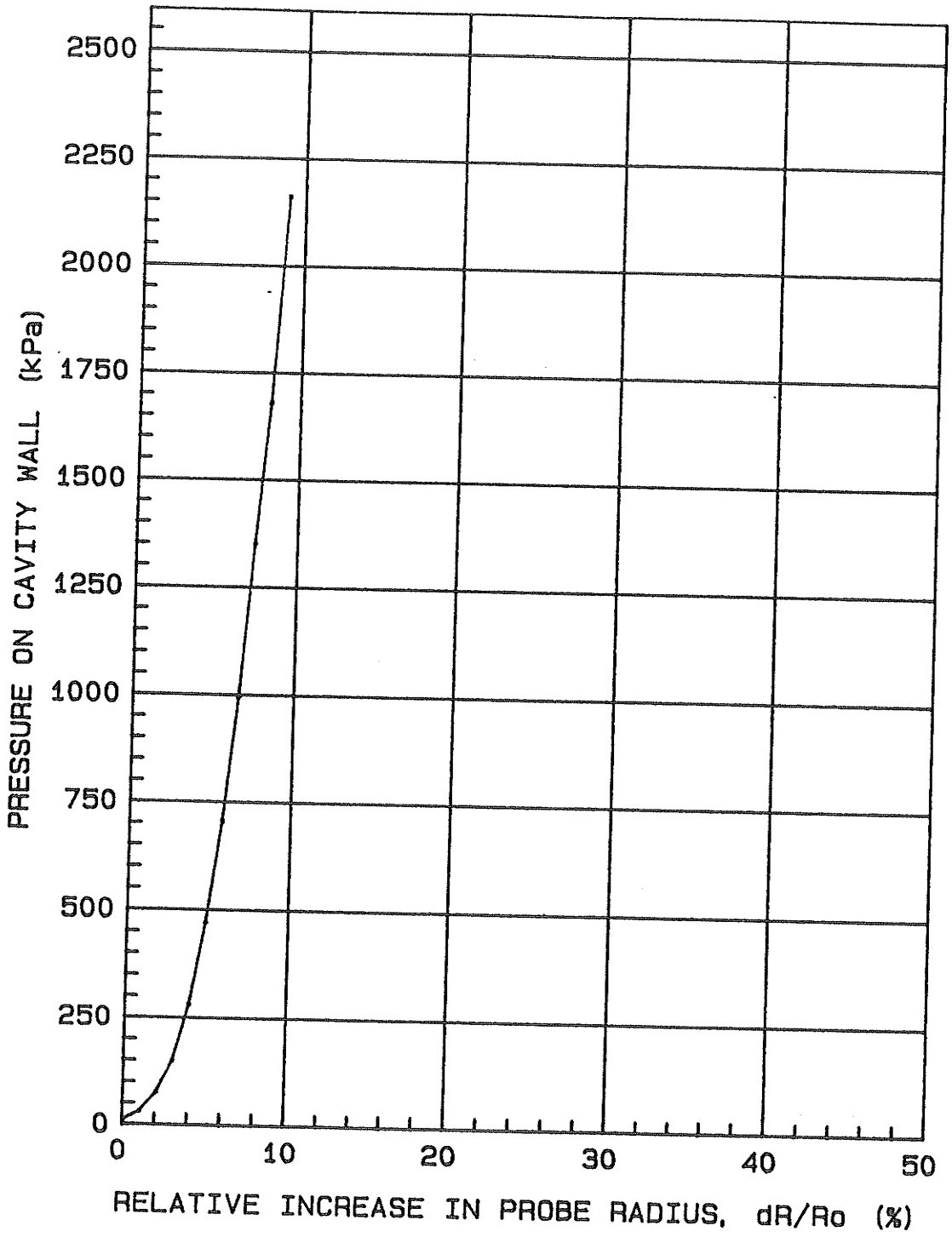
BRANDON, OCT. 85, HOLE# 2, RW 08-26, STA. 5+183, 3mL, 0.6 m

Po = 17.1 kPa Eo = 4570 kPa
Pl = 470 kPa Er = 9488 kPa
Pl* = 452.9 kPa Eo/Pl* = 10



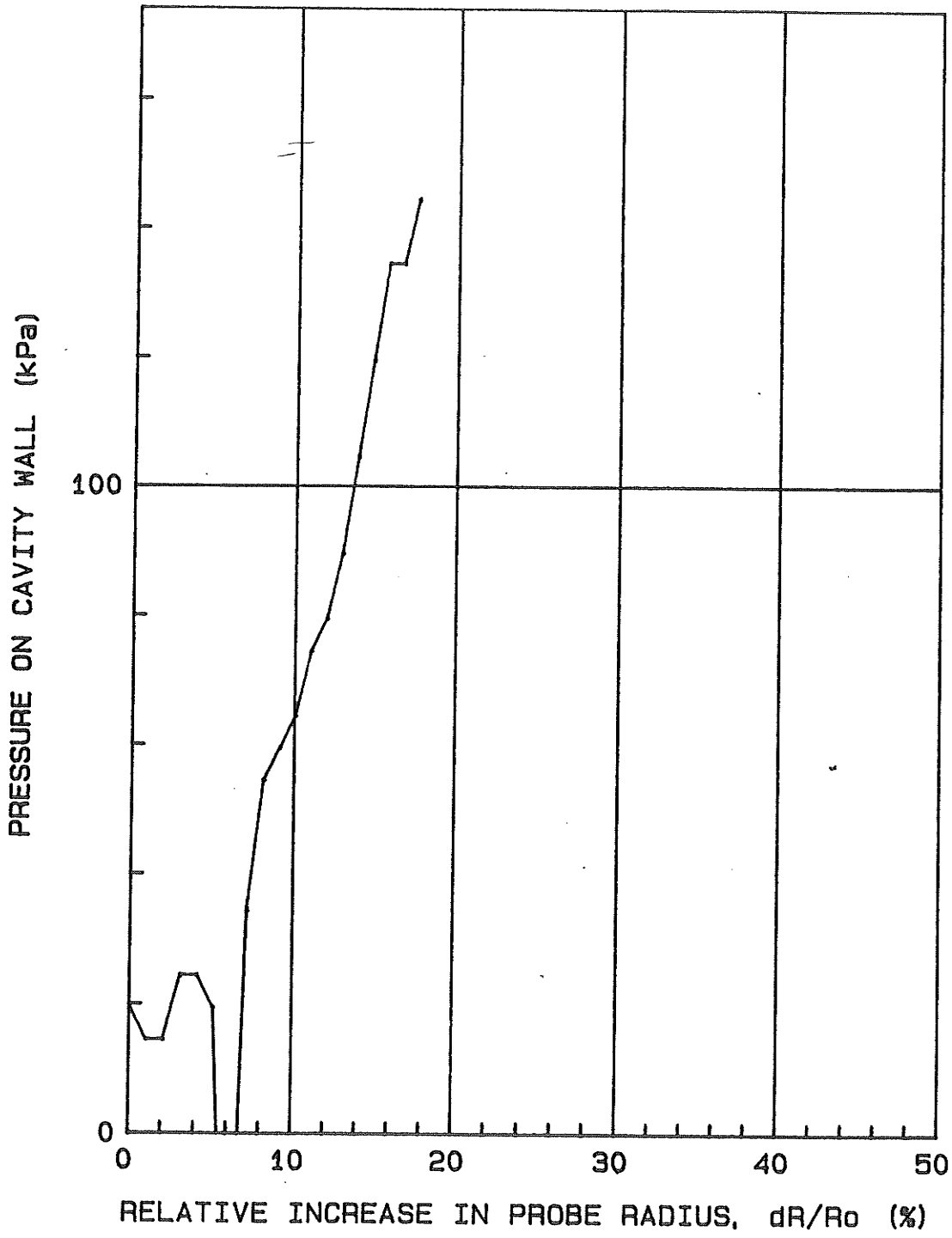
BRANDON, OCT. 85, HOLE# 2, RW 08-26, STA. 5+183, 3mL, 1.5 m

Po = 6.3 kPa Eo = 63625 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



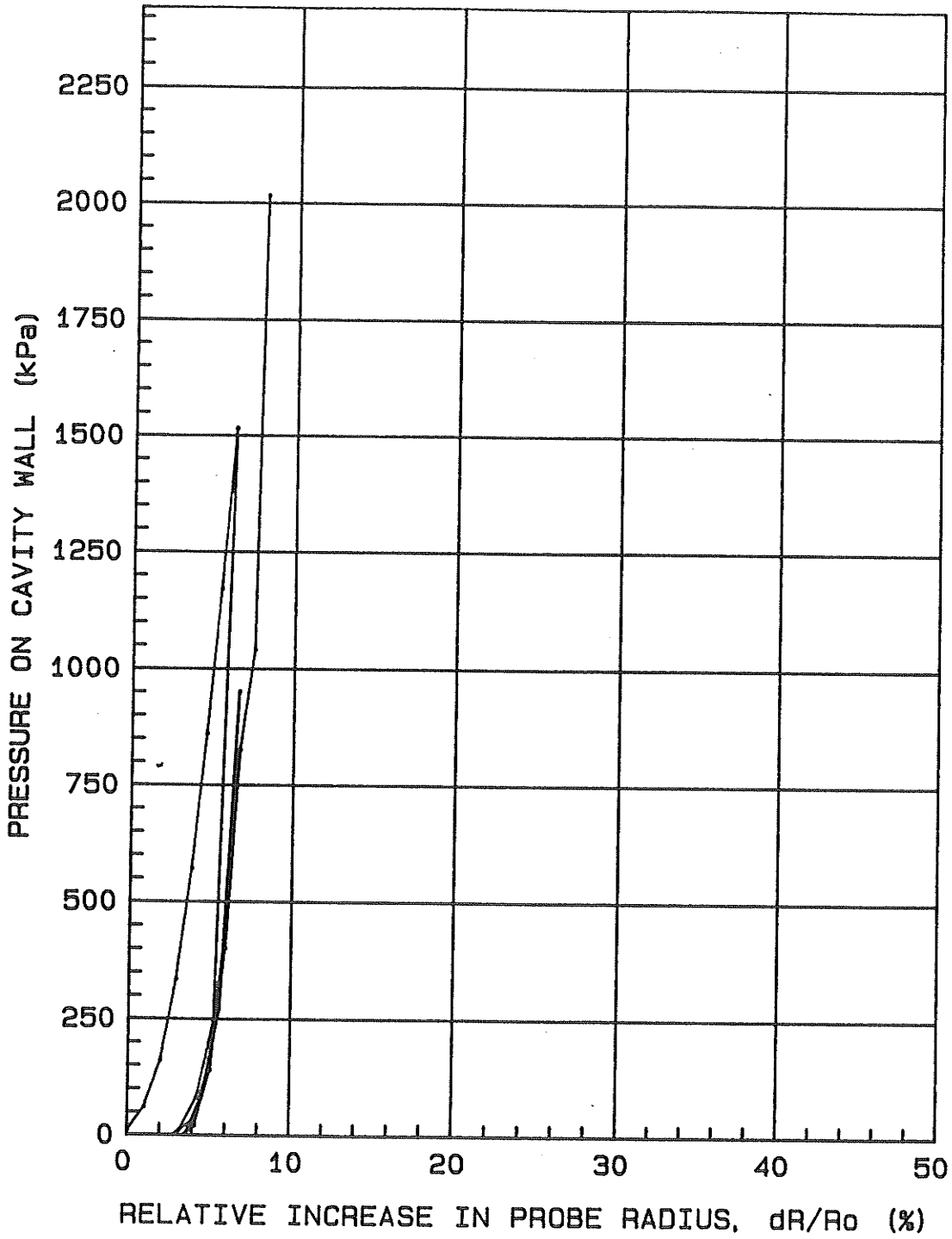
BRANDON: OCT. 85: HOLE# 3: RW 08-26: STA.5+488: 3mR: 0.6 m

Po = 17.3 kPa Eo = 2465 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



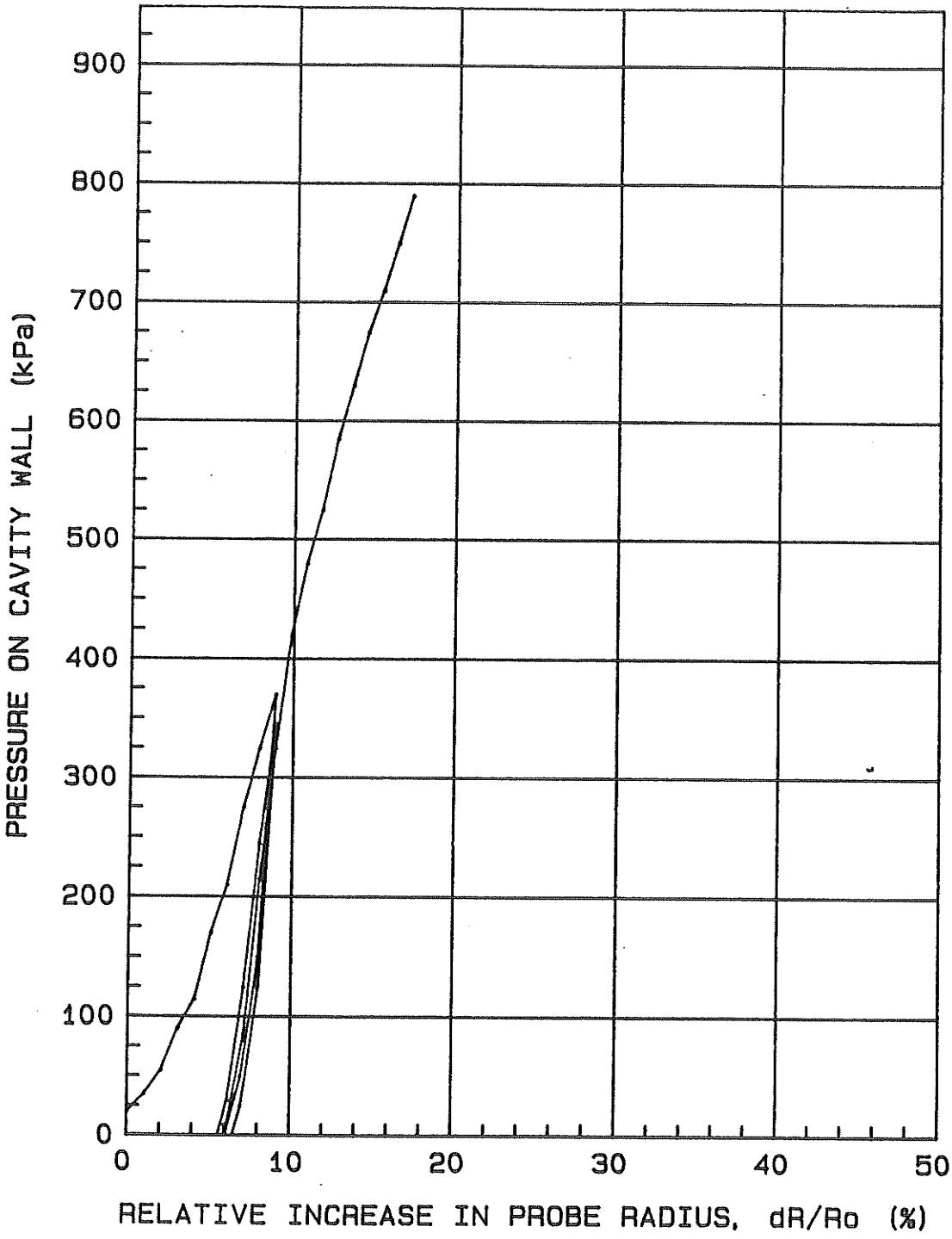
BRANDON: OCT. 85: HOLE# 3: RW 08-26: STA.5+488: 3mR: 1.5 m

Po = 6.3 kPa Eo = 53777 kPa
Pl = kPa Er = 109682 kPa
Pl* = kPa Eo/Pl* =



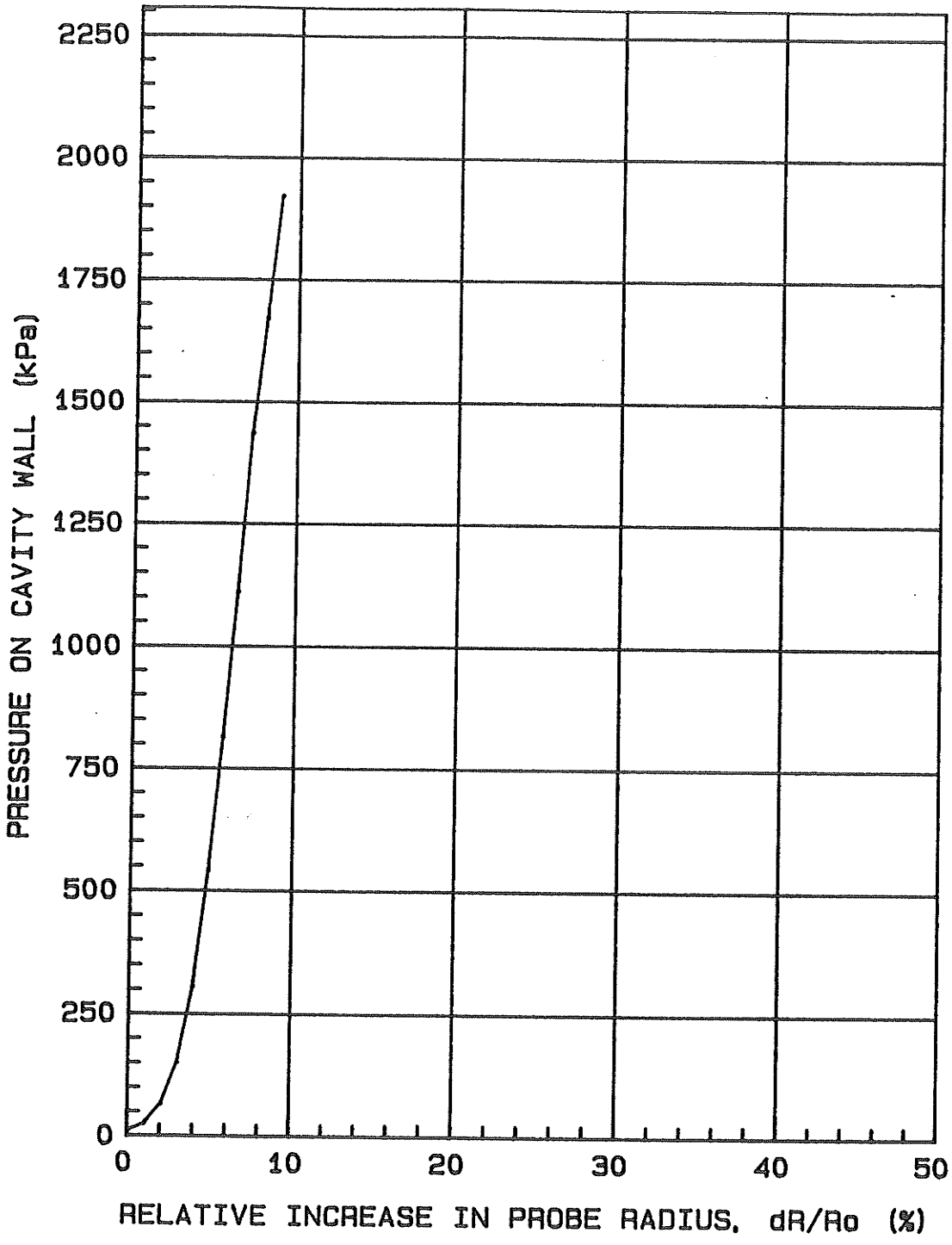
BRANDON: OCT.85: HOLE# 4: RW 08-26: STA.5+787: 3mL: 0.6 m

Po = 15.7 kPa Eo = 7474 kPa
Pl = kPa Er = 18877 kPa
Pl* = kPa Eo/Pl* =



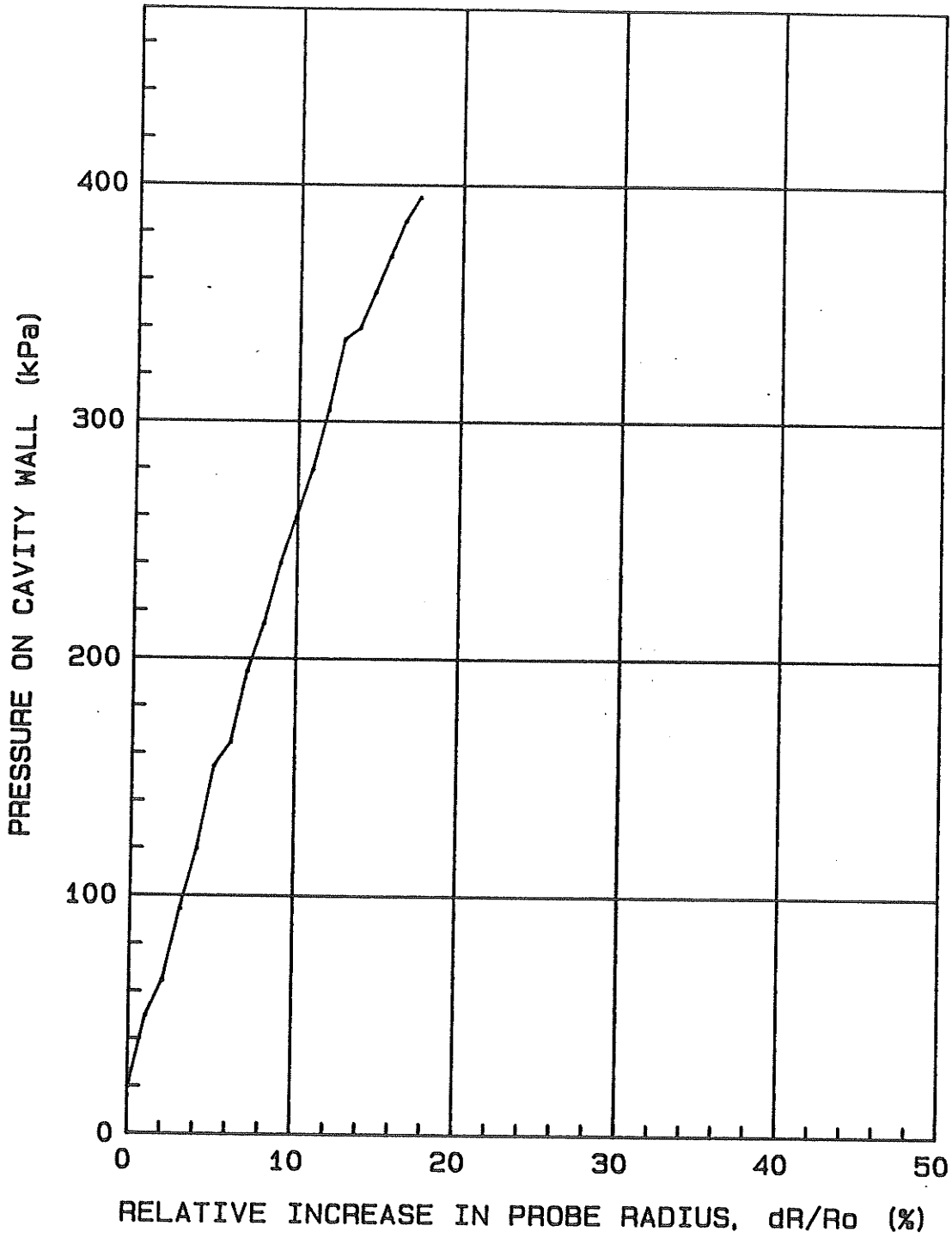
BRANDON: OCT.85: HOLE# 4: RW 08-26: STA.5+787: 3mL: 1.5 m

Po = 6.3 kPa Eo = 52324 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



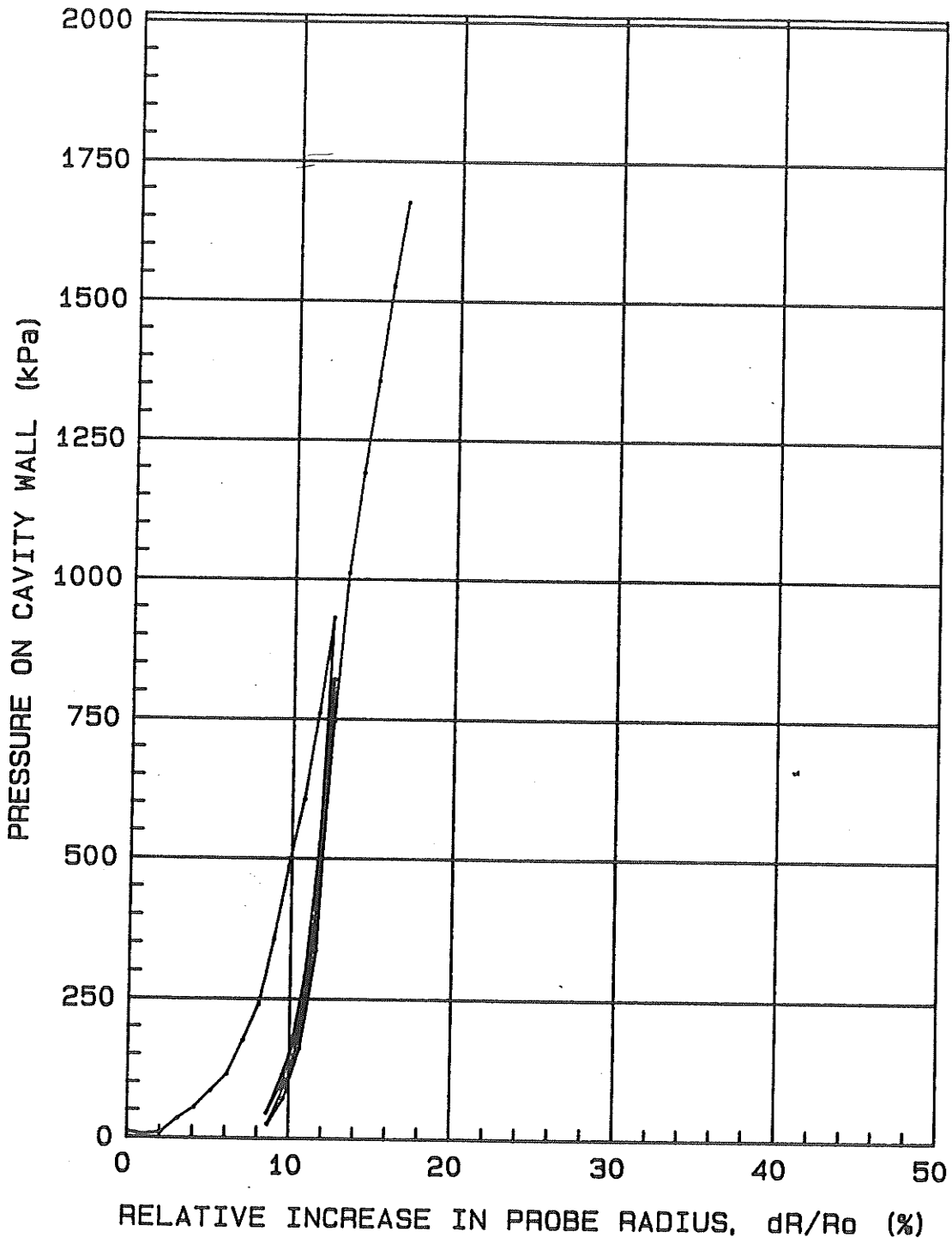
BRANDON: OCT. 85: HOLE# 5: RW 08-26: STA. 6+108: 3mR: 0.6 m

Po = 15.7 kPa Eo = 3404 kPa
Pl = 480 kPa Er = kPa
Pl* = 464.3 kPa Eo/Pl* = 7.3



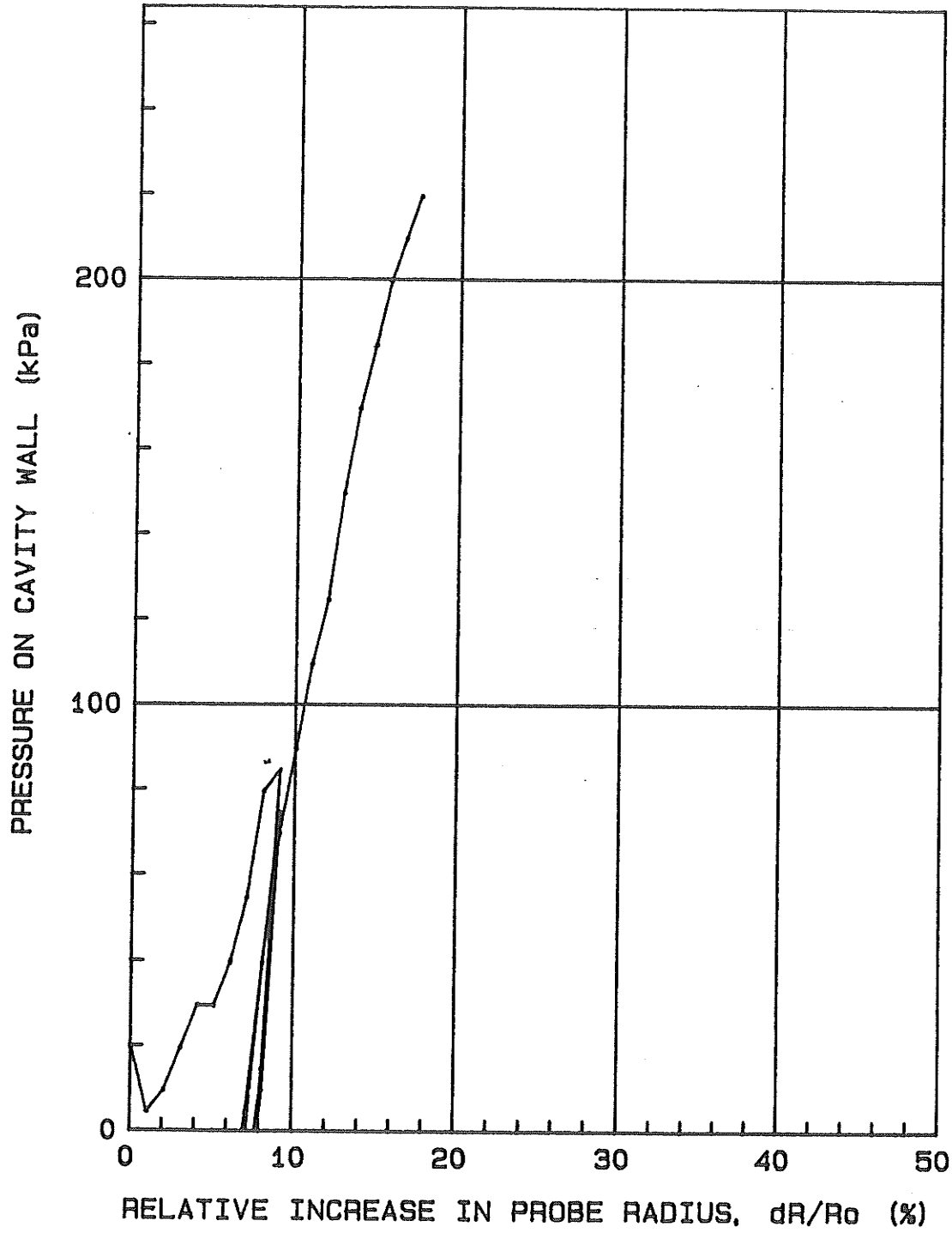
BRANDON: OCT. 85: HOLE# 5: RW 08-26: STA. 6+108: 3mR: 1.5 m

Po = 6.3 kPa Eo = 24092 kPa
Pl = kPa Er = 56231 kPa
Pl* = kPa Eo/Pl* =



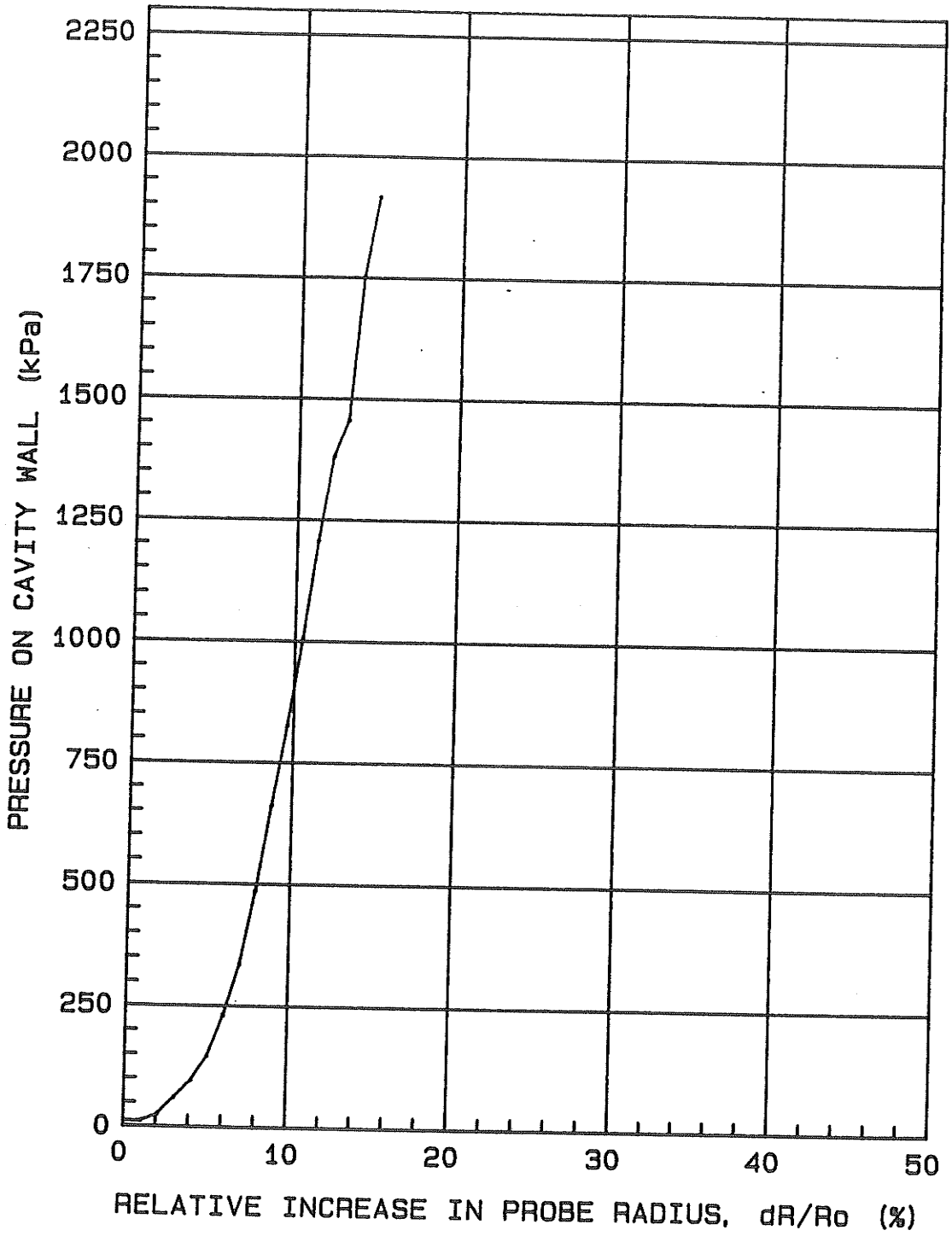
BRANDON: OCT. 85: HOLE# 6: RW 08-26: STA. 6+435: 3mL: 0.6 m

Po = 15.7 kPa Eo = 1343 kPa
Pl = 280 kPa Er = 4928 kPa
Pl* = 264.3 kPa Eo/Pl* = 5



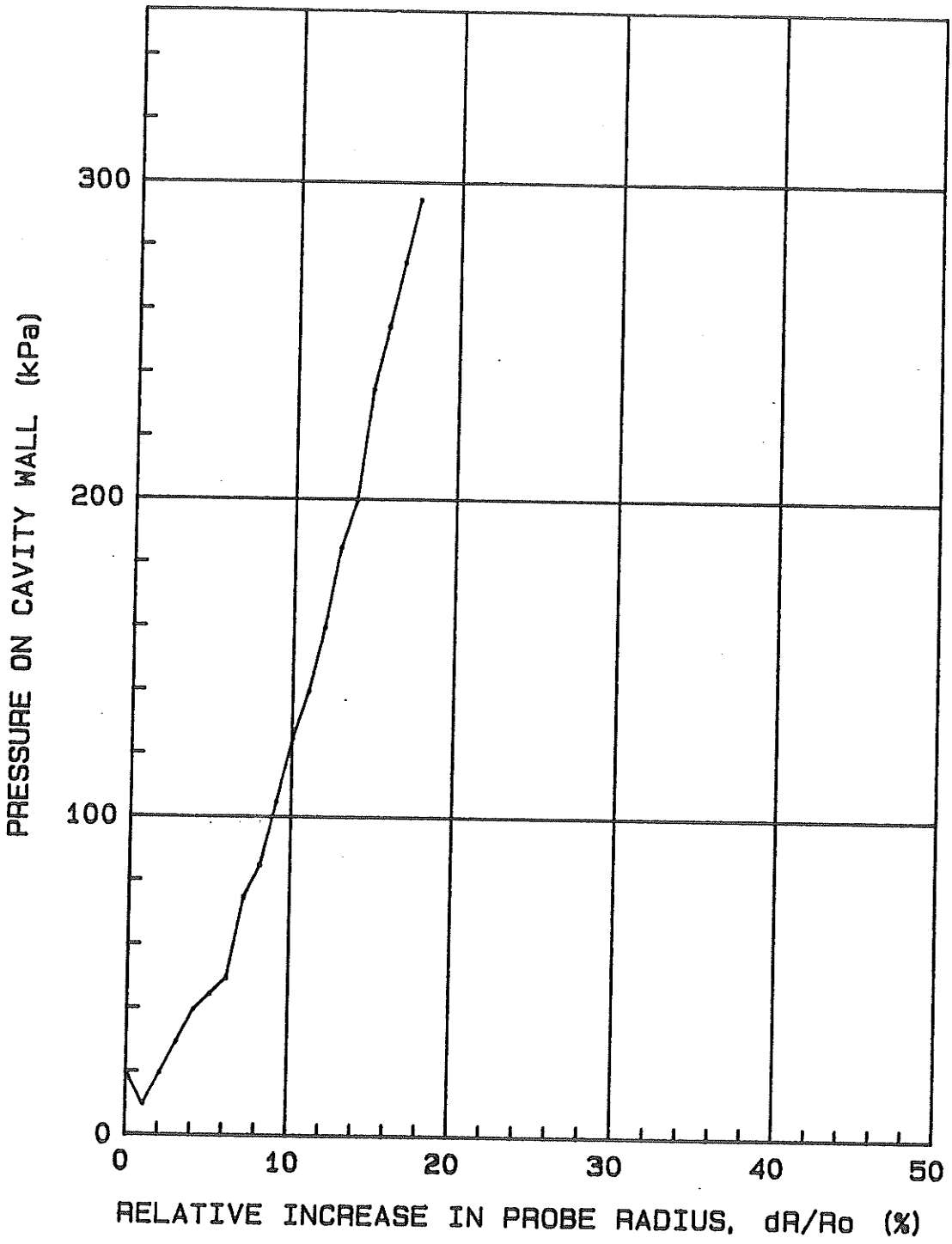
BRANDON: OCT. 85: HOLE# 6: RW 08-26: STA. 6+435: 3mL: 1.5 m

Po = 6.3 kPa Eo = 30360 kPa
Pl = 2300 kPa Er = kPa
Pl* = 2293.7 kPa Eo/Pl* = 13.2



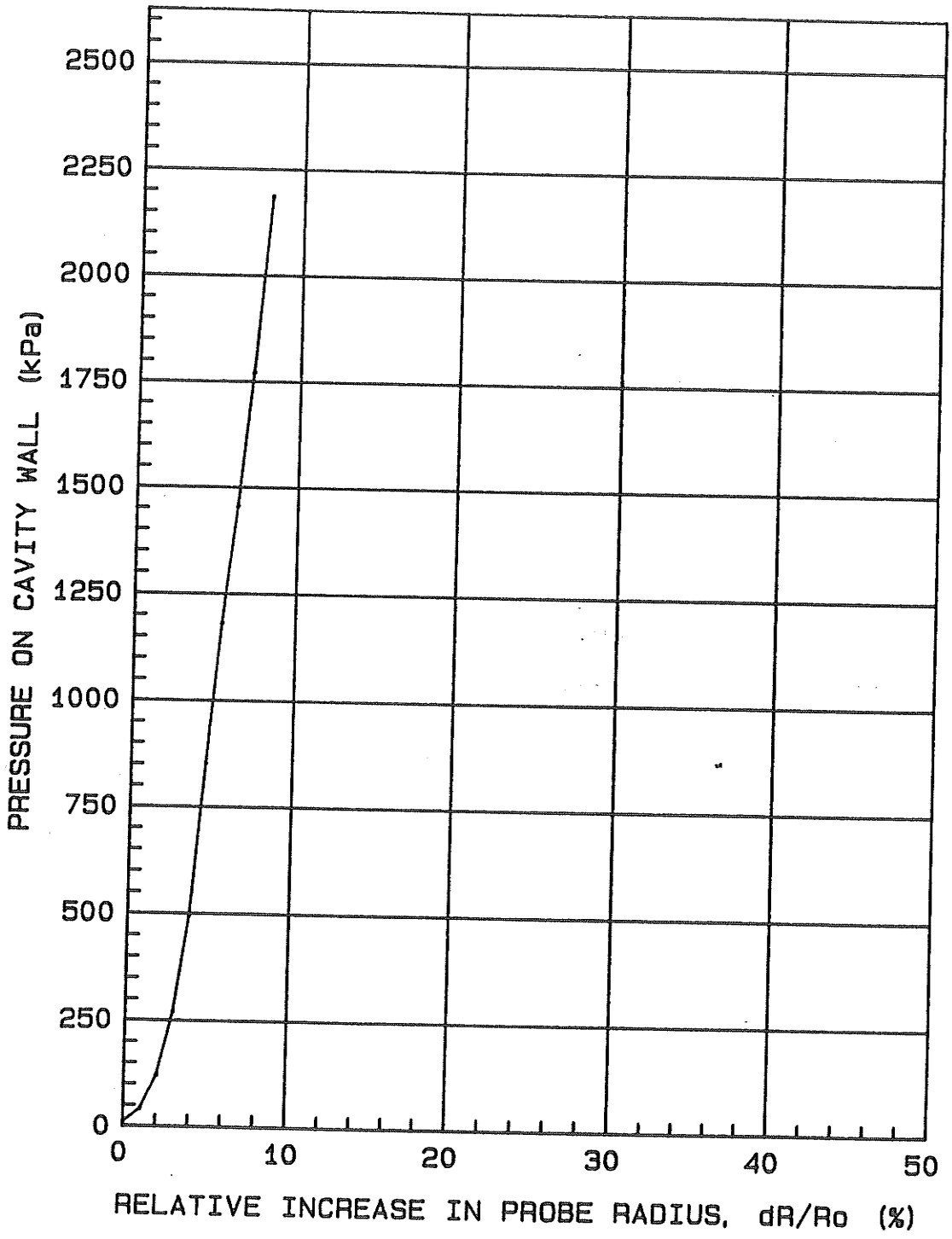
BRANDON: OCT. 85: HOLE# 8: RW 08-26: STA. 5+090: 3mL: 0.6 m

Po = 15.7 kPa Eo = 2804 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



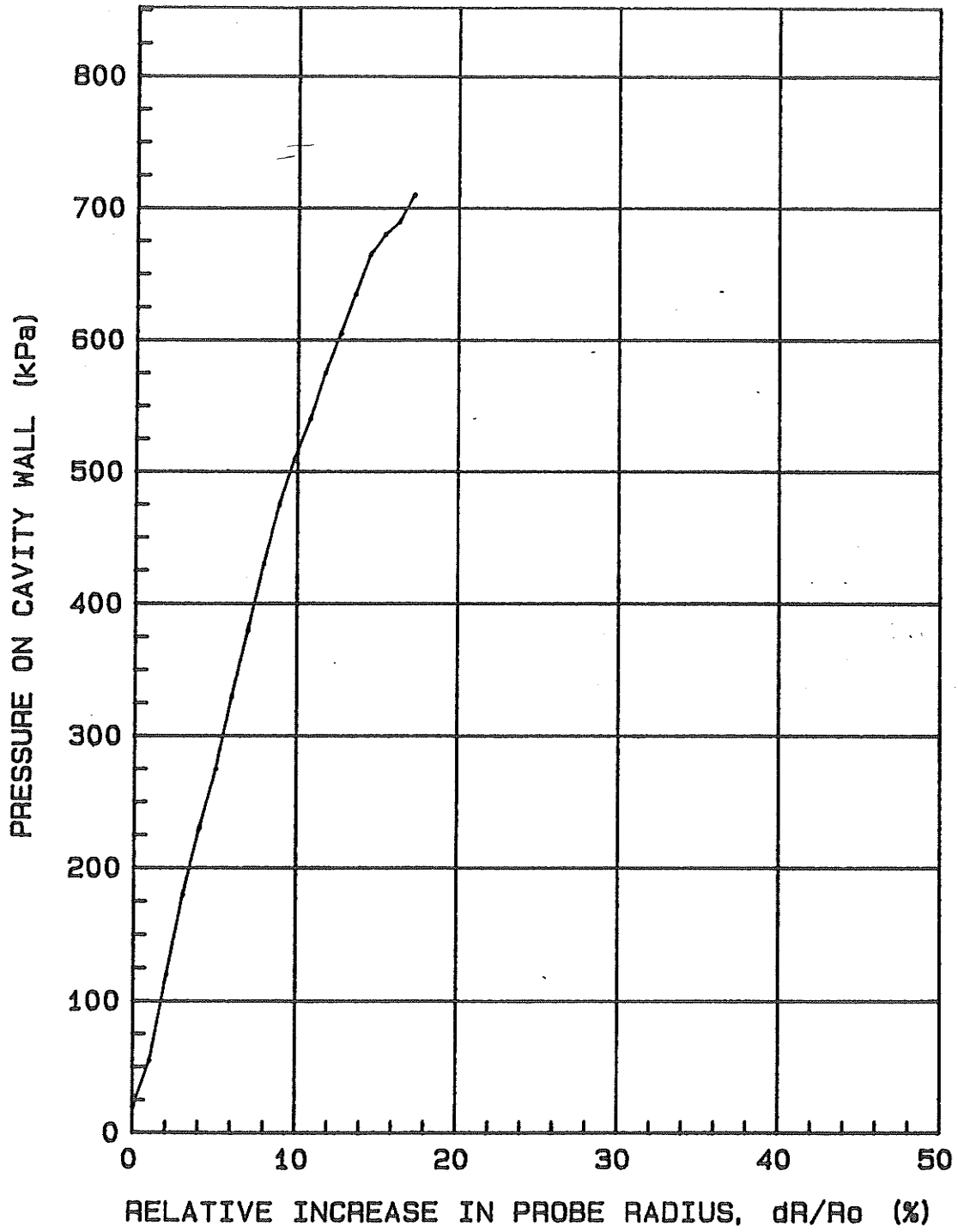
BRANDON: OCT. 85: HOLE# 8: RW 08-26: STA. 5+090: 3mR: 1.5 m

Po = 6.3 kPa Eo = 57042 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



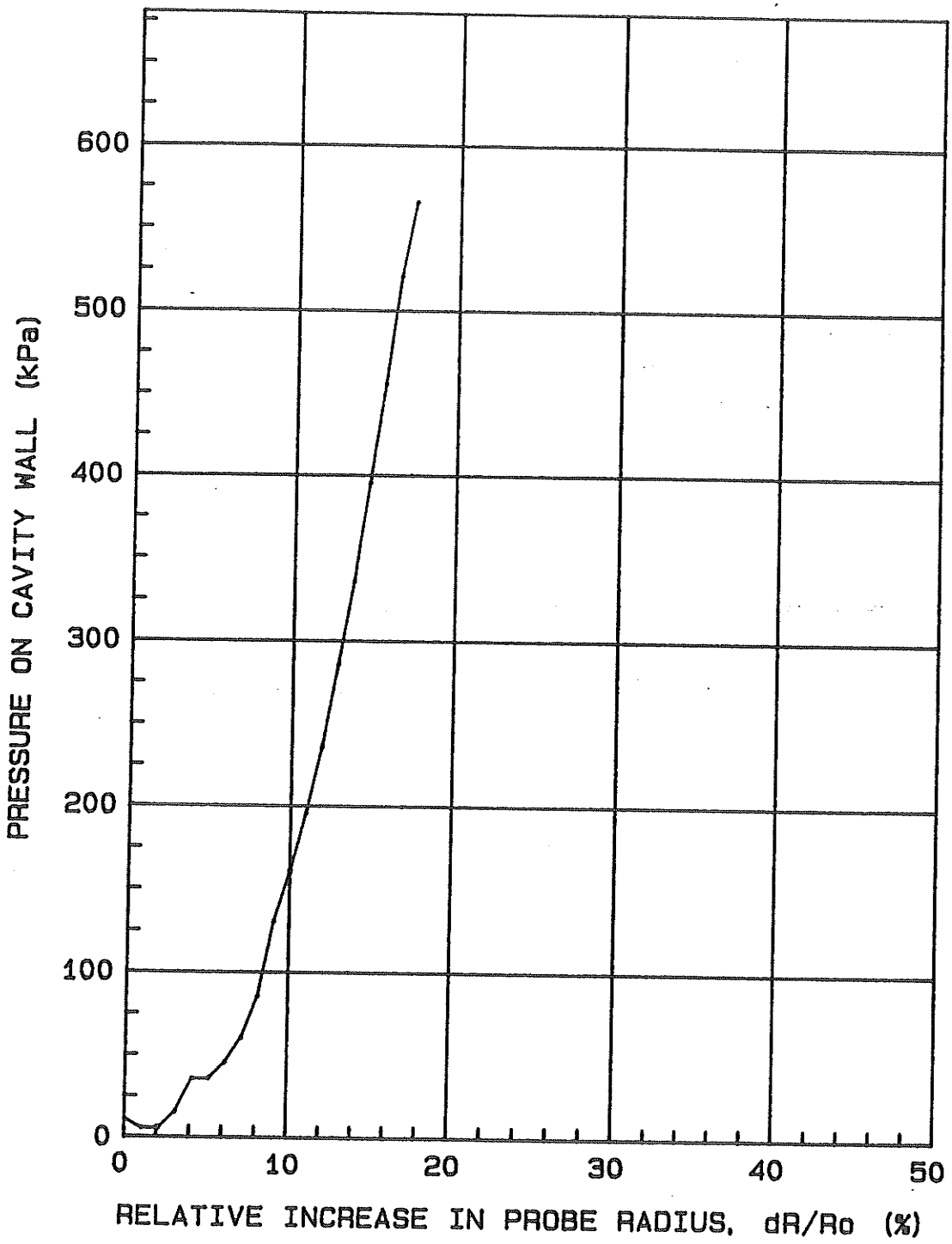
BRANDON: OCT. 85: HOLE# 9: RW 08-26: STA. 5+278: 3mR: 0.6 m

Po = 15.7 kPa Eo = 7581 kPa
Pl = 820 kPa Er = kPa
Pl* = 804.3 kPa Eo/Pl* = 9.399999



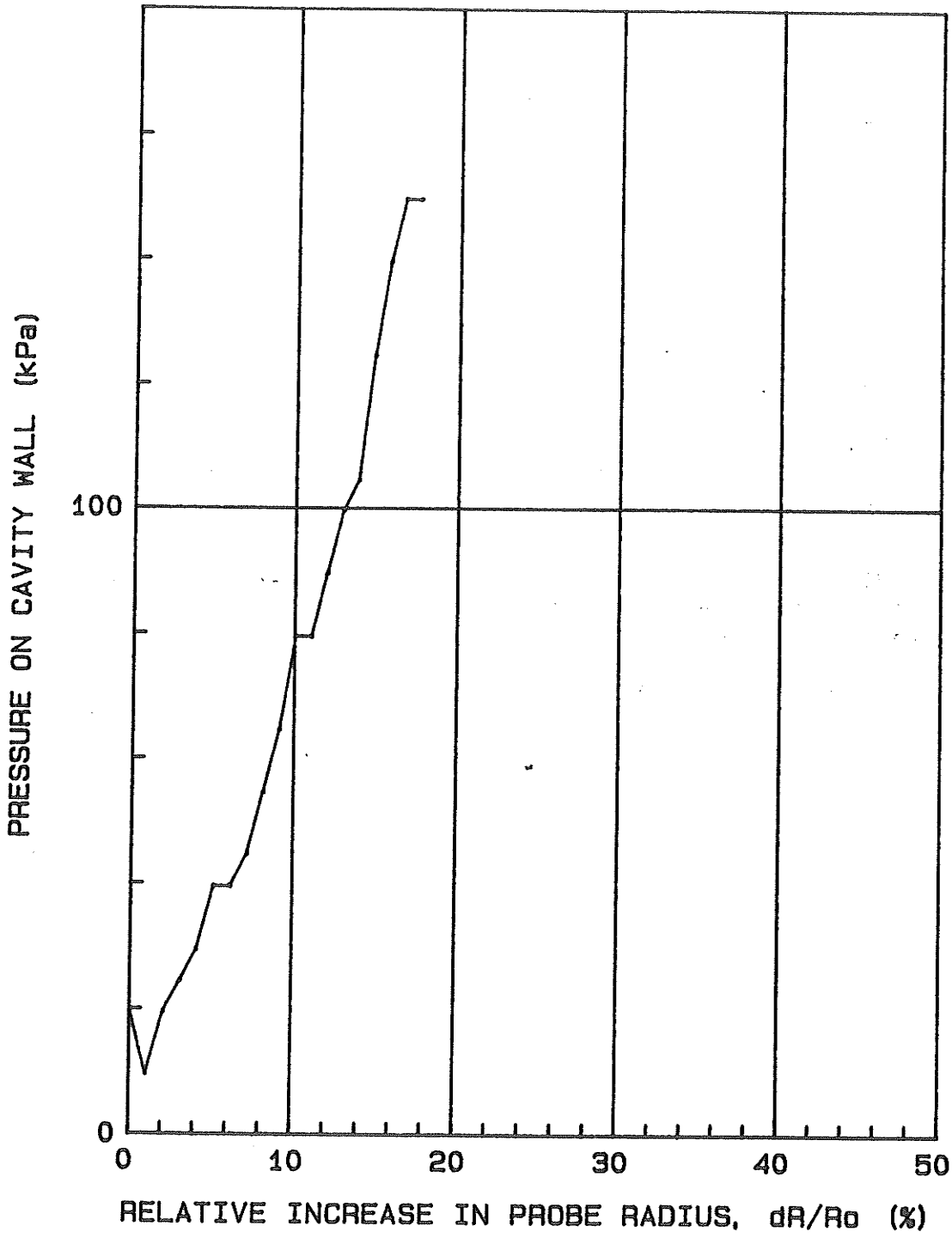
BRANDON: OCT. 85: HOLE# 9: RW 08-26: STA. 5+278: 3mR: 1.5 m

Po = 6.3 kPa Eo = 9167 kPa
Pl = 720 kPa Er = kPa
Pl* = 713.7 kPa Eo/Pl* = 12.8



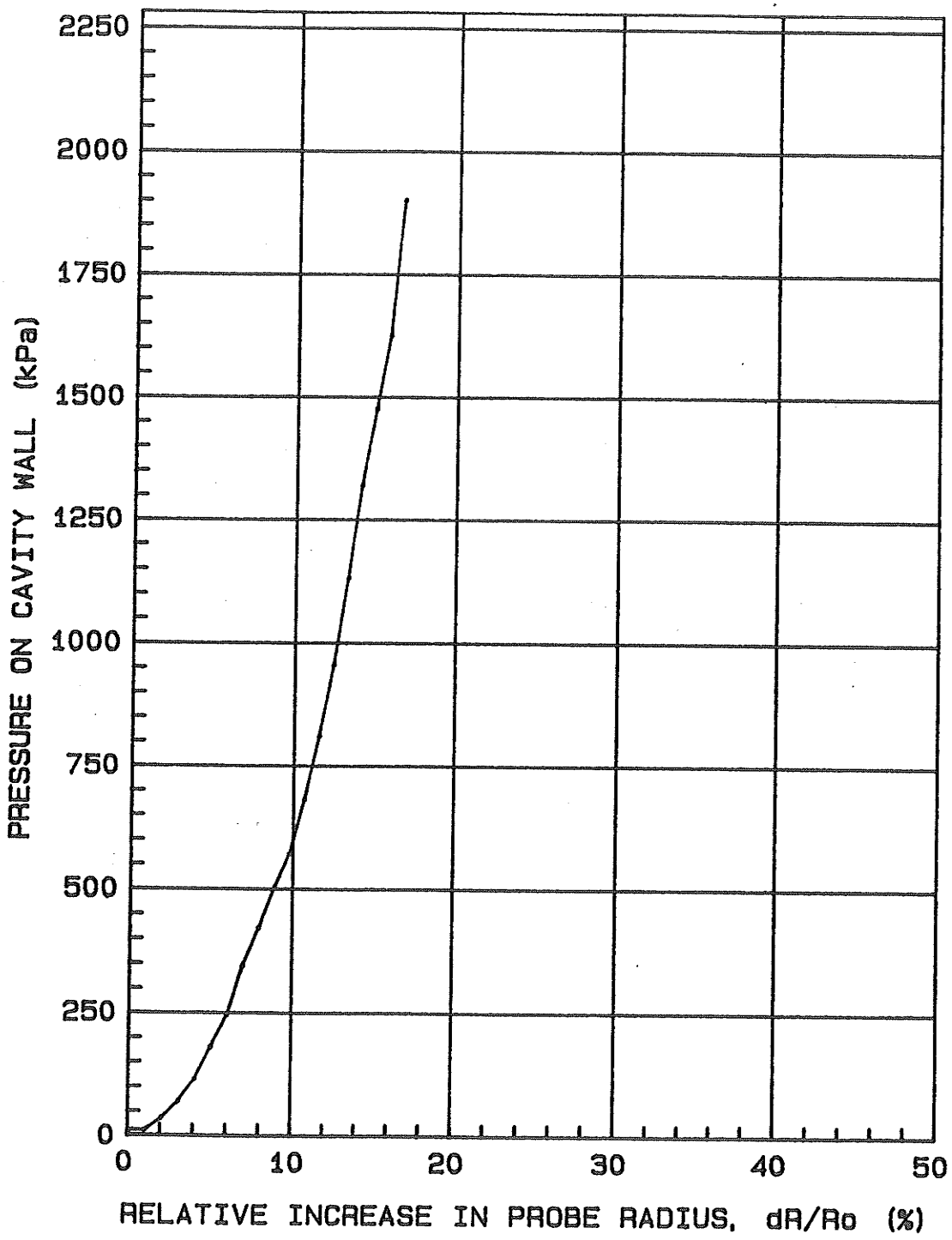
BRANDON: OCT. 85: HOLE# 10: RW 08-26: STA. 5+384: 3mL: 0.6 m

Po = 15.7 kPa Eo = 1395 kPa
Pl = 150 kPa Er = kPa
Pl* = 134.3 kPa Eo/Pl* = 10.3



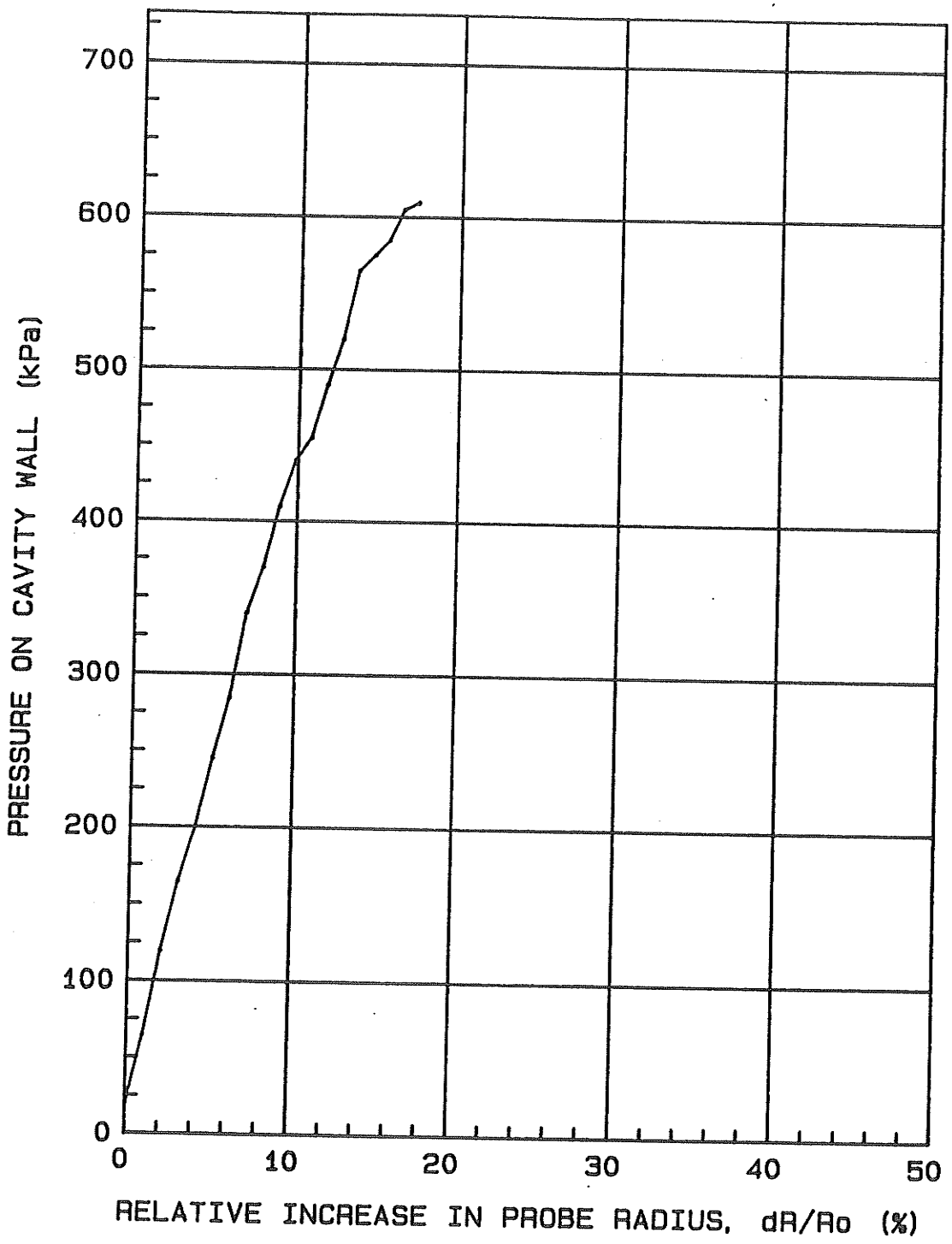
BRANDON: OCT. 85: HOLE# 10: RW 08-26: STA. 5+384: 3mL: 1.5 m

Po = 6.3 kPa Eo = 11378 kPa
Pl = kPa Er = 29537 kPa
Pl* = kPa Eo/Pl* =



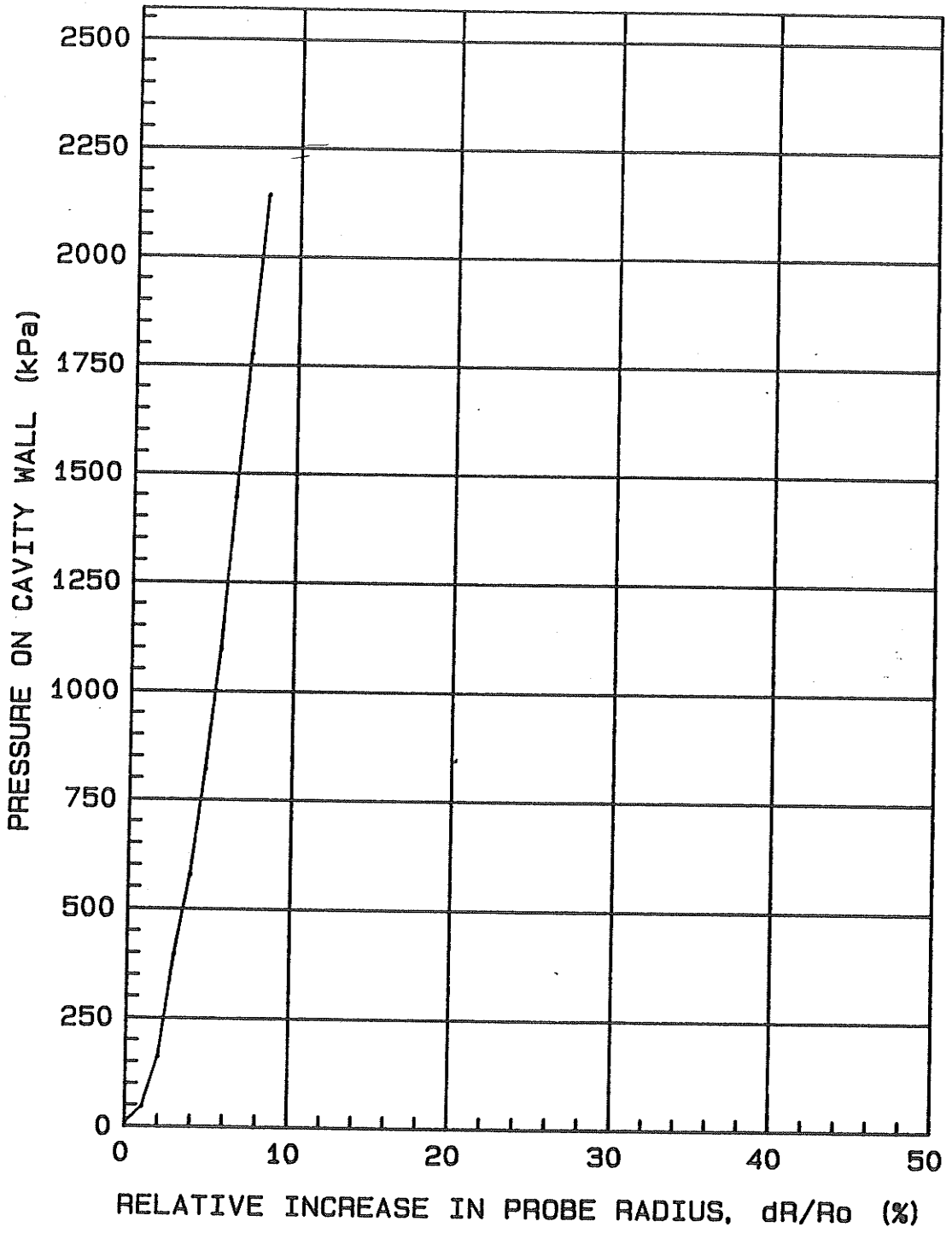
BRANDON: OCT. 85: HOLE# 11: RW 08-26: STA. 5+588: 3mL: 0.6 m

Po = 15.7 kPa Eo = 6193 kPa
Pl = 610 kPa Er = kPa
Pl* = 594.3 kPa Eo/Pl* = 10.4



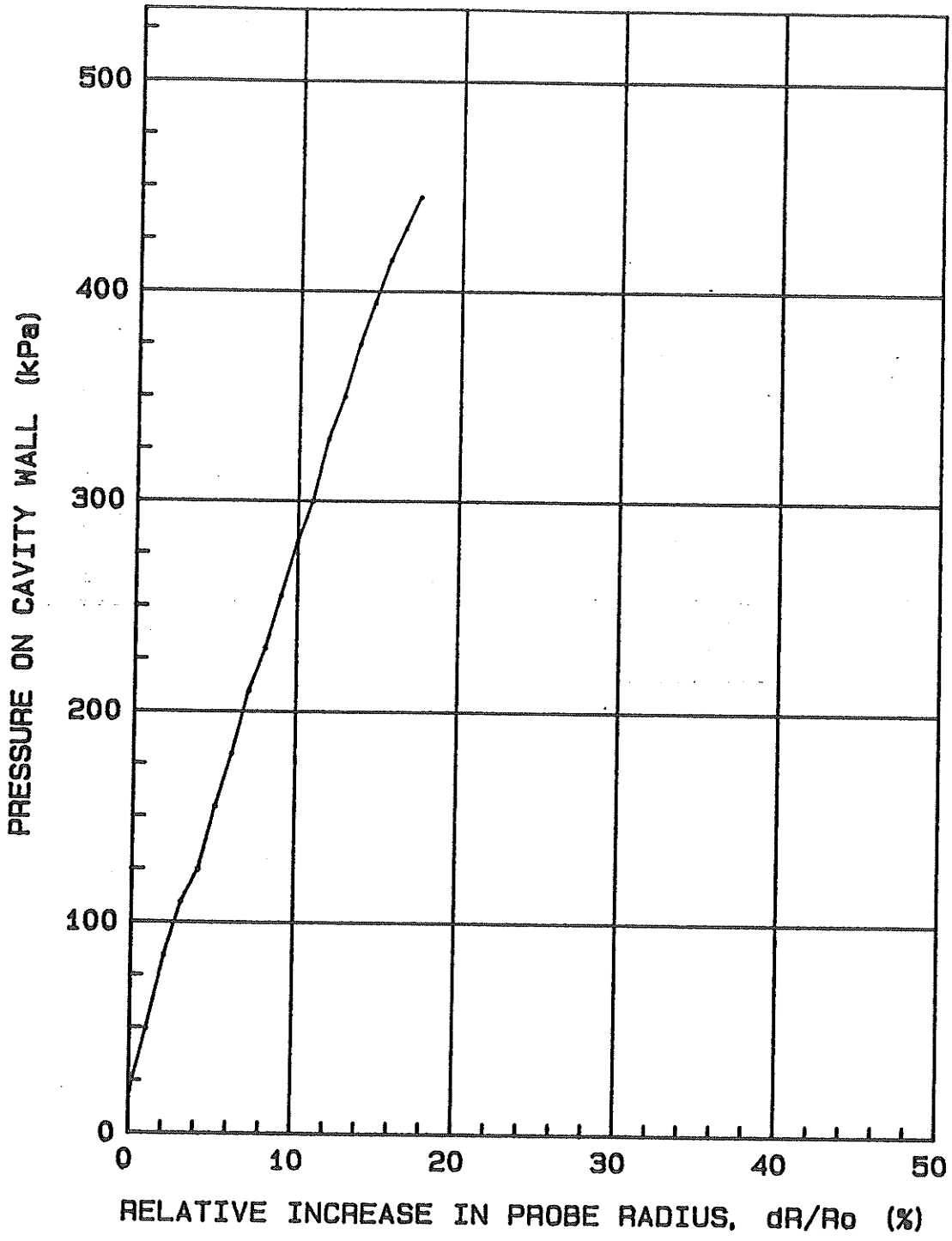
BRANDON: OCT. 85: HOLE# 11: RW 08-26: STA. 5+588: 3mL: 1.5 m

Po = 6.3 kPa Eo = 55600 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



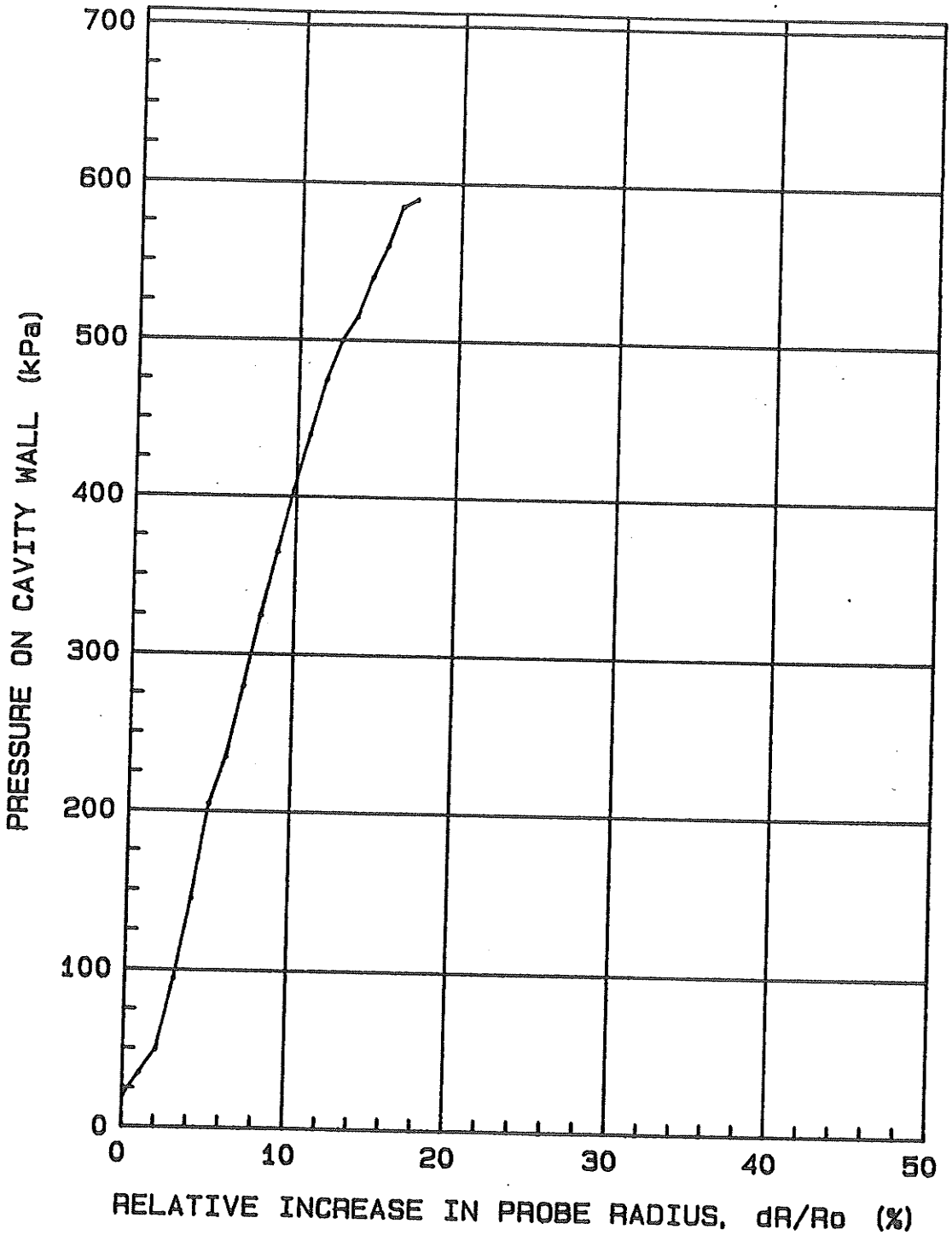
BRANDON: OCT. 85: HOLE# 12: RW 08-26: STA. 5+691: 3mR: 0.6 m

Po = 15.7 kPa Eo = 3737 kPa
Pl = 500 kPa Er = kPa
Pl* = 484.3 kPa Eo/Pl* = 7.7



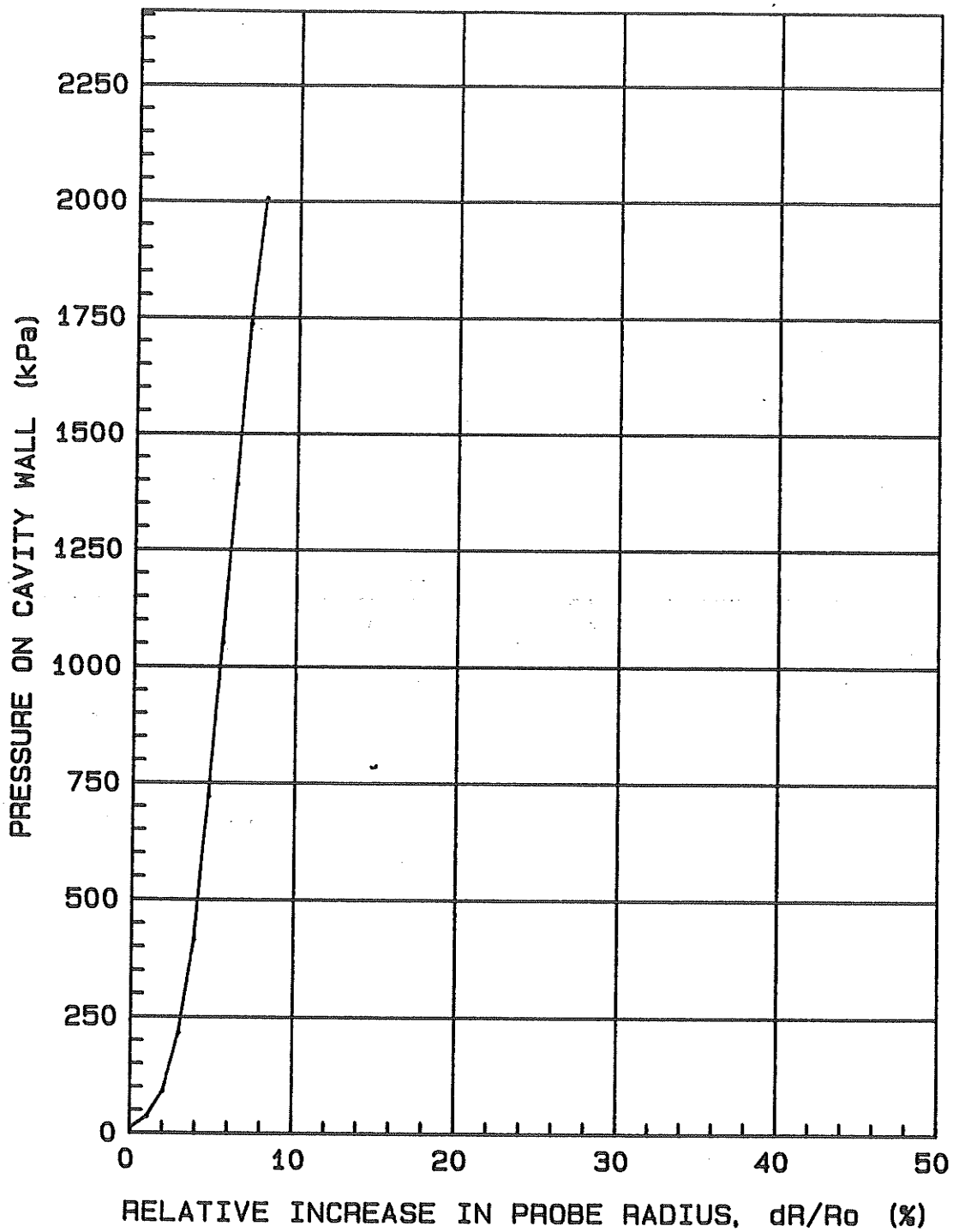
BRANDON: OCT. 85: HOLE# 12: RW 08-26: STA. 5+691: 3mR: 1.5 m

Po = 15.7 kPa Eo = 6402 kPa
Pl = 600 kPa Er = kPa
Pl* = 584.3 kPa Eo/Pl* = 10.9



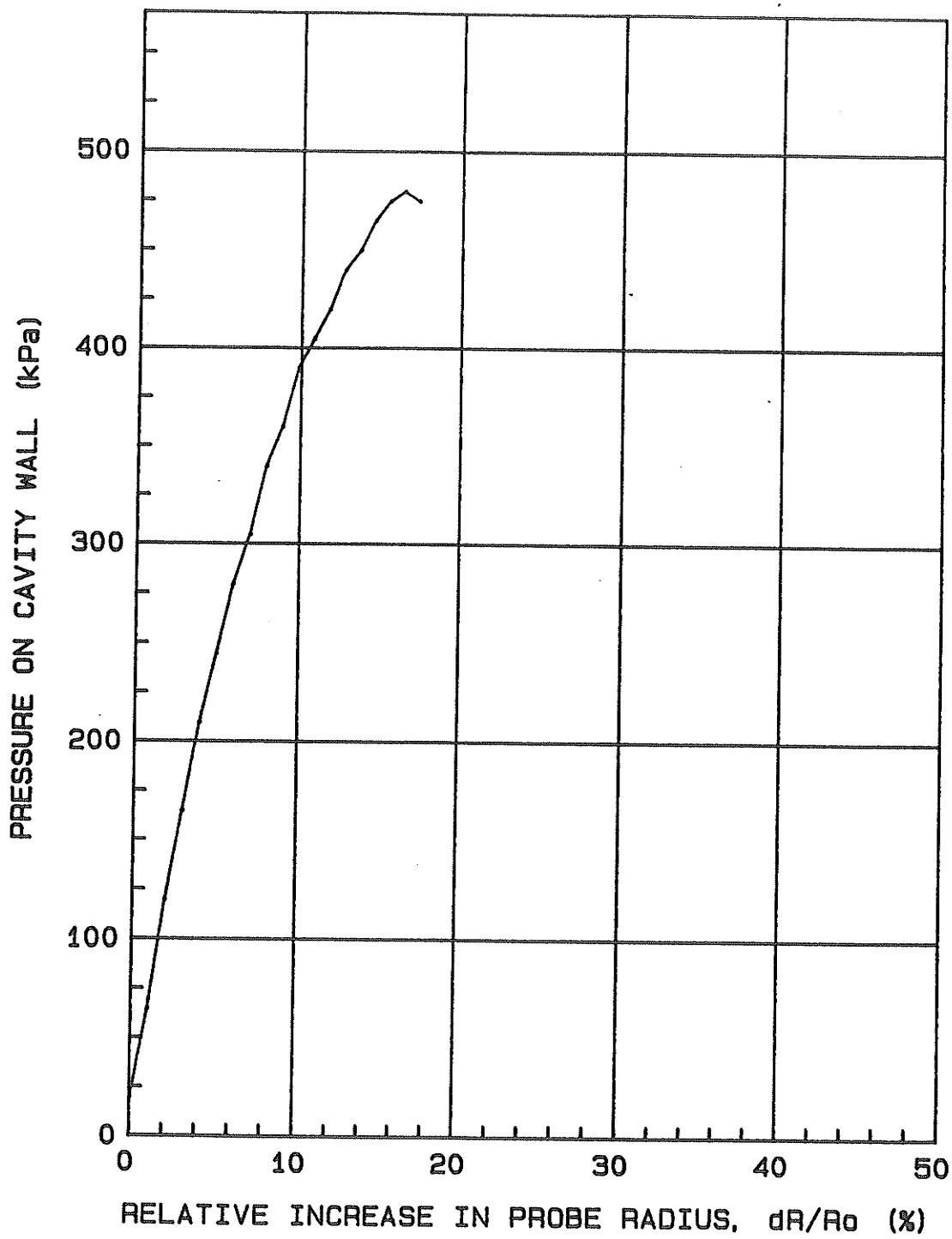
BRANDON: OCT. 85: HOLE# 13: RW 08-26: STA. 5+895: 3mR: 1.5 m

Po = 6.3 kPa Eo = 58790 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



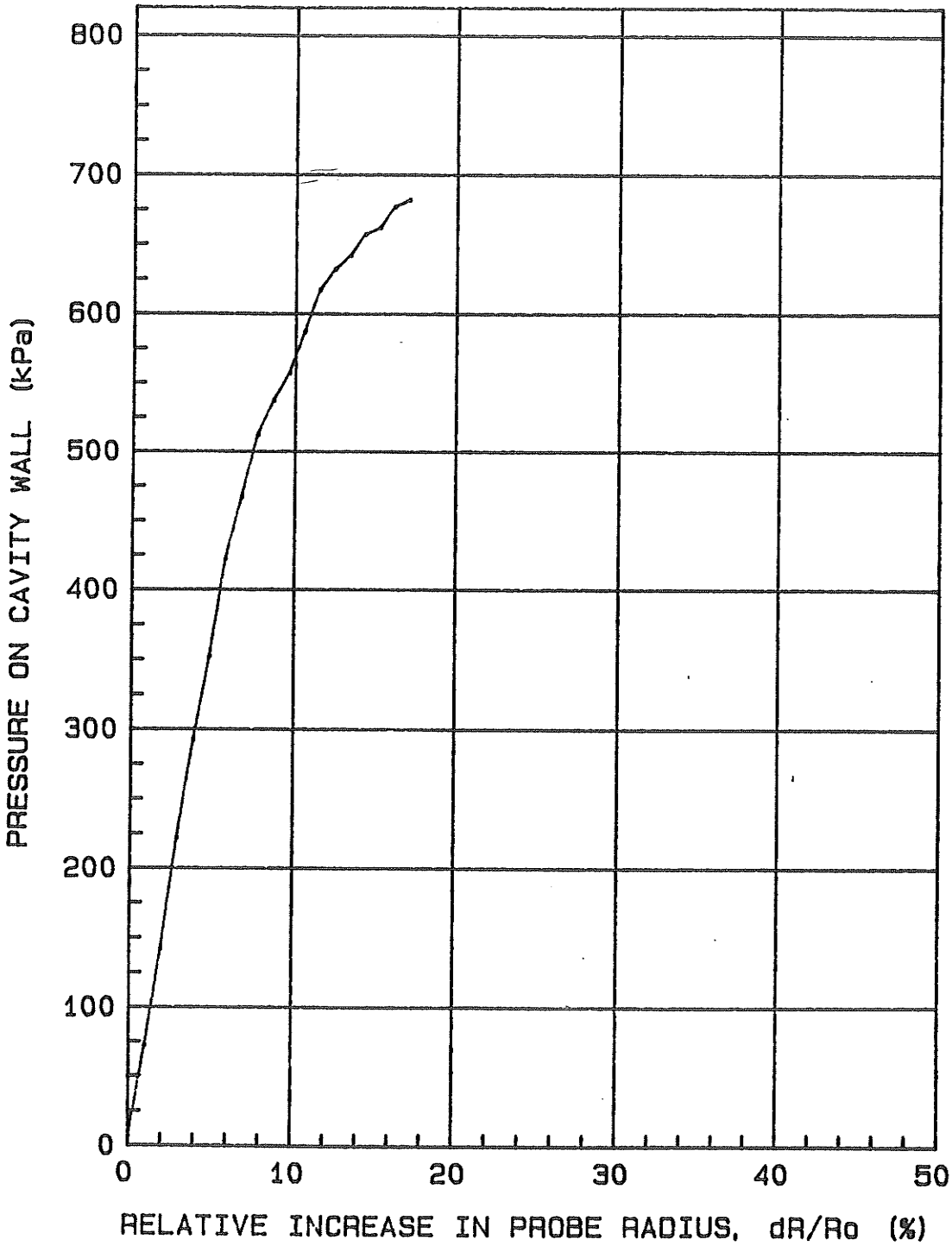
BRANDON: OCT. 85: HOLE# 14: RW 08-26: STA. 5+978: 3mL: 0.6 m

Po = 15.7 kPa Eo = 5971 kPa
Pl = 490 kPa Er = kPa
Pl* = 474.3 kPa Eo/Pl* = 12.5



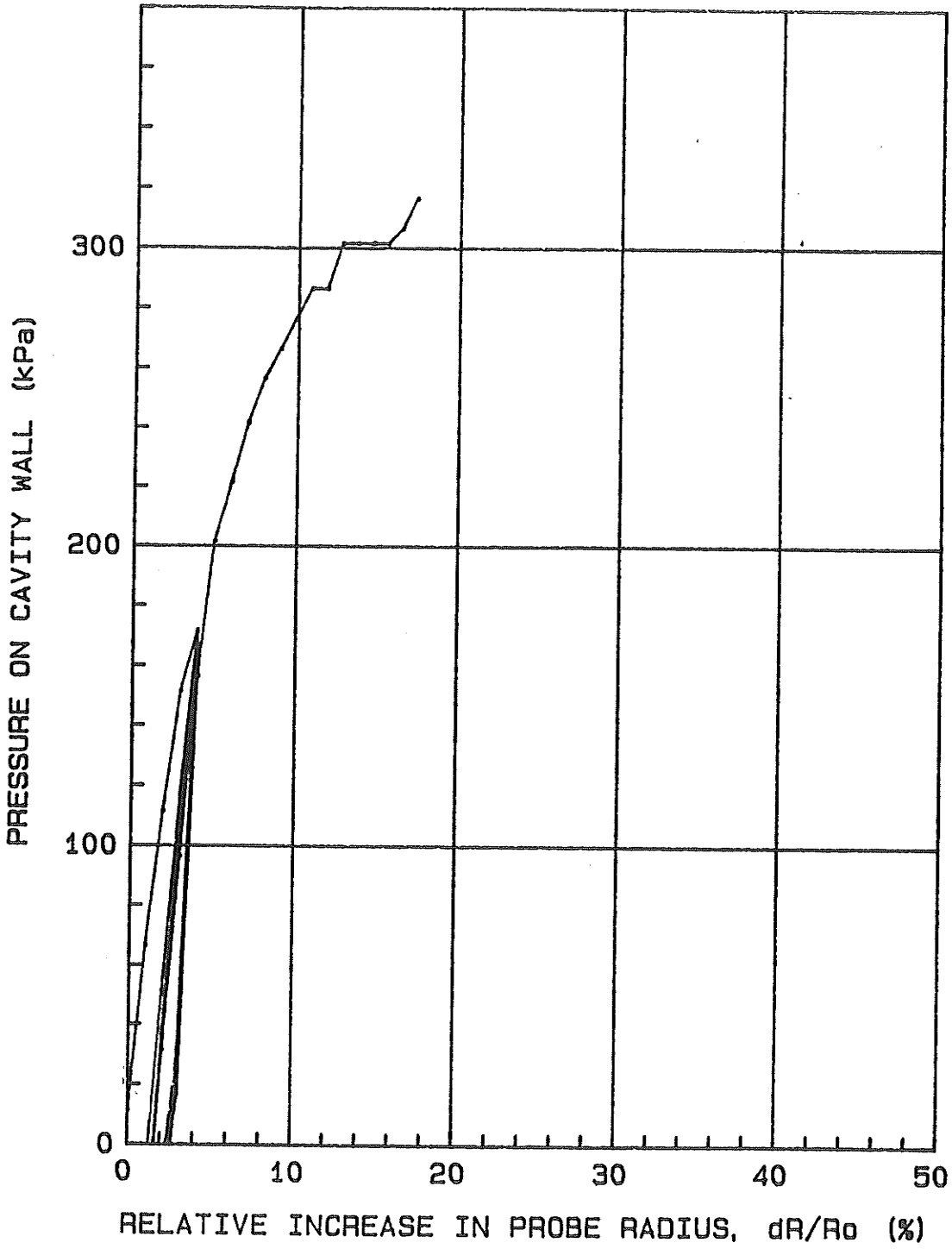
BRANDON: OCT. 85: HOLE# 14: RW 08-26: STA. 5+978: 3mL: 1.5 m

Po = 2.6 kPa Eo = 9823 kPa
Pl = 680 kPa Er = kPa
Pl* = 677.4 kPa Eo/Pl* = 14.5



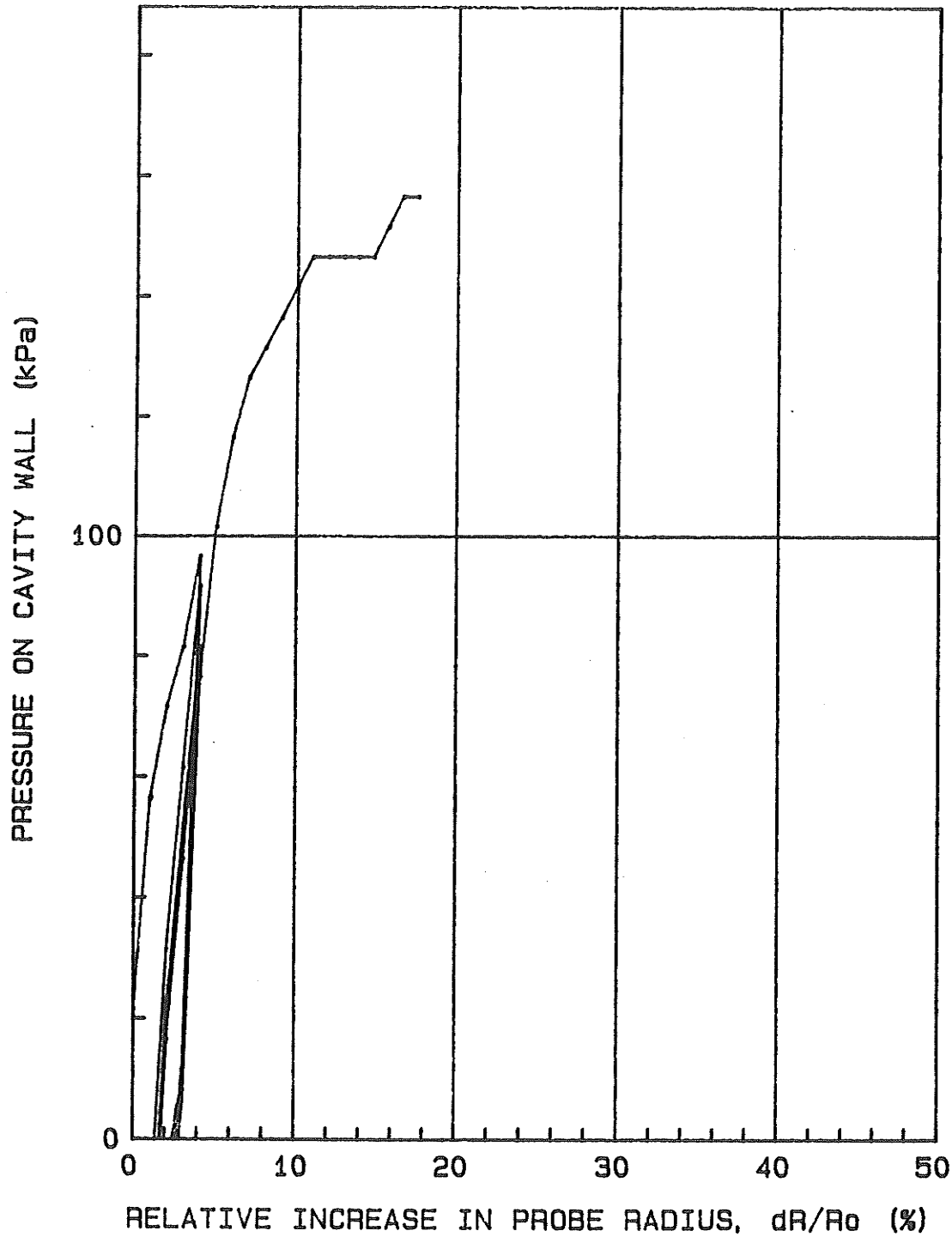
St.Andrew's R/W13-31: Nov/88: 5+030: 3mRt: Hole#1: 0.25m.

Po = 7.6 kPa Eo = 7373 kPa
Pl = 285 kPa Er = 8851 kPa
Pl* = 277.4 kPa Eo/Pl* = 26.5



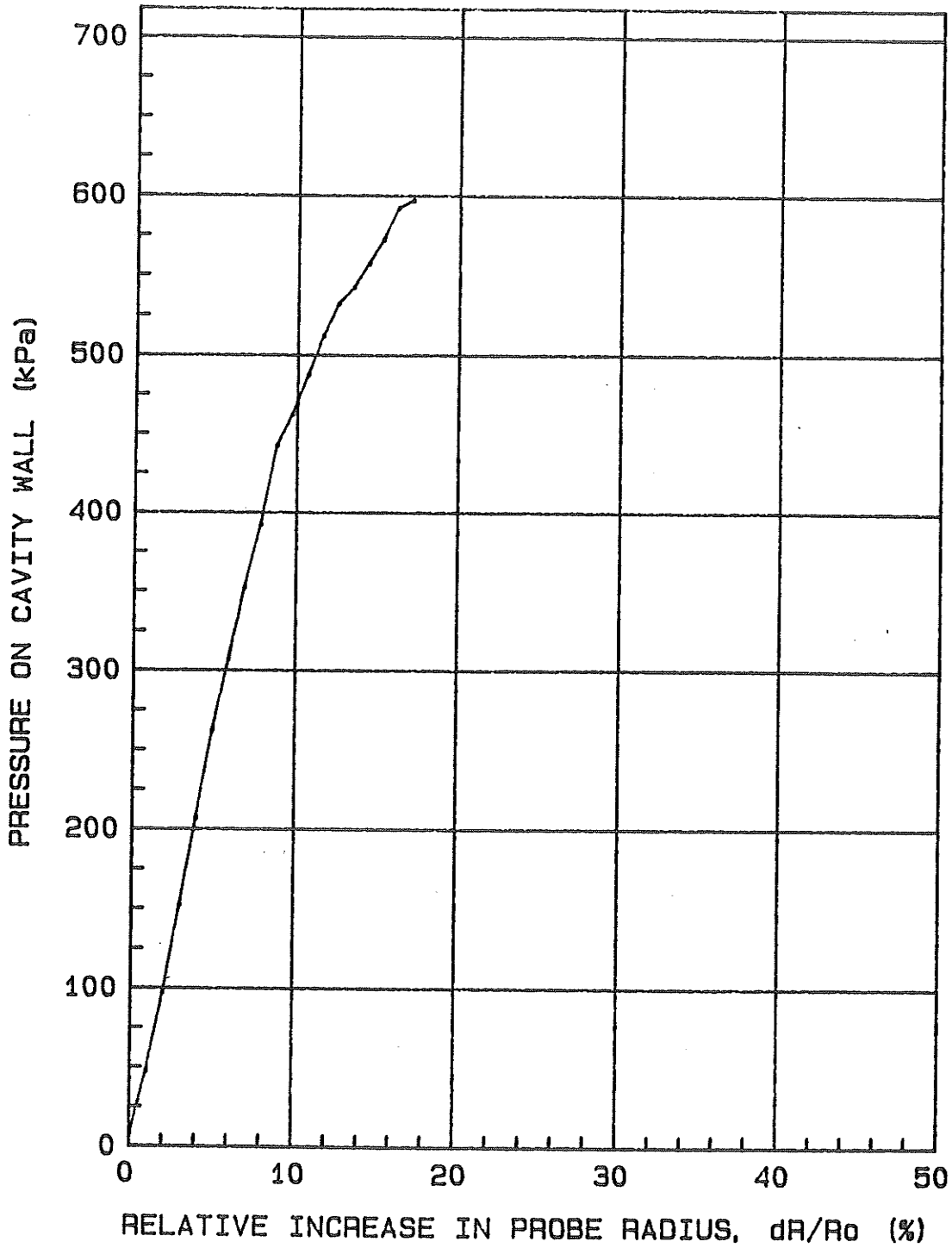
St.Andrew's R/W13-31: Nov/88: 5+030: 3mRt: Hole#1: 0.70m.

Po = 18.4 kPa Eo = 4603 kPa
Pl = 145 kPa Er = 4121 kPa
Pl* = 126.6 kPa Eo/Pl* = 36.3



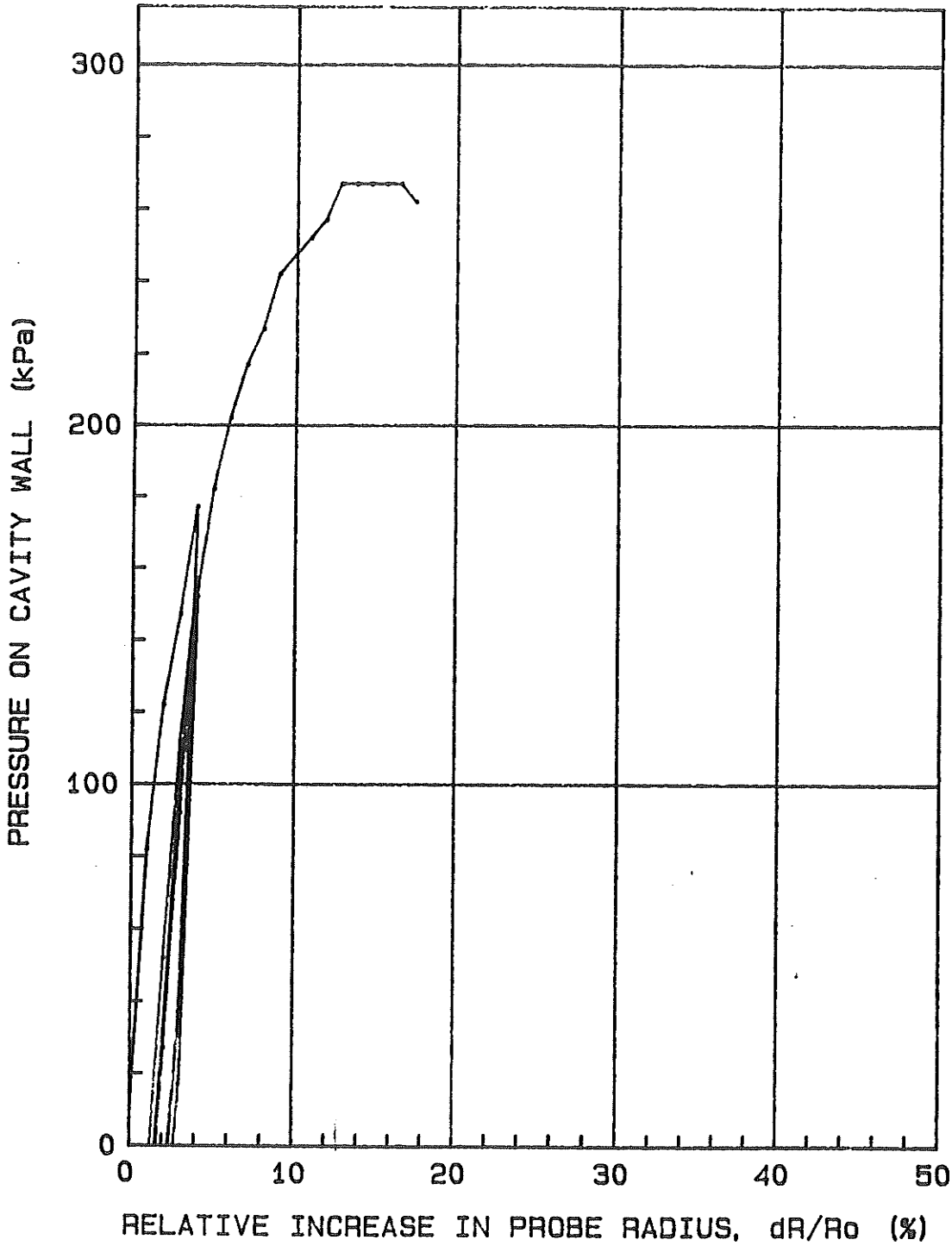
St.Andrew's R/W13-31: Nov/88: 5+030: 3mRt: Hole#1: 1.70m.

Po = 2.7 kPa Eo = 6915 kPa
Pl = 620 kPa Er = kPa
Pl* = 617.3 kPa Eo/Pl* = 11.2



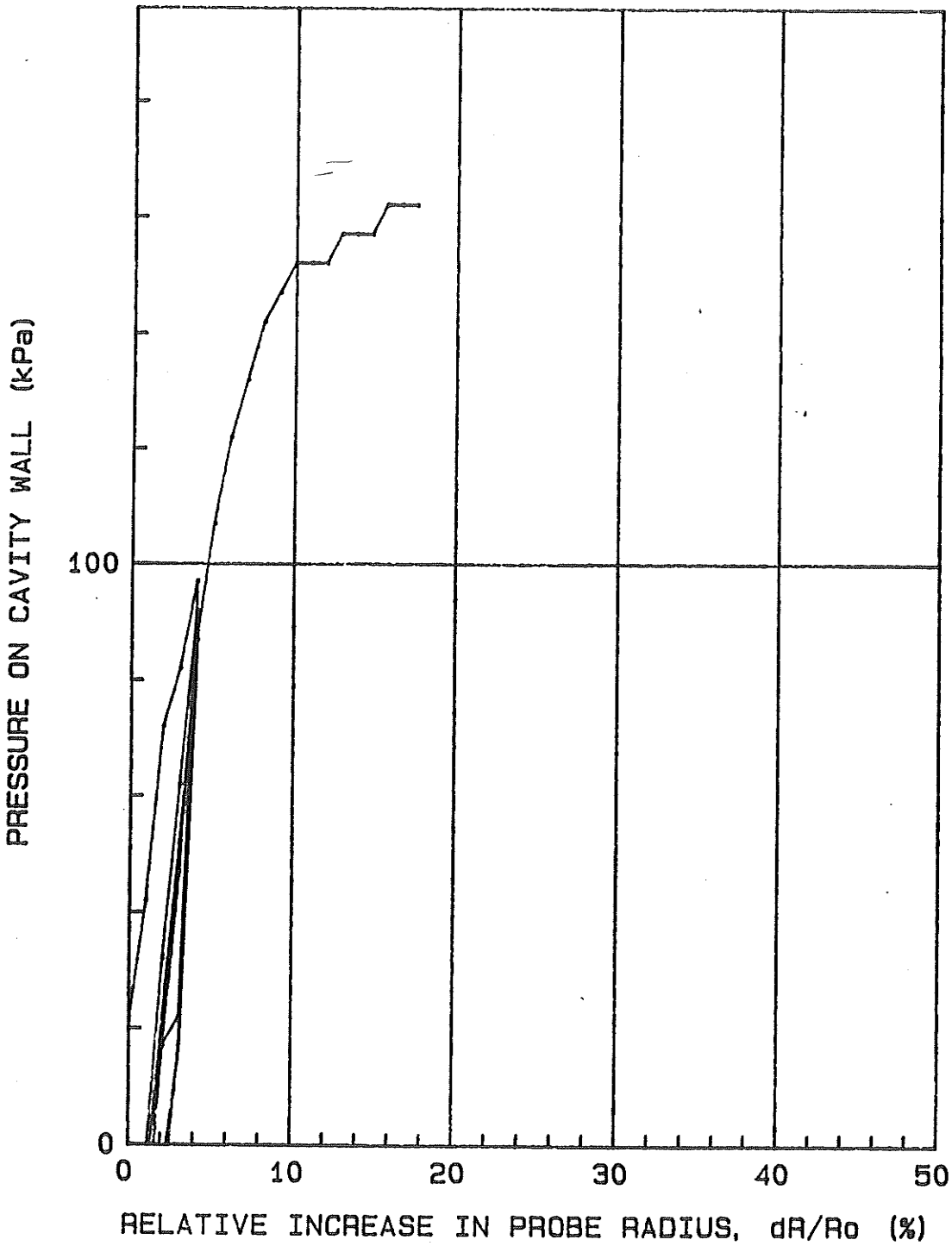
St.Andrew's R/W13-31: Nov/88: 5+120: 3mLt: Hole#2: 0.26m.

Po = 8.100001 kPa Eo = 9522 kPa
Pl = 270 kPa Er = 8852 kPa
Pl* = 261.9 kPa Eo/Pl* = 36.3



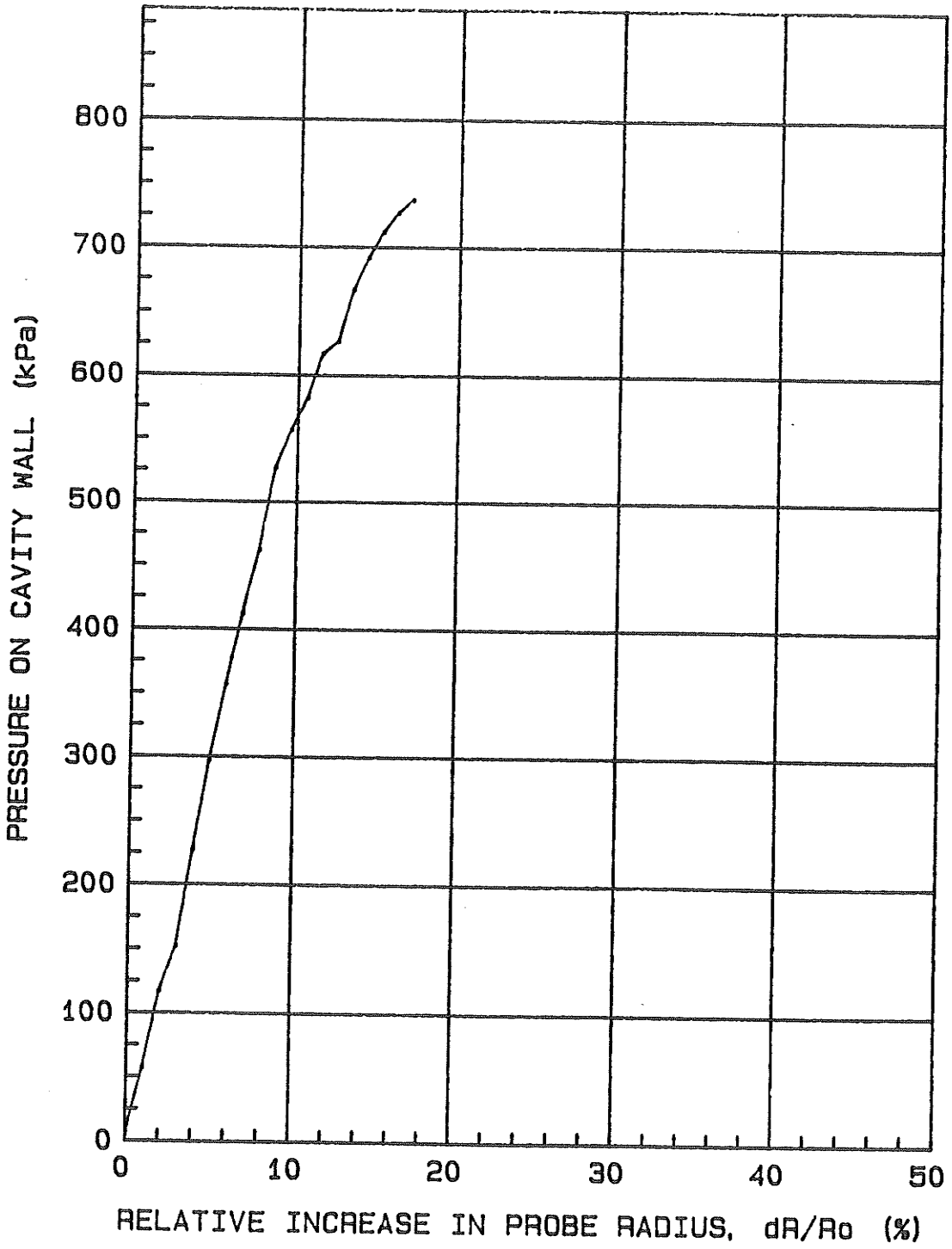
St.Andrew's R/W13-31: Nov/88: 5+120: 3mLt: Hole#2: 0.75m.

Po = 18.9 kPa Eo = 4007 kPa
Pl = 152.5 kPa Er = 4831 kPa
Pl* = 133.6 kPa Eo/Pl* = 29.9



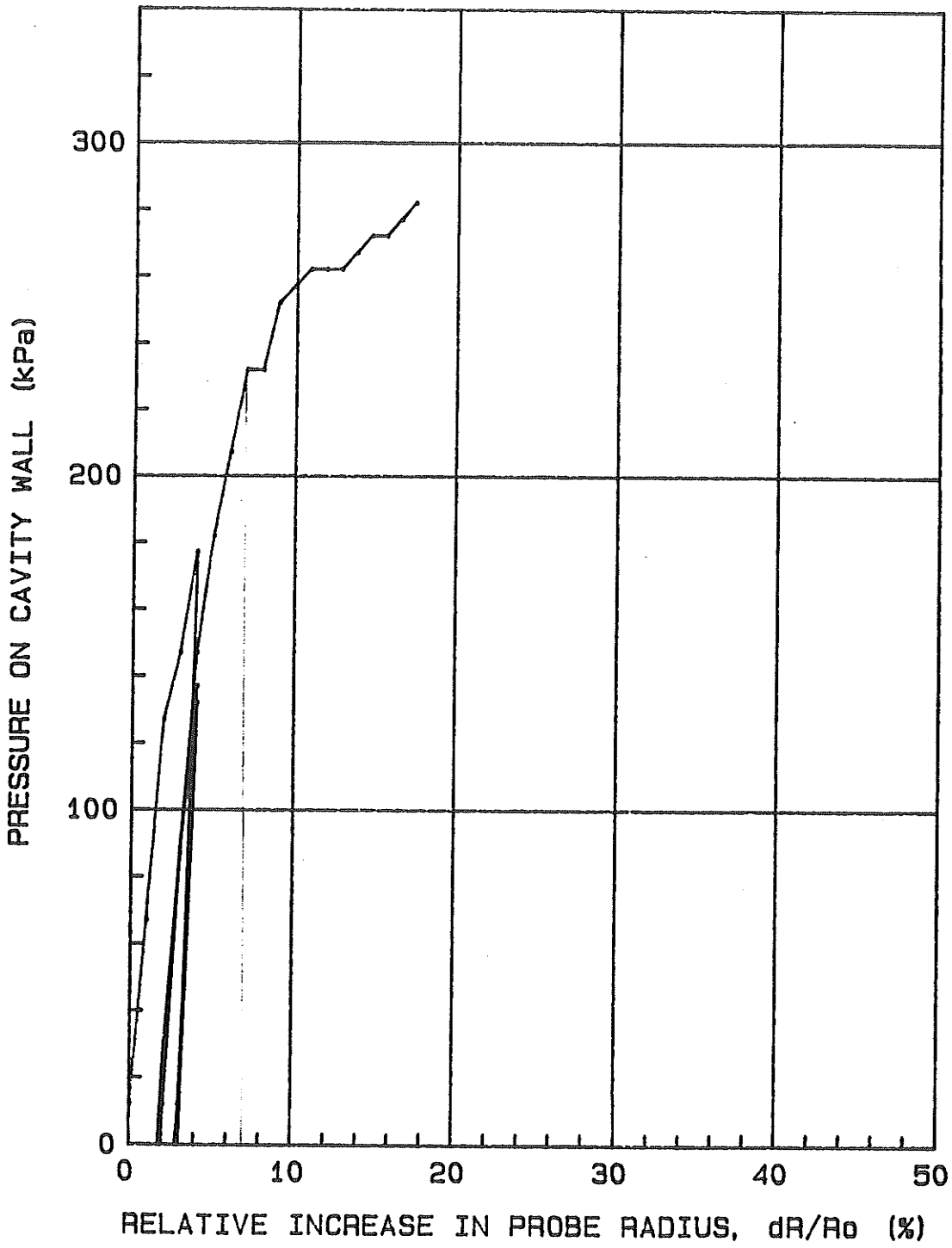
St.Andrew's R/W13-31: Nov/88: 5+120: 3mLt: Hole#2: 1.75m.

Po = 2.6 kPa Eo = 8335 kPa
P1 = 770 kPa Er = kPa
P1* = 767.4 kPa Eo/P1* = 10.8



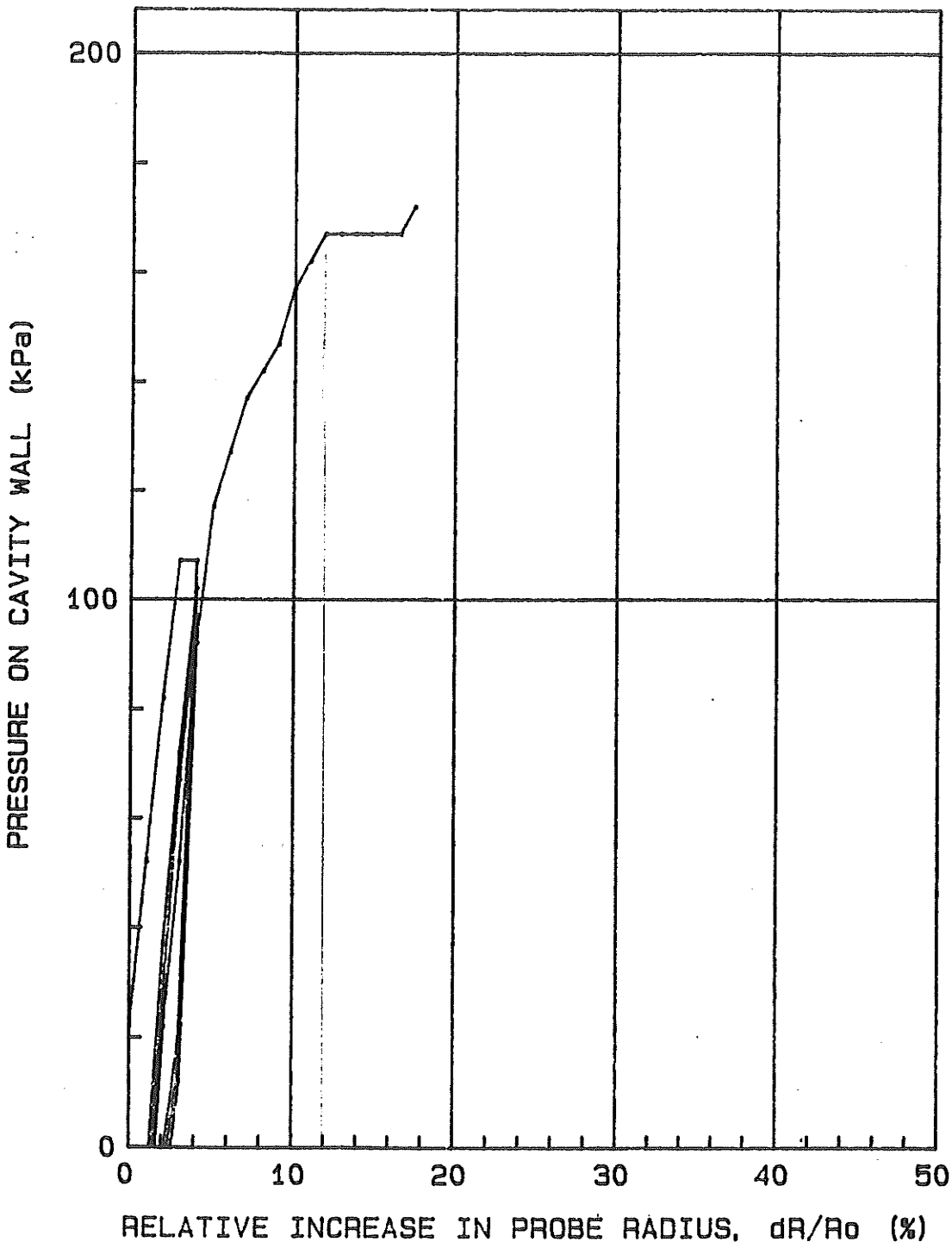
St.Andrew's R/W13-31: Nov/88: 5+210: 3mRt: Hole#3: 0.25m.

Po = 8.100001 kPa Eo = 7803 kPa
Pl = 230 kPa Er = 9609 kPa
Pl* = 221.9 kPa Eo/Pl* = 35.1



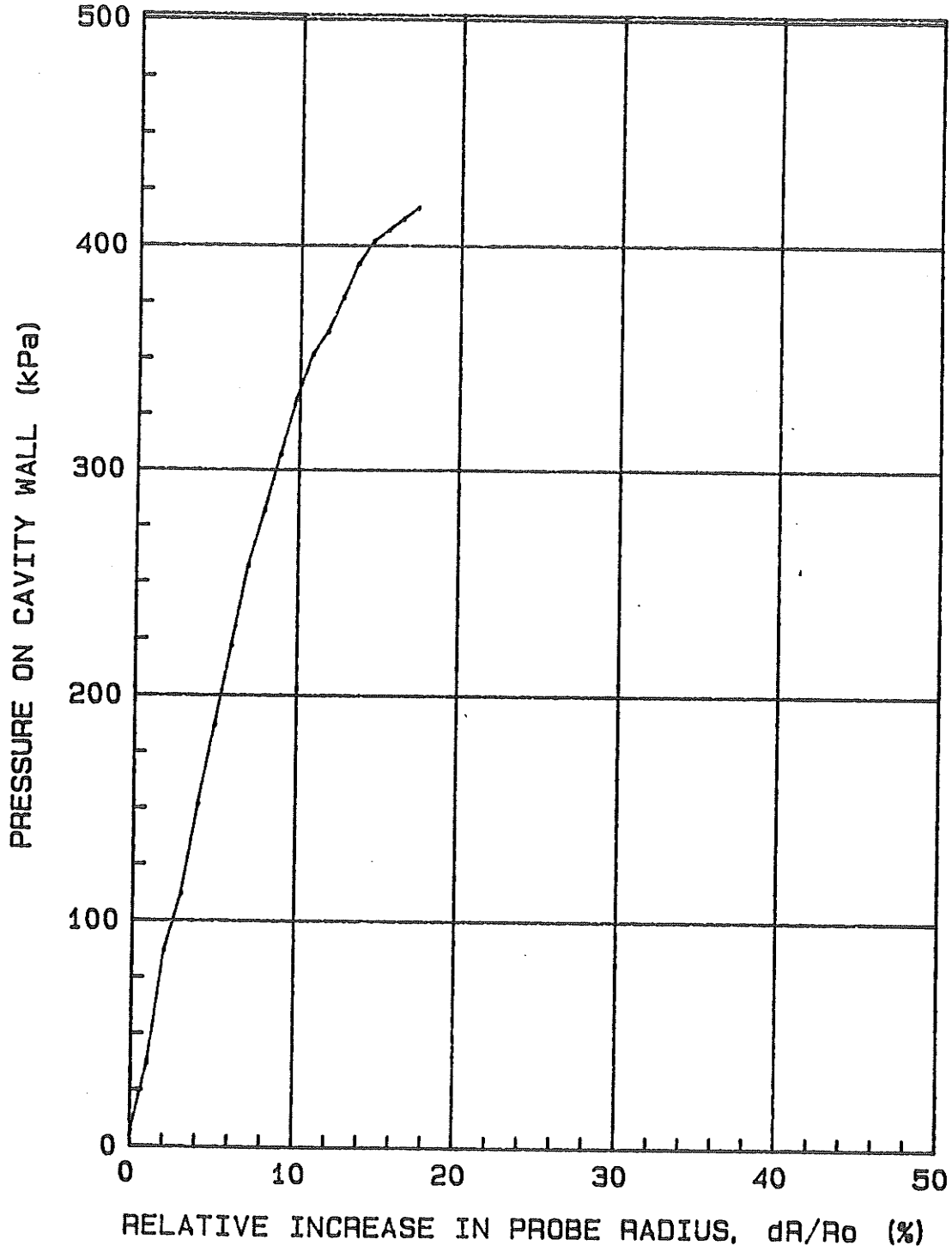
St.Andrew's R/W13-31: Nov/88: 5+210: 3mRt: Hole#3: 0.75m.

Po = 18.9 kPa Eo = 3778 kPa
Pl = 167.5 kPa Er = 4831 kPa
Pl* = 148.6 kPa Eo/Pl* = 25.4



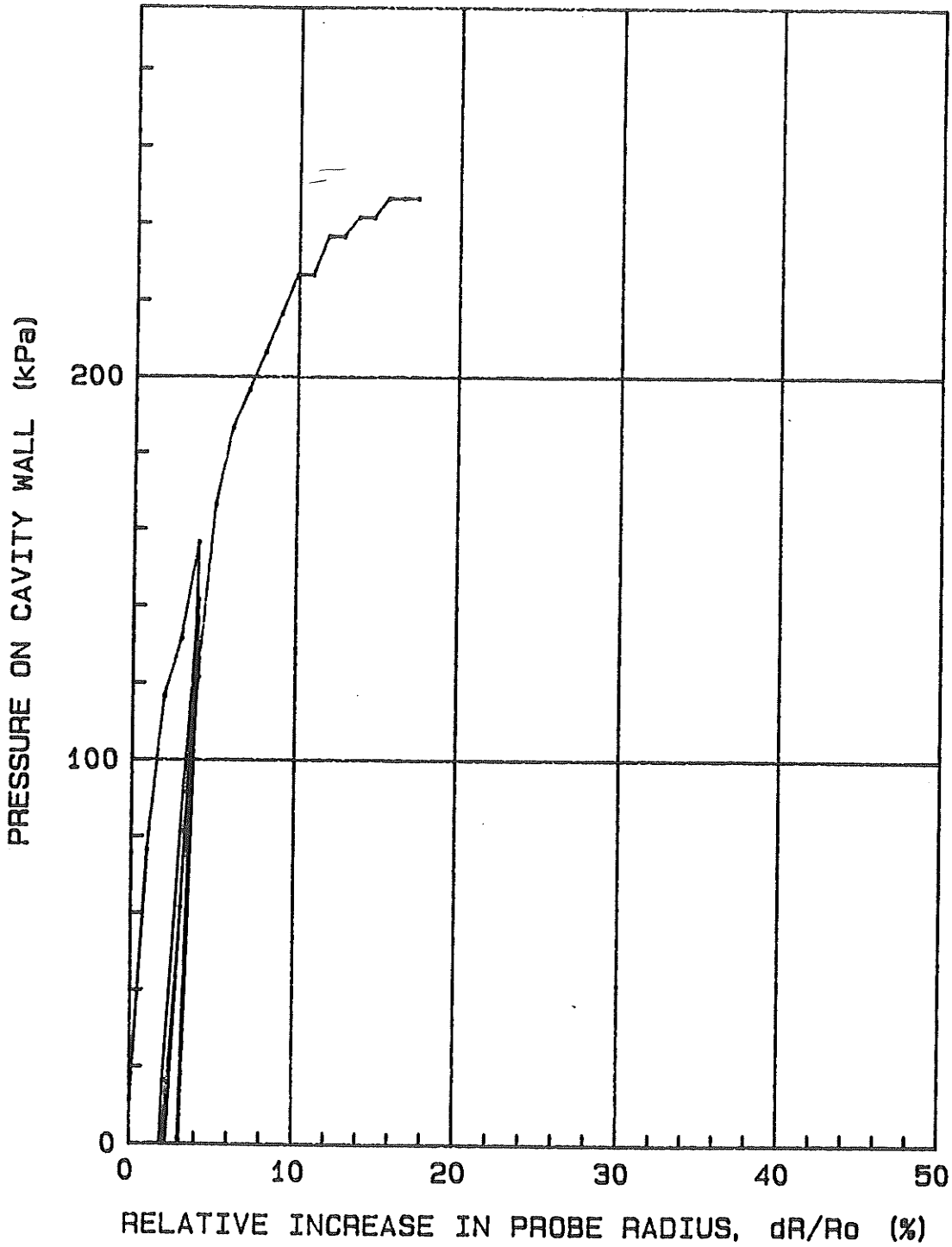
St.Andrew's R/W13-31: Nov/88: 5+210: 3mRt: Hole#3: 1.75m.

Po = 2.4 kPa Eo = 5166 kPa
Pl = 410 kPa Er = kPa
Pl* = 407.6 kPa Eo/Pl* = 12.6



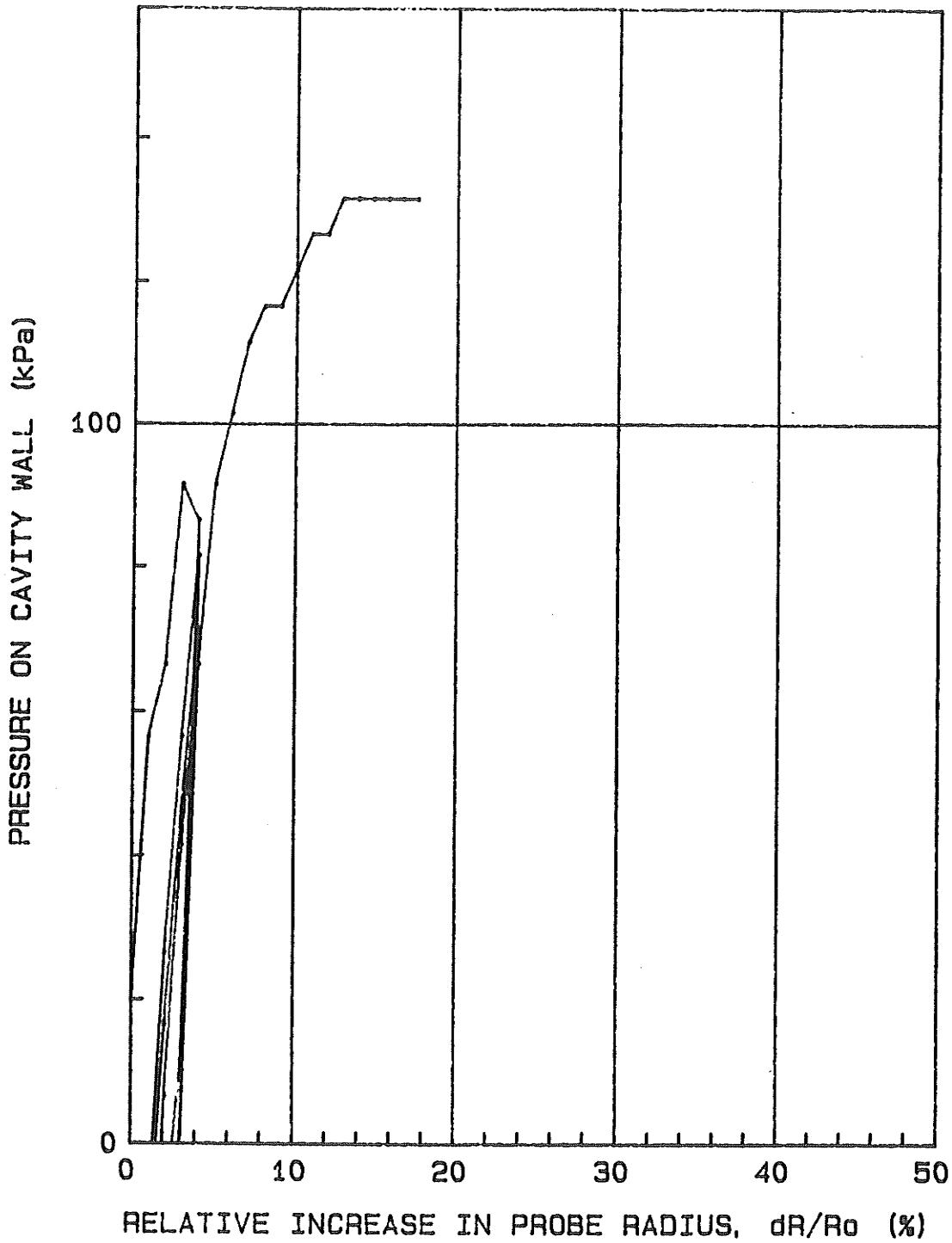
St.Andrew's R/W13-31: Nov/88: 5+300: 3mLt: Hole#4: 0.23m.

Po = 7.6 kPa Eo = 8799 kPa
Pl = 225 kPa Er = 9234 kPa
Pl* = 217.4 kPa Eo/Pl* = 40.4



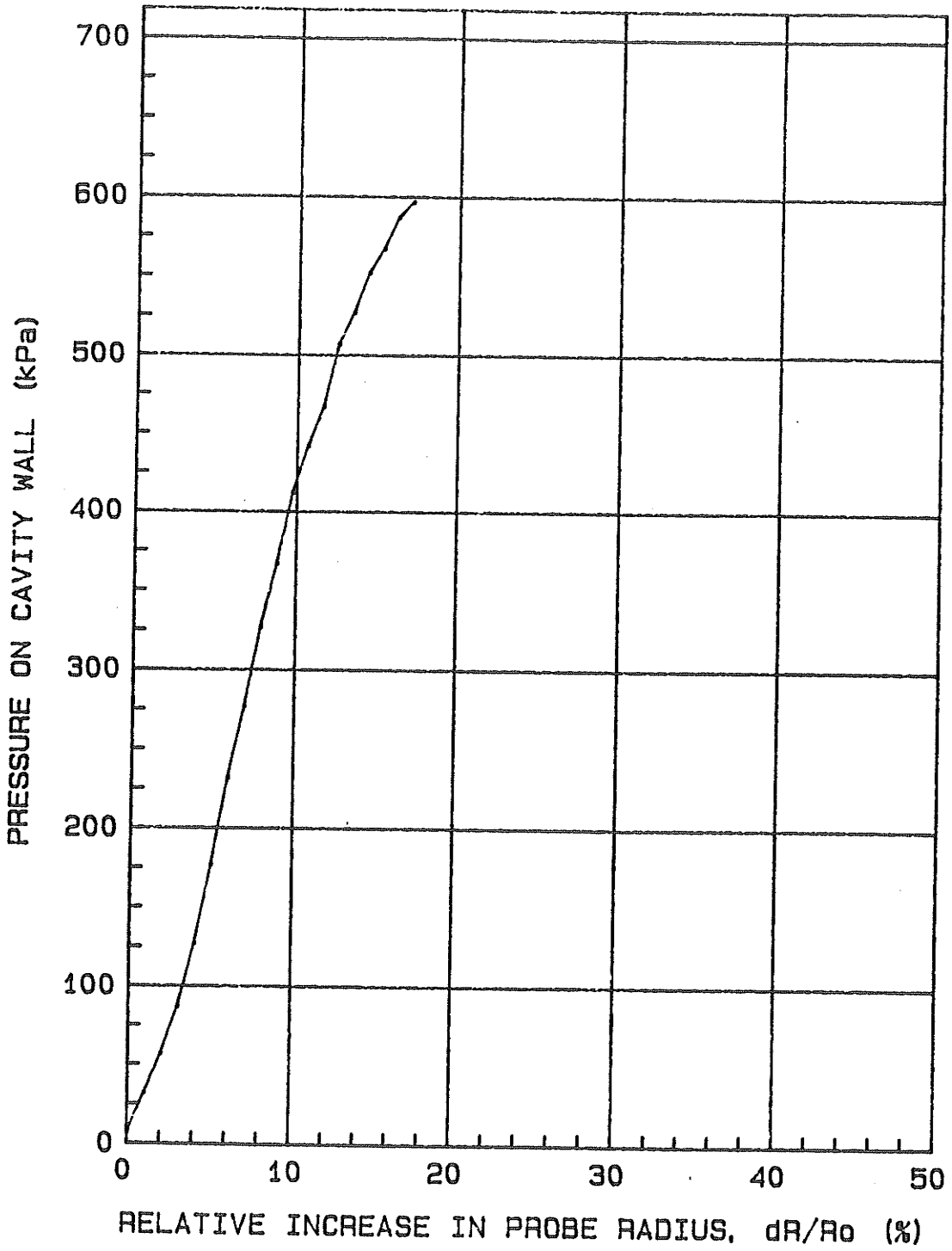
St.Andrew's R/W13-31: Nov/88: 5+300: 3mLt: Hole#4: 0.70m.

Po = 18.4 kPa Eo = 4603 kPa
Pl = 117.5 kPa Er = 3916 kPa
Pl* = 99.1 kPa Eo/Pl* = 46.4



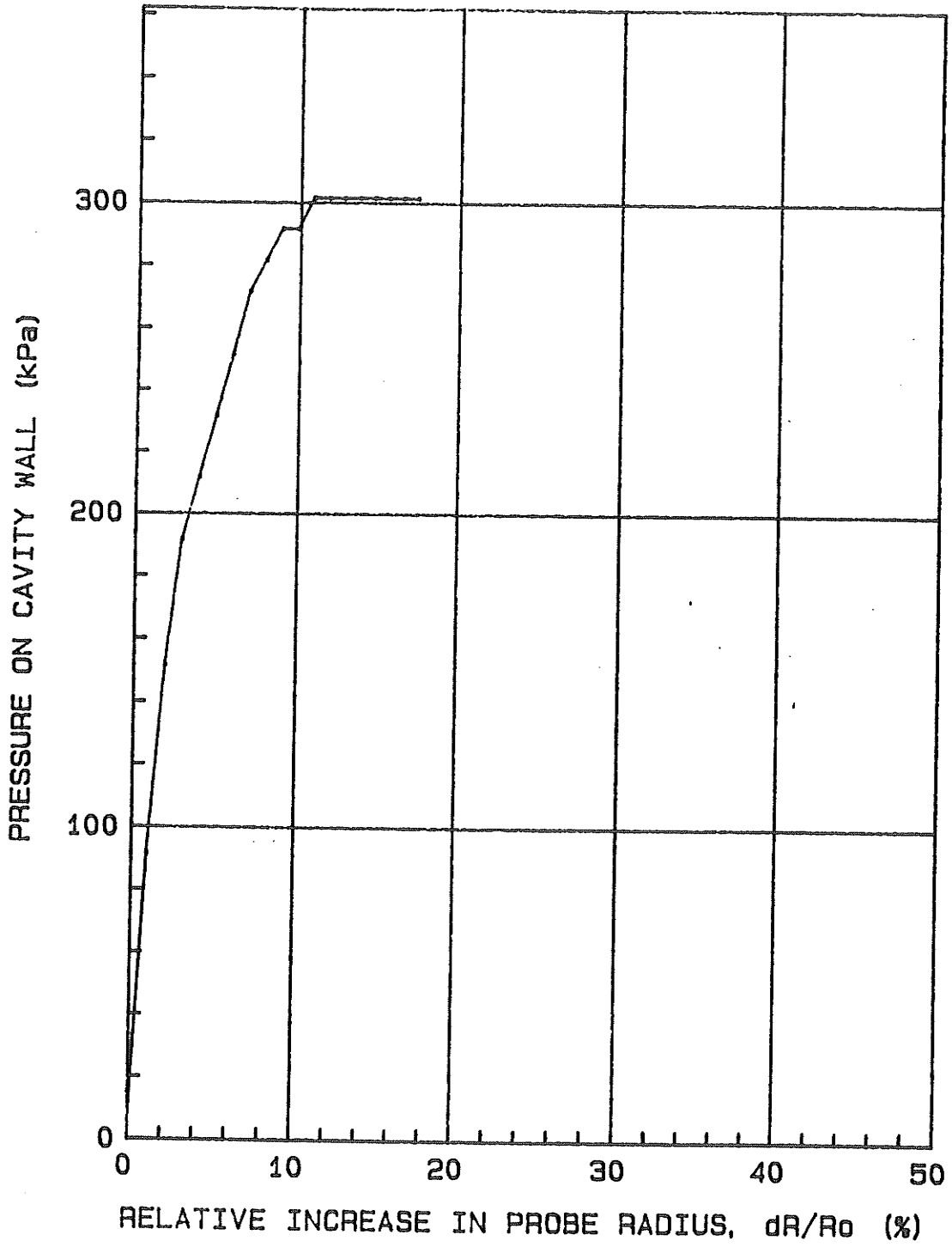
St.Andrew's R/W13-31: Nov/88: 5+300: 3mLt: Hole#4: 1.70m.

Po = 2.4 kPa Eo = 7087 kPa
Pl = 630 kPa Er = kPa
Pl* = 627.6 kPa Eo/Pl* = 11.2



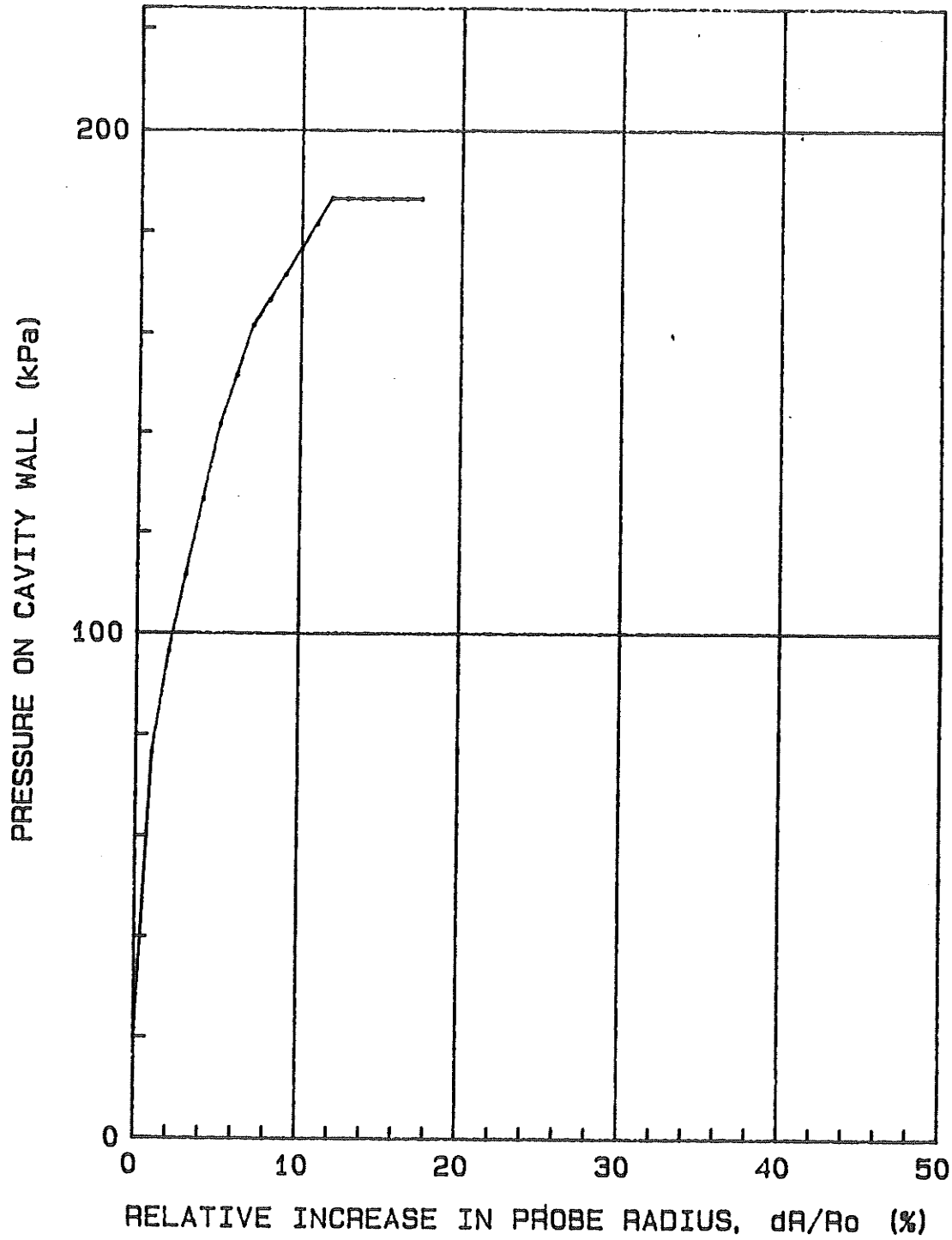
St.Andrew's R/W13-31: Nov/88: 5+390: 3mRt: Hole#5: 0.23m.

Po = 7.6 kPa Eo = 10990 kPa
Pl = 290 kPa Er = kPa
Pl* = 282.4 kPa Eo/Pl* = 38.9



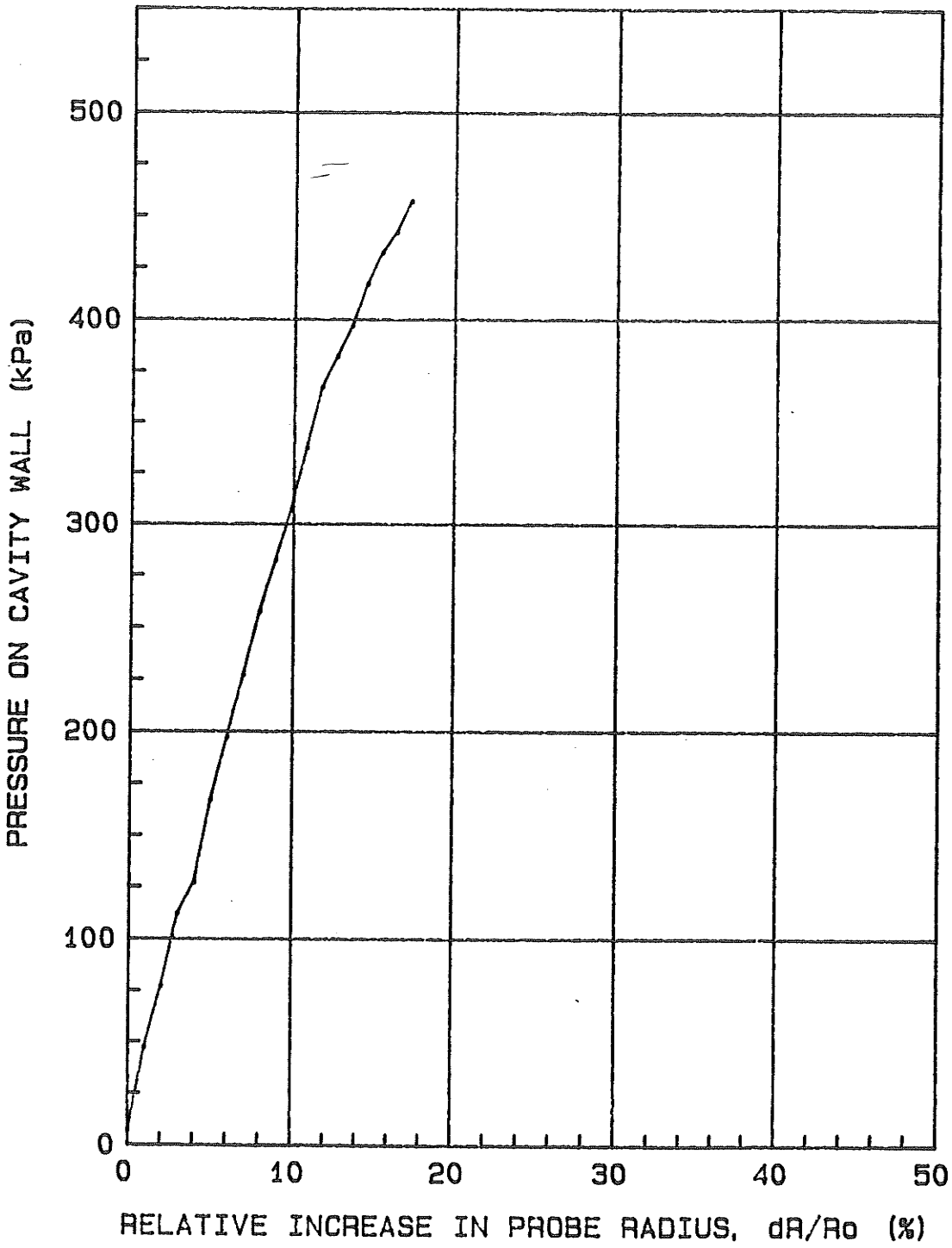
St.Andrew's R/W13-31: Nov/88: 5+390: 3mRt: Hole#5: 0.70m.

Po = 18.4 kPa Eo = 7373 kPa
Pl = 185 kPa Er = kPa
Pl* = 166.6 kPa Eo/Pl* = 44.2



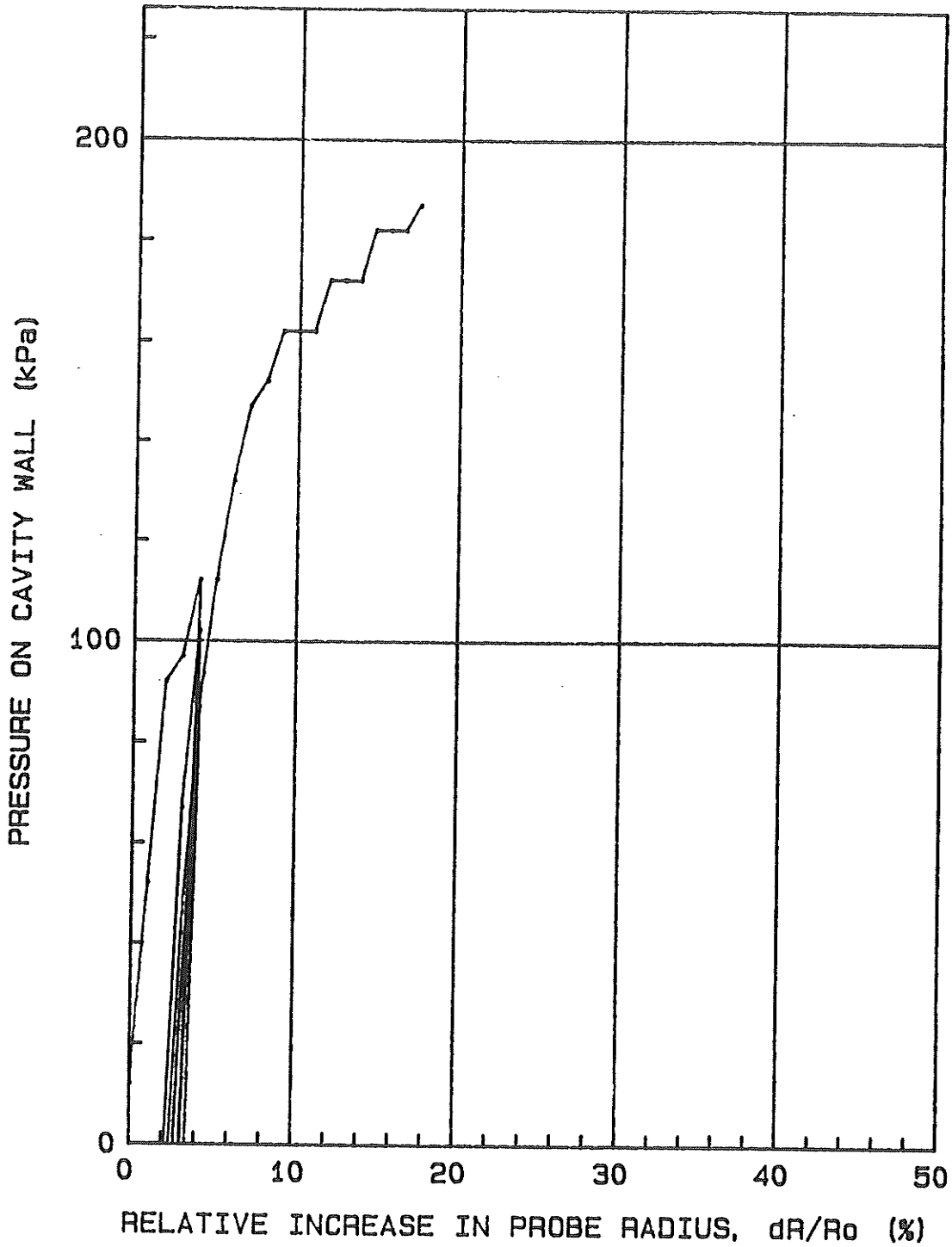
St.Andrew's R/W13-31: Nov/88: 5+390: 3mRt: Hole#5: 1.70m.

Po = 2.6 kPa Eo = 4696 kPa
Pl = 600 kPa Er = kPa
Pl* = 597.4 kPa Eo/Pl* = 7.8



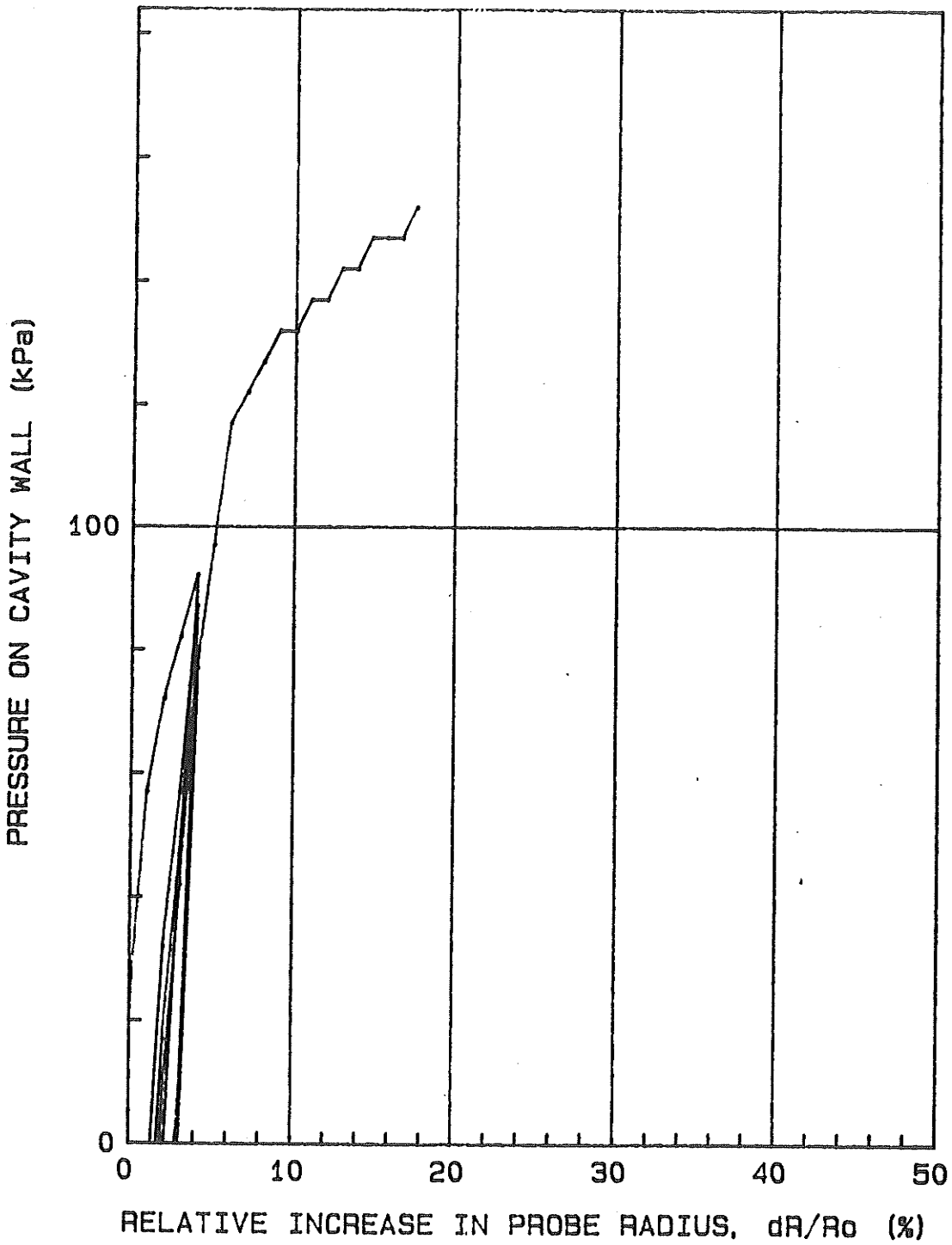
St.Andrew's R/W13-31: Nov/88: 5+480: 3mLt: Hole#6: 0.25m.

Po = 8.100001 kPa Eo = 5339 kPa
Pl = 162.5 kPa Er = 8546 kPa
Pl* = 154.4 kPa Eo/Pl* = 34.5



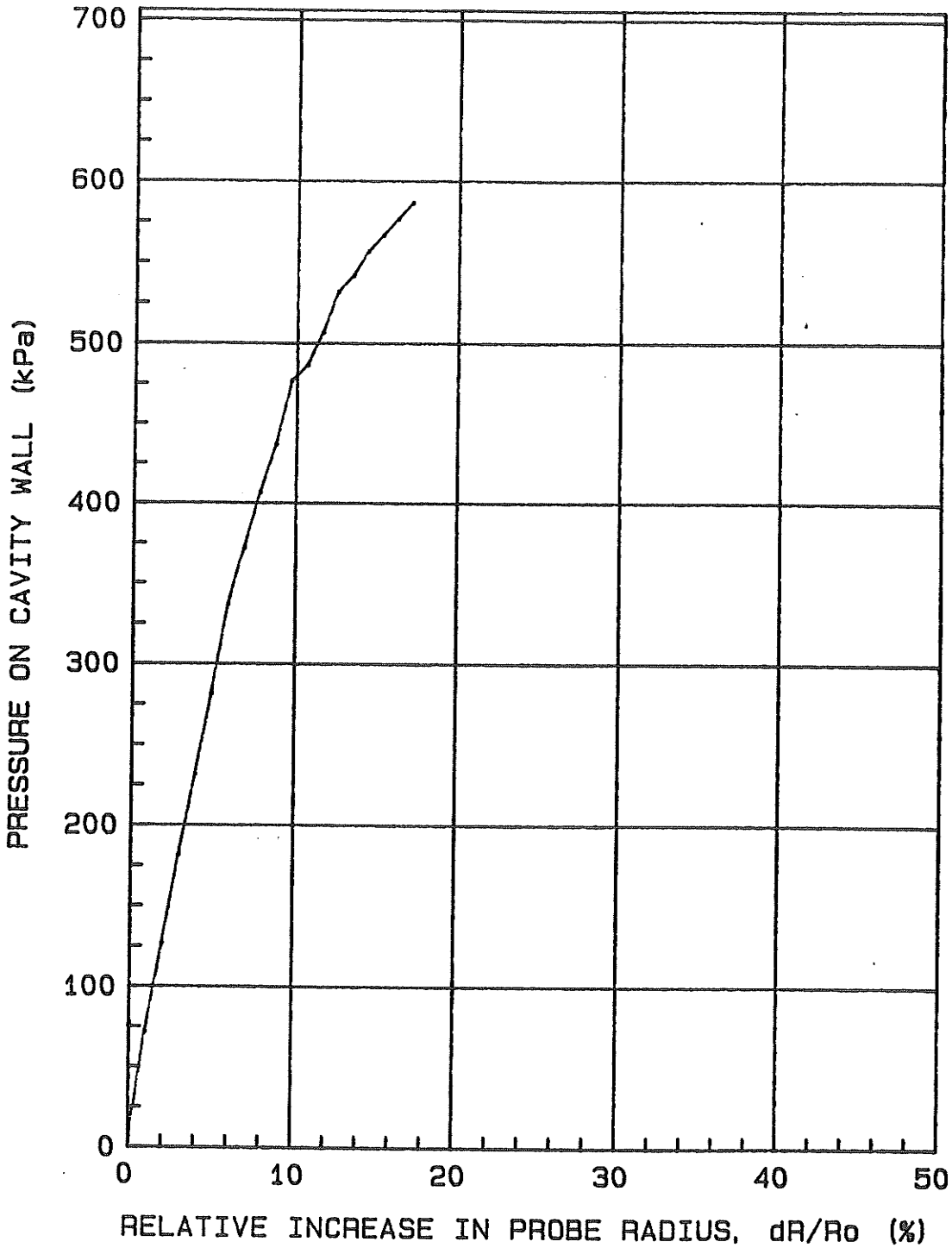
St.Andrew's R/W13-31: Nov/88: 5+480: 3mLt: Hole#6: 0.75m.

Po = 18.9 kPa Eo = 4603 kPa
Pl = 132.5 kPa Er = 4832 kPa
Pl* = 113.6 kPa Eo/Pl* = 40.5



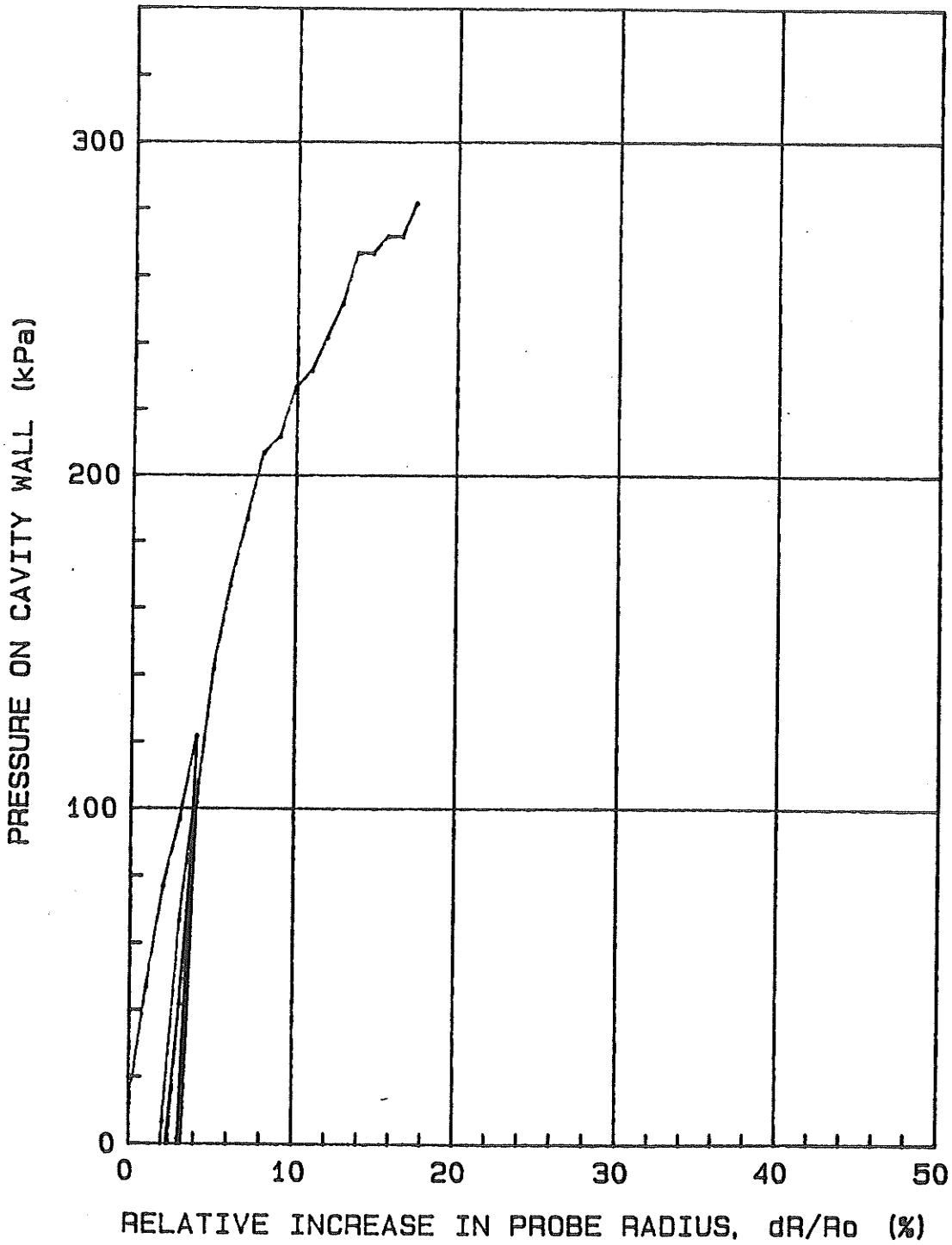
St.Andrew's R/W13-31: Nov/88: 5+480: 3mLt: Hole#6: 1.75m.

Po = 2.3 kPa Eo = 7709 kPa
Pl = 620 kPa Er = kPa
Pl* = 617.7 kPa Eo/Pl* = 12.4



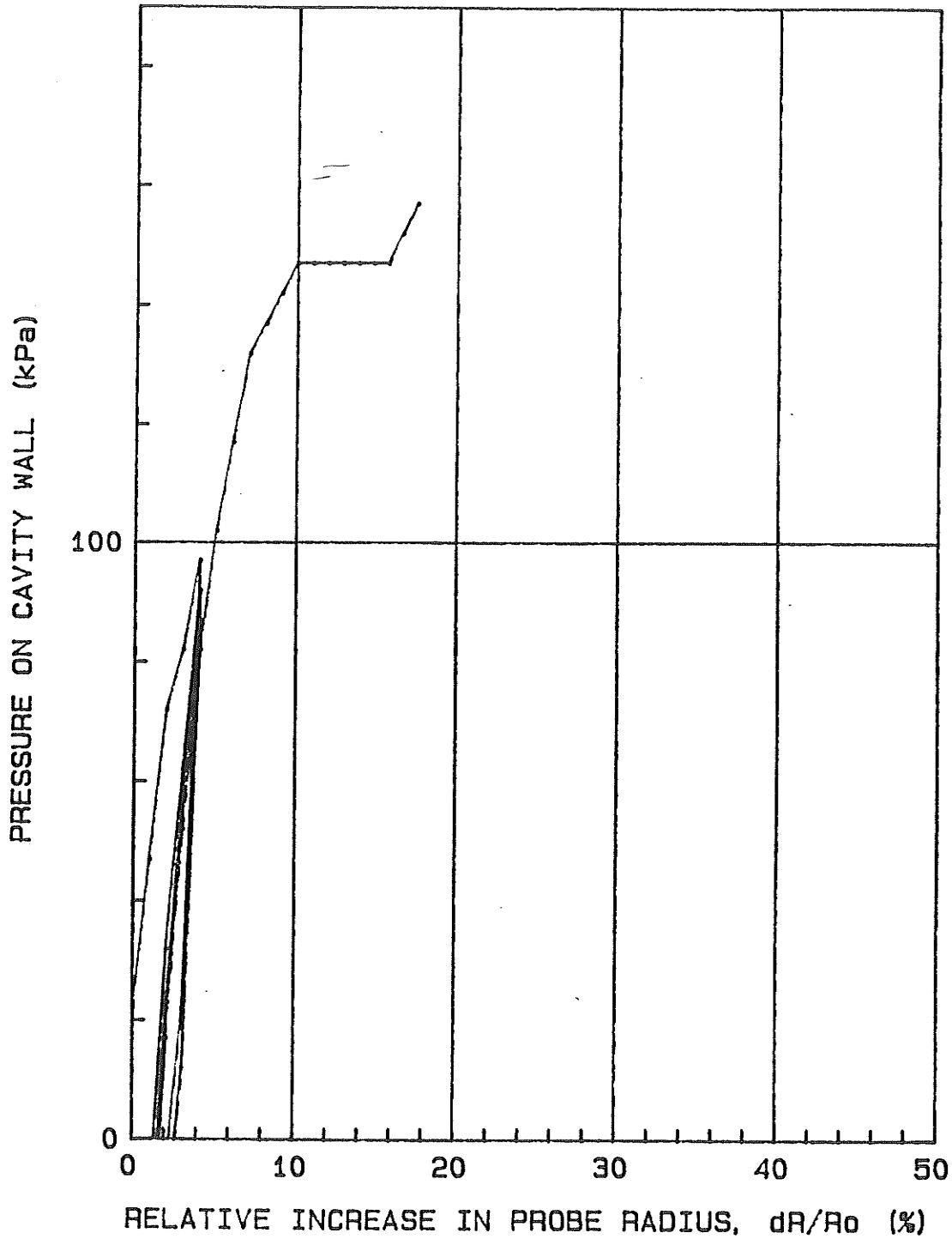
St.Andrew's R/W13-31: Nov/88: 5+570: 3mRt: Hole#7: 0.22m.

Po = 7.9 kPa Eo = 4307 kPa
Pl = 270 kPa Er = 8485 kPa
Pl* = 262.1 kPa Eo/Pl* = 16.4



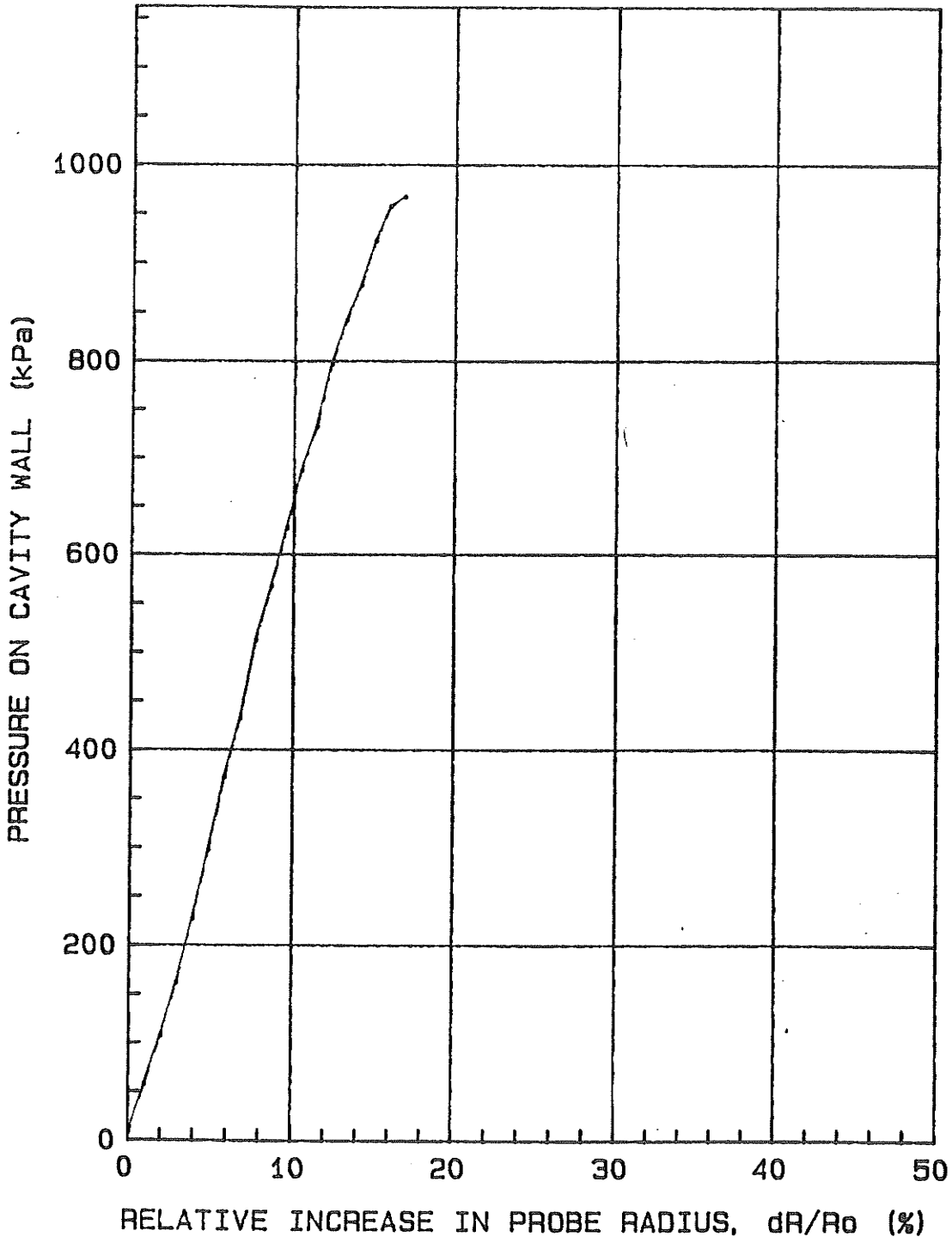
St.Andrew's R/W13-31: Nov/88: 5+570: 3mRt: Hole#7: 0.73m.

Po = 18.9 kPa Eo = 3290 kPa
Pl = 147.5 kPa Er = 4475 kPa
Pl* = 128.6 kPa Eo/Pl* = 25.5



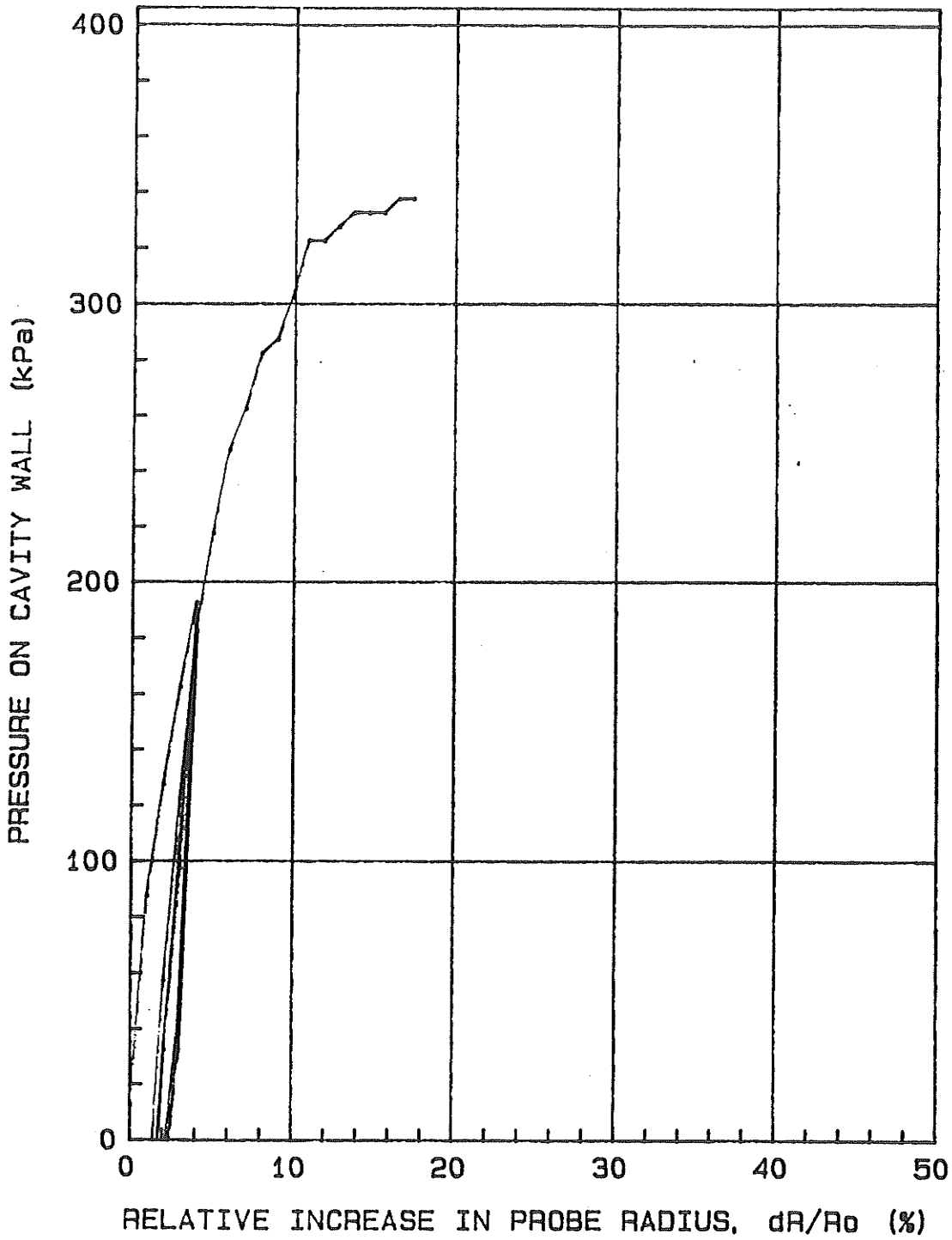
St.Andrew's R/W13-31: Nov/88: 5+570: 3mRt: Hole#7: 1.75m.

Po = 2.9 kPa Eo = 9945 kPa
Pl = 975 kPa Er = kPa
Pl* = 972.1 kPa Eo/Pl* = 10.2



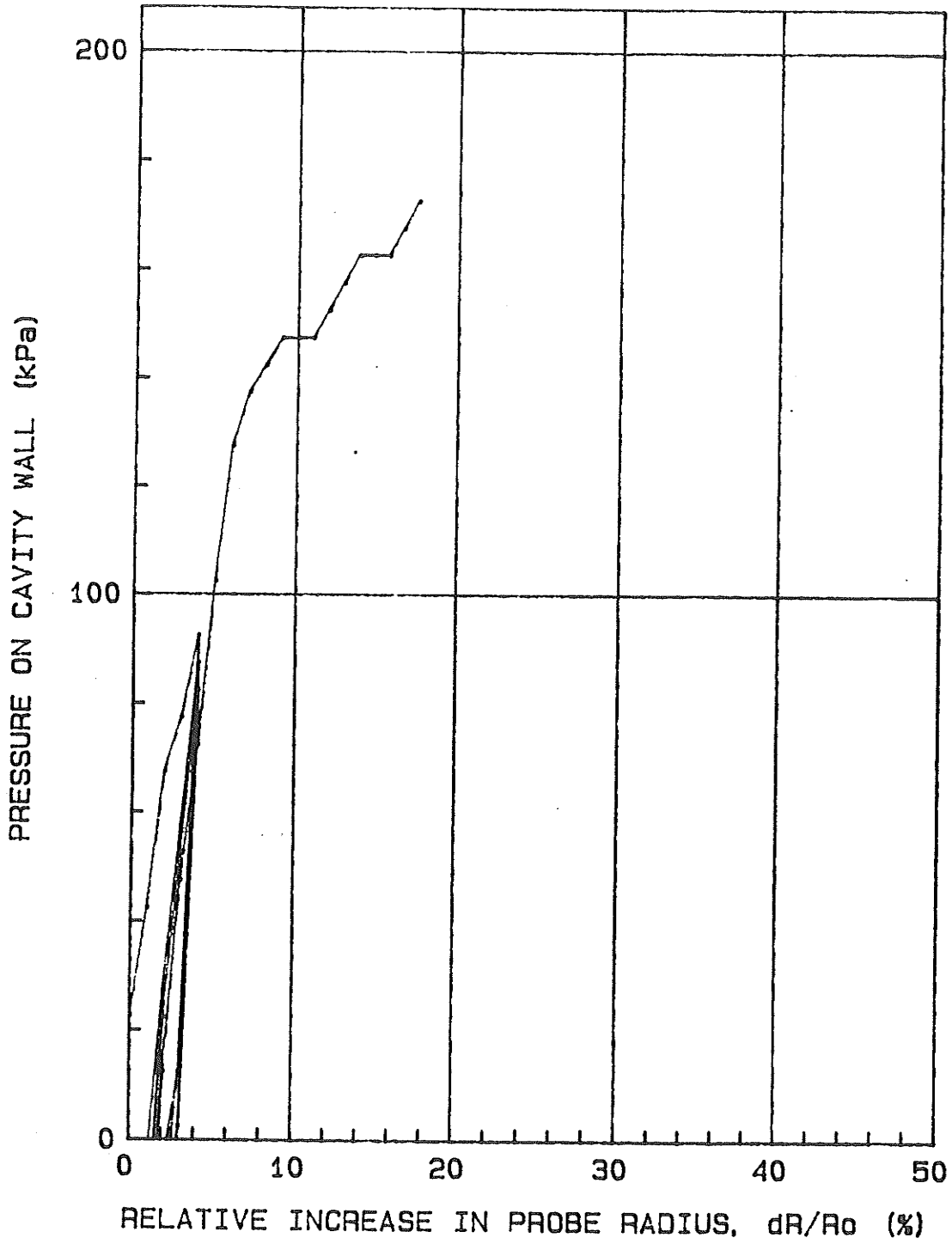
St.Andrew's R/W13-31: Nov/88: 5+660: 3mLt: Hole#8: 0.28m.

Po = 8.600001 kPa Eo = 10253 kPa
Pl = 325 kPa Er = 10751 kPa
Pl* = 316.4 kPa Eo/Pl* = 32.4



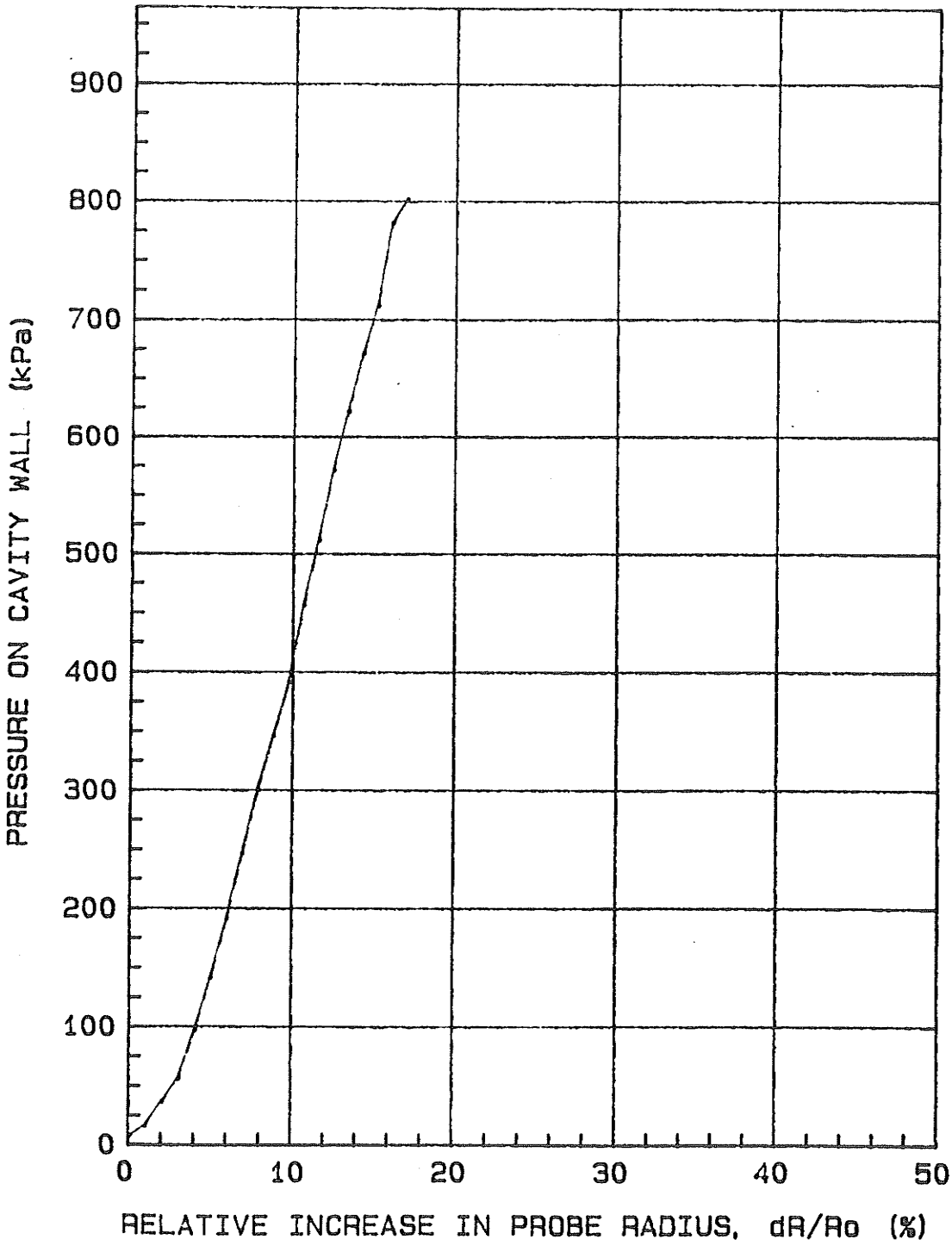
St.Andrew's R/W13-31: Nov/88: 5+660: 3mLt: Hole#8: 0.80m.

Po = 19.4 kPa Eo = 2954 kPa
Pl = 147.5 kPa Er = 4122 kPa
Pl* = 128.1 kPa Eo/Pl* = 23



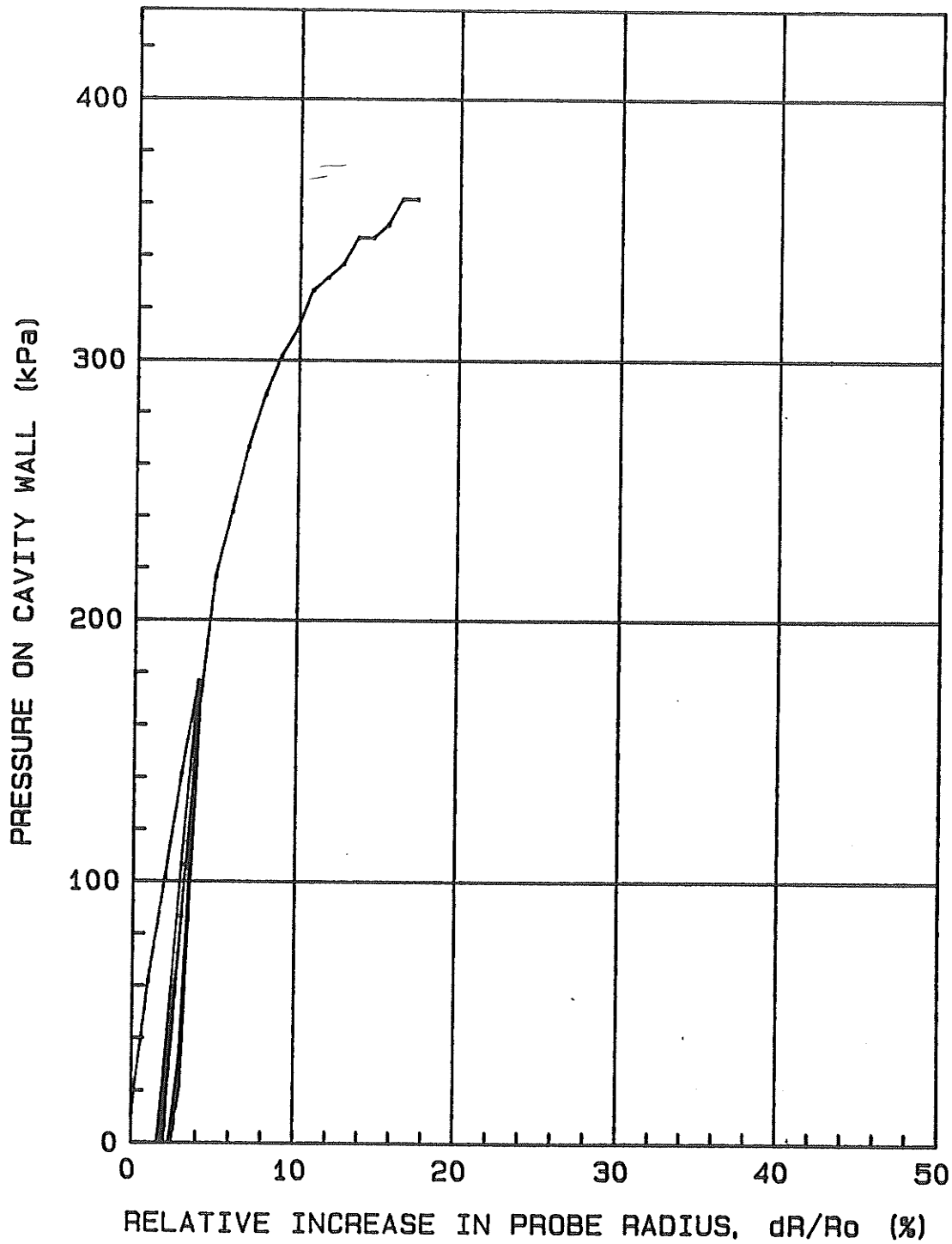
St.Andrew's R/W13-31: Nov/88: 5+660: 3mLt: Hole#8: 1.80m.

Po = 2.9 kPa Eo = 8376 kPa
Pl = 950 kPa Er = kPa
Pl* = 947.1 kPa Eo/Pl* = 8.8



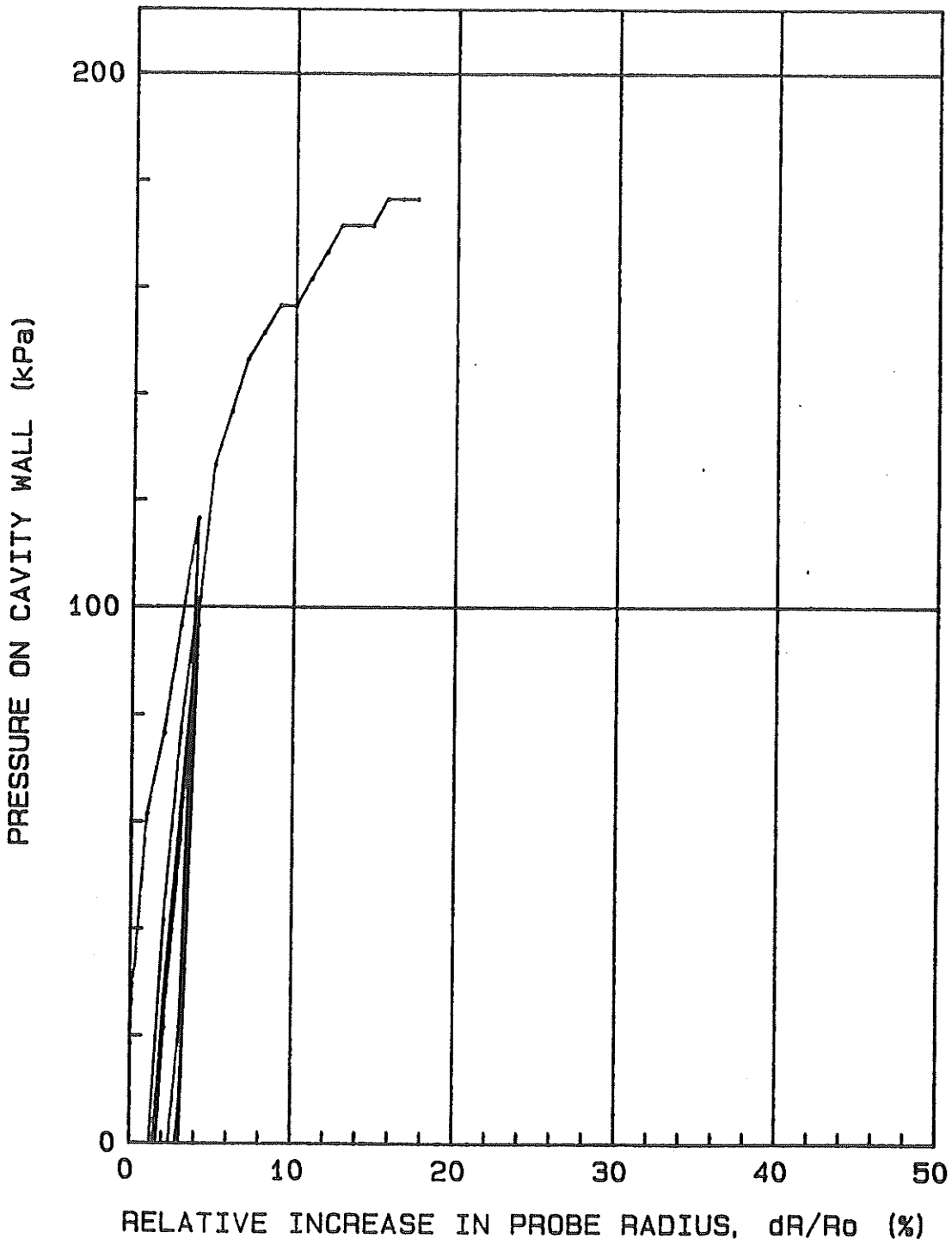
St.Andrew's R/W13-31: Nov/88: 5+750: 3mRt: Hole#9: 0.23m.

Po = 7.6 kPa Eo = 6671 kPa
Pl = 345 kPa Er = 11141 kPa
Pl* = 337.4 kPa Eo/Pl* = 19.7



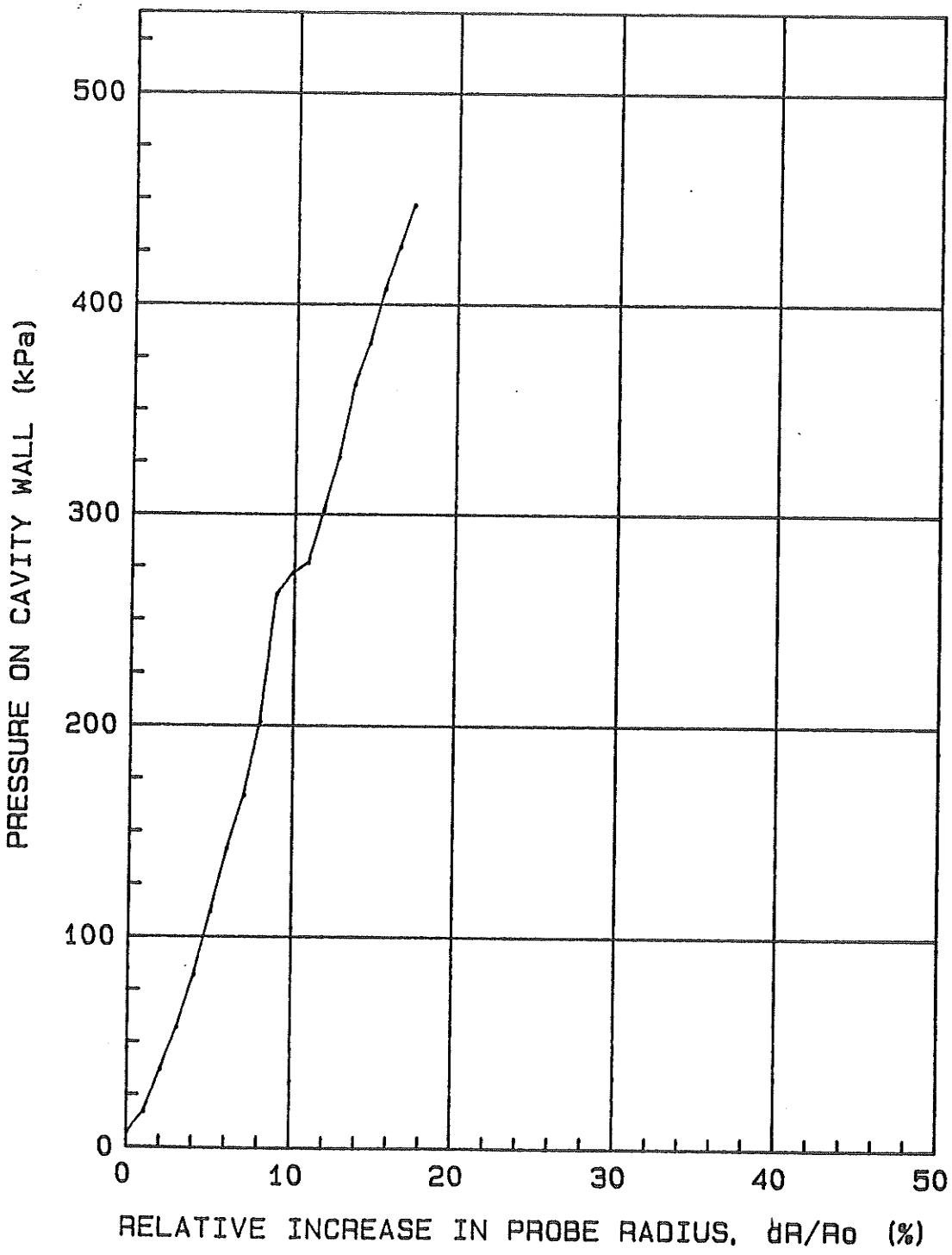
St.Andrew's R/W13-31: Nov/88: 5+750: 3mRt: Hole#9: 0.70m.

Po = 18.4 kPa Eo = 5286 kPa
Pl = 157.5 kPa Er = 5188 kPa
Pl* = 139.1 kPa Eo/Pl* = 38



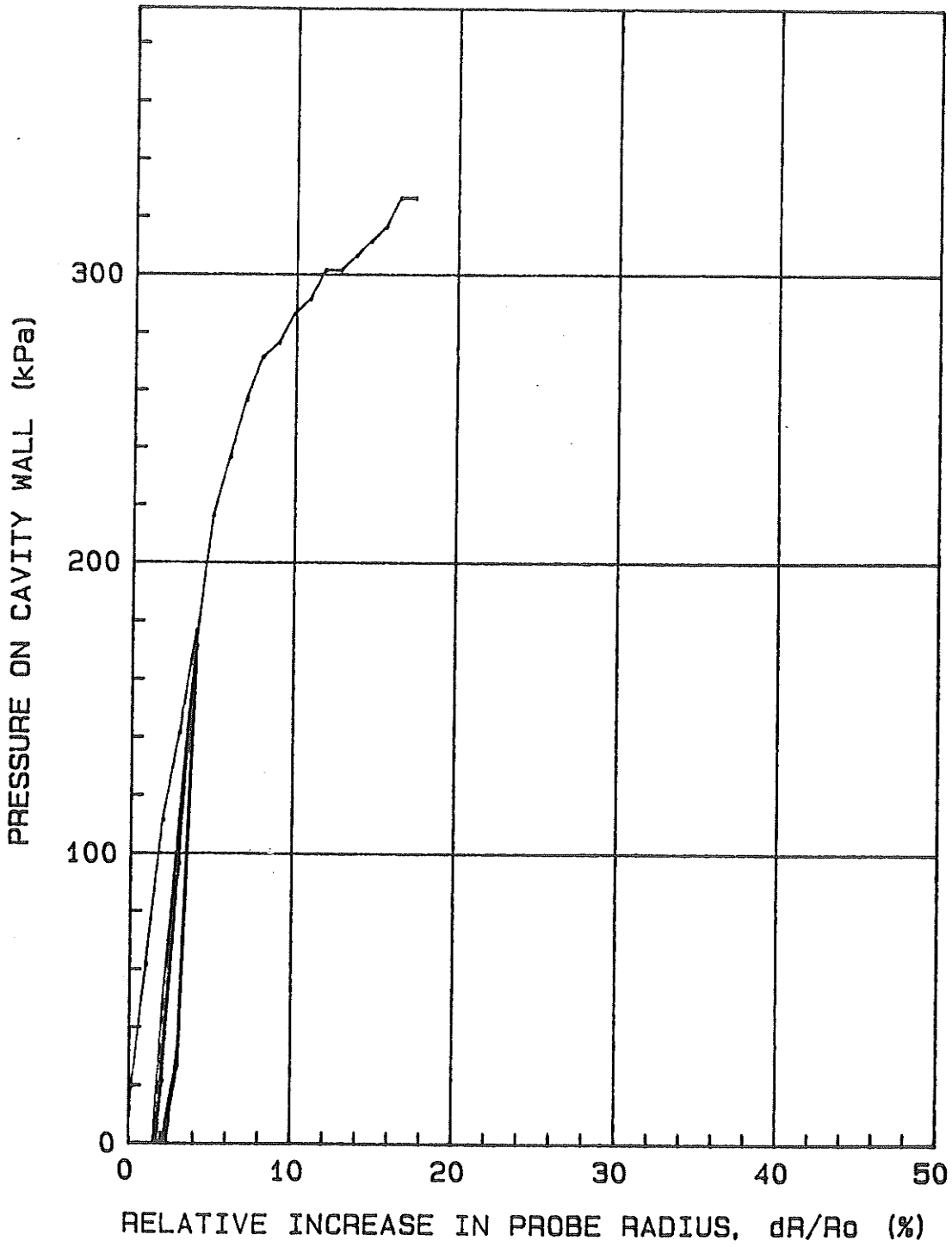
St.Andrew's R/W13-31: Nov/88: 5+750: 3mRt: Hole#9: 1.70m.

Po = 2.4 kPa Eo = 4330 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



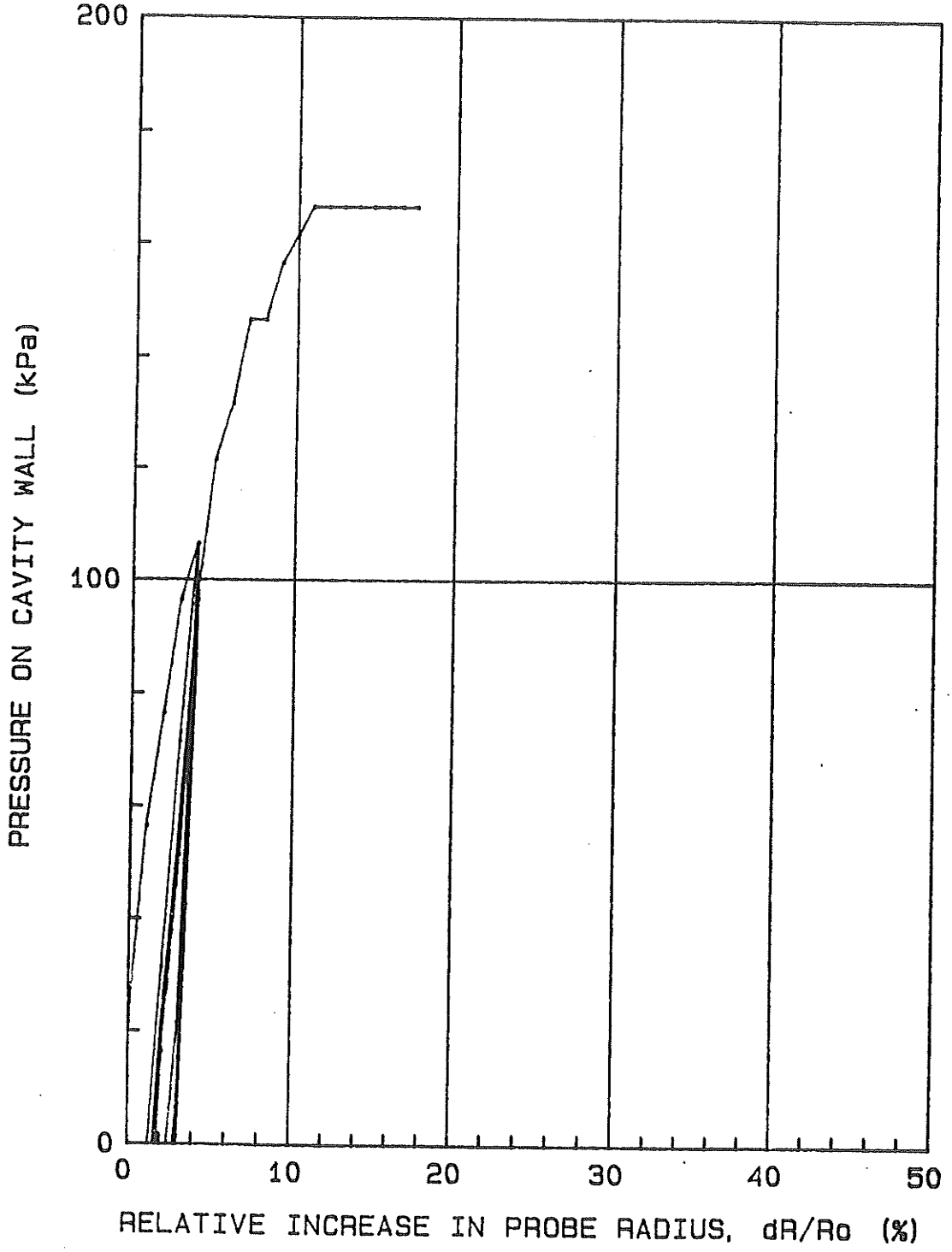
St.Andrew's R/W13-31: Nov/88: 5+840: 3mLt: Hole#10: 0.23m.

Po = 7.6 kPa Eo = 6737 kPa
Pl = 300 kPa Er = 10753 kPa
Pl* = 292.4 kPa Eo/Pl* = 23



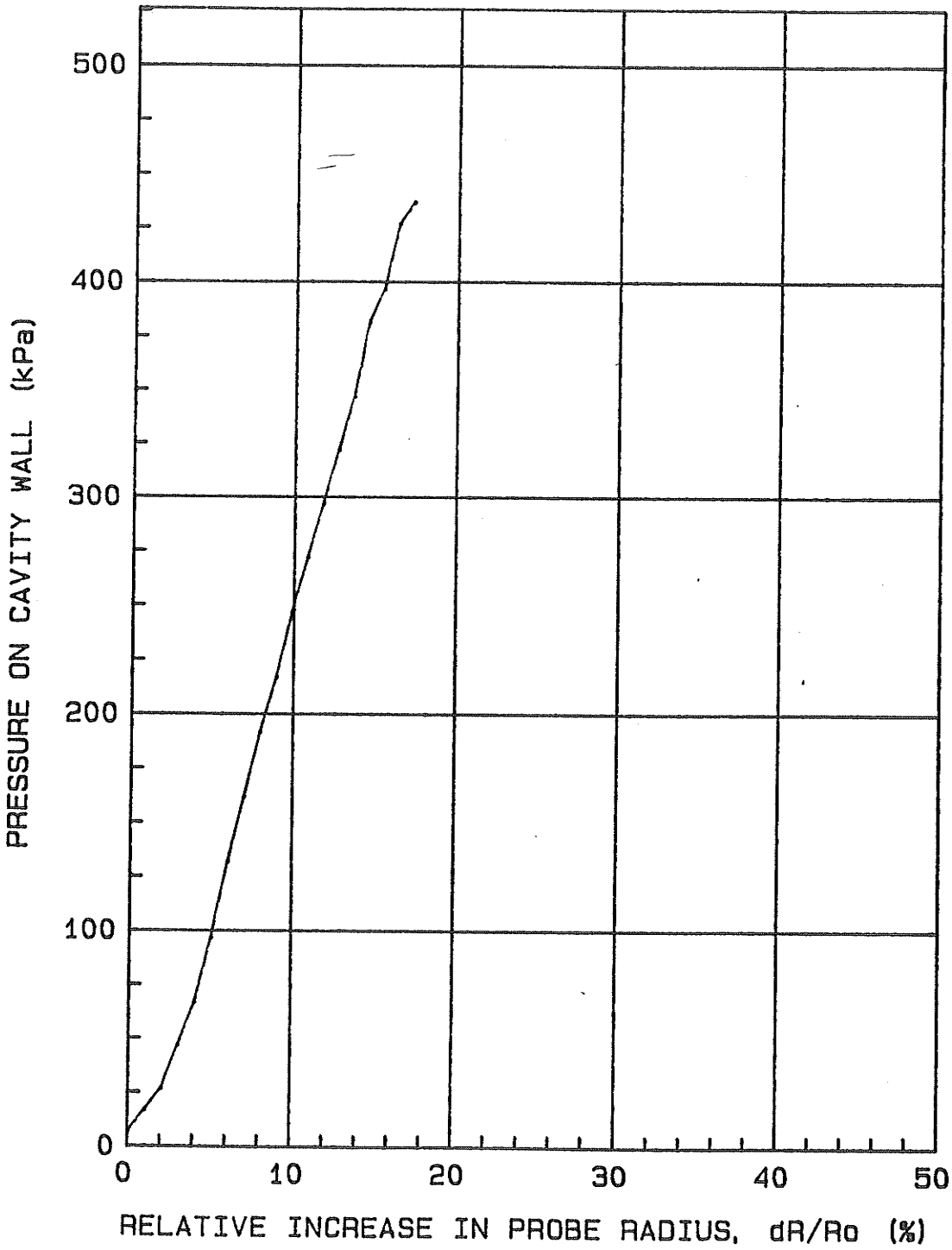
St.Andrew's R/W13-31: Nov/88: 5+840: 3mLt: Hole#10: 0.70m.

Po = 18.4 kPa Eo = 4603 kPa
Pl = 147.5 kPa Er = 5547 kPa
Pl* = 129.1 kPa Eo/Pl* = 35.6



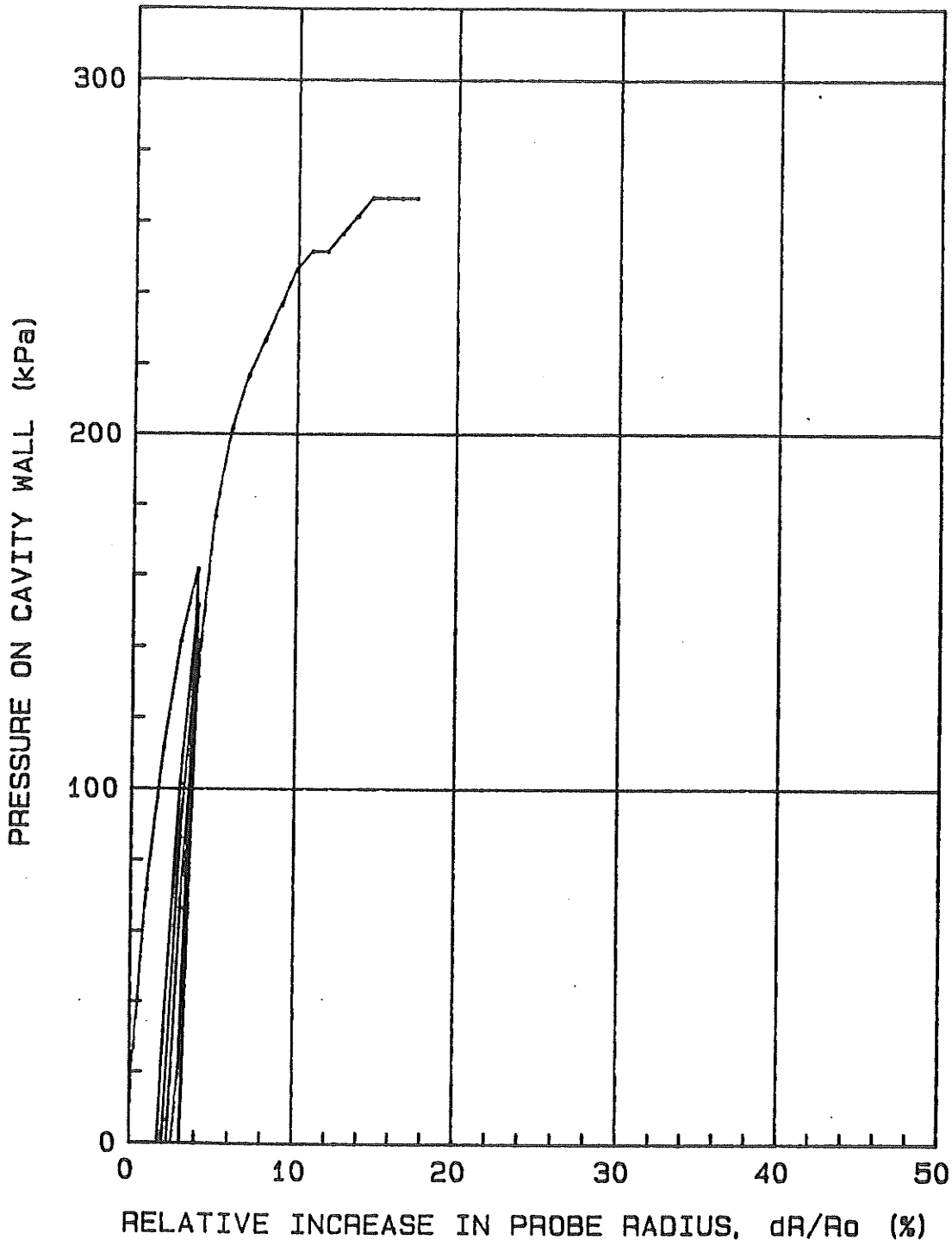
St.Andrew's R/W13-31: Nov/88: 5+840: 3mLt: Hole#10: 1.70m.

Po = 2.4 kPa Eo = 4342 kPa
Pl = 550 kPa Er = kPa
Pl* = 547.6 kPa Eo/Pl* = 7.9



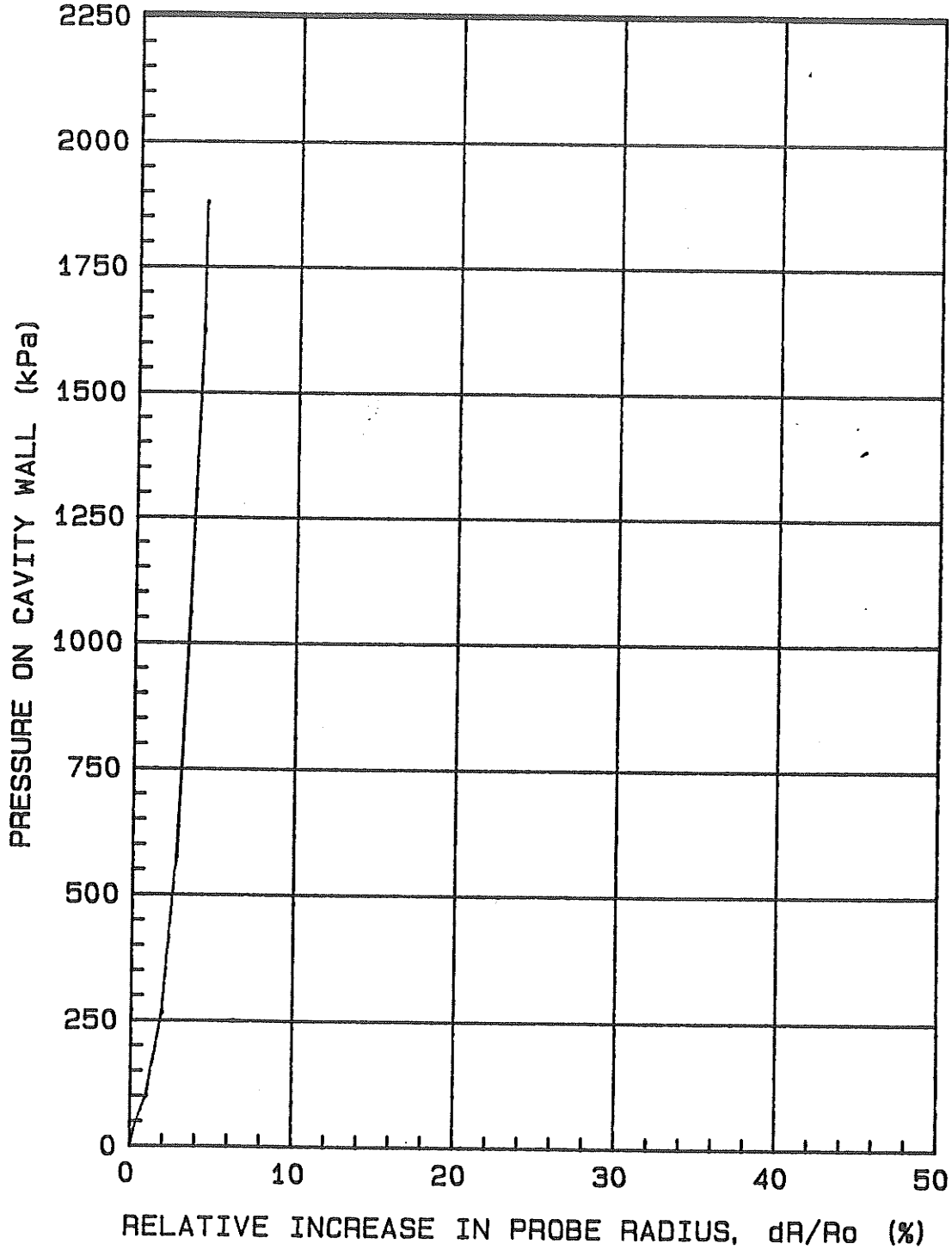
St.Andrew's R/W13-31: Nov/88: 5+900: 3mRt: Hole#11: 0.23m.

Po = 7.6 kPa Eo = 8082 kPa
P1 = 250 kPa Er = 10376 kPa
P1* = 242.4 kPa Eo/P1* = 33.3



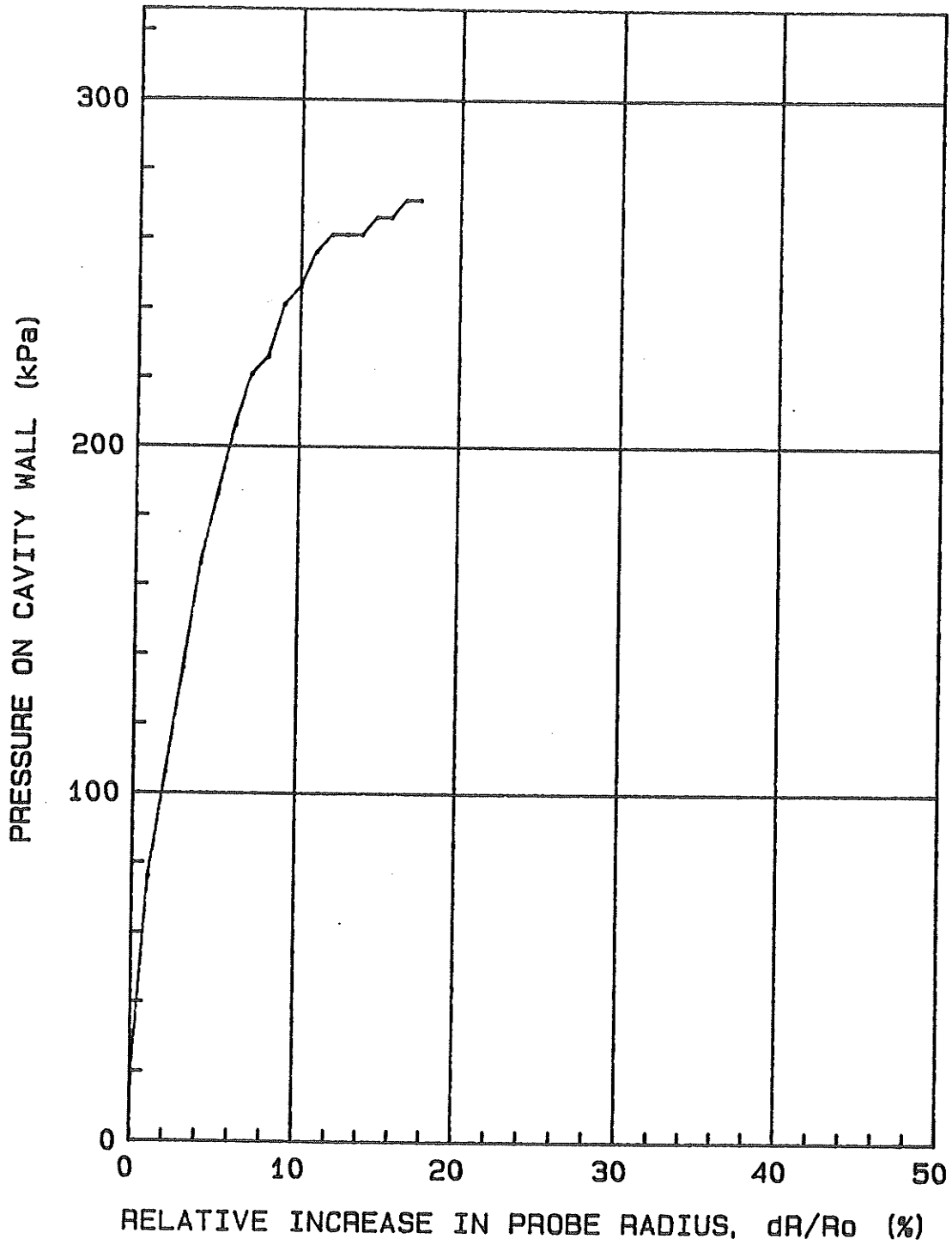
St.Andrew's R/W13-31: Nov/88: 5+900: 3mRt: Hole#11: 0.70m.

Po = 6.3 kPa Eo = 123469 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



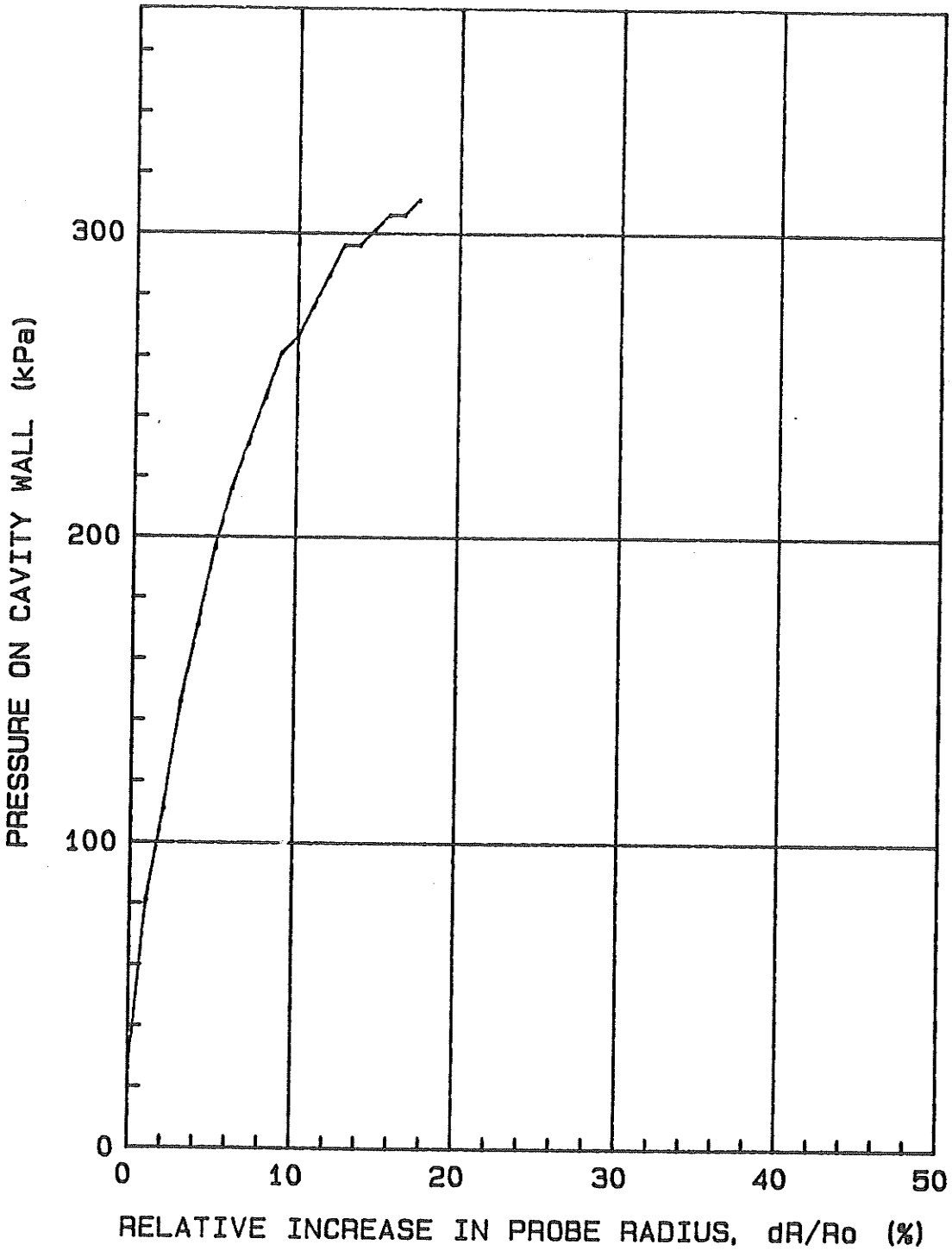
Regina R/W12-30: October/88: 5+055: 3mLt: Hole#1: 0.60m.

Po = 12.4 kPa Eo = 4029 kPa
Pl = 260 kPa Er = kPa
Pl* = 247.6 kPa Eo/Pl* = 16.2



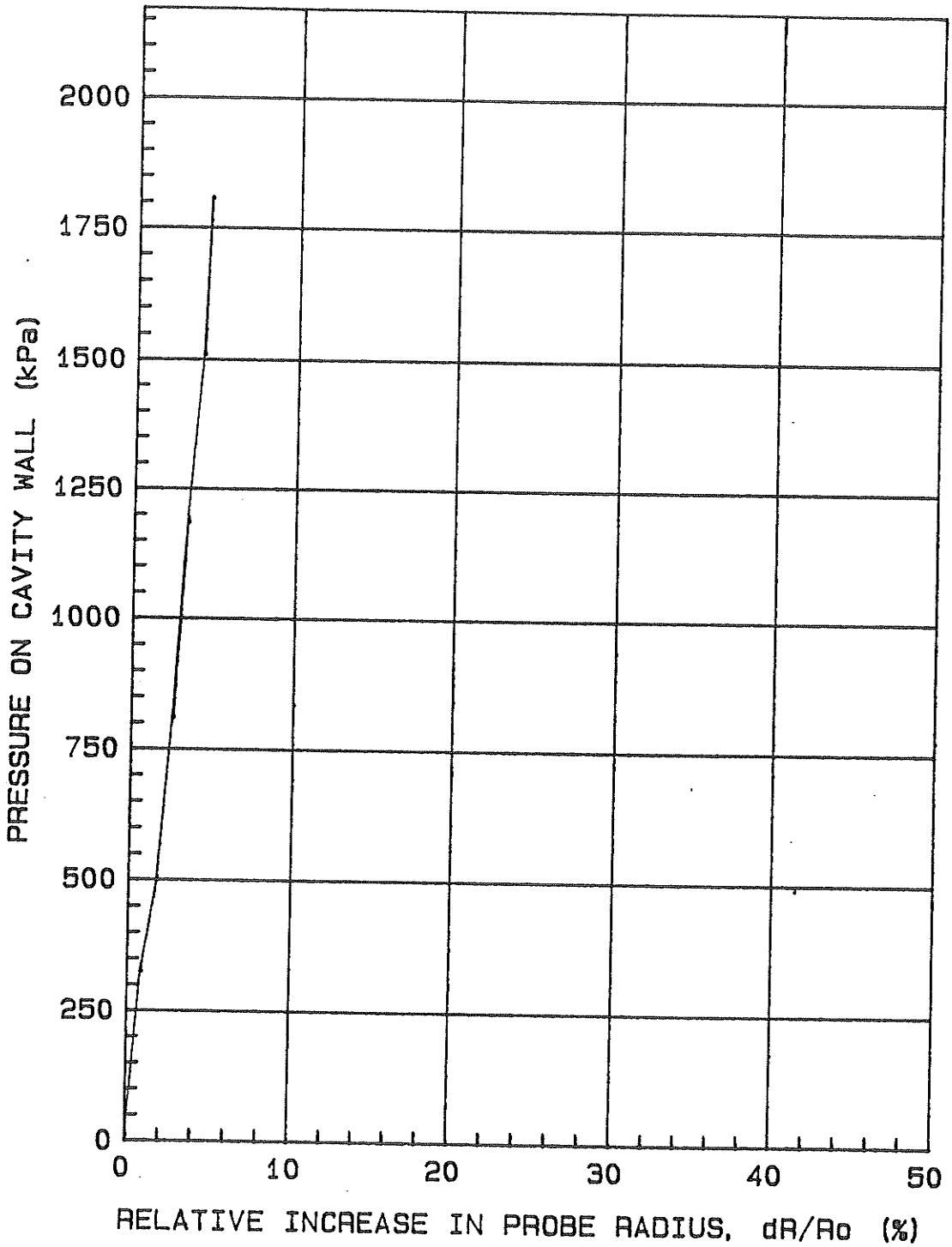
Regina A/W12-30: October/88: 5+055: 3mLt: Hole#1: 1.15m.

Po = 23.2 kPa Eo = 4337 kPa
Pl = 295 kPa Er = kPa
Pl* = 271.8 kPa Eo/Pl* = 15.9



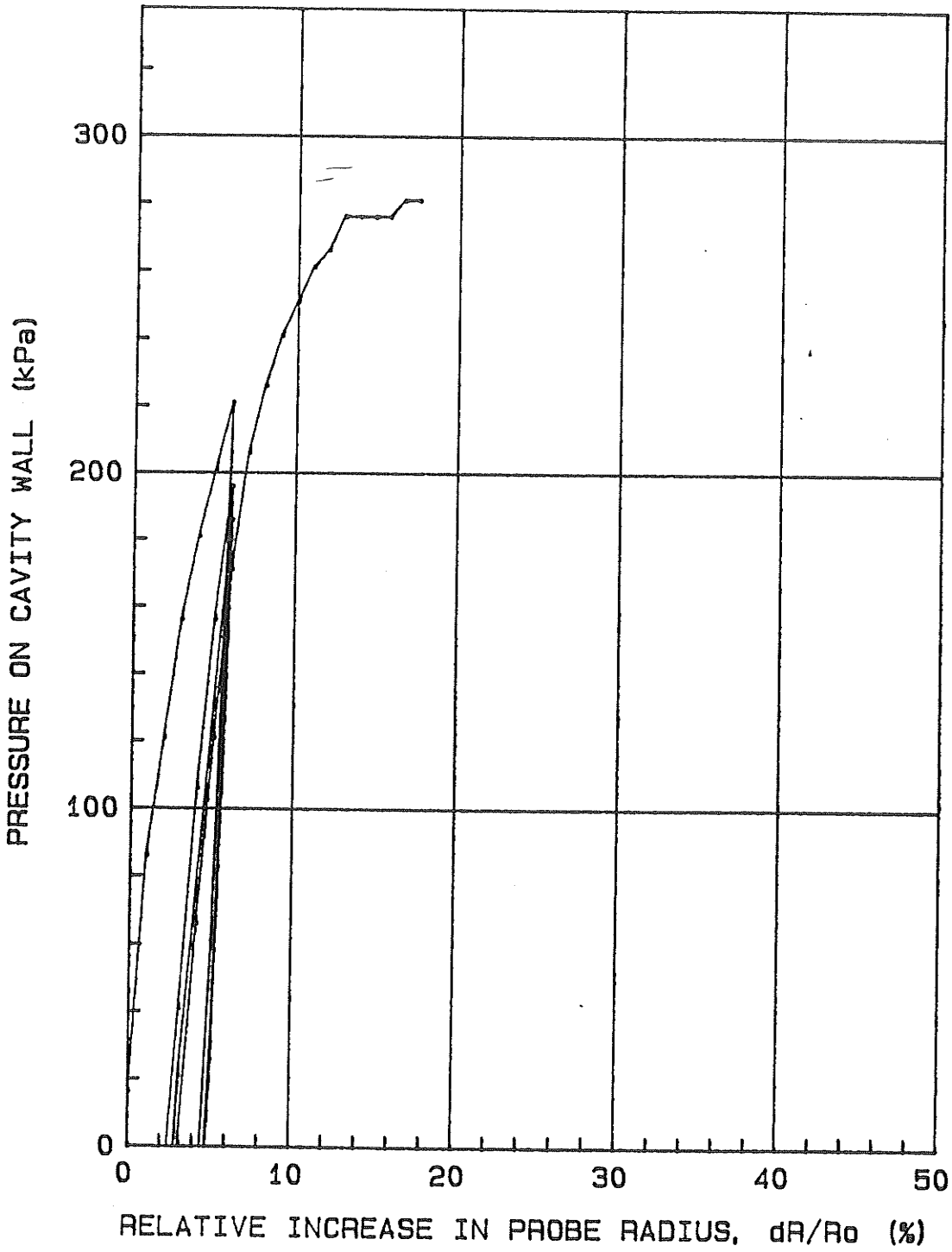
Regina R/W12-30: October/88: 5+055: 3mLt: Hole#1: 2.15m.

Po = 6.3 kPa Eo = 57859 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



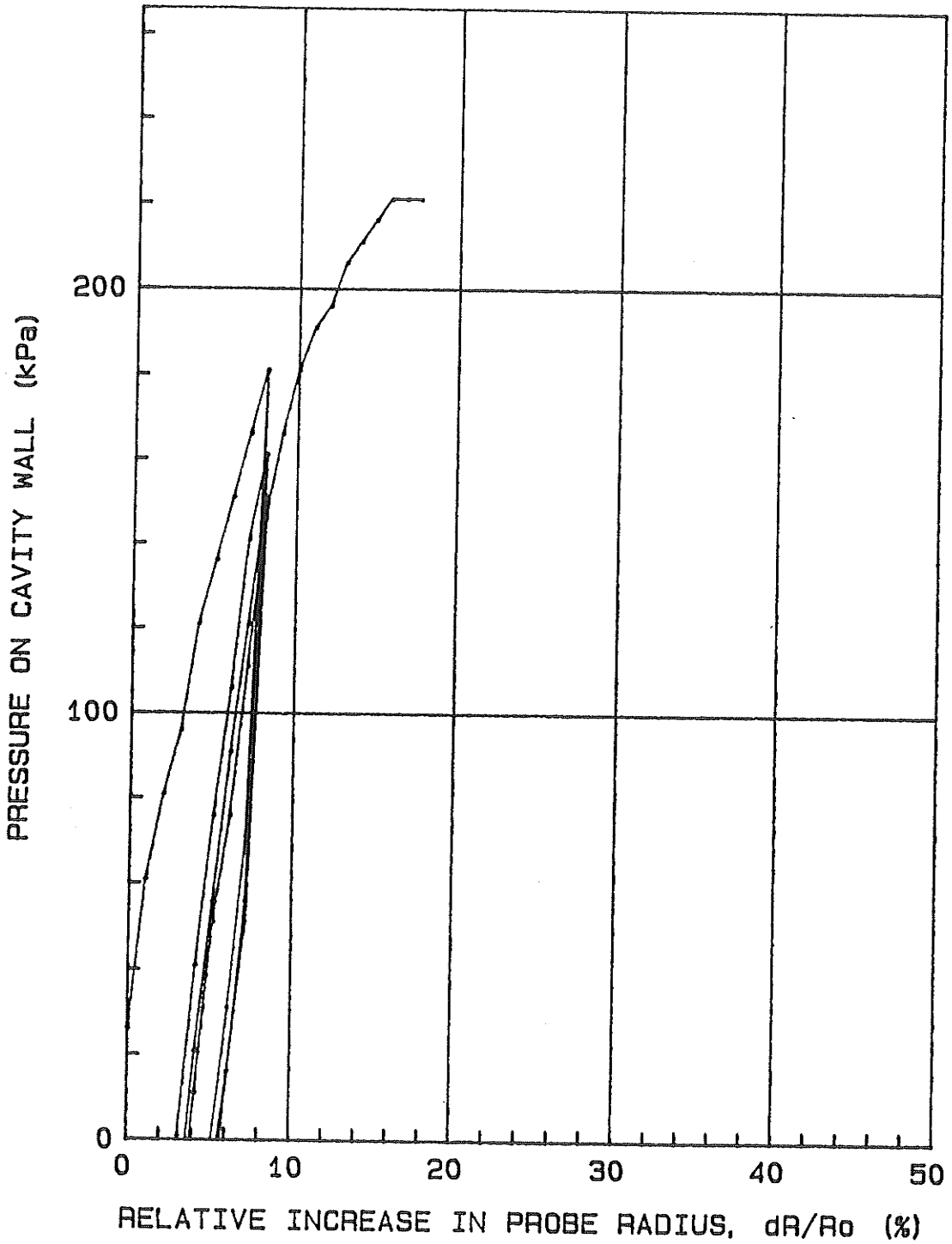
Regina R/W12-30: October/88: 5+100: 3mRt: Hole#2: 0.60m.

Po = 12.4 kPa Eo = 9324 kPa
Pl = 275 kPa Er = 8044 kPa
Pl* = 262.6 kPa Eo/Pl* = 35.5



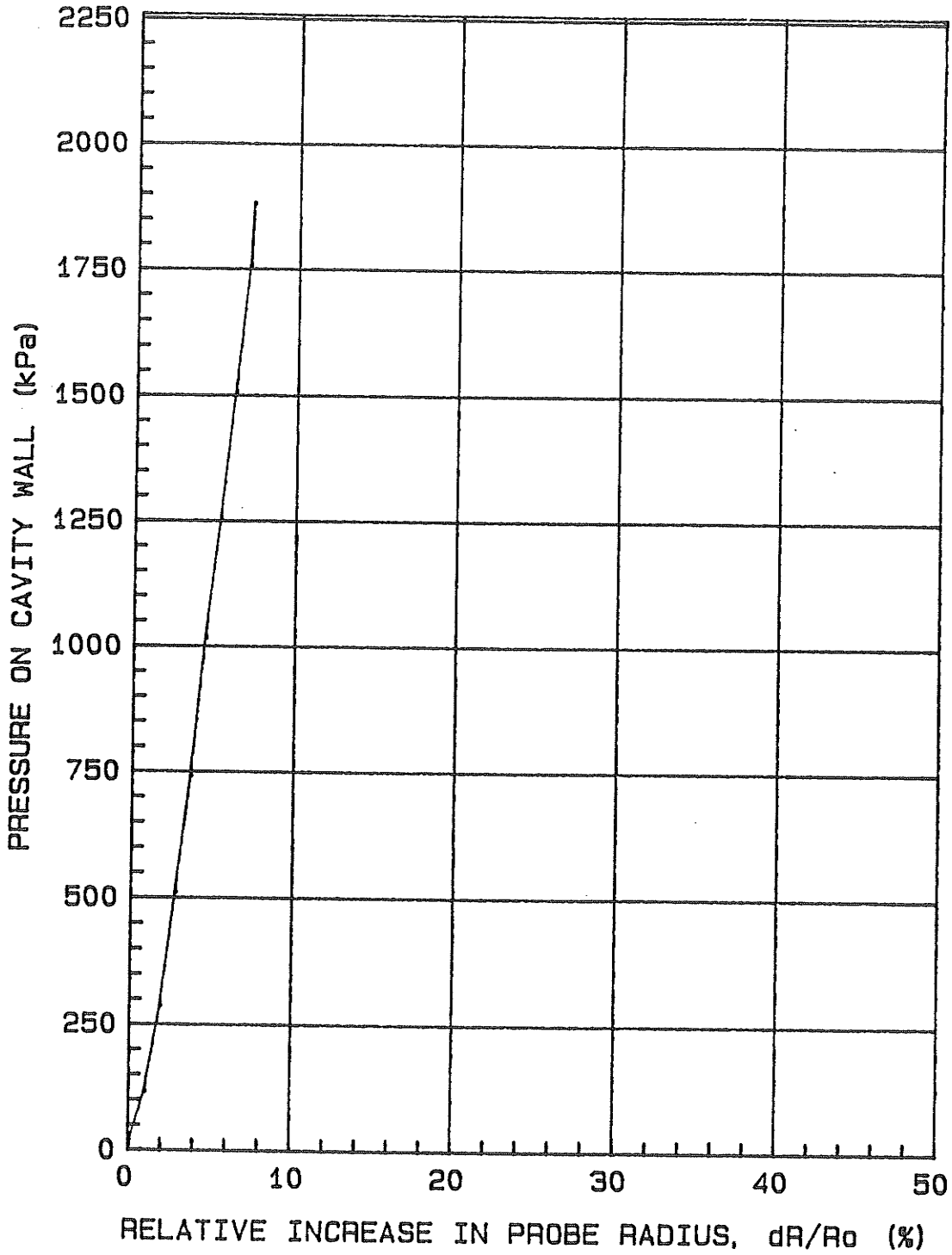
Regina R/W12-30: October/88: 5+100: 3mRt: Hole#2: 1.15m.

Po = 23.2 kPa Eo = 4548 kPa
Pl = 220 kPa Er = 4853 kPa
Pl* = 196.8 kPa Eo/Pl* = 23.1



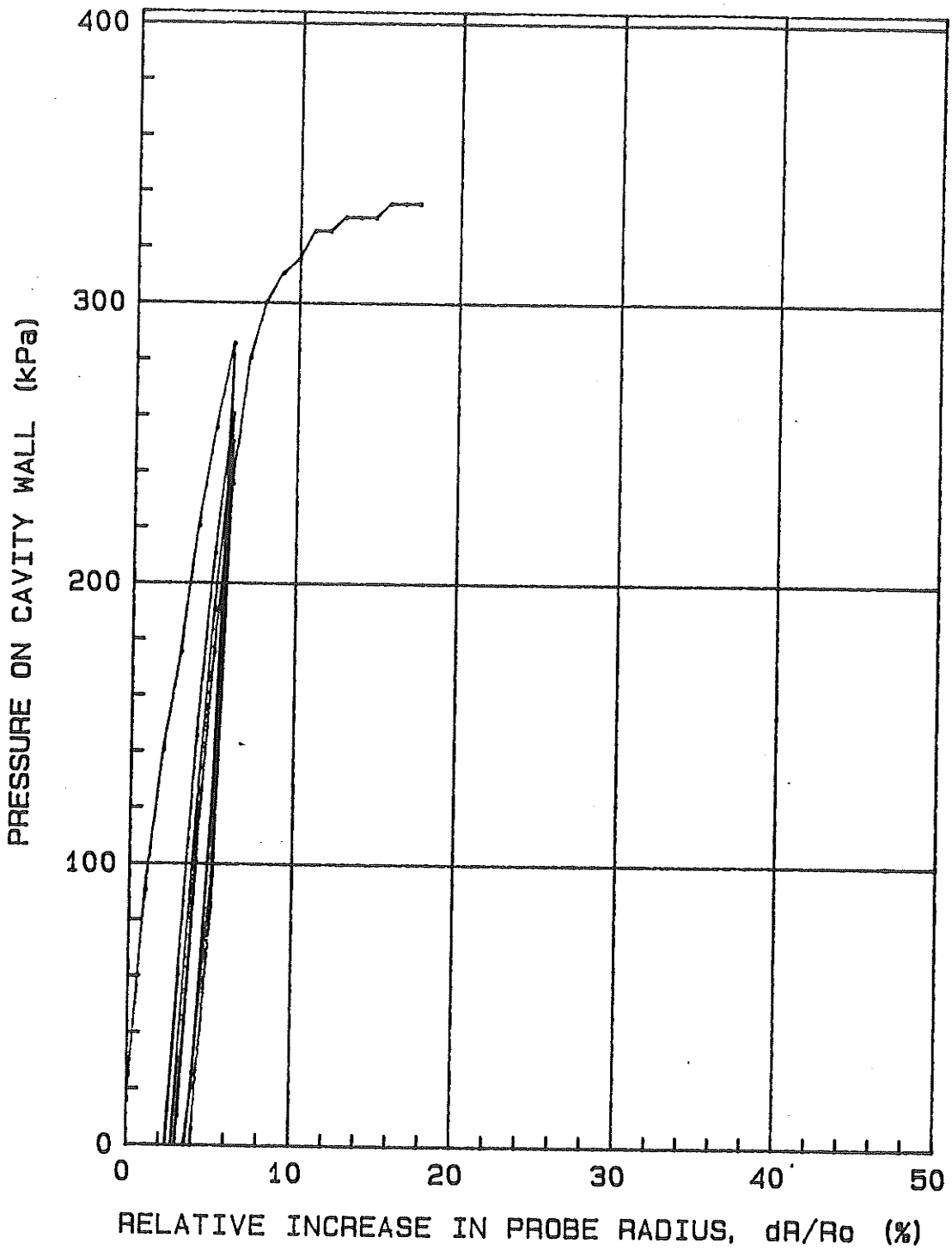
Regina R/W12-30: October/88: 5+100: 3mRt: Hole#2: 2.15m.

Po = 7.4 kPa Eo = 42465 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



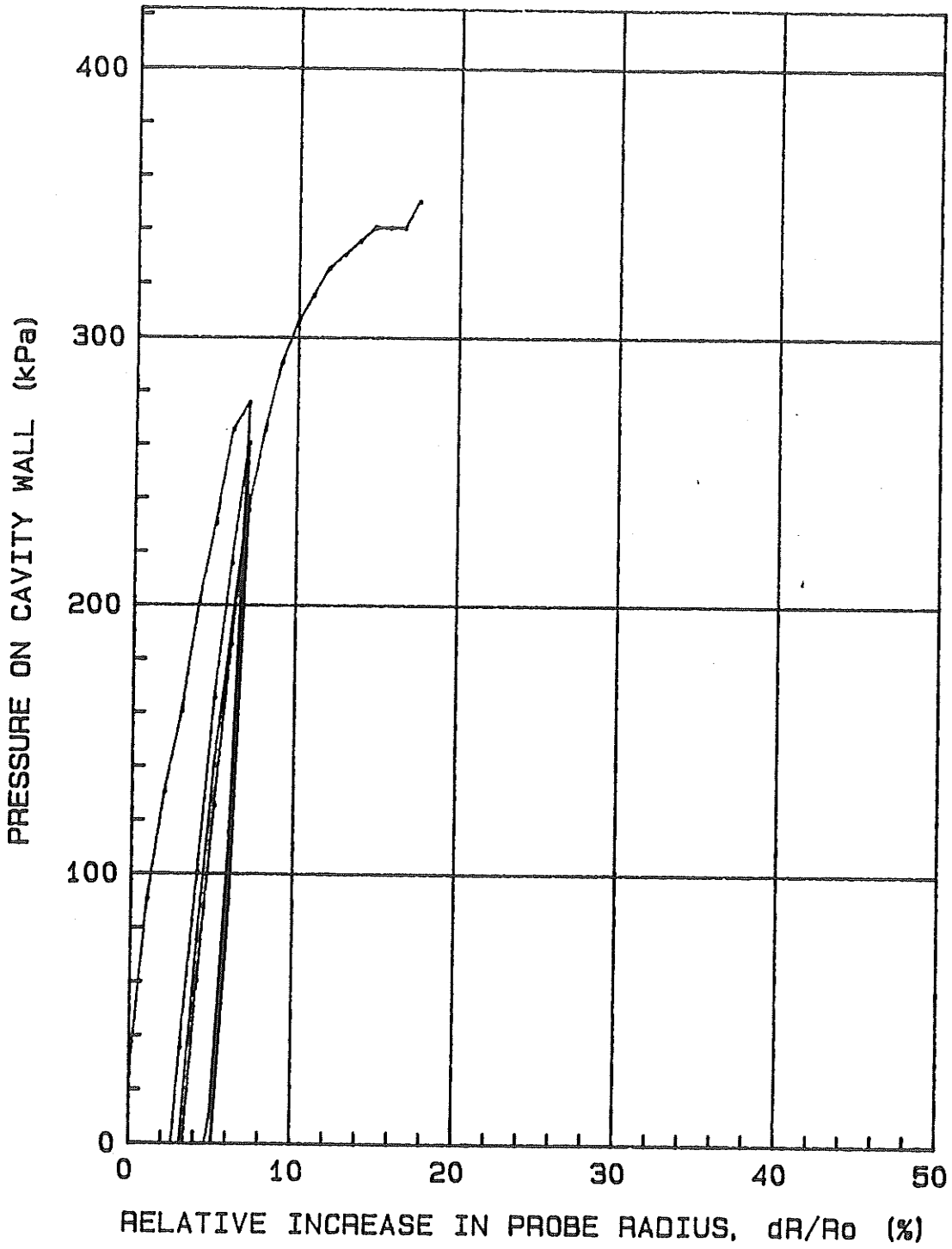
Regina R/W12-30: October/88: 5+330: 3mRt: Hole#3: 0.70m.

Po = 11.9 kPa Eo = 10026 kPa
Pl = 325 kPa Er = 10782 kPa
Pl* = 313.1 kPa Eo/Pl* = 32



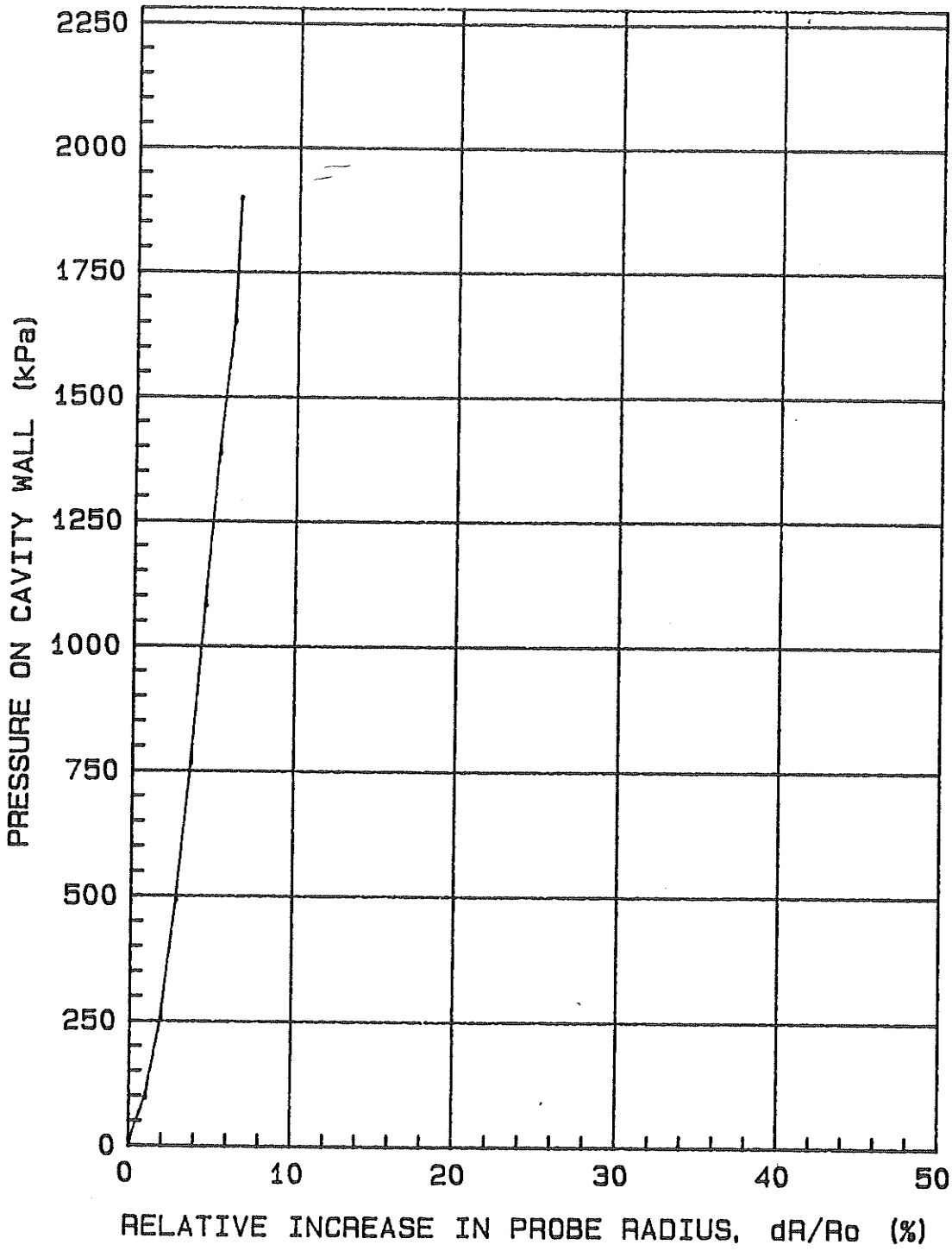
Regina R/W12-30: October/88: 5+330: 3mRt: Hole#3: 1.10m.

Po = 22.7 kPa Eo = 8627 kPa
Pl = 340 kPa Er = 8995 kPa
Pl* = 317.3 kPa Eo/Pl* = 27.1



Regina A/W12-30: October/88: 5+330: 3mRt: Hole#3: 2.10m.

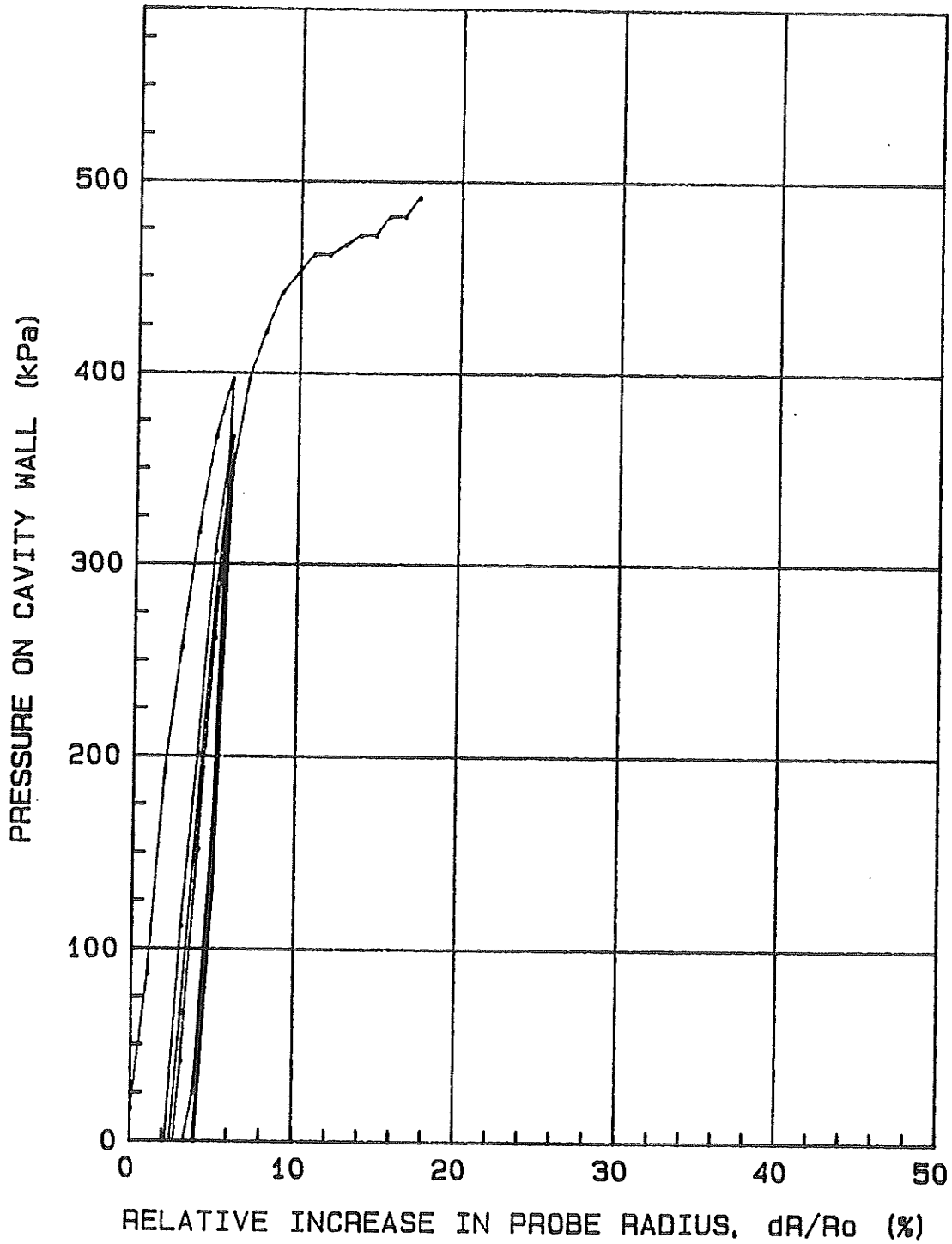
Po = 7.1 kPa Eo = 50646 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Regina R/W12-30: October/88: 5+498: 3mRt: Hole#4: 0.68m.

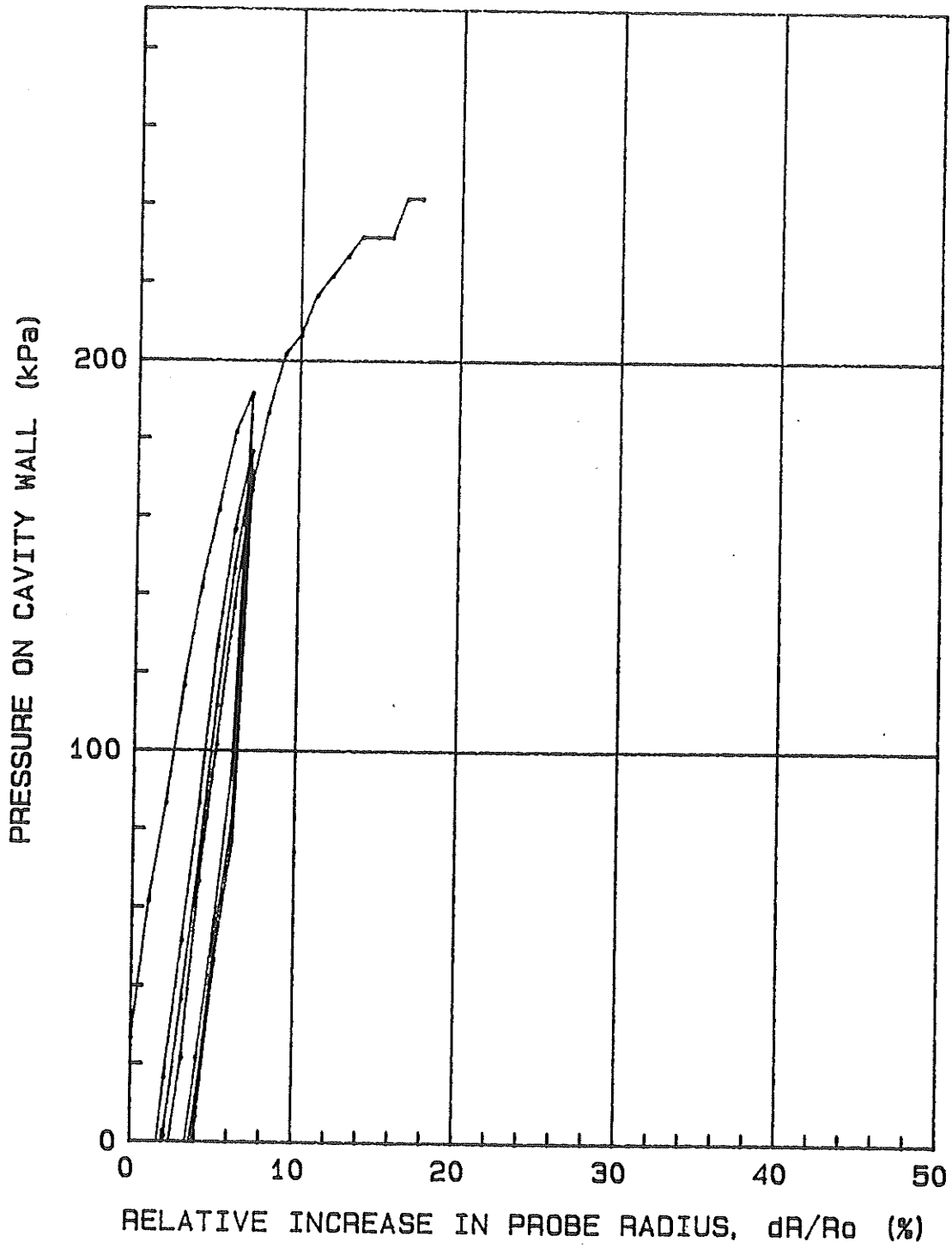
Po = 13 kPa
Pl = 460 kPa
Pl* = 447 kPa

Eo = 11920 kPa
Er = 14888 kPa
Eo/Pl* = 26.6



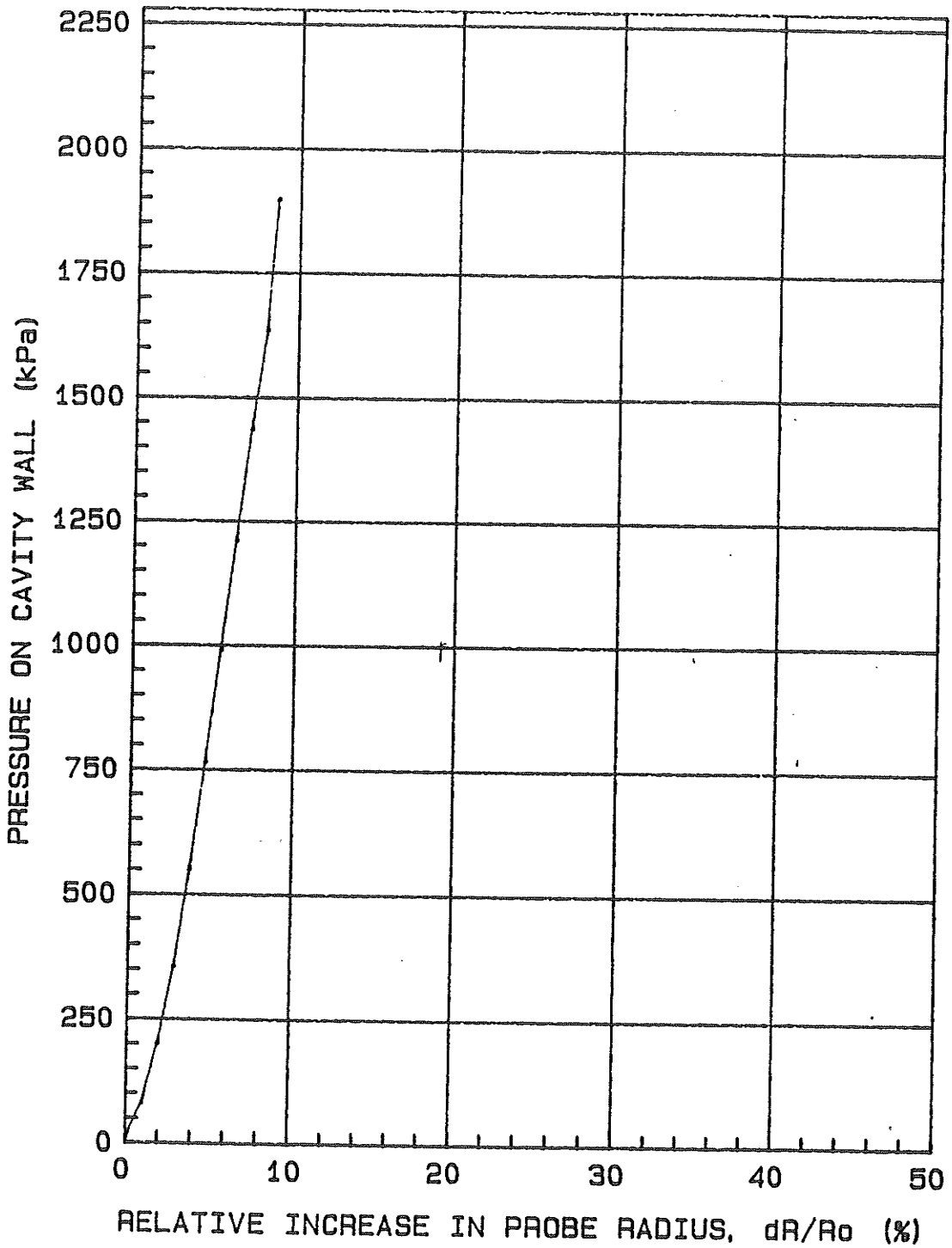
Regina A/W12-30: October/88: 5+498: 3mRt: Hole#4: 1.20m.

Po = 23.8 kPa Eo = 4548 kPa
Pl = 230 kPa Er = 5122 kPa
Pl* = 206.2 kPa Eo/Pl* = 22



Regina A/W12-30: October/88: 5+498: 3mRt: Hole#4: 2.20m.

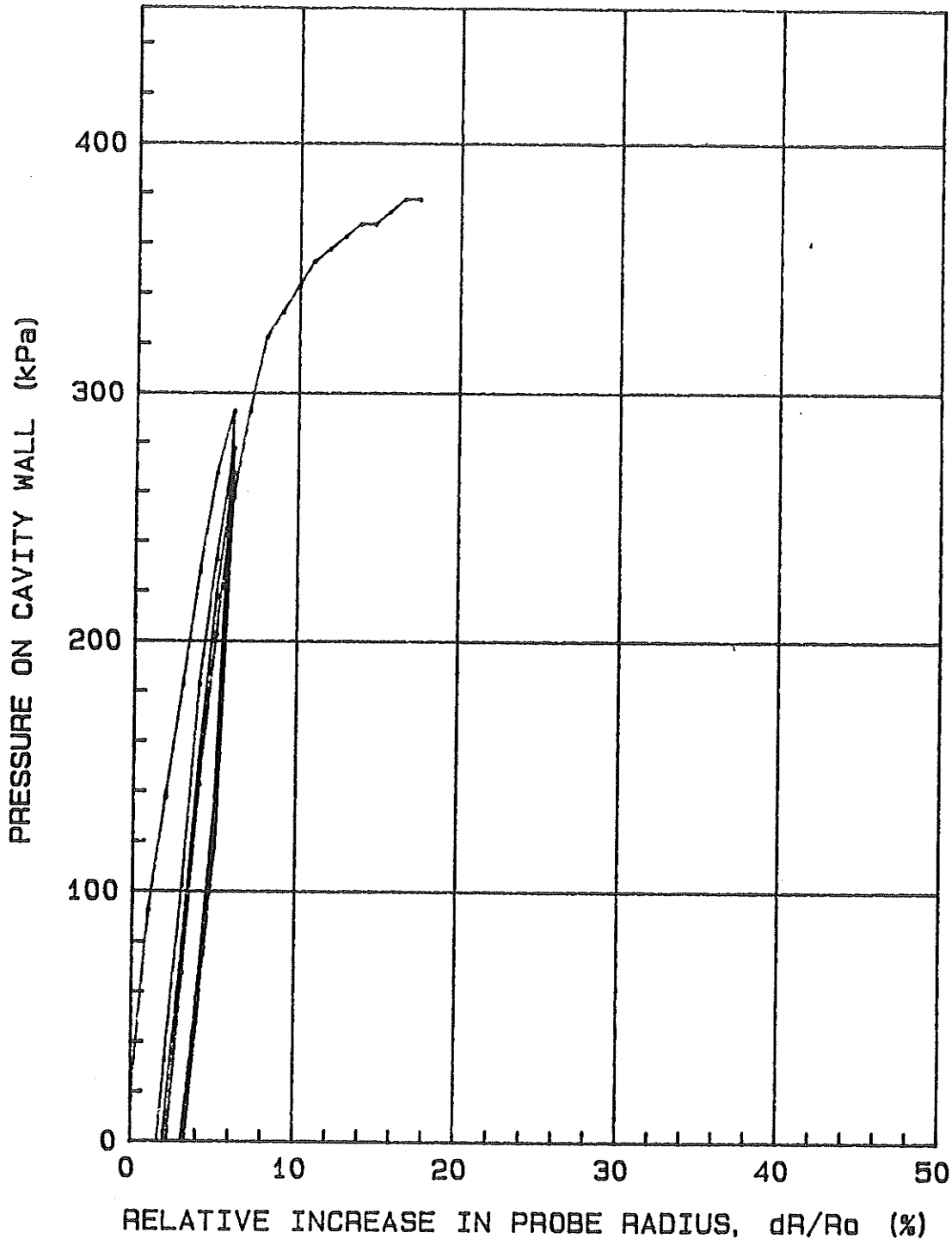
Po = 7.5 kPa Eo = 35655 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Regina A/W12-30: October/88: 5+700: 3mRt: Hole#5: 0.71m.

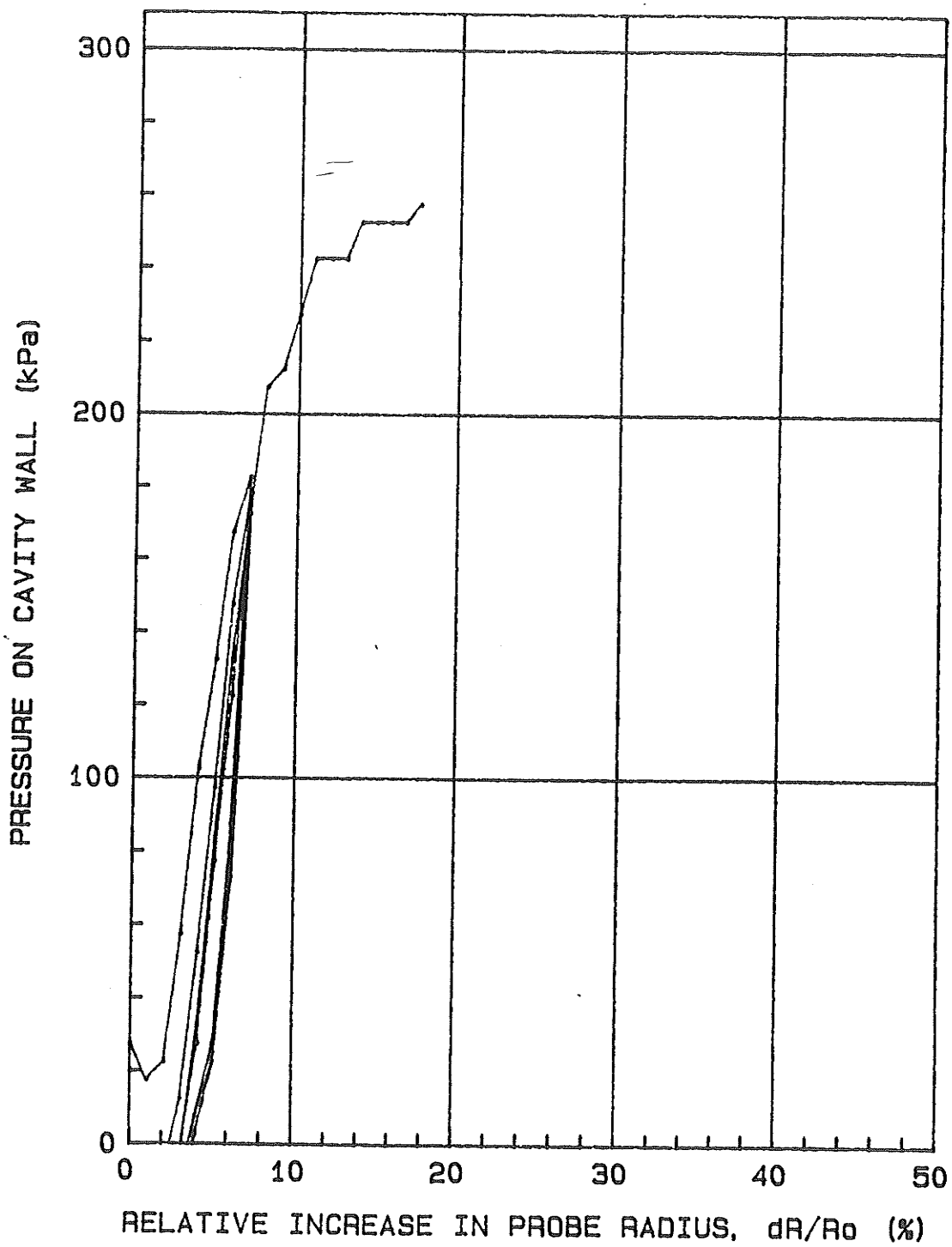
Po = 14 kPa
P1 = 370 kPa
P1* = 356 kPa

Eo = 10026 kPa
Er = 9381 kPa
Eo/P1* = 28.1



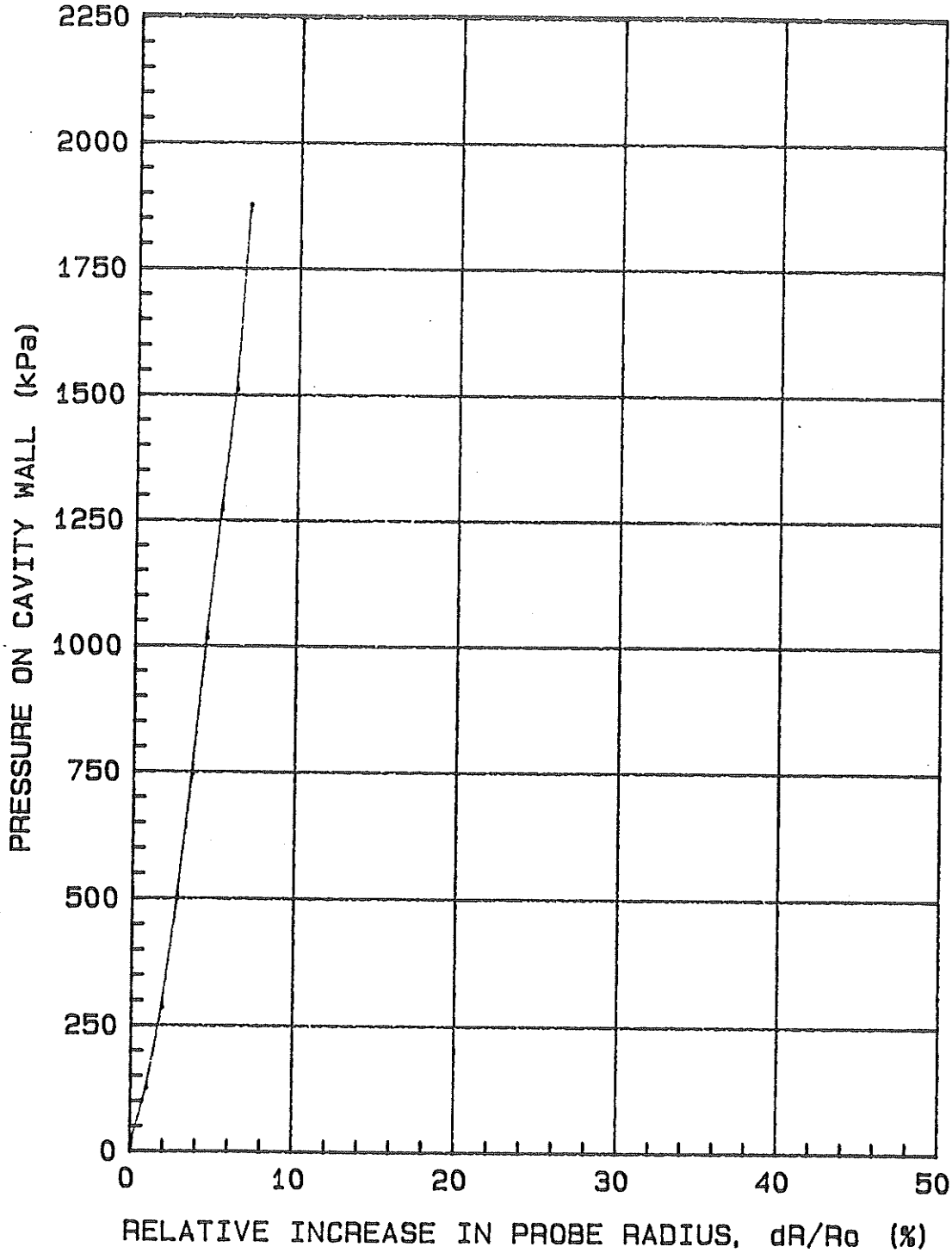
Regina R/W12-30: October/88: 5+700: 3mRt: Hole#5: 1.30m.

Po = 24.8 kPa Eo = 5460 kPa
Pl = 240 kPa Er = 6954 kPa
Pl* = 215.2 kPa Eo/Pl* = 25.3



Regina A/W12-30: October/88: 5+700: 3mRt: Hole#5: 2.30m.

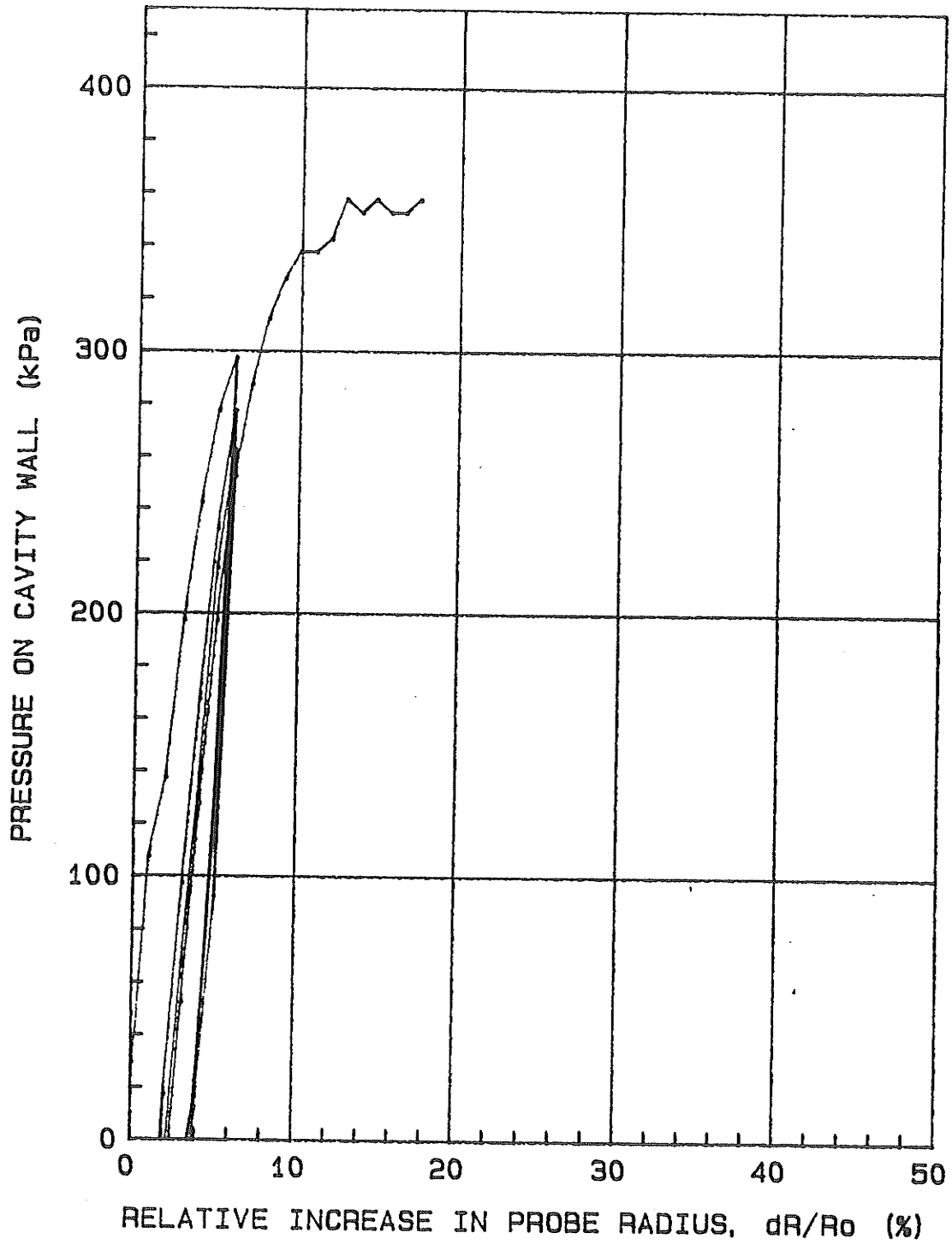
Po = 7.6 kPa Eo = 41535 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Regina R/W12-30: October/88: 5+800: 3mLt: Hole#6: 0.72m.

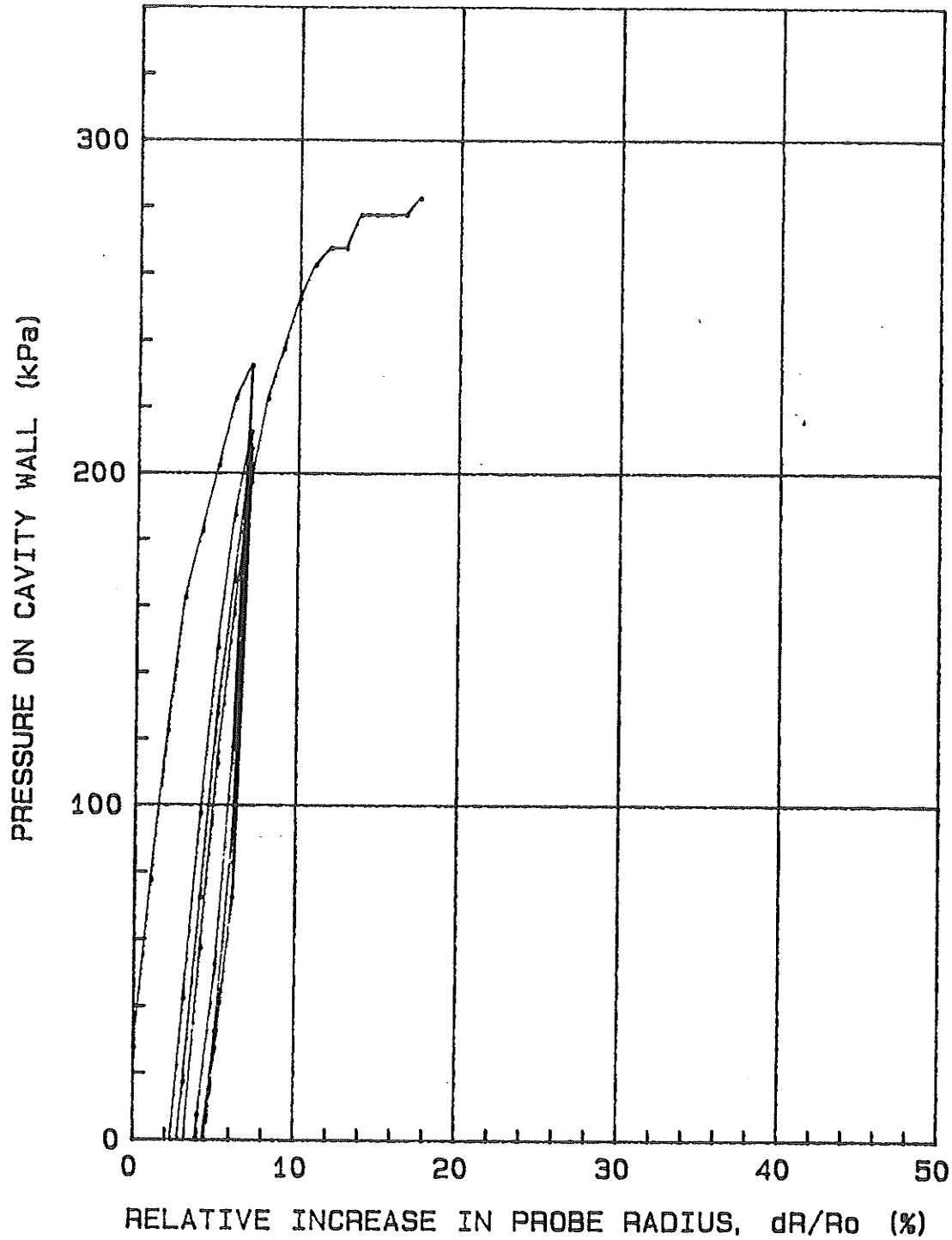
Po = 14 kPa
Pl = 335 kPa
Pl* = 321 kPa

Eo = 12163 kPa
Er = 9524 kPa
Eo/Pl* = 37.8



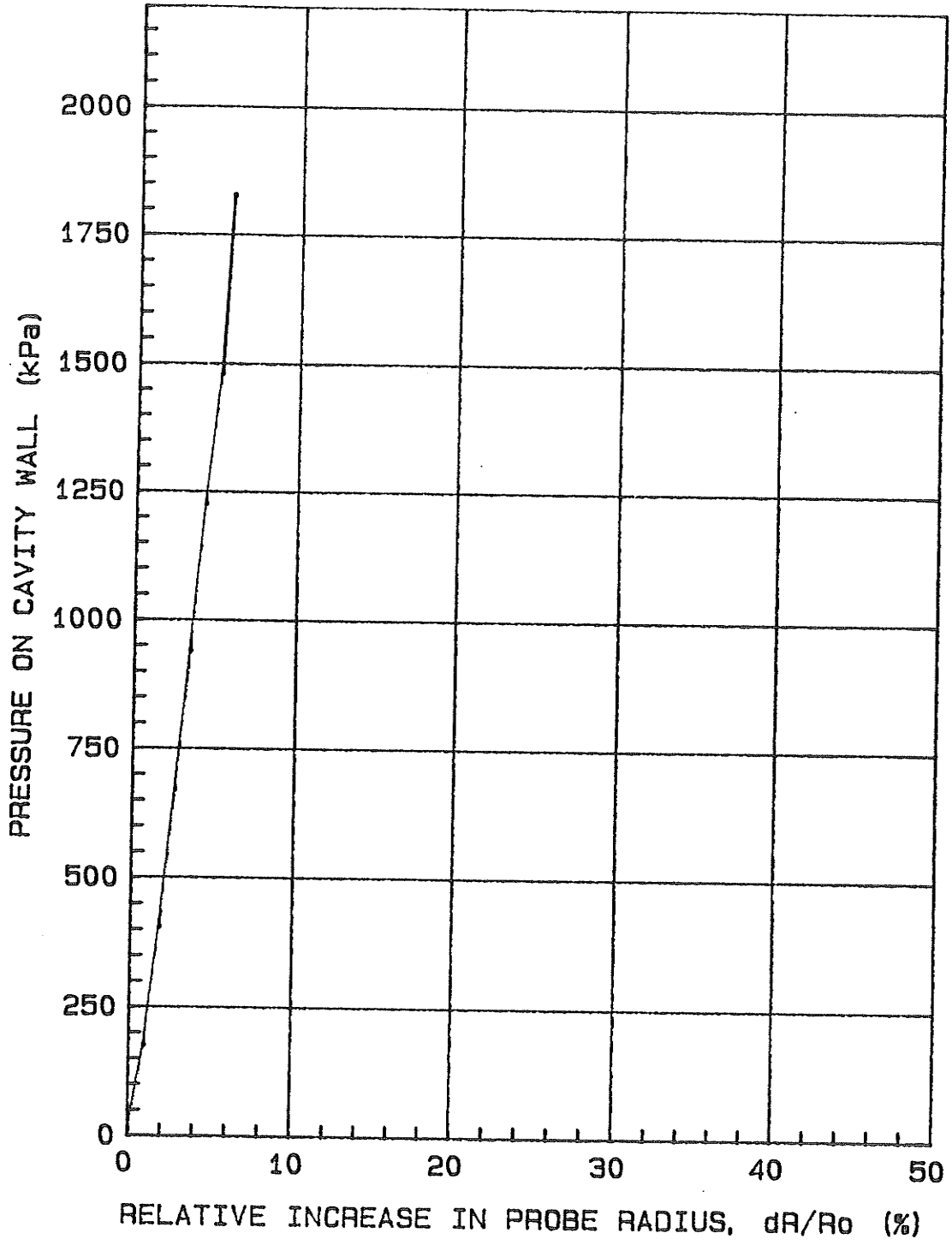
Regina R/W12-30: October/88: 5+800: 3mLt: Hole#6: 1.30m.

Po = 24.8 kPa Eo = 6002 kPa
Pl = 265 kPa Er = 7133 kPa
Pl* = 240.2 kPa Eo/Pl* = 24.9



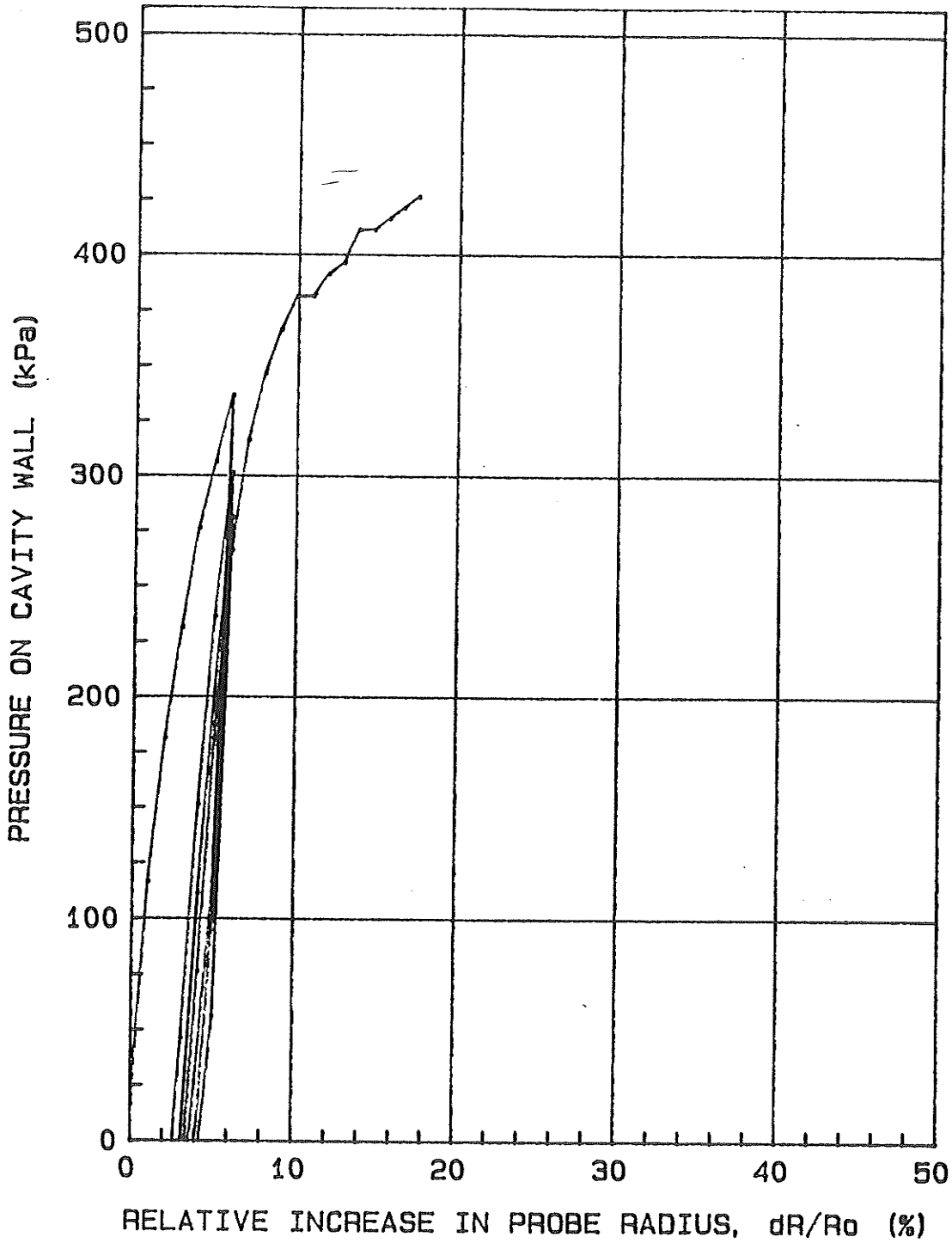
Regina R/W12-30: October/88: 5+800: 3mLt: Hole#6: 2.30m.

Po = 7 kPa Eo = 44019 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



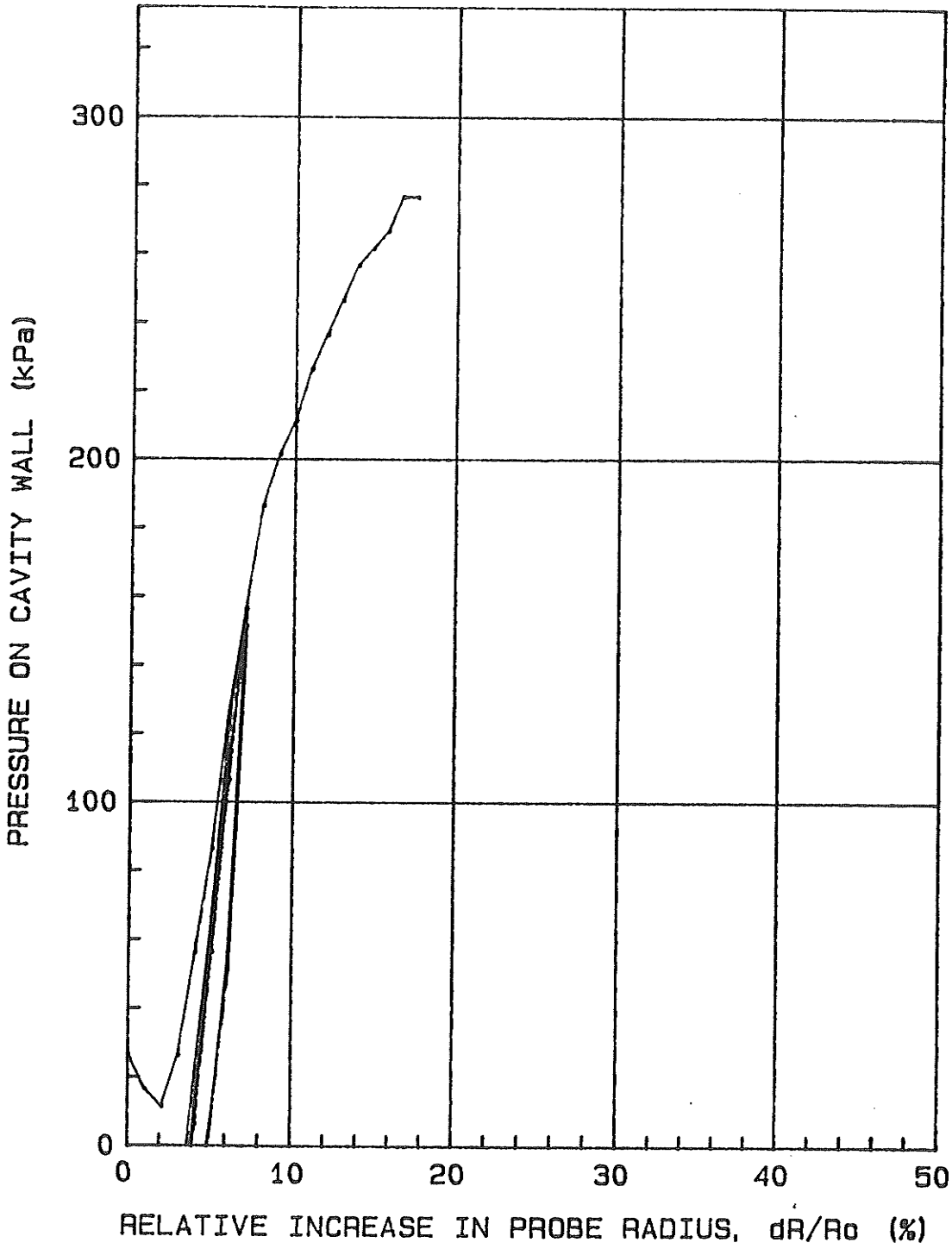
Regina R/W12-30: October/88: 6+000: 3mLt: Hole#7: 0.67m.

Po = 13 kPa Eo = 13613 kPa
Pl = 380 kPa Er = 14118 kPa
Pl* = 367 kPa Eo/Pl* = 37



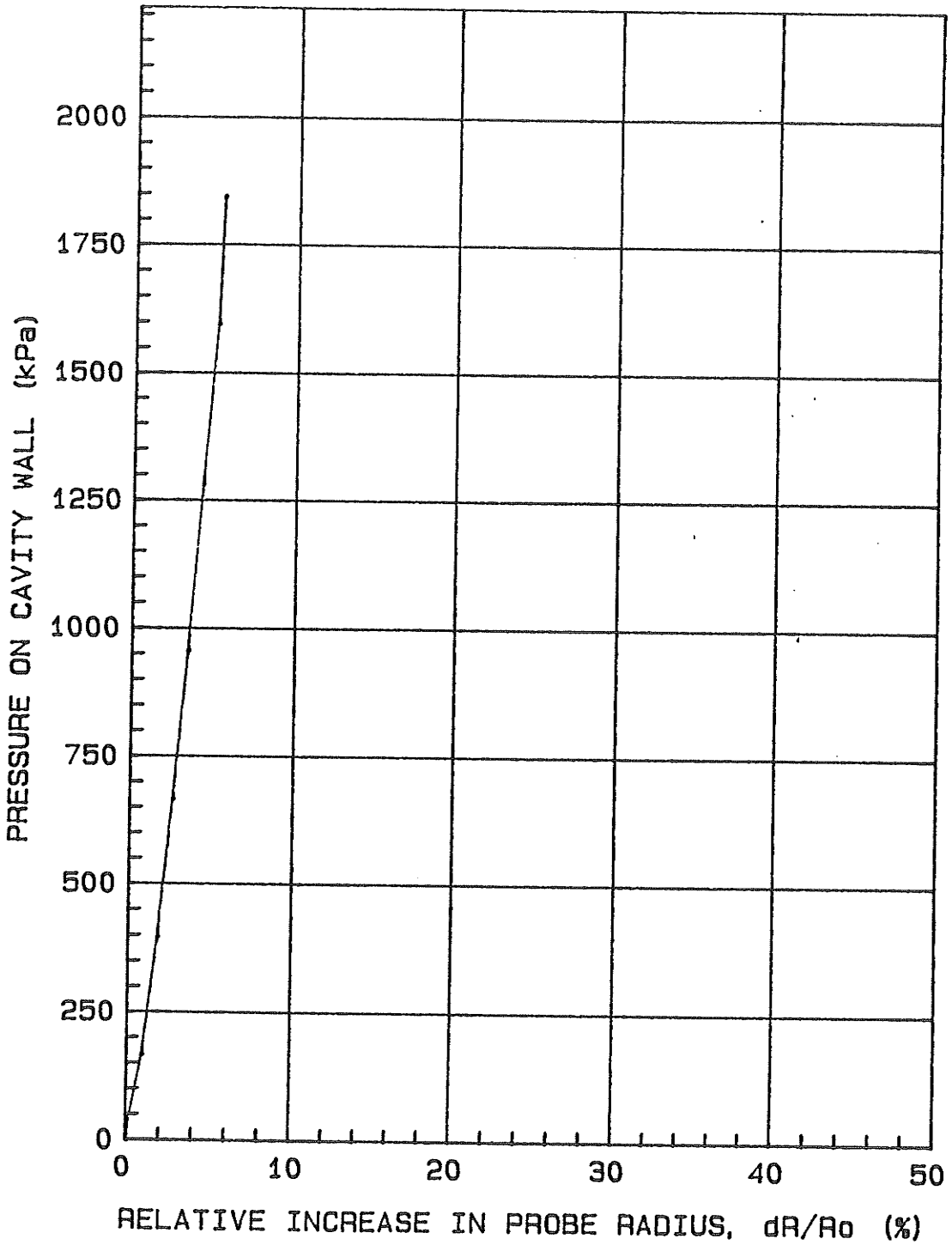
Regina R/W12-30: October/88: 6+000: 3mLt: Hole#7: 1.20m.

Po = 23.8 kPa Eo = 4656 kPa
Pl = 275 kPa Er = 7204 kPa
Pl* = 251.2 kPa Eo/Pl* = 18.5



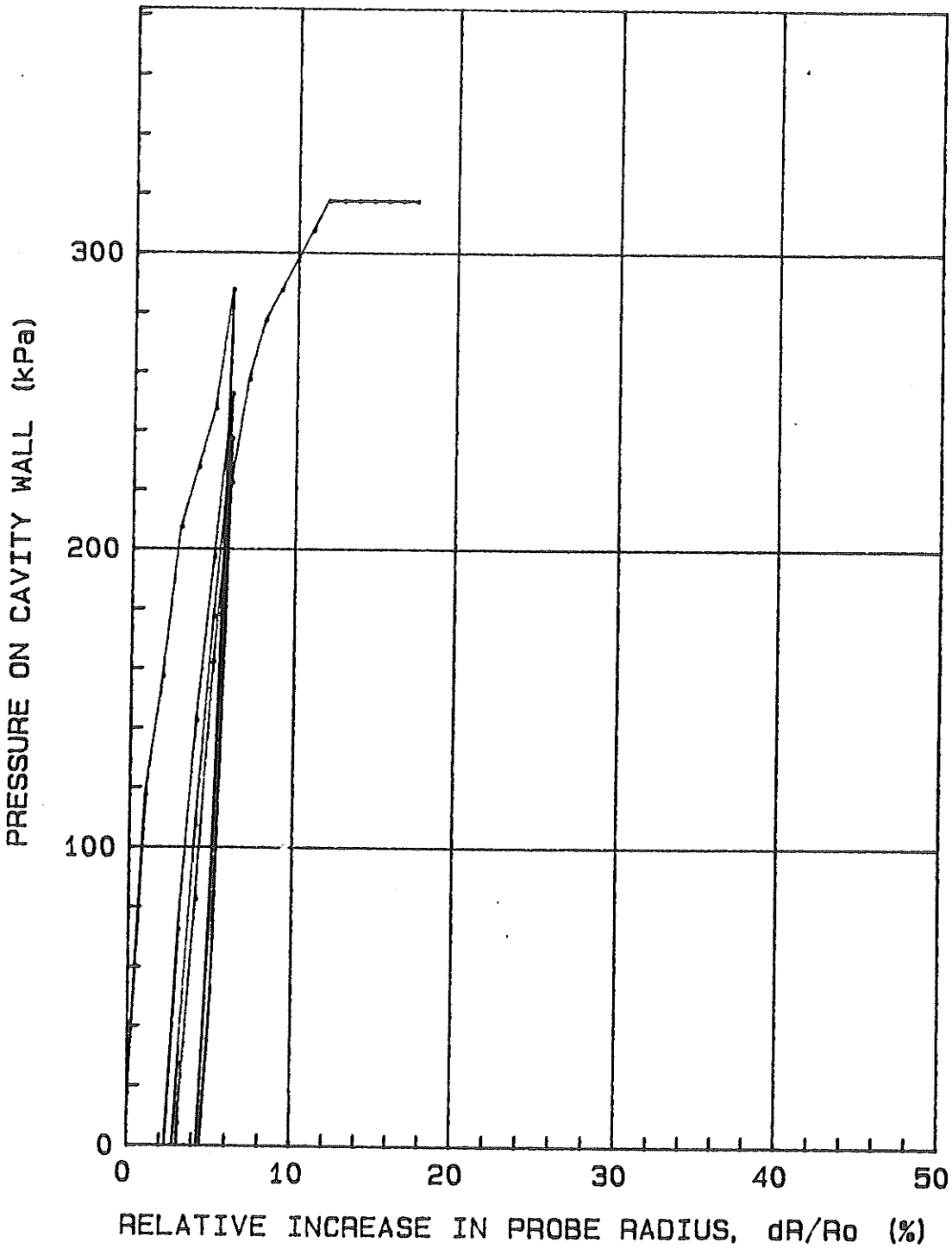
Regina R/W12-30: October/88: 6+000: 3mLt: Hole#7: 2.20m.

Po = 7.8 kPa Eo = 52923 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



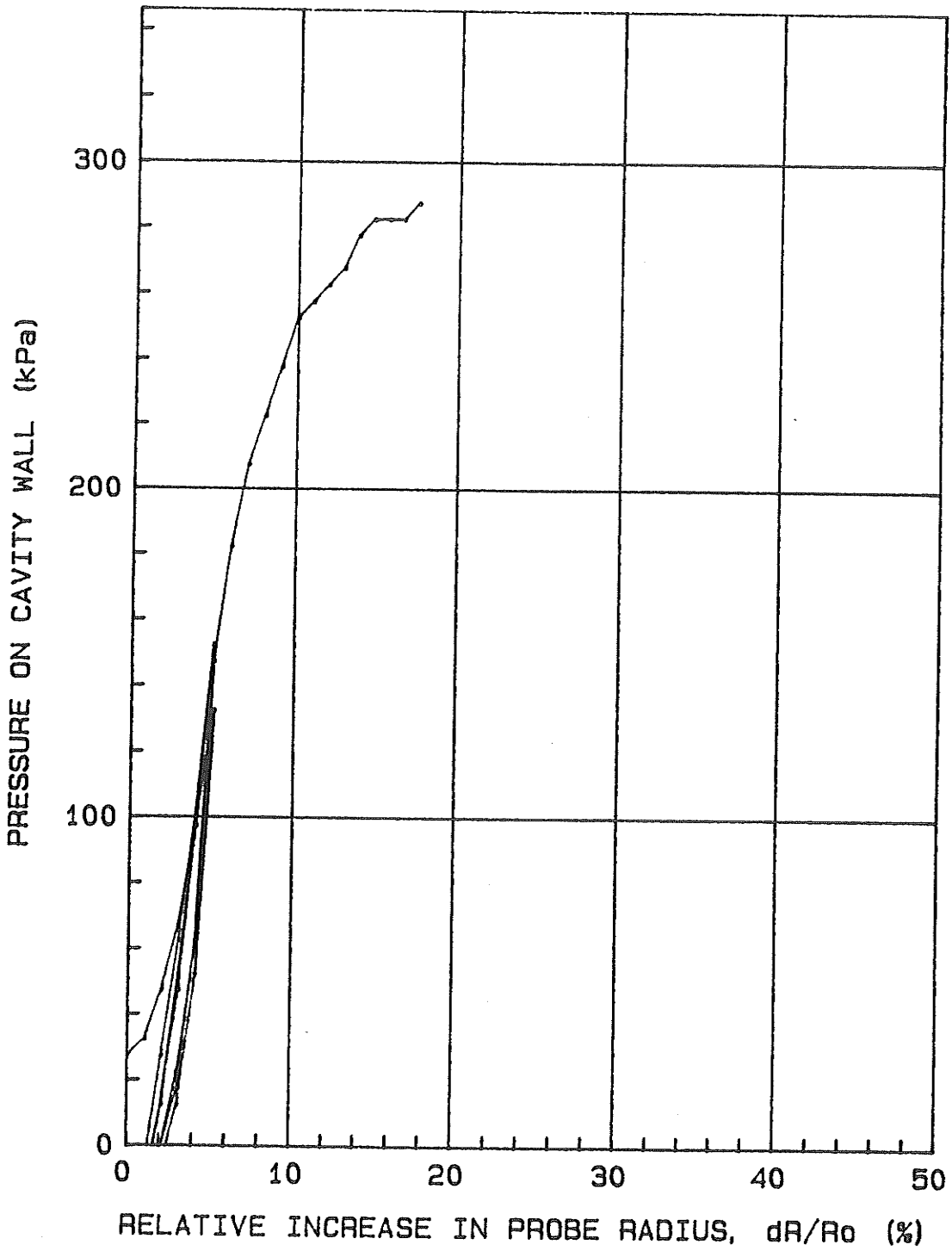
Regina A/W12-30: October/88: 6+100: 3mRt: Hole#8: 0.74m.

Po = 14 kPa Eo = 13613 kPa
Pl = 320 kPa Er = 10280 kPa
Pl* = 306 kPa Eo/Pl* = 44.4



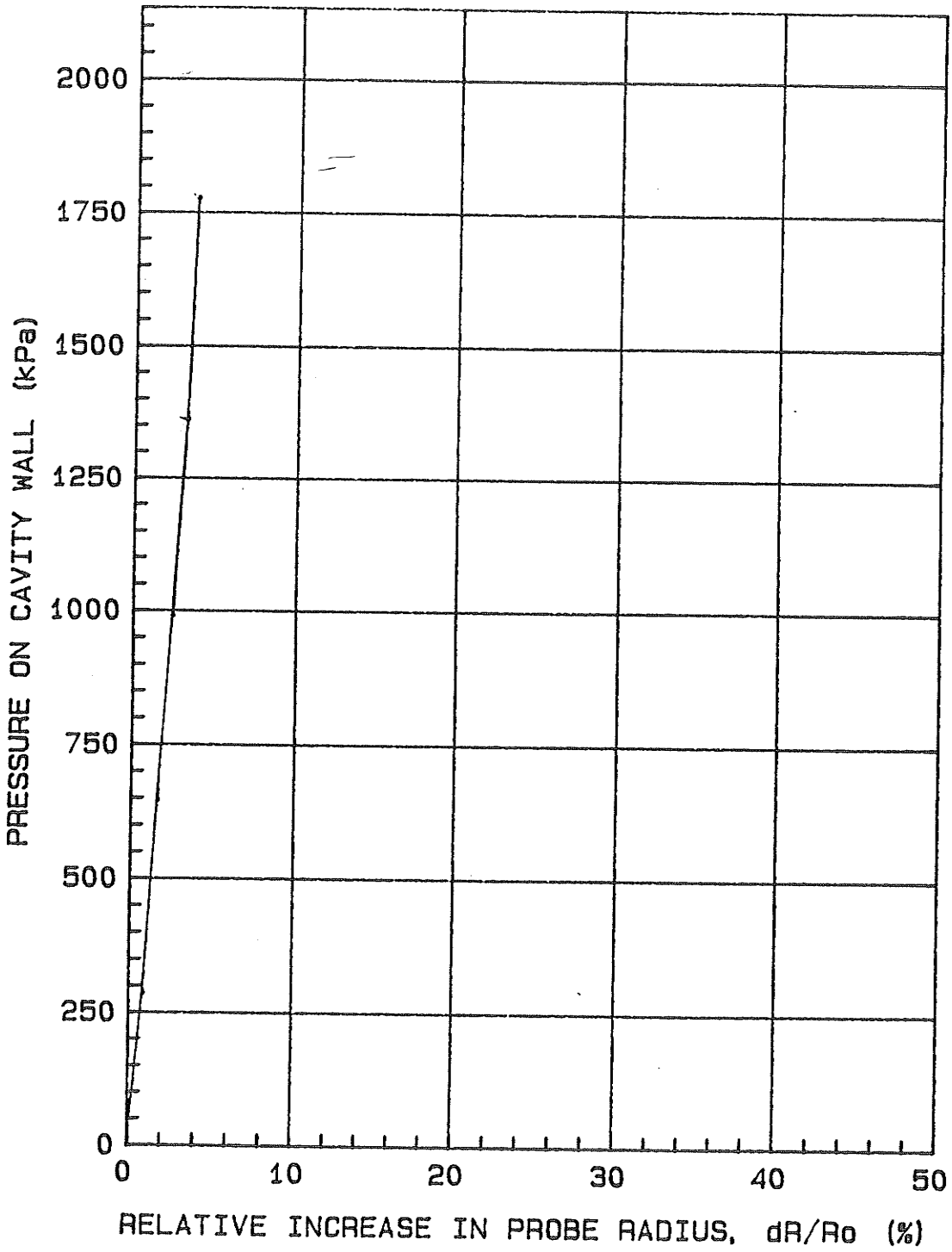
Regina A/W12-30: October/88: 6+100: 3mAt: Hole#8: 1.30m.

Po = 24.8 kPa Eo = 4491 kPa
Pl = 285 kPa Er = 6221 kPa
Pl* = 260.2 kPa Eo/Pl* = 17.2



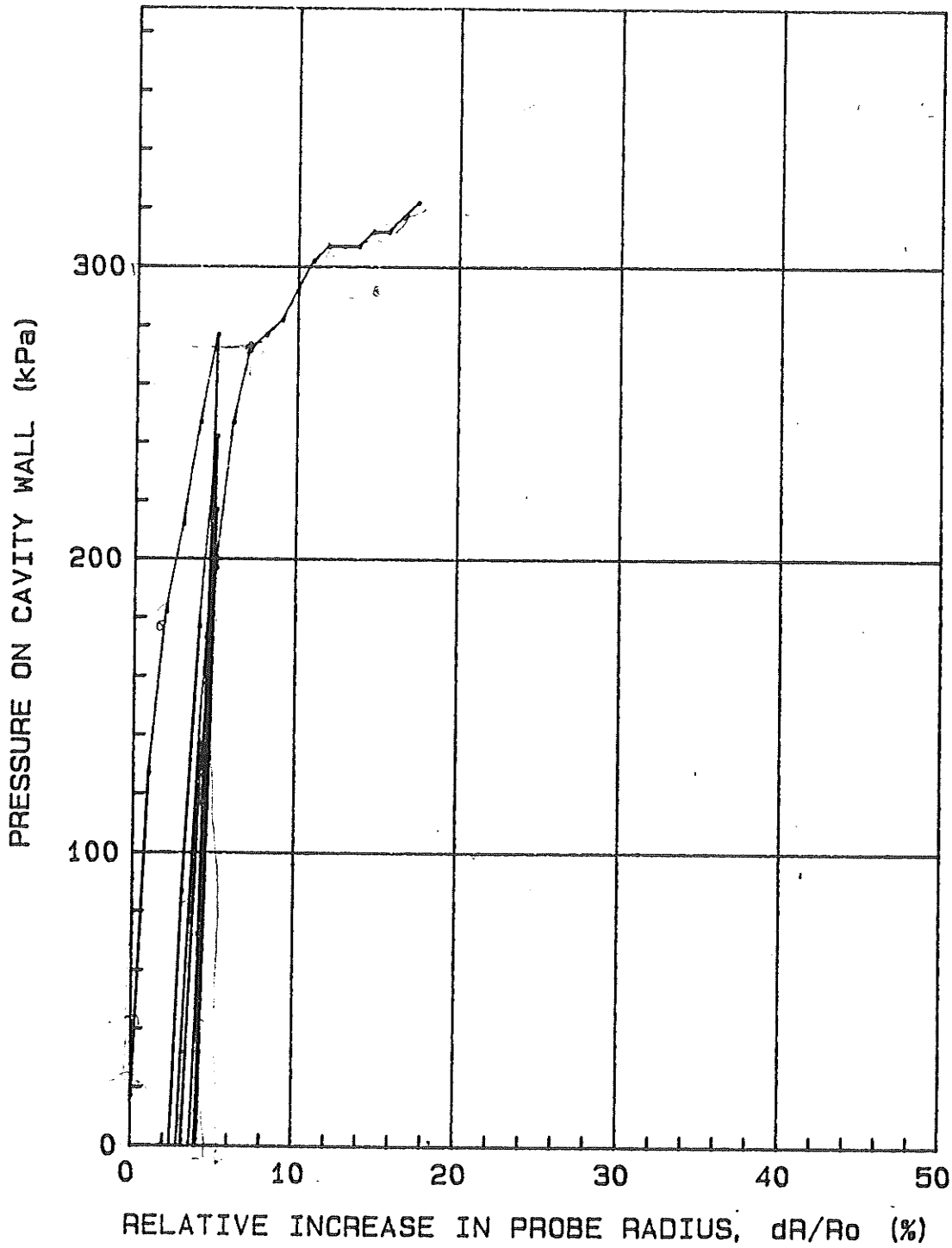
Regina R/W12-30: October/88: 6+100: 3mRt: Hole#8: 2.30m.

Po = 7.5 kPa Eo = 61876 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



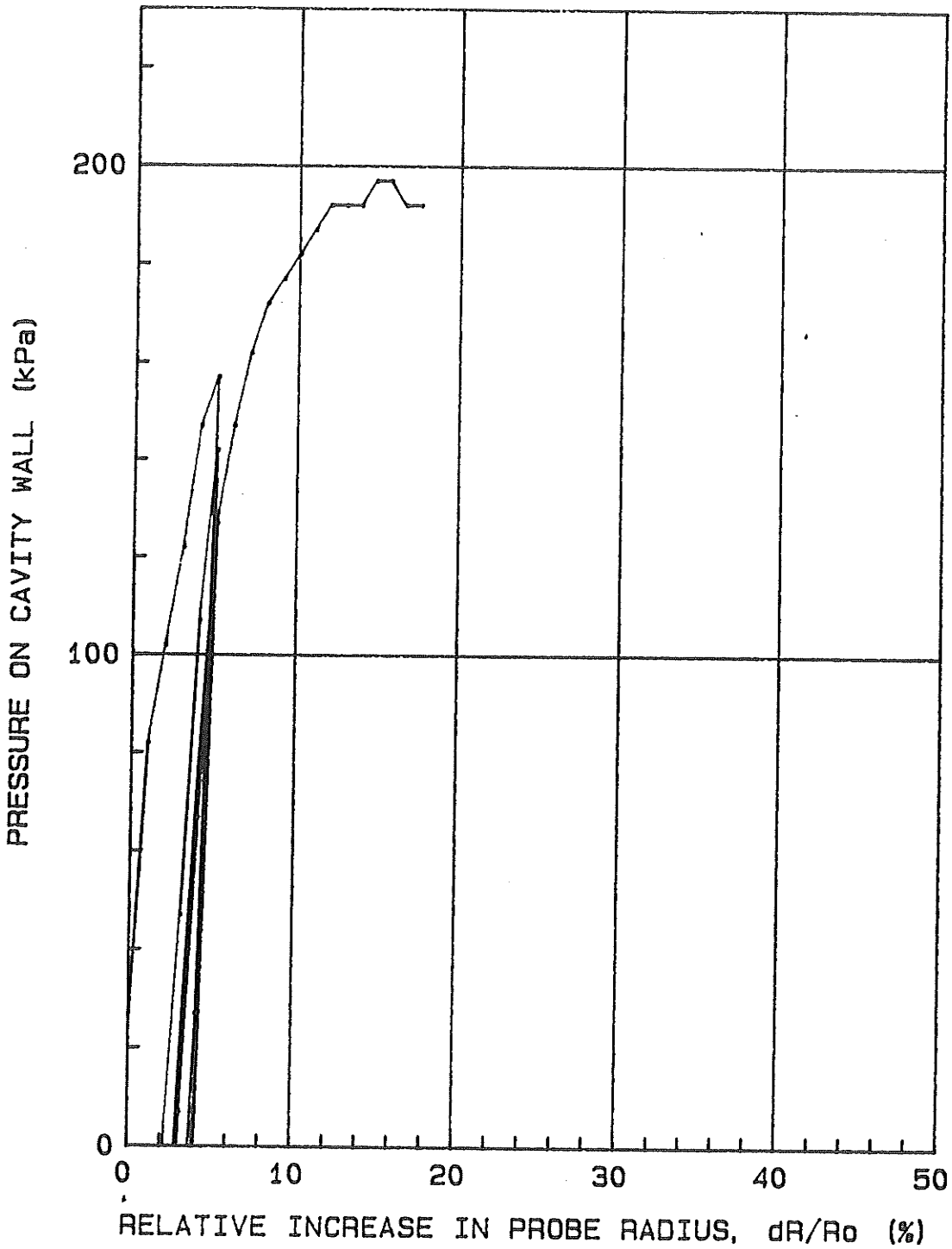
Regina A/W12-30: October/88: 6+300: 3mAt: Hole#9: 0.71m.

Po = 13.5 kPa Eo = 15085 kPa
Pl = 310 kPa Er = 14114 kPa
Pl* = 296.5 kPa Eo/Pl* = 50.8

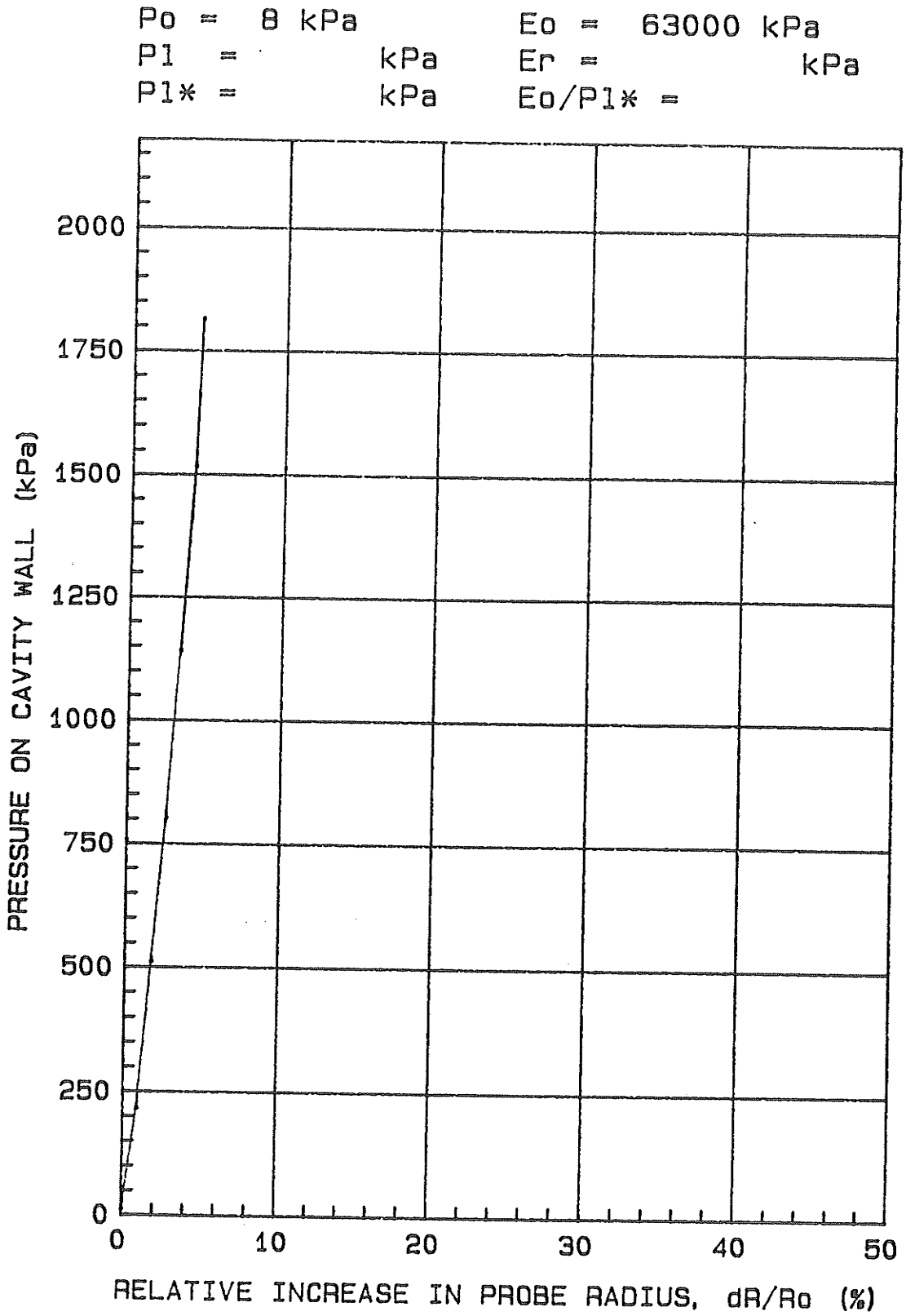


Regina R/W12-30: October/88: 6+300: 3mRt: Hole#9: 1.25m.

Po = 24.3 kPa Eo = 7248 kPa
Pl = 190 kPa Er = 8458 kPa
Pl* = 165.7 kPa Eo/Pl* = 43.7

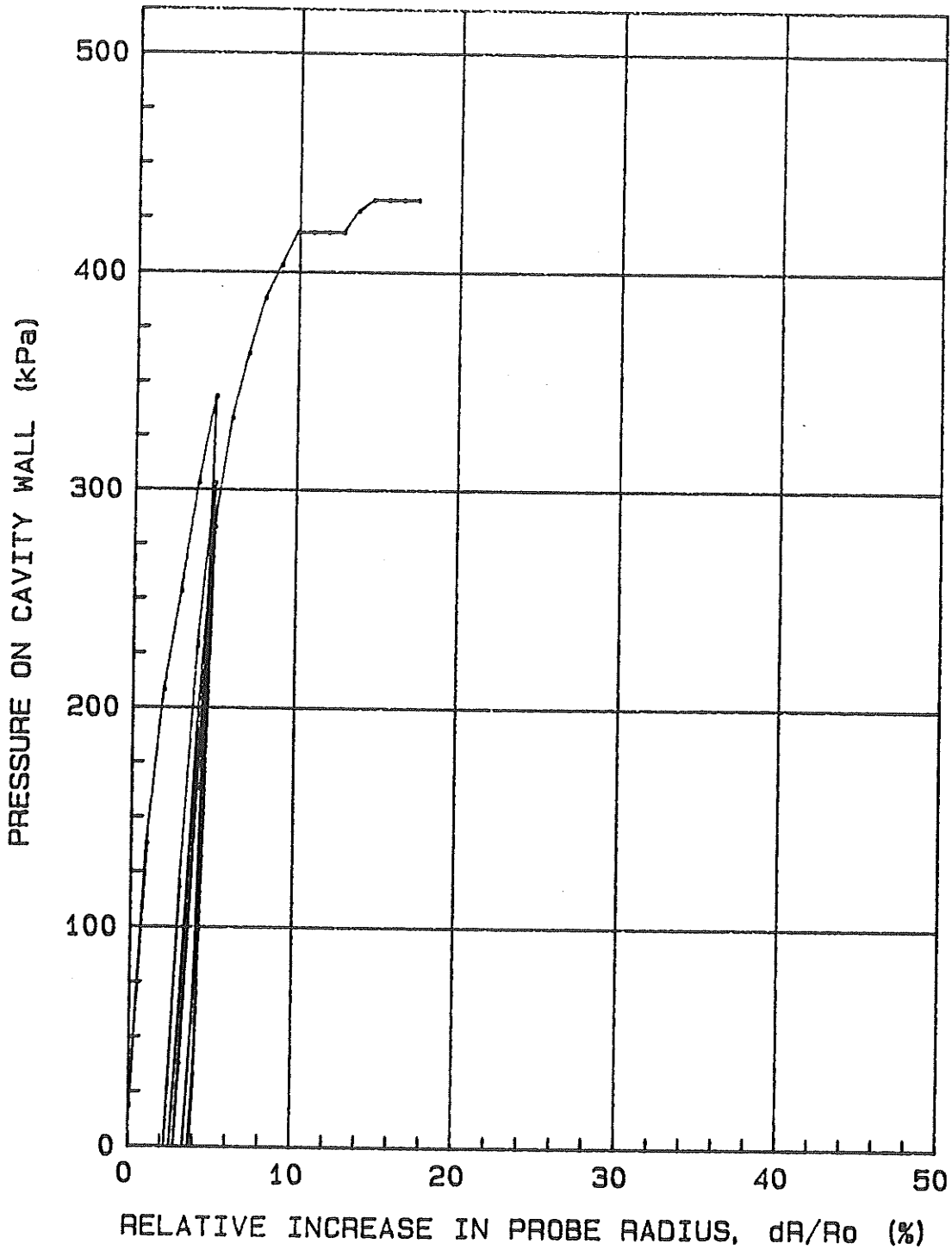


Regina A/W12-30: October/88: 6+300: 3mRt: Hole#9: 2.25m.



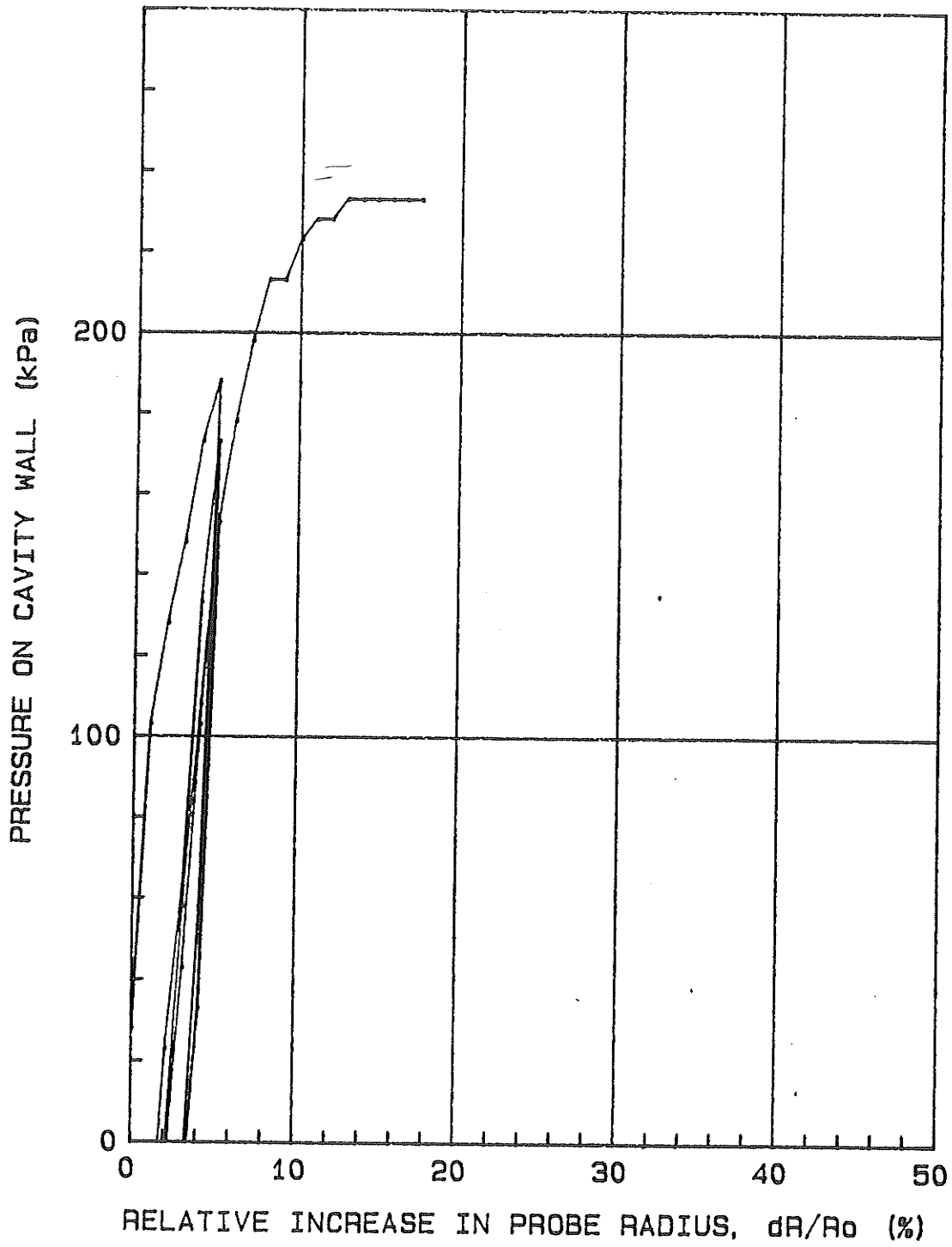
Regina R/W12-30: October/88: 6+400: 3mLt: Hole#10: 0.76m.

Po = 14.6 kPa Eo = 16578 kPa
Pl = 420 kPa Er = 18049 kPa
Pl* = 405.4 kPa Eo/Pl* = 40.8



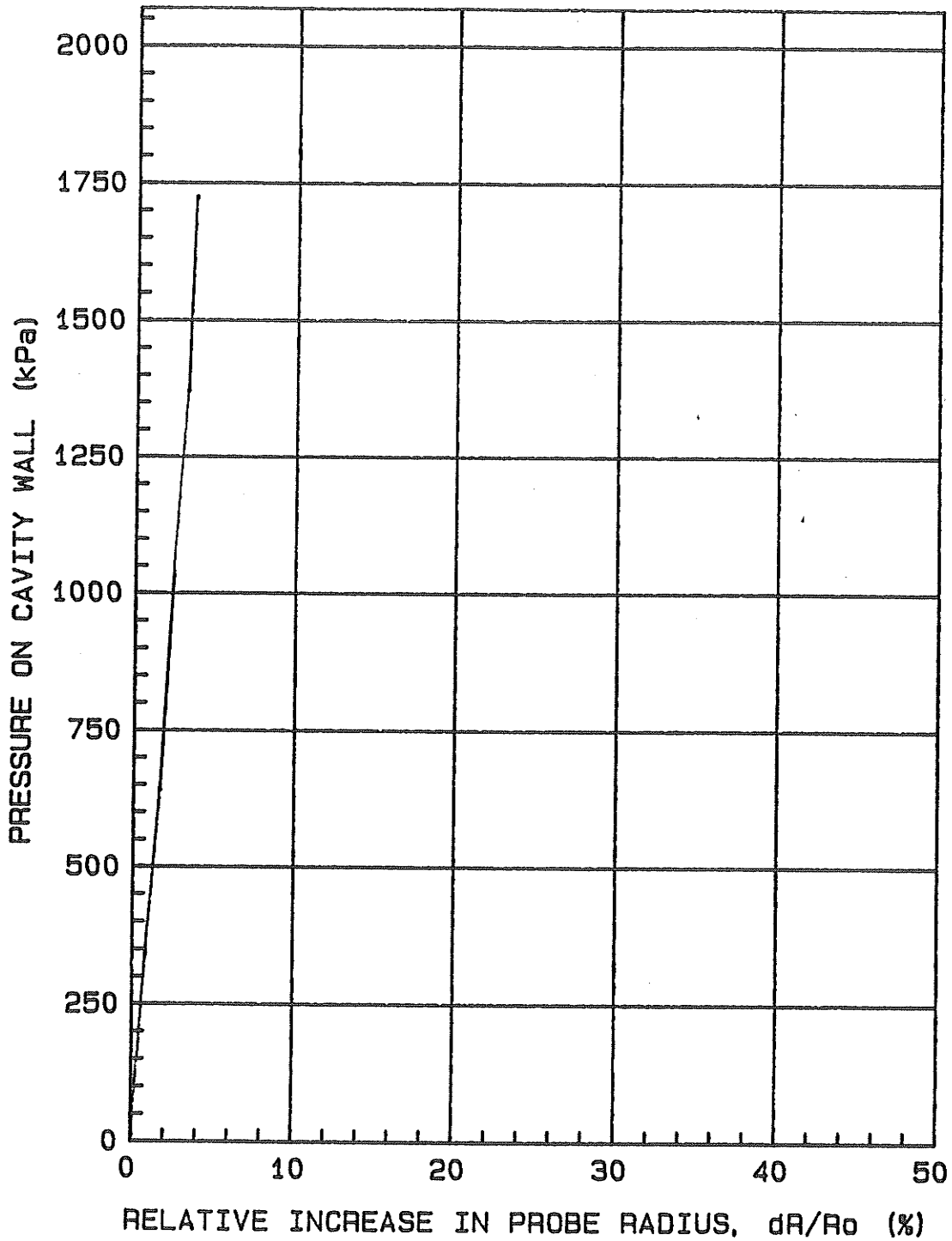
Regina R/W12-30: October/88: 6+400: 3mLt: Hole#10: 1.35m.

Po = 25.4 kPa Eo = 10026 kPa
Pl = 210 kPa Er = 7409 kPa
Pl* = 184.6 kPa Eo/Pl* = 54.3



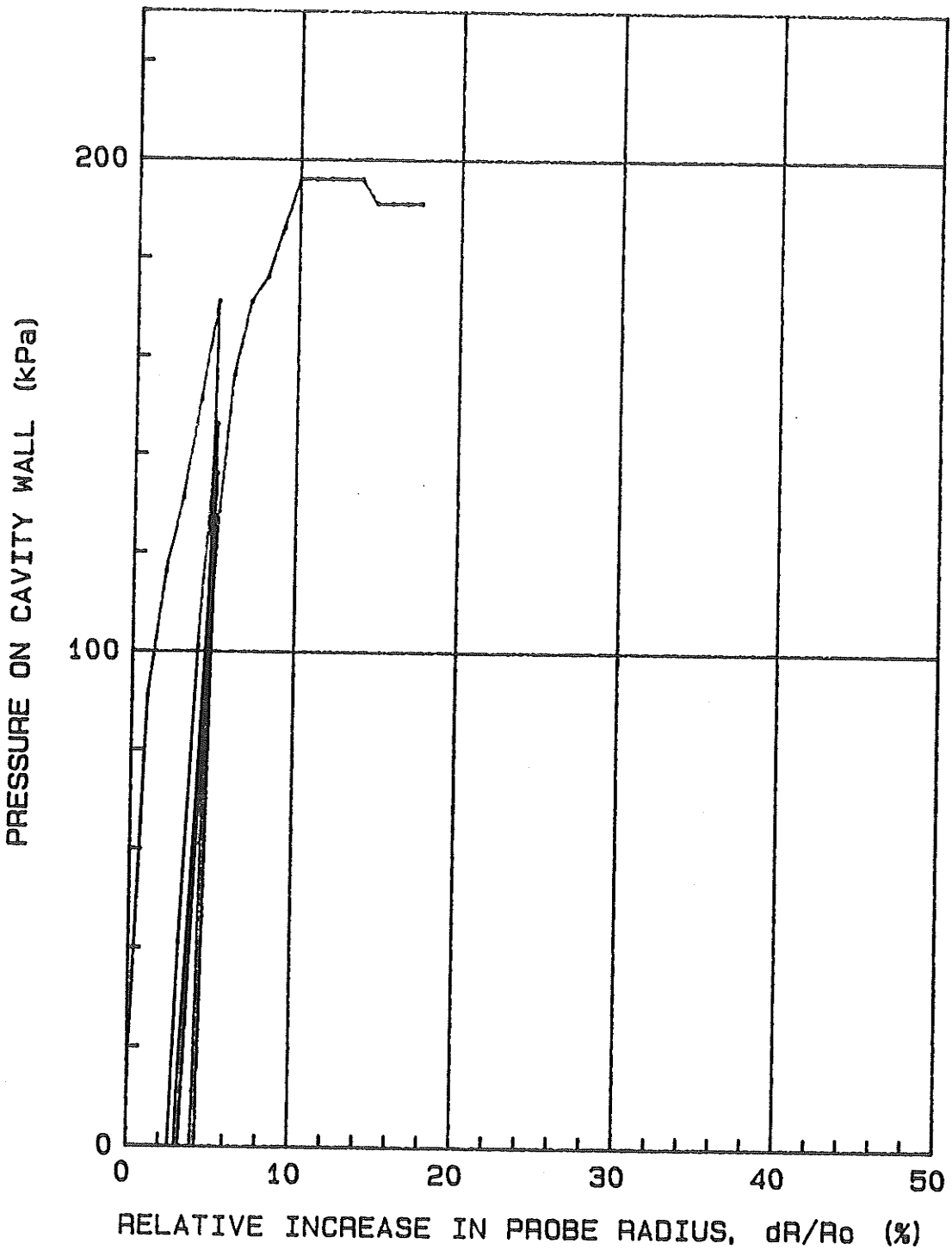
Regina A/W12-30: October/88: 6+400: 3mLt: Hole#10: 2.35m.

Po = 6.7 kPa Eo = 63749 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =

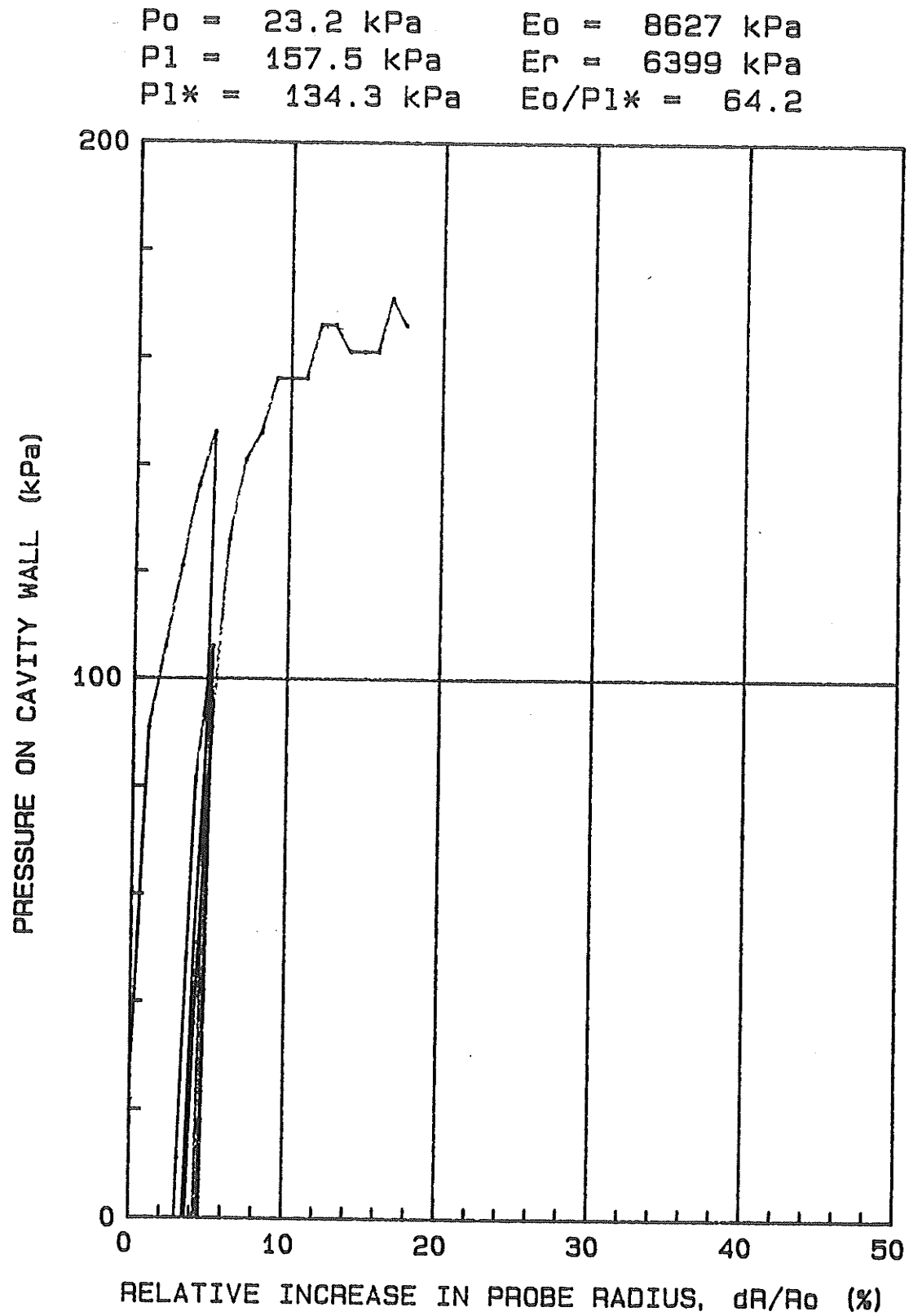


Regina A/W12-30: October/88: 6+850: 3mLt: Hole#11: 0.64m.

Po = 12.4 kPa Eo = 10026 kPa
Pl = 195 kPa Er = 8826 kPa
Pl* = 182.6 kPa Eo/Pl* = 54:9

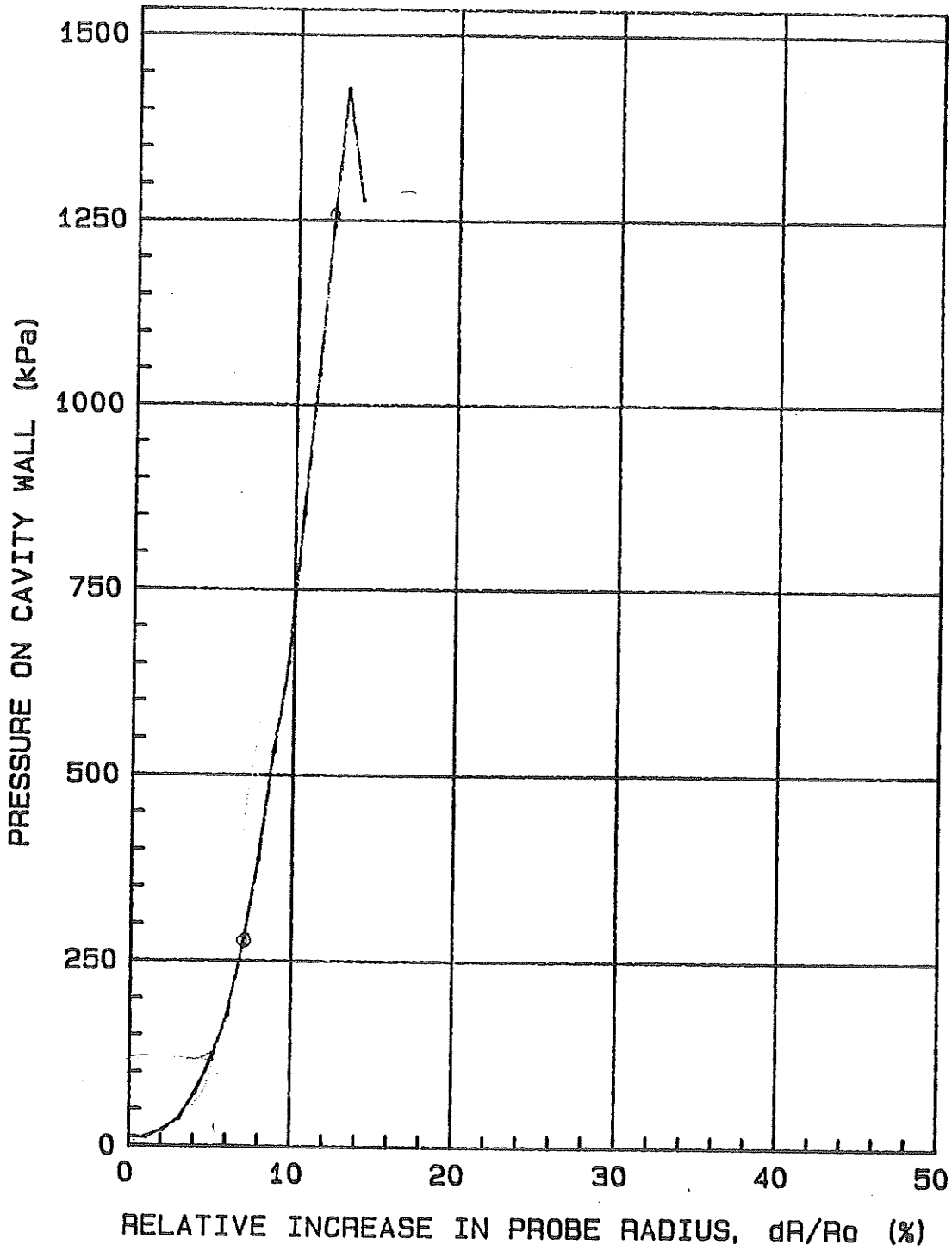


Regina R/W12-30: October/88: 6+850: 3mLt: Hole#11: 1.15m.



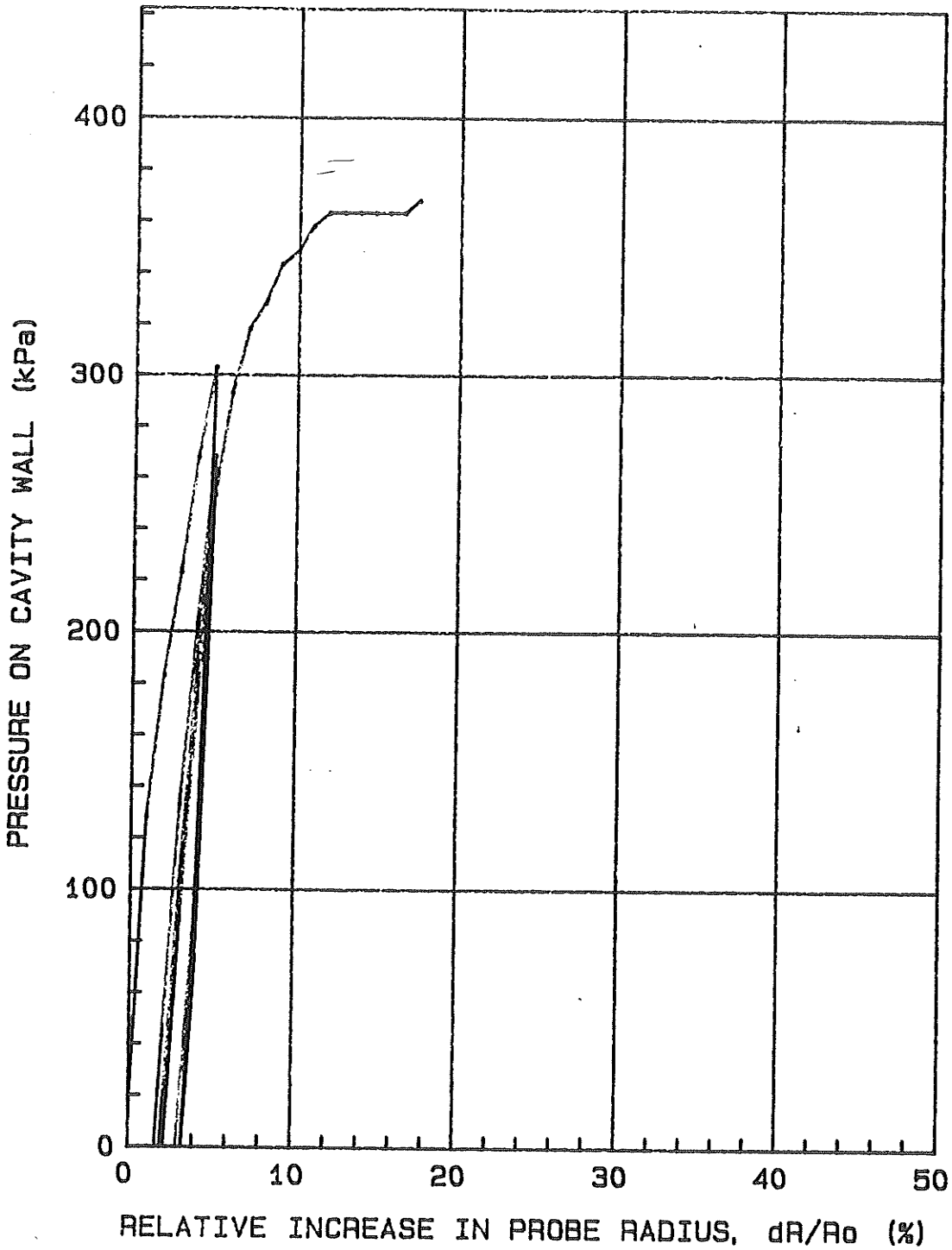
Regina A/W12-30: October/88: 6+850: 3mLt: Hole#11: 2.15m.

Po = 8 kPa Eo = 34541 kPa
Pl = 1425 kPa Er = kPa
Pl* = 1417 kPa Eo/Pl* = 24.3



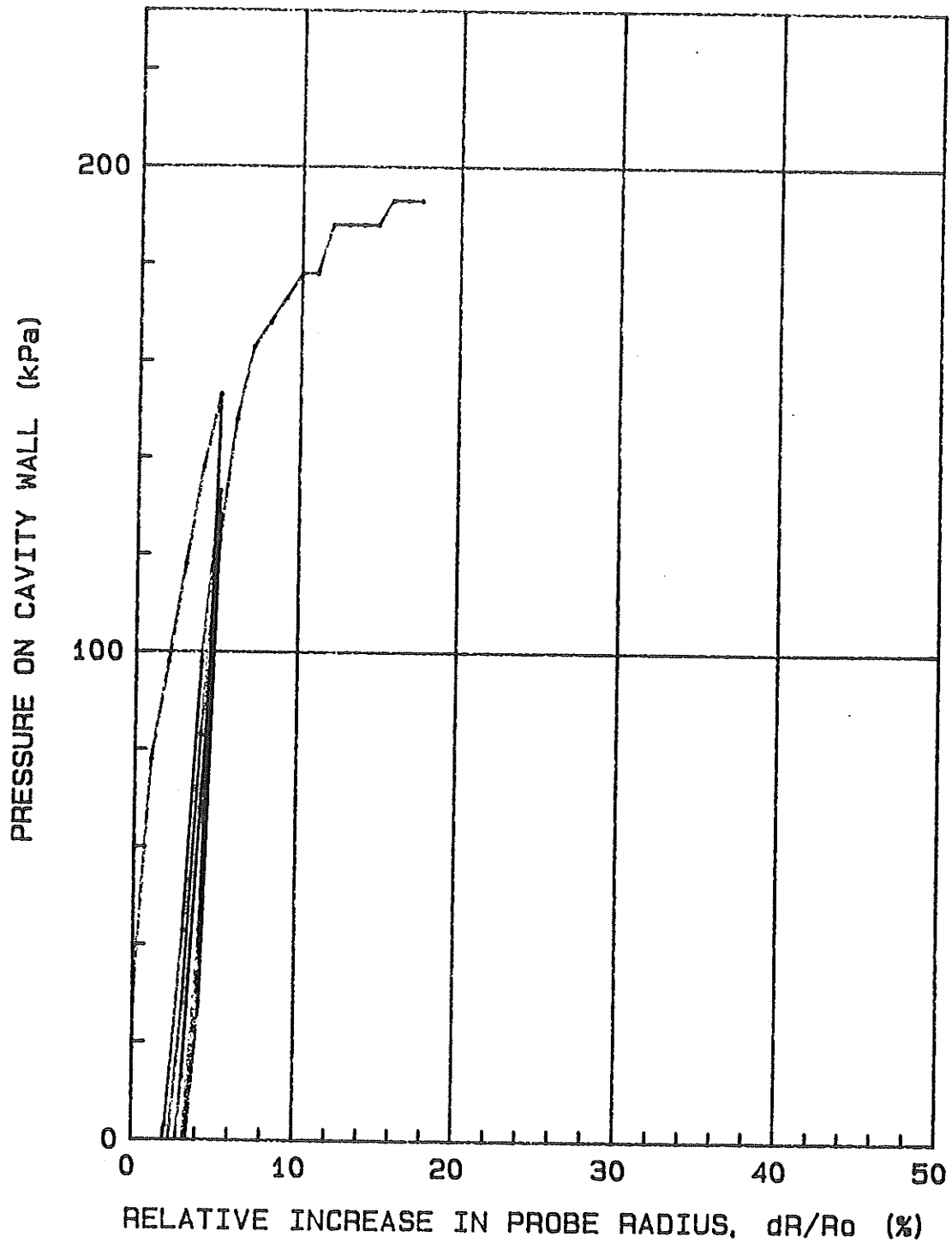
Regina A/W12-30: October/88: 7+050: 3mLt: Hole#12: 0.76m.

Po = 14.6 kPa Eo = 15085 kPa
Pl = 365 kPa Er = 12336 kPa
Pl* = 350.4 kPa Eo/Pl* = 43



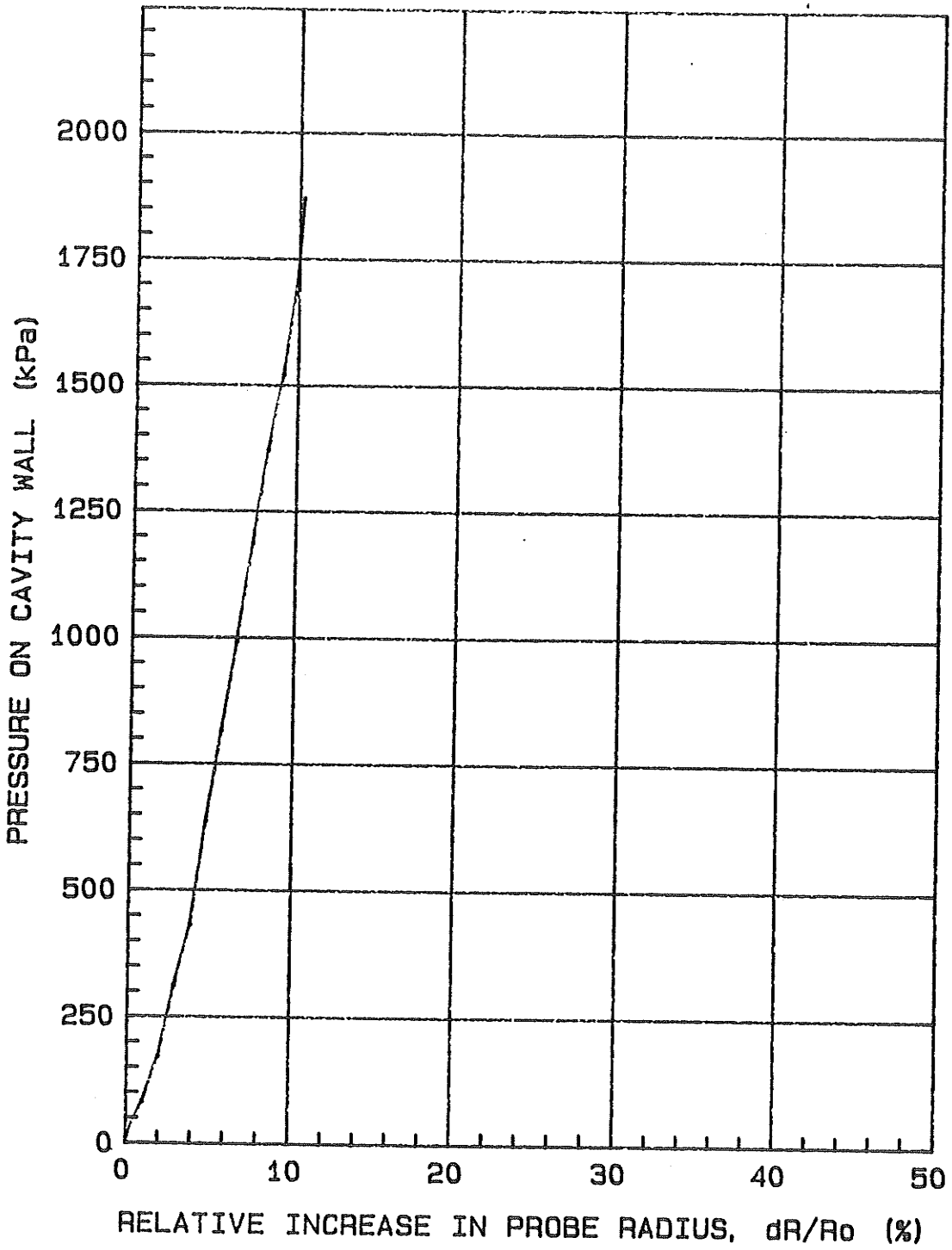
Regina A/W12-30: October/88: 7+050: 3mLt: Hole#12: 1.35m.

Po = 25.4 kPa Eo = 6566 kPa
Pl = 177.5 kPa Er = 7726 kPa
Pl* = 152.1 kPa Eo/Pl* = 43.1



Regina R/W12-30: October/88: 7+050: 3mLt: Hole#12: 2.35m.

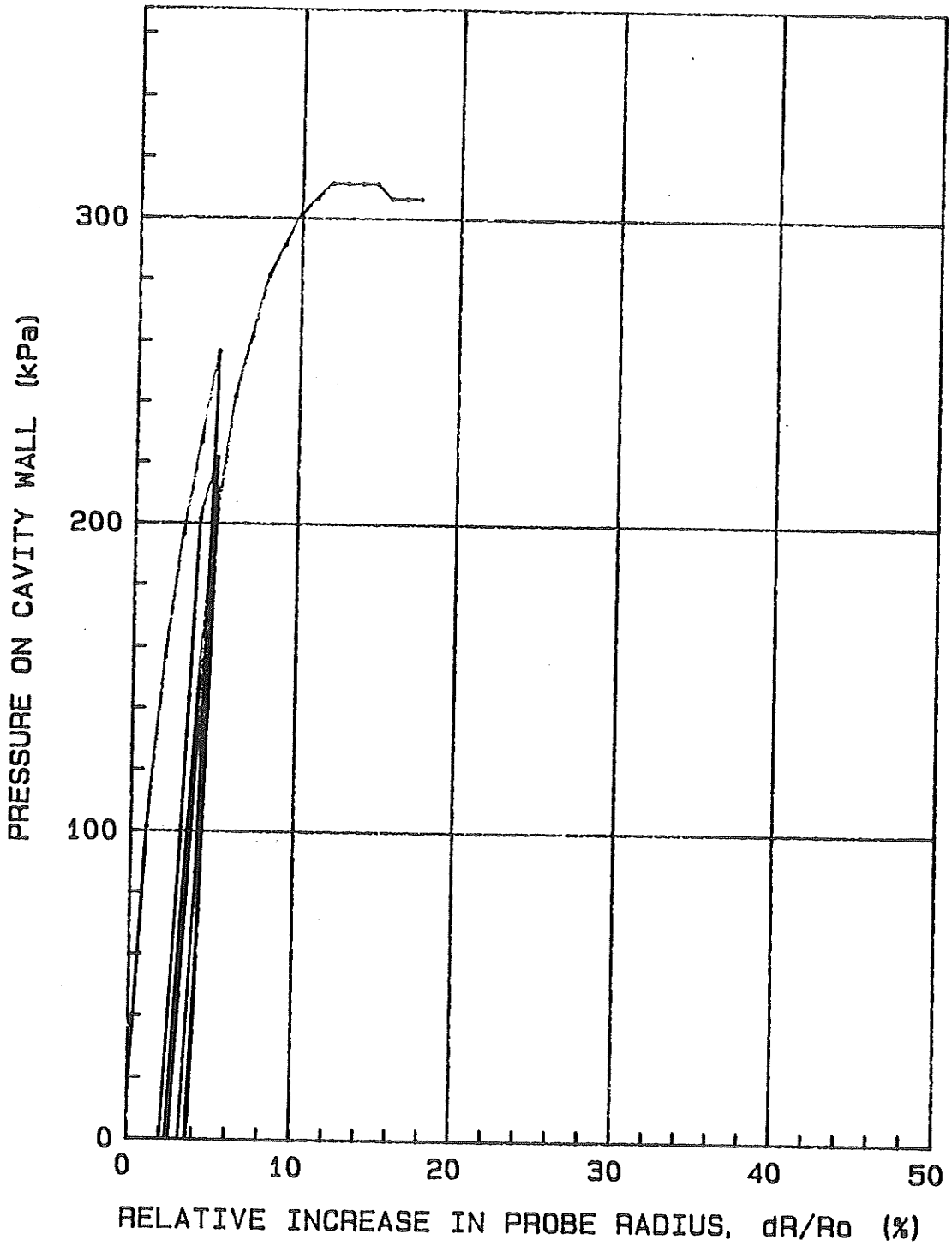
Po = 7.9 kPa Eo = 30073 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



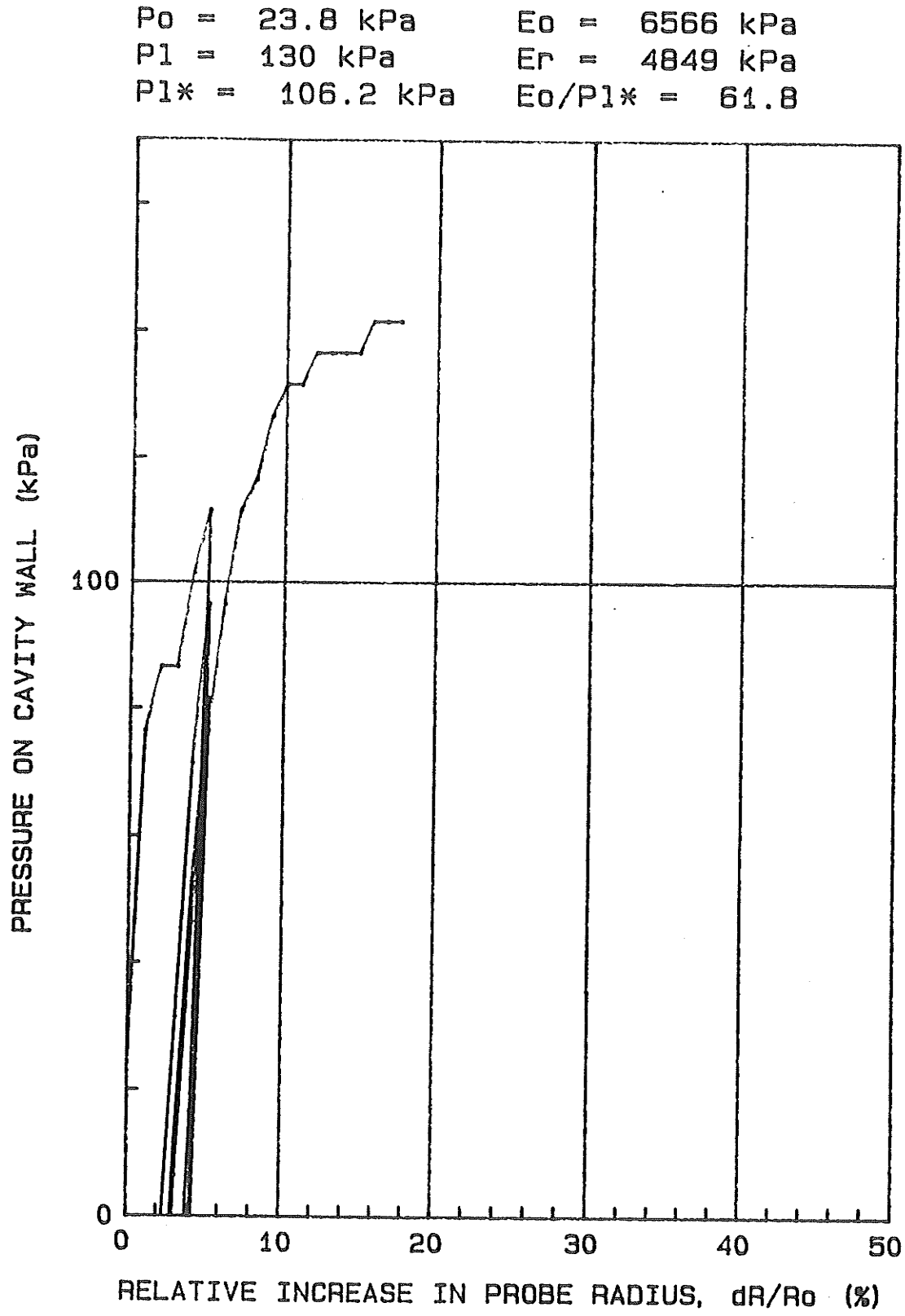
Regina R/W12-30: October/88: 7+190: 3mRt: Hole#13: 0.75m.

Po = 13 kPa
Pl = 310 kPa
Pl* = 297 kPa

Eo = 11446 kPa
Er = 11053 kPa
Eo/Pl* = 38.5

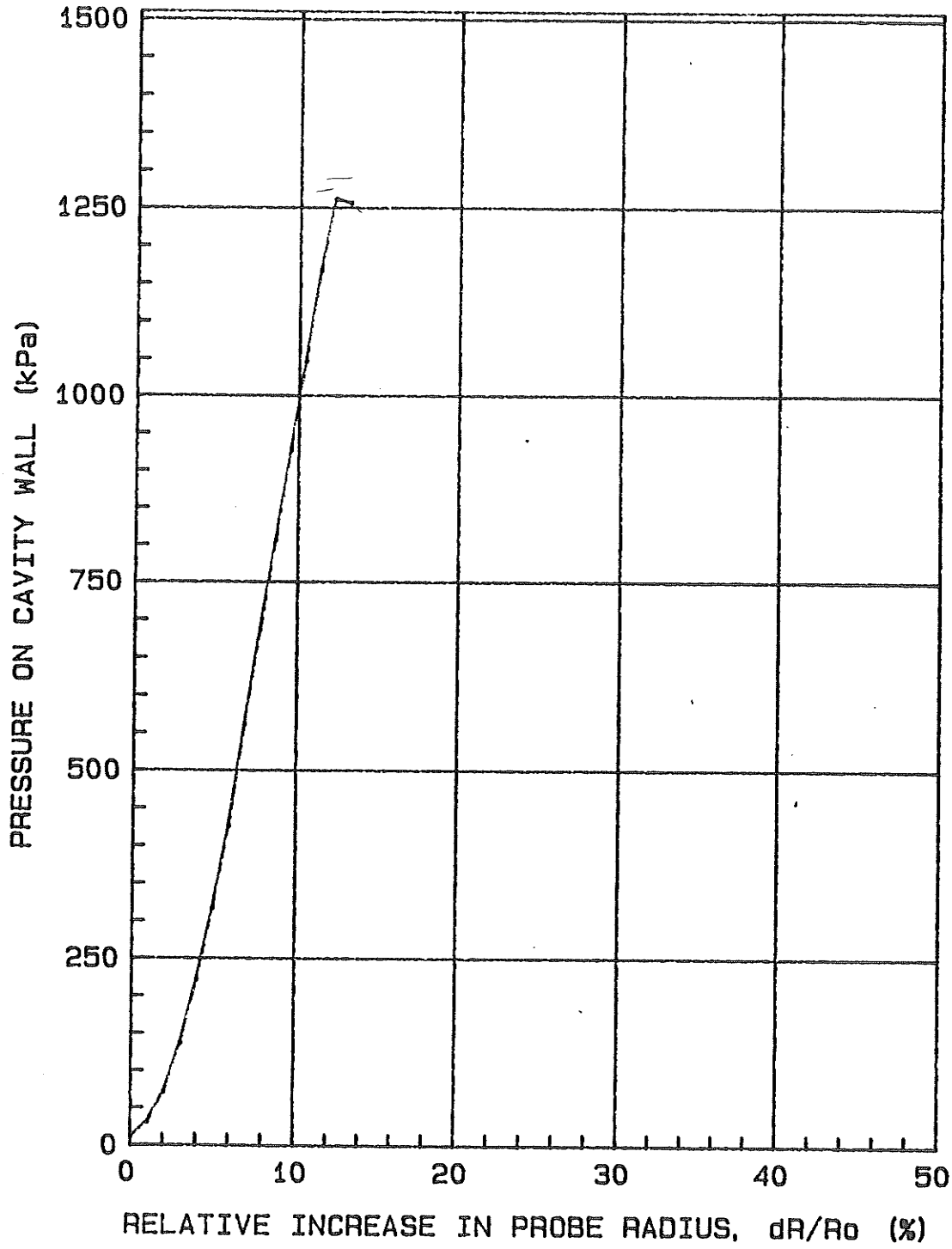


Regina R/W12-30: October/88: 7+190: 3mRt: Hole#13: 1.20m.



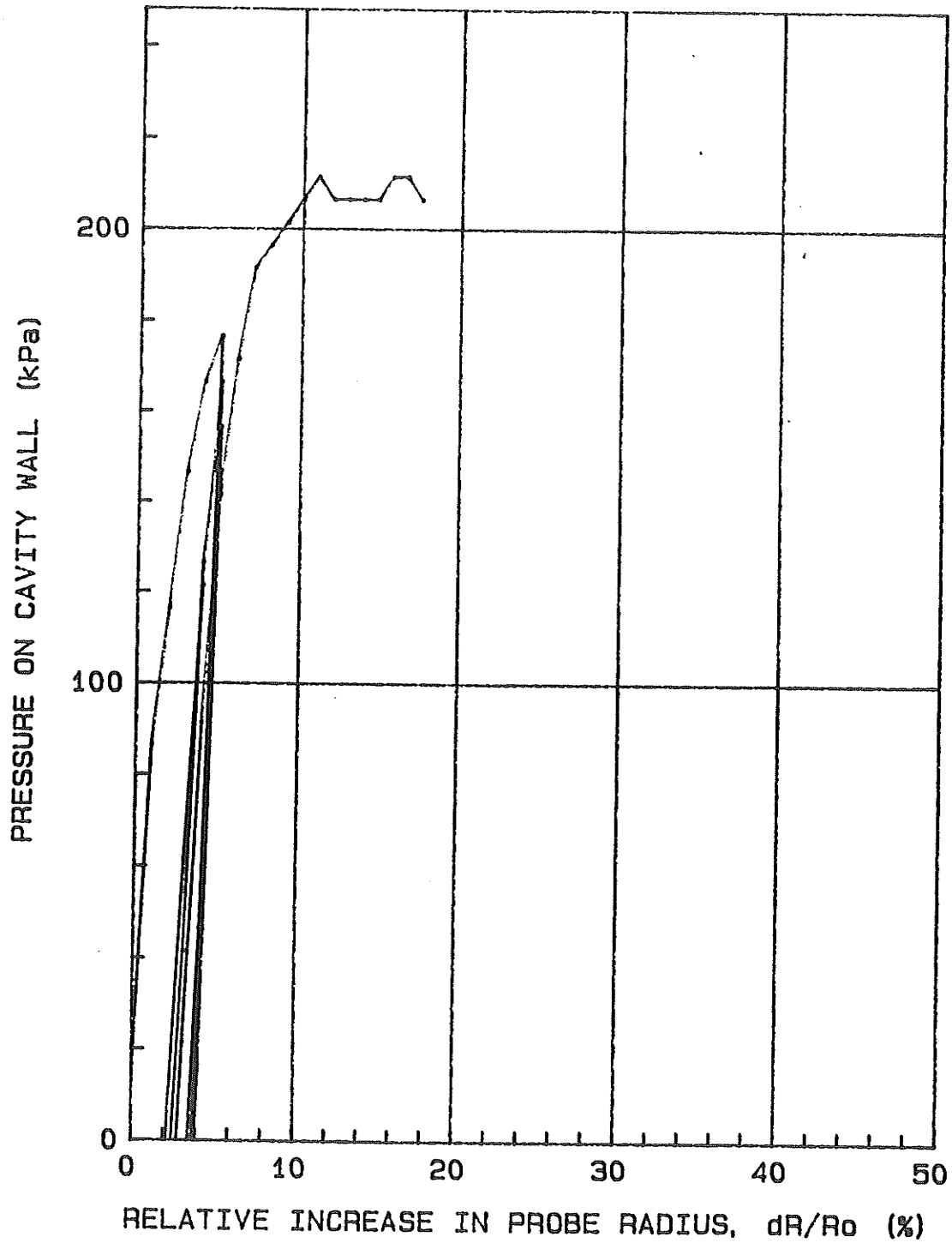
Regina A/W12-30: October/88: 7+190: 3mRt: Hole#13: 2.20m.

Po = 7.7 kPa Eo = 18908 kPa
Pl = 1275 kPa Er = kPa
Pl* = 1267.3 kPa Eo/Pl* = 14.9



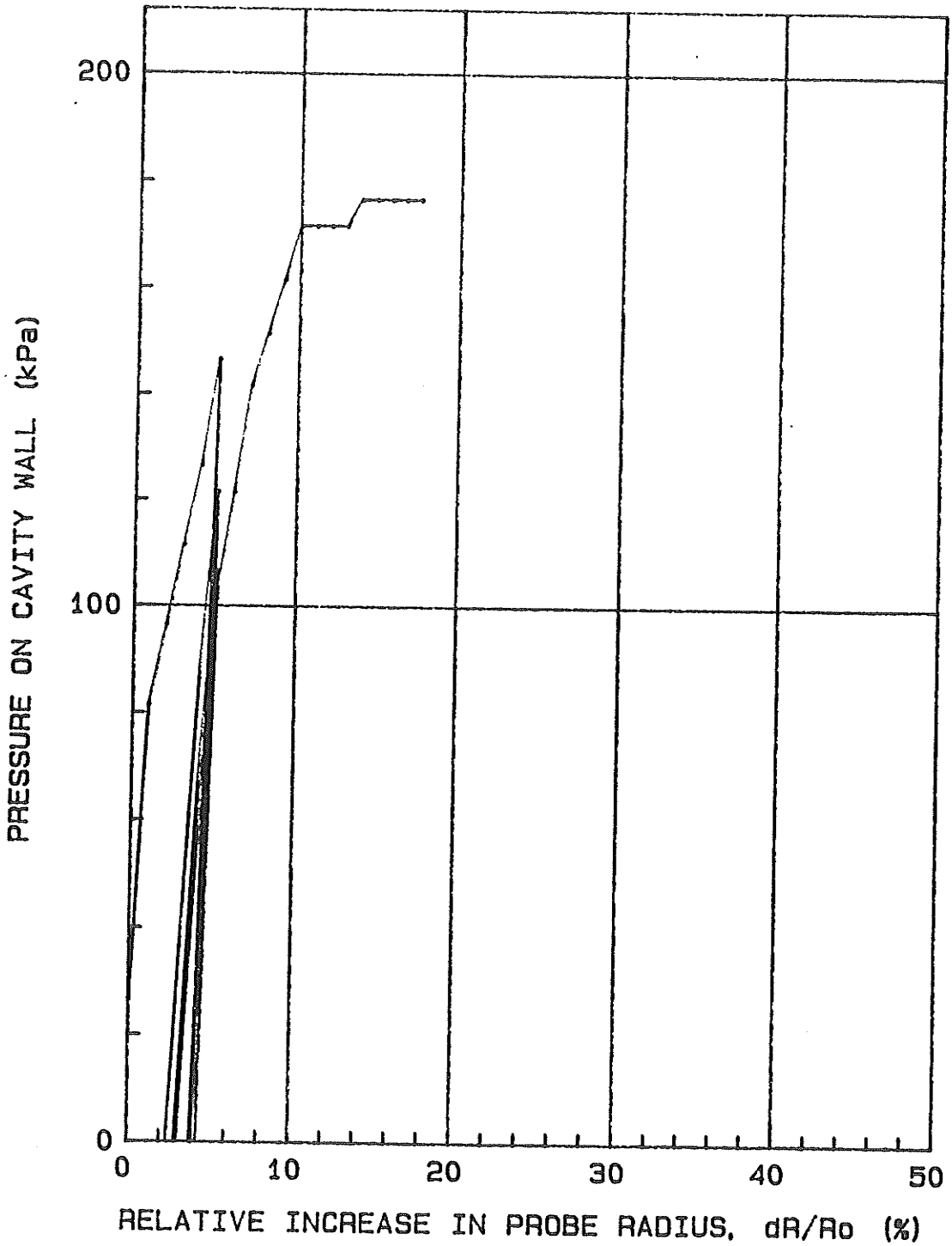
Regina R/W12-30: October/88: 7+220: 3mLt: Hole#14: 0.73m.

Po = 13 kPa Eo = 9324 kPa
Pl = 210 kPa Er = 8455 kPa
Pl* = 197 kPa Eo/Pl* = 47.3



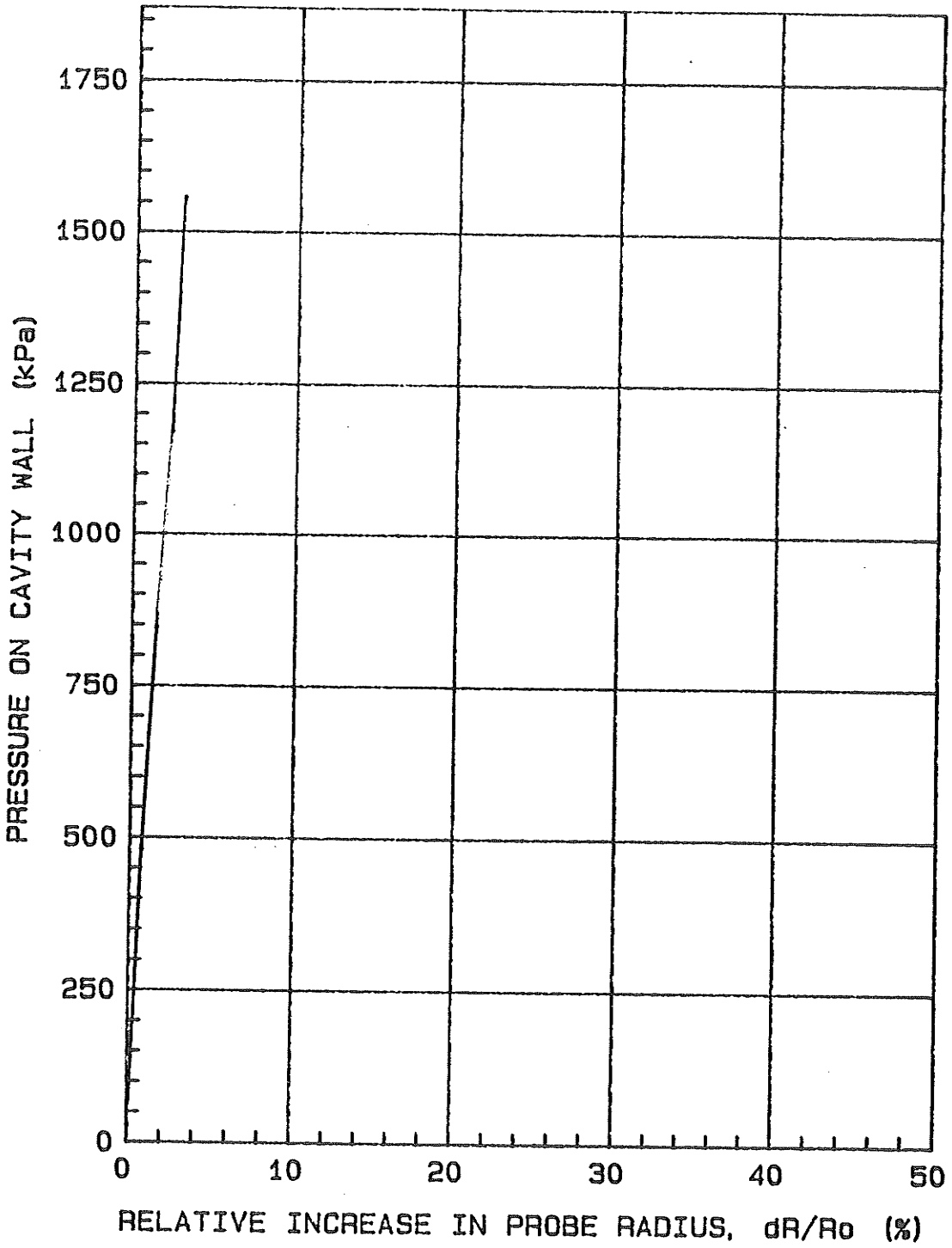
Regina R/W12-30: October/88: 7+220: 3mLt: Hole#14: 1.20m.

Po = 23.8 kPa Eo = 7248 kPa
Pl = 170 kPa Er = 6638 kPa
Pl* = 146.2 kPa Eo/Pl* = 49.5



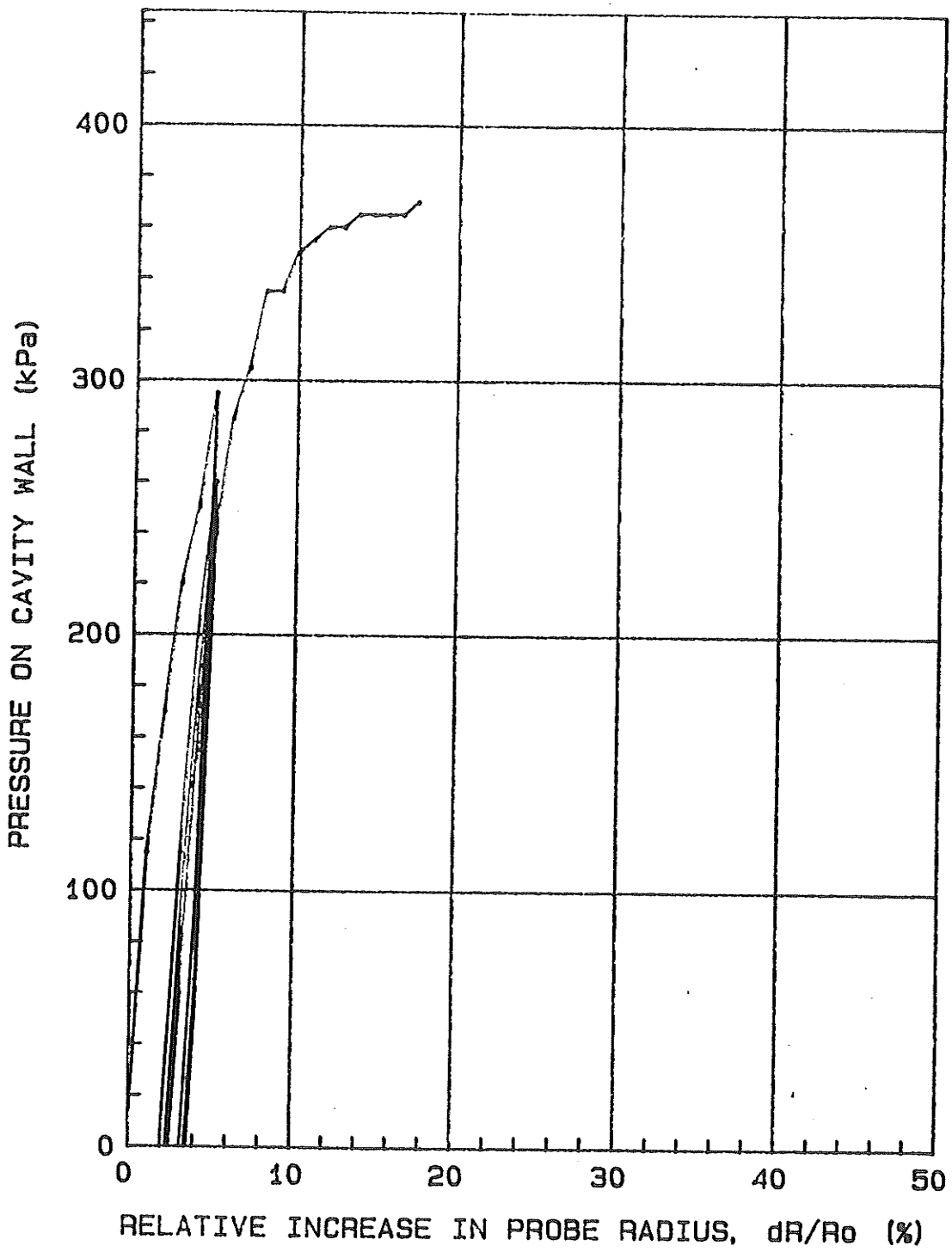
Regina R/W12-30: October/88: 7+220: 3mLt: Hole#14: 2.20m.

Po = 6.8 kPa Eo = 87814 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



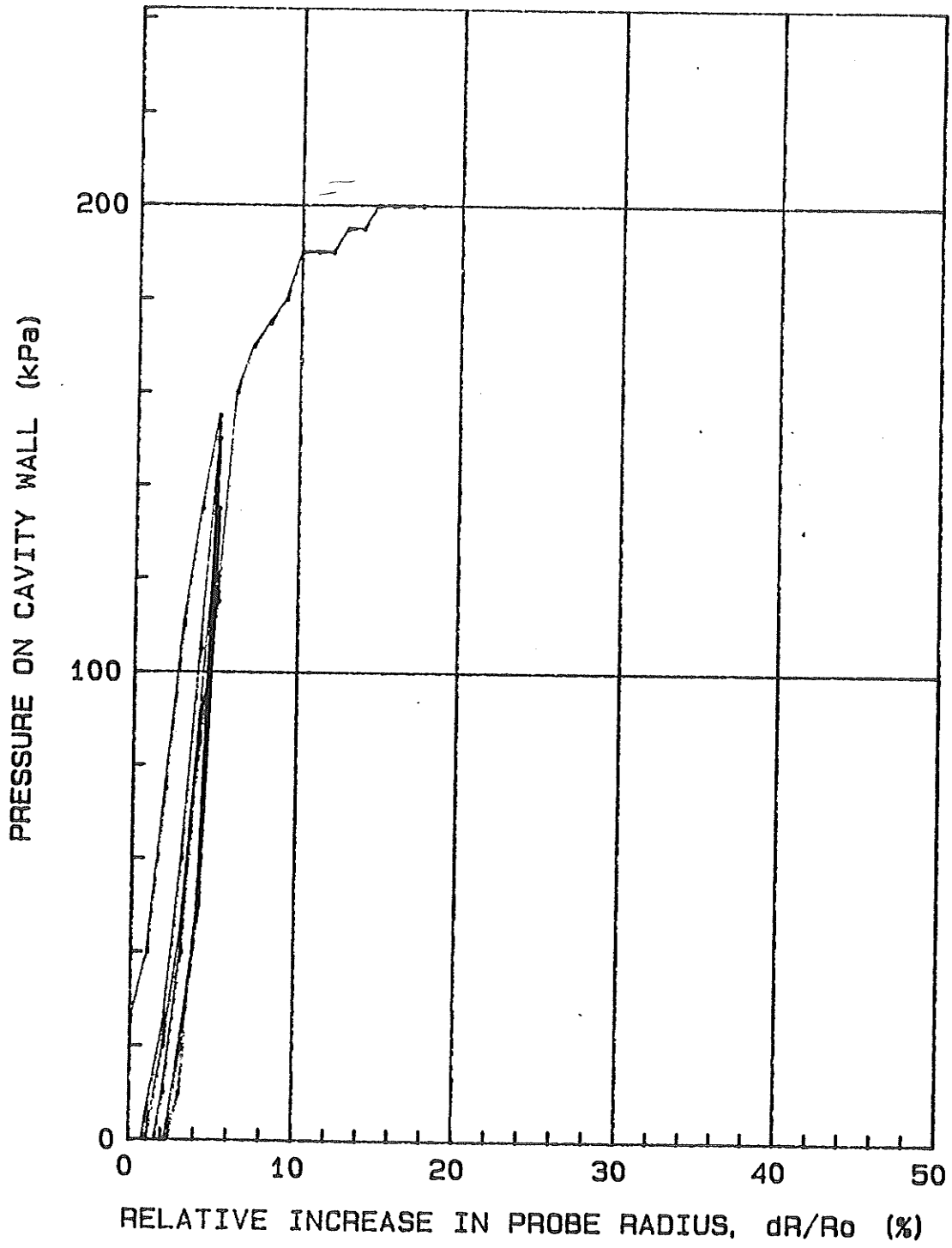
Regina R/W12-30: October/88: 7+310: 3mRt: Hole#15: 0.65m.

Po = 11.3 kPa Eo = 13613 kPa
Pl = 335 kPa Er = 12948 kPa
Pl* = 323.7 kPa Eo/Pl* = 42



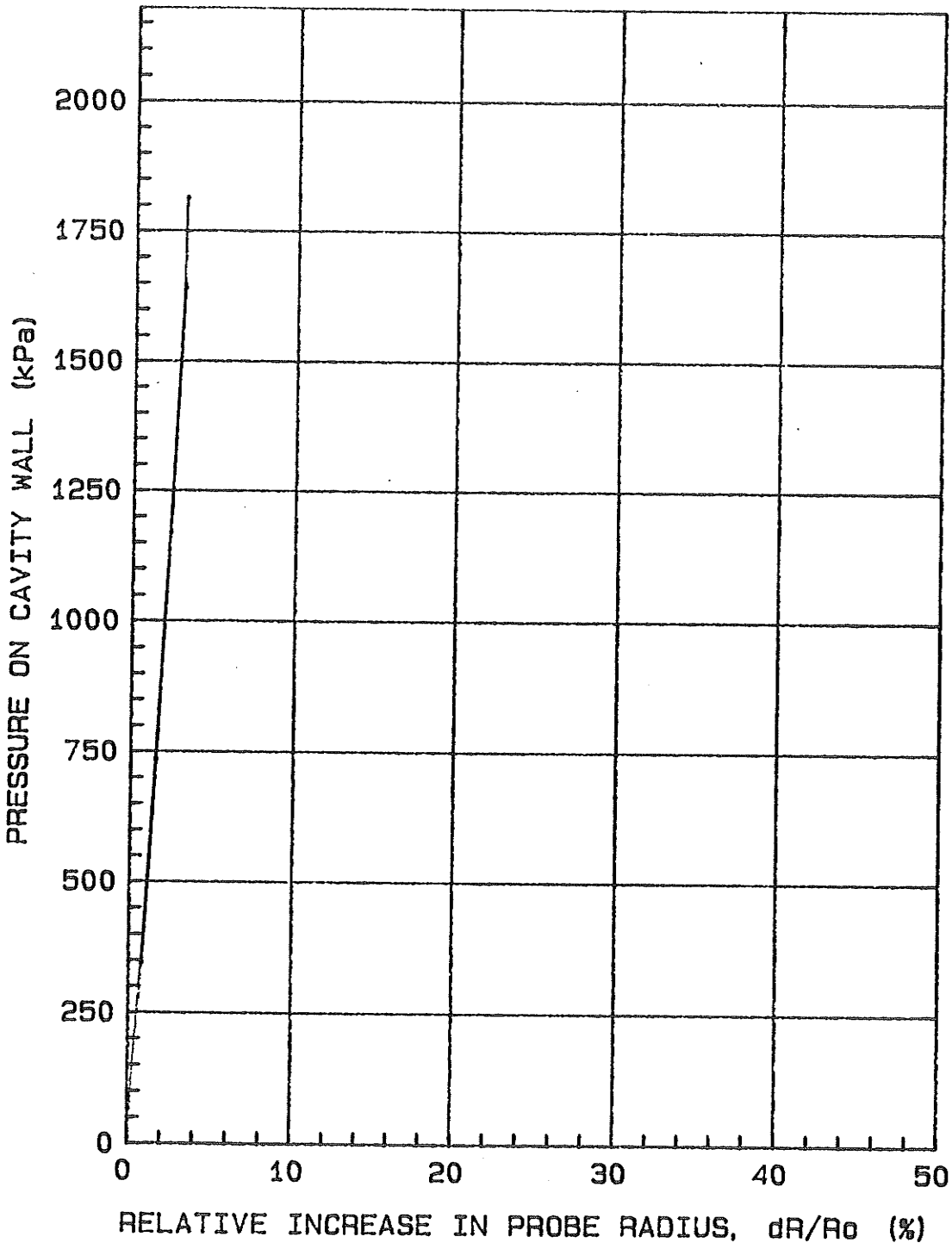
Regina R/W12-30: October/88: 7+310: 3mRt: Hole#15: 1.05m.

Po = 22.1 kPa Eo = 4681 kPa
Pl = 190 kPa Er = 5611 kPa
Pl* = 167.9 kPa Eo/Pl* = 27.8



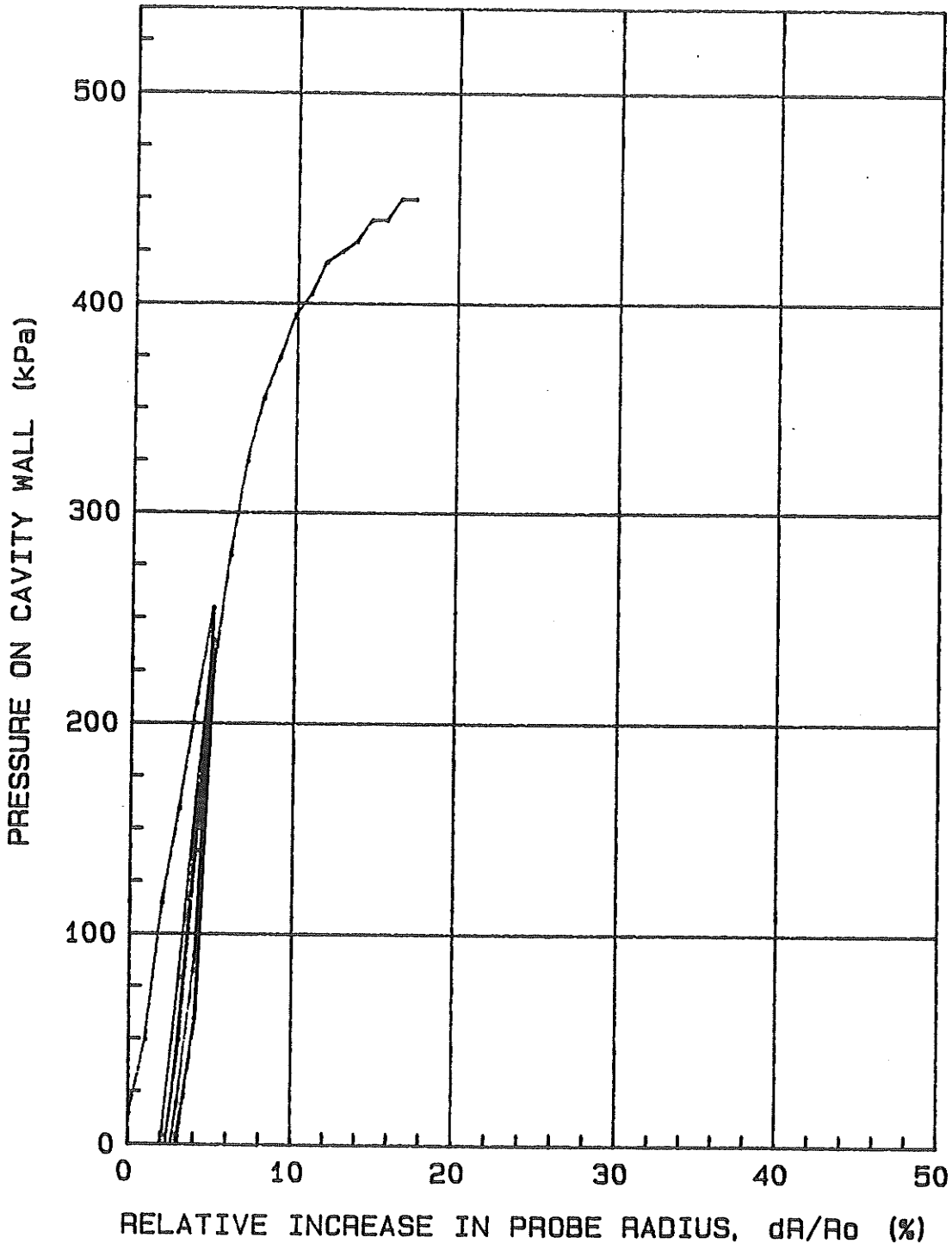
Regina R/W12-30: October/88: 7+310: 3mRt: Hole#15: 2.05m.

Po = 6.2 kPa Eo = 79671 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



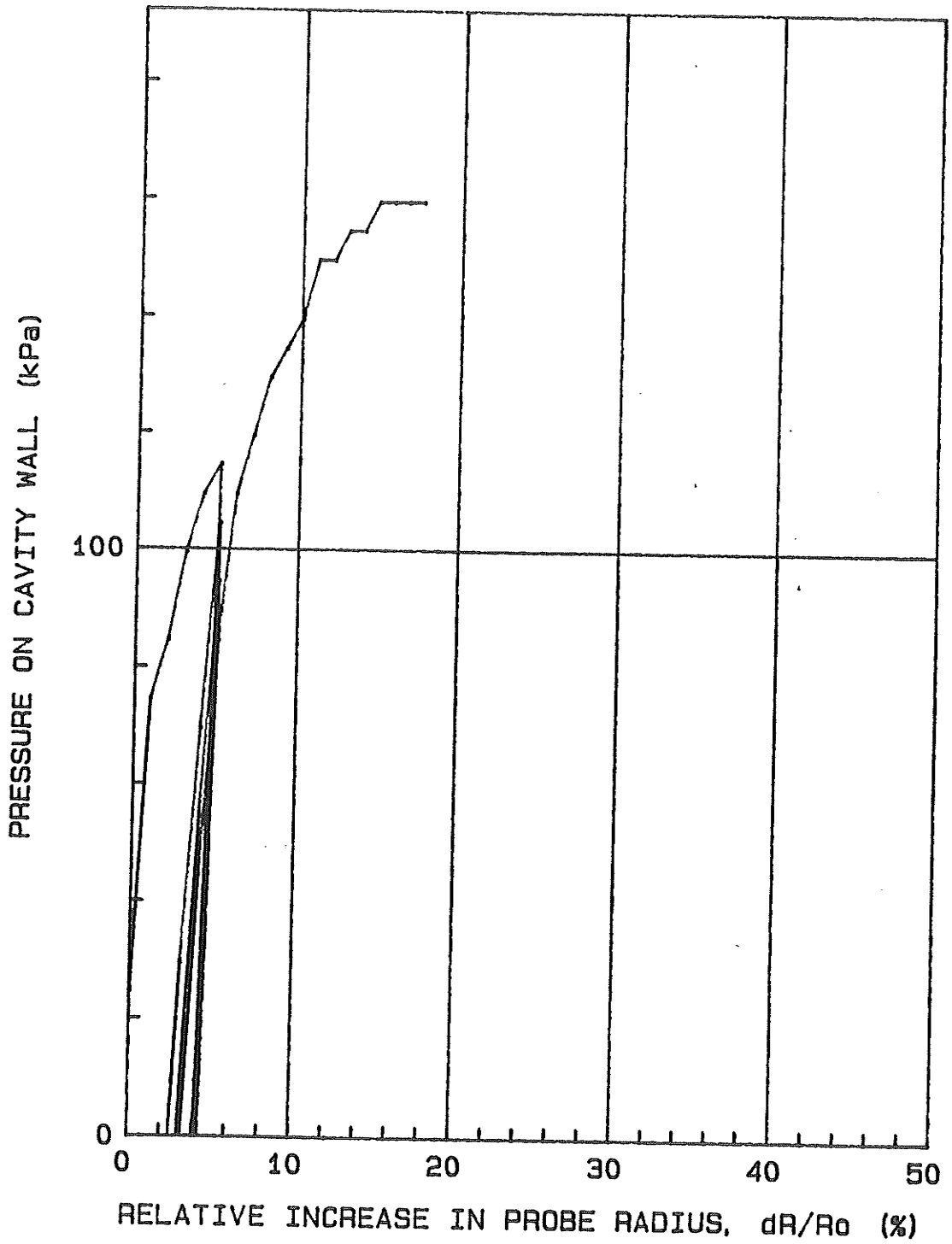
Regina R/W12-30: October/88: 7+370: 3mLt: Hole#16: 0.59m.

Po = 10.8 kPa Eo = 7048 kPa
Pl = 430 kPa Er = 11084 kPa
Pl* = 419.2 kPa Eo/Pl* = 16.8



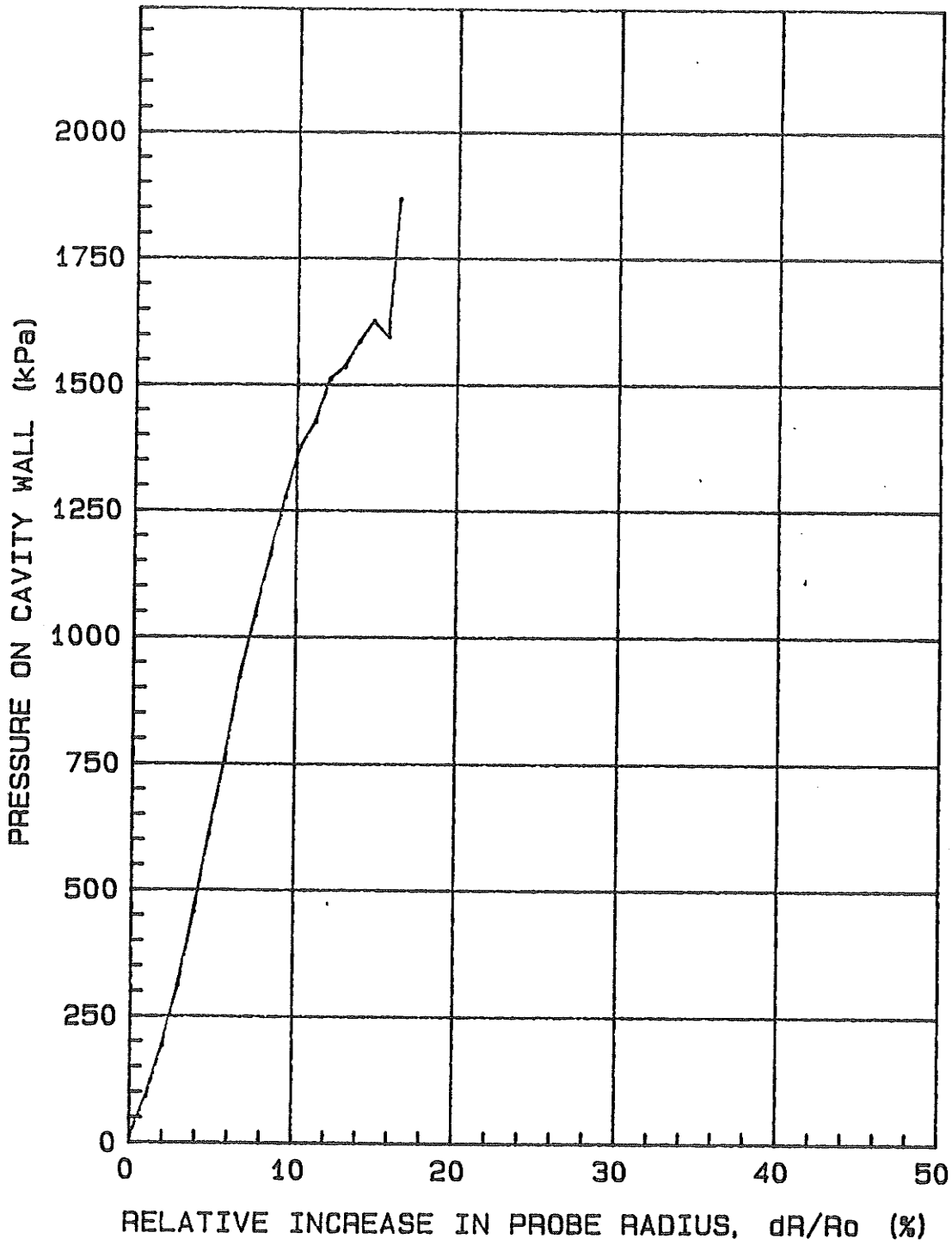
Regina R/W12-30: October/88: 7+370: 3mLt: Hole#16: 1.00m.

Po = 21.6 kPa Eo = 6566 kPa
Pl = 150 kPa Er = 6278 kPa
Pl* = 128.4 kPa Eo/Pl* = 51.1



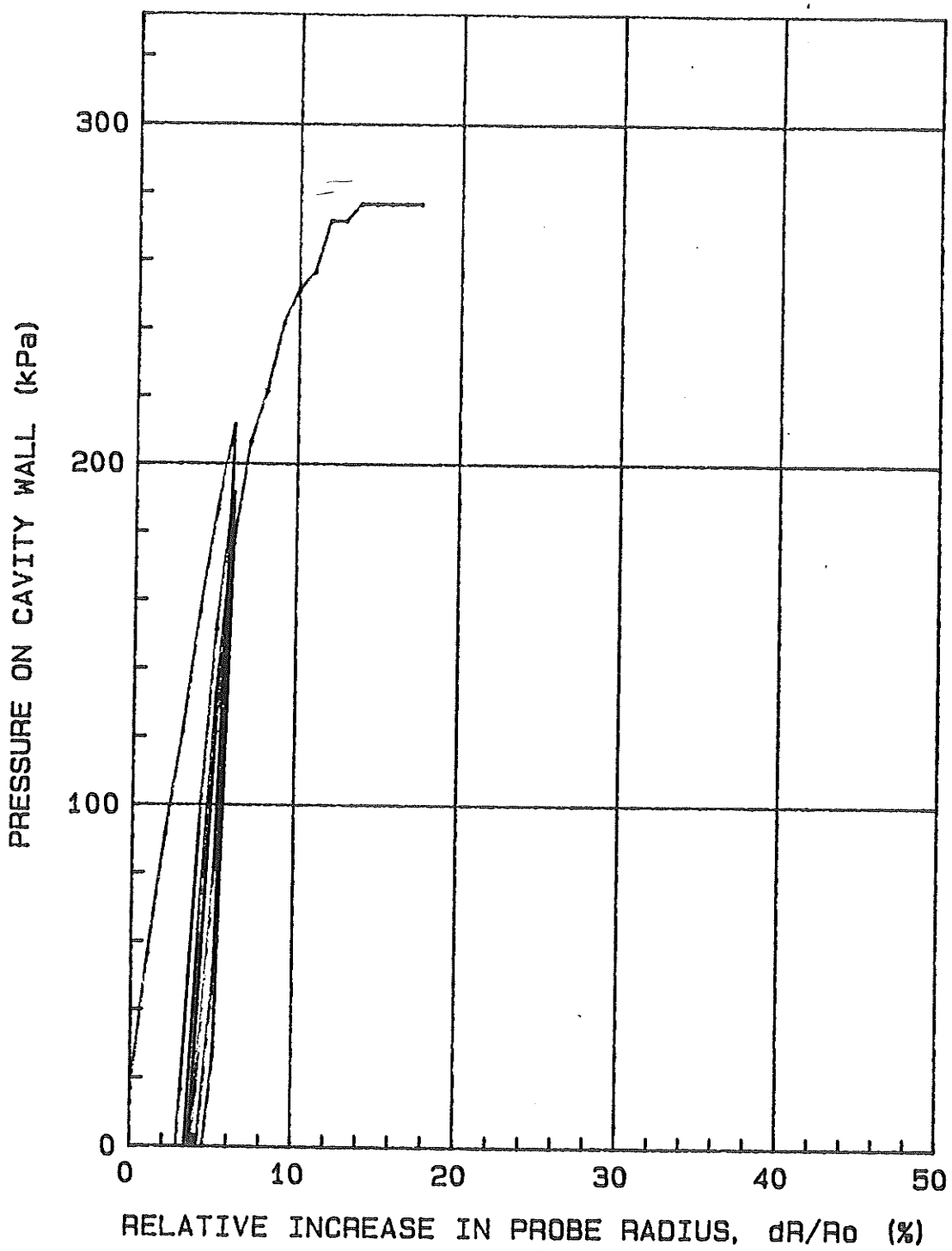
Regina A/W12-30: October/88: 7+370: 3mLt: Hole#16: 2.00m.

Po = 7.3 kPa Eo = 23293 kPa
Pl = 1625 kPa Er = kPa
Pl* = 1617.7 kPa Eo/Pl* = 14.3



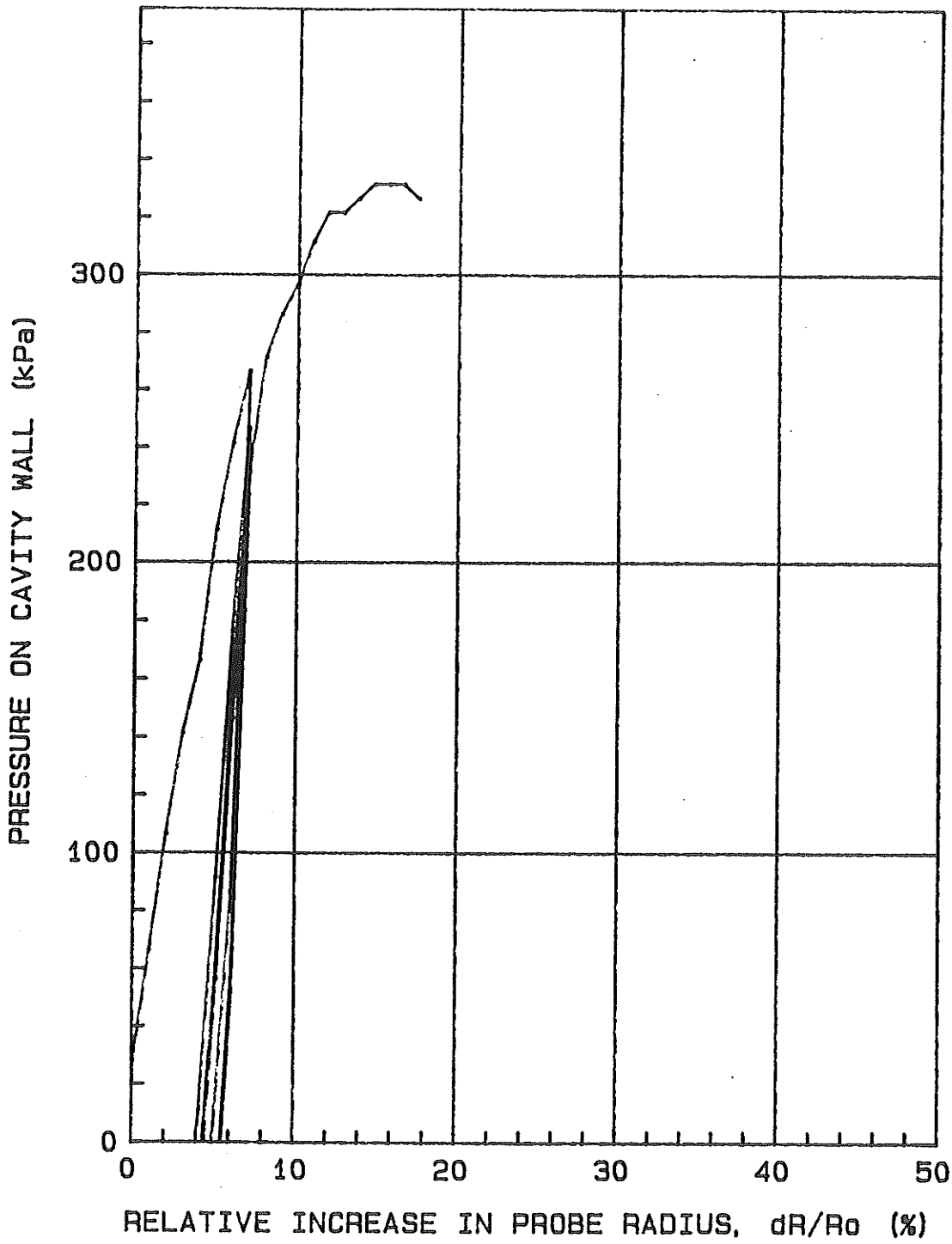
Regina R/W12-30: October/88: 5+390: 3mLt: Hole#17: 0.70m.

Po = 13 kPa Eo = 4931 kPa
Pl = 270 kPa Er = 9748 kPa
Pl* = 257 kPa Eo/Pl* = 19.1



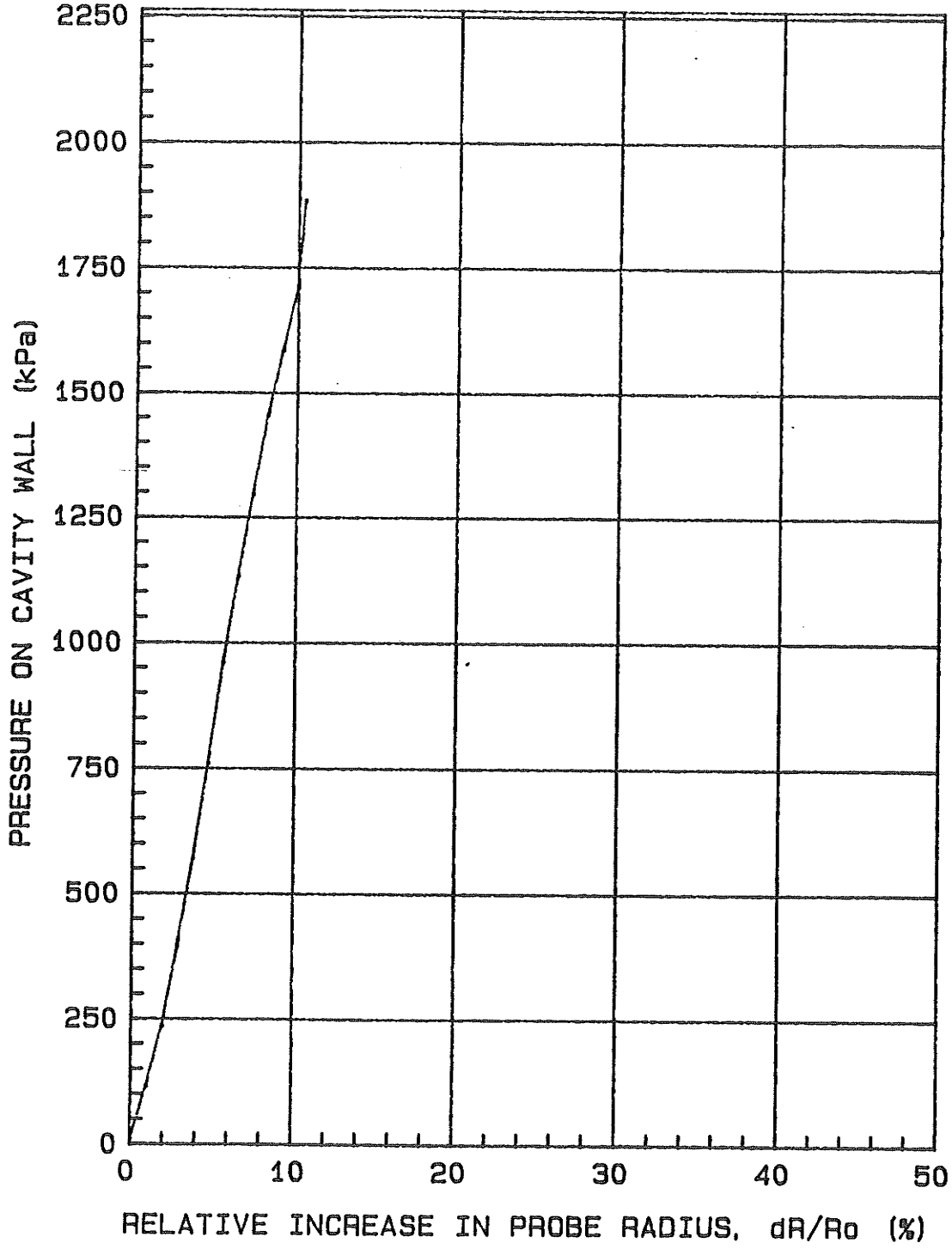
Regina R/W12-30: October/88: 5+390: 3mLt: Hole#17: 1.20m.

Po = 23.8 kPa Eo = 5089 kPa
Pl = 325 kPa Er = 13063 kPa
Pl* = 301.2 kPa Eo/Pl* = 16.8



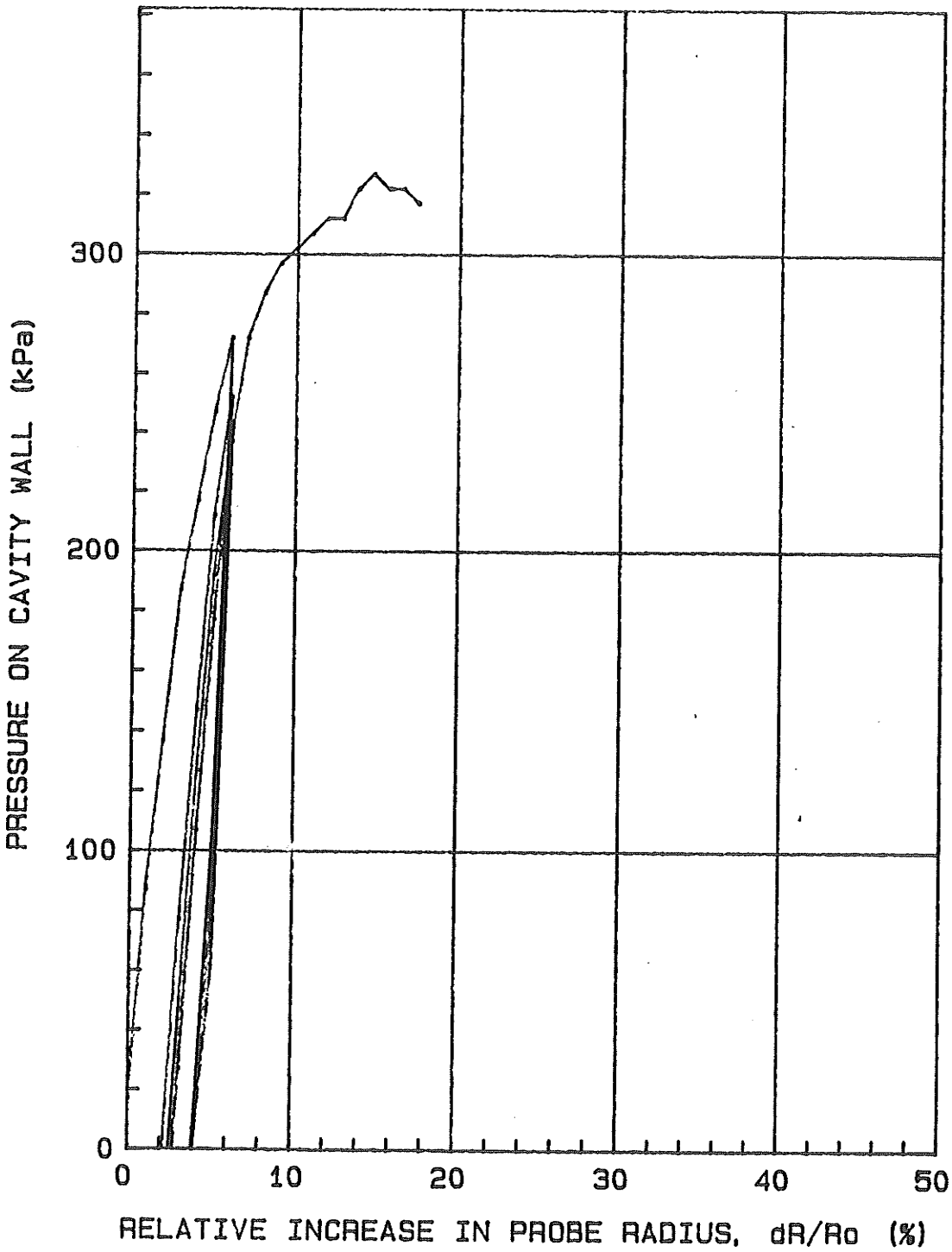
Regina R/W12-30: October/88: 5+390: 3mLt: Hole#17: 2.20m.

Po = 7 kPa Eo = 27267 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =

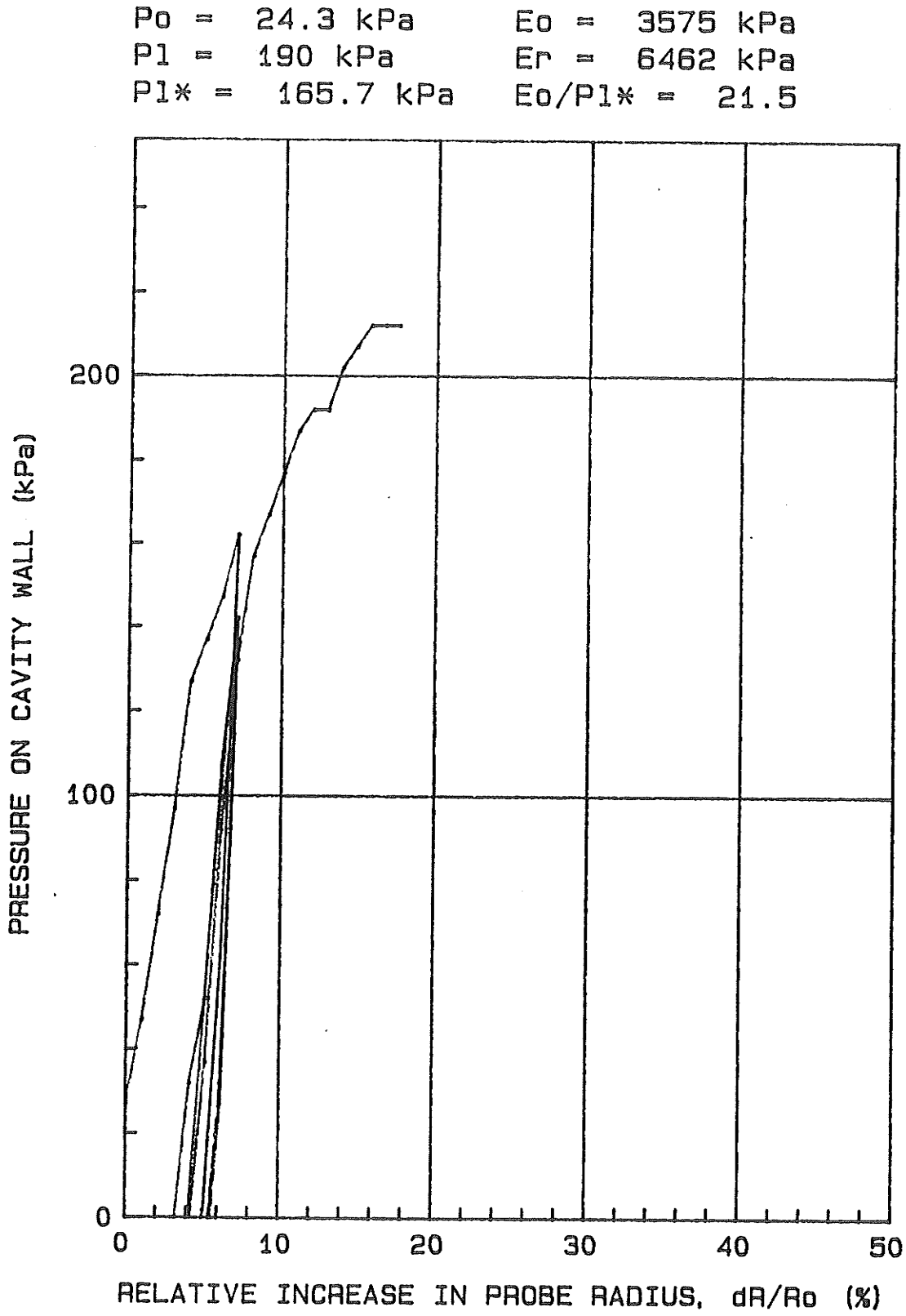


Regina A/W12-30: October/88: 5+570: 3mLt: Hole#18: 0.67m.

Po = 13.5 kPa Eo = 9324 kPa
Pl = 315 kPa Er = 10026 kPa
Pl* = 301.5 kPa Eo/Pl* = 30.9

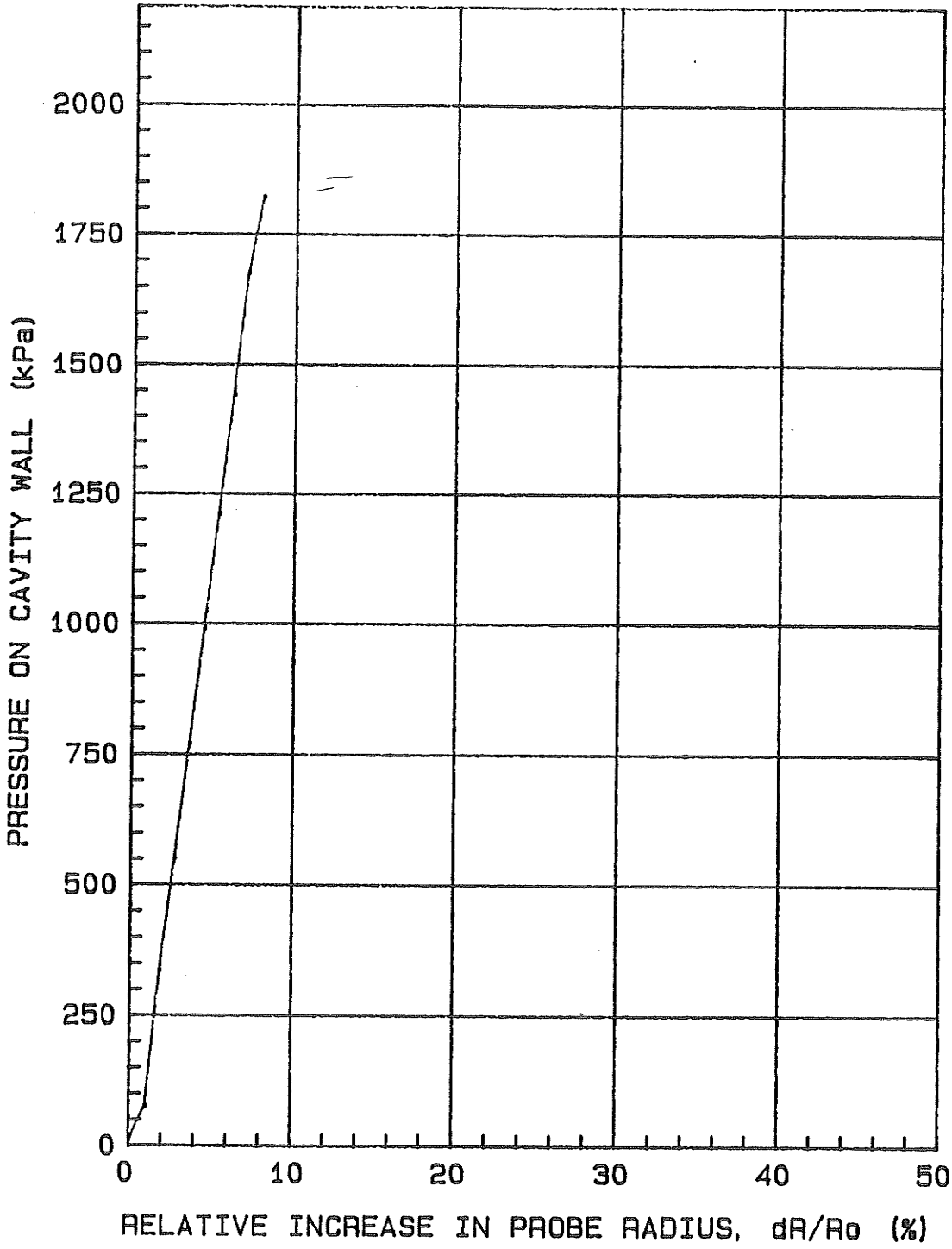


Regina R/W12-30: October/88: 5+570: 3mLt: Hole#18: 1.25m.

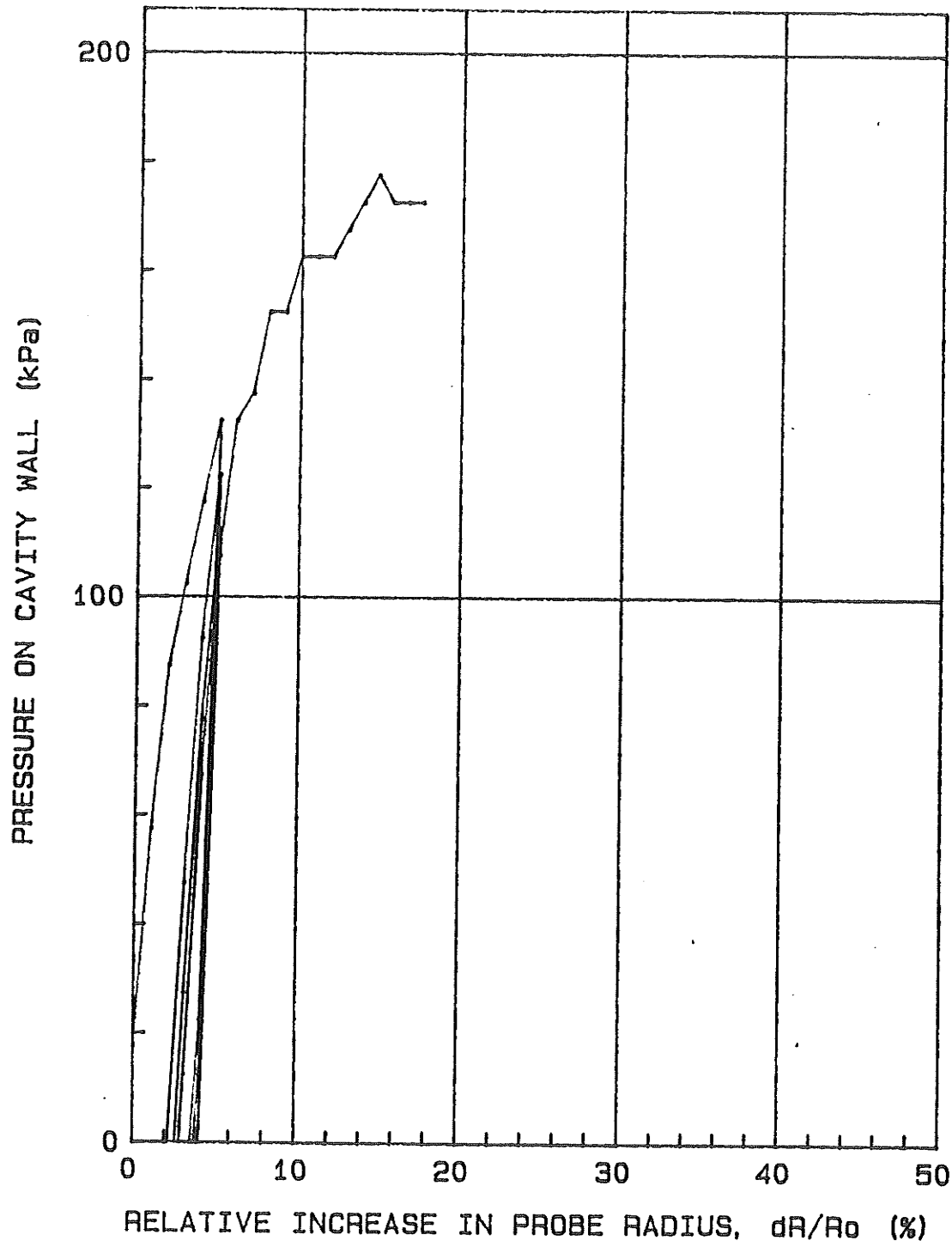


Regina A/W12-30: October/88: 5+570: 3mLt: Hole#18: 2.25m.

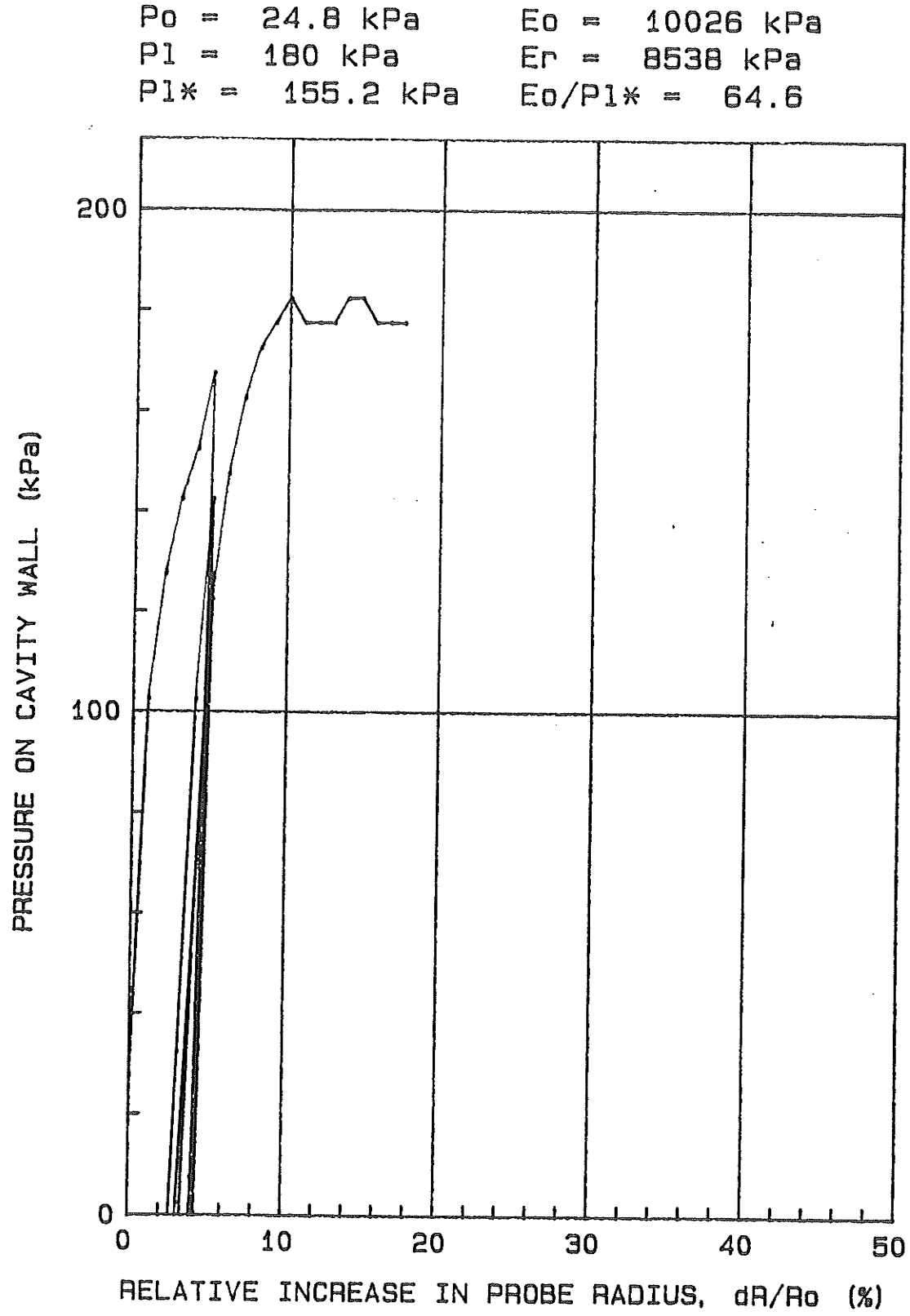
Po = 7.6 kPa Eo = 36642 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Regina R/W12-30: October/88: 6+890: 3mRt: Hole#19: 0.72m.

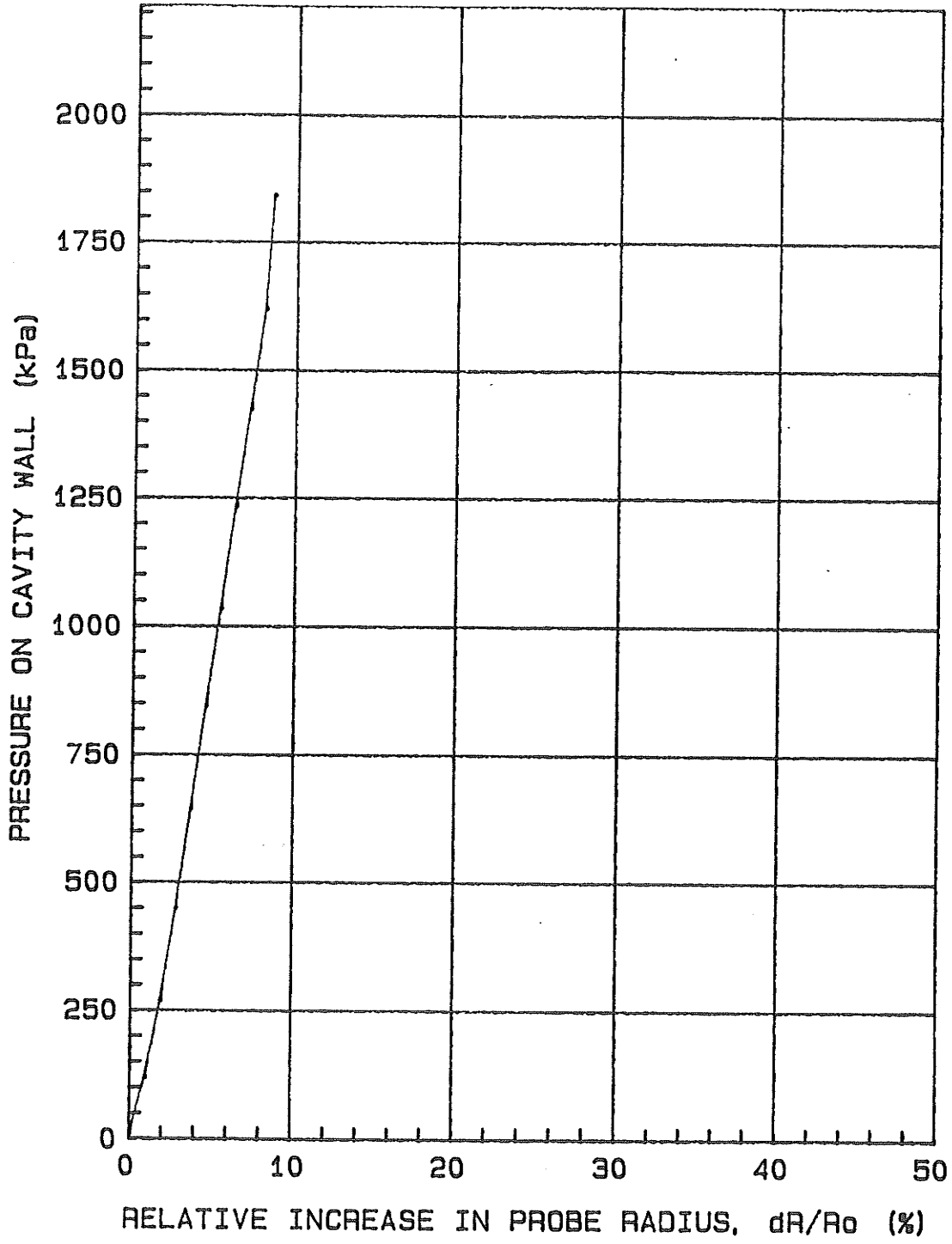


Regina R/W12-30: October/88: 6+890: 3mRt: Hole#19: 1.30m.



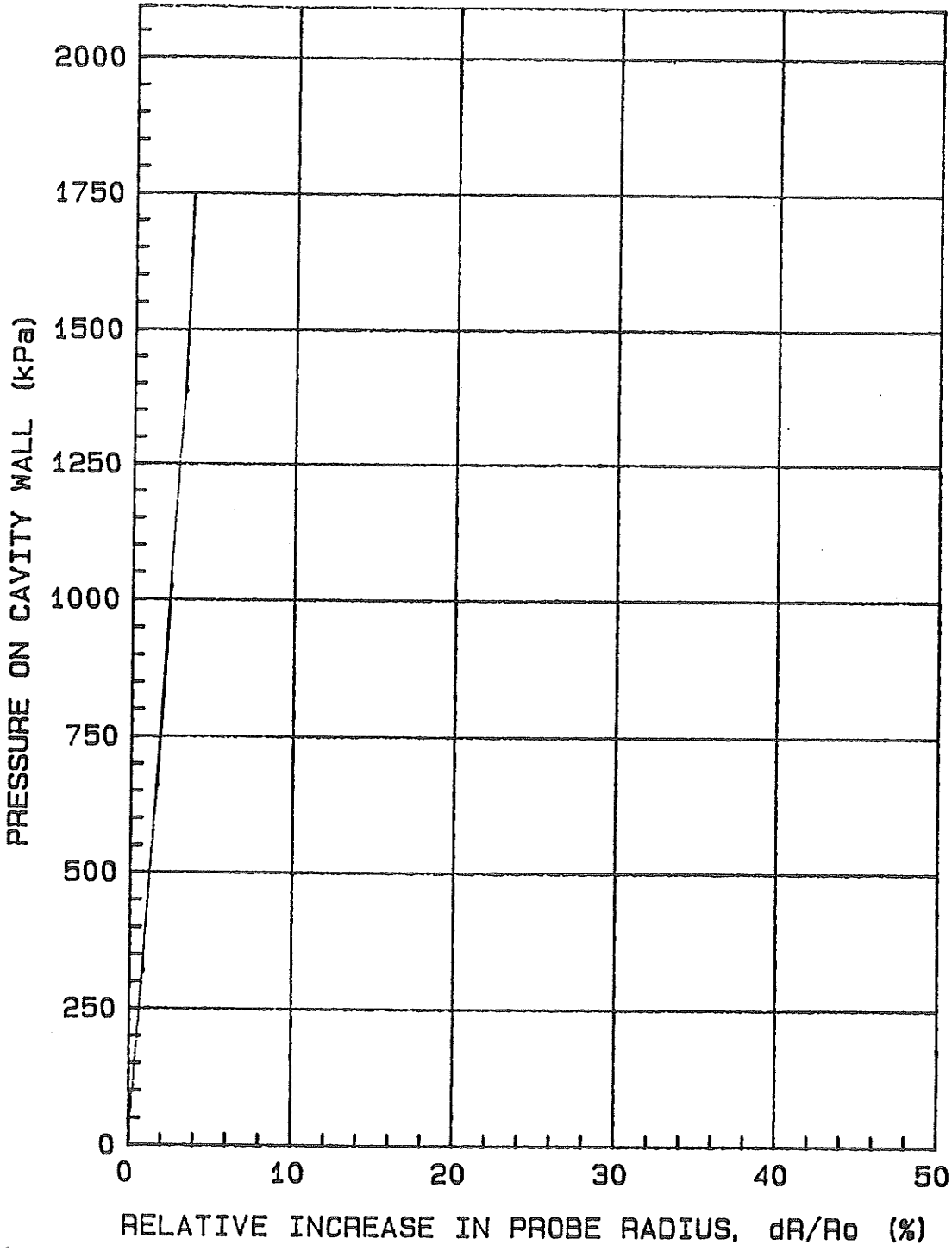
Regina R/W12-30: October/88: 6+890: 3mRt: Hole#19: 2.30m.

Po = 6.3 kPa Eo = 30573 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



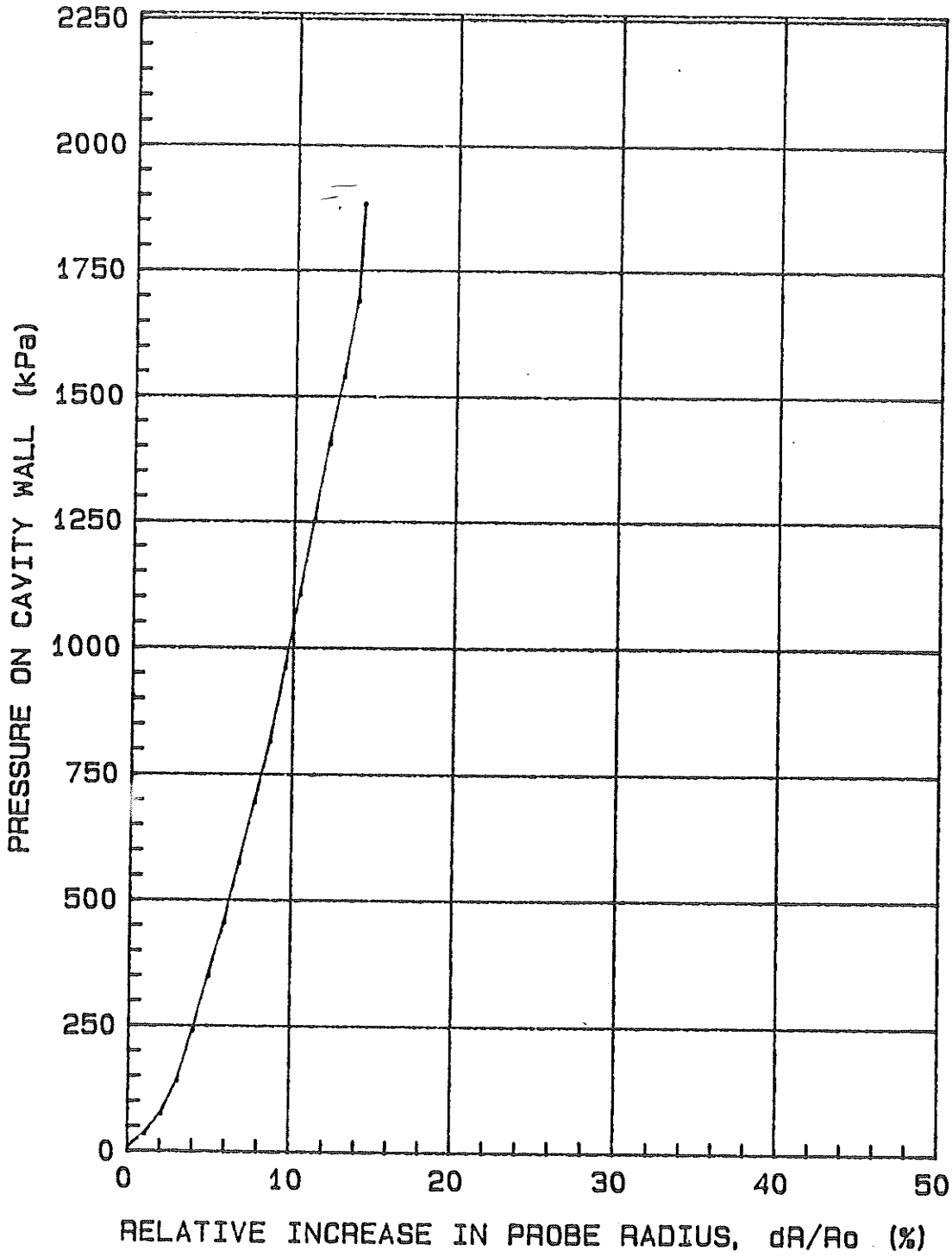
Regina R/W12-30: October/88: 5+024: 3mRt: Hole#23: 0.60m.

Po = 6.3 kPa Eo = 61090 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



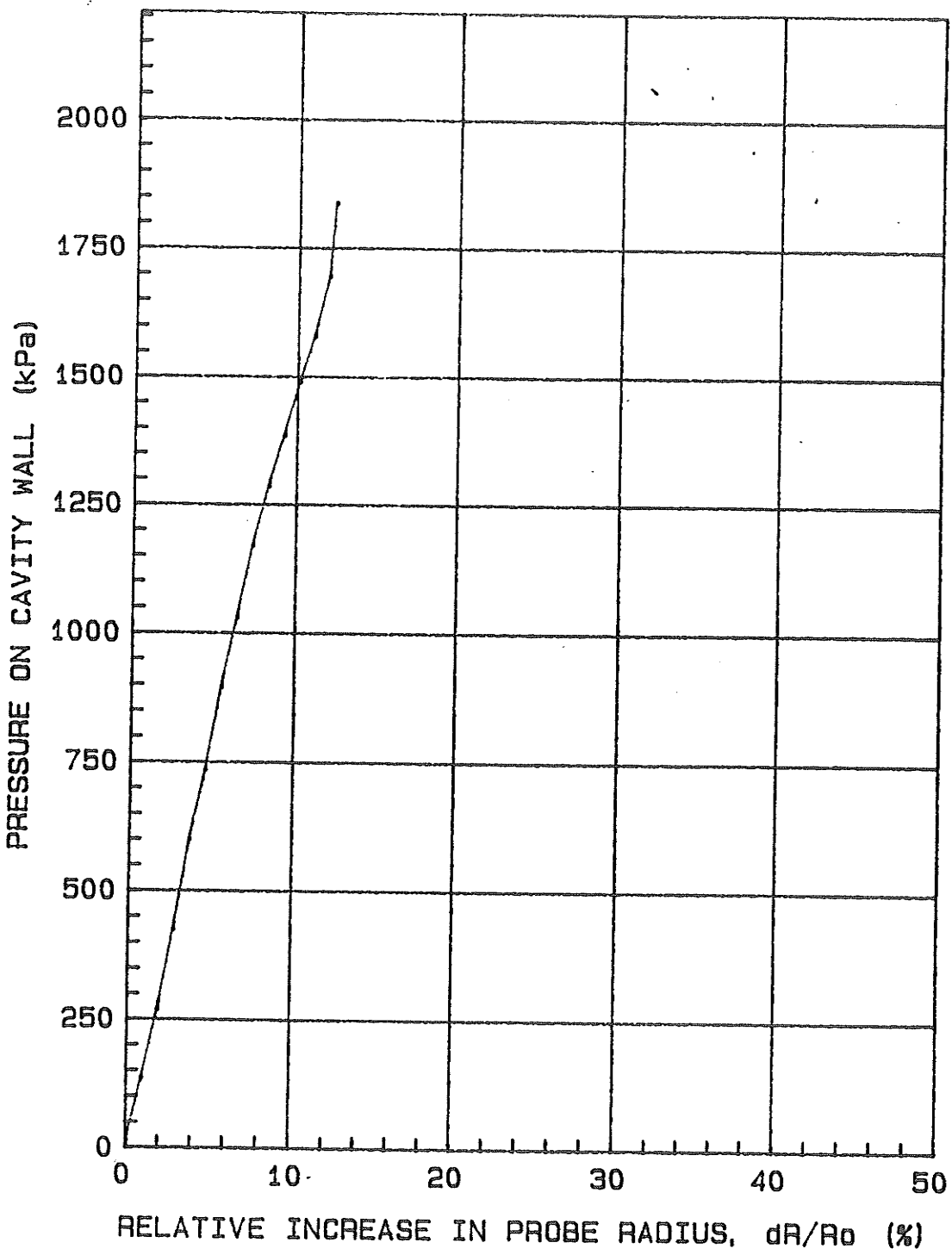
Regina A/W12-30: October/88: 5+024: 3mLt: Hole#24: 0.60m.

Po = 6.3 kPa Eo = 24990 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



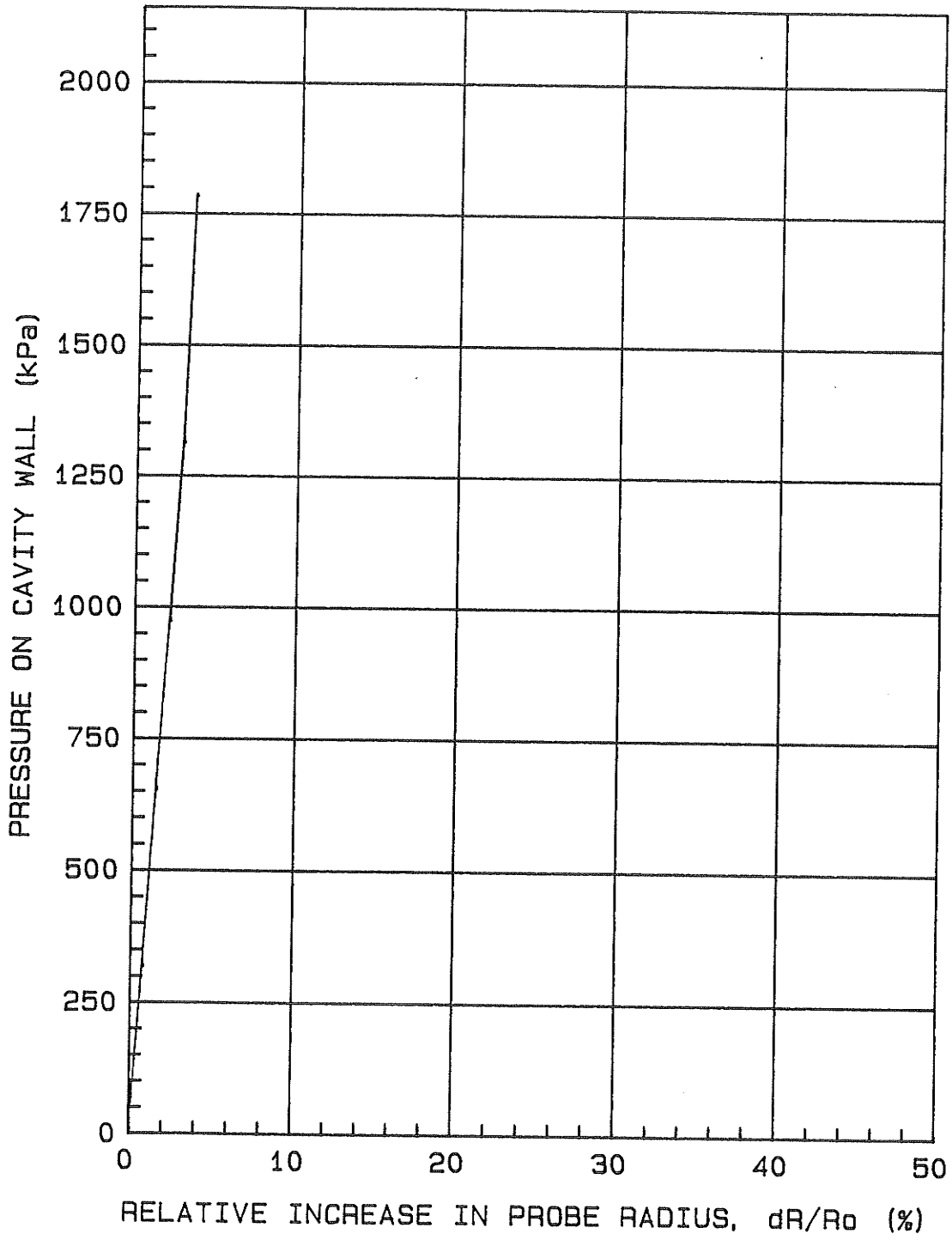
Regina A/W12-30: October/88: 5+061: 3mRt: Hole#25: 0.60m.

Po = 6.3 kPa Eo = 21655 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



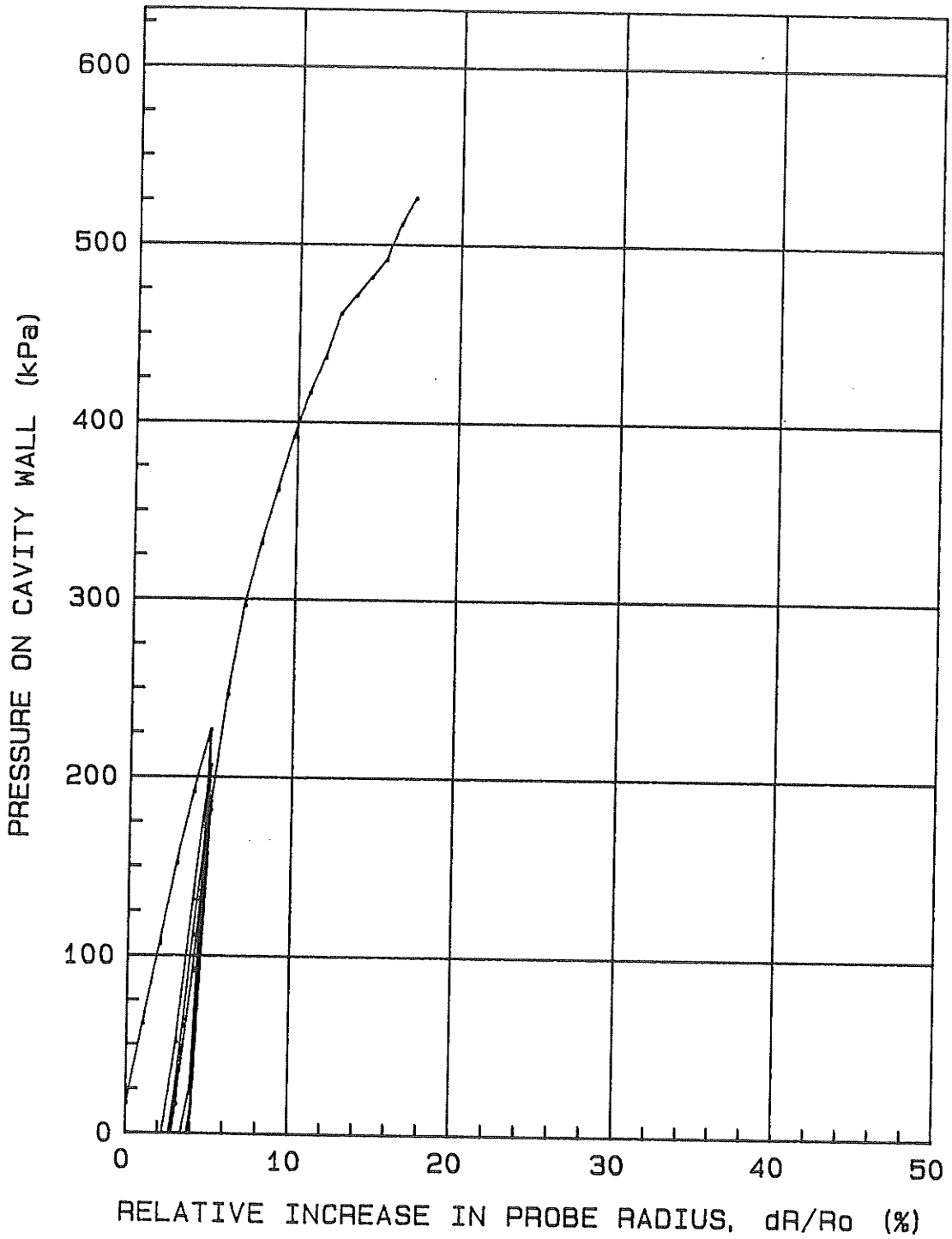
Regina R/W12-30: October/88: 5+097: 9mLt: Hole#27: 0.60m.

Po = 5.3 kPa Eo = 61208 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



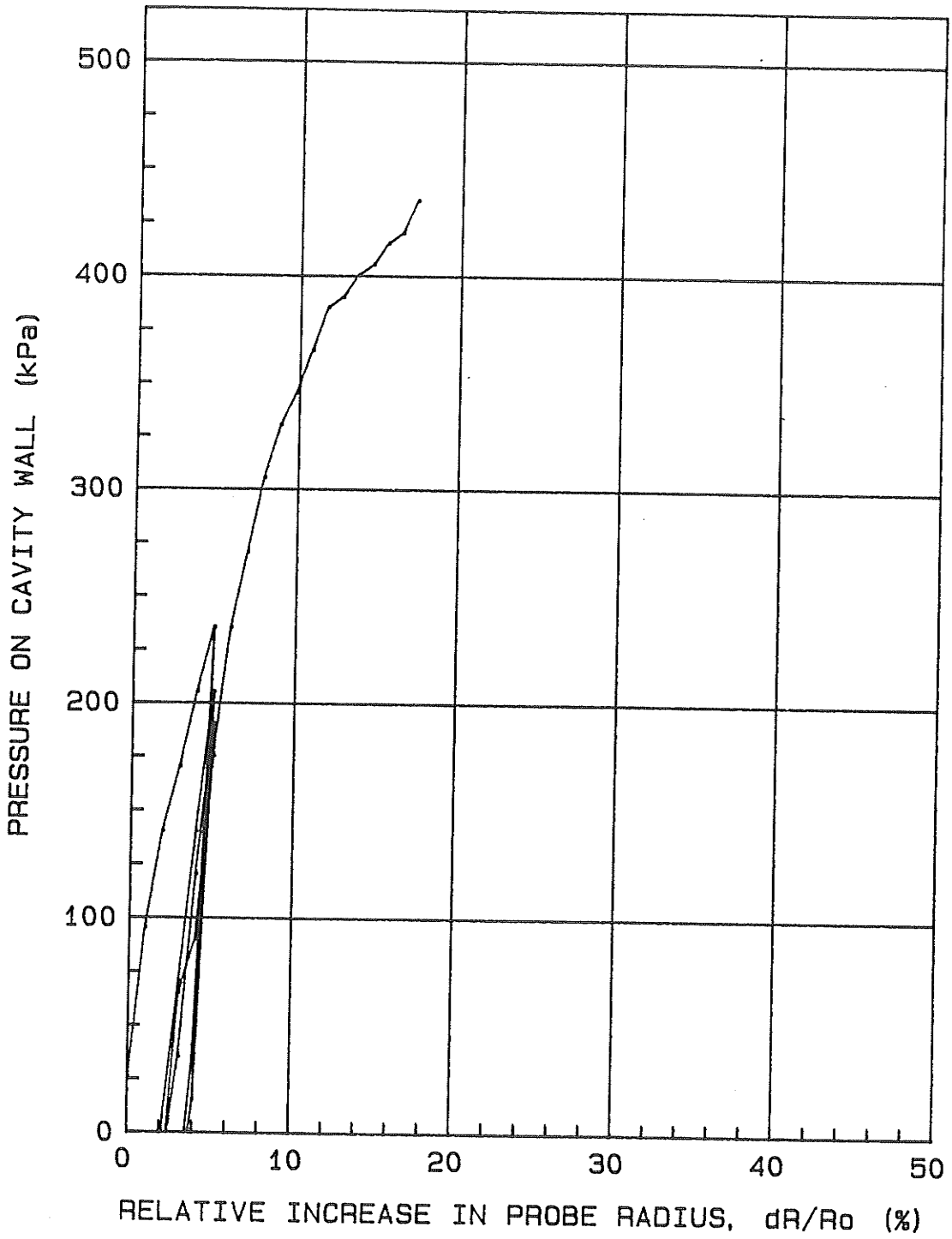
Saskatoon R/W15-33; Oct/88: 5+100: 3mRt: Hole#1: 0.50m.

Po = 12.5 kPa Eo = 5767 kPa
Pl = 600 kPa Er = 11281 kPa
Pl* = 587.5 kPa Eo/Pl* = 9.8



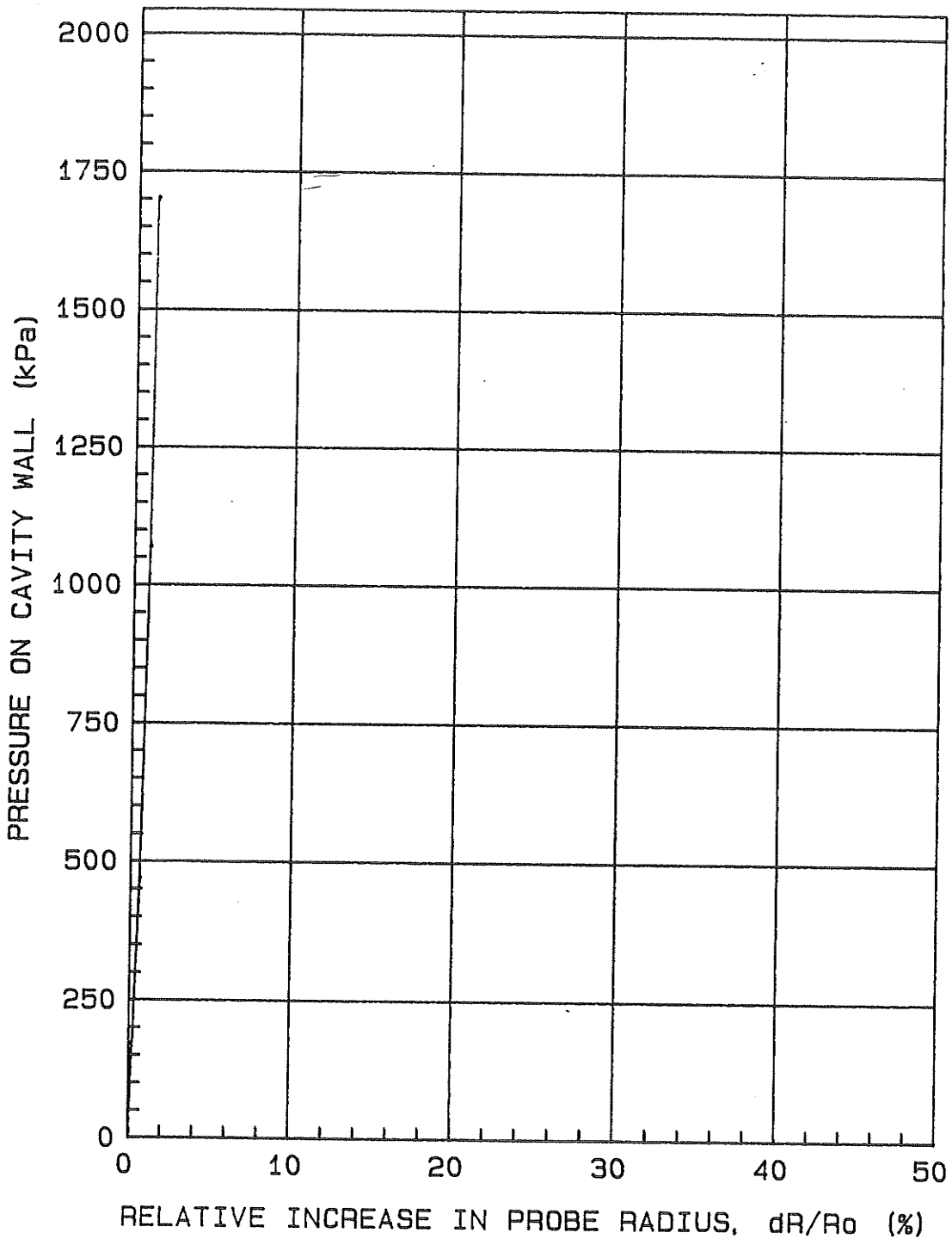
Saskatoon R/W15-33: Oct/88: 5+100: 3mRt: Hole#1: 1.20m.

Po = 21.9 kPa Eo = 9548 kPa
Pl = 420 kPa Er = 9508 kPa
Pl* = 398.1 kPa Eo/Pl* = 23.9



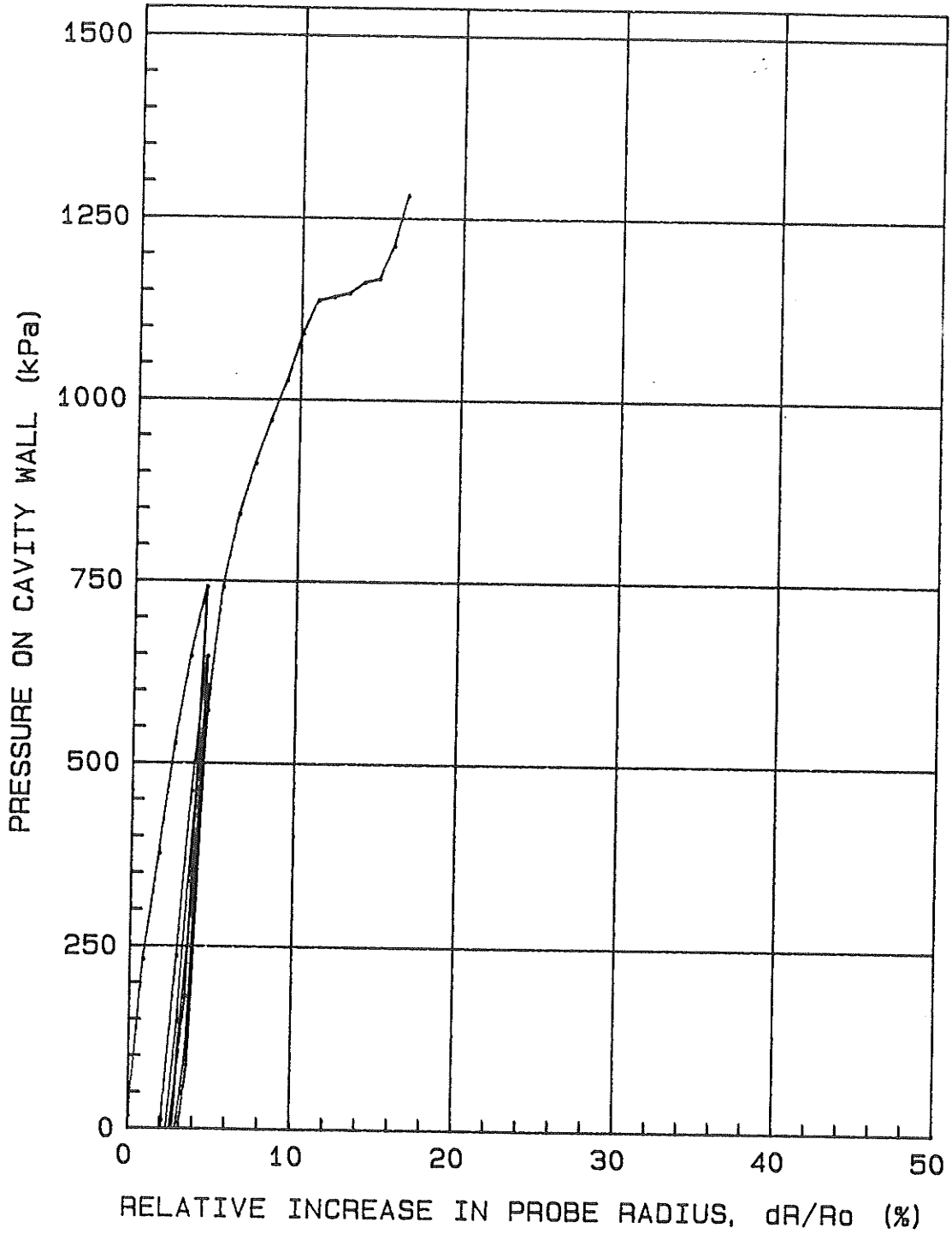
Saskatoon R/W15-33: Oct/88: 5+100: 3mRt: Hole#1: 2.10m.

Po = 5.3 kPa Eo = 180475 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



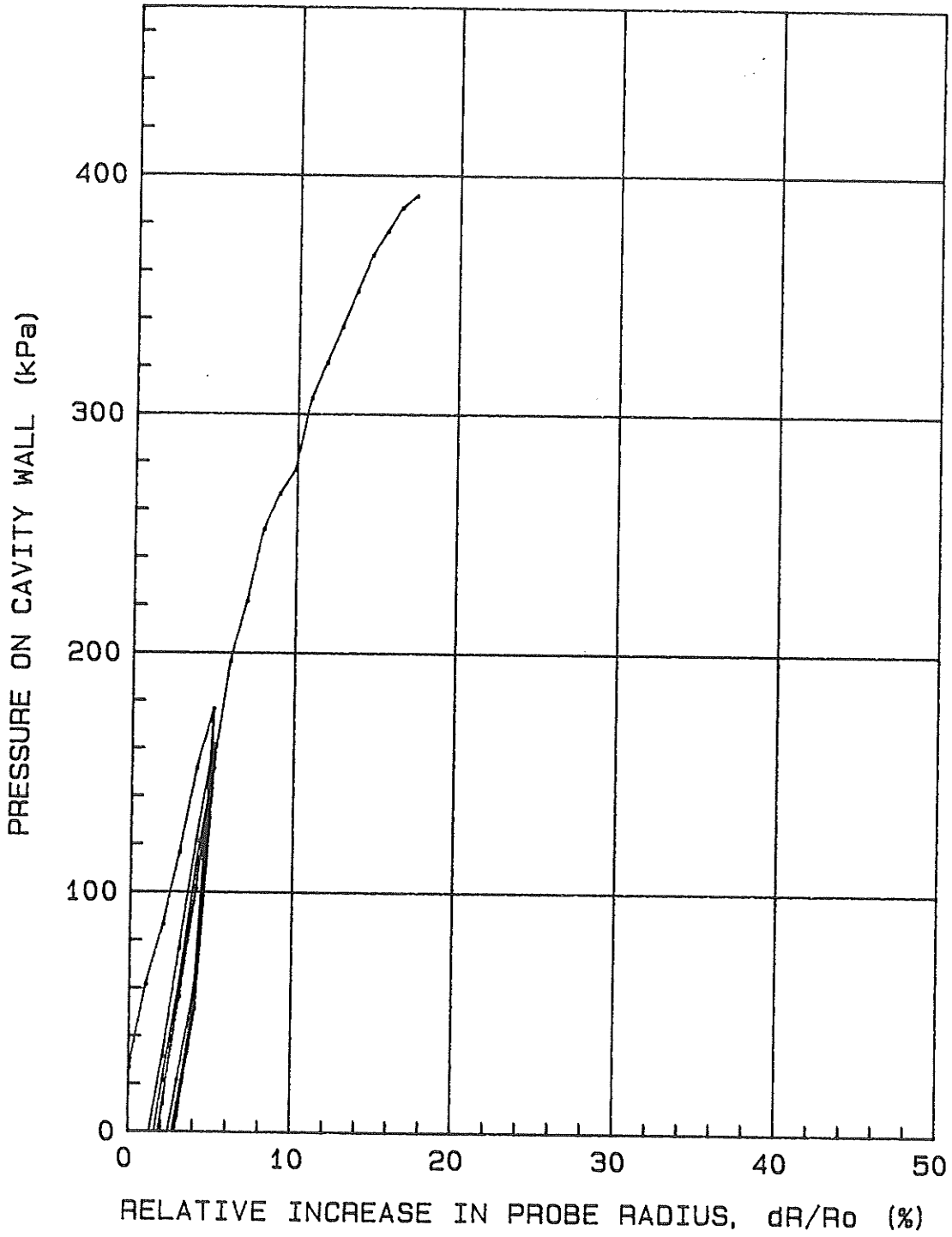
Saskatoon R/W15-33: Oct/88: 5+150: 3mLt: Hole#2: 0.50m.

Po = 12.5 kPa Eo = 34402 kPa
Pl = 1150 kPa Er = 40141 kPa
Pl* = 1137.5 kPa Eo/Pl* = 30.2



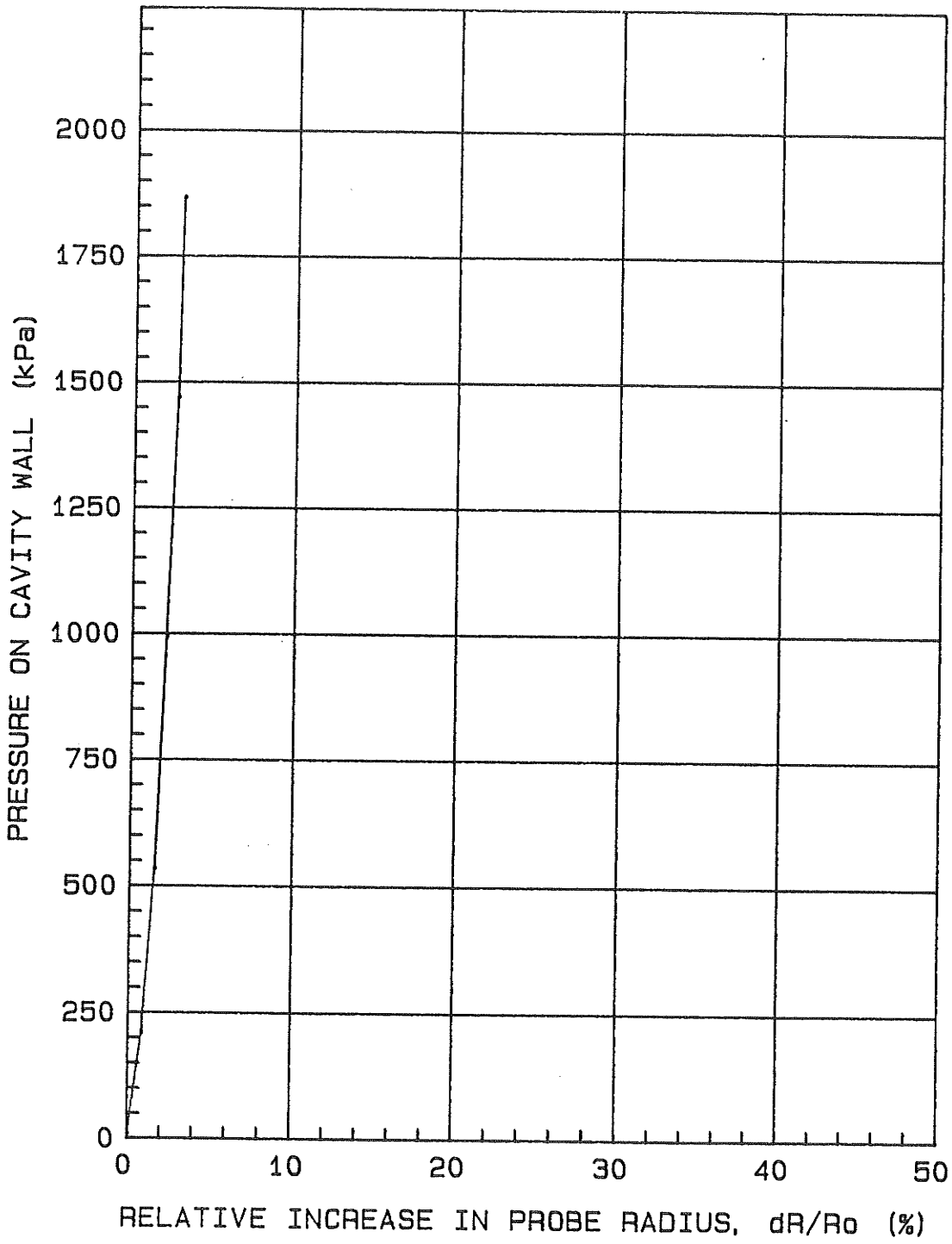
Saskatoon R/W15-33: Oct/88: 5+150: 3mLt: Hole#2: 1.20m.

Po = 23 kPa Eo = 4073 kPa
Pl = 410 kPa Er = 6551 kPa
Pl* = 387 kPa Eo/Pl* = 10.5



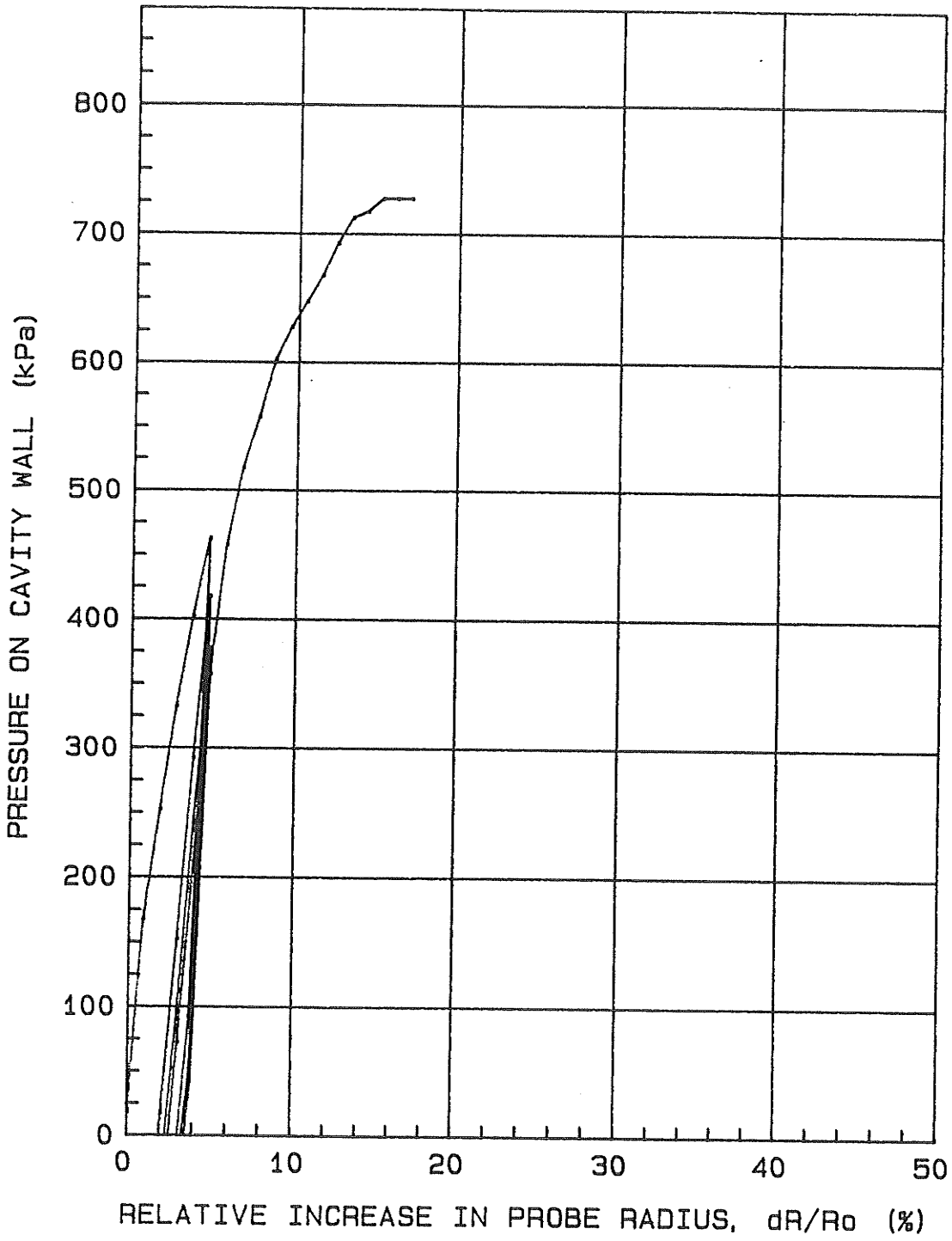
Saskatoon R/W15-33: Oct/88: 5+150: 3mLt: Hole#2: 2.20m.

Po = 5.3 kPa Eo = 109820 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



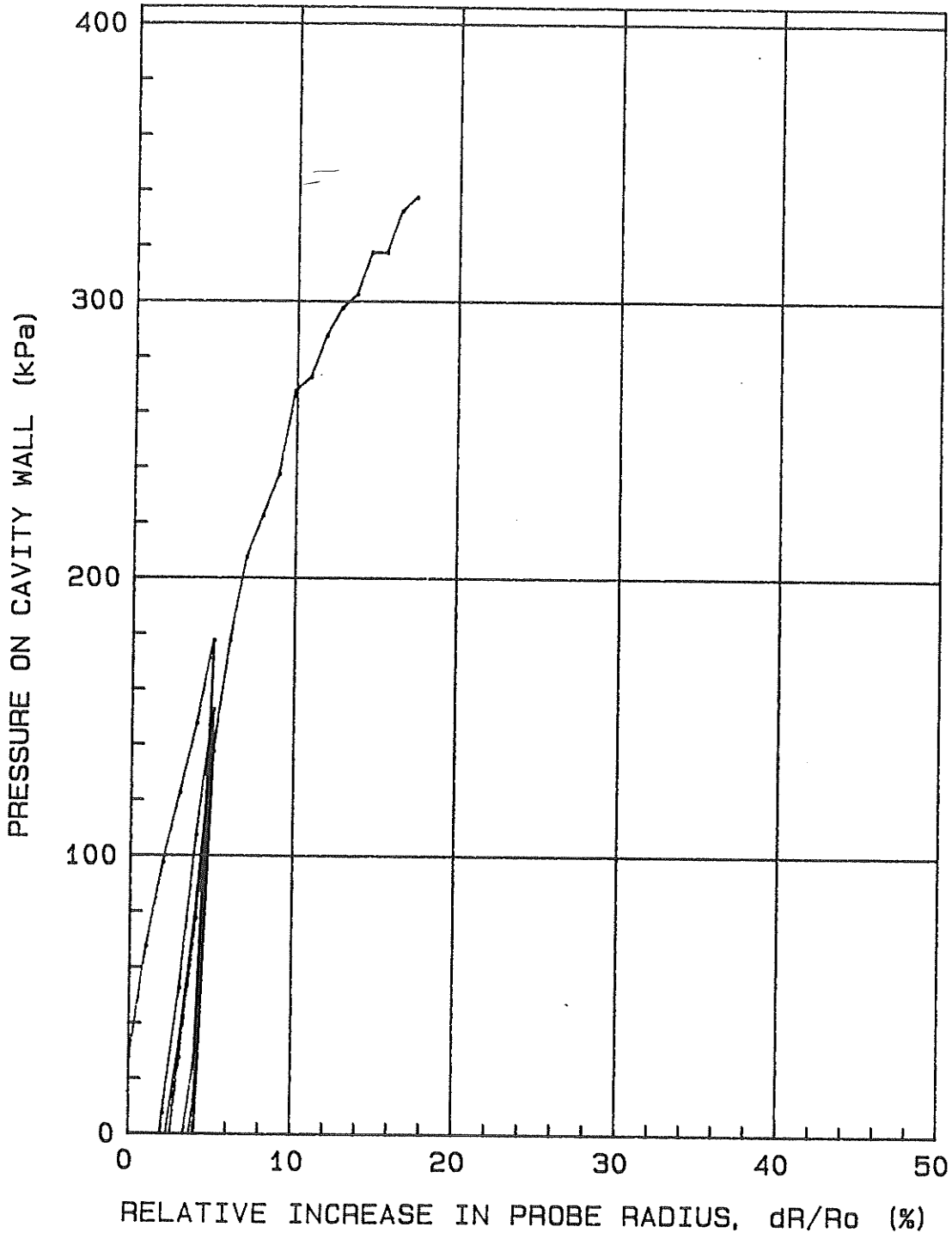
Saskatoon R/W15-33: Oct/88: 5+360: 3mRt: Hole#3: 0.50m.

Po = 13.6 kPa Eo = 22273 kPa
Pl = 720 kPa Er = 22228 kPa
Pl* = 706.4 kPa Eo/Pl* = 31.5



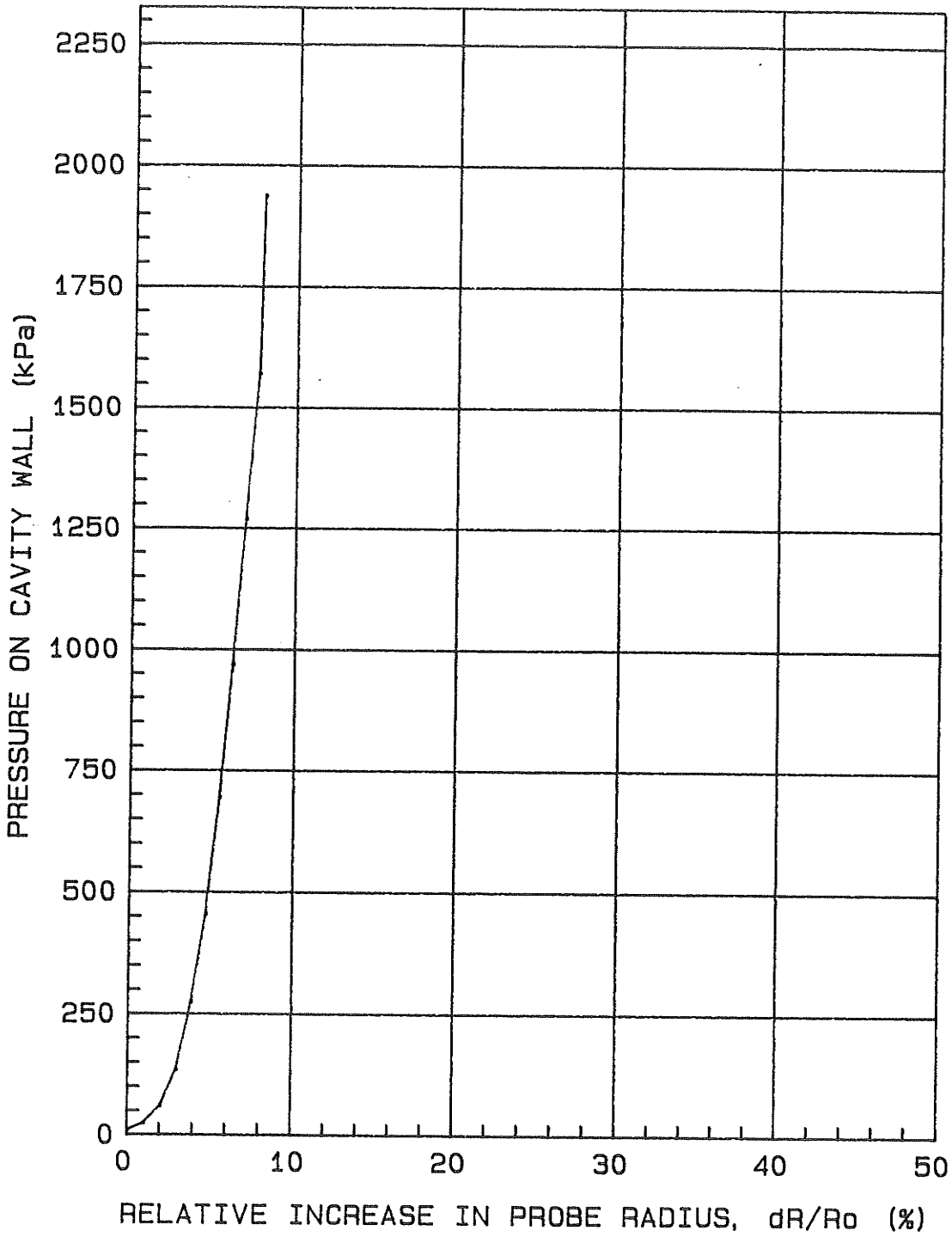
Saskatoon R/W15-33: Oct/88: 5+360: 3mRt: Hole#3: 1.30m.

Po = 22.8 kPa Eo = 5295 kPa
Pl = 320 kPa Er = 7489 kPa
Pl* = 297.2 kPa Eo/Pl* = 17.8



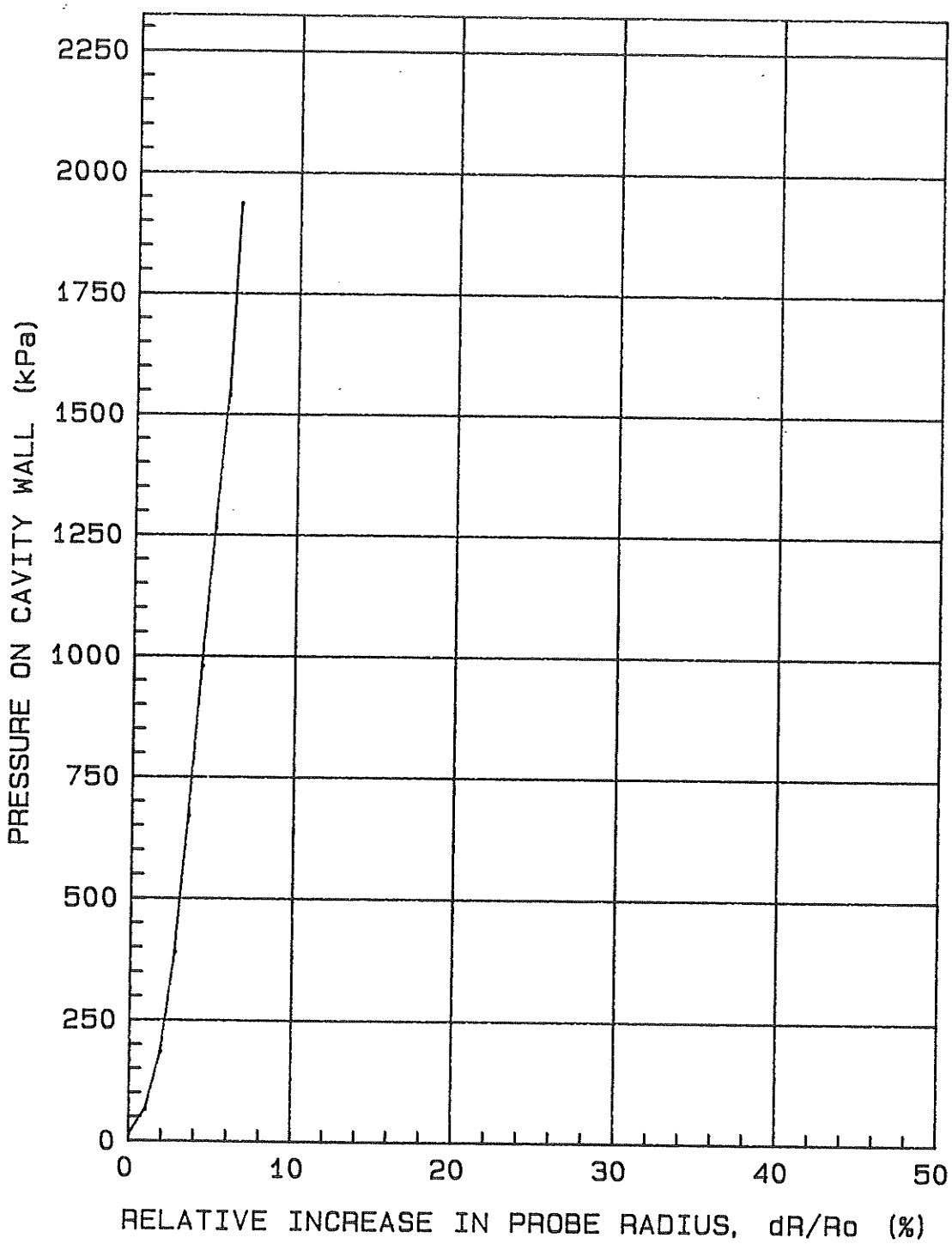
Saskatoon R/W15-33: Oct/88: 5+360: 3mRt: Hole#3: 2.30m.

Po = 5.3 kPa Eo = 57322 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



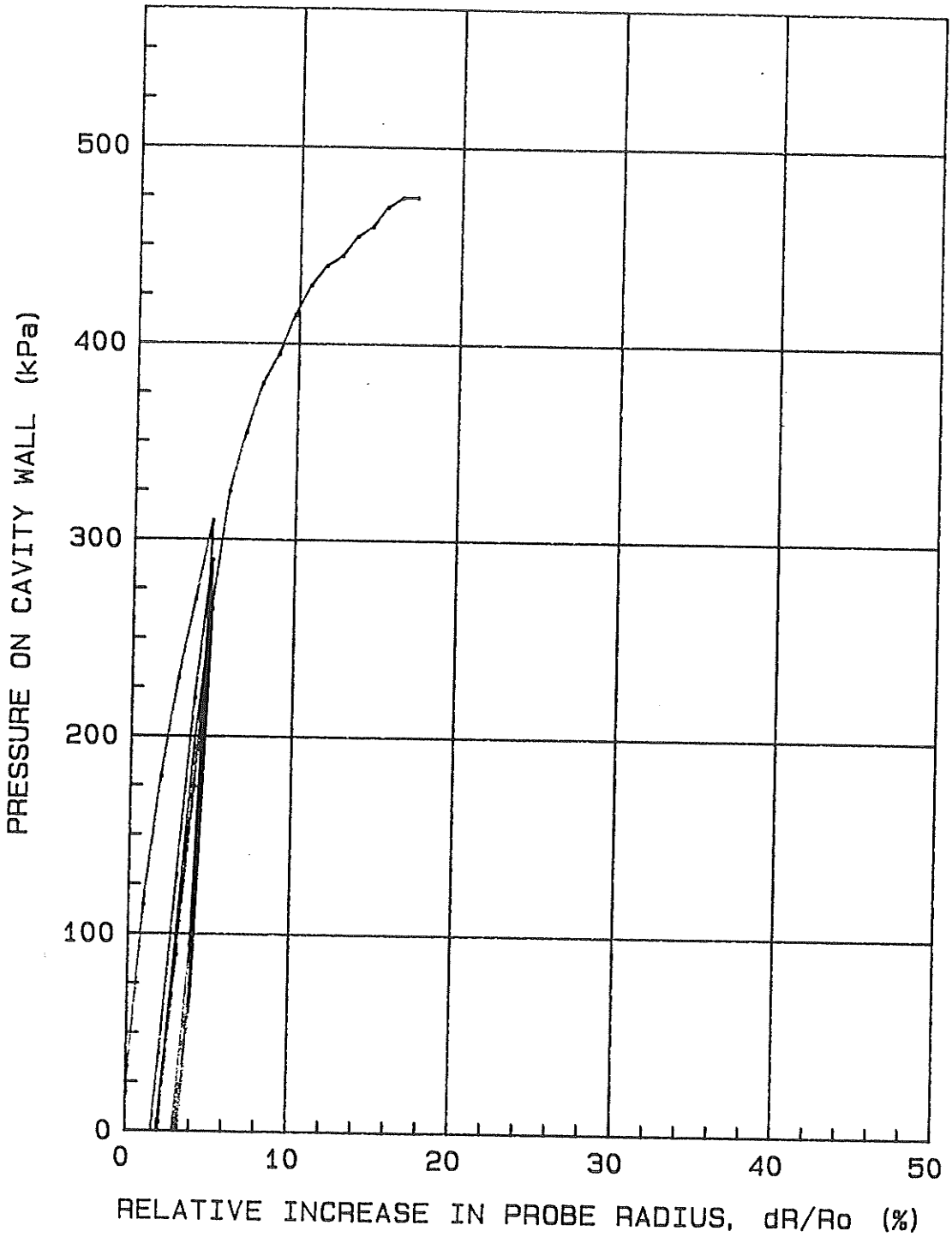
Saskatoon R/W15-33: Oct/88: 5+450: 3mLt: Hole#4: 0.50m.

Po = 10.5 kPa Eo = 53705 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



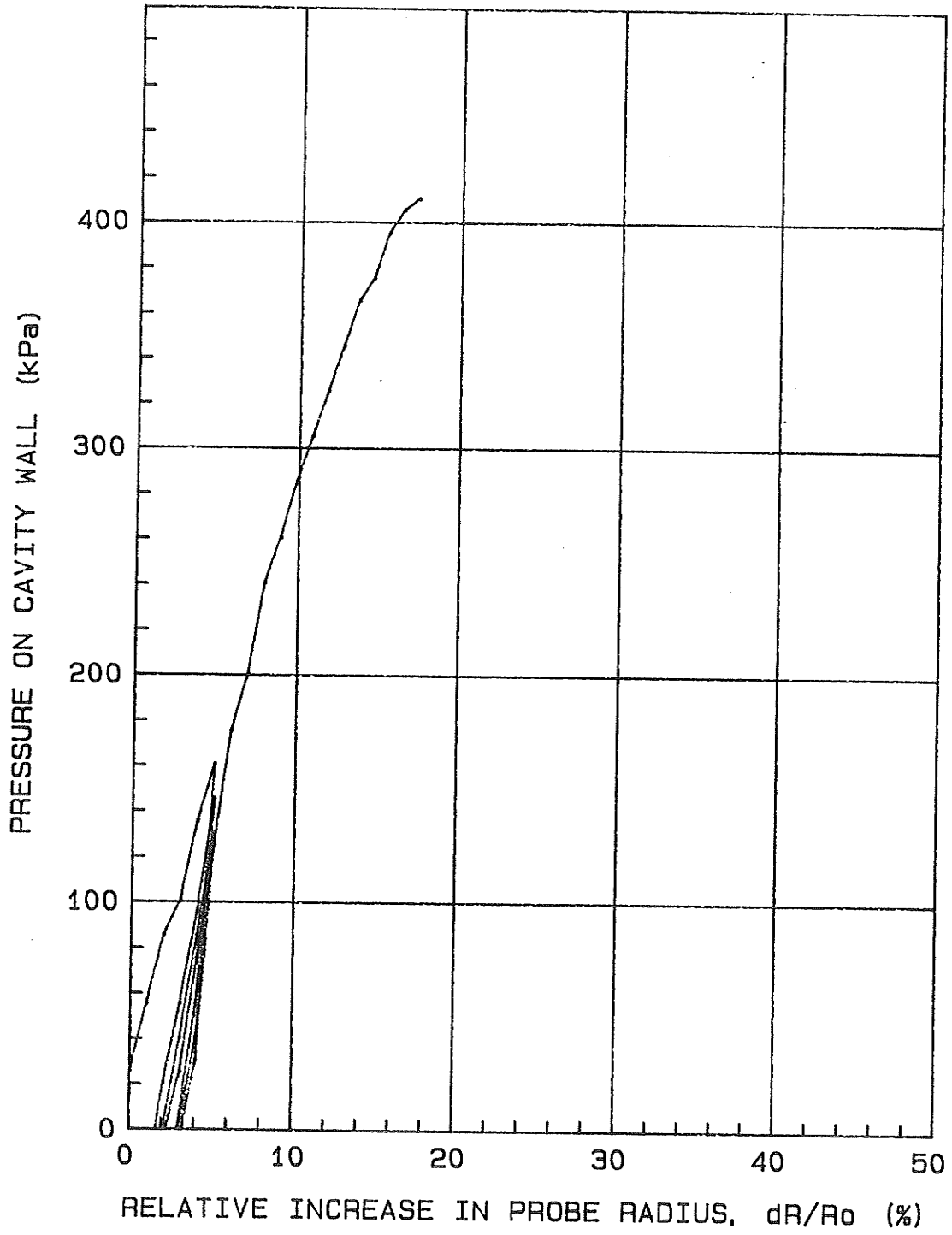
Saskatoon R/W15-33: Oct/88; 5+450: 3mLt: Hole#4: 1.00m.

Po = 14.9 kPa Eo = 13296 kPa
Pl = 470 kPa Er = 12655 kPa
Pl* = 455.1 kPa Eo/Pl* = 29.2



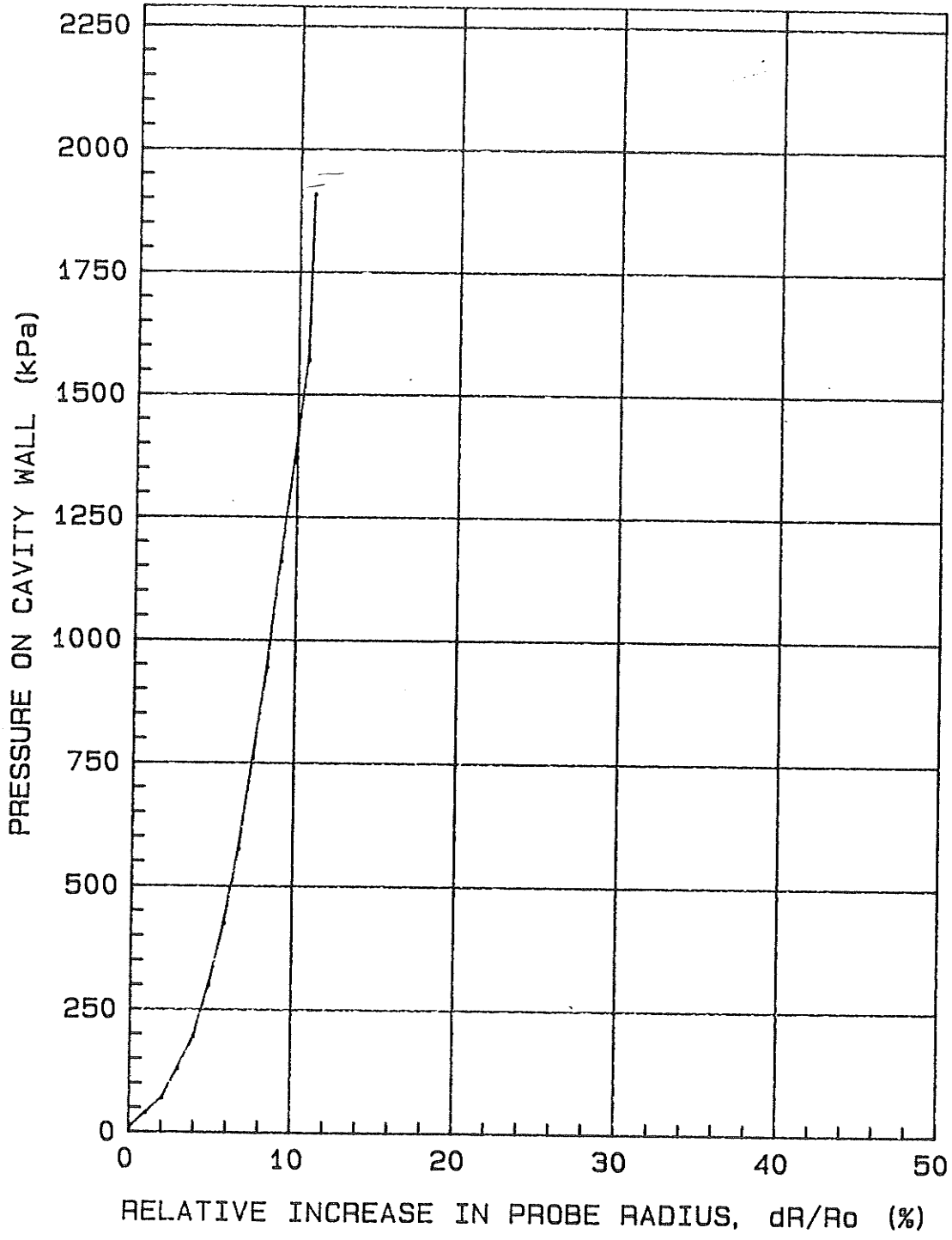
Saskatoon R/W15-33: Oct/88: 5+450: 3mLt: Hole#4: 1.50m.

Po = 21.9 kPa Eo = 3972 kPa
Pl = 410 kPa Er = 7101 kPa
Pl* = 388.1 kPa Eo/Pl* = 10.2



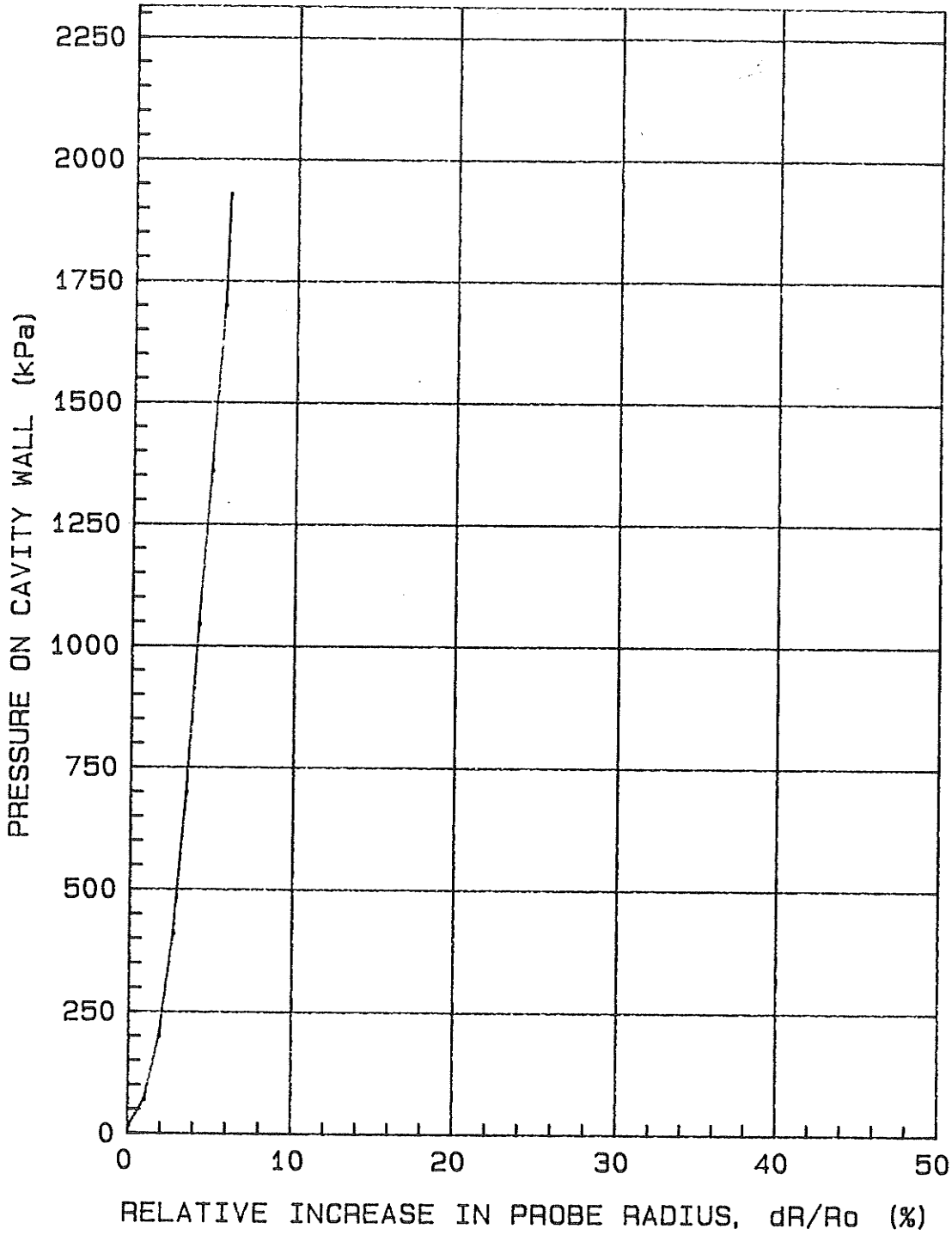
Saskatoon R/W15-33: Oct/88: 5+450: 3mLt: Hole#4: 2.10m.

Po = 5.3 kPa Eo = 37202 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



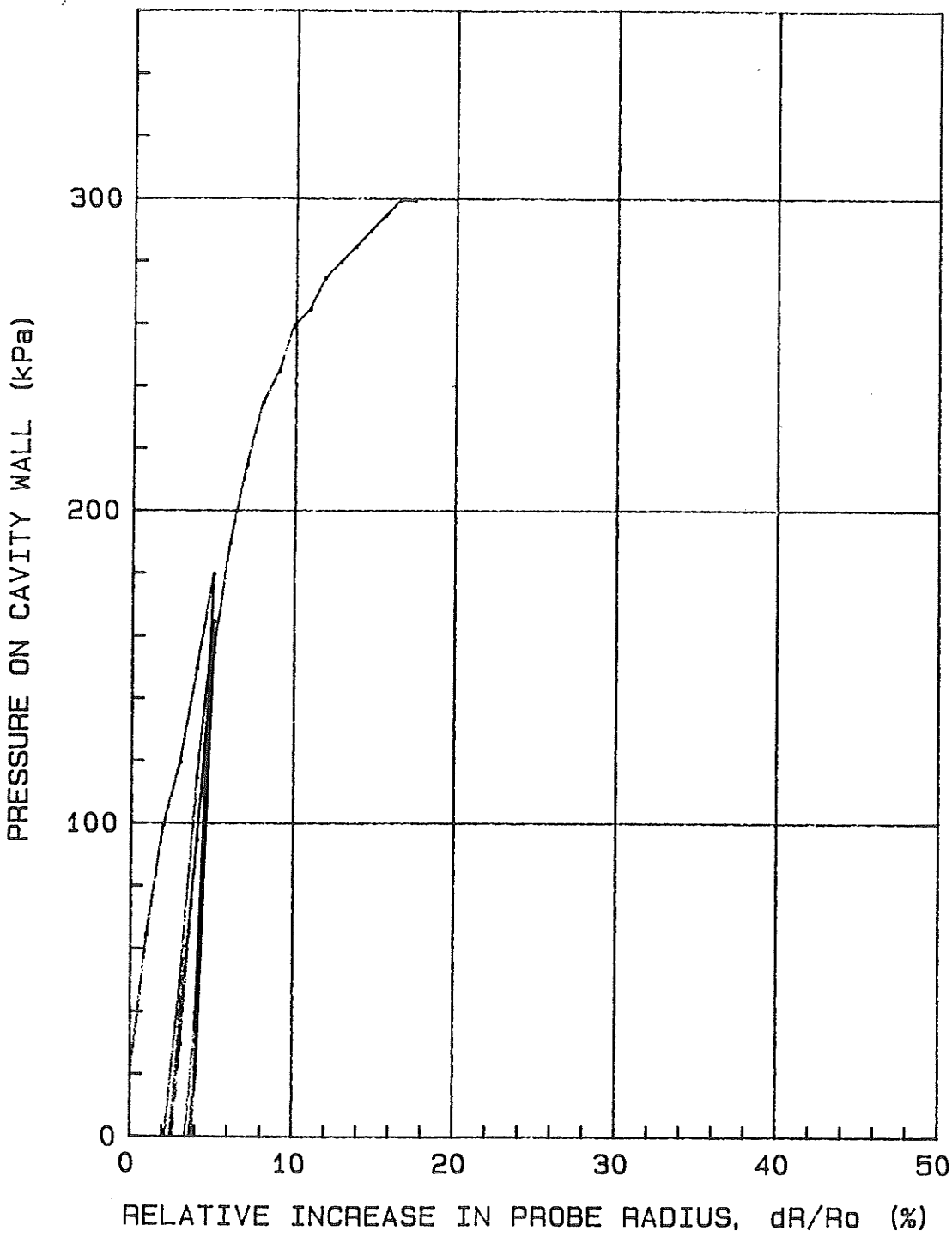
Saskatoon R/W15-33: Oct/88: 5+540: 3mLt: Hole#5: 0.50m.

Po = 10.5 kPa Eo = 65732 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Saskatoon R/W15-33: Oct/88: 5+540: 3mLt: Hole#5: 1.00m.

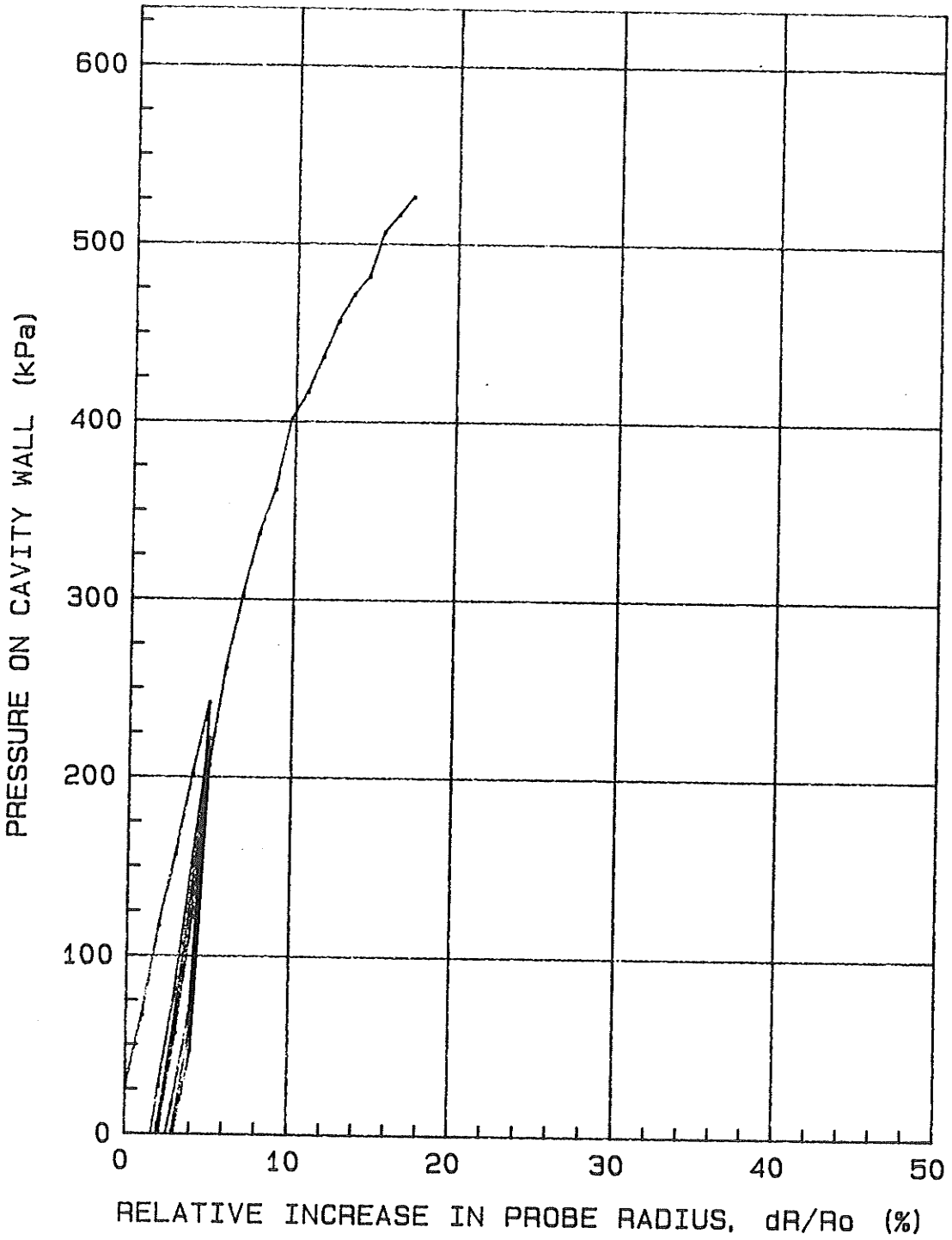
Po = 14.9 kPa Eo = 5986 kPa
Pl = 300 kPa Er = 8984 kPa
Pl* = 285.1 kPa Eo/Pl* = 20.9



Saskatoon R/W15-33: Oct/88: 5+540: 3mLt: Hole#5: 1.50m.

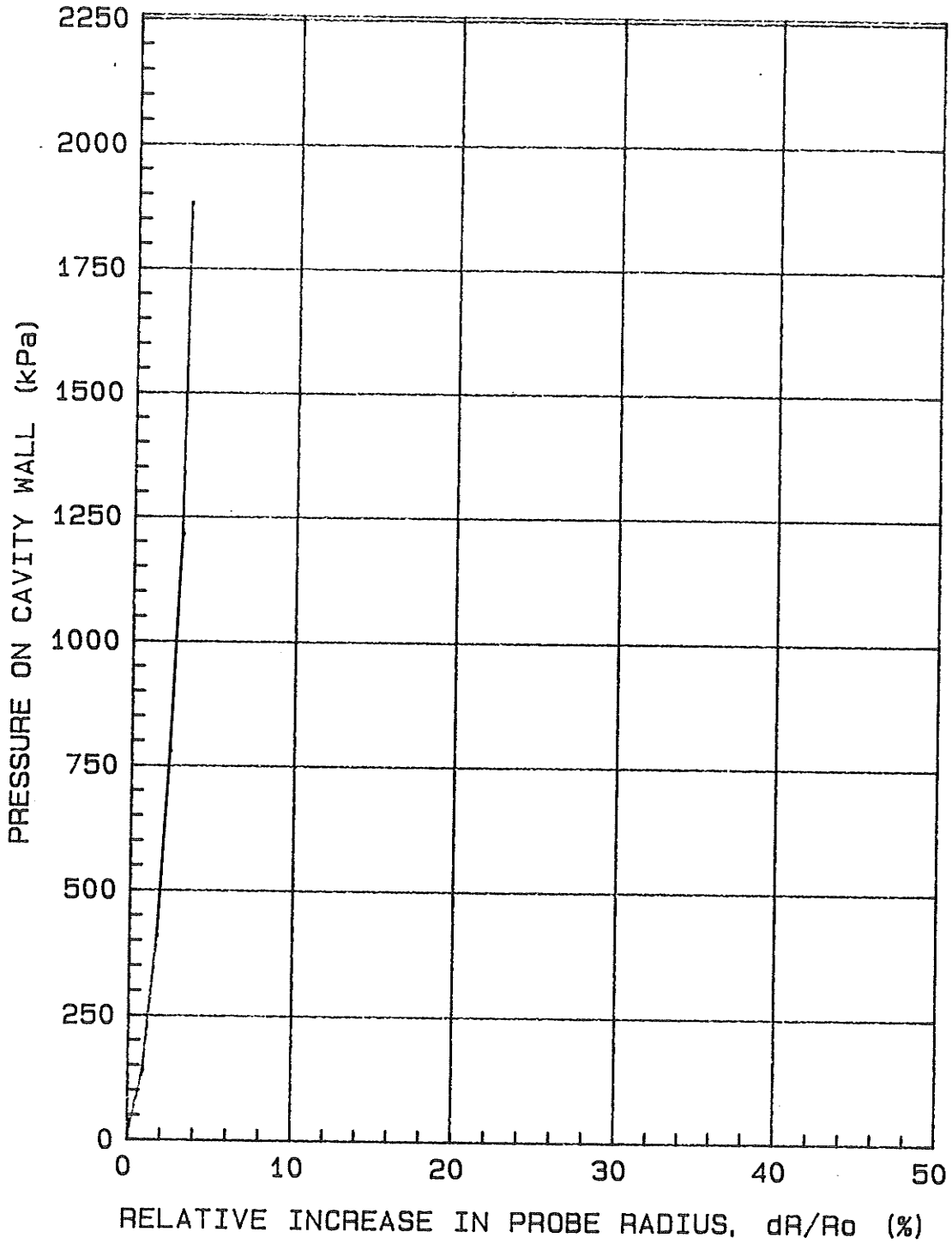
Po = 23 kPa
Pl = 550 kPa
Pl* = 527 kPa

Eo = 5909 kPa
Er = 9799 kPa
Eo/Pl* = 11.2



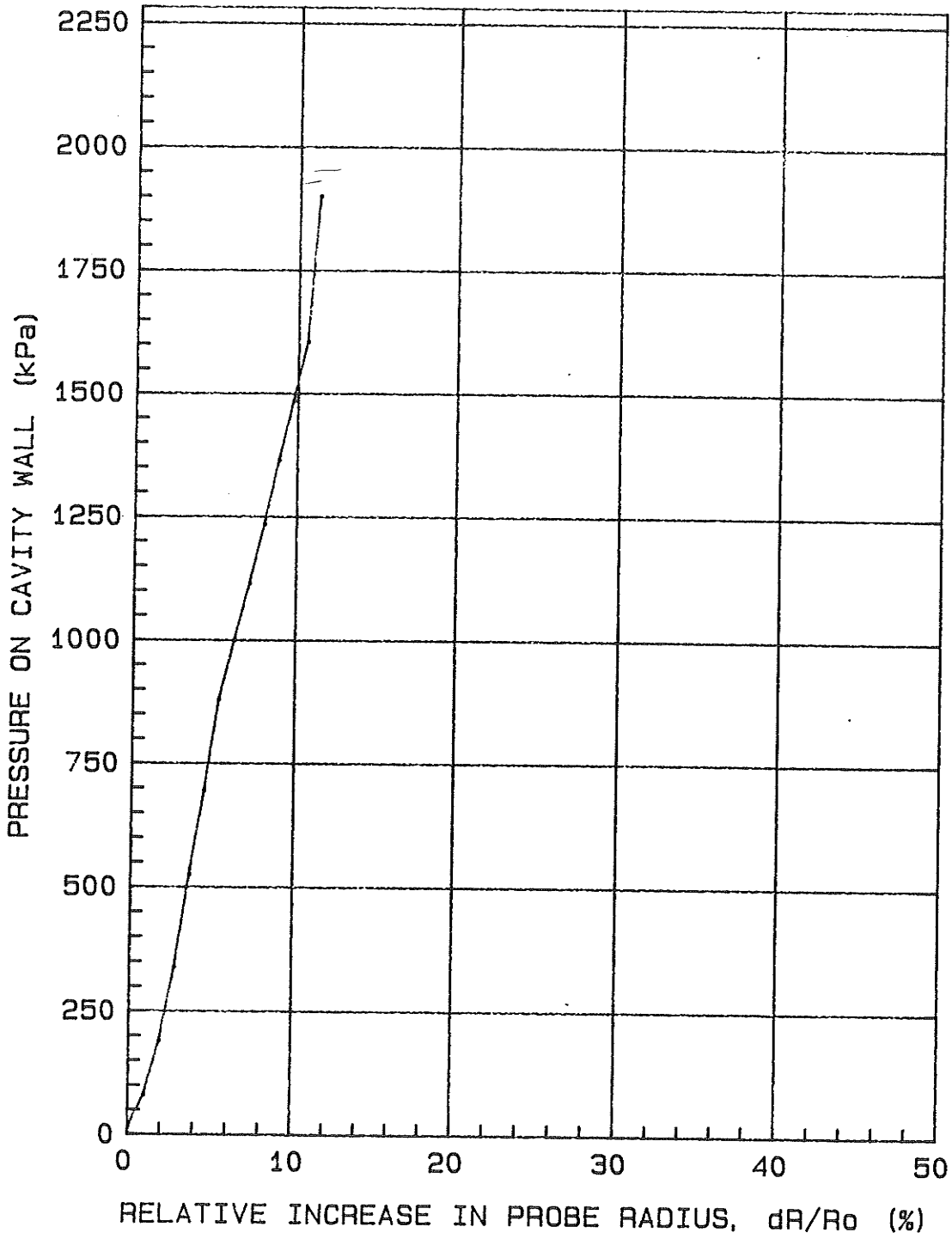
Saskatoon R/W15-33: Oct/88: 5+540: 3mLt: Hole#5: 2.20m.

Po = 5.3 kPa Eo = 97408 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



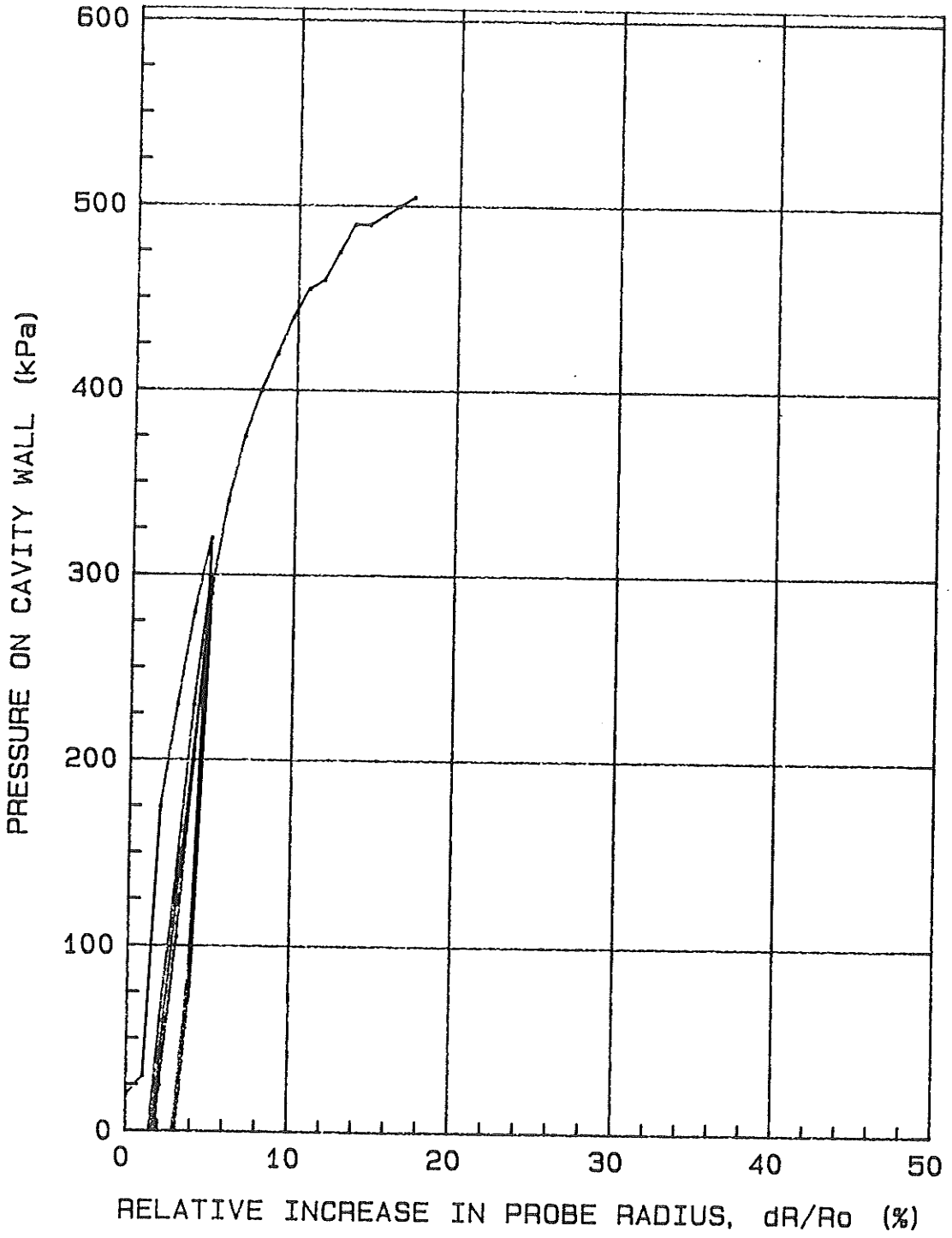
Saskatoon R/W15-33: Oct/88: 5+630: 3mRt: Hole#6: 0.50m.

Po = 10.5 kPa Eo = 29352 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



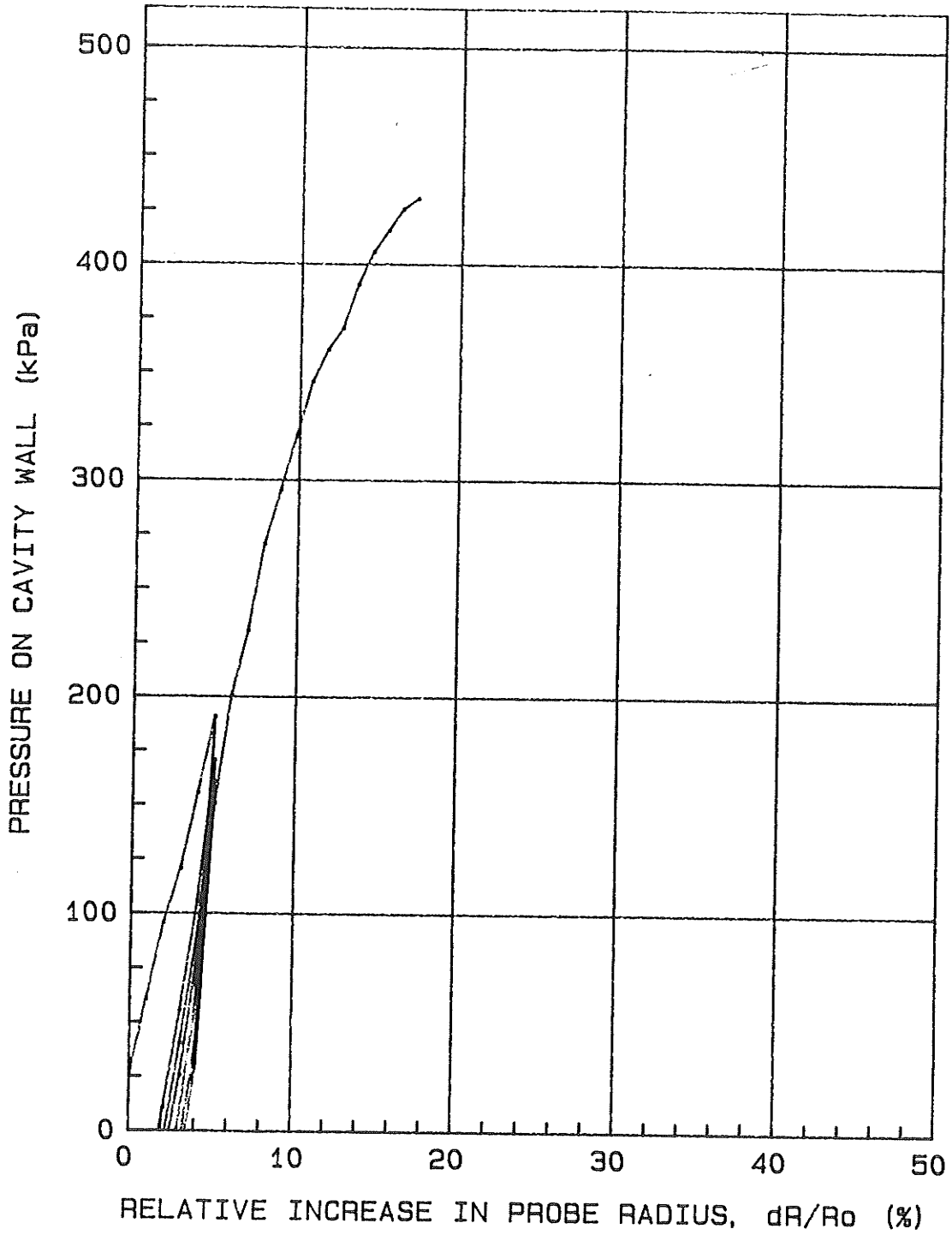
Saskatoon R/W15-33: Oct/88: 5+630: 3mRt: Hole#6: 1.00m.

Po = 15.7 kPa Eo = 21855 kPa
Pl = 490 kPa Er = 12915 kPa
Pl* = 474.3 kPa Eo/Pl* = 46



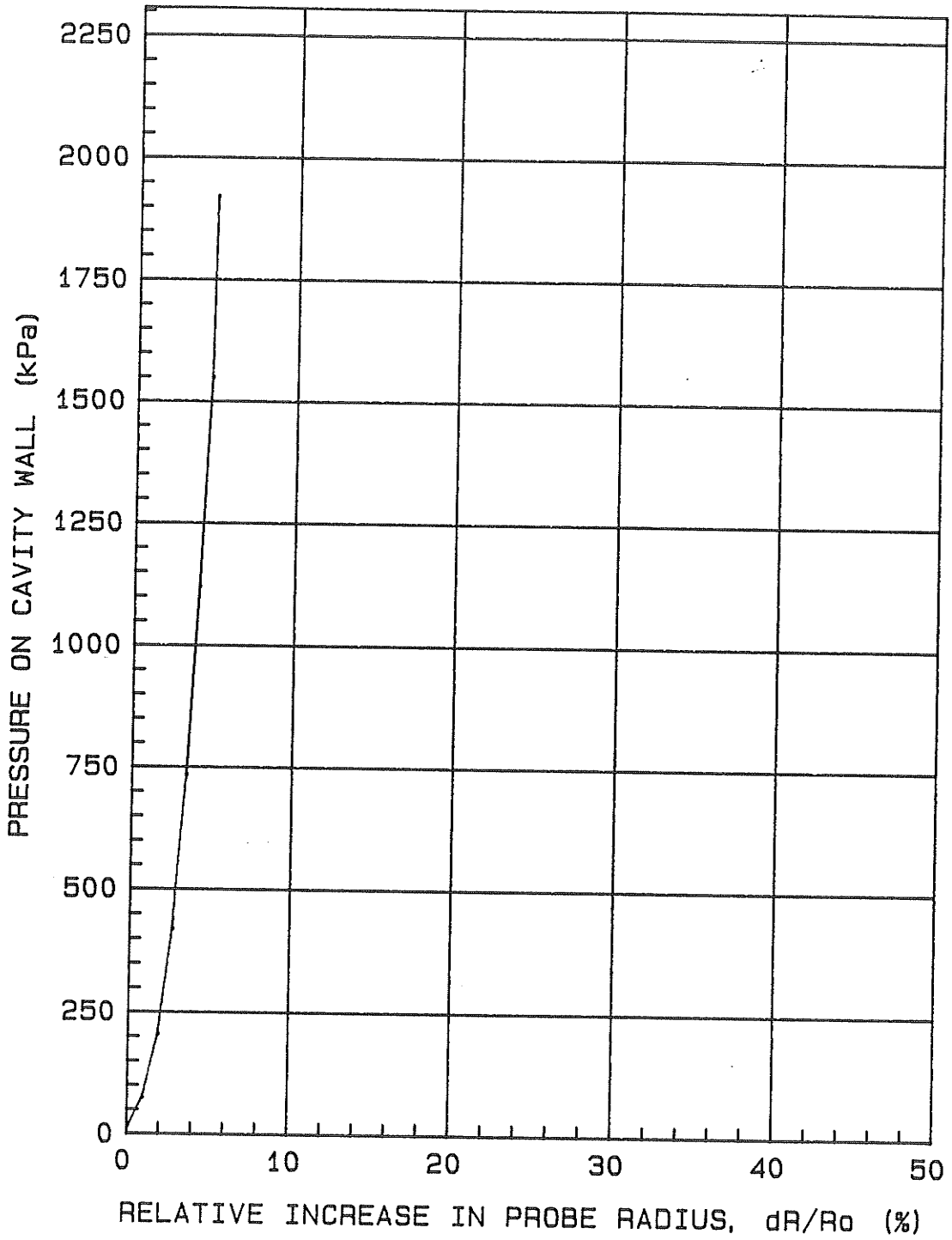
Saskatoon R/W15-33: Oct/88: 5+630: 3mRt: Hole#6: 1.50m.

Po = 21.9 kPa Eo = 4493 kPa
Pl = 430 kPa Er = 7760 kPa
Pl* = 408.1 kPa Eo/Pl* = 11



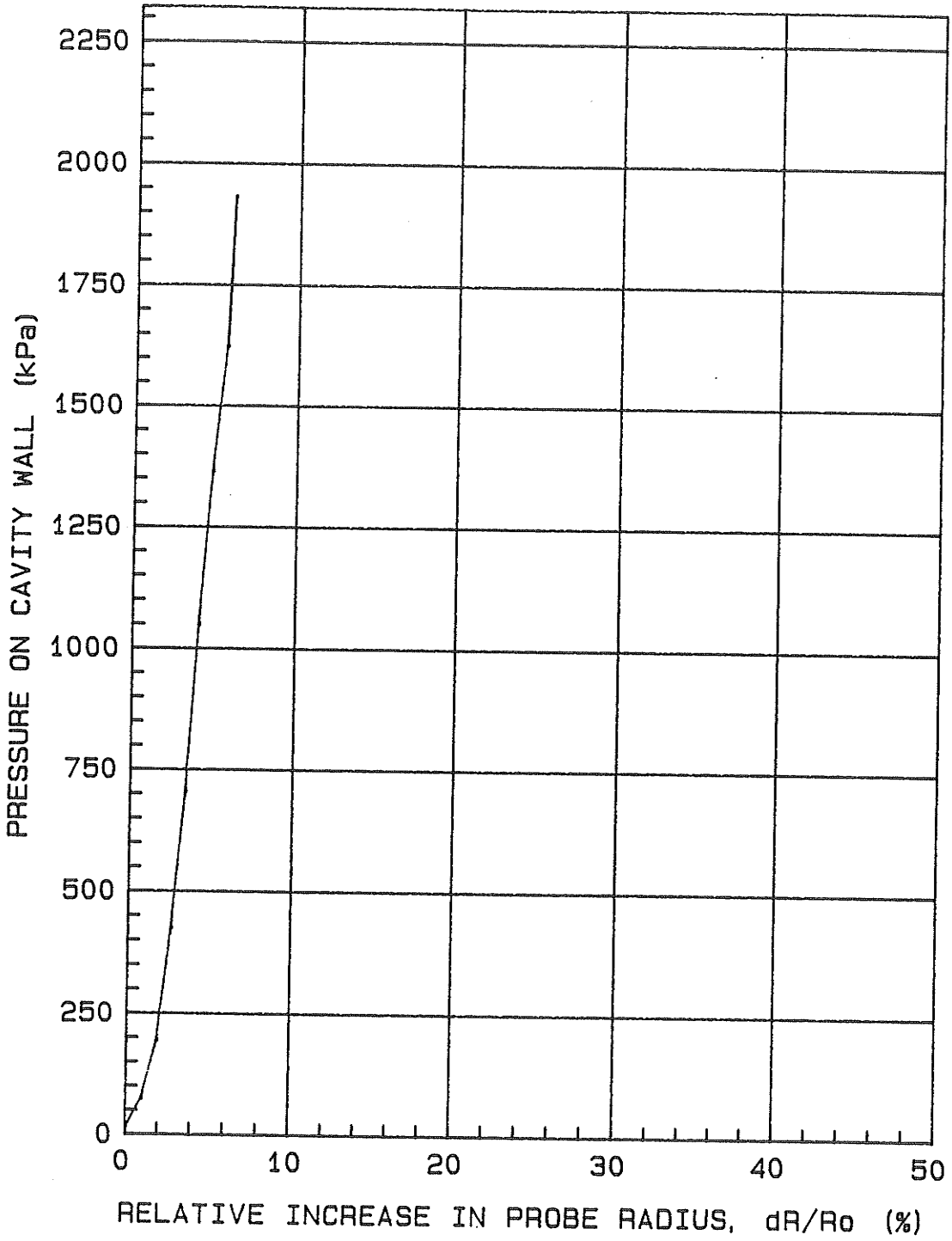
Saskatoon R/W15-33: Oct/88: 5+630: 3mRt: Hole#6: 2.10m.

Po = 5.3 kPa Eo = 89780 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



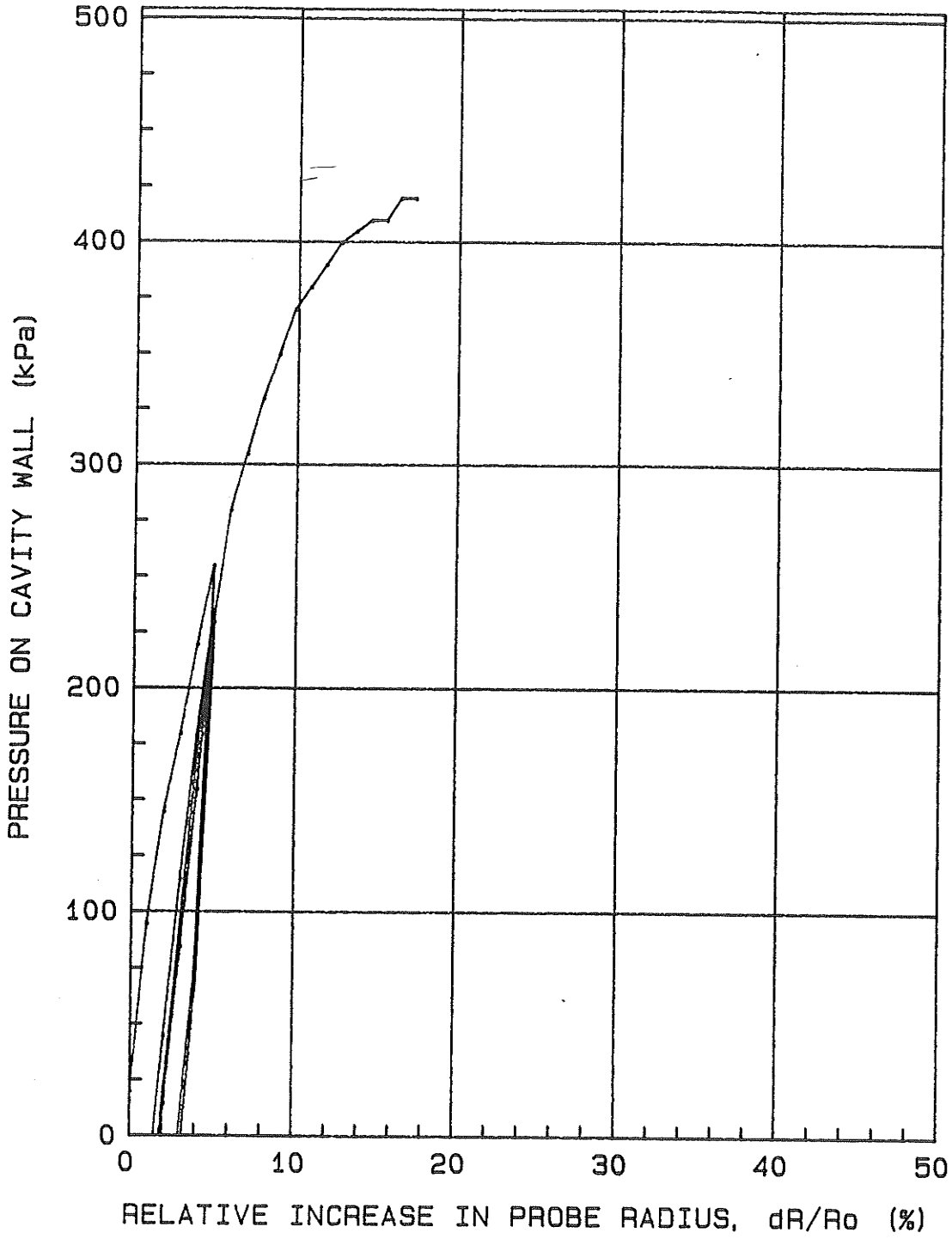
Saskatoon R/W15-33: Oct/88: 5+660: 20mLt: Hole#7: 0.50m.

Po = 10.5 kPa Eo = 65070 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



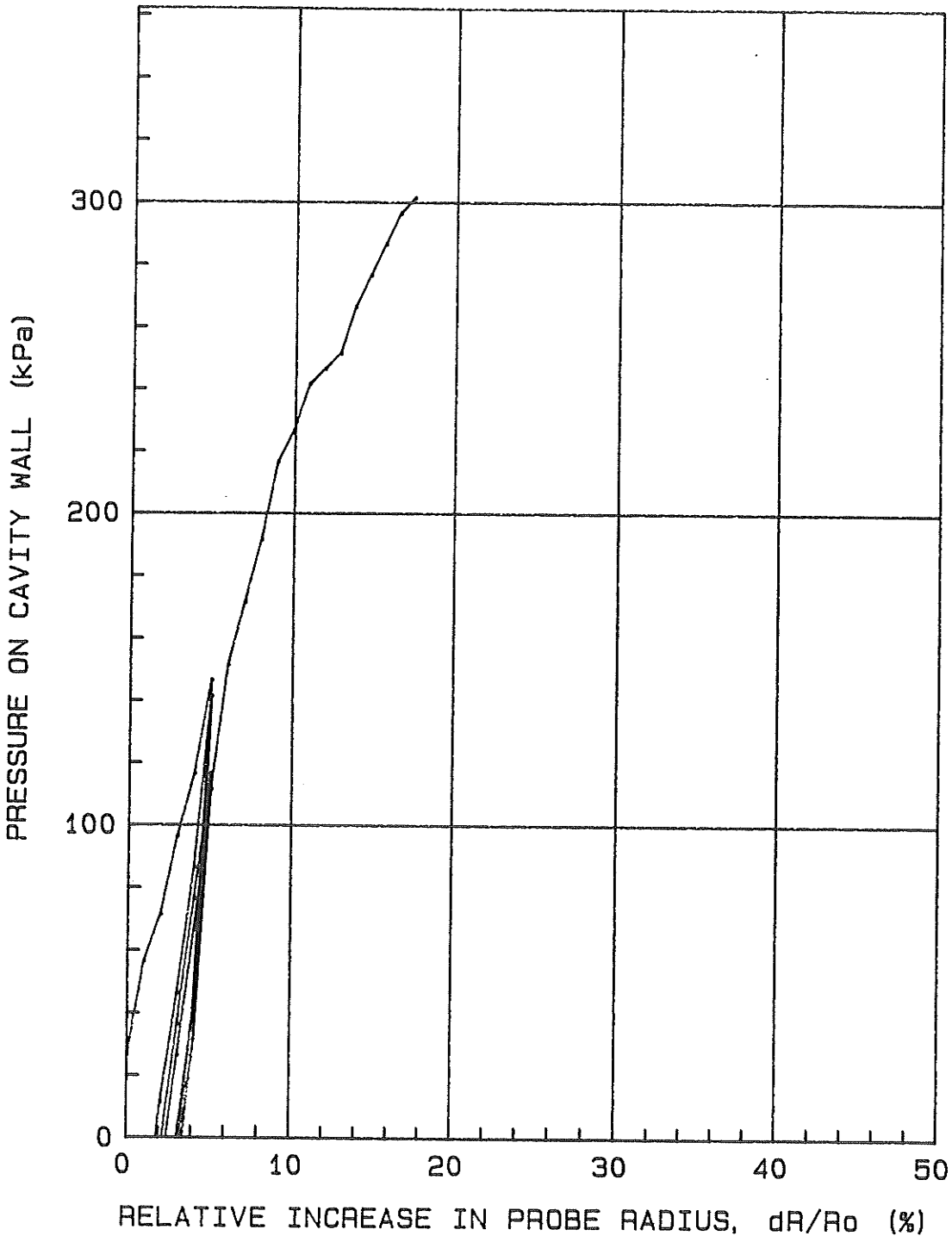
Saskatoon R/W15-33: Oct/88: 5+660: 20mLt: Hole#7: 1.00m.

Po = 15.7 kPa Eo = 10283 kPa
Pl = 400 kPa Er = 10307 kPa
Pl* = 384.3 kPa Eo/Pl* = 26.7



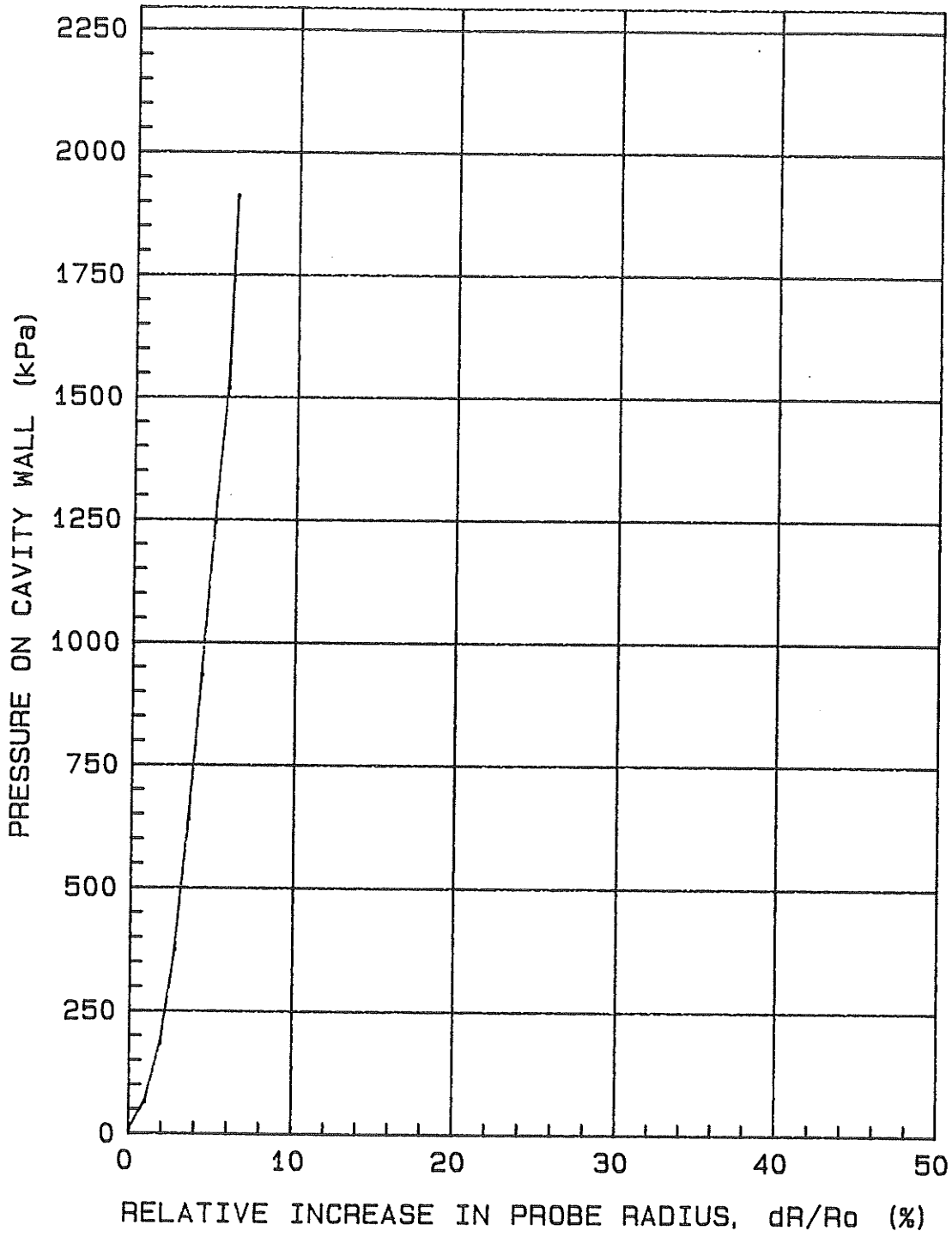
Saskatoon R/W15-33: Oct/88: 5+660: 20mLt: Hole#7: 1.50m.

Po = 23 kPa Eo = 3932 kPa
Pl = 330 kPa Er = 5801 kPa
Pl* = 307 kPa Eo/Pl* = 12.8



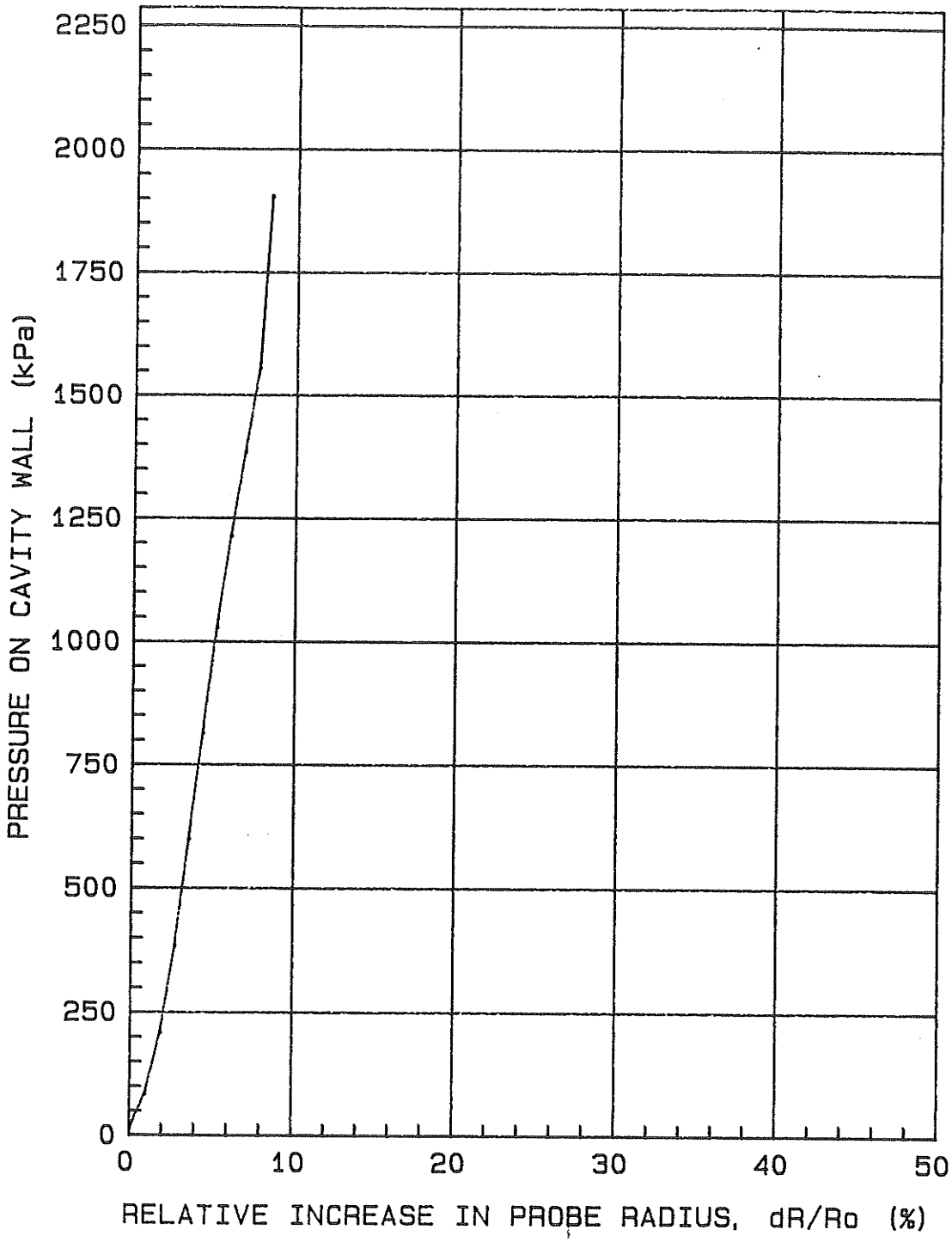
Saskatoon R/W15-33: Oct/88: 5+660: 20mLt: Hole#7: 2.20m.

Po = 5.3 kPa Eo = 55664 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



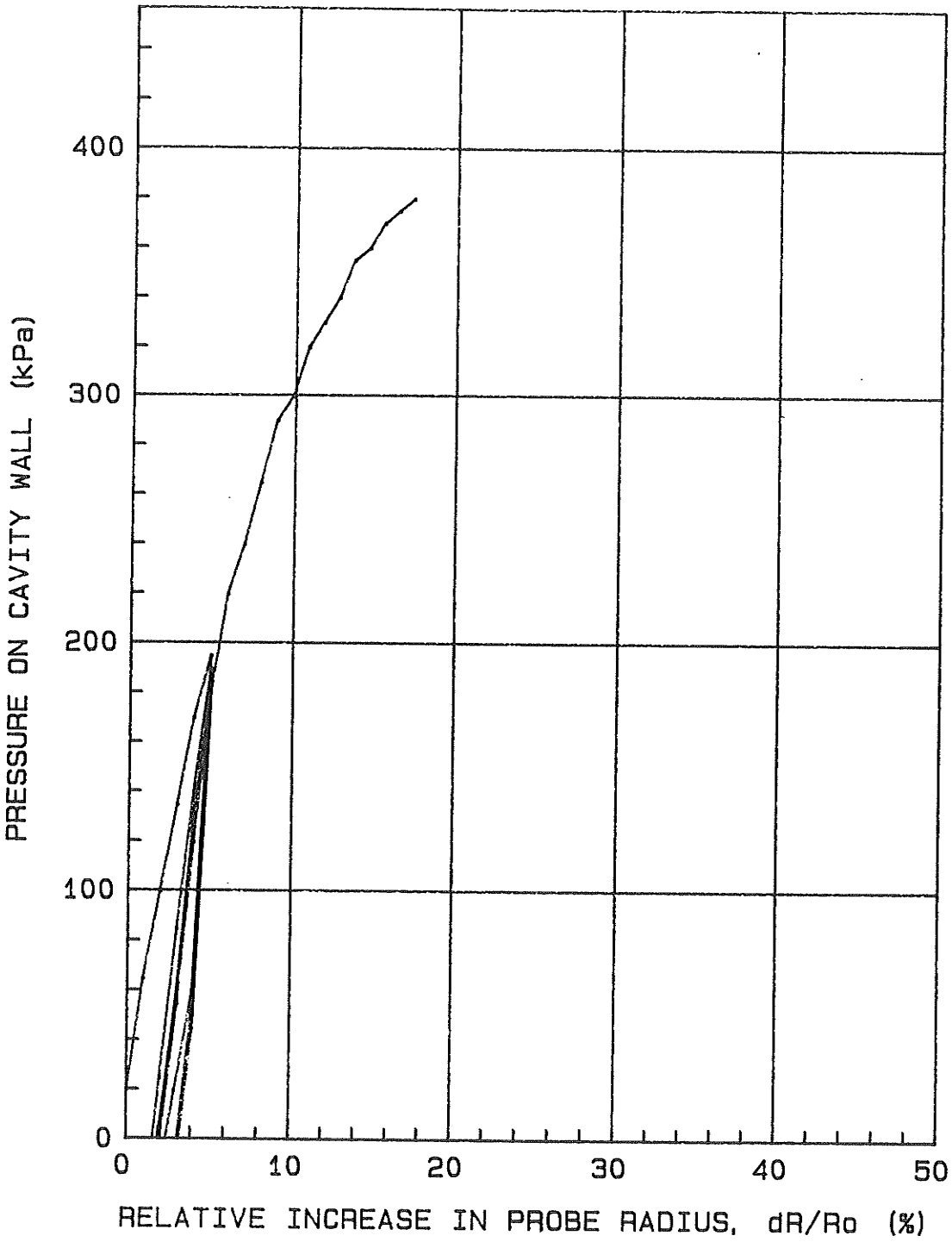
Saskatoon R/W15-33: Oct/88: 5+680: 20mLt: Hole#8: 0.50m.

Po = 9.899999 kPa Eo = 36454 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



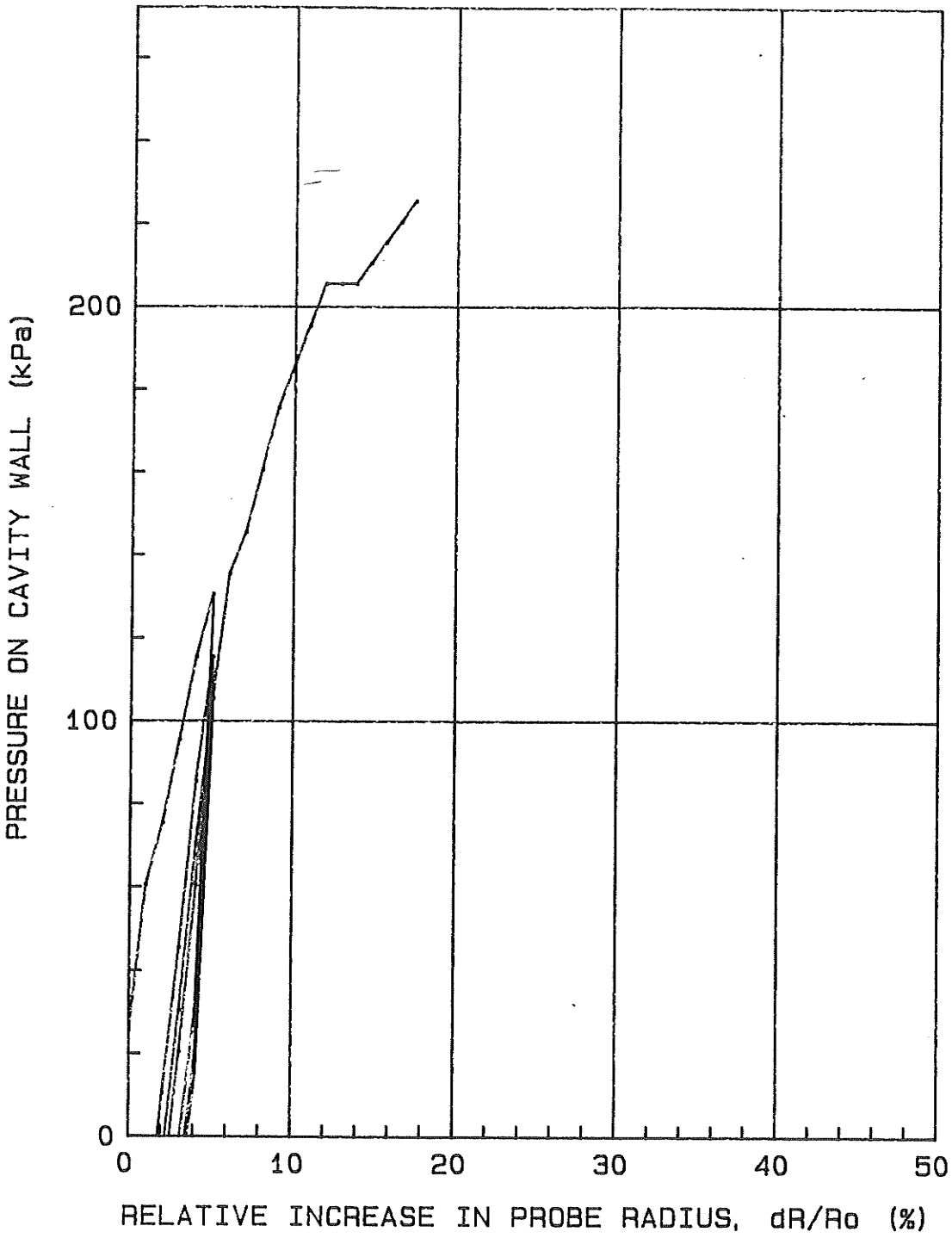
Saskatoon R/W15-33: Oct/88: 5+680: 20mLt: Hole#8: 0.94m.

Po = 14.9 kPa Eo = 5986 kPa
Pl = 400 kPa Er = 8533 kPa
Pl* = 385.1 kPa Eo/Pl* = 15.5



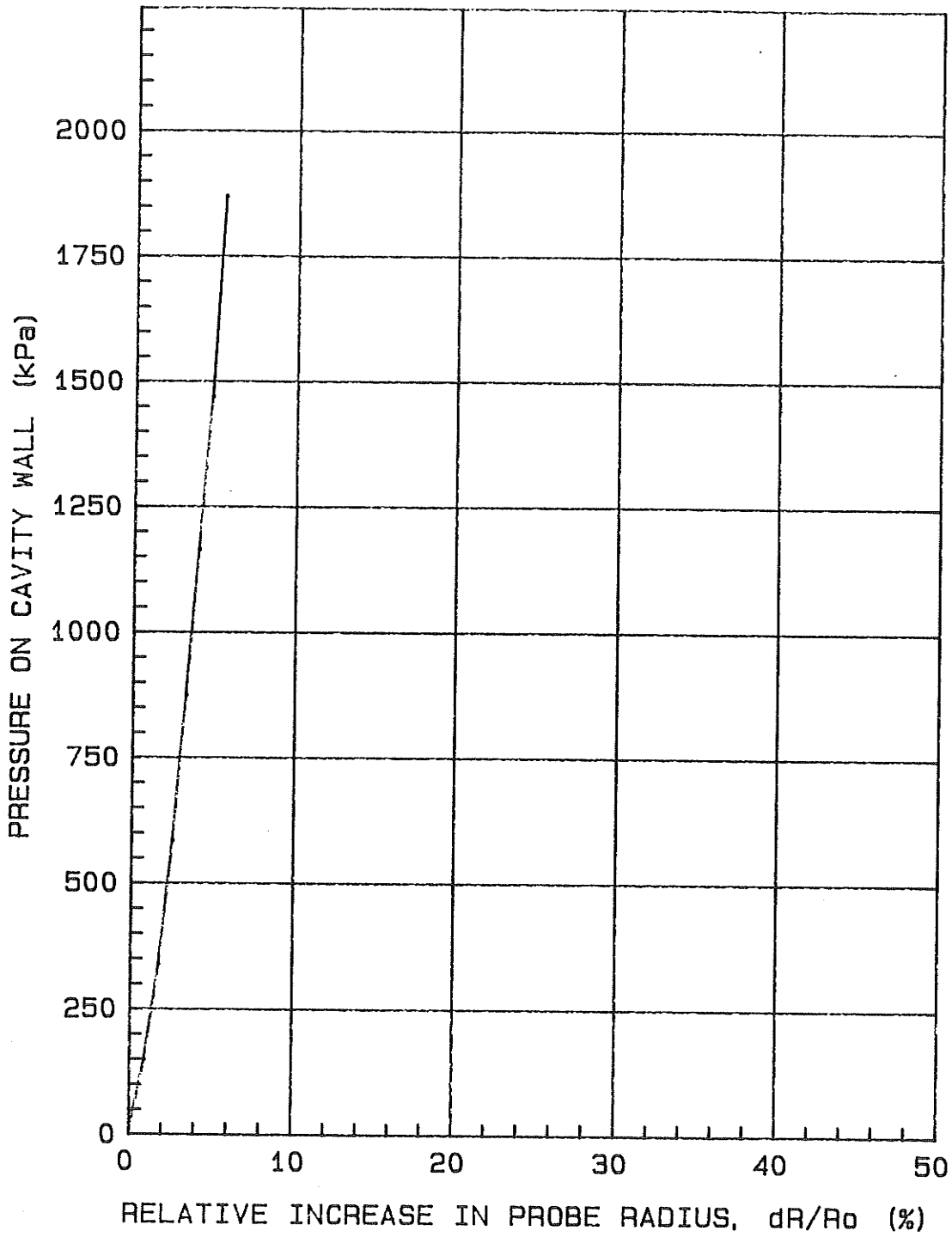
Saskatoon R/W15-33: Oct/88: 5+680: 20mLt: Hole#8: 1.50m.

Po = 21.9 kPa Eo = 4610 kPa
Pl = 205 kPa Er = 5563 kPa
Pl* = 183.1 kPa Eo/Pl* = 25.1



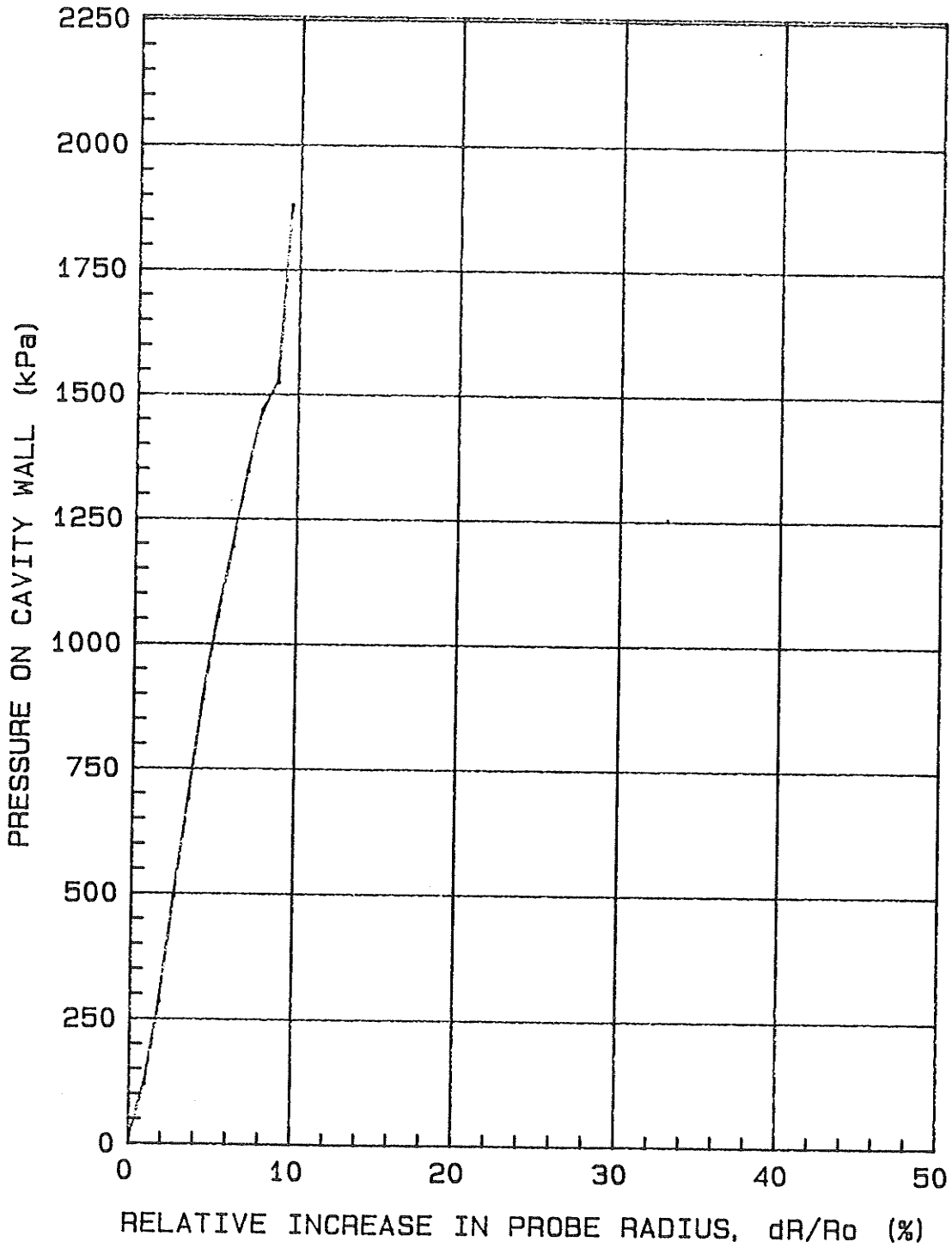
Saskatoon R/W15-33: Oct/88: 5+680: 20mLt: Hole#8: 2.10m.

Po = 5.3 kPa Eo = 54948 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



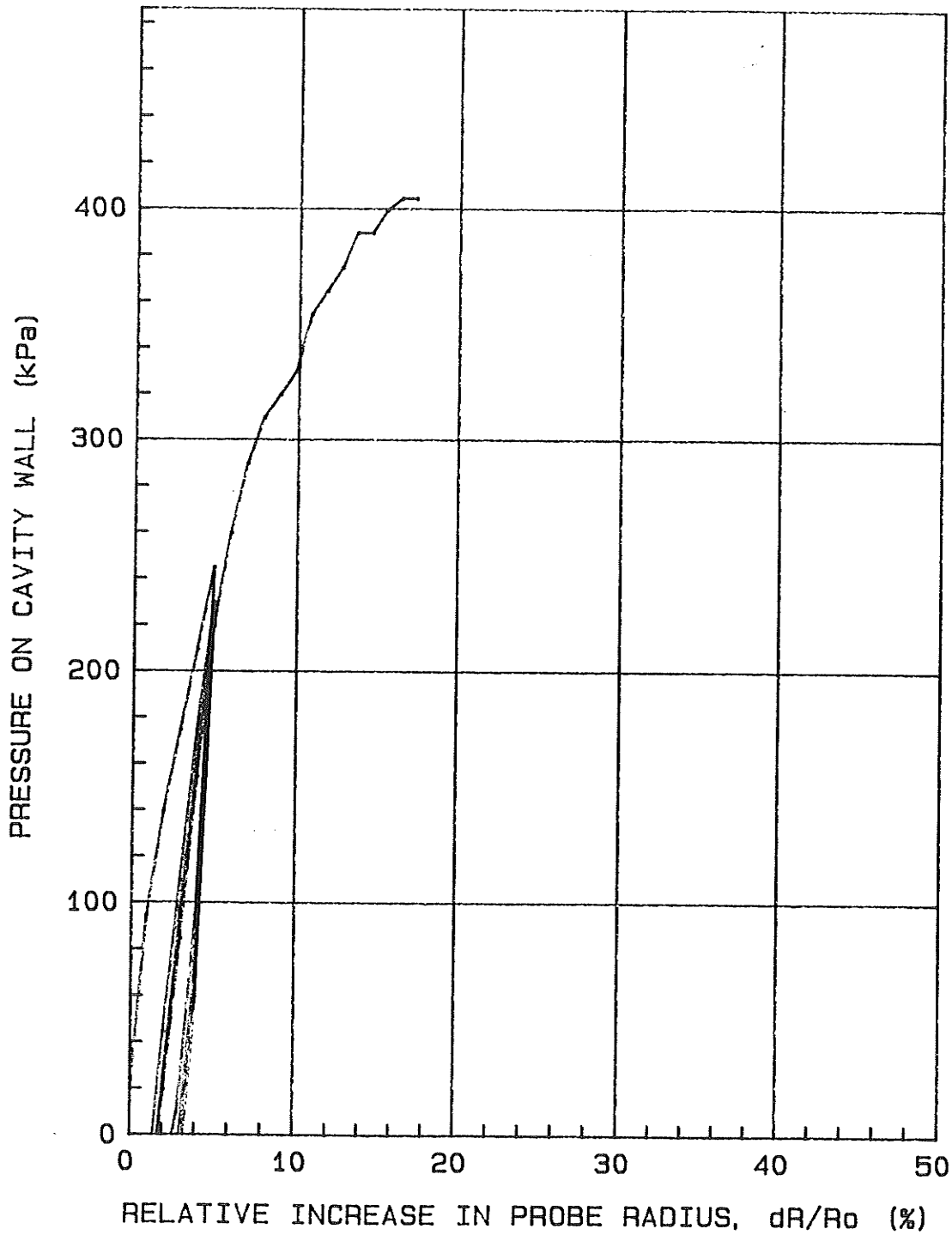
Saskatoon R/W15-33: Oct/88: 5+690: 7.5mLt: Hole#9: 0.50m.

Po = 10.5 kPa Eo = 31543 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



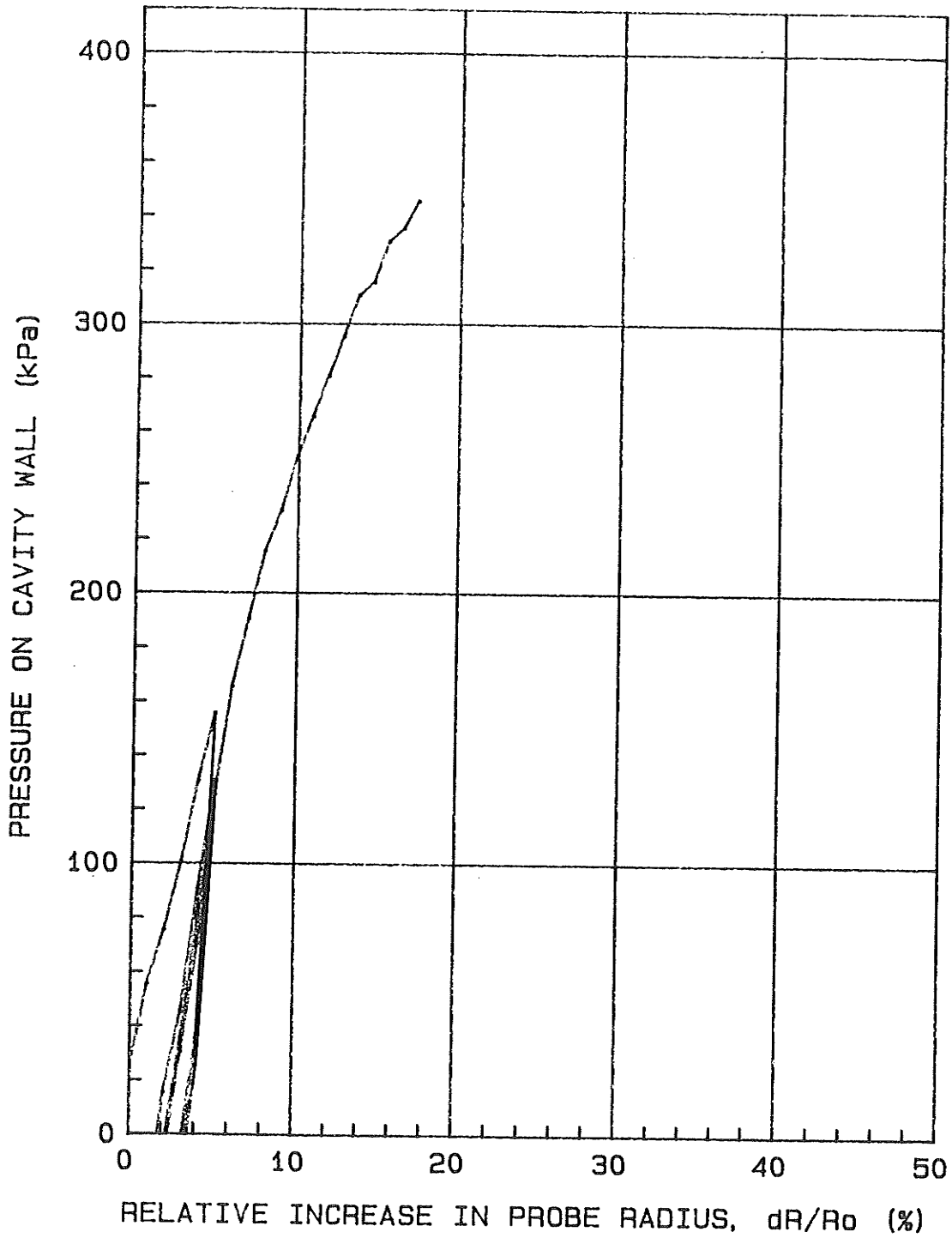
Saskatoon R/W15-33: Oct/88: 5+690: 7.5mLt: Hole#9: 1.00m.

Po = 14.9 kPa Eo = 10283 kPa
Pl = 490 kPa Er = 9540 kPa
Pl* = 475.1 kPa Eo/Pl* = 21.6



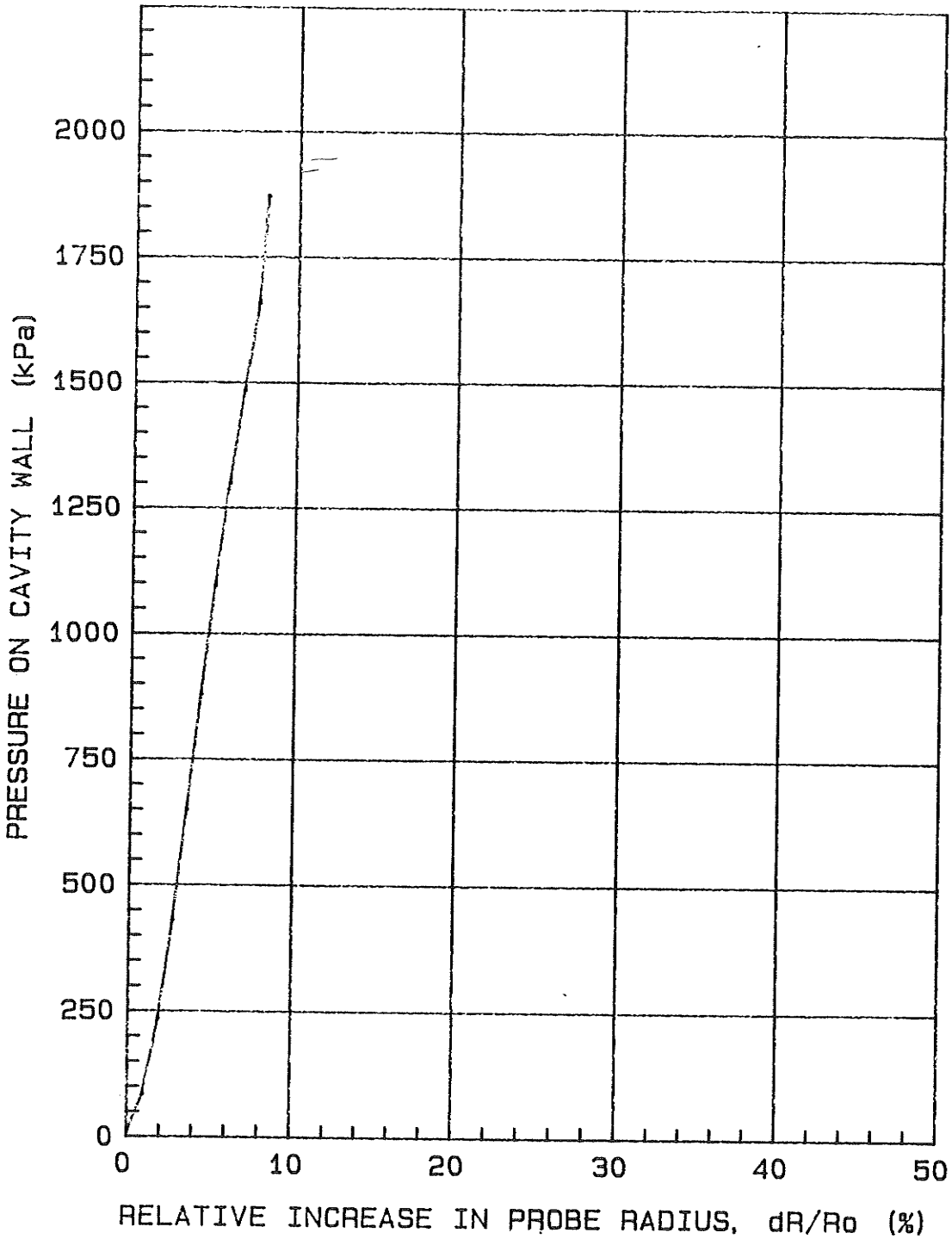
Saskatoon R/W15-33: Oct/88: 5+690: 7.5mLt: Hole#9: 1.50m.

Po = 20.8 kPa Eo = 3516 kPa
Pl = 390 kPa Er = 6298 kPa
Pl* = 369.2 kPa Eo/Pl* = 9.5



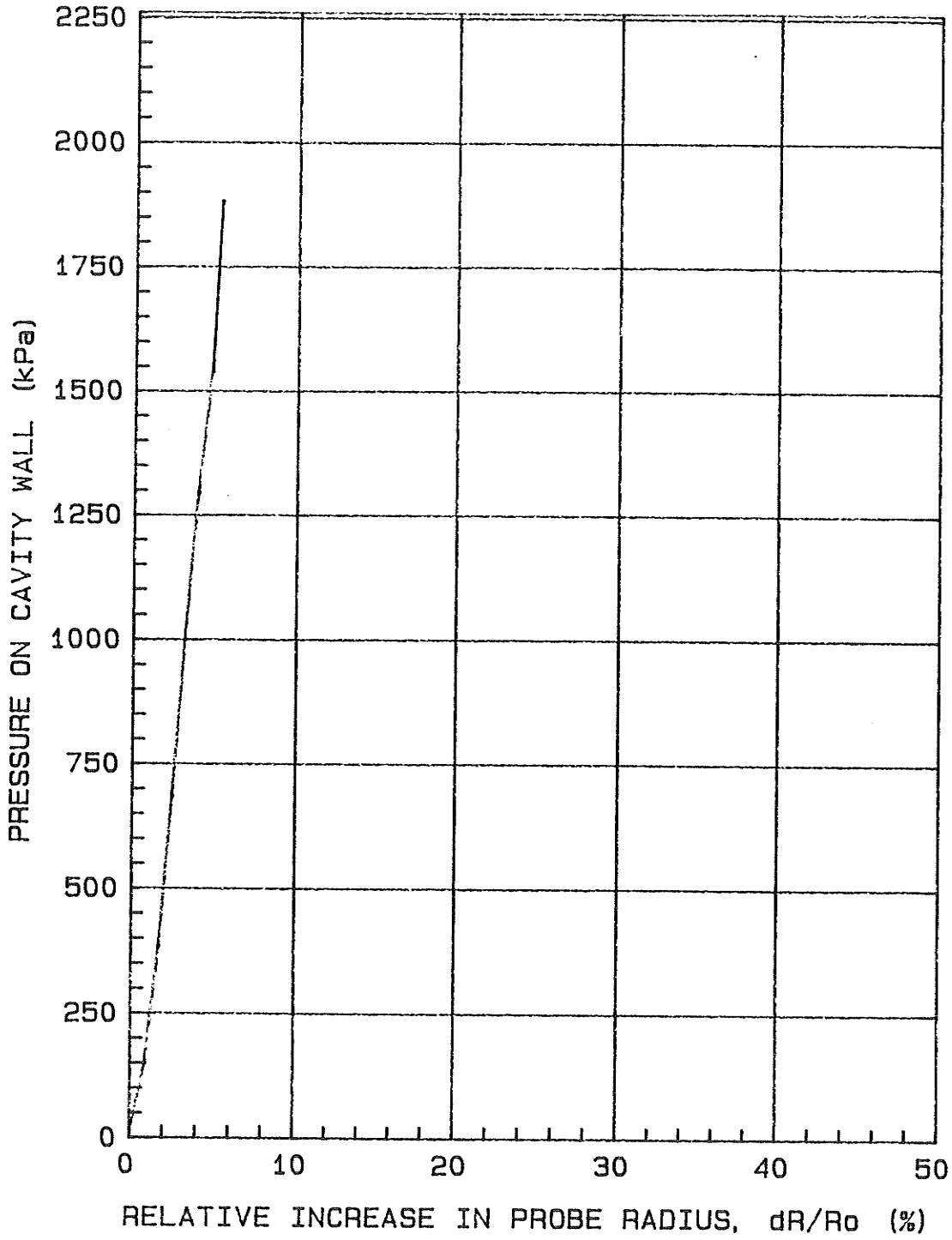
Saskatoon R/W15-33: Oct/88: 5+690: 7.5mLt: Hole#9: 2.10m.

Po = 5.3 kPa Eo = 37842 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



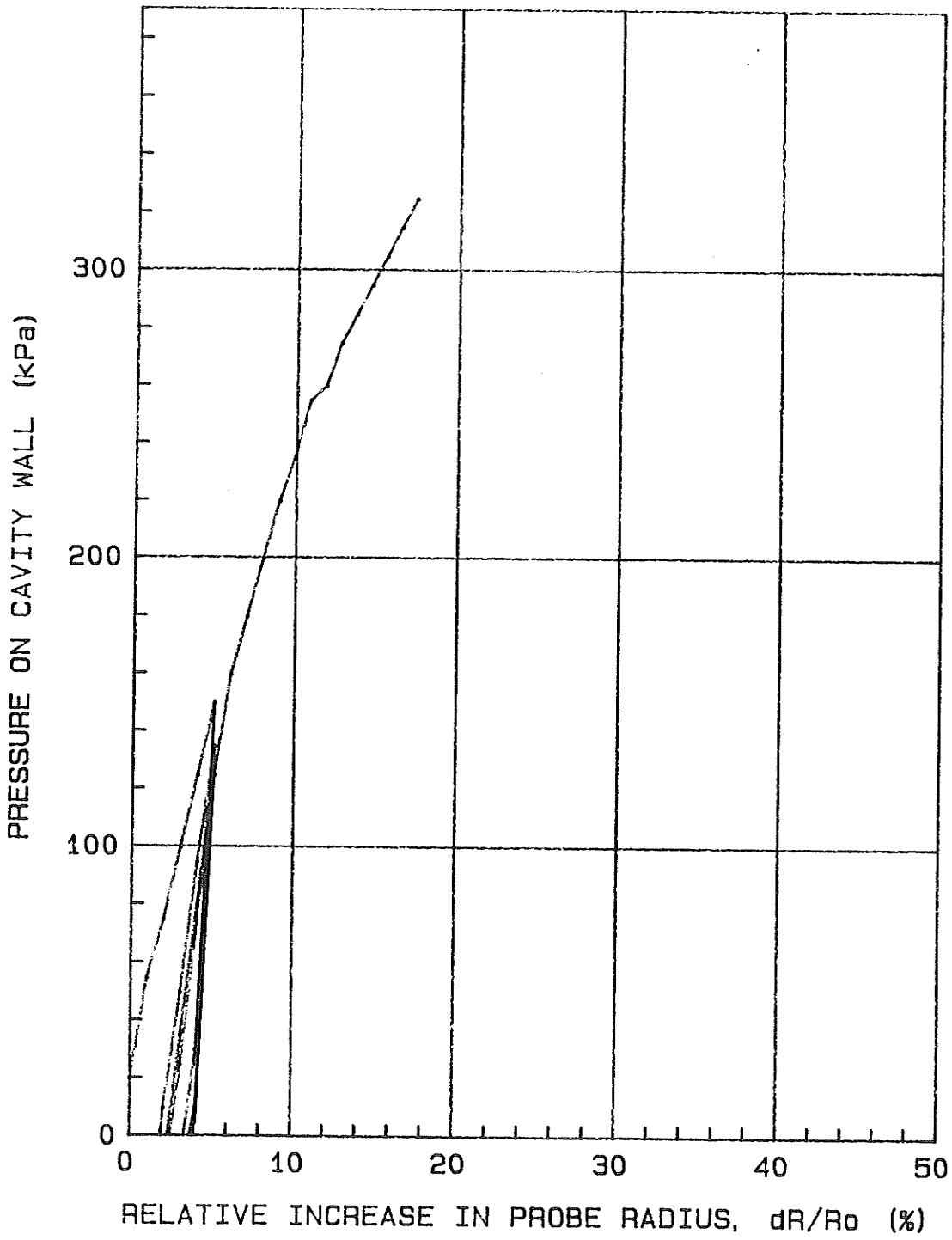
Saskatoon R/W15-33: Oct/88: 5+750: 7.5mLt: Hole#10: 0.50m.

Po = 10.5 kPa Eo = 56328 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



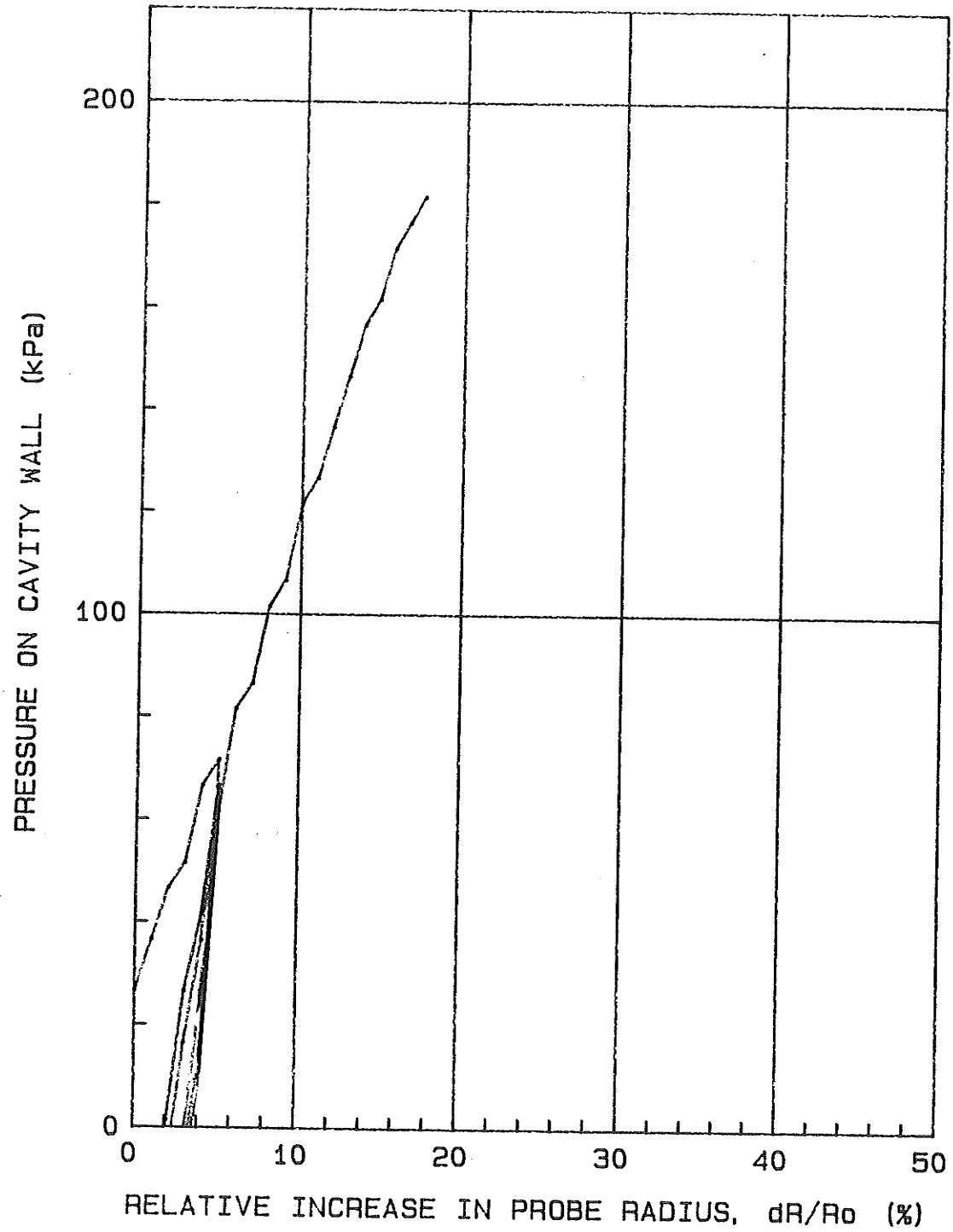
Saskatoon R/W15-33: Oct/88: 5+750: 7.5mLt: Hole#10: 1.00m.

Po = 15.7 kPa Eo = 4610 kPa
Pl = 400 kPa Er = 6542 kPa
Pl* = 384.3 kPa Eo/Pl* = 11.9



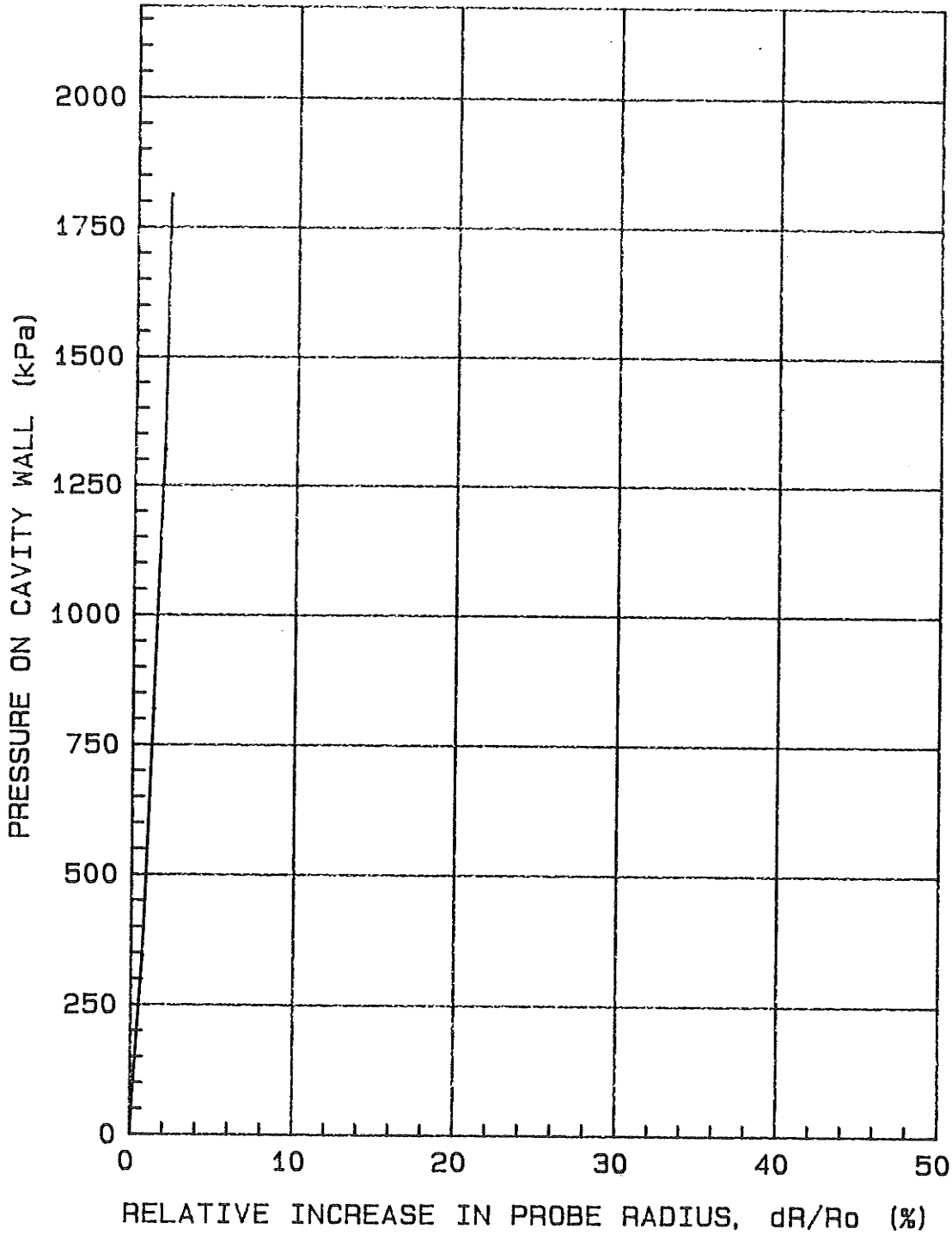
Saskatoon R/W15-33: Oct/88: 5+750: 7.5mLt: Hole#10: 1.50m.

Po = 22.4 kPa Eo = 1299 kPa
Pl = 250 kPa Er = 3199 kPa
Pl* = 227.6 kPa Eo/Pl* = 5.7



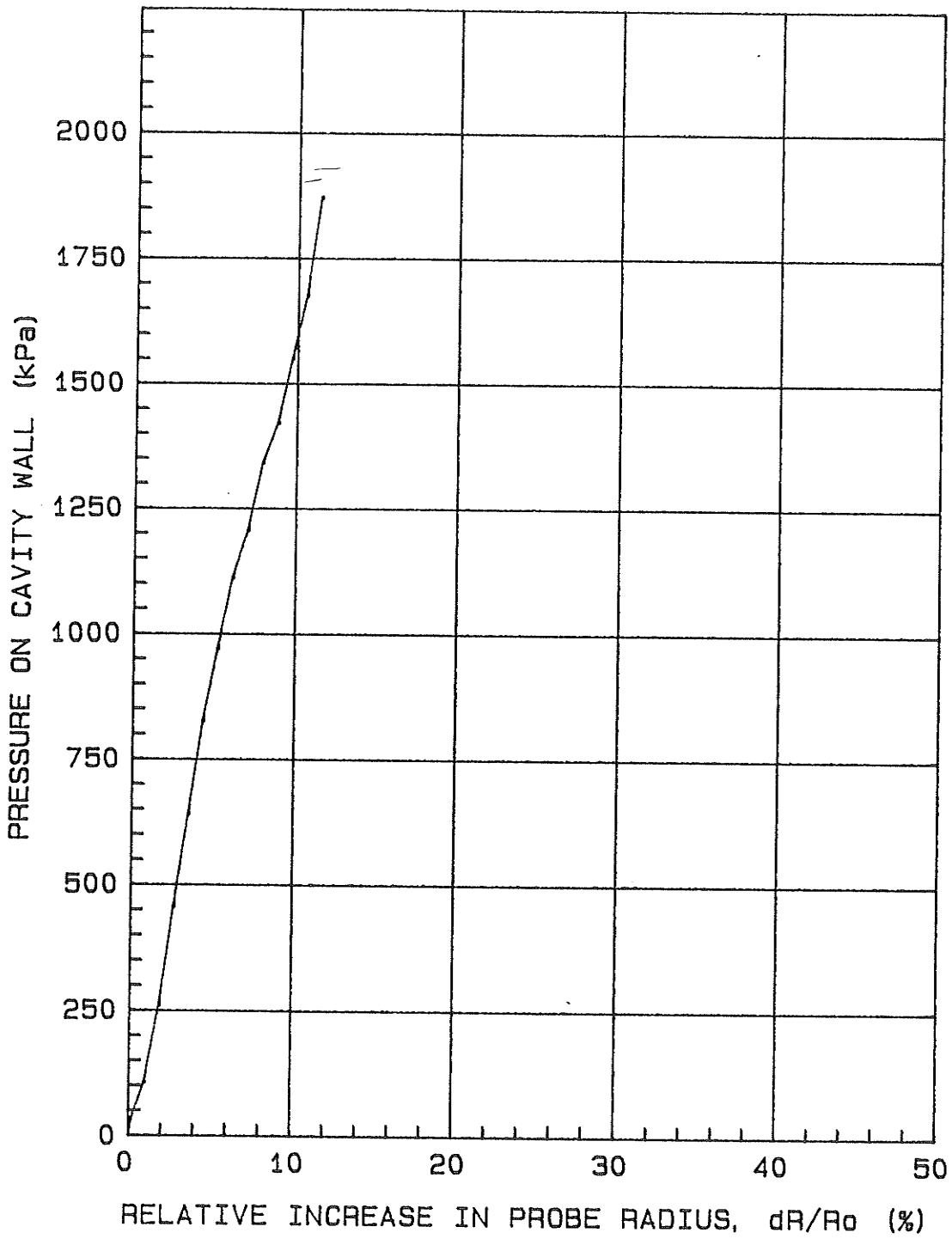
Saskatoon R/W15-33: Oct/88: 5+750: 7.5mLt: Hole#10: 2.20m.

Po = 5.3 kPa Eo = 117594 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



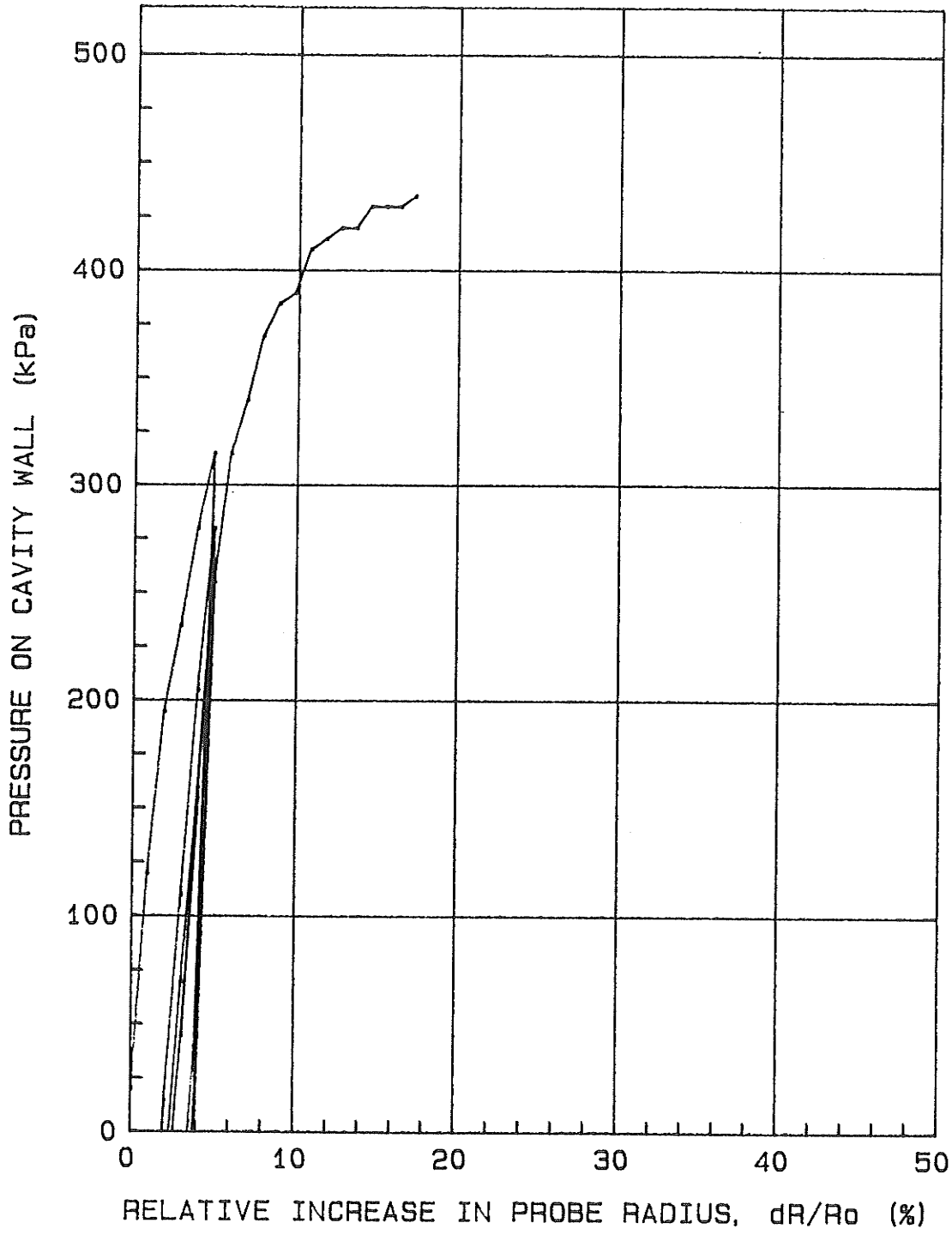
Saskatoon R/W15-33: Oct/88: 5+840: 3mRt: Hole#11: 0.50m.

Po = 11.5 kPa Eo = 30495 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



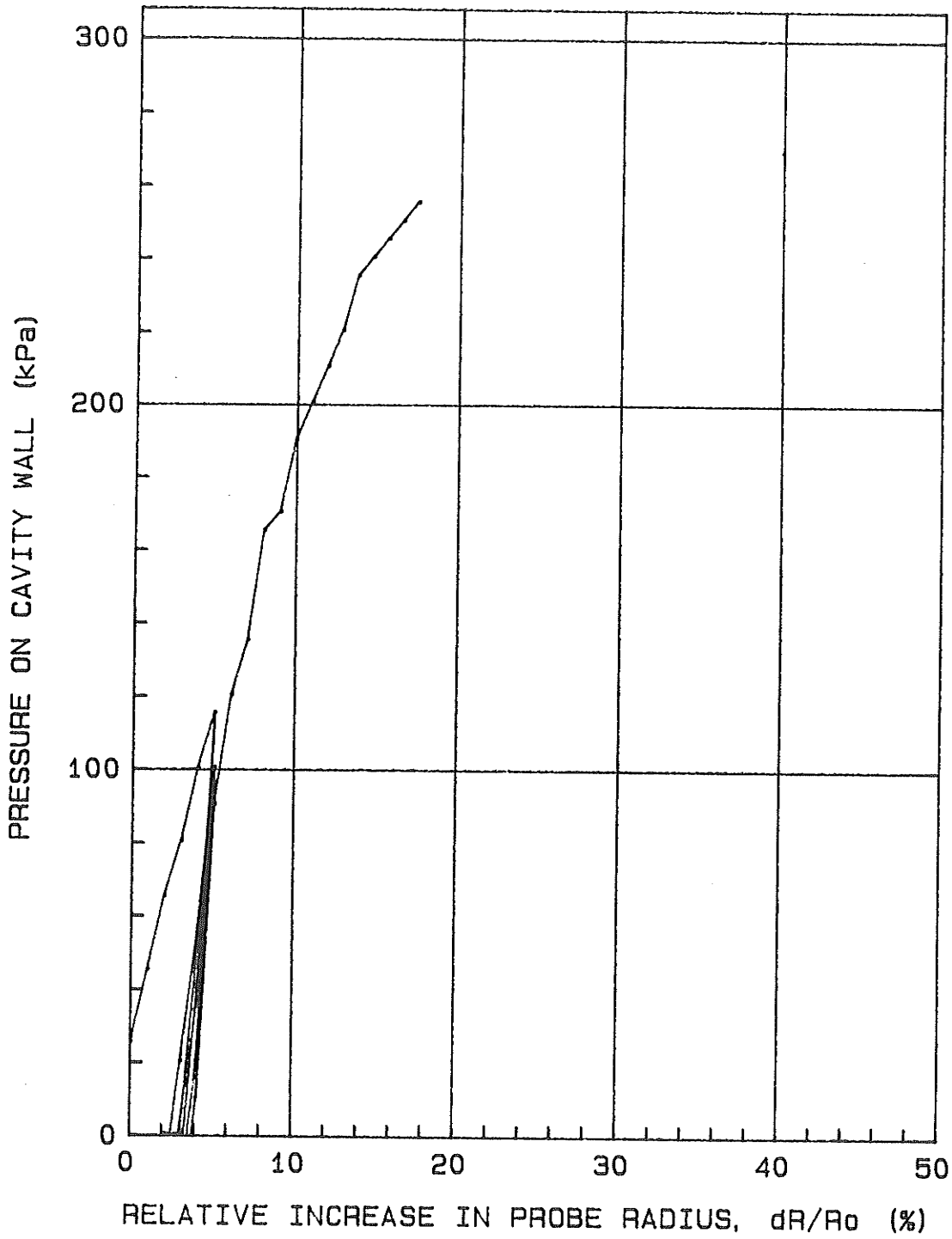
Saskatoon R/W15-33: Oct/88: 5+840: 3mRt: Hole#11: 1.10m.

Po = 14.9 kPa Eo = 14070 kPa
Pl = 420 kPa Er = 15751 kPa
Pl* = 405.1 kPa Eo/Pl* = 34.7



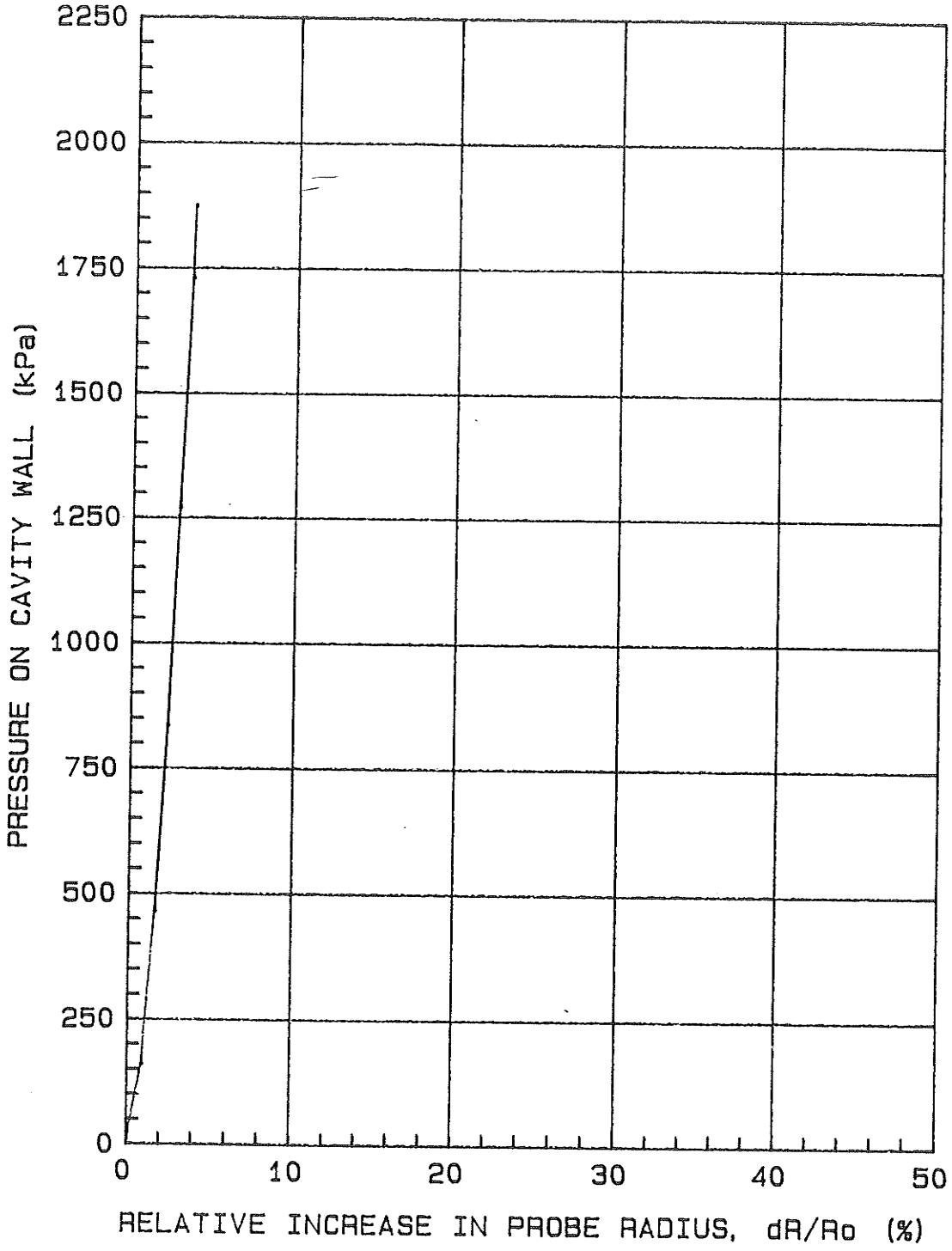
Saskatoon R/W15-33: Oct/88: 5+840: 3mRt: Hole#11: 1.50m.

Po = 21.9 kPa Eo = 2497 kPa
P1 = 290 kPa Er = 7105 kPa
P1* = 268.1 kPa Eo/P1* = 9.3



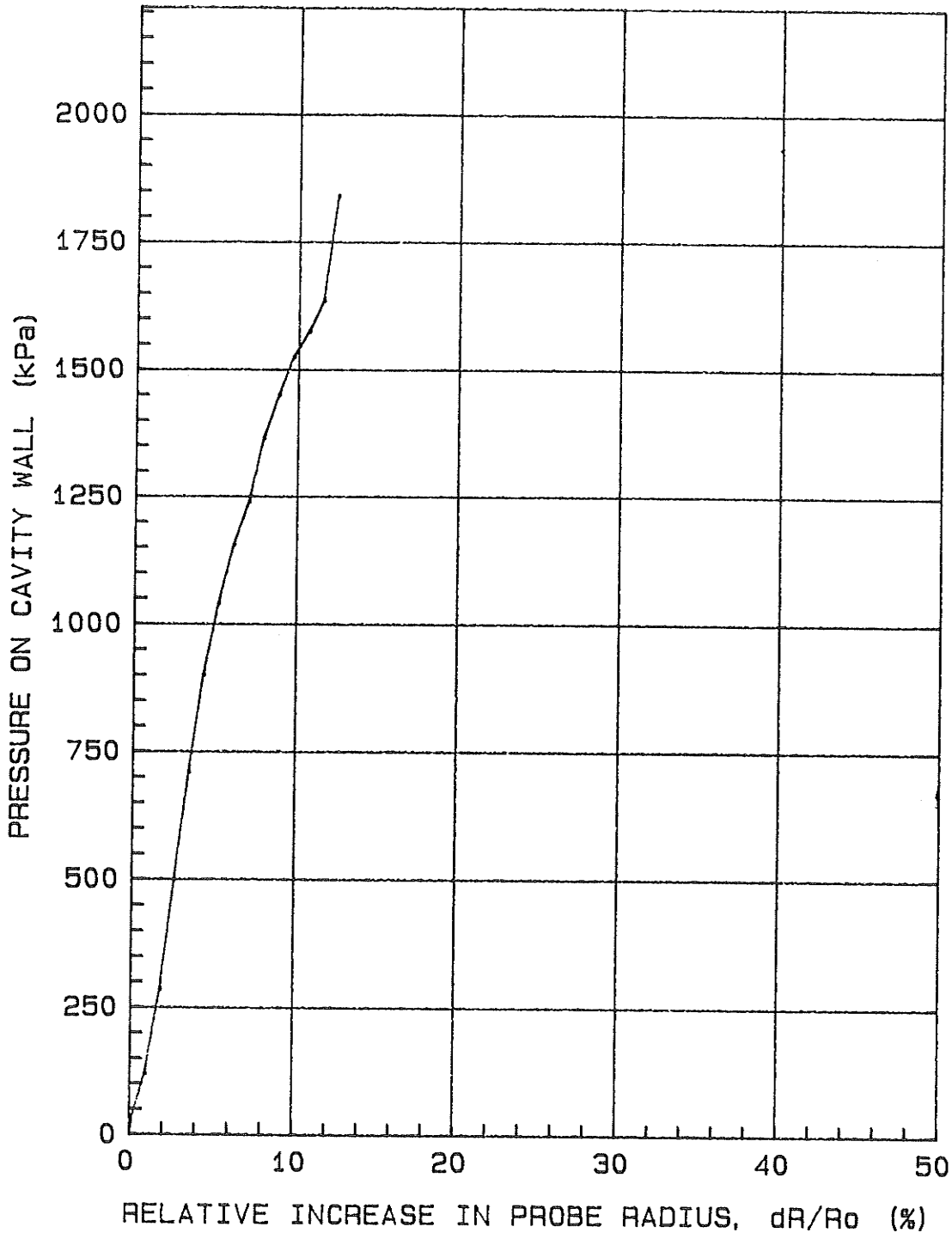
Saskatoon R/W15-33: Oct/88: 5+840: 3mRt: Hole#11: 2.10m.

Po = 5.3 kPa Eo = 99567 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =

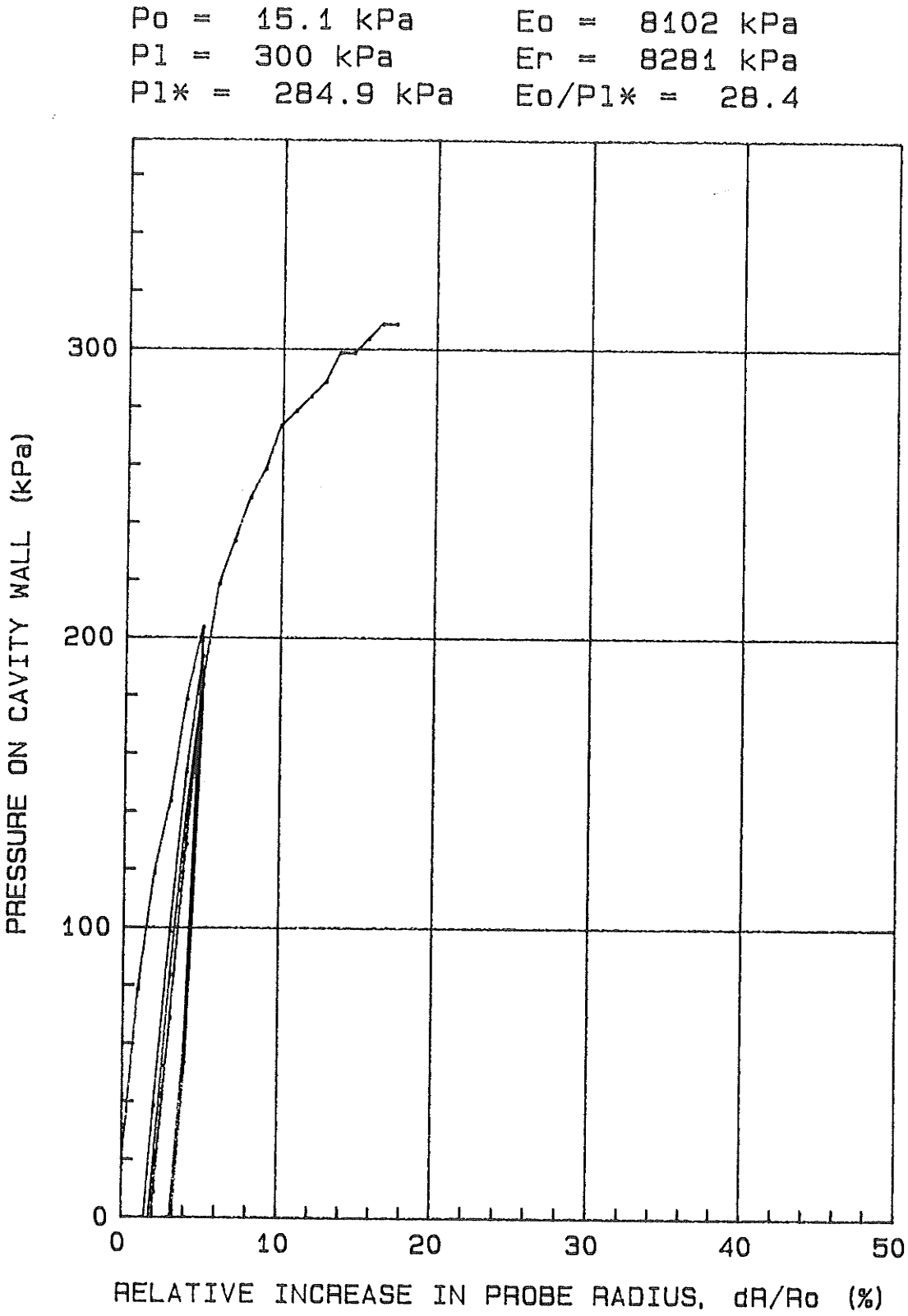


Saskatoon R/W15-33: Oct/88: 5+930: 3mLt: Hole#12: 0.50m.

Po = 10.5 kPa Eo = 35108 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =

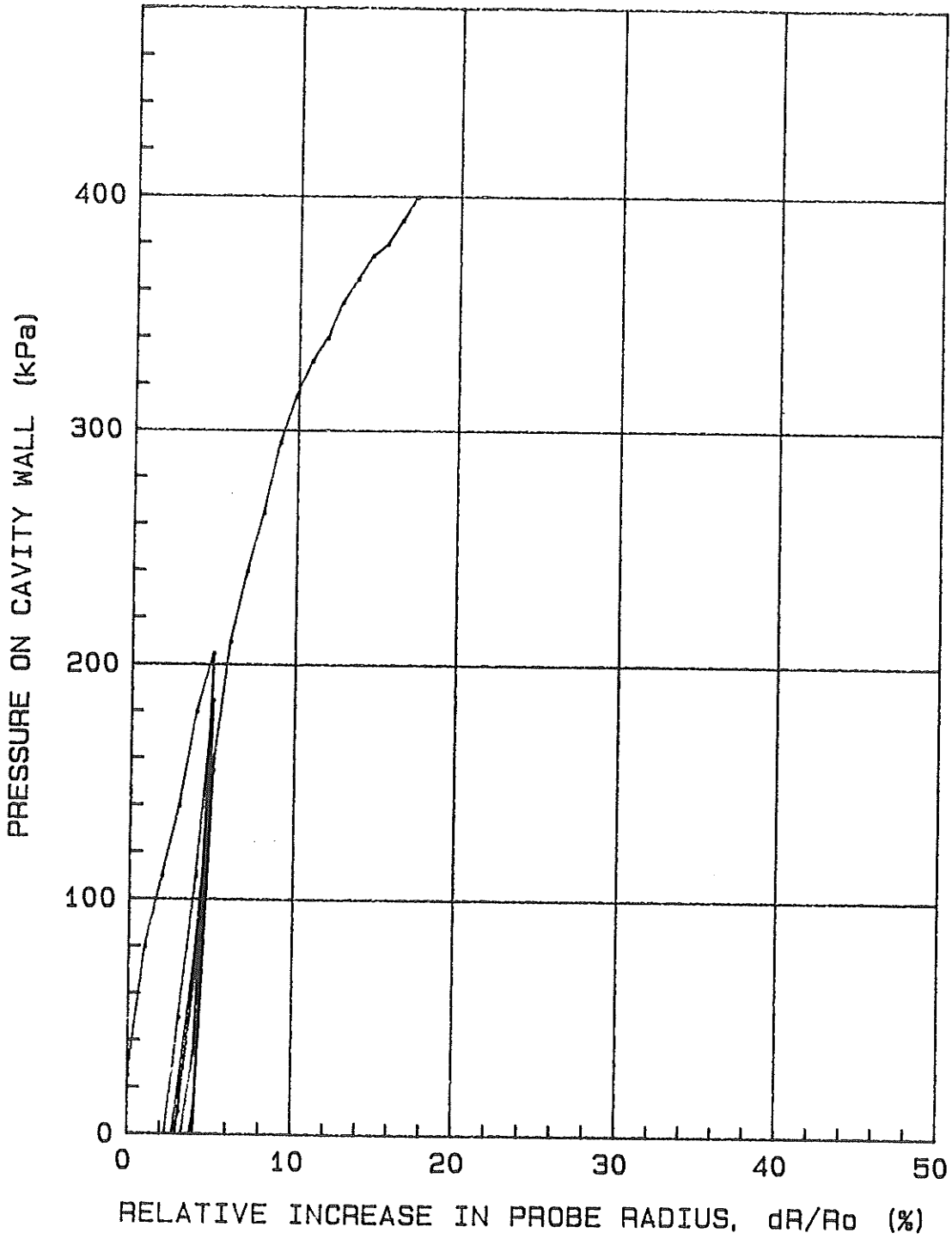


Saskatoon R/W15-33: Oct/88: 5+930: 3mLt: Hole#12: 1.00m.



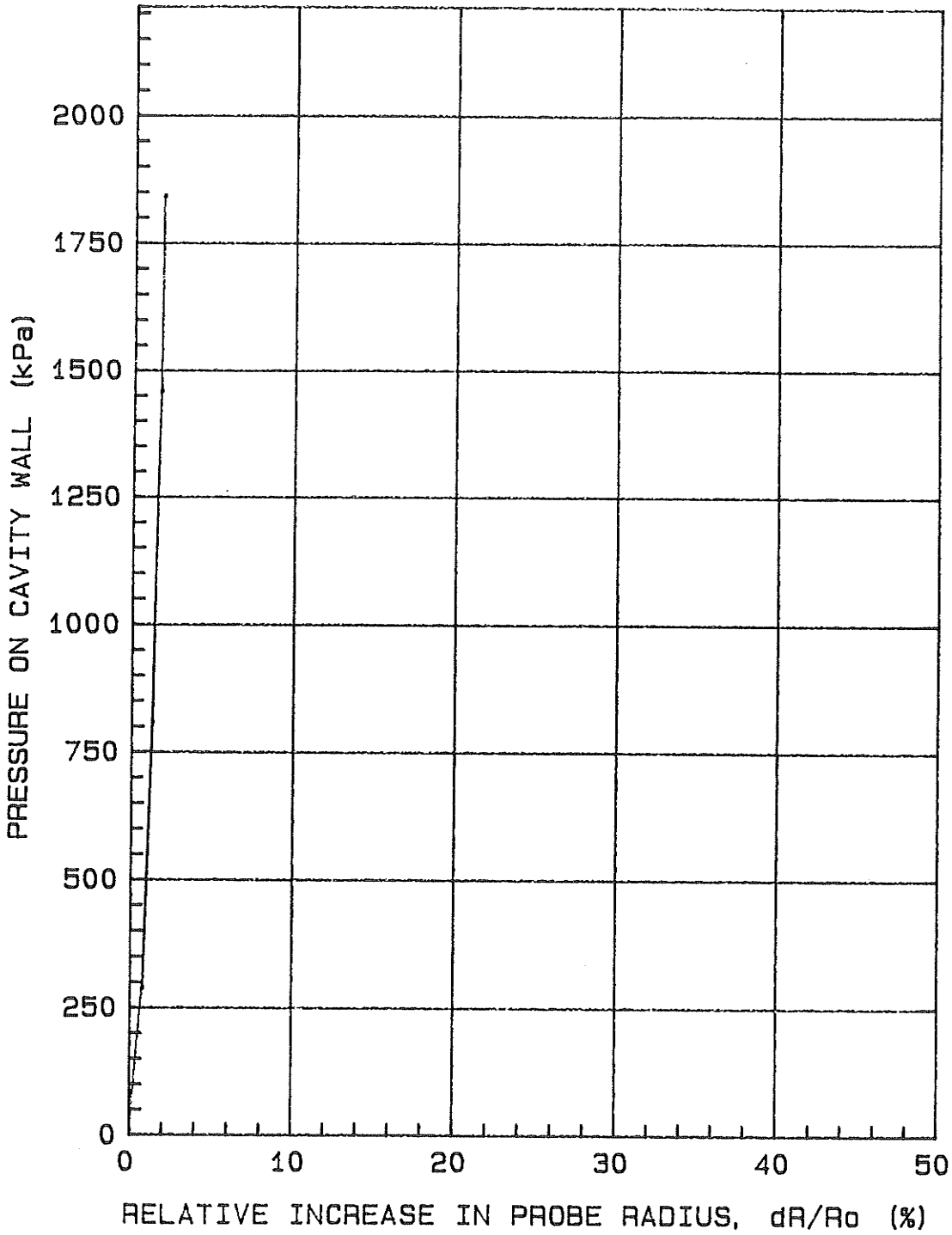
Saskatoon R/W15-33: Oct/88: 5+930: 3mLt: Hole#12: 1.40m.

Po = 20.9 kPa Eo = 7390 kPa
Pl = 450 kPa Er = 10530 kPa
Pl* = 429.1 kPa Eo/Pl* = 17.2



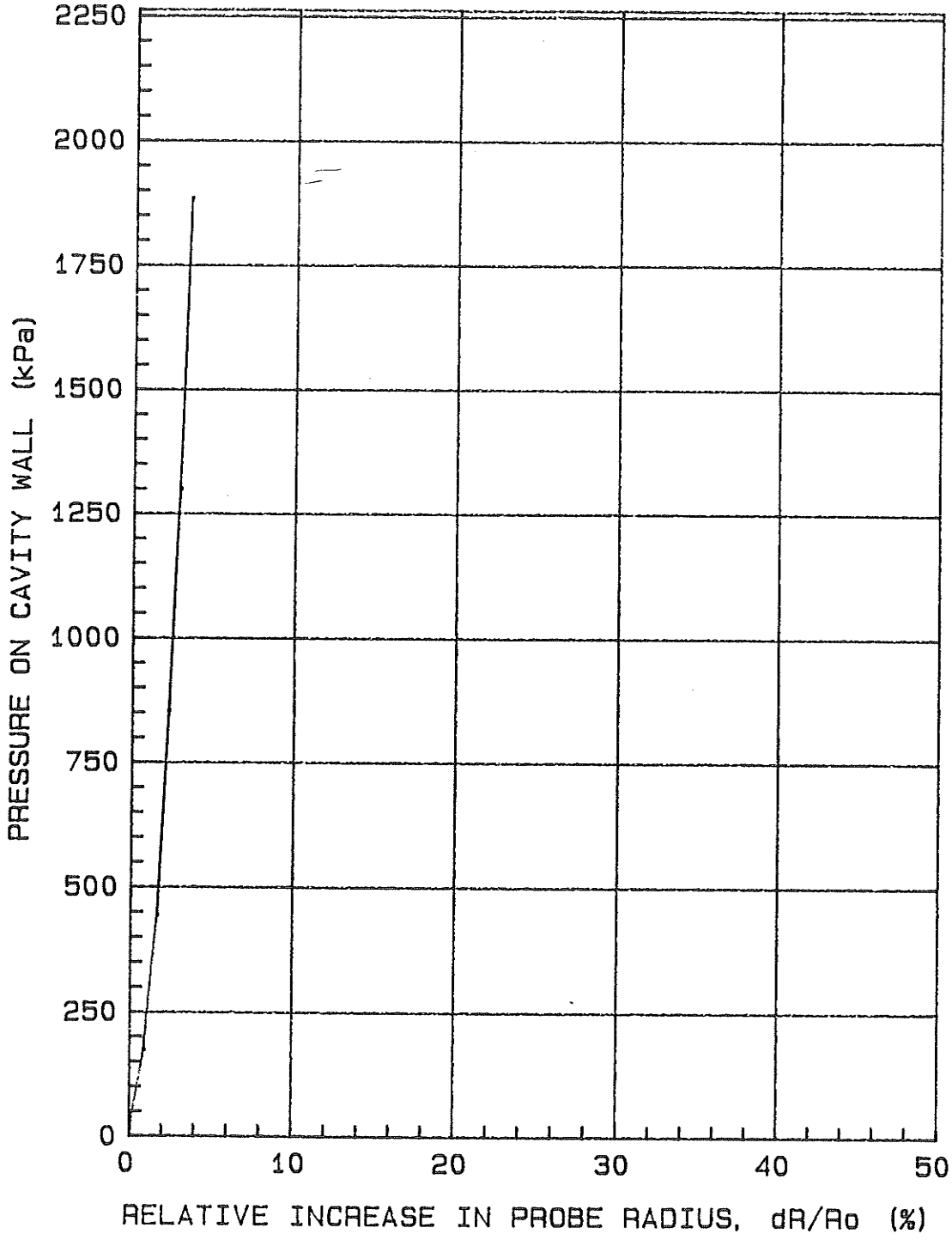
Saskatoon R/W15-33: Oct/88: 5+930: 3mLt: Hole#12: 2.00m.

Po = 4.2 kPa Eo = 220460 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



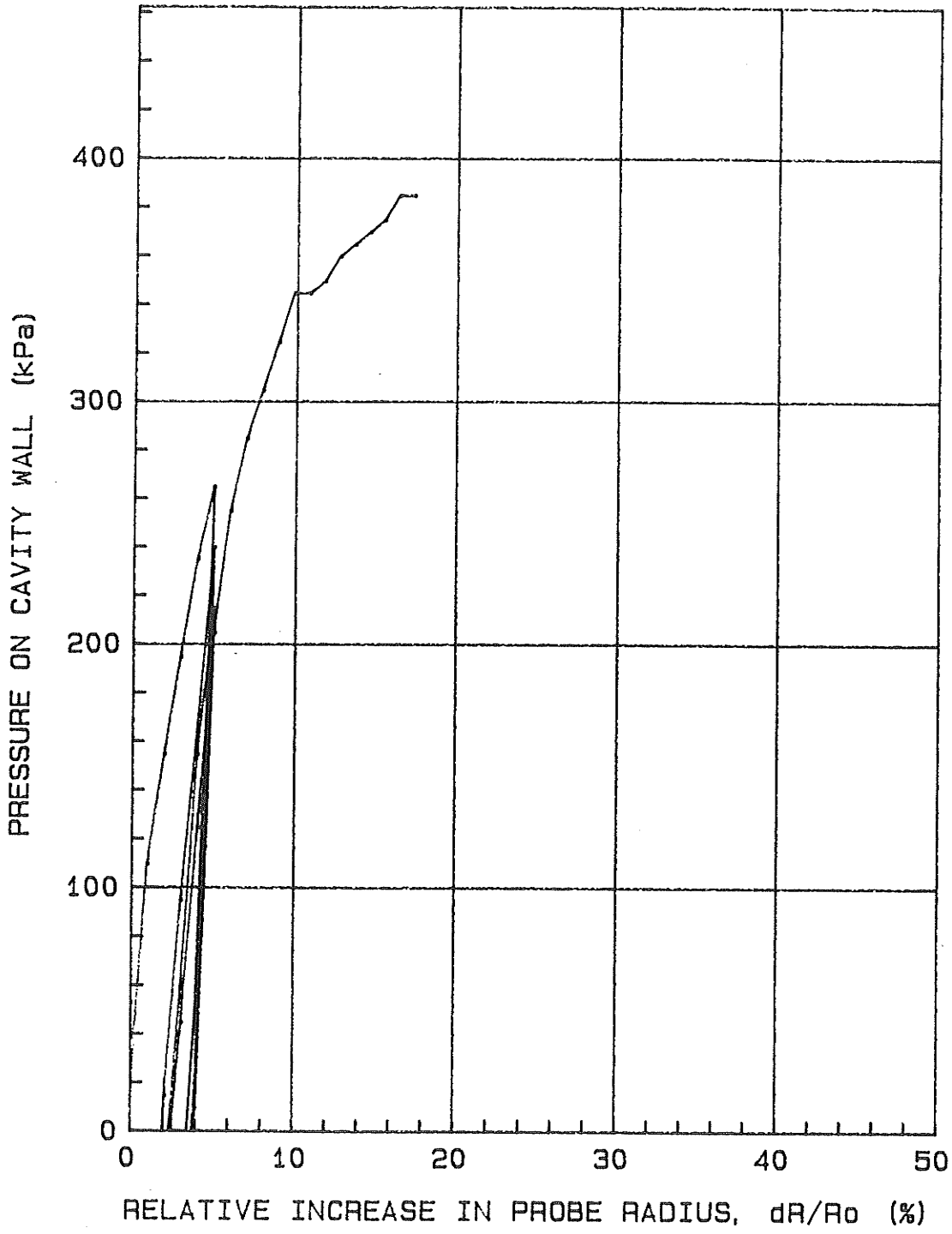
Saskatoon R/W15-33: Oct/88: 6+020: 3mRt: Hole#13: 0.40m.

Po = 9.399999 kPa Eo = 94244 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



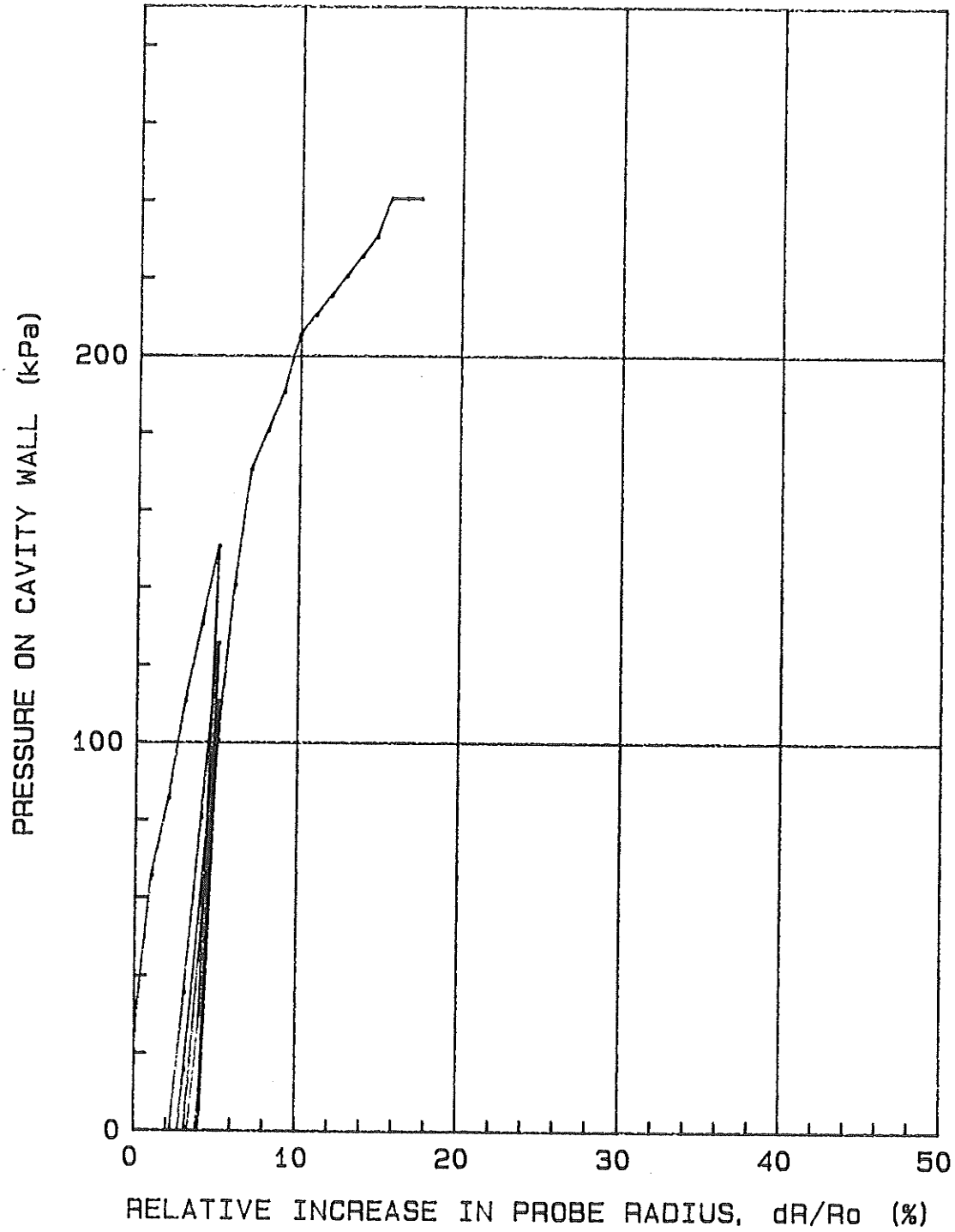
Saskatoon R/W15-33: Oct/88: 6+020: 3mRt: Hole#13: 0.90m.

Po = 15.7 kPa Eo = 12531 kPa
Pl = 345 kPa Er = 11699 kPa
Pl* = 329.3 kPa Eo/Pl* = 38



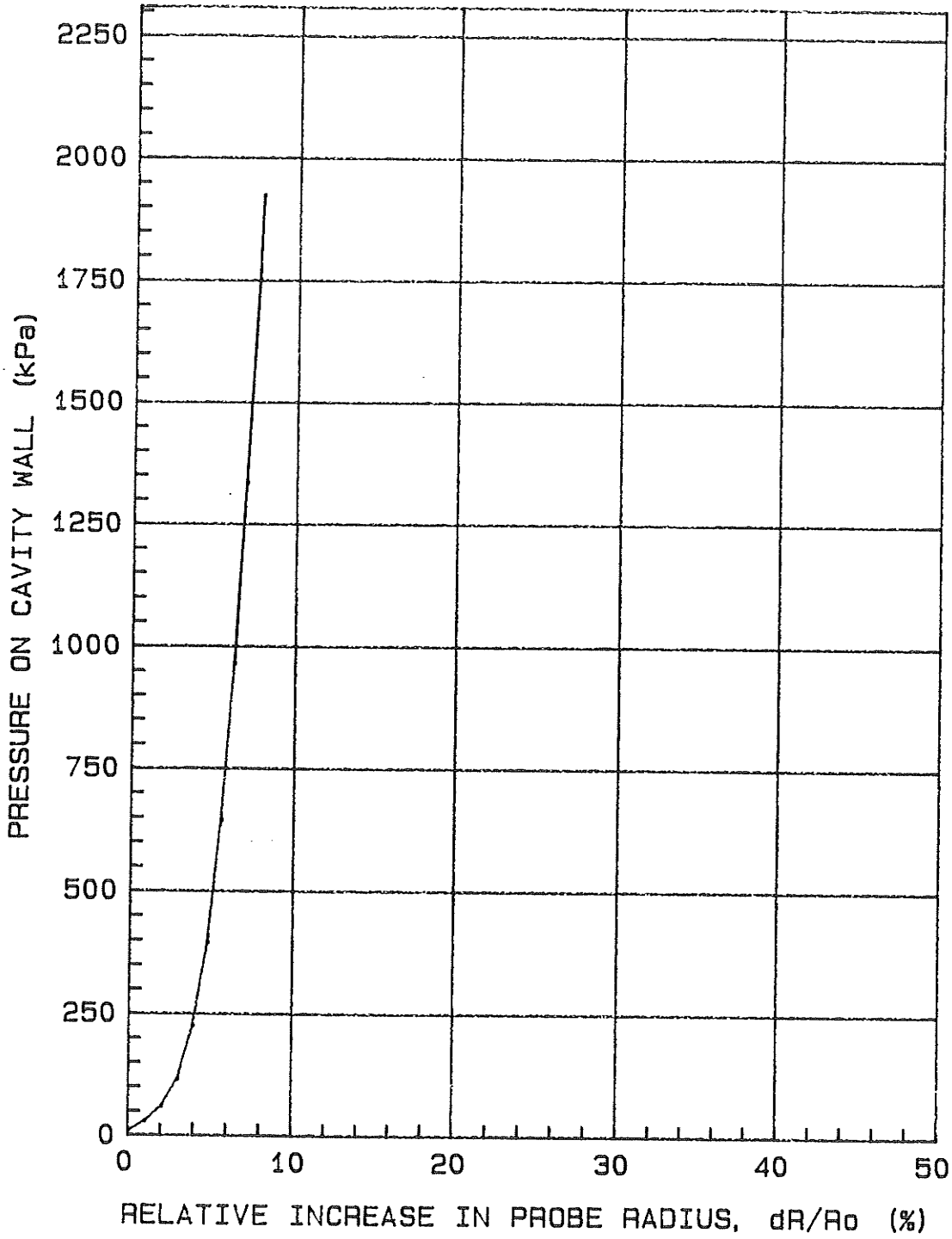
Saskatoon R/W15-33: Oct/88: 6+020: 3mRt: Hole#13: 1.50m.

Po = 21.9 kPa Eo = 5295 kPa
Pl = 240 kPa Er = 6671 kPa
Pl* = 218.1 kPa Eo/Pl* = 24.2



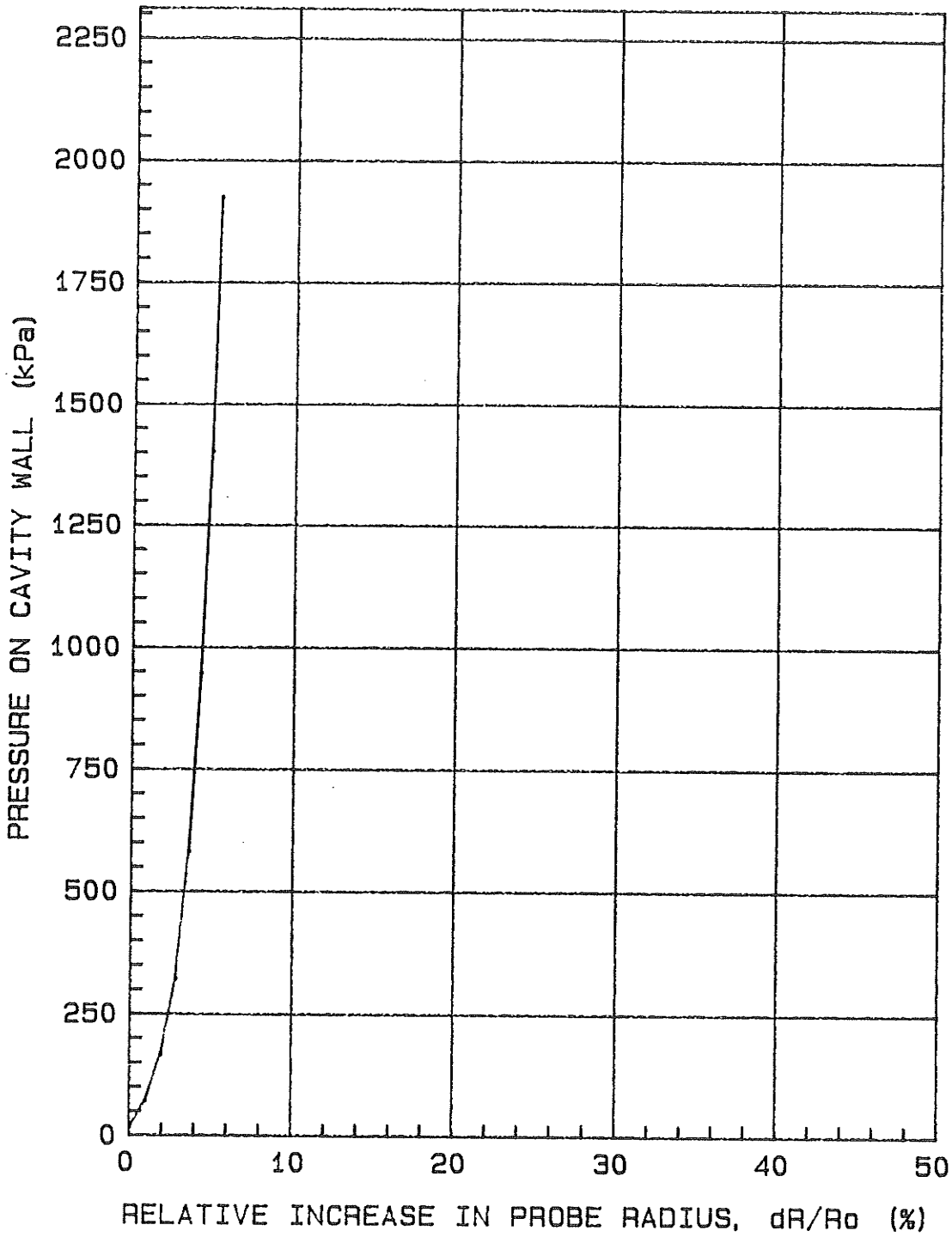
Saskatoon R/W15-33: Oct/88: 6+020: 3mRt: Hole#13: 2.10m.

Po = 5.3 kPa Eo = 91079 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



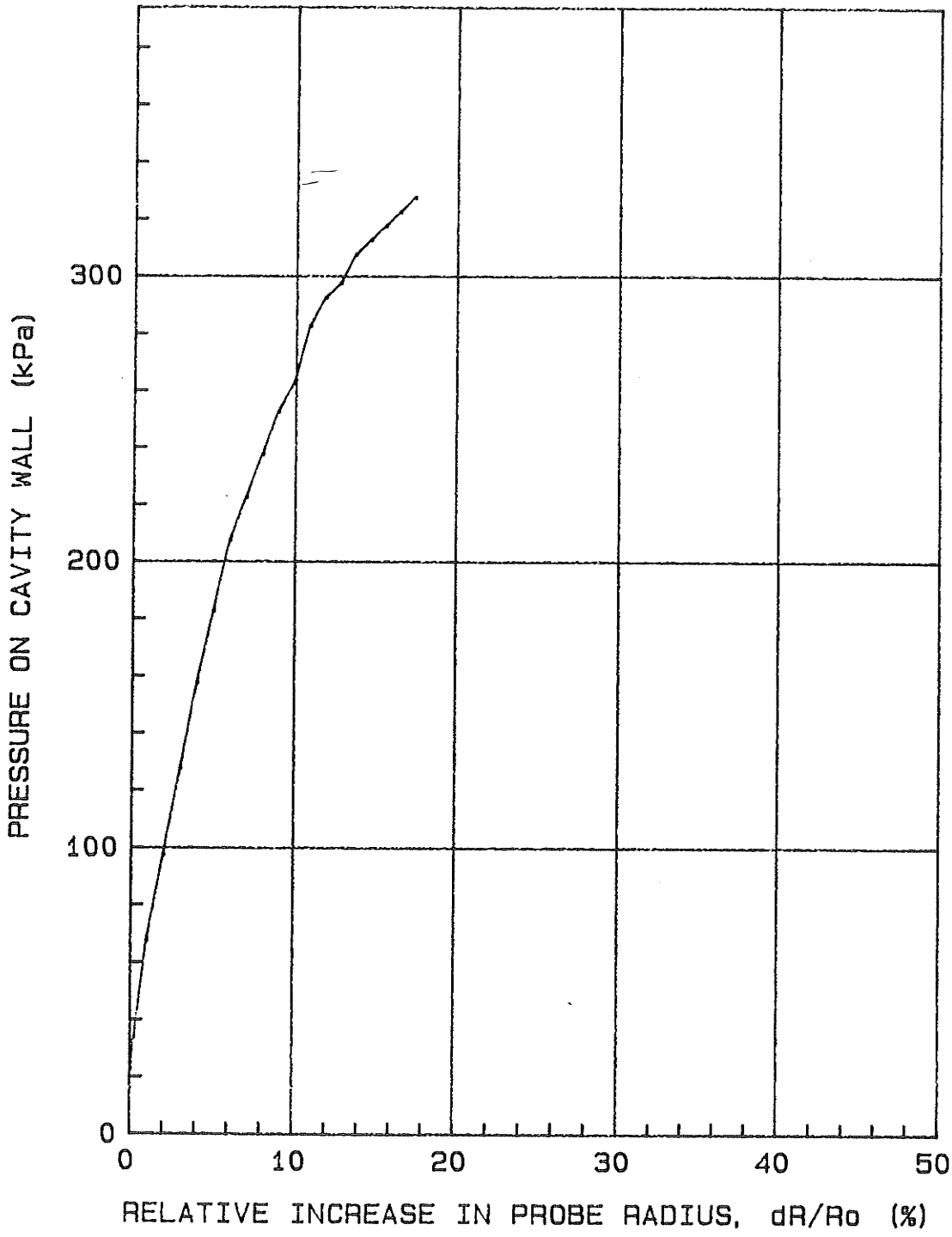
Saskatoon R/W15-33: Oct/88: 6+140: 3mLt: Hole#14: 0.50m.

Po = 12.6 kPa Eo = 109194 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



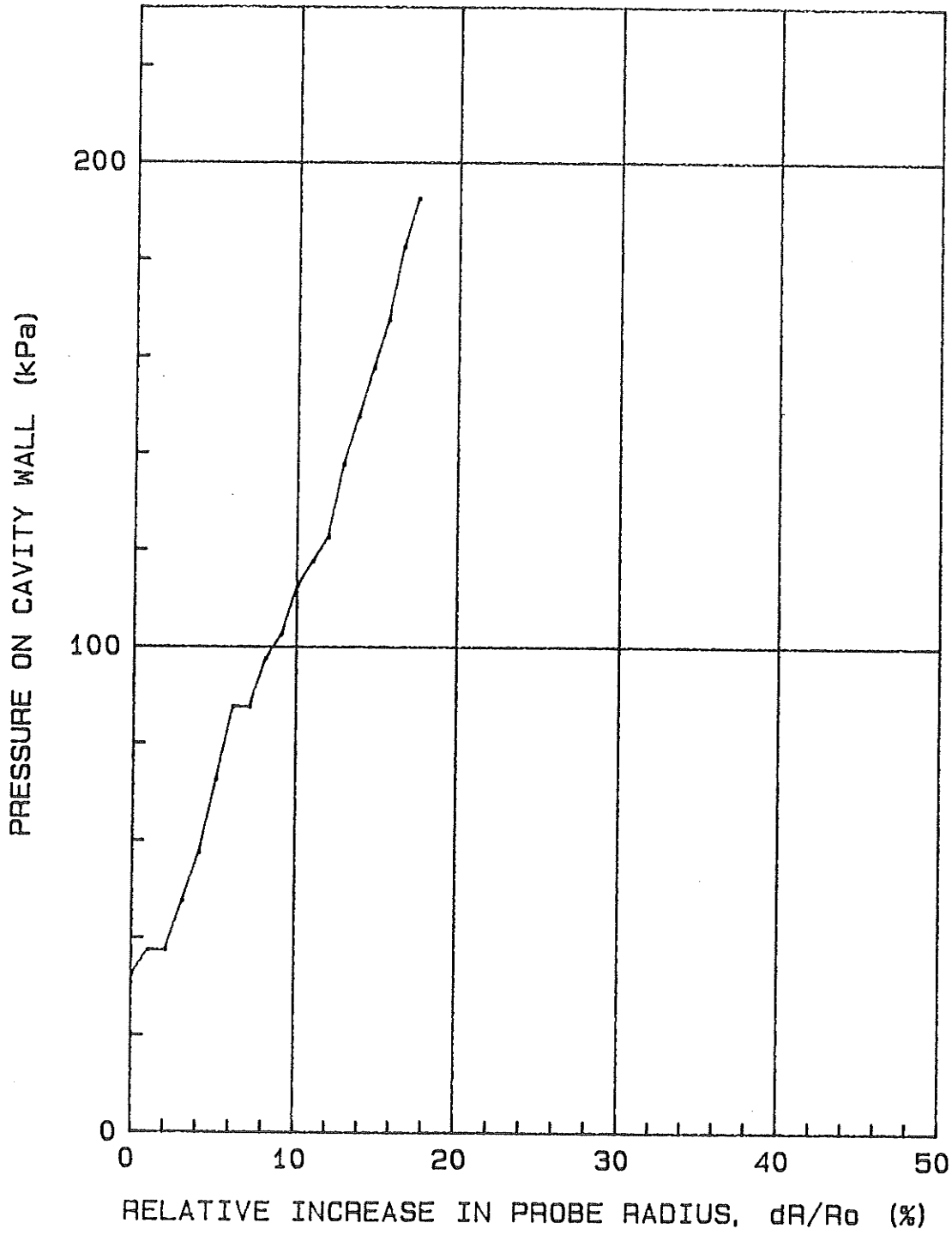
Saskatoon R/W15-33: Oct/88: 6+140: 3mLt: Hole#14: 1.20m.

Po = 17.8 kPa Eo = 5986 kPa
Pl = 350 kPa Er = kPa
Pl* = 332.2 kPa Eo/Pl* = 18



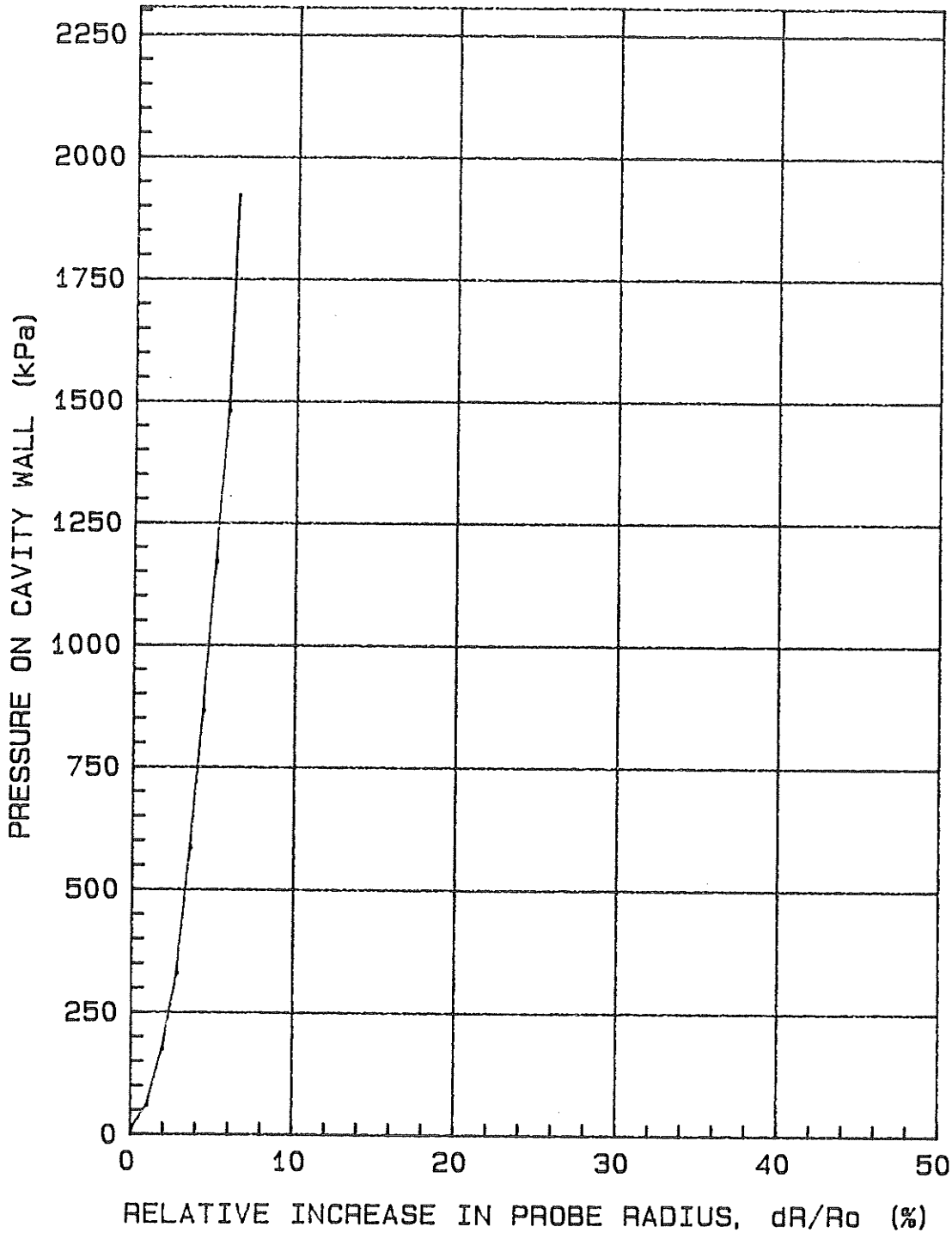
Saskatoon R/W15-33: Oct/88: 6+140: 3mLt: Hole#14: 1.80m.

Po = 29.3 kPa Eo = 639 kPa
Pl = 40 kPa Er = kPa
Pl* = 10.7 kPa Eo/Pl* = 59.7



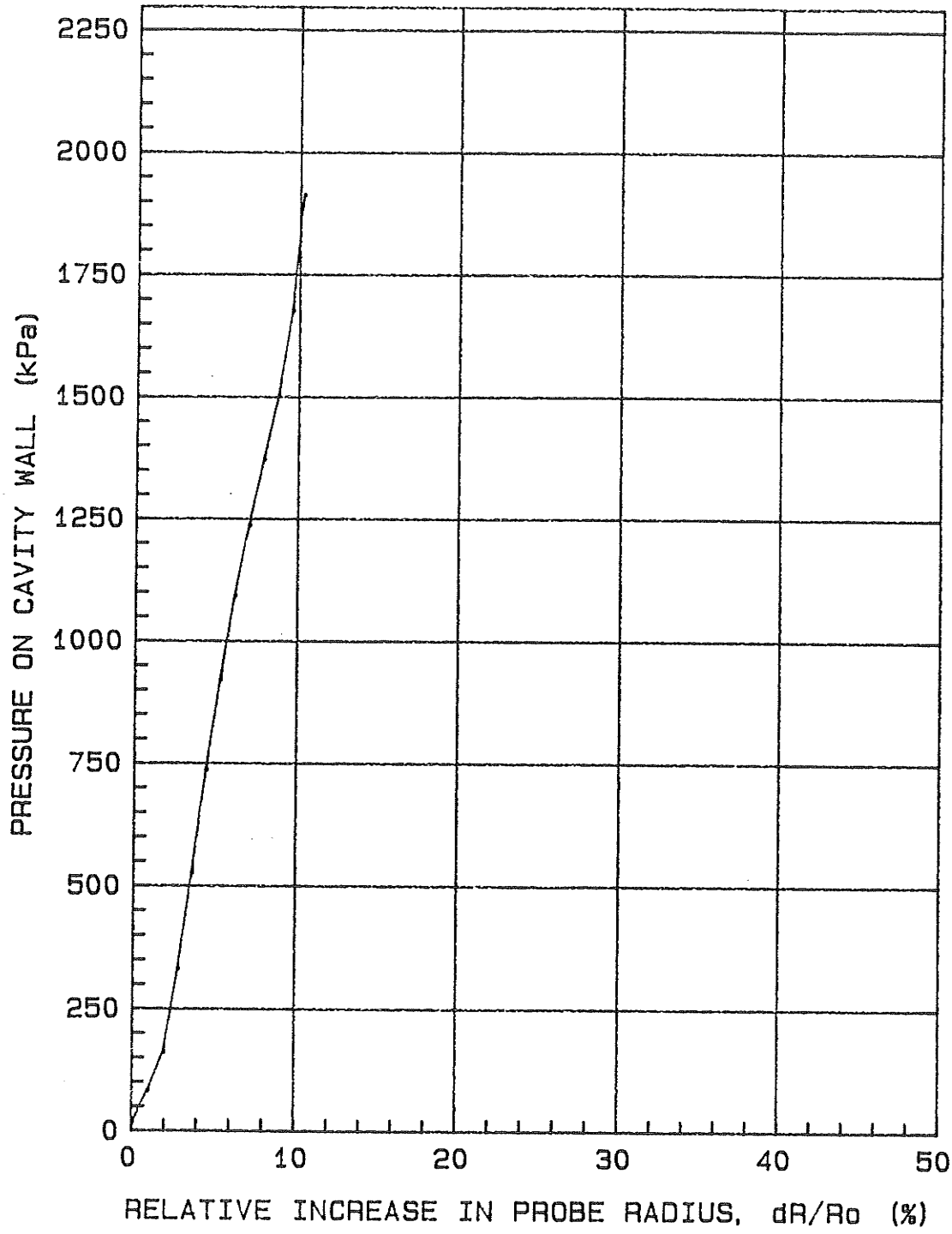
Saskatoon R/W15-33: Oct/88: 6+140: 3mLt: Hole#14: 2.80m.

Po = 5.3 kPa Eo = 57038 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



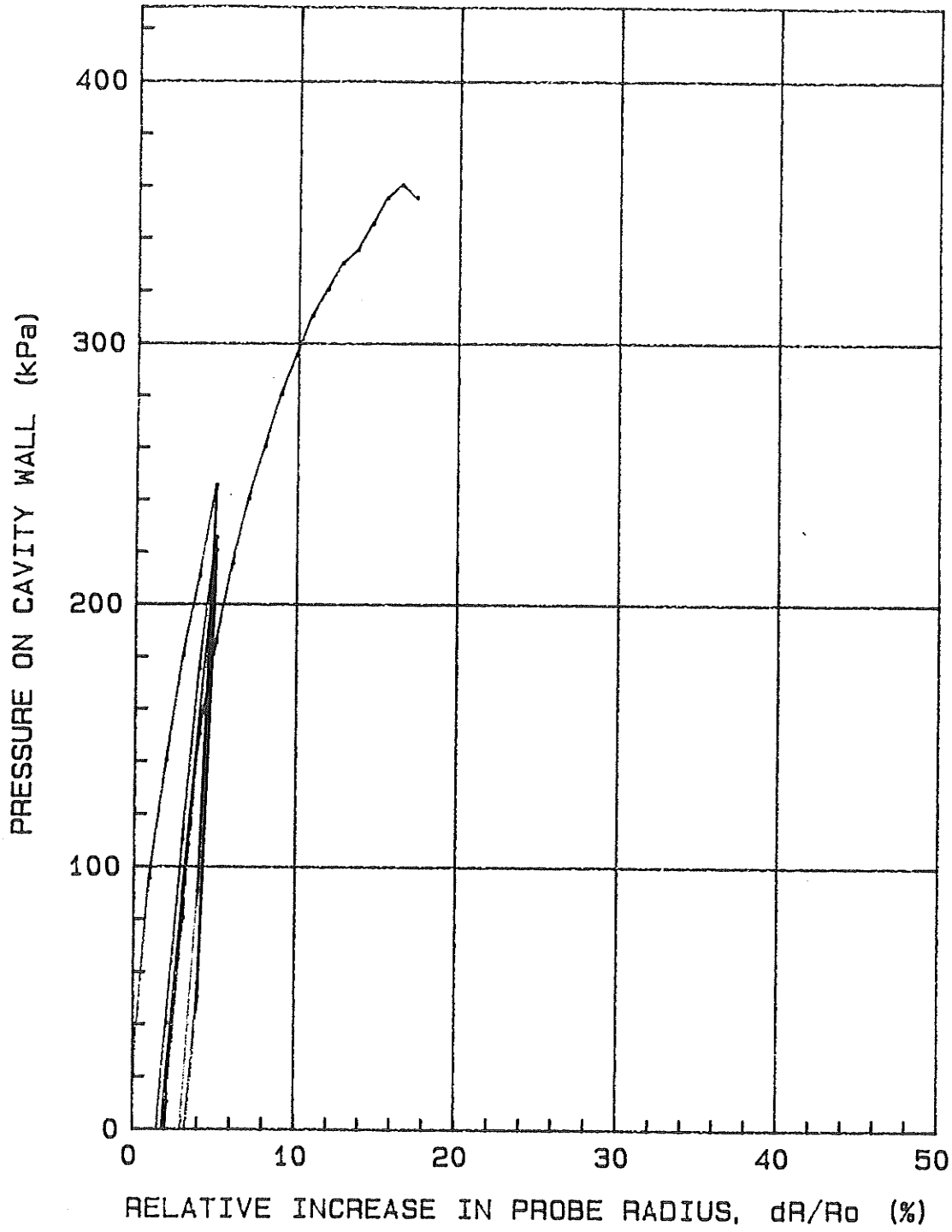
Saskatoon R/W15-33: Oct/88: 6+260: 3mLt: Hole#15: 0.50m.

Po = 12.6 kPa Eo = 31120 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



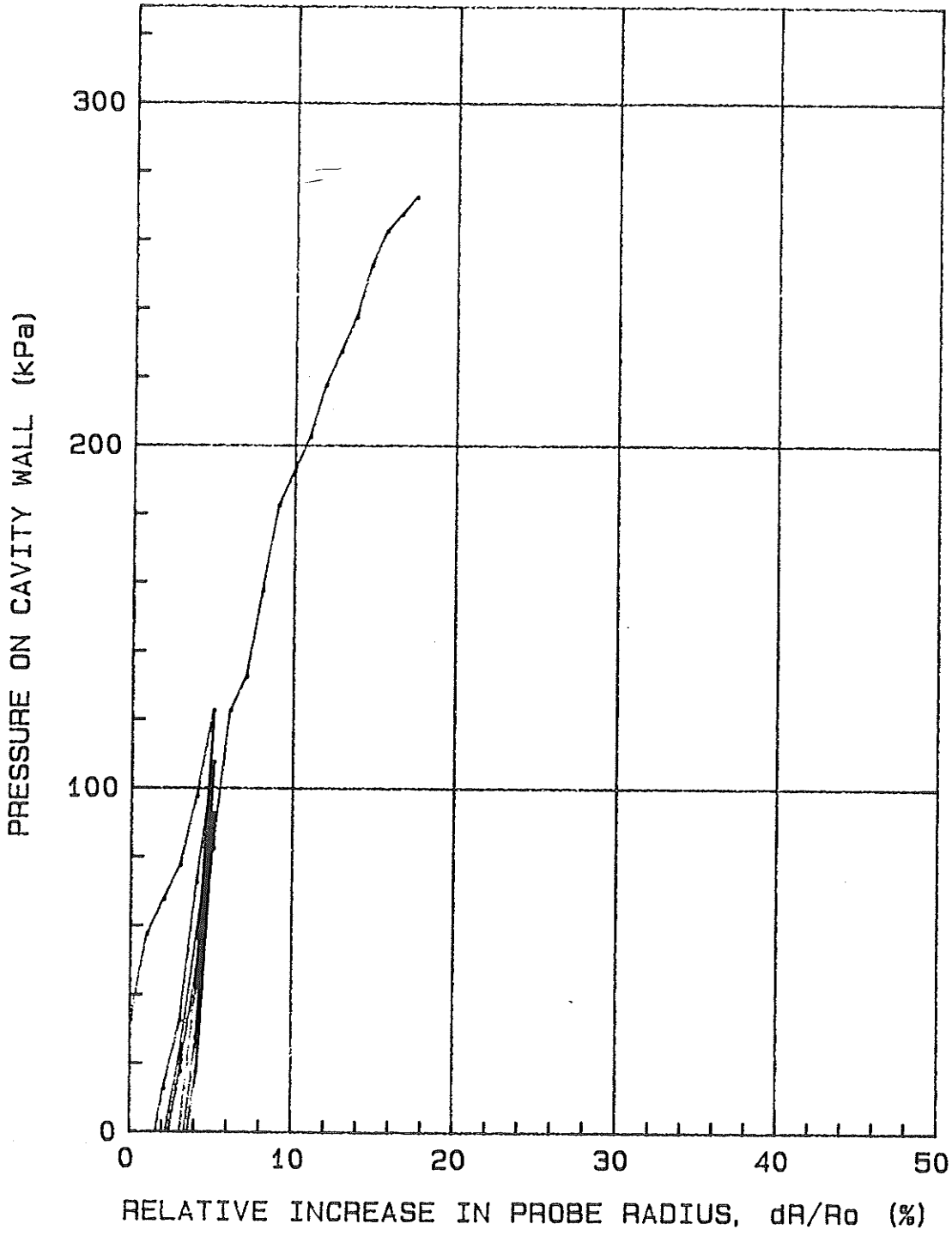
Saskatoon R/W15-33: Oct/88: 6+260: 3mLt: Hole#15: 1.20m.

Po = 15.8 kPa Eo = 10283 kPa
Pl = 360 kPa Er = 9967 kPa
Pl* = 344.2 kPa Eo/Pl* = 29.8



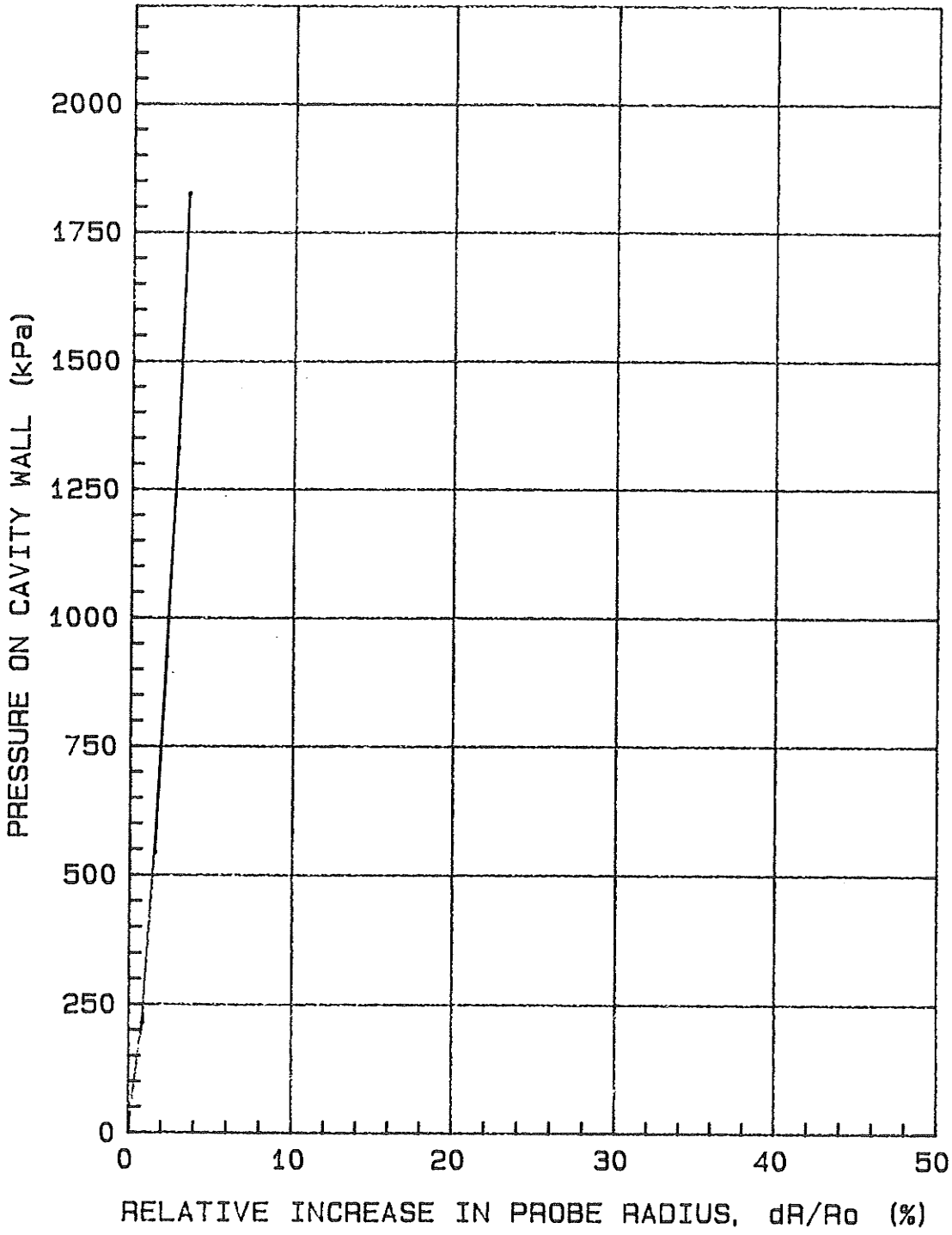
Saskatoon R/W15-33: Oct/88: 6+260: 3mLt: Hole#15: 1.60m.

Po = 30.2 kPa Eo = 3261 kPa
Pl = 290 kPa Er = 4533 kPa
Pl* = 259.8 kPa Eo/Pl* = 12.5



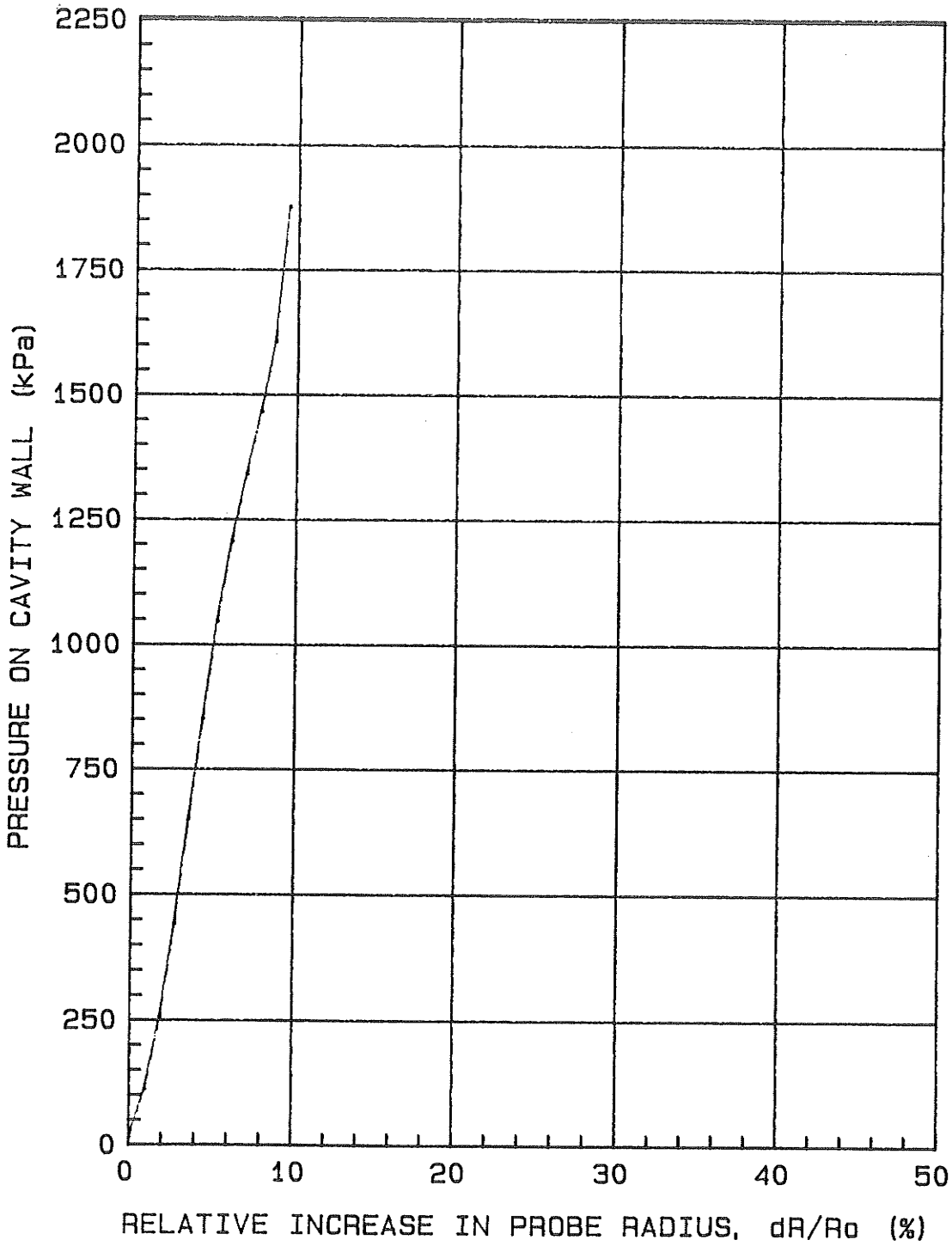
Saskatoon R/W15-33: Oct/88: 6+260: 3mLt: Hole#15: 2.80m.

Po = 5.3 kPa Eo = 81828 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



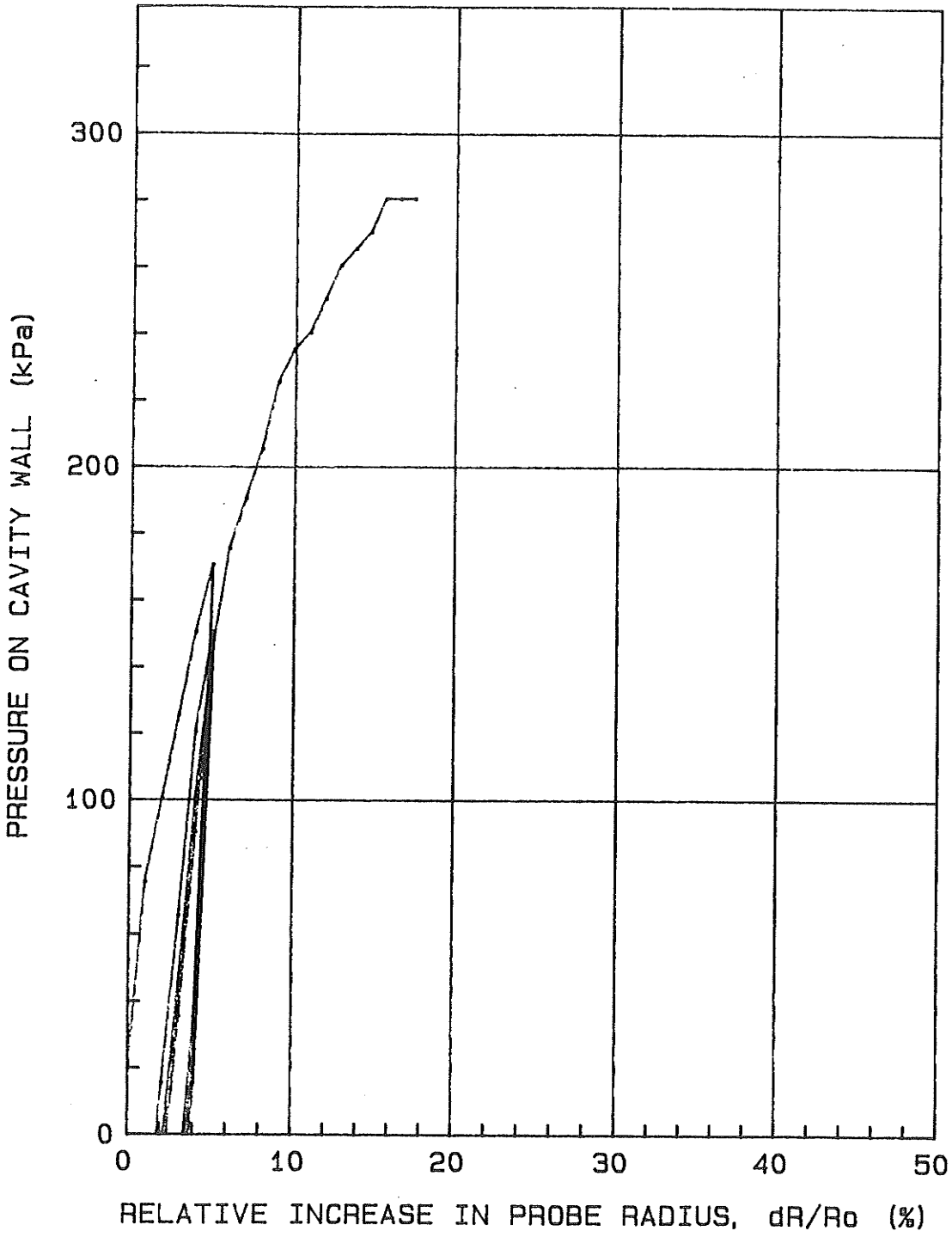
Saskatoon R/W15-33: Oct/88: 6+380: 3mRt: Hole#16: 0.50m.

Po = 12.6 kPa Eo = 32564 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



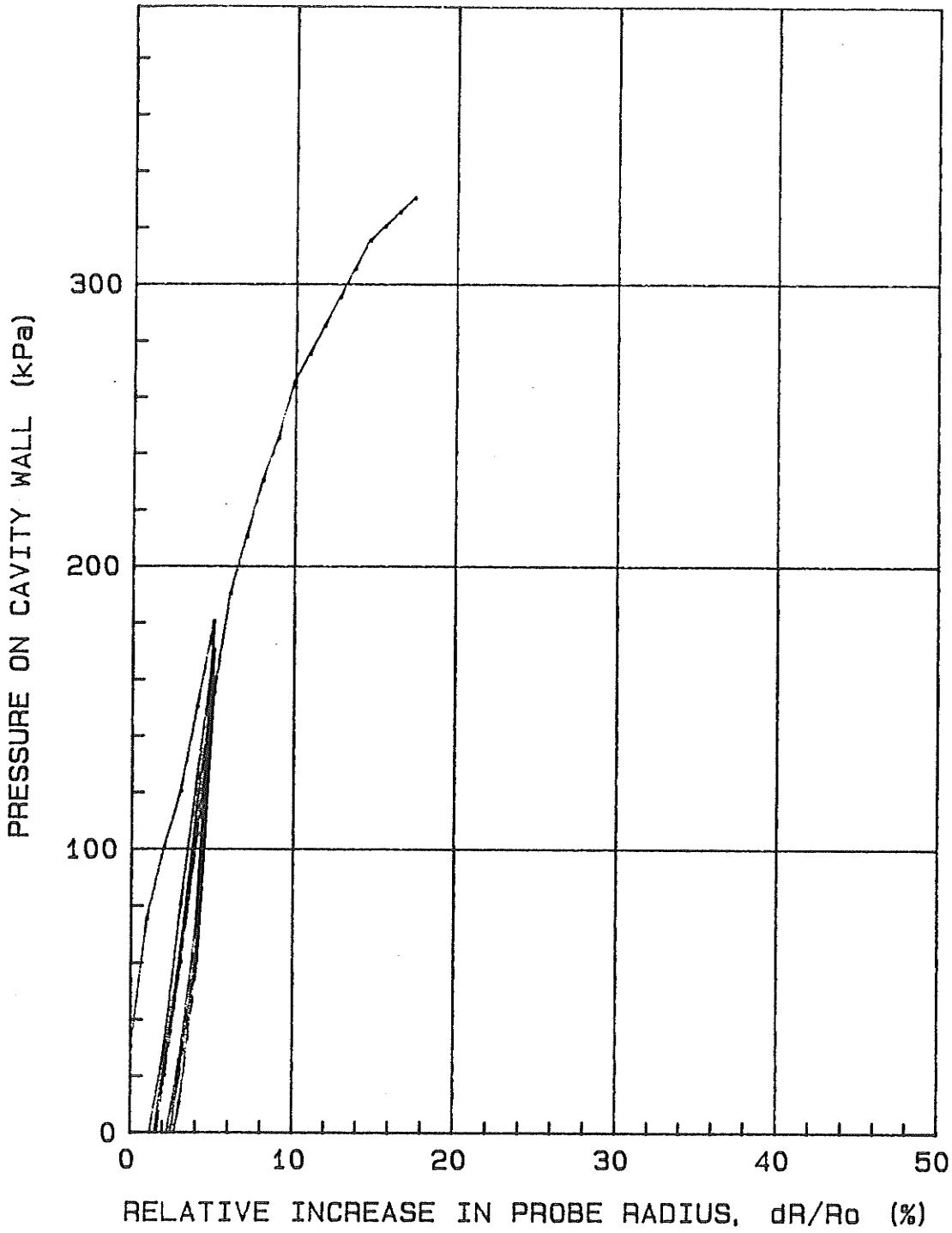
Saskatoon R/W15-33: Oct/88: 6+380: 3mRt: Hole#16: 1.20m.

Po = 15.8 kPa Eo = 7390 kPa
P1 = 280 kPa Er = 7525 kPa
P1* = 264.2 kPa Eo/P1* = 27.9



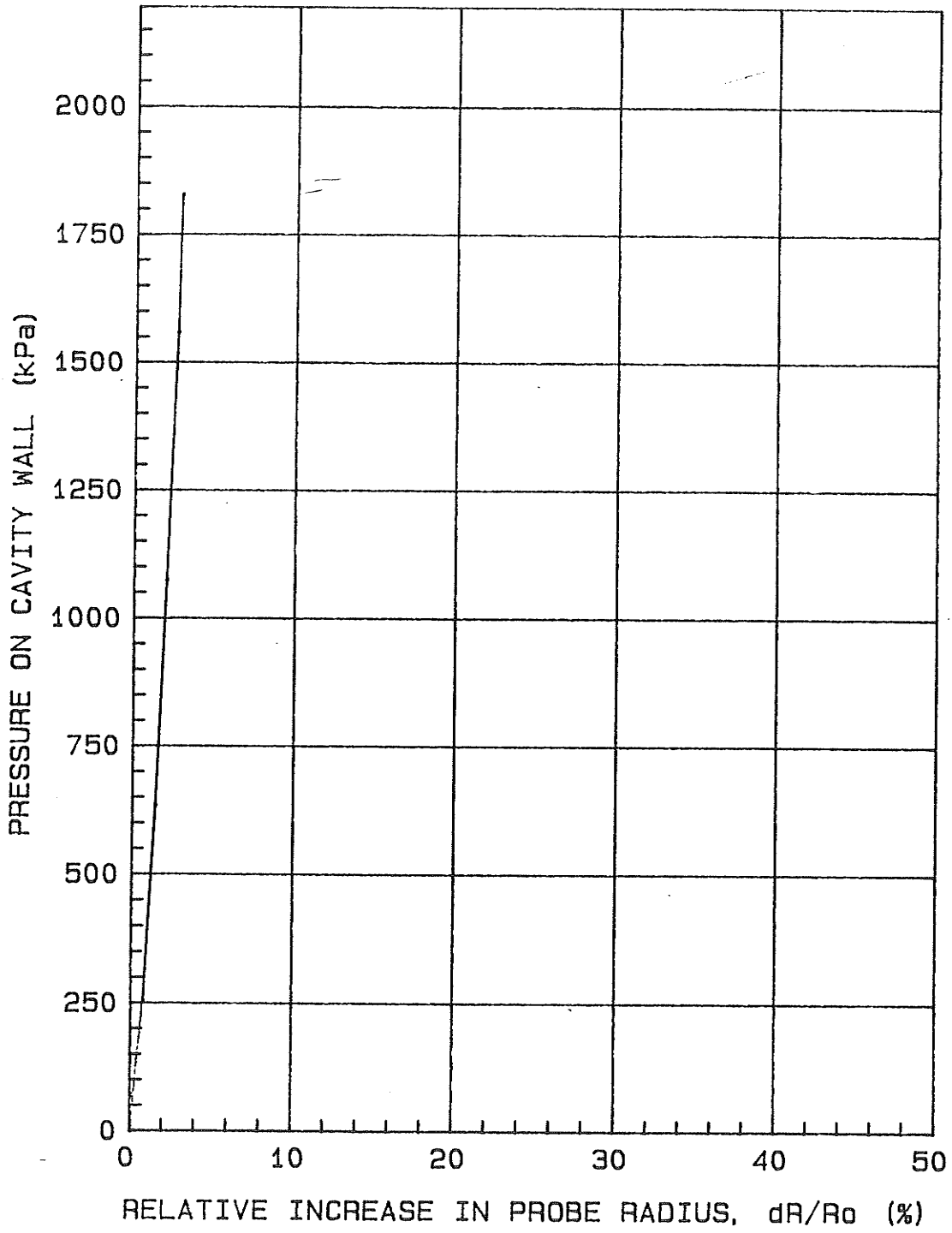
Saskatoon R/W15-33: Oct/88: 6+380: 3mRt: Hole#16: 1.60m.

Po = 27.2 kPa Eo = 5986 kPa
Pl = 350 kPa Er = 6306 kPa
Pl* = 322.8 kPa Eo/Pl* = 18.5



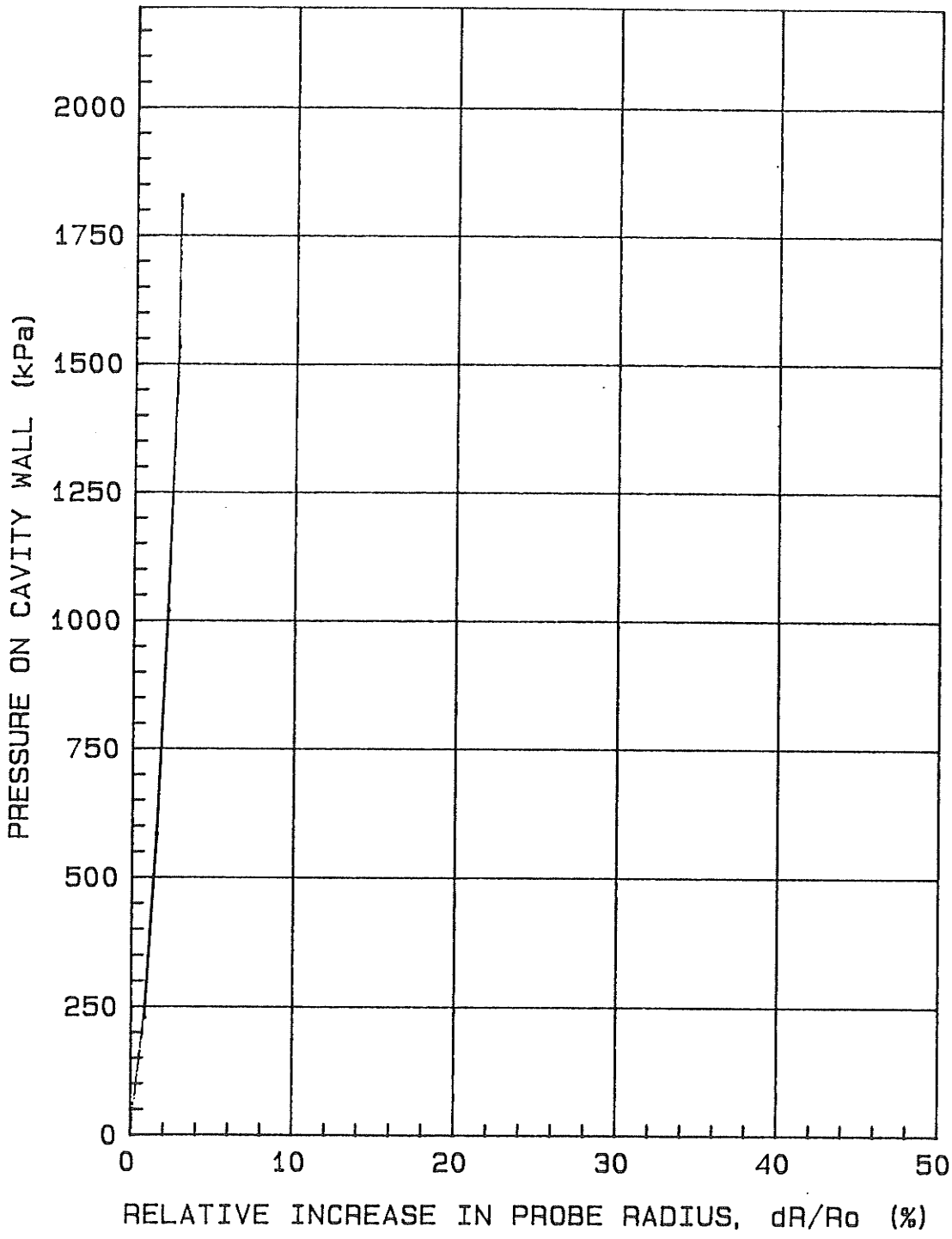
Saskatoon R/W15-33: Oct/88: 6+380: 3mRt: Hole#16: 2.60m.

Po = 5.3 kPa Eo = 107528 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



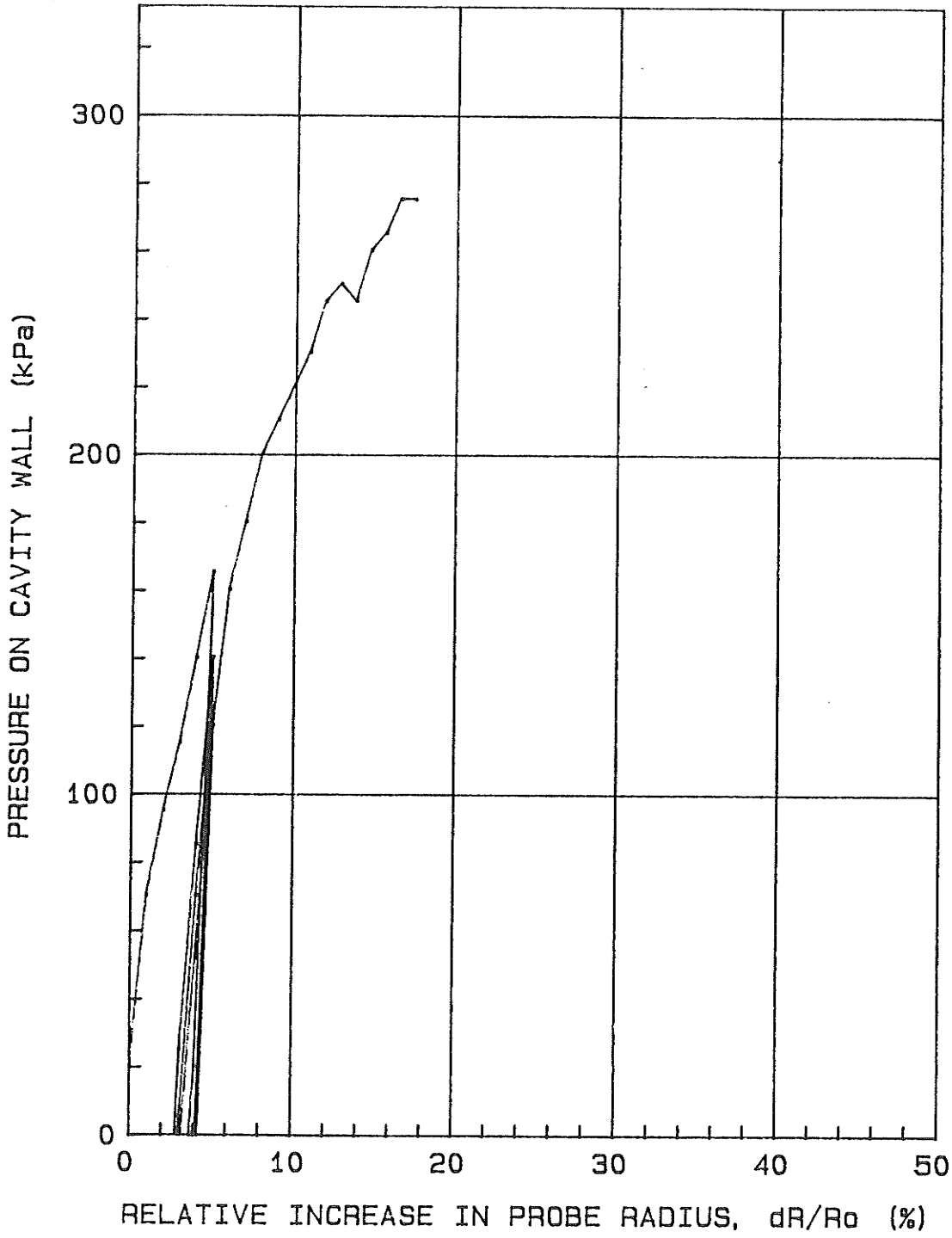
Saskatoon R/W15-33: Oct/88: 6+470: 3mLt: Hole#17: 0.50m.

Po = 10.5 kPa Eo = 131708 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



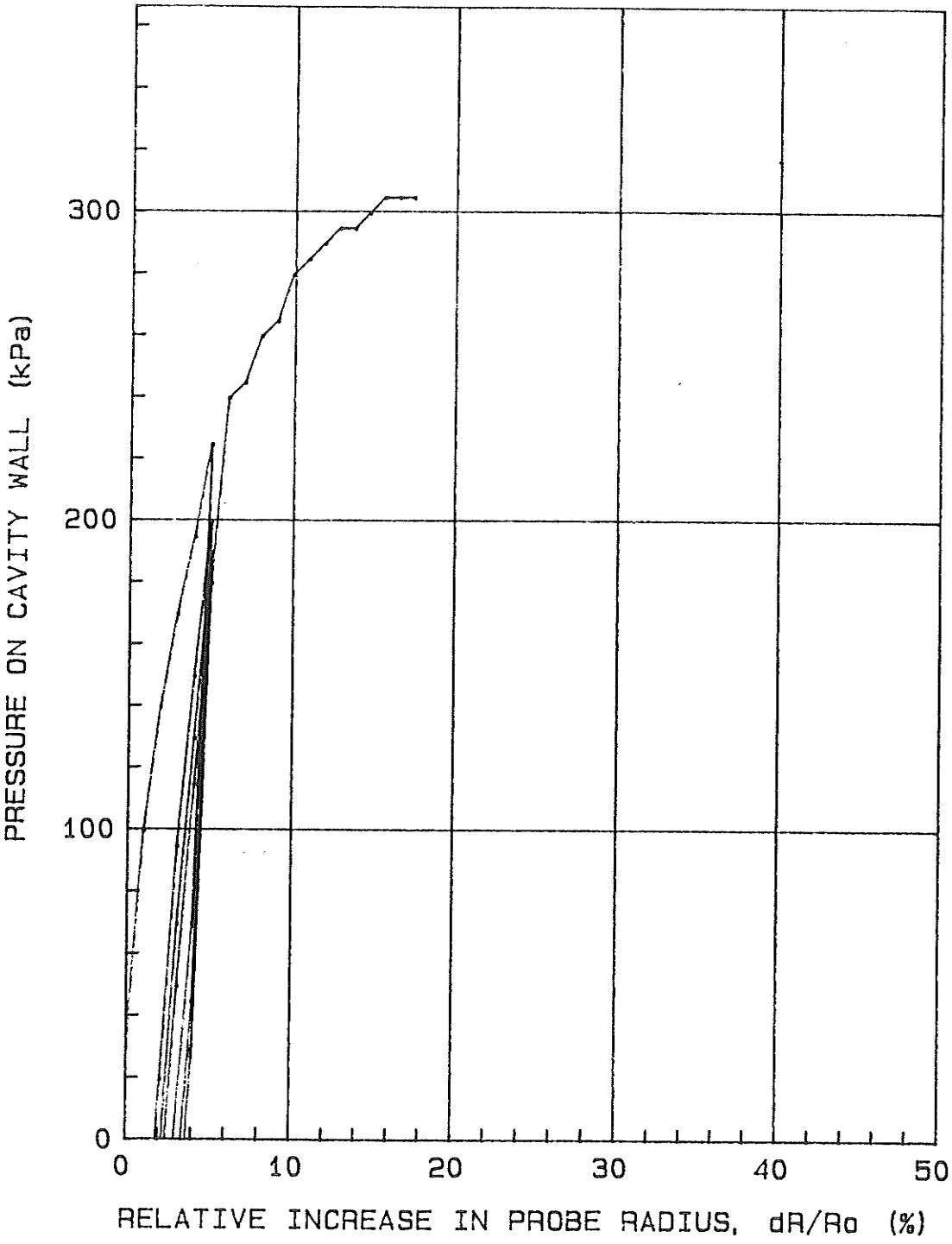
Saskatoon R/W15-33: Oct/88: 6+470: 3mLt: Hole#17: 1.00m.

Po = 15.8 kPa Eo = 6684 kPa
Pl = 250 kPa Er = 8990 kPa
Pl* = 234.2 kPa Eo/Pl* = 28.5



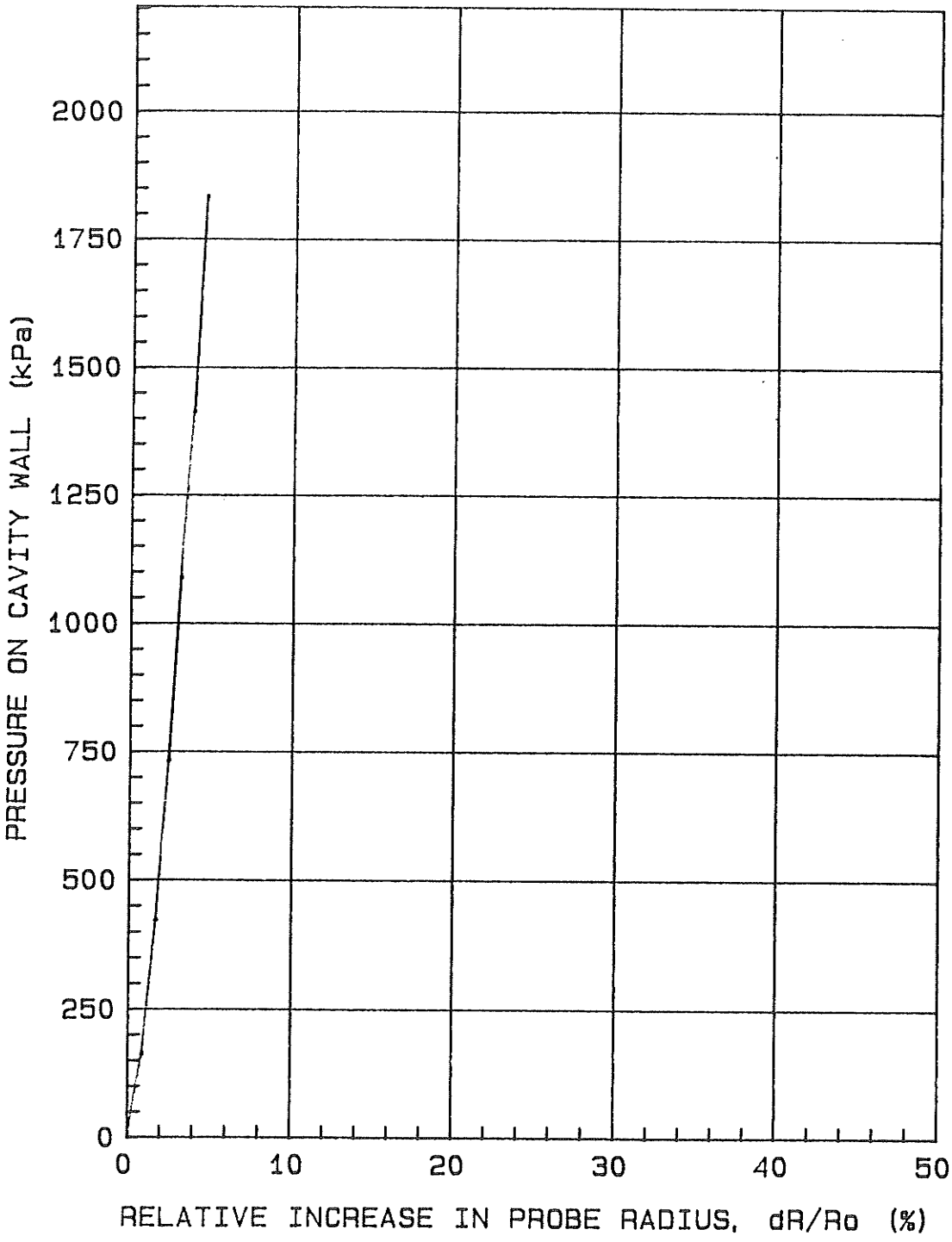
Saskatoon R/W15-33: Oct/88: 6+470: 3mLt: Hole#17: 1.60m.

Po = 24.8 kPa Eo = 9548 kPa
Pl = 305 kPa Er = 9483 kPa
Pl* = 280.2 kPa Eo/Pl* = 34



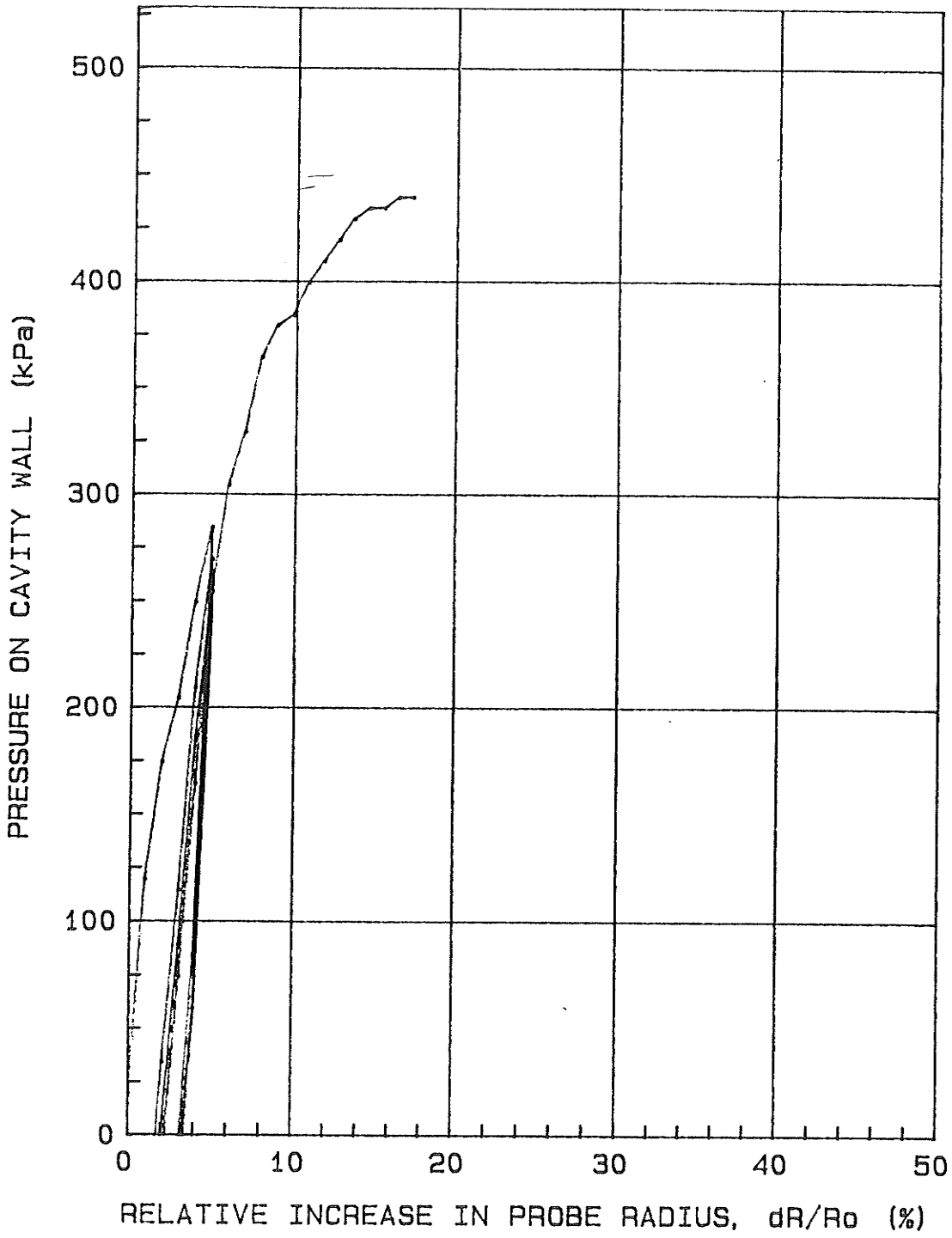
Saskatoon R/W15-33: Oct/88: 6+470: 3mLt: Hole#17: 2.50m.

Po = 4.2 kPa Eo = 63435 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



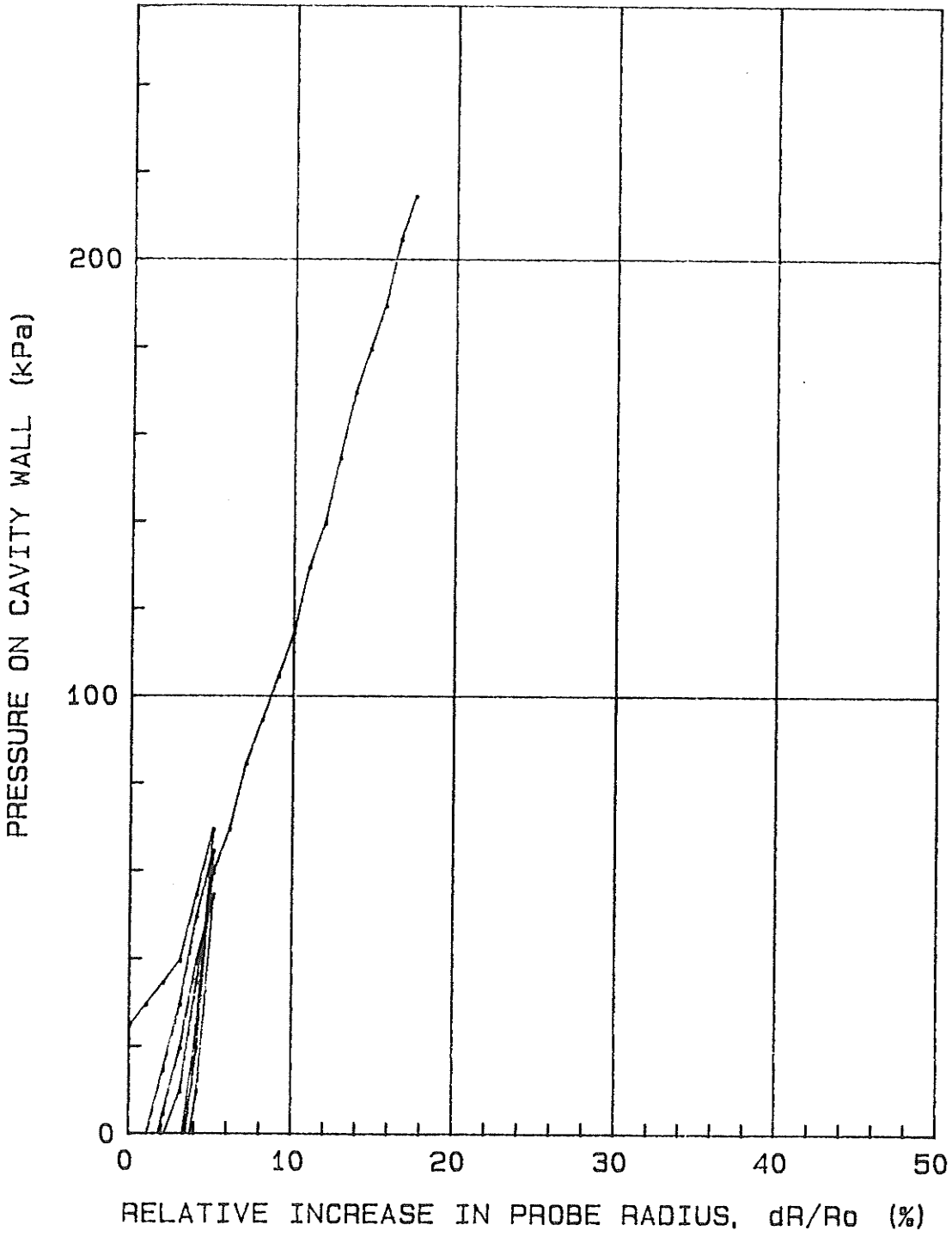
Saskatoon R/W15-33: Oct/88: 6+590: 3mRt: Hole#18: 0.40m.

Po = 14.9 kPa Eo = 14070 kPa
Pl = 380 kPa Er = 12924 kPa
Pl* = 365.1 kPa Eo/Pl* = 38.5



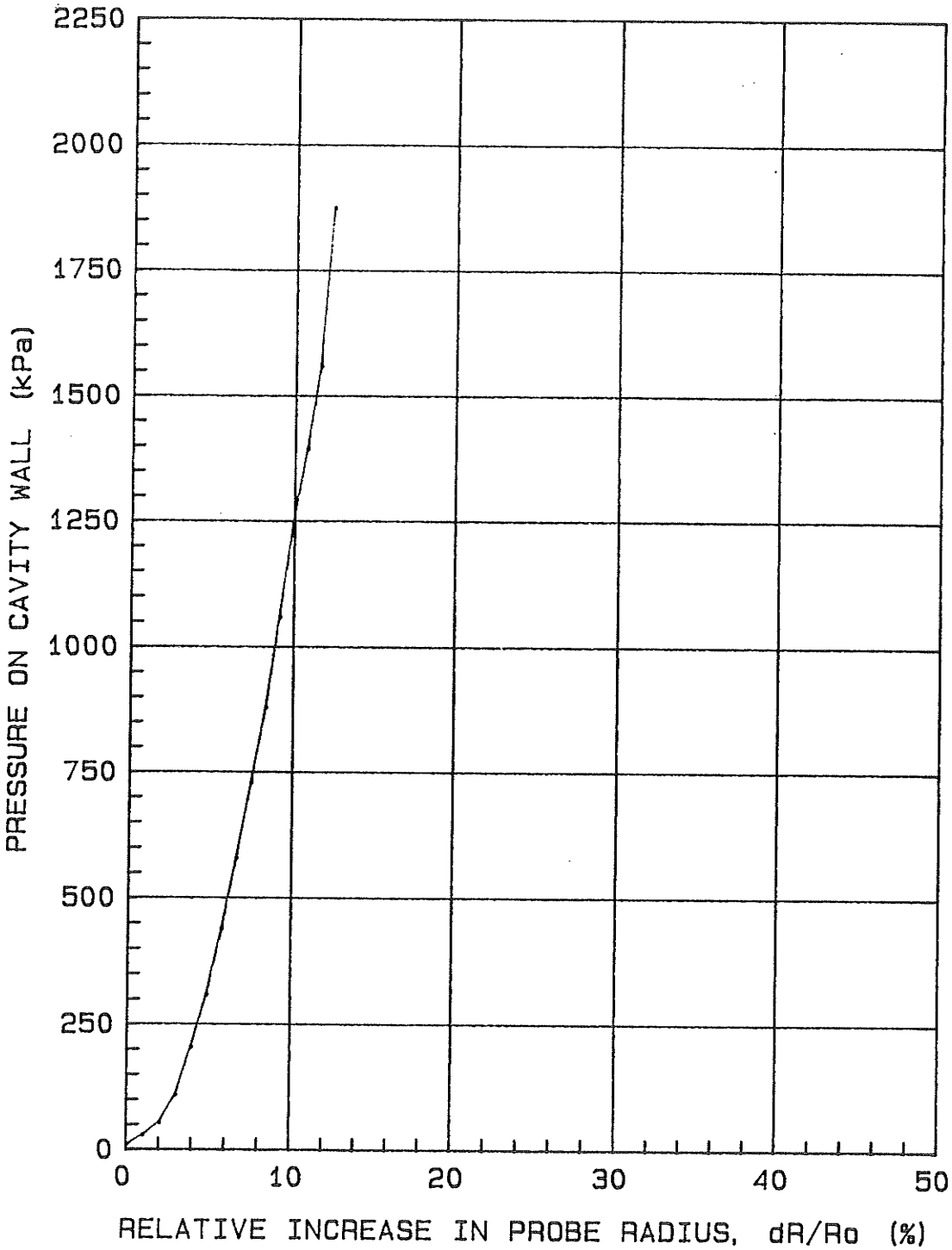
Saskatoon R/W15-33: Oct/88: 6+590: 3mRt: Hole#18: 1.50m.

Po = 19.8 kPa Eo = 2059 kPa
Pl = kPa Er = 3466 kPa
Pl* = kPa Eo/Pl* =



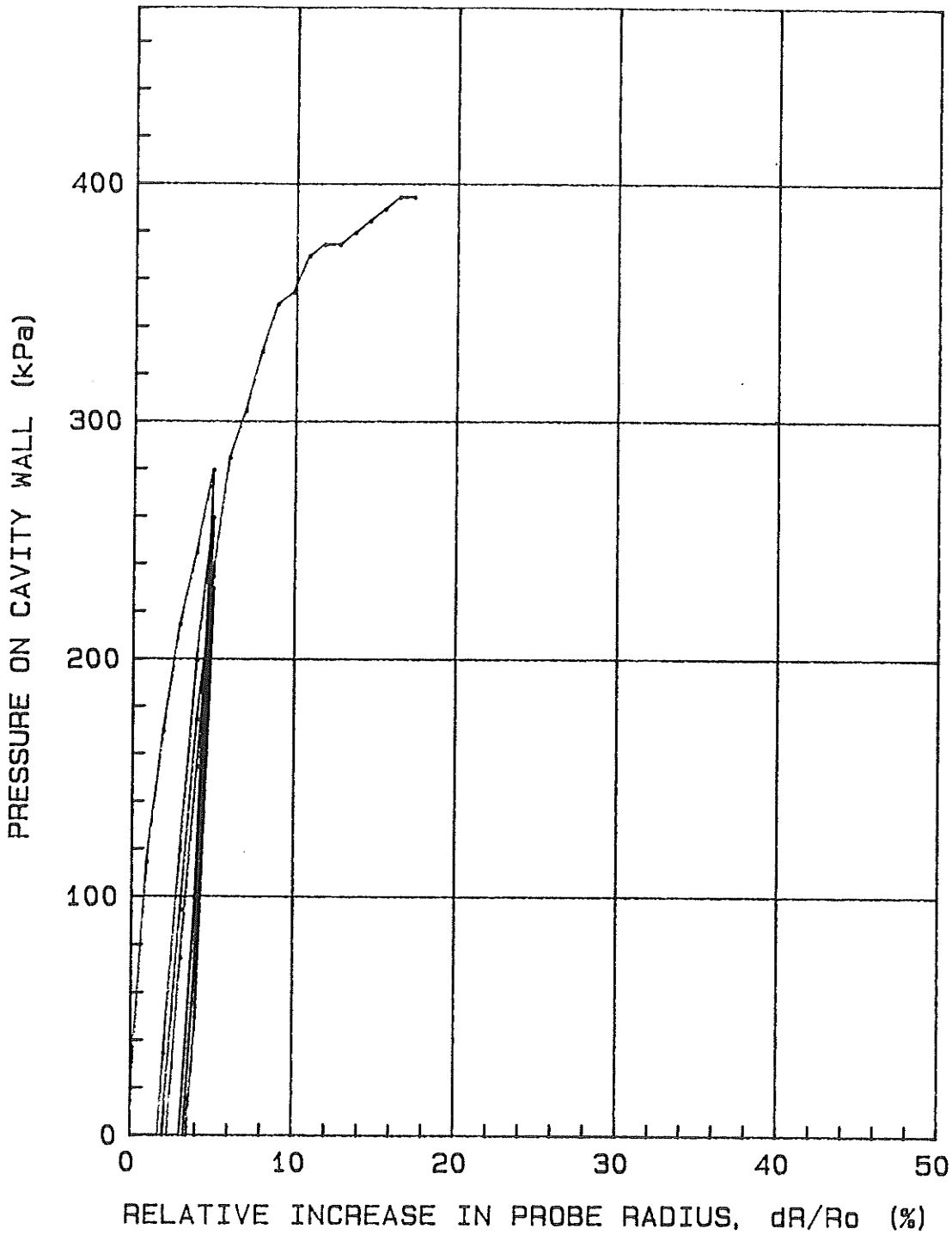
Saskatoon R/W15-33: Oct/88: 6+590: 3mRt: Hole#18: 2.00m.

Po = 5.3 kPa Eo = 28734 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



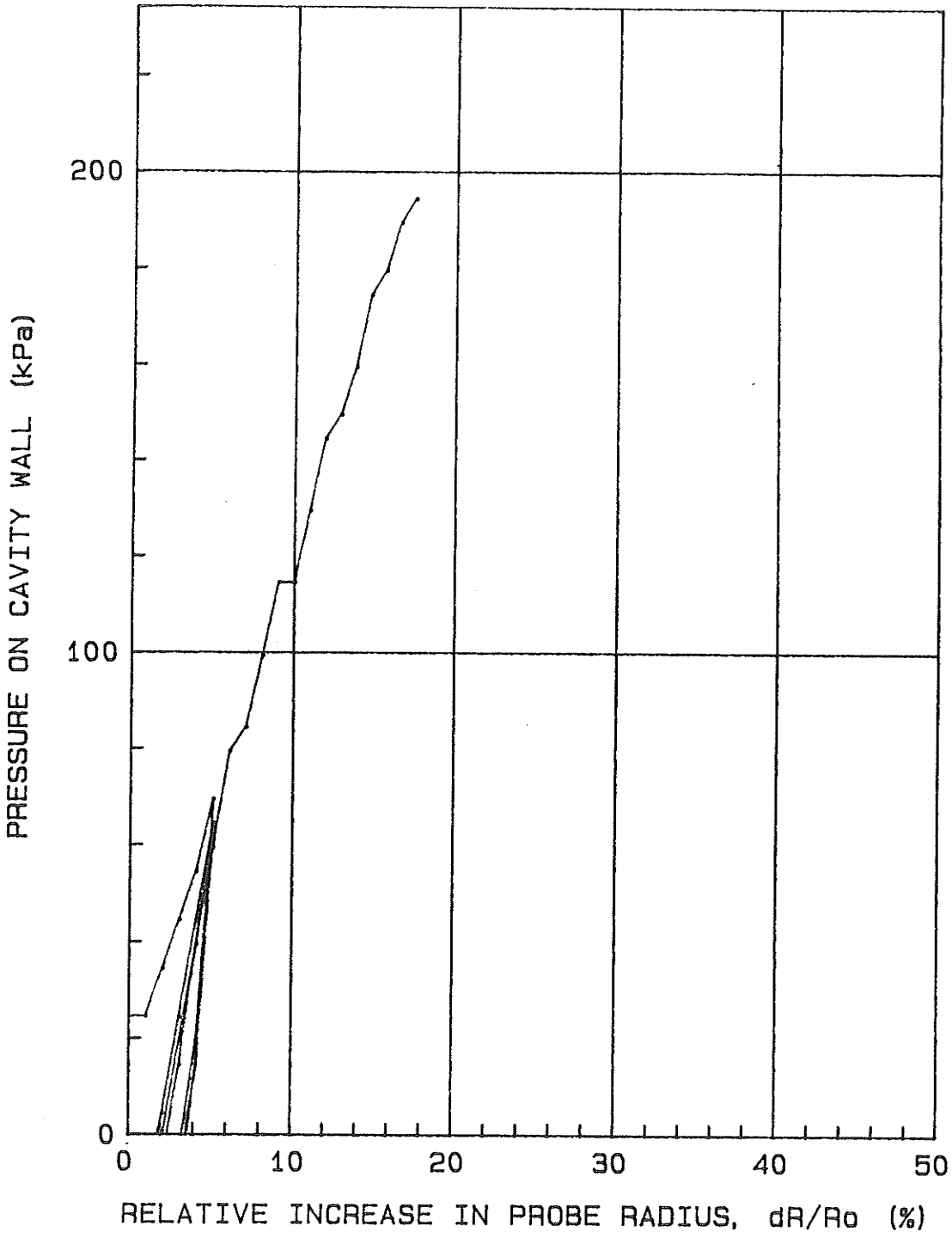
Saskatoon R/W15-33: Oct/88: 6+680: 3mLt: Hole#19: 0.50m.

Po = 14.9 kPa Eo = 13296 kPa
Pl = 375 kPa Er = 12111 kPa
Pl* = 360.1 kPa Eo/Pl* = 36.9



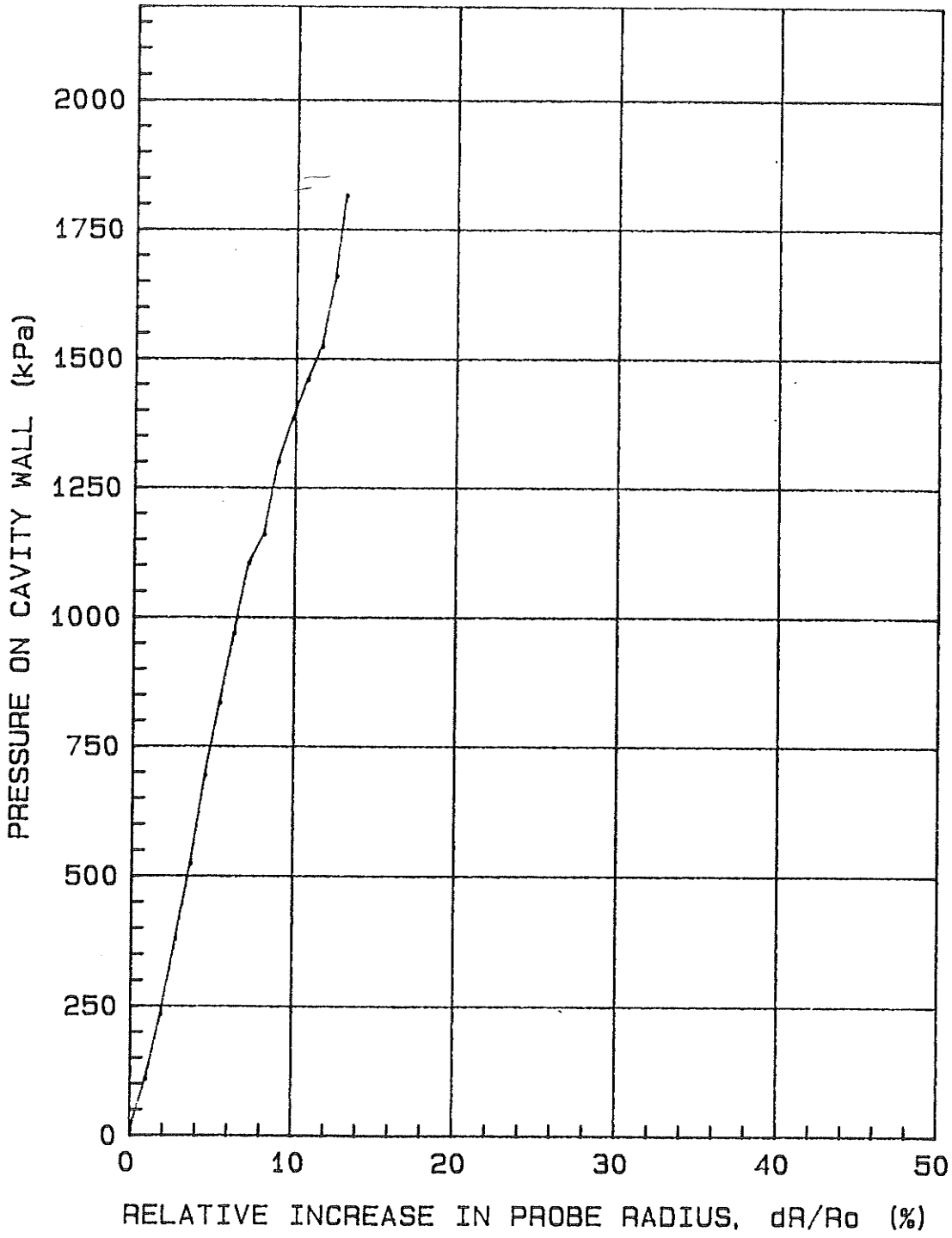
Saskatoon R/W15-33: Oct/88: 6+680: 3mLt: Hole#19: 1.50m.

Po = 21.6 kPa Eo = 1514 kPa
Pl = 115 kPa Er = 2970 kPa
Pl* = 93.4 kPa Eo/Pl* = 16.2



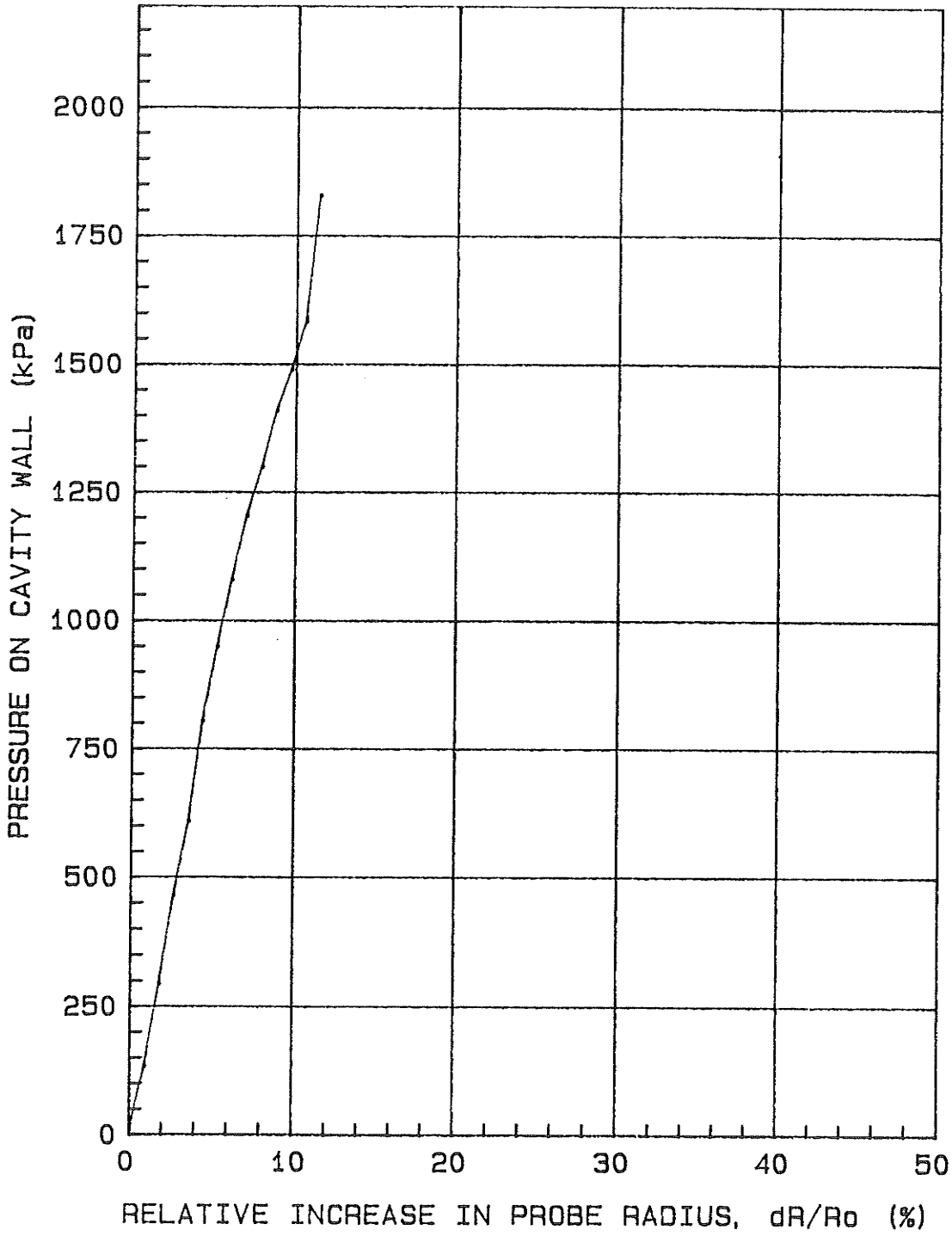
Saskatoon R/W15-33: Oct/88: 6+680: 3mLt: Hole#19: 2.00m.

Po = 5.3 kPa Eo = 22973 kPa
P1 = kPa Er = kPa
P1* = kPa Eo/P1* =



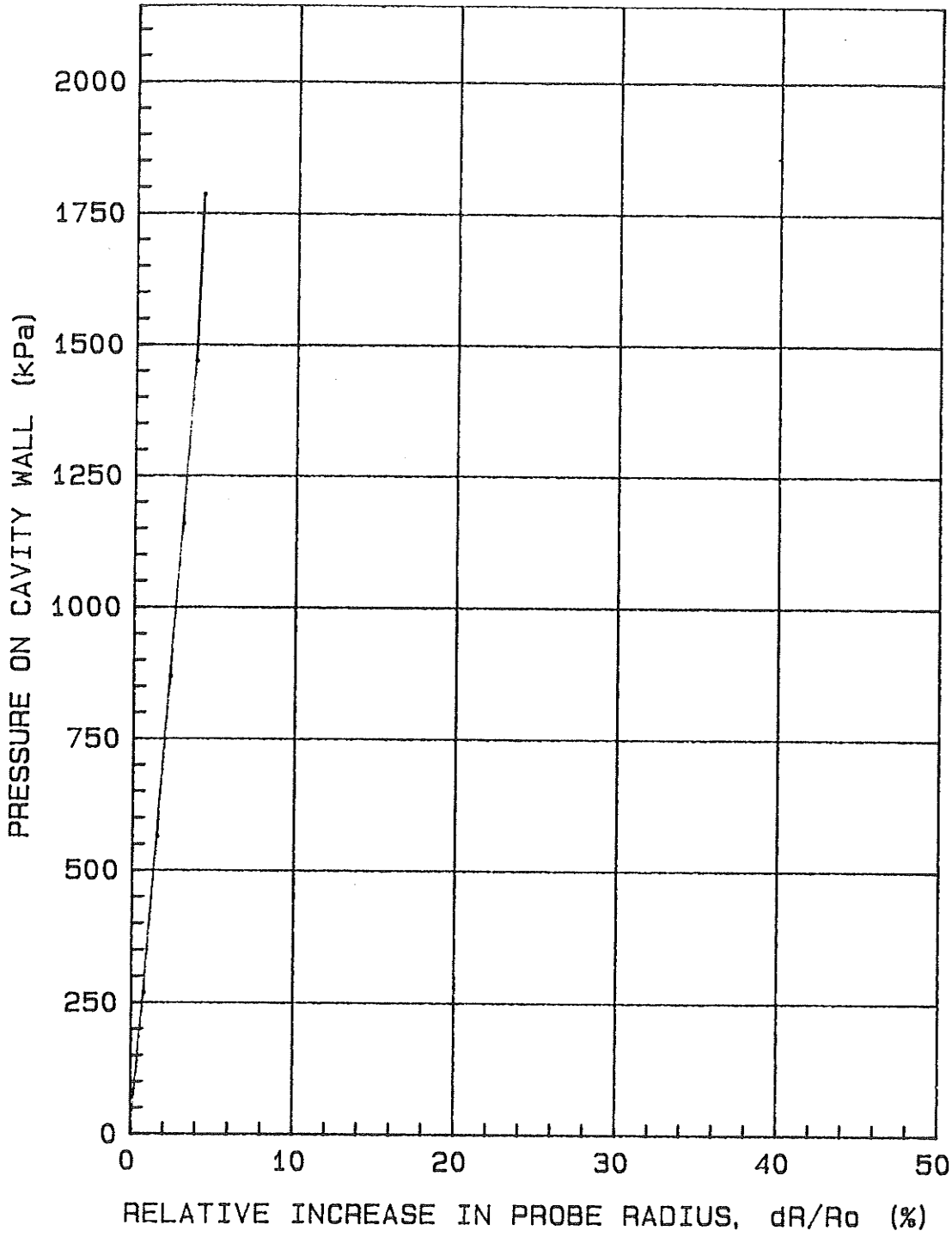
Saskatoon R/W15-33: Oct/88: 5+084: 18mLt: Hole#23: 0.50m.

Po = 5.3 kPa Eo = 22779 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



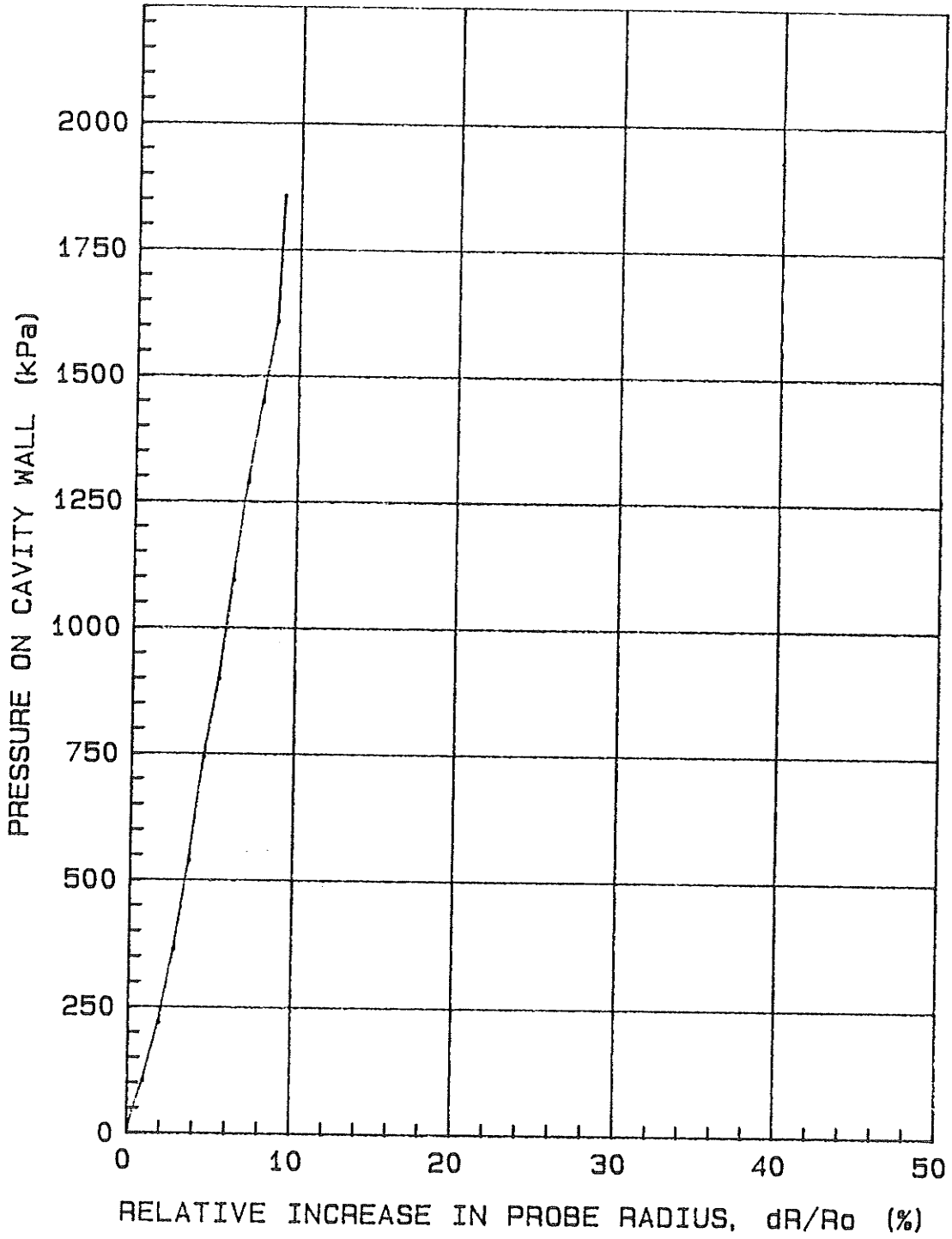
Saskatoon R/W15-33: Oct/88: 5+084: 6mRt: Hole#24: 0.50m.

Po = 5.3 kPa Eo = 55024 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



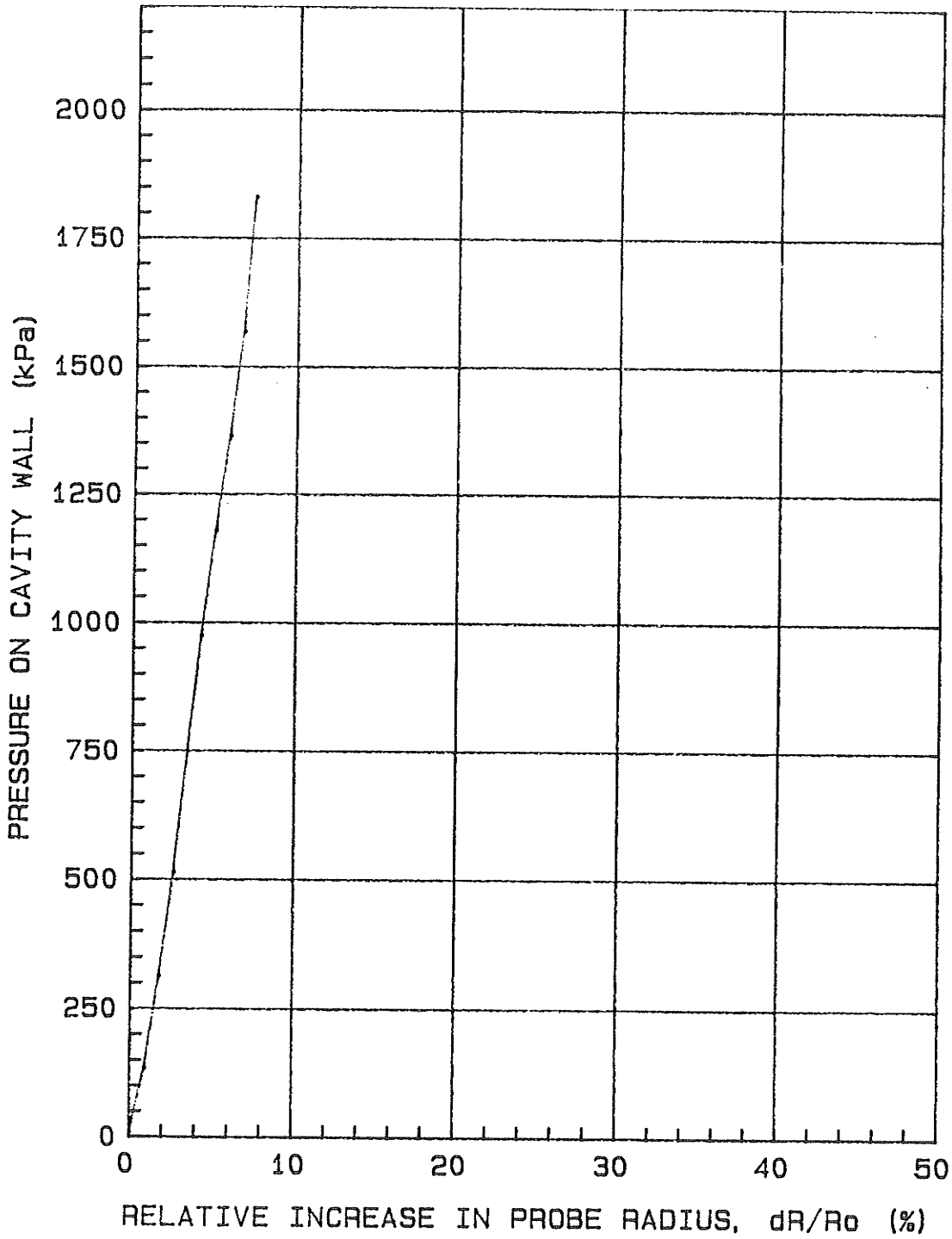
Saskatoon R/W15-33: Oct/88: 5+084: 18mRt: Hole#25: 0.50m.

Po = 5.3 kPa Eo = 29886 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



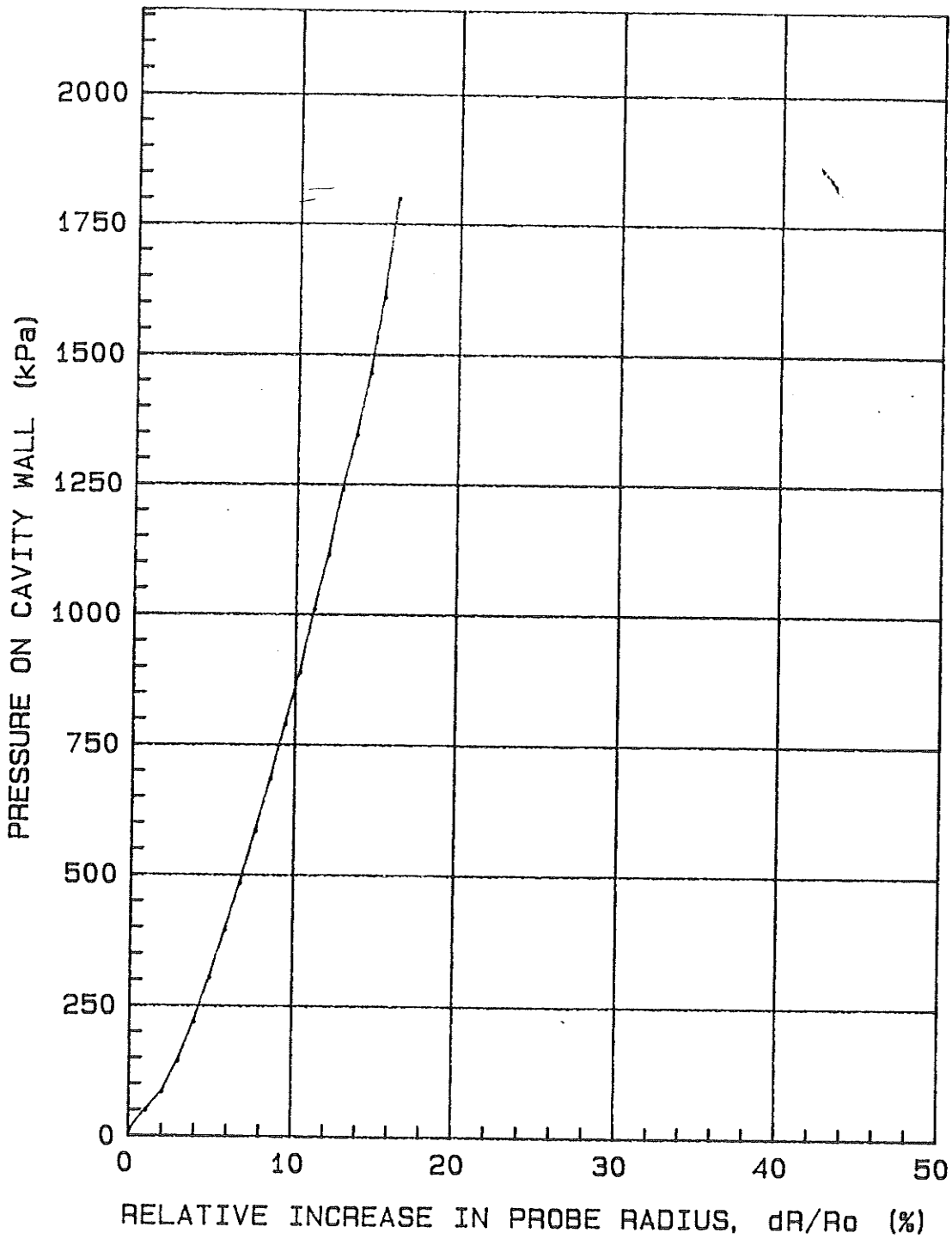
Saskatoon R/W15-33: Oct/88: 5+061: 6mLt: Hole#26: 0.50m.

Po = 5.3 kPa Eo = 37782 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Saskatoon R/W15-33: Oct/88: 5+061: 12mRt: Hole#27: 0.50m.

Po = 5.3 kPa Eo = 18927 kPa
Pl = kPa Er = kPa
Pl* = kPa Eo/Pl* =



Saskatoon R/W15-33: Oct/88: 5+031: 6mLt: Hole#28: 0.50m.