CHEROKEE NATION
Construction Resources

SECTION VIII
GEOTECHNICAL ENGINEERING REPORT

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GFAC ENGINEERING

GEOTECHNICAL ENGINEERING REPORT
PROPOSED SUBDIVISION STREETS
AND DETENTION BASIN
WEST SILOAM SPRINGS, OKLAHOMA

PROJECT NO. G2014039

July 31, 2014

CHEROKEE NATION
Construction Resources

GFAC ENGINEERING

July 31, 2014
Project No.: G2014039

Scott and Associates, Inc.
Attention: Mr. Scott
901 Callahan Street
Muskogee, Oklahoma 74403

Subject: Geotechnical Engineering Report
Proposed Subdivision Streets and Detention Basin
West Siloam Springs, Oklahoma

Dear Mr. Scott:

GFAC Engineering Inc. has completed the authorized subsurface exploration and geotechnical engineering evaluation for the above-referenced project in general accordance with our Proposal for Geotechnical Engineering Services and Terms and Conditions dated July 14, 2014. The purpose of the geotechnical study was to explore and evaluate the subsurface conditions at various locations on the site and develop geotechnical design and construction recommendations for the project. The attached GFAC Engineering Inc. report contains a description of the findings of our field exploration and laboratory testing program, our engineering interpretation of the results with respect to the project characteristics, and our geotechnical recommendations for the proposed subdivision streets recommendations as well as construction guidelines for the planned project.

Recommendations provided herein are for the roadways only and are contingent on the provisions outlined in the ADDITIONAL SERVICES and LIMITATIONS sections of this report. The project Owner should become familiar with these provisions in order to assess further involvement by GFAC Engineering Inc. and other potential impacts to the proposed project.

We appreciate the opportunity to be of service and are prepared to provide the recommended additional services. Please call us if you have any questions concerning this report.

Respectfully submitted,
GFAC ENGINEERING INC.
Certificate of Authorization #6389; Exp. 6/30/2016

Dale L. Kelley II, P.E.
Oklahoma: 21521

REGISTERED PROFESSIONAL ENGINEER
DALE L. KELLEY II
7/31/2014
21521
OKLAHOMA

Brian K. Marick, P.E
Principal Engineer

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GEOTECHNICAL ENGINEERING REPORT
PROPOSED SUBDIVISION STREETS AND DETENTION BASIN
WEST SILOAM SPRINGS, OKLAHOMA
GFAC ENGINEERING INC. PROJECT NO. G2014039
EXECUTIVE SUMMARY

Site:

- It is our understanding that the project will consist of construction of three new streets for a residential subdivision and construction of a detention basin in West Siloam Springs, Oklahoma. The roadways will have a total length on the order of 1,800 feet. We anticipate Maximum cuts on the order of 2 feet and maximum fills on the order of 6 feet are anticipated within the proposed roadway alignments. Maximum cuts in excess of 6 feet may be required within the proposed detention basin.
- Groundwater observations were made both during and after completion of drilling operations. The borings remained dry during the drilling and sampling operations.
- The site is favorable for development of “perched” groundwater in the near surface soils with a high sand and/or silt content. In a “perched’ groundwater condition, precipitation will infiltrate the upper lower plasticity more permeable soils and sit (perch) on the underlying less permeable higher plasticity clay soils.
- A portion of the soils encountered at the site have a high sand and/or silt content. These types of soils are highly moisture sensitive and may become unstable with minor variations in moisture content or when subjected to repeated construction traffic. Close moisture control during compaction operations will be required to reduce the potential for pumping of these soils.

Site Development:

- Initial site preparation for the proposed project may require demolition of the existing concrete line drainage ditches/flumes present within the existing detention basin. All debris resulting from the demolition of the concrete line drainage ditches/flumes should be removed from the site. Areas disturbed during demolition should be thoroughly evaluated by the geotechnical engineer prior to placement of structural fill. All disturbed soils should be undercut prior to placement of structural fill.
- Site development should include stripping of any vegetation, organic soils, and associated root systems from planned construction areas. Any required tree removal should also be performed at this time. Care shall be taken to thoroughly remove all root systems from the construction areas. Materials disturbed during stripping operations and stump removal should be undercut and replaced with structural fill.
- Prior to placement of any required structural fill, the moisture content of the exposed subgrade should be evaluated. The moisture content of the exposed grade should be adjusted to within the range recommended for structural fill. Extremely wet or unstable areas that hamper compaction of the subgrade may require undercutting and replacement with structural fill or other stabilization techniques.
- Following moisture conditioning, it is recommended that the exposed grade be Test Rolled. Test Rolling should be performed in accordance with Oklahoma Department of Transportation (ODOT) “Standard Specifications for Highway Construction (2009)” Section 203.

- Excavation and embankment construction procedures should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 202.
- Excavations for the proposed roadway and detention basin will generally be in newly placed structural fill, existing fill, native clay soils, gravelly clay, and clayey gravel above the groundwater level. Excavations within the soil materials should be possible with conventional heavy excavation equipment such as backhoes, scrapers, loaders, etc. It should be noted that depending upon the volume and size of gravel within the gravelly clay and the clayey gravel layers encountered at the site, the use of backhoes, scrapers, loaders, for this project may not be efficient.
- The gravelly clay and the clayey gravel materials encountered within the borings were described as very stiff to hard or dense to very dense. It is possible that some of these materials may more closely resemble fractured/weathered chert bedrock with clay seams in a mass excavation, making excavation more difficult. Excavations extending into the very stiff to hard gravelly clay and dense to very dense clayey gravel may be difficult and may require the use of single-tooth rippers mounted on large tractors such as a Caterpillar D-8 or larger, pneumatic breakers mounted on backhoes/trackhoes, or other heavier excavating techniques to complete the excavations. Excavation of these materials in confined excavations may be difficult.

Pavement Subgrade:

- Pavement subgrade preparation procedures should be performed as specified by the Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 310.
- The pavement subgrade will consist of evaluated and approved existing fill, newly placed structural fill, or native soils.
- The pavement subgrade shall be scarified, moisture conditioned and recompacted to a minimum depth of 8 inches.

Pavements:

- It is our understanding that the City of West Siloam Springs does not have standard pavement sections for residential streets. In addition, information concerning the City of West Siloam Springs standards regarding the construction of city streets was not provided prior to completion of this report. If this information becomes available, it should be provided to GFAC Engineering, Inc. to determine if modification of the recommendations provided in this report would be warranted.
- GFAC Engineering has assumed that 200,000 Equivalent Single Axle Loads (ESALs) would be appropriate for a residential street in West Siloam Springs. If traffic is in excess of what has been assumed, a reduced pavement life would occur.
- Alternative pavement sections for 300,000 and 400,000 ESALs are also included in Section 4.4.
- A minimum of 8 inches of aggregate base material, such as ODOT Aggregate Base Type "A", should be placed below the pavement.

The information stated above is a brief summary of the recommendations presented within this report. The report should be reviewed in its entirety for proper implementation of the recommendations.

CHEROKEE NATION
Construction Resources

GEOTECHNICAL ENGINEERING REPORT
PROPOSED SUBDIVISION STREETS AND DETENTION BASIN
WEST SILOAM SPRINGS, OKLAHOMA

1. INTRODUCTION

1.1 GENERAL

GFAC Engineering Inc. has completed the authorized subsurface exploration and geotechnical engineering evaluation for the proposed subdivision streets and detention basin in West Siloam Springs, Oklahoma. The services provided were in general accordance with our Proposal for Geotechnical Engineering Services and Terms and Conditions dated July 14, 2014. This report includes our recommendations related to the geotechnical aspects of the project roadway design and construction. Recommendations pertaining to building lots are beyond the scope of services. Conclusions and recommendations presented in the report are based on the subsurface information encountered at the location of our exploration and the provisions and requirements outlined in the ADDITIONAL SERVICES and LIMITATIONS sections of this report.

1.2 PROPOSED CONSTRUCTION

It is our understanding that the project will consist of construction of three or four new streets for a subdivision and construction of a detention basin. The project site currently consists of a combination of grass and isolated areas of gravel covered areas. A portion of the proposed project site is an existing detention basin. A portion of the detention basin will be filled for development of the subdivision.

The proposed new subdivision is to be located north of the northwest parking area of the Cherokee Casino in West Siloam Springs, Oklahoma. Total length of the roadways are to be approximately 1,800 linear feet.

Maximum cuts on the order of 2 feet and maximum fills on the order of 6 feet are anticipated within the proposed roadway alignments. Maximum cuts in excess of 6 feet may be required within the proposed detention basin. The borrow material required to achieve final grades within the proposed roadways will be obtained from the proposed detention basin.

It is our understanding that the City of West Siloam Springs does not have standard pavement sections for residential streets. In addition, information concerning the City of West Siloam Springs standards regarding the construction of city streets was not provided prior to completion of this report. If this information becomes available, it should be provided to GFAC Engineering, Inc. to determine if modification of the recommendations provided in this report would be warranted.

Recommendations related to pavement subgrade preparation and pavement thickness/type were requested. Due to the lack of information available, i.e., traffic data, a pavement design was not performed. Typical pavement sections for residential streets are provided in this report.

Recommendations related to the detention basin, adjacent building lots, stability of cut or fill slopes, embankment construction, resilient modulus testing, or California Bearing Ratio (CBR) testing were beyond the scope of work of this study.

The scope of the exploration and engineering evaluation for this study, as well as the conclusions and recommendations in this report, were based on our understanding of the project as described above. If pertinent details of the project have changed or otherwise differ from our descriptions, we must be notified and engaged to review the changes and modify our recommendations, if needed.

2. SITE CONDITIONS

2.1 SITE DESCRIPTION

The project site is located north of the northwest parking area of the Cherokee Casino in West Siloam Springs, Oklahoma. The approximate project location is indicated on Plate 1 included in APPENDIX A. The proposed alignment of the access road is indicated on Plate 2 included in APPENDIX A.

The ground surface at the project site is primarily grass covered. Areas of gravel are concentrated in the southeast quadrant of the site. A few trees are located along the south half of the east side of the proposed project location and also along the west side of the proposed project location. It is not known if removal of these trees will be required as part of the site development. A significant portion of the proposed project site is an existing detention basin. Concrete lined drainage ditches/flumes and some riprap are located in the detention basin.

The project location is bounded by open grass covered areas and residential development on the north, an undeveloped tree and grass covered area on the east, the Cherokee Casino and associated pavements on the south, and what appears to be a school and an assisted living facility on the east. Based on review of the site plan provided to GFAC Engineering, it appears that approximately 16 feet of elevation difference existing across the project site.

Existing utilities in the vicinity of the project site include, but most likely are not limited to, water lines, sewer lines, and overhead electric lines. Additional utilities may be present.

2.2 SUBSURFACE CONDITIONS

The following presents a general summary of the major strata encountered at the boring locations drilled for the proposed street construction during our subsurface exploration

and includes a discussion of the results of field and laboratory tests conducted. Specific subsurface conditions encountered at the boring locations are presented on the respective logs in APPENDIX A. The stratification lines shown on the logs represent the approximate boundaries between material types; in situ, the transitions may vary or be gradual.

Surficial Materials: A 6 to 7-inch thick layer of limestone gravel was encountered at the location of Boring B-1. A 3 to 4 inch thick layer of topsoil was encountered at the ground surface at the remaining boring locations.

Possible Fill Materials: Possible fill material was encountered below the topsoil in Borings B-2, B-4, and B-5 and continued to approximate depths ranging from 1.2 to 1.8 feet. The possible fill materials consisted of sandy silt and clayey gravel with sand.

Native Soils: Native soils generally consisting of combinations of lean clay with varying sand content, gravelly clay, clayey gravel with varying sand content, lean to fat clay with sand, sandy silt, and sandy silty clay was encountered below the topsoil and the possible fill and continued to the bottom of the borings at approximate depths ranging from 4.8 feet to 10 feet below the existing ground surface elevations..

Table 2.2 presents the boring designation, type of pavement and thickness, Atterberg Limits test and Percent passing the No. 200 sieve test results, and classification of the soils.

TABLE 2.2 – Generalized Borehole Information

Boring	Sample	Depth	USCS	AASHTO	Moisture Content	Percent Passing No. 200 Sieve	Liquid Limit	Plastic Limit	Plasticity Index
B-1	SS-1	0.6-2.1	CL	A-4(5)	16.9	89.9	24	16	8
B-2	SS-2	2.5-4.0	GC	A-2-6(1)	16.1	35.2	34	19	15
B-3	SS-1	0.5-2.0	CL	A-6(20)	18.1	94.8	36	15	21
B-4	SS-1	0.5-2.0	GC	A-2-4(0)	13.2	25.8	27	17	10
B-5	SS-2	3.5-5.0	CL	A-6(13)	20.7	87.0	32	16	16
B-6	SS-1	0.5-2.0	CL	A-4-(6)	13.2	91.3	25	16	9

2.3 GENERAL SITE GEOLOGY

According to the "Engineering Classification of Geologic Materials – Division Eight" from the Oklahoma Highway Department, 1970, the project site appears to be located within area designated as the Boone Unit (Mb).

This unit consists mostly of limy chert, with some limestone and shale. Generally, the upper 60 to 80 feet is massive white limy chert with occasional stringers of blue-gray limestone. The middle approximate 130 to 175 feet consists of about equal amounts of thin alternating beds of limestone and dark gray chert. The lower 10 to 40 feet is a thick-bedded zone of limestone separated by olive-green limy shale from the lowermost bed of the unit, a nodular limestone.

The limy chert weathers to white rock rubble with red clay soils or colluvium, and depth to true bedrock is often hard to ascertain visually.

2.4 GROUNDWATER OBSERVATIONS

Groundwater observations were made both during and after completion of drilling operations. Groundwater was not encountered in borings at the time of the subsurface exploration.

The materials encountered in the borings have a wide range of hydraulic conductivities and observations over an extended period of time may show the presence of groundwater. Use of piezometers would be required to better define current groundwater conditions and groundwater level fluctuations with time. Fluctuations of groundwater levels can occur due to seasonal variations in the amount of rainfall, runoff, and other factors not evident at the time the borings were performed. The possibility of groundwater level fluctuations should be considered when developing the design and construction plans for the project.

The site is favorable for development of “perched” groundwater in the near surface soils with a high sand and/or silt content. In a “perched’ groundwater condition, precipitation will infiltrate the upper lower plasticity/non plastic more permeable soils and sit (perch) on the underlying higher plasticity clay soils. Generally, perched water is of limited volume and can be controlled with typical dewatering methods. However, it should be noted, that depending upon site grades, the subsurface stratigraphy, and the volume of water, more sophisticated dewatering methods/equipment may be required if a perched ground water condition is encountered at the time of construction. During wet seasons, the perched groundwater can cause the upper layers of soils to become soft and unstable.

3. ANALYSIS AND DISCUSSION

3.1 GENERAL

Based on the results of our evaluation, it is our professional opinion that the proposed project site can be developed for the proposed roadway using conventional grading and construction techniques. Recommendations regarding geotechnical aspects of the project design and construction are presented below.

3.2 SITE DEVELOPMENT

3.2.1 Demolition

Initial site preparation for the proposed project will require the demolition of the concrete lined drainage ditches/flumes that extends across the site. All debris resulting from the demolition of the concrete lined drainage ditch should be removed from the site. Areas disturbed during demolition should be thoroughly evaluated by the geotechnical engineer prior to placement of structural fill. All disturbed soils should be undercut prior to placement of structural fill.

3.2.2 Stripping and Grubbing

Site development should include stripping of any vegetation, organic soils, and associated root systems from planned construction areas. Any required tree removal should also be performed at this time. Care shall be taken to thoroughly remove all root systems from the construction areas. Materials disturbed during stripping operations and stump removal should be undercut and replaced with structural fill.

3.2.3 Existing Utility Trenches

Existing below grade utilities may be present within the proposed roadway alignment. It is anticipated these existing utilities will remain in place. Following required cuts and prior to any fill placement the exposed subgrade shall be test tolled (proofrolled).

Unstable soils may be present at the location of the existing utility trenches. Soft/unstable soils present within the existing utility trenches should be stabilized as outlined in Oklahoma Department of Transportation (ODOT) “Standard Specifications for Highway Construction (2009)” Section 310.

3.2.4 Moisture Conditioning and Compaction

Following demolition, stripping, grubbing, any required undercutting, and prior to placement of any required structural fill, the moisture content of the exposed subgrade should be evaluated. Depending on the in-situ moisture content of the exposed subgrade, moisture conditioning may be required prior to test rolling and/or fill placement. The moisture content of the exposed grade in these fill areas should be adjusted to within the range recommended for structural fill, to allow the exposed material to be compacted to a minimum of 95 percent of the standard Proctor density. Extremely wet or unstable areas that hamper compaction of the subgrade may require undercutting and replacement with structural fill or other stabilization techniques.

3.2.5 Test Rolling (Proofrolling)

Following moisture conditioning, it is recommended that the exposed grade be Test Rolled. Test Rolling should be performed in accordance with Oklahoma Department of Transportation (ODOT) “Standard Specifications for Highway Construction (2009)” Section 203.

3.2.6 Pavement Subgrade

In areas where soft and unstable subgrade conditions are encountered, pavement subgrade preparation procedures should be performed in accordance with Oklahoma Department of Transportation (ODOT) “Standard Specifications for Highway Construction (2009)” Section 310.

3.2.7 Construction Considerations

A portion of the soils encountered at the site have a high sand and/or silt content. These types of soils are highly moisture sensitive and may become unstable with minor variations in moisture content or when subjected to repeated construction traffic. If these soils are unstable at the time of construction, they will need to be undercut and replaced with structural fill, or be stabilized in place. Close moisture control during compaction operations will be required to reduce the potential for pumping of these soils.

3.2.8 Perched Groundwater

The site is favorable for development of "perched" groundwater in the near surface soils with a high sand and/or silt content. Depending upon the amount of precipitation that falls prior to and during the construction of the proposed roadways, a perched groundwater condition may develop. Depending upon the amount of perched groundwater present, the near surface soils could become soft and unstable with repetitive construction traffic. Typically, "perched" groundwater can be controlled with typical dewatering methods.

3.3 EXCAVATIONS

3.3.1 General

Excavation procedures should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 202.

All excavations must comply with applicable local, state and federal safety regulations. ***The responsibility for excavation safety and stability of temporary construction slopes lies solely with the contractor.*** We are providing this information below solely as a service to our client. Under no circumstances should this information provided be interpreted to mean that GFAC Engineering Inc. is assuming responsibility for

construction site safety or the contractors activities, such responsibility is not being implied and should not be inferred.

3.3.2 Excavations

Excavations for the proposed roadway and detention basin will generally be in newly placed structural fill, existing fill, native clay soils, gravelly clay, and clayey gravel above the groundwater level. Excavations within the soil materials should be possible with conventional heavy excavation equipment such as backhoes, scrapers, loaders, etc. It should be noted that depending upon the volume and size of gravel within the gravelly clay and the clayey gravel layers encountered at the site, the use of backhoes, scrapers, loaders, for this project may not be efficient.

The gravelly clay and the clayey gravel materials encountered within the borings were described as very stiff to hard or dense to very dense. Excavations in these materials may be susceptible to cave in and sloughing of the excavation walls. It is possible that some of these materials may more closely resemble fractured/weathered chert bedrock with clay seams in a mass excavation, making excavation more difficult.

Excavations extending into the very stiff to hard gravelly clay and dense to very dense clayey gravel may be difficult and may require the use of single-tooth rippers mounted on large tractors such as a Caterpillar D-8 or larger, pneumatic breakers mounted on backhoes/trackhoes, or other heavier excavating techniques to complete the excavations. Excavation of these materials in confined excavations may be difficult.

3.3.3 Excavation Slopes and Construction Considerations

Excavations should be cut to a stable slope or be temporarily braced, depending upon the excavation depths and the subsurface conditions encountered. ***Temporary construction slopes should be designed in strict compliance with the most recent governing regulations.*** Stockpiles should be placed well away from the edge of the excavation and their heights should be controlled so they do not surcharge the sides of the excavation. Surface drainage should be carefully controlled to prevent flow of water

into the excavations. Construction slopes should be closely observed for signs of mass movement: tension cracks near the crest, bulging at the toe, etc. If potential stability problems are observed, a geotechnical engineer should be immediately contacted.

3.4 STRUCTURAL FILL

Based on the conditions encountered in the borings and the results of the laboratory testing, the on-site soils are suitable for use as structural fill within the roadway alignment. Additional testing and observation at the time of construction is recommended to further evaluate these materials prior to use as structural fill. All imported material shall meet the requirements as outlined in Section 4.3.

3.5 CLIMATIC CONDITIONS AND CONSTRUCTION CONSIDERATION

Weather conditions will influence the site preparation required. In spring and late fall, following periods of rainfall, the moisture content of the near-surface soils may be significantly above the optimum moisture content. Excessive moisture could seriously impede grading by causing an unstable subgrade condition. Typical remedial measures include aerating the wet subgrade, removal of the wet materials and replacing them with dry materials, reinforcing the subgrade with geotextiles/geogrid or applying lime, cement kiln dust (CKD), or Class “C” fly ash as a drying agent.

If construction of the project is to be performed during winter months, appropriate steps should be taken to prevent the soils from freezing. In no case should the fill or other flat work be placed on or against frozen or partially frozen materials. Frozen materials shall be removed and replaced with a suitable material. Frozen materials shall not be included in any compacted fills.

3.6 LANDSCAPING AND SITE GRADING CONSIDERATIONS

Provisions should be made to reduce the potential for large moisture changes within pavement subgrade soils located adjacent to landscape areas, to reduce the potential for subgrade movement. Positive drainage away from the pavements should be

incorporated into the design plans. Ponding of water adjacent to the pavements could contribute to significant moisture increases in the subgrade soils and subsequent loss of pavement support.

Consideration should also be given to limiting landscaping and irrigation adjacent to the pavements. Trees and large bushes can develop intricate root systems that can draw moisture from the subgrade soils, causing them to shrink during dry periods of the year. Desiccation of soils below pavements can result in settlement of pavements.

3.7 PAVEMENT SUBGRADE PREPARATION

It is anticipated that the pavement subgrade will consist of a combination of evaluated and approved existing fill, native soils, and newly placed structural fill. In areas that are to receive fill, the existing fill and native soils should be scarified, moisture conditioned, and recompacted to a minimum depth of 8 inches.

The pavement subgrade should be sloped to provide rapid drainage. This includes the underlying subgrade soils since the granular base material readily transmits water. The granular section should be graded to pipe underdrains, adjacent storm sewer inlets, or drainage ditches to provide drainage from the granular section. Water allowed to pond on or adjacent to the pavement could saturate the subgrade and cause premature pavement deterioration.

Pavement subgrades should be prepared in accordance with the recommendations presented in Oklahoma Department of Transportation (ODOT) “Standard Specifications for Highway Construction (2009)” Section 310.

3.8 PAVEMENTS

3.8.1 General

Traffic data for this roadway was not available at the time this report was prepared. It is our understanding that the City of West Siloam Springs does not have standard pavement sections for residential streets. GFAC Engineering has assumed that 200,000

Equivalent Single Axle Loads (ESALs) would be appropriate for a residential street in West Siloam Springs, Oklahoma.

3.8.2 Pavement Analysis

The pavement analysis was performed in general accordance with the AASHTO Guide for Design of Pavement Structures (1993). The pavement analysis is based on the following variables:

Resilient Modulus of Subgrade	4,000 psi
Drainage Factor	1.0
Initial Serviceability	4.2
Terminal Serviceability	2.0
Standard Deviation	0.45
Reliability	80%
Structural Coefficient of ACC Surface Course	0.42
Structural Coefficient of ACC Base Course	0.42
Structural Coefficient of Dense Graded Aggregate Base	0.142

The pavement design assumes that at least fair drainage will be provided with the planned drainage system improvements. The pavement thickness indicated in Table 4.4 is based on the assumed pavement capacity of 200,000 Equivalent Single Axle Loads (ESAL's) and the design variables previously listed in this section. Alternative pavement sections for 300,000 and 400,000 ESAL's are also included in Table 4.4.

GFAC Engineering analyzed the pavement section using Windows Pavement Analysis Software (WinPAS 12) obtained from the American Concrete Pavement Association (ACPA).

3.8.3 General Asphaltic Pavement Performance

Asphaltic concrete pavements are susceptible to shoving under heavy truck traffic loads in sections of the pavement where truck turning and braking take place. Examples of these areas include at the bottom of grade changes, intersections, and moderate to tight turn radii. The asphaltic concrete pavements are also more susceptible to shoving during high surficial temperatures.

Handling and placement of the pavement materials should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction" (2009). All materials utilized in the construction of the pavements should be in accordance with the ODOT "Standard Specifications for Highway Construction" (2009).

3.8.4 Pavement Construction Considerations

Construction traffic on the pavements has not been considered in the design. If construction scheduling dictates the pavements will be subject to traffic by construction equipment/vehicles, the designs should be reconsidered to include the effects of the additional traffic loading.

Construction scheduling, involving paving and grading by separate contractors, typically results in a time lapse between the end of grading operations and the commencement of paving. Disturbance, desiccation, and/or wetting of the subgrade between grading and paving can result in deterioration of the previously completed subgrade. A non-uniform subgrade can result in poor pavement performance and local failures relatively soon after pavements are constructed.

We recommend that the pavement subgrades be test rolled and the moisture content and density of the top 12 inches of subgrade be checked within two days prior to commencement of actual paving operations. If any significant event, such as precipitation, occurs after test rolling, the subgrade should be reviewed by qualified geotechnical engineering personnel immediately prior to placing the pavement. The subgrade should be in its finished form at the time of the final review.

4. RECOMMENDATIONS

4.1 GENERAL

Based on the results of our evaluation, it is our professional opinion that the proposed roadway construction can be accomplished using standard earthwork and pavement construction operations.

The recommendations submitted herein are based, in part, upon data obtained from our subsurface exploration. The nature and extent of subsurface variations that may exist at the proposed project site will not become evident until construction. If variations appear evident, then the recommendations presented in this report should be evaluated. In the event that any changes in the nature, design, alignment, or grades of the proposed street reconstruction, the conclusions and recommendations contained in this report will not be considered valid unless the changes are reviewed and our recommendations modified in writing.

4.2 SITE PREPARATION

We recommend the following for site preparation:

1. All debris resulting from the demolition of the concrete lined drainage ditches/flumes should be removed from the site. Areas disturbed during demolition should be thoroughly evaluated by the geotechnical engineer prior to placement of structural fill. All disturbed soils should be undercut prior to placement of structural fill.

2. Stripping of any vegetation, organic soils, and associated root systems from planned construction areas should be performed. Any required tree removal should also be performed at this time. Materials disturbed during stripping operations and stump removal should be undercut and replaced with structural fill.

3. Following demolition, stripping, grubbing, cutting to final grades, undercutting unsuitable materials, and prior to fill placement, the exposed subgrade should be scarified, moisture conditioned, and compacted to the requirements of structural fill.

4. Following moisture conditioning and recompaction, it is recommended that the exposed subgrade be Test Rolled. Test Rolling should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 203.

5. Excavation procedures should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 202.

6. Pavement subgrade preparation should be performed in accordance with Oklahoma Department of Transportation (ODOT) "Standard Specifications for Highway Construction (2009)" Section 310.

4.3 STRUCTURAL FILL

1. **ON-SITE SOILS** – Based on the conditions encountered in the borings and the results of the laboratory testing, the on-site soils are suitable for use as fill within the roadway alignment. Additional testing and observation at the time of construction is recommended to further evaluate these materials prior to use as structural fill.

2. **OTHER IMPORTED MATERIAL** – We recommend the following criteria for imported materials to be used as fill within the roadway alignment:

    a. The material should consist of approved materials, free of organic matter (organic content less than 4 percent) and debris. Approved materials are defined as those soils classified by ASTM D 2487 as CL, GC, and SC.

b. A maximum Liquid Limit of 45 and a maximum Plasticity Index (PI) of less than 25.

3. All fill material placed with the roadway alignment should have a maximum particle size of 3 inches.

4. All fill should be placed in lifts having a maximum loose lift thickness of 9 inches.

5. All fill shall be compacted to a minimum of 95 percent of the material's maximum dry density as determined by ASTM D 698, standard Proctor compaction.

6. The moisture content of the clay fill (Plasticity Index > 10) at the time of compaction should be within a range of 0 to 4 percent above optimum moisture content as defined by the standard Proctor compaction procedure.

7. For clay fills having lower plasticities (Plasticity Index < 10) and sand, it may be necessary to use a moisture range of 2 percent below to 2 percent above optimum moisture content.

4.4 PAVEMENT THICKNESS

Table 4.4 indicates the recommended pavement sections based on the assumed ESAL's and the design criteria presented in Section 3.8. Based on our analysis using the assumed ESAL's and design criteria listed previously, Structural Numbers (SN_R) were determined and are indicated in the following table. In addition, Structural Numbers for the recommended pavement sections are indicated in the following table. Any difference in the two Structural Numbers listed in the table for an assumed ESAL value are based upon providing asphaltic concrete pavement thicknesses in ½ inch increments and aggregate base material thicknesses in 1 inch increments.

Table 4.4: Pavement Sections

Pavement Section	18 kip Equivalent Single Axle Loads (ESAL's)	Required Pavement Section Structural Number For Assumed ESAL's	Recommended Pavement Section Structural Number For Assumed ESAL's
2" Type "C" AC 2.5" Type "A" AC 8" Aggregate Base 8" Compacted Subgrade	200,000	3.03	3.03
Alternative 2" Type "C" AC 3" Type "A" AC 8" Aggregate Base 8" Compacted Subgrade	300,000	3.22	3.24
Alternative 2" Type "C" AC 3.5" Type "A" AC 8" Aggregate Base 8" Compacted Subgrade	400,000	3.37	3.45

1 ODOT "Standard Specifications for Highway Construction" Section 708, Type B Surface Course or Type S4 or S5, PG-64-22.
2 ODOT "Standard Specifications for Highway Construction" Section 708, Type A Base Course or Type S3, PG-64-22.
3 ODOT "Standard Specifications for Highway Construction" Section 703.01, Type A

The use of a geotextile separator fabric should be considered below the aggregate base material. The separator fabric helps to prevent loss of aggregate base support caused by the aggregate penetrating the subbase. The separator fabric should be installed in accordance with the manufactures recommendations. Proper care should be taken when placing the geotextile separator fabric to ensure the fabric is not punctured or torn. If utilized, the geotextile separator fabric should be in accordance with AASHTO M288 Class 2 and Appendices A1 and A3.

5. ADDITIONAL SERVICES

5.1 PLANS AND SPECIFICATIONS REVIEW

We recommend that GFAC Engineering, Inc. conduct a general review of the final plans and specifications to evaluate that our earthwork and pavement subgrade recommendations have been properly interpreted and implemented during design. In the event GFAC Engineering, Inc. is not retained to perform this recommended review, we will assume no responsibility for misinterpretation of our recommendations.

5.2 CONSTRUCTION OBSERVATION AND TESTING

We recommend that all site preparation, placement of all engineered fill, and pavement subgrade preparation be monitored by a representative of GFAC Engineering Inc. or other geotechnical engineering firm. The purpose of these services would be to provide GFAC Engineering, Inc. the opportunity to observe the subsurface conditions encountered during construction, evaluate the applicability of the recommendations presented in this report, and recommend appropriate changes in design or construction procedures if conditions differ from those described herein.

6. LIMITATIONS

Recommendations contained in this report are based on our field observations and subsurface explorations, limited laboratory tests, our present knowledge of the proposed construction, and for project roadways only. It is possible that subsurface conditions could vary between or beyond the points explored. If subsurface conditions are encountered during construction that differ from those described herein, we should be notified immediately in order that a review may be made and any supplemental recommendations provided. If the scope of the proposed construction, including the proposed loads or structural locations, changes from that described in this report, our recommendations should also be reviewed.

We have prepared this report in substantial accordance with the generally accepted geotechnical engineering practice as it exists in the site area at the time of our study. No warranty is expressed or implied. The recommendations provided in this report are based on the assumption that an adequate program of tests and observations will be conducted by GFAC Engineering Inc. during the construction phase in order to evaluate compliance with our recommendations. The scope of our services did not include any environmental assessment or exploration for the presence of hazardous or toxic materials in the soil, surface water, groundwater or air, on, below or around this site.

This report may be used only by owner and only for the purposes stated, within a reasonable time from its issuance, but in no event later than three years from the date of report. Land use, site conditions (both on-site and off-site), regulations, or other factors may change over time, and additional work may be required with the passage of time. Any party other than the client who wishes to use this report shall notify GFAC Engineering Inc. of such intended use. Based on the intended use of the report, GFAC Engineering Inc. may require that additional work be performed and that an updated report be issued. Non-compliance with any of these requirements by the client or anyone else will release GFAC Engineering Inc. from any liability resulting from the use of this report by any unauthorized party and client agrees to defend, indemnify and hold harmless GFAC Engineering Inc. from any claim or liability associated with such unauthorized or non-compliance.

APPENDIX A

FIELD EXPLORATION PROGRAM
PLATE 1 – SITE VICINITY MAP
PLATE 2 – BORING LOCATION PLAN
BORING LOGS

FIELD EXPLORATION PROGRAM

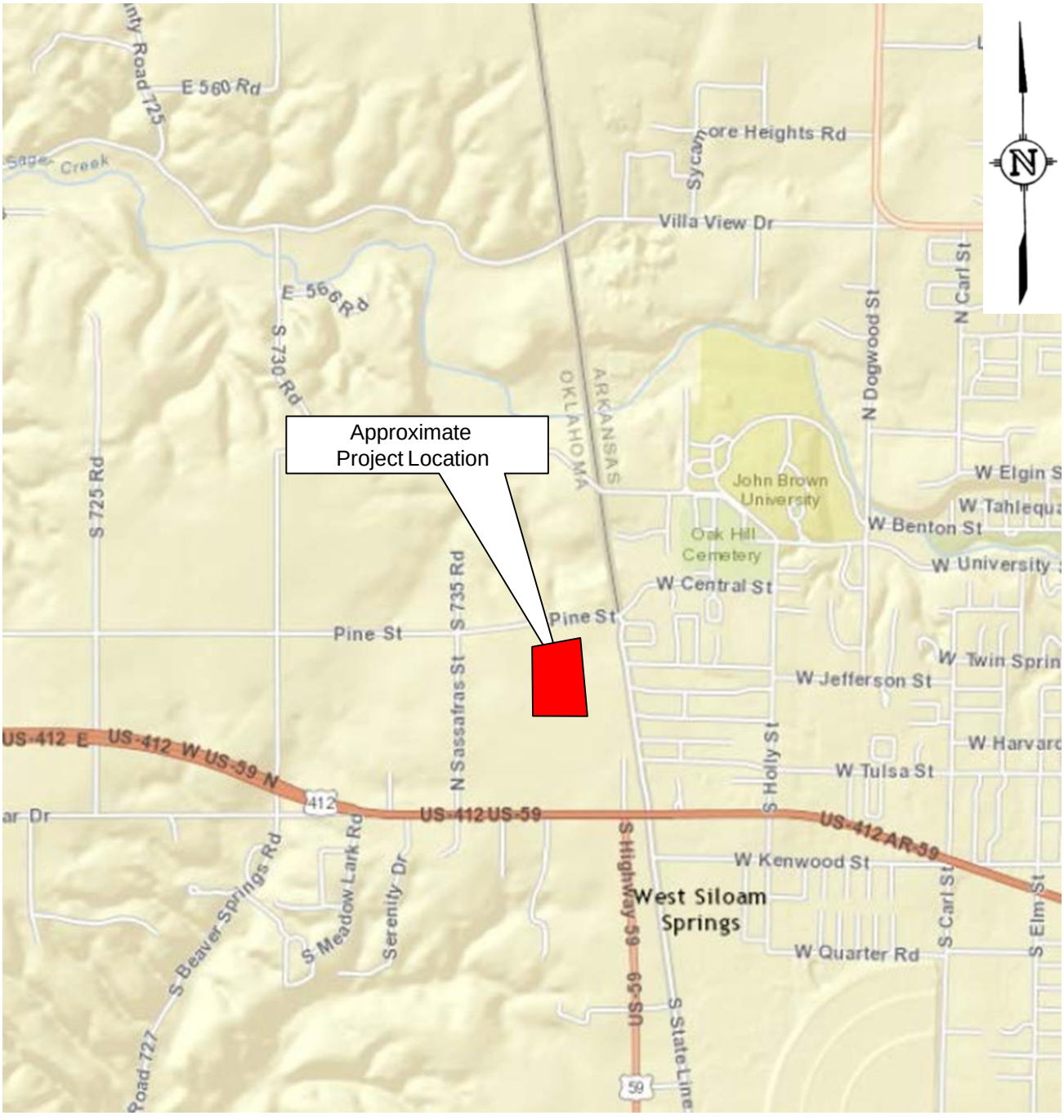
The fieldwork for this study was performed on July 15, 2014. The exploration consisted of six (6) borings extending to approximate depths ranging from 4.8 feet to 10 feet below the existing ground surface elevations. Representatives of GFAC Engineering Inc. established the boring locations in the field near the locations indicated on the site plan provided to us. Boring locations were staked by others prior to our arrival at the site. No information regarding the methods utilized to stake the boring locations was provided to GFAC Engineering. Elevations at the boring locations were not determined.

The boring operations were performed by GFAC Engineering Inc. The borings were drilled using a truck-mounted (CME-55), rotary drill rig using solid flight augers to advance the boreholes. Representative samples were obtained by the split-barrel sampling procedure in general accordance with ASTM D 1586. The split-barrel sampling procedure utilizes a standard 2-inch O.D. split-barrel sampler that is driven into the bottom of the boring with a 140-pound auto-hammer falling a distance of 30 inches. The number of blows required to advance the sampler the last 12 inches of a normal 18 inch penetration is recorded as the Standard Penetration Resistance Value (N). These "N" values are indicated on the boring logs at their depth of occurrence and provide an indication of the relative density and consistency of the material.

Boring logs included in this appendix, present such data as soil descriptions, relative density and consistency evaluations, depths, sampling intervals and observed groundwater conditions. Conditions encountered in each of the borings were monitored and recorded by the drill crew. Field logs included visual classification of the materials encountered during drilling, as well as drilling characteristics. Our final boring logs represent the engineer's interpretation of the field logs combined with laboratory observation and testing of the samples. Stratification boundaries indicated on the boring logs were based on observations during our fieldwork, an extrapolation of information obtained by examining samples from the borings and comparisons of soils with similar engineering characteristics. Locations of these boundaries are approximate, and the transitions between soil types may be gradual rather than clearly defined.

CHEROKEE NATION
Construction Resources

Not to Scale



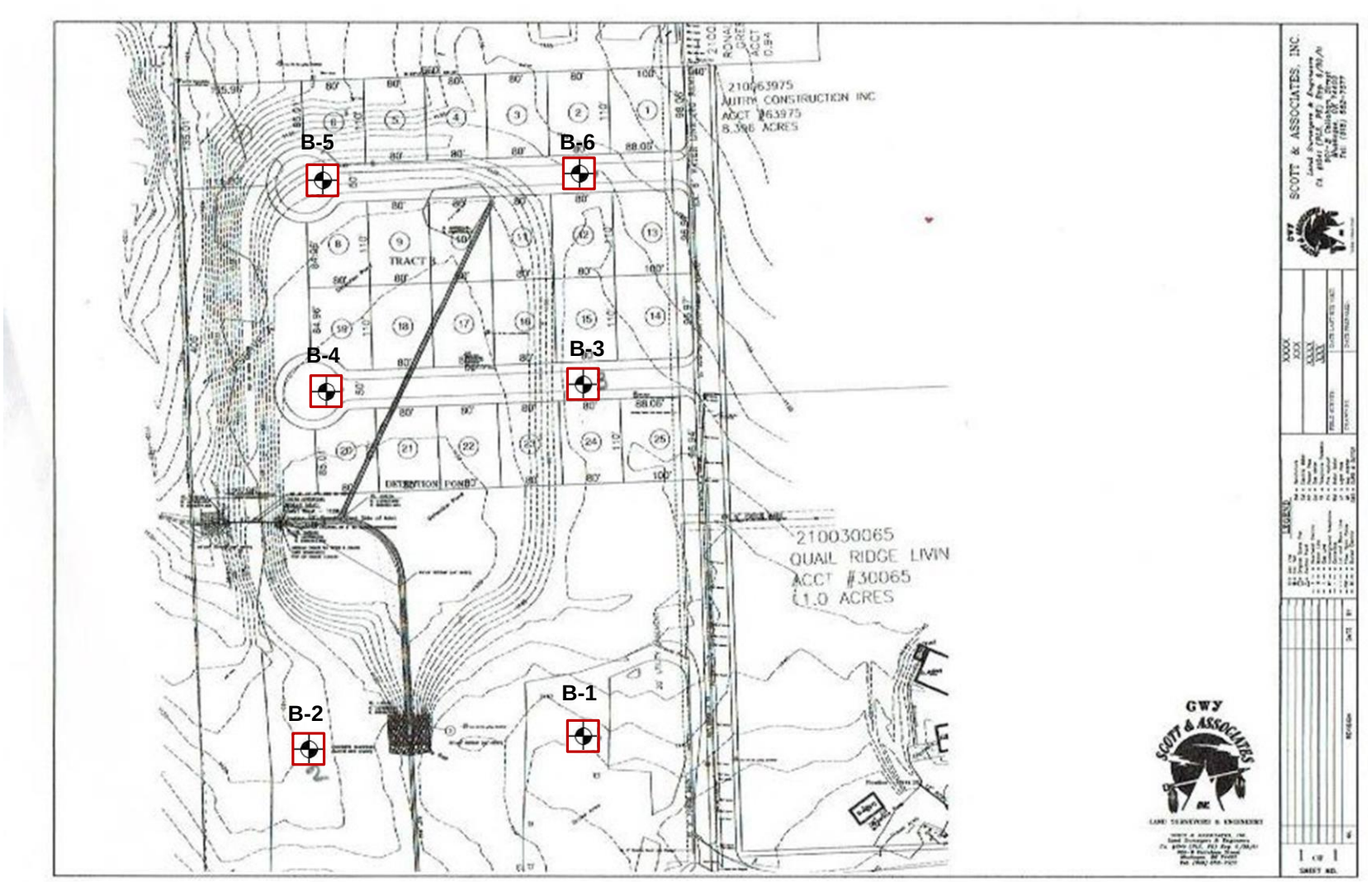
Source : ESRI

GFAC ENGINEERING

SITE VICINITY MAP
Proposed Subdivision Streets
and Detention Basin
West Siloam Springs, Oklahoma
Project G2014039 July 24, 2014

Plate 1

CHEROKEE NATION
Construction Resources



Not to Scale

GFAC ENGINEERING

Site Plan provided by
Scott and Associates, Inc.
Modified by GFAC Engineering, Inc.

Boring locations are approximate.

BORING LOCATION PLAN
Proposed Subdivision Streets
and Detention Basin
West Siloam Springs, Oklahoma
Project G2014039 July 28, 2014

CHEROKEE NATION
Construction Resources

GFAC ENGINEERING

BORING NUMBER B-1

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** _____ **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS LIQUID LIMIT	ATTERBERG LIMITS PLASTIC LIMIT	ATTERBERG LIMITS PLASTICITY NDEX	FINES CONTENT (%)
0.0		LIMESTONE GRAVEL											
		LEAN CLAY, moist, stiff, brown and orange	SS 1	78		7-4-4 (8)			17	24	16	8	90
		- brown, red, and orange below 1.9 feet											
2.5		LEAN CLAY with sand, moist, stiff, brown, red, gray, and orange	SS 2	89		2-5-14 (19)			21				
		GRAVELLY CLAY, moist, very stiff to hard, brown, red, gray, yellow, and orange											
5.0			SS 3	100		15-50/4"			18				
		CLAYEY GRAVEL, moist, dense, red, brown, and yellow											
7.5			SS 4	89		7-18-13 (31)			19				
10.0		Bottom of borehole at 10.0 feet.											

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

BORING NUMBER B-2

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** _____ **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS LIQUID LIMIT	ATTERBERG LIMITS PLASTIC LIMIT	ATTERBERG LIMITS PLASTICITY NDEX	FINES CONTENT (%)
0.0		TOPSOIL											
		POSSIBLE FILL - Sandy Silt, moist, brown	SS 1	72		6-6-5 (11)			17				
		LEAN TO FAT CLAY with sand, moist, stiff, brown with orange and red											
2.5		CLAYEY GRAVEL with sand, dry, dense to very dense, red, brown, and yellow	SS 2	100		13-20-20 (40)			16	34	19	15	35
5.0			SS 3	100		40-50/4"			11				
7.5		CLAYEY GRAVEL, moist, very dense, red, brown, and yellow	SS 4	100		50/5"			12				

Bottom of borehole at 8.9 feet.

CHEROKEE NATION
Construction Resources

BORING NUMBER B-3

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
										LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		TOPSOIL											
		SANDY SILT, moist, stiff, brown											
		LEAN CLAY, moist, stiff, brown, orange, and gray	SS 1	83		5-5-7 (12)			18	36	15	21	95
2.5		SANDY LEAN CLAY with chert gravel, moist, hard, red, brown, and orange											
		- gravelly below 4.5 feet	SS 2	100		19-20-44 (64)			17				
5.0		Bottom of borehole at 5.0 feet.											

CHEROKEE NATION
Construction Resources

BORING NUMBER B-4

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
										LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		TOPSOIL											
		POSSIBLE FILL - Sandy Silt, moist, stiff, brown											
		POSSIBLE FILL - Clayey Gravel with Sand, moist, stiff, brown and red	SS 1	83		3-7-4 (11)			13	27	17	10	26
		LEAN CLAY with sand, moist, stiff, red and brown											
2.5		CLAYEY GRAVEL, moist, very dense, red, brown, yellow, and gray											
			SS 2	94		13-29-50/4"			16				
		Bottom of borehole at 4.8 feet.											

CHEROKEE NATION
Construction Resources

BORING NUMBER B-5

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
										LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		TOPSOIL											
		POSSIBLE FILL - Sandy Silt, moist, stiff, brown	SS 1	78		5-5-11 (16)			11				
		LEAN CLAY with chert gravel, moist, very stiff, red and brown											
2.5		LEAN CLAY, moist, stiff, brown, red, and gray											
			SS 2	89		2-3-8 (11)			21	32	16	16	87
5.0		Bottom of borehole at 5.0 feet.											

CHEROKEE NATION Construction Resources

GFAC ENGINEERING

BORING NUMBER B-6

GFAC Engineering Inc.
4150 South 100th E. Ave Ste. 200-K
Tulsa, Oklahoma 74146
Telephone: 9186227021

CLIENT Scott and Associates, Inc. **PROJECT NAME** Proposed Subdivision Streets and Detention Basin

PROJECT NUMBER G2014039 **PROJECT LOCATION** West Siloam Springs, OK

DATE STARTED 7/15/14 **COMPLETED** 7/15/14 **GROUND ELEVATION** _____ **HOLE SIZE** 4 inches

DRILLING CONTRACTOR GFAC Engineering **GROUND WATER LEVELS:**

DRILLING METHOD Continuous Flight Auger 4" **AT TIME OF DRILLING** --- DRY

LOGGED BY PWV **CHECKED BY** DLK **AT END OF DRILLING** --- DRY

NOTES **AFTER DRILLING** ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	Texas Cone Penetrometer	BLOW COUNTS (N VALUE)	Uncon. Strength (psf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS LIQUID LIMIT	ATTERBERG LIMITS PLASTIC LIMIT	ATTERBERG LIMITS PLASTICITY NDEX	FINES CONTENT (%)
0.0		TOPSOIL											
		LEAN CLAY, moist, very stiff, brown											
		- brown and gray below 1.1 feet	SS 1	89		4-9-8 (17)			13	25	16	9	91
		SANDY LEAN CLAY, moist, very stiff, brown, gray, and orange											
2.5		SANDY SILTY CLAY, moist, stiff, brown and red											
		GRAVELLY CLAY, moist, very dense, brown, red, and yellow	SS 2	94		3-21-50/5"			21				

Bottom of borehole at 4.9 feet.

APPENDIX B

LABORATORY TESTING PROGRAM

LABORATORY TESTING PROGRAM

GENERAL

Laboratory tests were performed on select, representative samples to evaluate pertinent engineering properties of these materials. We directed our laboratory testing program primarily toward classifying the subsurface materials, and measuring index values of the on-site materials. Laboratory tests were performed in general accordance with applicable standards, and the results are presented on the respective boring logs. The laboratory testing program consisted of the following:

- **Moisture content tests** ASTM D 2216, Standard Test Method for Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass
- **No. 200 sieve, ASTM D 1140,** Standard Test Methods for Amount of Material in Soils Finer Than the No. 200 Sieve
- **Atterberg limits tests** ASTM D 4318, Standard Test Methods for Liquid Limit, Plastic Limit, and Plasticity Index of Soils
- **Visual classification** ASTM D 2488, Standard Practice for Description and Identification of Soils (Visual-Manual Procedure)

MOISTURE CONTENTS

Moisture content tests were performed on samples obtained by the split-barrel sampler procedure.

NO. 200 SIEVE

No. 200 sieve tests were conducted on samples representative of the soils encountered in the borings. The test provides information on the amount of material finer than the No. 200 sieve, which is a basis for soil classification.

ATTERBERG LIMITS

Atterberg limits tests were conducted on representative samples of soils encountered across the site. These tests provide information on the plasticity of the soil, which is a basis for soil classification and for estimating the potential of subgrade soils to change volume with variations in moisture content.

CLASSIFICATION

All samples were examined in field by a geotechnical engineer using visual and manual procedures. The samples were classified in general accordance with the Unified Soil Classification System, and are shown on the boring logs.