Final Geotechnical Engineering Structure Report
Final Plans for Review (FPFR) Submission
Northbound Busway Over I-84 West Bound On-Ramp
State Project 63-H137
Hartford, Connecticut

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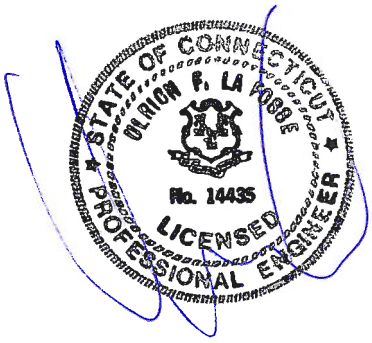

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1.0 GENERAL INFORMATION

1.1 General

This report summarizes the final design subsurface exploration program, inferred subsurface conditions, and geotechnical analyses; and provides geotechnical engineering recommendations for foundation design for a proposed bridge structure for the Hartford North segment of the proposed New Britain-Hartford Busway (Busway). The bridge will carry the Northbound Busway over the I-84 Westbound On-Ramp in Hartford, Connecticut. The location of the proposed bridge is shown on Figure 1 (Appendix 1).

The Busway project entails the design and construction of a 9.4-mile corridor between downtown New Britain and downtown Hartford that follows an inactive railroad right-of-way and parallels an active track. The Busway will be a dedicated roadway that will be reserved for buses as part of the Bus Rapid Transit System (BRT).

The Hartford North segment of the Busway begins approximately 725 feet south of the proposed Sigourney Station at Sta. 450+00, and ends at-grade at Asylum Street at Sta. 490+55. The resulting project length along the baseline is approximately 4,055 feet or about 0.77 miles. This segment of the project is bordered to the south by the Hartford South segment.

H.W. Lochner is the Prime Designer for this section of the Busway. Geo**Design**, Inc. (Geo**Design**) is the Geotechnical Subconsultant to H.W. Lochner.

1.2 Datum

All elevations referenced in this report are in feet and are based on NGVD 1929. The coordinates are based on Connecticut Coordinate System, NAD 1983.

1.3 Existing Conditions

The new bridge will carry the proposed Northbound Busway over the existing I-84 Westbound On-Ramp from Capitol Avenue. Existing grades along the I-84 Westbound On-Ramp beneath the proposed bridge are at approximately Elev. 27.

The proposed bridge will be constructed to the north of the existing Bridge No. 3305, which is reportedly constructed on shallow spread footings. Existing grades along the adjacent Amtrak railroad embankment are at approximately Elev. 52. The existing railroad is non-electrified. Information regarding the exiting railroad bridge was obtained from the 1963 design drawings.

Based on the Structure Type Study Report for the proposed bridge, there is a conduit containing fiber optic cables buried in the existing railroad bed. The conduit is located approximately 18-inches east of the center girder at an unknown depth. The conduit will be impacted by the construction of the Busway and bridge, and will be relocated prior to start of construction. We

understand that no other utilities are in conflict with the proposed construction. Figure 2 (Appendix 1) depicts existing and proposed site conditions in the vicinity of the proposed bridge.

1.4 Design Criteria

Foundation design recommendations are based on AASHTO Load and Resistance Factor Bridge Design Specifications, 4th Edition, 2007 (AASHTO LRFD) with Interim Specifications through 2008, and Connecticut Department of Transportation Geotechnical Engineering Manual, 2005 Edition. Recommendations are also based on State of Connecticut Department of Transportation (ConnDOT) Standard Specifications for Roads, Bridges, and Incidental Construction, Form 816 (2004). American Society for Testing and Materials (ASTM) publications were followed as the reference standards for all field and laboratory tests applicable.

1.5 Proposed Structure

In the area of the proposed bridge, the proposed Busway will diverge from its parallel alignment to the existing railroad just south of existing Bridge No. 3305 and will touch down at the intersection of Asylum Street. Construction of the proposed bridge is necessary to carry the Northbound Busway traffic over the existing I-84 Westbound On-Ramp.

The new bridge will consist of a single-span, steel, multi-beam structure spanning approximately 107 feet between two abutments that will accommodate one, 12-foot wide, lane of Northbound Busway traffic with shoulders and parapets. The new bridge will pass over the existing I-84 Westbound On-Ramp from Capitol Avenue at a skew of approximately 20 degrees**.** We understand the grades at the I-84 Westbound On-Ramp permit at least 16’0” vertical clearance between the ramp roadway and the proposed bridge. The approximate location of the proposed bridge is shown on Figure 2 (Appendix 1). Figure 3 also depicts a schematic elevation view of the proposed abutments.

2.0 GEOLOGY

Published geologic data for this locale indicate that an Alluvial deposit overlies a Glacial Till deposit, the prevalent surficial material in this area, below fill. These unconsolidated materials overlie bedrock of the Portland Arkose formation. These layers were formed in a bottom to top sequence; thus, the shallower a layer the younger its geological age.

2.1 Alluvial Deposit

Alluvial deposits consist of sediments deposited by present day streams. This deposit is a non-continuous layer with a varying thickness. It consists of fine to medium grained Sand/Silt, with some Clay and little Gravel.

2.2 Glacial Till

Glacial Till consists of a heterogeneous mixture of different sized particles. The composition of Till demonstrates a wide range of variation in particle size and distribution. Two extremes of these variations are stony till and clayey till. The former contains more than fifty percent of gravels, pebbles, cobbles and boulders. The latter consists of more than fifty percent of clay size particles.

2.3 Bedrock

The Portland Arkose formation, a sedimentary bedrock unit, is the dominating formation in this locale. Its texture ranges from coarse conglomerate to shale.

3.0 EXISTING GEOTECHNICAL INFORMATION

During the preliminary design phase in 2003, Baker Engineering N.Y. (Baker) and their subcontractors drilled two borings and performed soil laboratory testing in the area of the proposed bridge. In addition, boring data from explorations performed in 1963 for the design of the existing railroad bridge are available.

3.1 Pre-exisiting Test Borings

In 2003, Pilot Borings SB-97 and SB-98 were drilled and in 1963 Borings BH-171 through BH-176 were drilled in the general area of the bridge. Boring SB-97 is located southwest of the proposed bridge and Boring SB-98 is located southeast of the proposed bridge. The approximate locations of the Pilot Borings and the BH-Series borings are shown on Figure 2 (Appendix 1). The logs of the Pilot Borings and the BH-Series borings are included in Appendix 3 and 4, respectively.

3.2 Laboratory Test Data

Baker conducted the following laboratory tests on soil samples retrieved from Borings SB-97 and SB-98: moisture content, Atterberg Limits, gradation (Sieve and Hydrometer) analyses, and unconfined rock compression testing. The results from these tests are presented in Appendix 6. Details of each test and a discussion of the results are provided in Section 5.0.

4.0 SUBSURFACE EXPLORATIONS

Geo**Design** conducted additional subsurface explorations during final design. Details of these explorations are described in this section:

4.1 New Test Borings

Geo**Design** coordinated the services of New England Boring Contractors of CT, Inc. (NEBC) to perform Standard Penetration Test (SPT, ASTM D 1586) borings at the proposed bridge site; six structure borings (B-03-1 through B-03-6) were drilled. Boring locations were initially field located by tape measurement and line of sight and the Connecticut Department of Transportation (ConnDOT) survey crews recorded the locations and elevations of the borings by surveying the as-drilled boring locations. As-drilled borings locations are shown on Figure 2 (Appendix 1) and boring logs are included in Appendix 2.

5.0 LABORATORY TESTING

Geo**Design** assigned laboratory tests to verify field classifications and evaluate soil corrosion potential of the Fill material. Testing was performed by Test-Con, Inc. of Danbury, Connecticut and included gradation analyses, sulfide content, pH, resistivity and unconfined rock compression. The results of these tests are presented below and are included in Appendix 5. Laboratory testing was also performed by Baker in 2003. The results of these tests are summarized below and are included in Appendix 6.

5.1 Atterberg Limits

In 2003, Baker performed two Atterberg Limit Tests; one on sample S-8 (depth 25.0' to 26.5') from Boring SB-97 and one on sample S-3 (depth 7.5' to 9.0') from Boring SB-98. Atterberg Limits (ASTM D 4318) provide the Liquid Limit (LL), the Plastic Limit (PL) and the Plasticity Index (PI) of cohesive soil samples. These tests can characterize cohesive soils and provide a reference to compare soil properties at different depths and locations. A description of the samples tested and the test results are presented below, which are within the range expected for the described materials.

Sample/Boring	Sample Description	PL	LL	PI
S-8/SB-97	Sandy, lean clay	14	23	9
S-3/SB-98	Sand	NP	NP	NP

* NP = Non-Plastic

5.2 Moisture Contents

In 2003, Baker performed four moisture content tests on samples S-4 (depth 13.5' to 15.0') and S-8 from Boring SB-97 and samples S-3 and S-6 (depth 16.5' to 18.0') from Boring SB-98. Moisture content (ASTM D 2216), like Atterberg Limits, provide an easy way to characterize and compare cohesive soils. Samples S-4 and S-8 from Boring SB-97 were described as silt with sand and Samples S-3 and S-6 from Boring SB-98 were described as sand and gravelly silt with sand, respectively. The moisture contents were reported as 9.7, 9.9, 2.3, and 11.1 percent for Samples S-4 and S-8 from Boring SB-97 and S-3 and S-6 from Boring SB-98, respectively. These results are within the range expected for the described materials.

5.3 Gradation Analyses

In 2003, Baker performed a gradation analyses on sample S-8 from Borings SB-97 and on Sample S-3 from Boring SB-98. The gradation analyses indicate that Sample S-8 consists of brown sandy lean clay with gravel (e.g. not varved clay) and sample S-3 consists of brown poorly graded sand.

Gradation analyses were also performed on samples obtained from new borings. Gradation analyses were performed on Samples S-1 and S-2 from Boring B-03-1 and on samples S-2 and S-5 from Boring B-03-3. The gradation analyses indicate the samples tested ranged from poorly graded gravel with sand to poorly graded sand with silt.

5.4 pH, Sulfides Tests, and Resistivity

Four pH tests, four sulfide tests, and one resistivity test were performed on samples of the Fill from the new borings. The pH and sulfide tests were performed on Samples S-1 and S-2 taken from Boring B-03-1 and Samples S-2 and S-5 taken from Boring B-03-3. The resistivity test was performed on Sample S-5 taken from Boring B-03-3.

5.5 Unconfined Rock Compression Tests

In 2003, Baker performed one unconfined compression test on a bedrock sample taken from Boring SB-98. Unconfined Compression Tests (ASTM D 2938) provide an indication of intact rock core strength. The unconfined compression test result indicates the intact bedrock has a unit weight of approximately 161 pounds per cubic foot (pcf) and an unconfined compressive strength of approximately 6,230 psi. Another unconfined compression test performed on a bedrock sample retrieved in Boring B-03-1 indicates the intact bedrock has an unconfined compressive strength of approximately 5,950 psi.

6.0 SUBSURFACE CONDITIONS

6.1 Subsurface Profile

A subsurface profile is included as Figure 3 (Appendix 1). The plan location of this profile is depicted on Figure 2. The profile depicts the generalized subsurface conditions based on the existing and recent subsurface exploration data along the length of the bridge. The legend for the subsurface profile is included as Figure 4. Because the proposed bridge is relatively narrow, we did not prepare transverse profiles at the abutments.

The soil and rock profile can be summarized as follows:

- **Crushed Stone -** 0 to 3 feet thick;
- **Fill -** 8 to 20 feet thick;
- **Glacial Till**- 8 to 14 feet thick;
- **Bedrock (Siltstone/Shale).**

Fill was encountered in all the borings. The thickness of the Fill varied from approximately 8 to 20 feet. The Fill generally consists of loose to dense, fine to coarse sand with varying proportions of silt, and (where present) fine to coarse gravel and concrete (existing footing). Ash and/or cinders were not identified in the Fill in any of the borings.

Glacial Till was encountered in all of the borings. The thickness of the Glacial Till varied from approximately 8 to 14 feet. The Glacial Till generally consists of either fine to coarse sand and gravel or clayey silt. SPT "N" values indicate the density of this layer ranges from medium dense to very dense.

Bedrock was encountered between approximately Elev. 15 to 30 with the bedrock generally at approximately Elev. 30. Rock cores were taken in all of the borings. Rock Quality Designation (RQD) values ranged between 7 and 88 percent indicating very poor to good quality that generally improves with depth.

6.2 Geotechnical Design Parameters

Engineering design parameters of the subsurface soils were based on the boring data and/or on the laboratory test results. Total unit weights and internal friction angles for the Fill and Glacial Till were estimated to be 125 pcf and 32 degrees, and 135 pcf and 34 degrees, respectively.

6.3 Groundwater

During drilling, groundwater observations were made in the borings under the conditions stated on the logs. The observations indicate groundwater is between approximately Elev. 37.4 and Elev. 43.7 (between approximately 6 and 13 feet below the existing ground surface) in the areas behind the abutments. Groundwater conditions will vary depending on factors such as temperature, season, precipitation, construction activity and other conditions, which may be different from those at the time of these readings.

7.0 GEOTECHNICAL ISSUES AND EVALUATION

7.1 Bridge Loads and Dimensions

Loads for the proposed structure were not available at the time this report was prepared. However, based on the bridge dimensions and the design vehicular loading (HL-93) presented in the Structure Type Study Report by Baker, we anticipate live loads to be less than 100 kips and dead loads less than 500 kips. The same report recommends that the proposed bridge be supported on integral abutments located behind the existing masonry abutments.

7.2 Foundation Type Selection

The primary issue that affects the bridge foundation selection is minimizing impacts to the existing railroad bridge and/or disruption to railroad service. Our evaluation of the subsurface

conditions and our analyses considering the anticipated bridge loading and dimensions indicate that the proposed abutments can be supported on integral abutments as discussed in the Structure Type Study Report prepared by Baker. We therefore recommend that both abutments be supported on pile supported integral abutments. This was discussed with Lochner who concurred with our recommendation.

Each of the integral abutments will consist of a reinforced concrete pile cap, an abutment stem, and a deck segment poured integrally with a single row of approximately four piles (e.g. one pile at each beam). The bottom of pile caps is anticipated to be approximately Elev. 41.8 and Elev. 44.7 for Abutment 1 and Abutment 2, respectively.

Piles should be driven vertical and parallel to the abutment face and oriented with the weak axis perpendicular to length of the bridge. The piles should be designed as end-bearing piles driven to bedrock.

7.3 Pile Lengths

Based on the borings, top of rock at Abutment 1 is at approximate Elev. 30. Based on a bottom of pile cap Elev. of 41.8 and assuming two feet of pile embedment, we estimate pile lengths at Abutment one of about 14 feet.

Based on the borings, the top of rock at Abutment 2 varies from Elev. 15 to 30 with about 25 feet between these observations. Based on a bottom of pile cap Elev. of 44.7 and assuming two feet of pile embedment, we estimate pile lengths to range from 17 to 32 feet. Since rock was observed at Elev. 30, closest to Abutment 2, we expect most piles to be about 17 feet; however, we recommend the contractor use data gained during installation of test piles and/or is prepared to splice up to 15 feet to the piles on the southeast side of Abutment 2.

7.4 Corrosion Protection of Steel Piles

As noted in Section 5.4, pH, sulfide, and resistivity testing on samples collected from the borings were performed. The test results indicate a low potential for corrosion based on pH levels ranging from 5.95 to 7.15; undetected sulfides, and a resistivity of 2,200 Ohm-cm. Under these conditions, an allowance for corrosion of 1/16 inch is recommended.

7.5 Pile Type Selection

According to 2007 AASHTO LRFD codes with 2008 interims, Article 10.7.3.2.3, “the nominal resistance of piles driven to point bearing on hard rock where pile penetration into the rock formation is minimal is controlled by the structural limit state.” Although bedrock at proposed site can be categorized as “hard rock”, due to the use of high grade steel, we recommend a maximum tip stress of 24 ksi to account for potential geotechnical capacity of the bedrock.

Based on the anticipated loads, we recommend vertical, end-bearing, Grade 50 steel, piles to support the proposed integral abutments. The following table summarizes the nominal compressive tip resistances for the recommended pile sizes.

Pile	Nominal Compressive Tip Resistance (kips/pile)
HP 10x57	**403**
HP 12x74	**523**
HP 12x84	**590**
HP 14x73	**513**

We recommend pile tip reinforcement with integrally cast cutting teeth (or similar) be used.

7.6 Pile Load Testing

Refer to Section 7.3 for anticipated pile lengths. For the test pile lengths, we recommend an additional 20-feet be added to these anticipated pile lengths. We suggest that the contractor use information from the test piles to determine production pile order lengths.

Pile driving criteria can either be based on Wave Equation Analysis (WEAP) or PDA testing. The WEAP analysis should model the characteristics of the pile type, subsurface conditions, and the proposed pile driving hammer. It can be performed by Geo**Design** or by the Contractor's engineer and submitted for review during construction. Dynamic load testing should be performed by the Contractor's engineer during construction and the results submitted for review.

Since the number of piles and their lengths are limited, and optimizing pile capacity with static load tests is not economically necessary, PDA testing is therefore recommended. Pile load testing resistance factor should be 0.65 for PDA testing and 0.4 for WEAP only. WEAP and PDA may both be used and correlated while using a resistance factor of 0.65.

7.7 Settlement Analyses

Since the new abutments will be supported by relatively short piles founded on bedrock, we anticipate that total and differential settlements will be negligible (less than about 1/8 inch) under the anticipated loading.

7.8 Liquefaction Potential

Soils within and below the bearing zones of the substructures (i.e. Glacial Till and Bedrock) were analyzed with regard to their potential to liquefy during the AASHTO design seismic event for this locale. Based on their relative density and their fines content, the saturated soils are not considered susceptible to liquefaction in the event of a design earthquake.

7.9 Stability of Embankment Fills

Embankment fills are proposed as part of the construction of the new bridge. Anticipated fills have been evaluated for their potential impact to the existing ConnDOT Bridge No. 3305 and the existing I-84 Eastbound Off-Ramp.

Limited filling is anticipated at the northwest wing wall of the proposed bridge; however, due to the relatively incompressible soils at this crossing, impacts to the existing railroad bridge and highway off-ramp are anticipated to be negligible. We also do not anticipate that placement of fill for the construction of Abutment 2 will have adverse impacts on the existing railroad bridge or other nearby existing utilities and/or structures. By inspection, embankment fills constructed at 2H:1V (horizontal to vertical) are anticipated to be stable.

8.0 GEOTECHNICAL DESIGN AND CONSTRUCTION RECOMMENDATIONS

8.1 Static Design Parameters

We recommend the following static design parameters:

- Unit weight of compacted backfill above the water table of 125 pcf
- Unit weight of compacted backfill below the water table of 62.6 pcf
- Backfill angle of internal friction, $\varphi = 32°$
- Load Factors should be selected from AASHTO LRFD Table 3.4.1-2
- Coefficient of Friction for Soil against concrete wall ($\tan \delta$) = 0.40
- Coefficient of Passive Earth Pressure, $K_P = 3.5$
- Coefficient of Active Earth Pressure, $K_a = 0.28$
- Calculations should assume a surcharge of 24 inches soil depth or 250 psf
- Load Factors for soil loads should be selected based on Table 3.2.1-2 (AASHTO LRFD).
- Refer to AASHTO LRFD Table C3.11.1-1 for Dense Sand for guidance on Abutment Backwall Design

AASHTO LRFD Section 4.7.4.1 states that the bridges located in Seismic Zone 1 need not be analyzed for seismic loads, regardless of their importance or geometry; accordingly, recommendations for dynamic lateral earth pressures are not provided.

8.2 Geotechnical Construction Recommendations

8.2.1 Site Access Limitations

There is sufficient staging area in the vicinity of the proposed bridge for construction activities. However, it should be noted that there is limited vertical clearance to work with under the existing I-84 Eastbound Off-Ramp bridge especially during the construction of temporary lateral support systems required for protection of the existing railroad embankment and erection of the bridge superstructure.

8.2.2 Demolition of Existing Railroad Bridge

Demolition of the existing railroad bridge superstructure will be required to allow construction of the proposed bridge; the existing railroad bridge abutments will remain. Approximately 48 feet of the southwest wing wall and 11 feet of the northwest wing wall will need to be demolished as part of the construction of the South Bound Busway bridge and will not impact the design and construction of the North Bound Bridge.

8.2.3 Protection of Existing Active Railroad

In the event during construction the nearest railroad track is live, excavations to construct pile caps for the integral abutments may entail cuts that will encroach on the protected zone adjacent to live railroad tracks. Specifically, temporary sheeting will be required if excavations extend into "Zone 2" below the boundary defined as a 1V:1.5H downward slope beginning 10 feet outside the centerline of the nearest railroad tracks. Temporary sheeting to be left-in-place is required if excavations extend into "Zone 3" below the boundary defined as a 1V:1H downward slope beginning at the closest end of the railroad tie. We anticipate that excavations for Abutment 1 will require temporary lateral support as discussed above; we do not anticipate the need for temporary lateral support at Abutment 2.

Based on soil and groundwater conditions, and depth to bedrock, we recommend that internally braced continuous steel sheet piling be used to provide the support of excavation (SOE) protection at Abutment 1. We recommend the following soil parameters for SOE design:

Existing Fill/Silty Sand
- Total Unit Weight = 125 pounds per cubic foot (pcf)
- Submerged Unit Weight = 63 pcf
- Phi = 32 degrees
- Ka = 0.31
- Kp = 3.25

Varved Clay
- Total Unit Weight = 115 pcf
- Submerged Unit Weight = 53 pcf
- Su (Undrained Shear Strength) = 1500 psf

Glacial Till
- Total Unit Weight = 135 pcf
- Submerged Unit Weight = 73 pcf
- Phi = 34 degrees
- Ka = 0.28
- Kp = 3.54

Appropriate contractor coordination with Amtrak will also need to be specified in the contract documents.

8.2.4 Abutment and Wingwall Backfill and Drainage Requirements

Drainage and Backfill requirements for abutments and wingwalls should be based on ConnDOT Manual Standard, Plate Number 3.5.2 – U-Type wing wall or wall drainage and backfill requirements.

8.2.5 Vibrations and Construction-Induced Settlements

The subsurface conditions encountered do not indicate the presence of soils that are particularly susceptible to settlement-induced by vibrations from construction activities. In addition, we are not aware of existing structures that would be sensitive to vibrations from anticipated construction activities. Nonetheless, the existing railroad tracks should be monitored in accordance with Amtrak requirements.

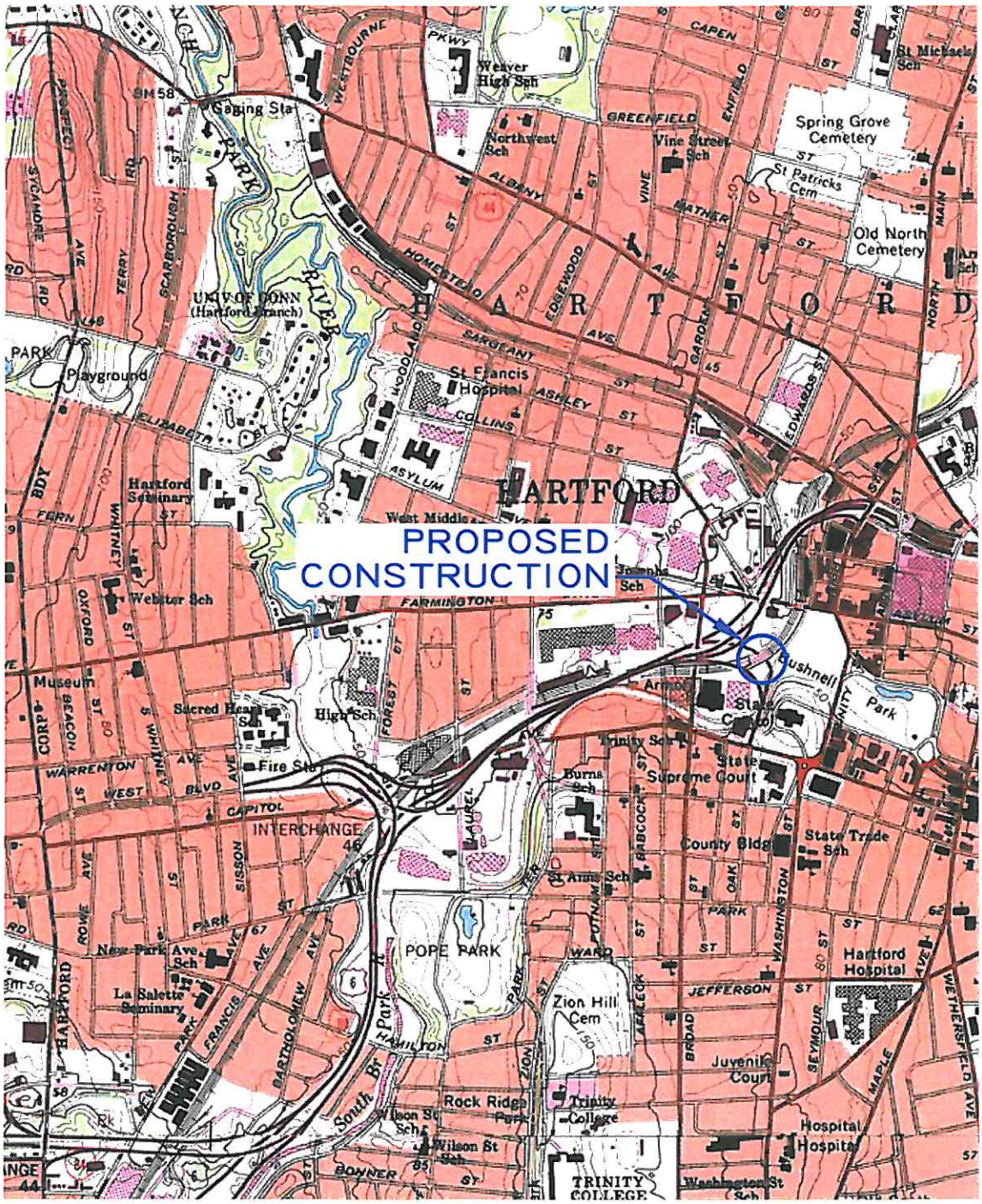
8.2.6 Special Provisions

Special provisions will be required to address vibration monitoring during sheet piling installation and track settlement monitoring.

9.0 LIMITATIONS

This report is subject to the limitations attached in Appendix 7.

Appendix 1
Figures



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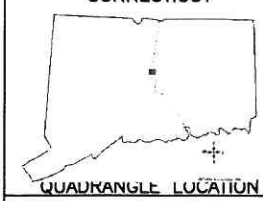


QUADRANGLE LOCATION

PROJECT LOCATION PLAN
BUSWAY NB OVER I-84 WB ON-RAMP
NEW BRITAIN-HARTFORD BUSWAY
STATE PROJECT NO. 63-H137

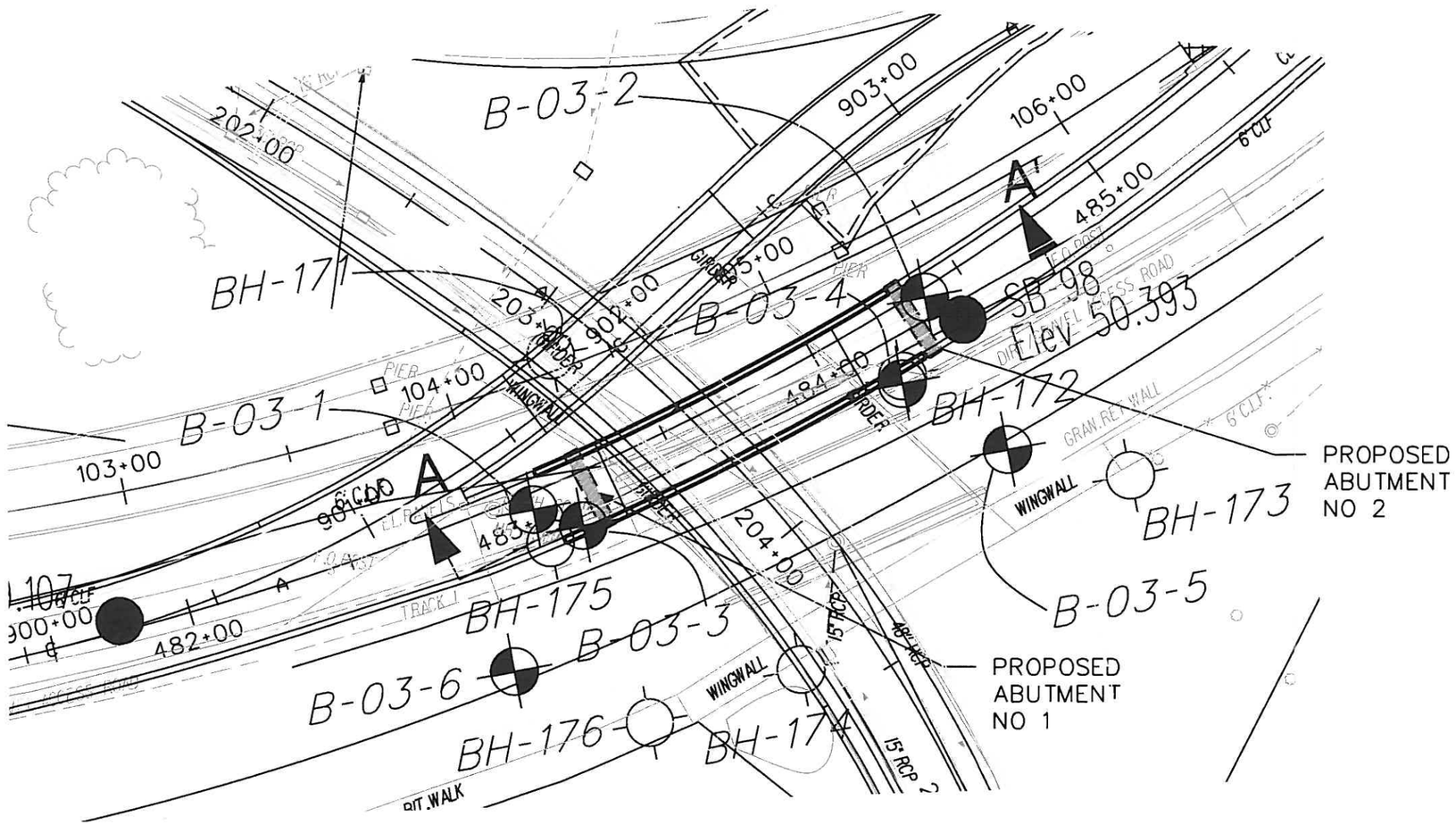
REFERENCE:
U.S.G.S. 7.5 MINUTE QUADRANGLE: HARTFORD, CT.
Figure was created using TOPO! 2003 software

SCALE IN FEET
0 1000 2000 4000

PROJECT NO. 0331-14	
DATE: 1-05-09	
FIGURE NO. 1	

DRAWN BY: SMC | REVIEWED BY: JWK

ACAD FILE No. M:\GL\331\14\CADD\Area Map - Broad Stover AAR.dwg



LEGEND

B-03-1	2008 TEST BORING
SB-97	2003 TEST BORING
BH-171	1963 TEST BORING

M:\CL\331\14\CADD\SHEETS - HTFD BUSWAY SOUTH - PROP. BORING LOC PLAN

DESIGNED BY	JWK
DRAWN BY	SMC
CHECKED BY	JWK
APPROVED BY	ULF

NO.	DATE		DRWN.	CHKD	APPVD
REVISIONS					

BORINGS LOCATED BY CTDOT SURVEY.
SEE FIGURE 3 FOR GENERALIZED SUBSURFACE PROFILE A-A.

PRIME DESIGNER:
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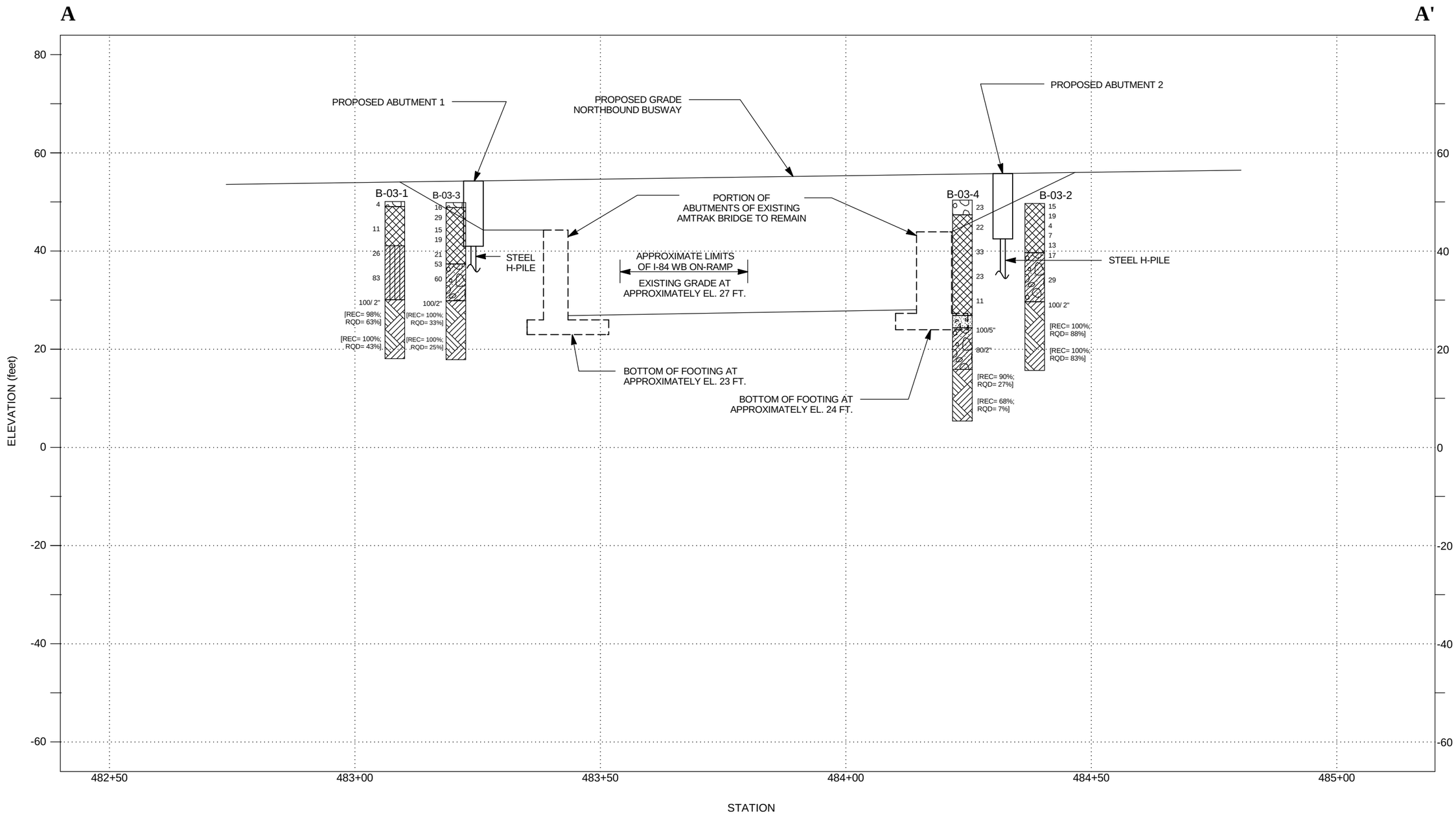
DWG. TITLE
NB BUSWAY OVER I-84 WB ON-RAMP
AS-DRILLED EXPLORATION LOCATION PLAN

PROJECT
NEW BRITAIN - HARTFORD BUSWAY
STATE PROJECT NO 63-H137

FILE NO.	331-14
SCALE	1" = 40'
DATE	1-08-09
FIGURE NO.	2



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0 20
Scale (feet)

Notes:
1. Data concerning the various strata have been interpreted at boring locations only. The stratigraphy between borings may vary from that shown.
2. Refer to plan view for subsurface profile location. For strata details and symbol legend see Figure 4, Subsurface Profile Legend, and boring logs appended to this report.
3. Numbers displayed beside boring(s) represent SPT "N" values corresponding to their respective sampling interval. Where coring was performed, numbers represent Recovery and RQD values.
4. Structure locations and ground surface profile approximate.

SUBSURFACE PROFILE A-A'

NB Busway over I-84 WB On-Ramp
New Britain - Hartford Busway
State Project No. 63-H137

Date: 2/5/2009	Drawn By: MJV/DSF	Reviewed By: JWK	File No.: 0331-014.0	Figure No.: 3

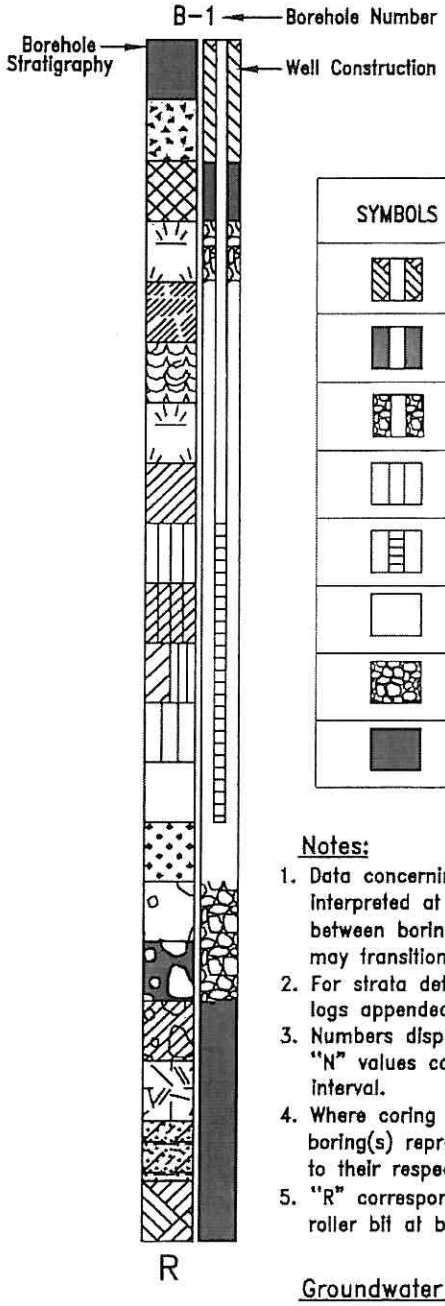
GEO STANDARD 11 X 17 (2/19/04) BORING LOGS 2009.GPJ FBNWNL01.GDT 1/30/09

M:\CL\331\14CADD\331-14 SUBSURFACE PROFILE LEGEND.dwg

STRATIGRAPHY SYMBOLS

SYMBOLS	TYPICAL DESCRIPTIONS OF PREDOMINENT MATERIAL TYPE
	ASPHALT
	CONCRETE
	FILL
	TOPSOIL
	SUBSOIL
	ORGANIC SILT OR CLAY WITH SHELLS
	PEAT
	CLAY
	SILT
	CLAY/SILT MIXTURE
	CLAY/SILT/SAND MIXTURE
	SILT/SAND MIXTURE
	SAND/SILT MIXTURE
	POORLY-GRADED SAND
	WELL-GRADED SAND
	SAND/GRAVEL MIXTURE
	SAND/GRAVEL/SILT MIXTURE
	BOULDERS AND/OR COBBLES
	GLACIAL TILL
	DECOMPOSED BEDROCK
	SANDSTONE
	BEDROCK

EXPLANATION OF BORING



WELL SYMBOLS

SYMBOLS	TYPICAL DESCRIPTIONS
	CEMENT SEAL: 1 PIPE
	BENTONITE SEAL: 1 PIPE
	SLOUGH BACKFILL: 1 PIPE
	FILTER PACK: 1 PIPE
	SLOTTED PIPE WITH FILTER PACK: 1 PIPE
	FILTER PACK AT BOTTOM OF HOLE
	SLOUGH AT BOTTOM OF HOLE
	BENTONITE AT BOTTOM OF HOLE

Notes:

1. Data concerning the various strata have been interpreted at boring locations only. The stratigraphy between borings may vary from that shown, and may transition more gradually within borings.
2. For strata details, see Report and boring logs appended to this report.
3. Numbers displayed beside boring(s) represent SPT "N" values corresponding to their respective sampling interval.
4. Where coring was performed, numbers displayed beside boring(s) represent Recovery and RQD values corresponding to their respective sampling interval.
5. "R" corresponds to refusal of sampler, casing and/or roller bit at bottom of boring.

Groundwater Observations (where applicable)

▽ Water Level Reading at time of drilling.

▼ Water Level Reading after completing drilling.

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NEW BRITAIN – HARTFORD BUSWAY
STATE PROJECT NO. 63-H137
FILE NO. 331-14
SUBSURFACE PROFILE LEGEND

DRAWN BY:	CHECKED BY:	DATE:	FIGURE NO.
SMC	JWK	12-16-08	4

Appendix 2
2008 Boring Logs
(B-Series)

Connecticut DOT Boring Report

Inspector:	Ray Underwood	Town:	Hartford	Hole No.:	B-03-1
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	10-15-08	Route No.:		Northing:	839913.4
Finish Date:	10-15-08	Bridge No.:		Easting:	1018039.2
				Surface Elevation:	50.1

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @7.5' after 10 hrs.

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0	S-1	2 2 2 3	24	5		Crushed Stone / Fill	Loose, blue gray GRAVEL, some brown fine to medium Sand, trace Silt, (moist)	50
5	S-2	2 5 6 7	24	12			Medium dense, tan fine to medium SAND, trace Silt, (moist)	45
						Glacial Till		
10	S-3	6 12 14 18	24	11			Medium dense, red brown Clayey SILT, little fine Sand, little Gravel, (moist)	40
15	S-4	28 37 46 61	24	0			No recovery	35
20	S-5	100/ 2"	2	1		Bedrock	Very dense, red brown, weathered SILTSTONE	30
25	C-1		60	59	63		Fair quality, moderately hard, slightly weathered, red brown, fine grained, SILTSTONE, very close to	

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 22ft Rock: 10ft	NOTES:	Sheet 1 of 2
No. of Soil Samples: 5 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Ray Underwood	Town:	Hartford	Hole No.:	B-03-1
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	10-15-08	Route No.:		Northing:	839913.4
Finish Date:	10-15-08	Bridge No.:		Easting:	1018039.2
				Surface Elevation:	50.1

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @7.5' after 10 hrs.

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
25						Bedrock *(con't)*	moderate jointing, few high to moderate angles. Coring time (min./ft.): 3, 3, 2.5, 5, 3.5	25
	C-2		60	60	43		Poor quality, moderately hard, slightly weathered, red brown, fine grained, SILTSTONE, very close to close jointing, few high to moderate angles. Coring time (min./ft.): 3, 4.5, 4, 4, 3	
30								20
							END OF BORING 32ft	
35								15
40								10
45								5
50								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 22ft Rock: 10ft	NOTES:	Sheet 2 of 2
No. of Soil Samples: 5 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Dan Farstad	Town:	Hartford	Hole No.:	B-03-2
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	10-16-08	Route No.:		Northing:	839991.5
Finish Date:	10-16-08	Bridge No.:		Easting:	1018145.7
				Surface Elevation:	49.7

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: Fall:	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @6' after 0 hrs.

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0	S-1	2 7 8 9	24	6		Fill	Medium dense, brown fine SAND, little Gravel, trace Silt	
	S-2	9 10 9 8	24	14			Medium dense, brown fine SAND, trace Silt	
5	S-3	2 2 2 2	24	12			Loose, brown fine SAND, trace Silt	45
	S-4	3 3 4 10	24	18			Loose, brown fine SAND, trace Silt	
	S-5	7 6 7 9	24	18			Medium dense, brown fine SAND, little Silt, (wet)	
10	S-6	2 6 11 16	24	14		Glacial Till	Medium dense, red/brown, Top 3"; Clayey SILT, little fine Sand, trace Gravel Bottom 11": fine to medium SAND, some Clayey Silt, little Gravel	40
15	S-7	10 11 18 23	24	24			Medium dense, red brown fine to medium SAND, some Silt, trace Gravel	35
20	S-8	100/ 2"	2	2		Bedrock	Very dense, red brown fine to medium SAND, little Gravel, little Silt, (weathered Siltstone fragments)	30
25								25

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 24ft Rock: 10ft	NOTES:	Sheet 1 of 2
No. of Soil Samples: 8 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Dan Farstad	Town:	Hartford	Hole No.:	B-03-2
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	10-16-08	Route No.:		Northing:	839991.5
Finish Date:	10-16-08	Bridge No.:		Easting:	1018145.7
				Surface Elevation:	49.7

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: Fall:	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @6' after 0 hrs.

Depth (ft)	SAMPLES: Sample Type/No.	SAMPLES: Blows on Sampler per 6 inches	SAMPLES: Pen. (in.)	SAMPLES: Rec. (in.)	SAMPLES: RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
25	C-1		60	60	88	Bedrock *(con't)*	Good quality, moderately hard, slightly weathered, red brown, SILTSTONE Coring time (min./ft.): 3, 4, 4, 3, 4	
30	C-2		60	60	83		Good quality, moderately hard, slightly weathered, red brown, SILTSTONE Coring time (min./ft.): 3, 4, 4, 4, 4	20
35							END OF BORING 34ft	15
40								10
45								5
50								0

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 24ft Rock: 10ft	NOTES:	Sheet 2 of 2
No. of Soil Samples: 8 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Garry Jacobsen	Town:	Hartford	Hole No.:	B-03-3
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	9-23-08	Route No.:		Northing:	839910.5
Finish Date:	9-23-08	Bridge No.:		Easting:	1018054.6
				Surface Elevation:	49.9

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: Fall:	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @9.5' during drilling

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0	S-1	7 8 8 14	24	12		Crushed Stone / Fill	Medium dense, Top 4": gray fine to coarse GRAVEL Bottom 8": dark gray to brown fine SAND, trace Silt	
	S-2	13 14 15 24	24	14			Medium dense, brown fine SAND, trace Silt	
5	S-3	8 7 8 11	24	17			Medium dense, brown fine SAND, trace Silt	45
	S-4	9 9 10 13	24	14			Medium dense, brown fine SAND, trace Silt, (moist)	
10	S-5	8 8 13 15	24	14			Medium dense, brown to black fine SAND, little Silt, (slight petroleum odor), (wet)	40
	S-6	19 26 27 31	24	4		Glacial Till	Very dense, brown fine to medium SAND, little Silt, (wet)	
15	S-7	18 24 36 41	24	12			Very dense, red brown Clayey SILT, some fine to coarse Sand, little fine Gravel	35
20	S-8	100/2"	2	1		Bedrock	Very dense, SILTSTONE fragments	30
25	C-1		60	60	33		Poor quality, moderately hard, slightly weathered, red brown, SILTSTONE, very thin low bedding, primary joints (bedding plane) are low angle, 2-12" spacing; several high angle to vertical joints curved and irregular Coring time (min./ft.): 6,6,6,7,7	25
30	C-2		60	60	25		Poor quality, moderately hard, slightly weathered, red brown, SILTSTONE, very thin low bedding, primary joints are low angle, 2" to 6" spacing; several high angle to vertical joints curved and irregular Coring time (min./ft.): 7,7,7,7,7	20
							END OF BORING 32ft	

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 22ft Rock: 10ft	NOTES: Used SSA open hole to 10'; drove 4" casing to 15' and continued to 15', open hole 15 to 20'; cored, then drove SS with hydraulic winch and safety hammer. 1" from C-1 recovered in C-2 recovery.	Sheet 1 of 1
No. of Soil Samples: 8 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Garry Jacobson	Town:	Hartford	Hole No.:	B-03-4
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	9-22-08	Route No.:		Northing:	839965.1
Finish Date:	9-23-08	Bridge No.:		Easting:	1018142.6
				Surface Elevation:	50.4

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW, 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @13' during drilling

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0						Crushed Stone		50
	S-1	9 11 12 15	24	12			Medium dense, fine to coarse GRAVEL, some fine to coarse Sand, trace Silt	
						Fill		
5	S-2	8 12 10 11	24	12			Medium dense, brown fine to coarse SAND and GRAVEL, trace Silt	45
10	S-3	13 15 18 22	24	13			Dense, brown fine to coarse SAND and GRAVEL, trace Silt, (moist)	40
15	S-4	13 14 9 10	24	13			Medium dense, brown fine to coarse SAND and GRAVEL, trace Silt, (wet)	35
20	S-5	7 6 5 6	24	14			Medium dense, brown fine to coarse SAND and GRAVEL, trace Silt, (wet)	30
						Concrete Footing		
25								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 35ft Rock: 10ft	NOTES: Drove 4" casing from 5 to 23.5 ft.; 3" rollerbit through footing 23.5 to 26 ft., then 4" rollerbit through footing; continued to 30 ft. open hole; 3" casing spun to 30 ft. Rollerbit ahead of casing to 35 ft., then cored. Split spoon driven with hydraulic safety hammer. Borehole backfilled upon completion.	Sheet 1 of 2
No. of Soil Samples: 7 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector: Garry Jacobson	Town: Hartford	Hole No.: B-03-4	
Engineer: Geo**Design**, Inc.	Project No.: 63-H137 / 0331-014.0	Stat./Offset:	
Start Date: 9-22-08	Route No.:	Northing: 839965.1	
Finish Date: 9-23-08	Bridge No.:	Easting: 1018142.6	
		Surface Elevation: 50.4	

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW, 3"/NW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @13' during drilling

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
25								25
	S-6	100/5"	5	4		Glacial Till	Very dense, red-brown fine to coarse SAND and SILT	
30	S-7	80/2"	2	2			Very dense, red-brown SILT and fine to coarse SAND, some weathered Siltstone	20
						Bedrock		
35								15
	C-1		60	54	27		Poor quality, moderately hard, slightly weathered, red brown, SILTSTONE, very thin bedding, some distorted layers Coring time (min./ft.): 6,6,6,6,6	
40								10
	C-2		60	41	7		Top 18": Poor quality, moderately hard, slightly weathered, red brown, SILTSTONE, very thin bedding Bottom 23": Very poor quality, soft, highly weathered, gray, aphanitic SILTSTONE Coring time (min./ft.): 6,6,6,6,6	
45							END OF BORING 45ft	5
50								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 35ft Rock: 10ft	NOTES: Drove 4" casing from 5 to 23.5 ft.; 3" rollerbit through footing 23.5 to 26 ft., then 4" rollerbit through footing; continued to 30 ft. open hole; 3" casing spun to 30 ft. Rollerbit ahead of casing to 35 ft., then cored. Split spoon driven with hydraulic safety hammer. Borehole backfilled upon completion.	Sheet 2 of 2
No. of Soil Samples: 7 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector: Garry Jacobson	Town: Hartford	Hole No.: B-03-5	
Engineer: Geo**Design**, Inc.	Project No.: 63-H137 / 0331-014.0	Stat./Offset:	
Start Date: 9-30-08	Route No.:	Northing: 839949.9	
Finish Date: 9-30-08	Bridge No.:	Easting: 1018176.3	
		Surface Elevation: 51.7	

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @10' after 0 hrs.

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0						Crushed Stone		
	S-1	10 9 10 12	24	12		Fill	Top 3": Medium dense, gray fine to coarse GRAVEL. Bottom 9": Medium dense, gray to brown fine to coarse SAND, little Silt	50
	S-2	13 11 16 15	24	14			Medium dense, brown fine to coarse SAND, little Silt, little Gravel	
5	S-3	16 16 14 12	24	12			Dense, brown fine to coarse SAND and GRAVEL, little Silt, (moist)	45
10	S-4	5 9 8 10	24	15			Medium dense, gray fine to coarse SAND, some Gravel, trace Silt, (wet)	40
						Glacial Till		
15	S-5	10 14 15 20	24	20			Medium dense, red brown Clayey SILT, some fine to coarse Sand, little Gravel	35
20	S-6	15 100	12	10			Very dense, red brown Clayey SILT, some fine to coarse Sand, little Gravel	30
						Bedrock		
25								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 25ft Rock: 10ft	NOTES: Inferred bedrock at approximately 22 feet below grade based on drilling effort.	Sheet 1 of 2
No. of Soil Samples: 6 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Garry Jacobson	Town:	Hartford	Hole No.:	B-03-5
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	9-30-08	Route No.:		Northing:	839949.9
Finish Date:	9-30-08	Bridge No.:		Easting:	1018176.3
				Surface Elevation:	51.7

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: 140 lbs. Fall: 30"	

Groundwater Observations: @10' after 0 hrs.

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
25						Bedrock *(con't)*		25
	C-1		60	59	43		Poor quality, moderately hard, slightly weathered, red brown, aphanitic SILTSTONE. Primary bedding plane joints are low angle 2-12" spacing.	
30								20
	C-2		60	60	66		Fair quality, moderately hard, slightly weathered, red brown, aphanitic SILTSTONE. Primary bedding plane joints are low angle 2-12" spacing.	
35							END OF BORING 35ft	15
40								10
45								5
50								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 25ft Rock: 10ft	NOTES: Inferred bedrock at approximately 22 feet below grade based on drilling effort.	Sheet 2 of 2
No. of Soil Samples: 6 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector:	Garry Jacobson	Town:	Hartford	Hole No.:	B-03-6
Engineer:	Geo**Design**, Inc.	Project No.:	63-H137 / 0331-014.0	Stat./Offset:	
Start Date:	9-24-08	Route No.:		Northing:	839864.7
Finish Date:	9-24-08	Bridge No.:		Easting:	1018040.2
				Surface Elevation:	50.2

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: Fall:	

Groundwater Observations: @10' during drilling

Depth (ft)	Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
0						Crushed Stone		50
	S-1	6 11 16 12	24	12		Fill	Medium dense, gray Top 3": fine to coarse GRAVEL Bottom 9": fine to coarse SAND, some Silt	
	S-2	16 11 10 25	24	14			Medium dense, brown fine to coarse SAND, little Silt, little Gravel	
5								45
	S-3	10 10 13 14	24	15			Medium dense, brown fine to coarse SAND, little Silt, little Gravel	
	S-4	15 18 17 20	24	12			Dense, brown fine to coarse SAND, little Gravel, trace Silt, (moist)	
10						Glacial Till		40
	S-5	12 15 21 35	24	15			Dense, red brown Clayey SILT, some fine to coarse Sand, little Gravel, (wet)	
15								35
	S-6	17 28 37 40	24	13			Very dense, red brown Clayey SILT, some fine to coarse SAND, little Gravel, (wet)	
20								30
	S-7	16 33 51 56	24	18			Very dense, red brown Clayey SILT, some fine to coarse SAND, little Gravel, (wet)	
						Bedrock		
25								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 25ft Rock: 10ft	NOTES:	Sheet 1 of 2
No. of Soil Samples: 7 No. of Core Runs: 2		SM-001-M REV. 1/02

Connecticut DOT Boring Report

Inspector: Garry Jacobson	Town: Hartford	Hole No.: B-03-6	
Engineer: Geo**Design**, Inc.	Project No.: 63-H137 / 0331-014.0	Stat./Offset:	
Start Date: 9-24-08	Route No.:	Northing: 839864.7	
Finish Date: 9-24-08	Bridge No.:	Easting: 1018040.2	
		Surface Elevation: 50.2	

Project Description: New Britain / Hartford Busway - Busway NB Over I-84 WB On Ramp

Casing Size/Type: 4"/HW	Sampler Type/Size: SS / 1 3/8"	Core Barrel Type: NQ
Hammer Wt.: 300 lbs. Fall: 24"	Hammer Wt.: Fall:	

Groundwater Observations: @10' during drilling

Depth (ft)	SAMPLES: Sample Type/No.	Blows on Sampler per 6 inches	Pen. (in.)	Rec. (in.)	RQD %	Generalized Strata Description	Material Description and Notes	Elevation (ft)
25						Bedrock *(con't)*		25
	C-1		60	60	87		Good quality, moderately hard, slighty weathered, red brown, aphanitic SILTSTONE, primary joints low angle to horizontal 4-16" spacing. Coring time (min./ft.): 8,8,9,9,9	
30								20
	C-2		60	48	40		Poor quality, hard, slighty weathered, red brown, aphanitic SILTSTONE, primary joints low angle, 2-8" spacing. Coring time (min./ft.): 8,8,9,9,9	
35							END OF BORING 35ft	15
40								10
45								5
50								

Sample Type: S = Split Spoon C = Core UP = Undisturbed Piston V = Vane Shear Test

Proportions Used: Trace = 1 - 10%, Little = 10 - 20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 25ft Rock: 10ft	NOTES:	Sheet 2 of 2
No. of Soil Samples: 7 No. of Core Runs: 2		SM-001-M REV. 1/02

Appendix 3
2003 Boring Logs
(SB-Series)

Driller: Seth Murkette/GZA	**Connecticut DOT Boring Report**	Hole No.: **SB-97**
Inspector: Rachael Marks	Town: West Hartford / Hartford, CT	Stat./Offset:
Engineer: Baker Engineering	Project No.: 171-0305	Northing: 839863.9
Start Date: 7/25/03	Route No.:	Easting: 1017922.6
Finish Date: 7/28/03	Bridge No.:	Surface Elevation: 49.1

Project Description: New Britain to Hartford Busway

Casing Type/Size: HW/4"	Sampler Type/Size: SS/1-3/8"	Core Barrel Type: NQ/1-7/8"I.D.
Hammer Wt.: 300 Fall: 24"	Hammer Wt.: 140 Fall: 30"	

Groundwater Obs. @ 29.9 after: 0 hours, @6.0 after: 48 hours, @ after: hour

Baker Info: S.O. Number: B25624LPDSOIL41802/42002 File: northern Template: CDOT_E (LD4 1/03)

Depth (ft.)	Sample Type/No.	Blows on Sampler per 0.5 ft.	Pen. (ft.)	Rec. (ft./%)	RQD (ft./%)	Generalized Strata Description	Material Description and Notes	Elevation (ft.)
0								49
1	A-N		1.5					48
2	S-1	14 14 16	1.5	0.3			SILT WITH SAND (ML) - dark gray silt, some fine sand, trace clay, trace gravel; moist, dense, NP; (FILL).	47
3								46
4	A-N		1.5					45
						4.5'	ELEV. 44.6	
5	S-2	7 9 14	1.5	0.3			WELL GRADED SAND WITH SILT AND GRAVEL (SW-SM) - brown fine to coarse sand, some silt, some fine gravel; moist, medium dense, NP; (FILL).	44
6								43
7								42
8	W-N		4.0				NO SAMPLE AT 7.5' - CASING PLUGGED	41
9								40
10						10.0'	ELEV. 39.1	39
11	S-3	7 12 17	1.5	0.4			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand; moist, medium dense, NP.	38
12								37
13	W-N		2.0					36
14	S-4	16 20 24	1.5	1.0			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand; moist, dense, NP.	35
15								34
16	W-N		1.5					33
17	S-5	9 17 22	1.5	0.9			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand; moist, dense, NP.	32
18								31
19	W-N		1.5					30
		8				19.5'	ELEV. 29.6	

Sample Type: S=Split Spoon C=Core UP=Undisturbed Piston V=Vane Shear Test A=Auger

Proportions Used: Trace = 1 - 10%, Little = 10 -20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 39.0' Rock: 10.0'

No. of Samples: 10

NOTES:

SM-001-M REV. 1/

Driller: Seth Murkette/GZA	**Connecticut DOT Boring Report**	Hole No.: **SB-97**
Inspector: Rachael Marks	Town: West Hartford / Hartford, CT	Stat./Offset:
Engineer: Baker Engineering	Project No.: 171-0305	Northing: 839863.9
Start Date: 7/25/03	Route No.:	Easting: 1017922.6
Finish Date: 7/28/03	Bridge No.:	Surface Elevation: 49.1

Project Description: New Britain to Hartford Busway

Casing Type/Size: HW/4"	Sampler Type/Size: SS/1-3/8"	Core Barrel Type: NQ/1-7/8"I.D.
Hammer Wt.: 300 Fall: 24"	Hammer Wt.: 140 Fall: 30"	

Groundwater Obs. @ 29.9 after: 0 hours, @6.0 after: 48 hours, @ after: hour

Baker Info: S.O. Number: B25624LPDSOIL41802/42002 File: northern Template: CDOT_E (LD4 1/03)

Depth (ft.)	Sample Type/No.	Blows on Sampler per 0.5 ft.	Pen. (ft.)	Rec. (ft./%)	RQD (ft./%)	Generalized Strata Description	Material Description and Notes	Elevation (ft.)
20	S-6	20 24	1.5	0.9			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand, some fine to medium gravel; moist, dense, NP; (TILL).	29
21								28
22	W-N		1.5					27
23	S-7	14 23 32	1.5	0.0			NO RECOVERY ON S-8	26
24	W-N		1.0					25
25	S-8	14 21 27	1.5	1.5			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand, trace fine gravel; moist, dense, NP; (TILL).	24
26								23
27	W-N		2.0					22
28								21
29	S-9	27 6 50	1.5	0.5			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand, some fine gravel; moist, very dense, NP; (TILL).	20
30	W-N		5.0					19
31								18
32								17
33								16
34								15
35	S-10	16 31 70	1.5	1.0			SILT WITH SAND (ML) - reddish brown silt, some fine to coarse sand, some fine gravel; moist, very dense, NP; (TILL).	14
36								13
37	W-N		2.5					12
38								11
39				4.0	0.35	39.0'	ELEV. 10.1 SHALE; gray, soft, highly weathered, with calcite	10

Sample Type: S=Split Spoon C=Core UP=Undisturbed Piston V=Vane Shear Test A=Auger

Proportions Used: Trace = 1 - 10%, Little = 10 -20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 39.0' Rock: 10.0' No. of Samples: 10	NOTES:	Sheet 2 of 3

SM-001-M REV.

Driller: Seth Murkette/GZA	**Connecticut DOT Boring Report**	Hole No.: **SB-97**
Inspector: Rachael Marks	Town: West Hartford / Hartford, CT	Stat./Offset:
Engineer: Baker Engineering	Project No.: 171-0305	Northing: 839863.9
Start Date: 7/25/03	Route No.:	Easting: 1017922.6
Finish Date: 7/28/03	Bridge No.:	Surface Elevation: 49.1

Project Description: New Britain to Hartford Busway

Casing Type/Size: HW/4"	Sampler Type/Size: SS/1-3/8"	Core Barrel Type: NQ/1-7/8"I.D.
Hammer Wt.: 300 Fall: 24"	Hammer Wt.: 140 Fall: 30"	

Groundwater Obs. @ 29.9 after: 0 hours, @6.0 after: 48 hours, @ after: hours

Baker Info: S.O. Number: B25624LPDSOIL41802/42002 File: northern Template: CDOT_E (LD4 1/03)

Depth (ft.)	SAMPLES: Sample Type/No.	Blows on Sampler per 0.5 ft.	Pen. (ft.)	Rec. (ft./%)	RQD (ft./%)	Generalized Strata Description	Material Description and Notes	Elevation (ft.)
40							inclusions and slickensides.	9
41	C-1		5.0					8
42								7
43				80%	7%			6
44				5.0	0.0		SHALE; gray, soft, highly weathered, with calcite inclusions and many slickensides.	5
45								4
46	C-2		5.0					3
47						47.5'	ELEV. 1.6	2
48				100%	0%		SILTSTONE; reddish brown, soft, fresh, with slickensides.	1
49							ELEV. 0.1	0
							End of Boring at 49.0'	
50								-1
51								-2
52								-3
53								-4
54								-5
55								-6
56								-7
57								-8
58								-9
59								-10

Sample Type: S=Split Spoon C=Core UP=Undisturbed Piston V=Vane Shear Test A=Auger

Proportions Used: Trace = 1 - 10%, Little = 10 -20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 39.0' Rock: 10.0' No. of Samples: 10	NOTES:	Sheet 3 of 3

SM-001-M REV. 1/

Driller: Mike St. John/NEBC	**Connecticut DOT Boring Report**	Hole No.: **SB-98**
Inspector: Rachael Marks	Town: West Hartford / Hartford, CT	Stat./Offset:
Engineer: Baker Engineering	Project No.: 171-0305	Northing: 839986.4
Start Date: 7/25/03	Route No.:	Easting: 1018157.9
Finish Date: 7/25/03	Bridge No.:	Surface Elevation: 50.4

Project Description: New Britain to Hartford Busway

Casing Type/Size: HW/4"	Sampler Type/Size: SS/1-3/8"	Core Barrel Type: NQ/1-7/8"I.D.
Hammer Wt.: 300 Fall: 24"	Hammer Wt.: 140 Fall: 30"	

Groundwater Obs. @ 12.0 after: 0 hours, @6.0 after: 48 hours, @ after: hours

Baker Info: S.O. Number: B25624LPDSOIL41802/42002 File: northern Template: CDOT_E (LD4 1/03)

Depth (ft.)	Sample Type/No.	Blows on Sampler per 0.5 ft.	Pen. (ft.)	Rec. (ft./%)	RQD (ft./%)	Generalized Strata Description	Material Description and Notes	Elevation (ft.)
0	A-N		1.5					50
1							WELL GRADED SAND (SW) - brown fine to medium sand, trace silt; moist, loose, NP.	49
2	S-1	2 3 3	1.5	1.0				48
3	A-N		1.5					47
4							WELL GRADED SAND (SW) - brown fine to medium sand, trace silt; moist, medium dense, NP.	46
5	S-2	4 5 6	1.5	1.3				45
6	A-N		1.5					44
7							WELL GRADED SAND (SW) - brown fine to medium sand, trace silt; moist, medium dense, NP.	43
8	S-3	5 7 7	1.5	1.0				42
9	A-N		1.5					41
10							WELL GRADED SAND (SW) - brown fine to medium sand, trace silt; moist, medium dense, NP.	40
11	S-4	8 10 15	1.5	0.8				39
12	W-N		1.5					38
13							WELL GRADED SAND (SW) - brown fine to medium sand, trace silt; moist, dense, NP.	37
14	S-5	15 16 19	1.5	0.3				36
15	W-N		1.5					35
16						16.5'	ELEV. 33.9	34
17	S-6	24 28 45	1.5	1.3			GRAVELLY SILT WITH SAND (ML) - reddish brown silt, some fine to coarse gravel, some fine to coarse sand; moist, very dense, NP; (TILL).	33
18								32
19	W-N		2.0					31

Sample Type: S=Split Spoon C=Core UP=Undisturbed Piston V=Vane Shear Test A=Auger
Proportions Used: Trace = 1 - 10%, Little = 10 -20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 20.0' Rock: 10.0'
No. of Samples: 6

NOTES:

SM-001-M REV.

Driller: Mike St. John/NEBC	**Connecticut DOT Boring Report**	Hole No.: **SB-98**
Inspector: Rachael Marks	Town: West Hartford / Hartford, CT	Stat./Offset:
Engineer: Baker Engineering	Project No.: 171-0305	Northing: 839986.4
Start Date: 7/25/03	Route No.:	Easting: 1018157.9
Finish Date: 7/25/03	Bridge No.:	Surface Elevation: 50.4

Project Description: New Britain to Hartford Busway

Casing Type/Size: HW/4"	Sampler Type/Size: SS/1-3/8"	Core Barrel Type: NQ/1-7/8"I.D.
Hammer Wt.: 300 Fall: 24"	Hammer Wt.: 140 Fall: 30"	

Groundwater Obs. @ 12.0 after: 0 hours, @6.0 after: 48 hours, @ after: hour

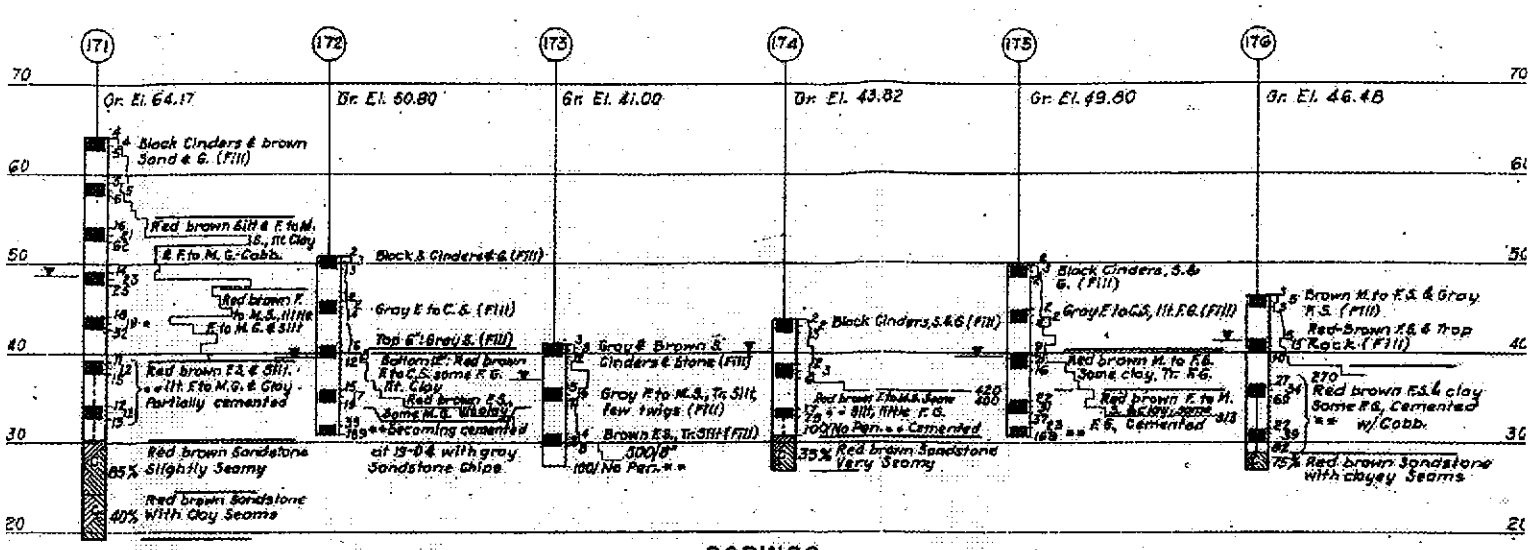
Baker Info: S.O. Number: B25624LPDSOIL41802/42002 File: northern Template: CDOT_E (LD4 1/03)

Depth (ft.)	SAMPLES Sample Type/No.	Blows on Sampler per 0.5 ft.	Pen. (ft.)	Rec. (ft./%)	RQD (ft./%)	Generalized Strata Description	Material Description and Notes	Elevation (ft.)
20				4.4	2.8	20.0'	ELEV. 30.4	30
21							SILTSTONE; reddish brown, medium hard to hard, slightly weathered.	29
22	C-1		5.0					28
23								27
24				88%	56%			26
25				5.0	1.8		SILTSTONE; reddish brown, medium hard to hard, slightly weathered.	25
26								24
27	C-2		5.0					23
28								22
29				100%	36%			21
30							ELEV. 20.4 End of Boring at 30.0'	20
31								19
32								18
33								17
34								16
35								15
36								14
37								13
38								12
39								11

Sample Type: S=Split Spoon C=Core UP=Undisturbed Piston V=Vane Shear Test A=Auger
Proportions Used: Trace = 1 - 10%, Little = 10 -20%, Some = 20 - 35%, And = 35 - 50%

Total Penetration in Earth: 20.0' Rock: 10.0'	NOTES:	Sheet 2 of 2

Appendix 4
1963 Boring Logs
(BH-Series)



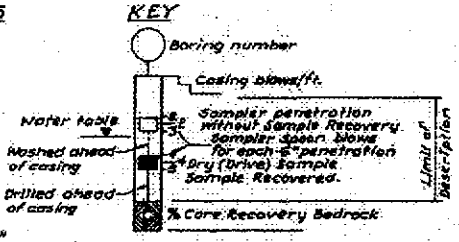
BORINGS

SCALE: VERT. 1" = 10'
CASING 1" = 100 BLOWS

ABBREVIATIONS

C.	Coarse
F.	Fine
M.	Medium
G.	Gravel
S.	Sand
Cobb.	Cobbles
lit.	little
Tr.	Trace

KEY



Casing I.D. = 2½"
Hammer Wt. = 300#
Hammer Fall = 24"
*Open End "A" Rod with 140# @ 30" drop

Sampler I.D. = 1⅜"
Hammer Wt. = 140 Lbs.
Hammer Fall = 30"
**Open End "A" Rod w/300 Lbs Hammer @ 24" drop

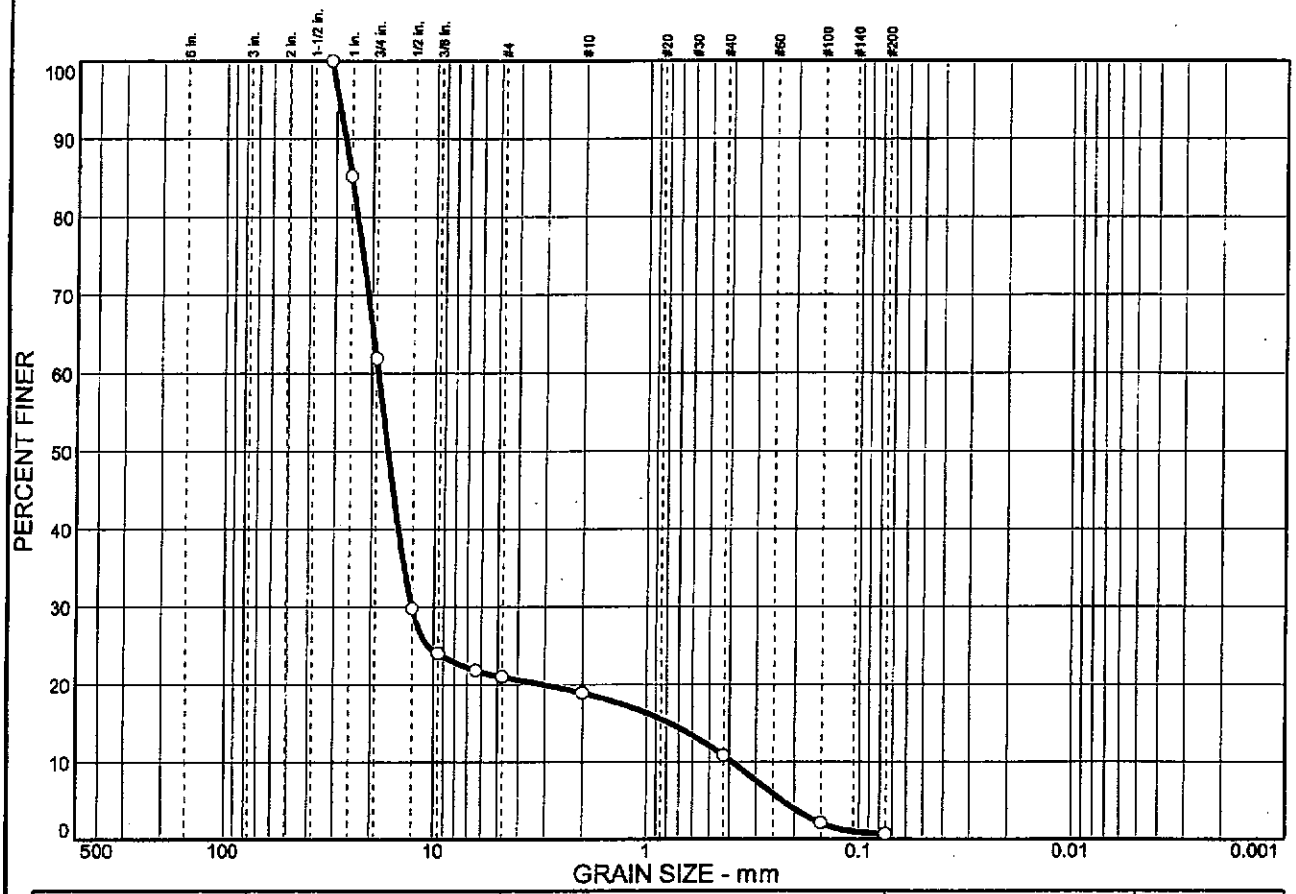
1963 BORING LOGS

ROADWAY "B" AND CAPITOL AVENUE ON RAMP

CL\331\14\CADD\Structure 3- Busway NB over I-84W Ramp - Boring Log - Elevations.dwg

Appendix 5
2008 Geotechnical Laboratory Testing

Particle Size Distribution Report



% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	79.0	20.3	0.7	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
1.25 in.	100.0		
1 in.	85.2		
0.75 in.	61.9		
0.50 in.	29.8		
0.375 in.	24.0		
0.25 in.	21.8		
# 4	21.0		
# 10	18.9		
# 40	10.8		
# 100	2.1		
# 200	0.7		

* (no specification provided)

Soil Description

Grey/Brown - Poorly graded gravel with sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 25.3 D_{60}= 18.7 D_{50}= 16.7
D_{30}= 12.8 D_{15}= 0.771 D_{10}= 0.388
C_u= 48.06 C_c= 22.47

Classification

USCS= GP AASHTO=

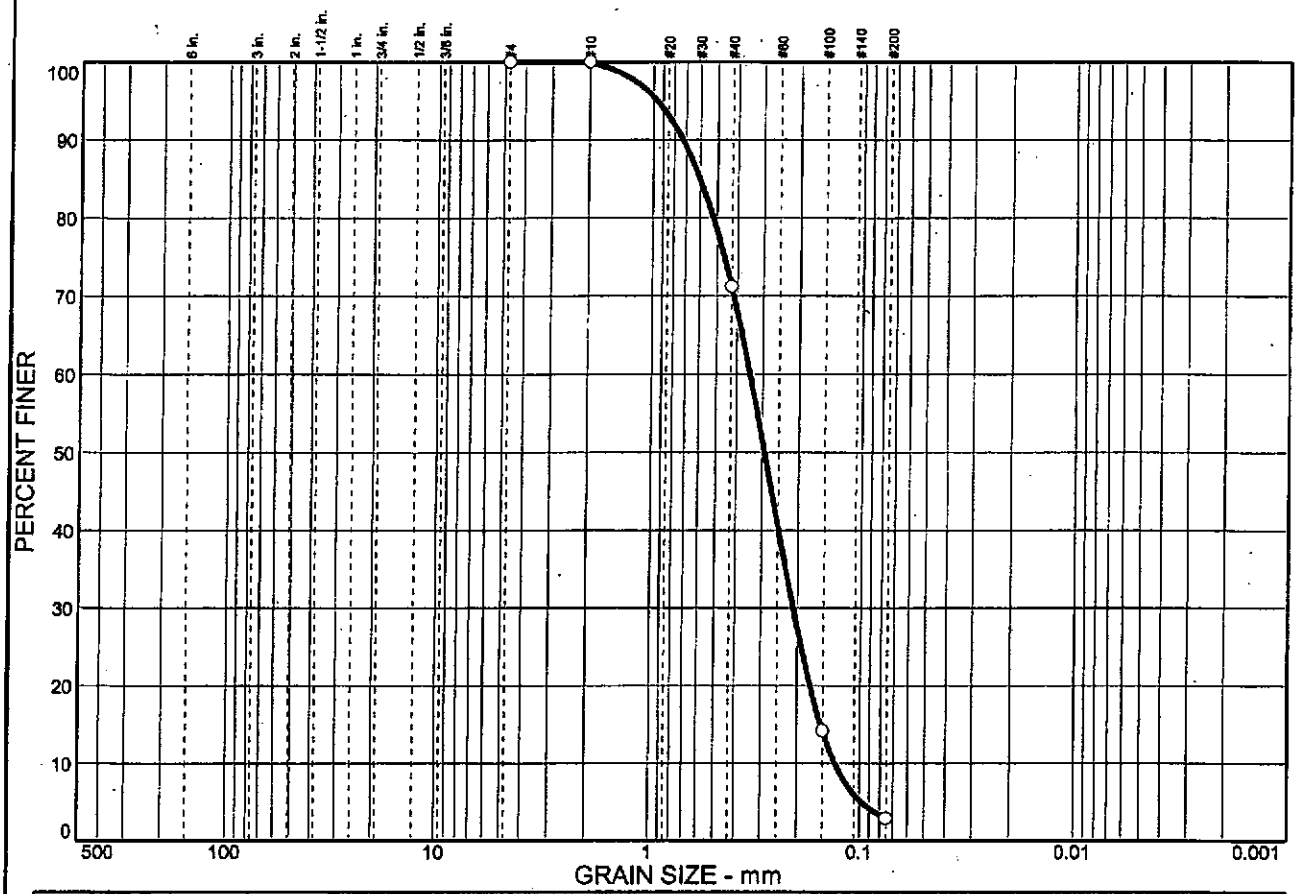
Remarks

Material dropped off by Client. Tested by R. DeCesare on 2/5/09.

Sample No.: S-1 **Source of Sample:** B-03-1 **Date:** 2/5/09
Location: **Elev./Depth:**

TEST-CON INCORPORATED 16 East Franklin Street, PO BOX 3116 DANBURY, CT 06813-3116	**Client:** GeoDesign Incorporated **Project:** New Britain - Hartford Busway # 331-14 **Project No:** **Plate**

Particle Size Distribution Report



% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	0.0	97.1	2.9	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
# 4	100.0		
# 10	100.0		
# 40	71.2		
# 100	14.2		
# 200	2.9		

* (no specification provided)

Soil Description

Tan - Poorly graded sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 0.603 D_{60}= 0.345 D_{50}= 0.292
D_{30}= 0.210 D_{15}= 0.153 D_{10}= 0.131
C_u= 2.65 C_c= 0.97

Classification

USCS= SP AASHTO=

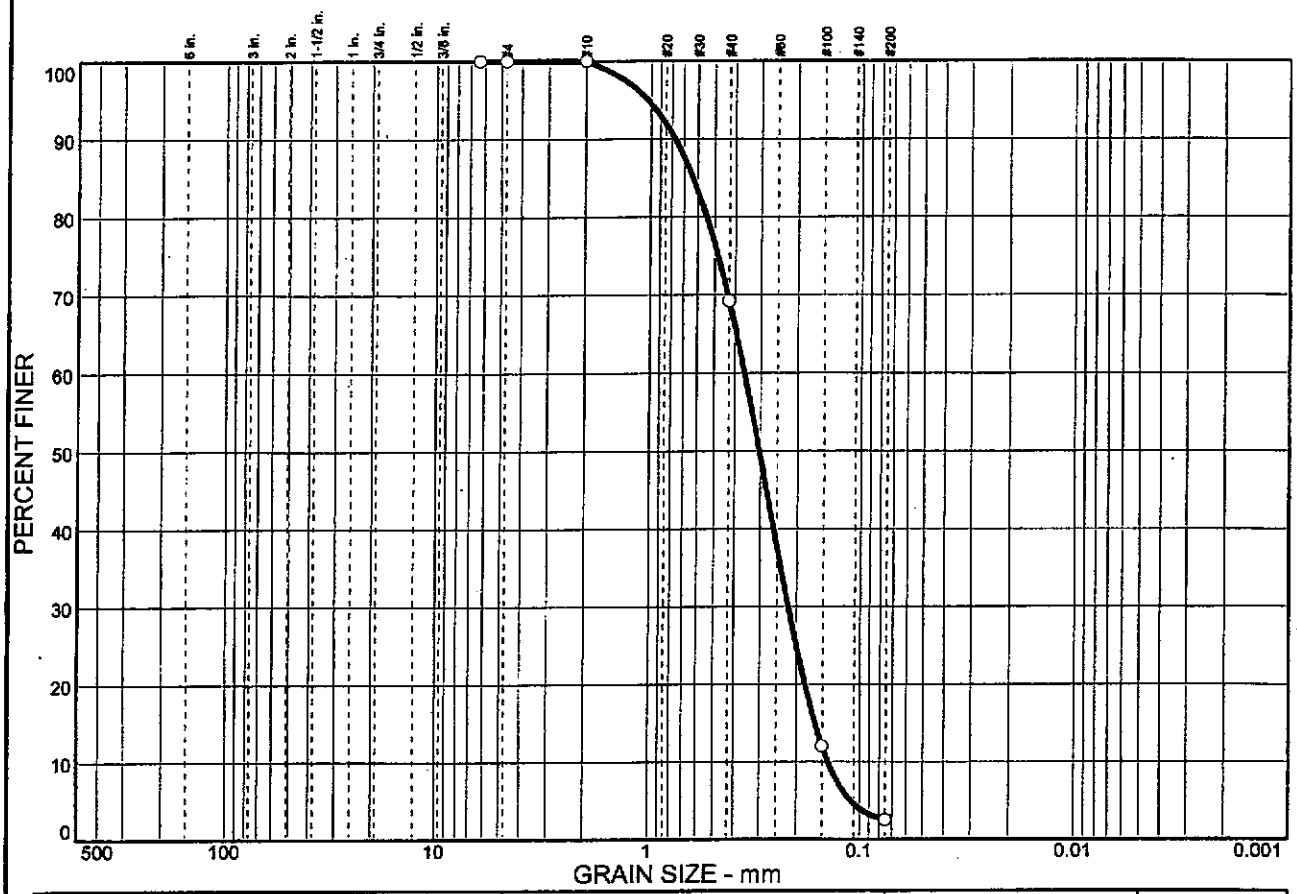
Remarks

Sample dropped off by Client. Tested by R. DeCesare on 2/5/09.

Sample No.: S-2 **Source of Sample:** B-03-1 **Date:** 2/5/09
Location: **Elev./Depth:**

TEST-CON INCORPORATED 16 East Franklin Street, PO BOX 3116 DANBURY, CT 06813-3116	**Client:** GeoDesign Incorporated **Project:** New Britain - Hartford Busway # 331-14 **Project No:** **Plate**

Particle Size Distribution Report



% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	0.0	97.5	2.5	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
0.25 in.	100.0		
# 4	100.0		
# 10	100.0		
# 40	69.2		
# 100	12.0		
# 200	2.5		

* (no specification provided)

Soil Description

Tan - Poorly graded sand

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 0.635 D_{60}= 0.359 D_{50}= 0.304
D_{30}= 0.219 D_{15}= 0.162 D_{10}= 0.141
C_u= 2.55 C_c= 0.95

Classification

USCS= SP AASHTO=

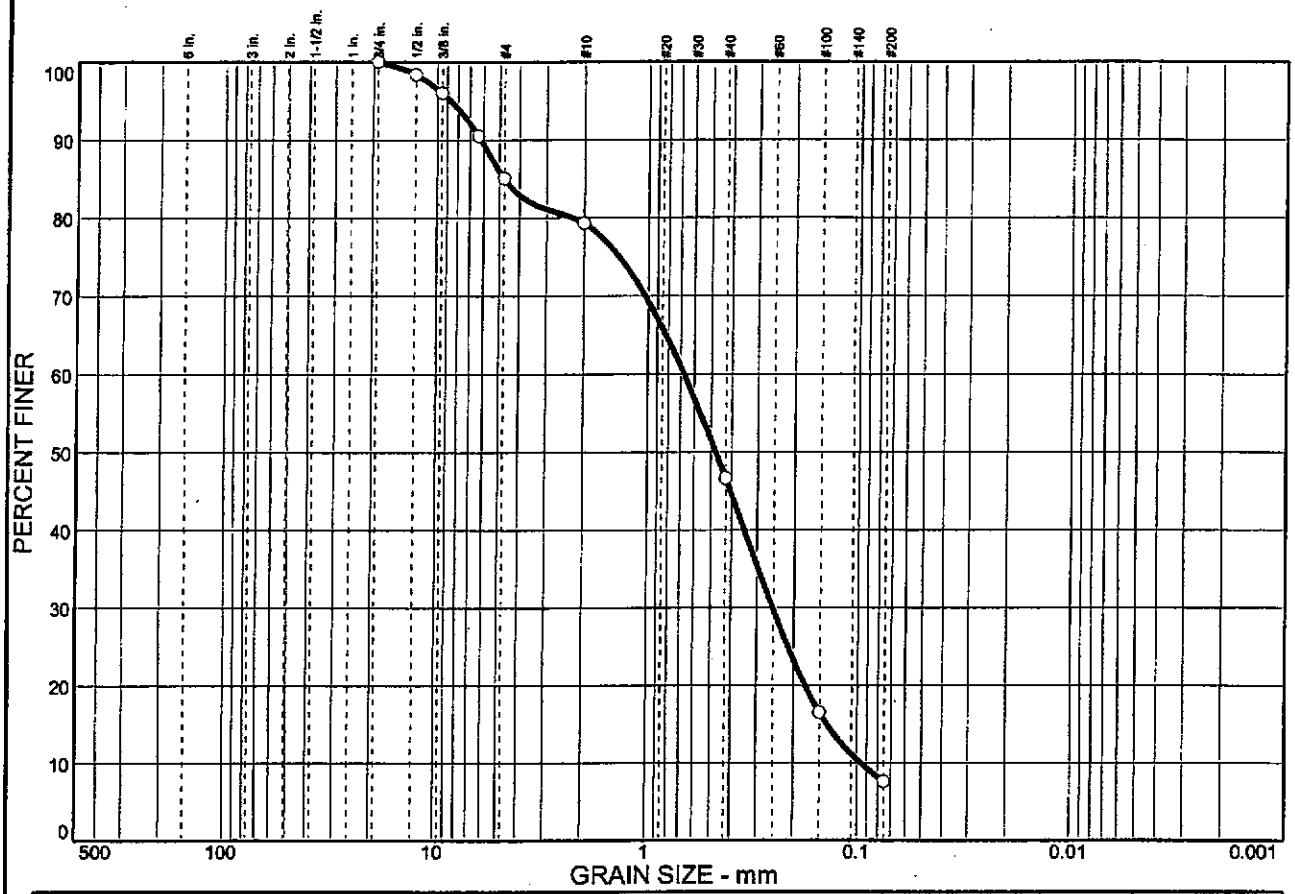
Remarks

Material dropped by Client. Tested by R. DeCesare on 2/5/09.

Sample No.: S-2 **Source of Sample:** B-03-3 **Date:** 2/5/09
Location: **Elev./Depth:**

TEST-CON INCORPORATED 16 East Franklin Street, PO BOX 3116 DANBURY, CT 06813-3116	**Client:** GeoDesign Incorporated **Project:** New Britain - Hartford Busway # 331-14 **Project No:** **Plate**

Particle Size Distribution Report



% COBBLES	% GRAVEL	% SAND	% SILT	% CLAY
0.0	14.9	77.5	7.6	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
0.75 in.	100.0		
0.50 in.	98.4		
0.375 in.	96.0		
0.25 in.	90.5		
# 4	85.1		
# 10	79.3		
# 40	46.6		
# 100	16.5		
# 200	7.6		

* (no specification provided)

Soil Description

Brown/Grey - Poorly graded sand with silt

Atterberg Limits

PL= LL= PI=

Coefficients

D_{85}= 4.72 D_{60}= 0.674 D_{50}= 0.475
D_{30}= 0.252 D_{15}= 0.138 D_{10}= 0.0959
C_u= 7.03 C_c= 0.98

Classification

USCS= SP-SM AASHTO=

Remarks

Material dropped off by Client. Tested by R. DeCesare on 2/5/09.

Sample No.: S-5 **Source of Sample:** B-03-3 **Date:** 2/5/09
Location: **Elev./Depth:**

TEST-CON INCORPORATED
16 East Franklin Street, PO BOX 3116
DANBURY, CT 06813-3116

Client: GeoDesign Incorporated
Project: New Britain - Hartford Busway # 331-14
Project No: **Plate**

TEST-CON INCORPORATED

16 East Franklin Street
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Danbury, CT 06813-3116
Telephone: (203) 748-3012 Fax: (203) 778-0633
E-Mail: Service@test-con.com Web-Site: www.test-con.com

PH OF SOIL MATERIAL REPORT

Date: February 05, 2008

Report #: 4 -10pH
Technician: R. DeCesare

Client: GeoDesign Incorporated
984 Southford Rd.
Middlebury, CT 06762

Project: New Britain-Harford Bus way
331-14

Date Received: Delivered by Client on 1/27/09

Test Requirements: pH

Summary Data

Boring/Test Pit No.	Sample No.	pH Test Results
B-02-3	S-1	8.34
B-03-3	S-2	5.95
B-03-1	S-1	7.15
B-03-3	S-5	6.28
B-02-2	S-3	8.59
B-02-2	S-1	7.58
B-03-1	S-2	6.96

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5/15/07

TEST-CON INCORPORATED

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E-Mail: Service@test-con.com Web-Site: www.test-con.com

Construction Material Testing & Inspection - Geotechnical Services

SULFIDE TEST REPORT

Client:	GeoDesign Incorporated 984 Southford Rd. Middlebury, CT 06762	**Date:** **Tested by:** **Receive Date:**	2/23/08 York (CT # PH-0723) 1/27/09
Project:	New Britain-Hartford Busway # 331-14 Hartford/West Hartford, CT	**Matrix:** **Report No.:**	Soil 4 – 10 Sulfide (09020528)

Progress of Work:
The analyses were conducted utilizing appropriate EPA, Standard Methods, and ASTM methods as detailed in the summary tables.

The results of the analysis, which are all reported on an as-received basis unless otherwise noted, are summarized in the following table(s).

Analysis Results

Boring/Test Pit No.	Sample No.	Depth (ft)	Parameter	Method	Units	Results	MDL
B-03-1	S-2	5 - 7	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-03-3	S-2	2.5 - 4.5	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-02-2	S-3	5 - 7	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-03-1	S-1	0 - 2	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-02-2	S-1	0 - 2	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-03-3	S-5	10 - 12	Sulfide	EPA376.1	mg/kg	Not detected	20.0
B-02-3	S-1	0 - 2	Sulfide	EPA376.1	mg/kg	Not detected	20.0

Units Key: For Waters/Liquids: mg/L = ppm ; ug/L – ppb For Soils/Solids: mg/hg = ppm ; ug/kg = ppb

Notes:

1. The MDL (Minimum Detectable Limit) reported is adjusted for any dilution necessary due to the levels of target and/or non-target analytes and matrix interference. This MDL is the REPORTING LIMIT and is based upon the lowest standard utilized for calibration where applicable.
2. Samples are retained for a period of thirty days after submittal of report, unless other arrangements are made.
3. Test-Con's liability for the above data is limited to the dollar value paid to Test-Con for this test.
4. All samples were received in proper condition for analysis with proper documentation.

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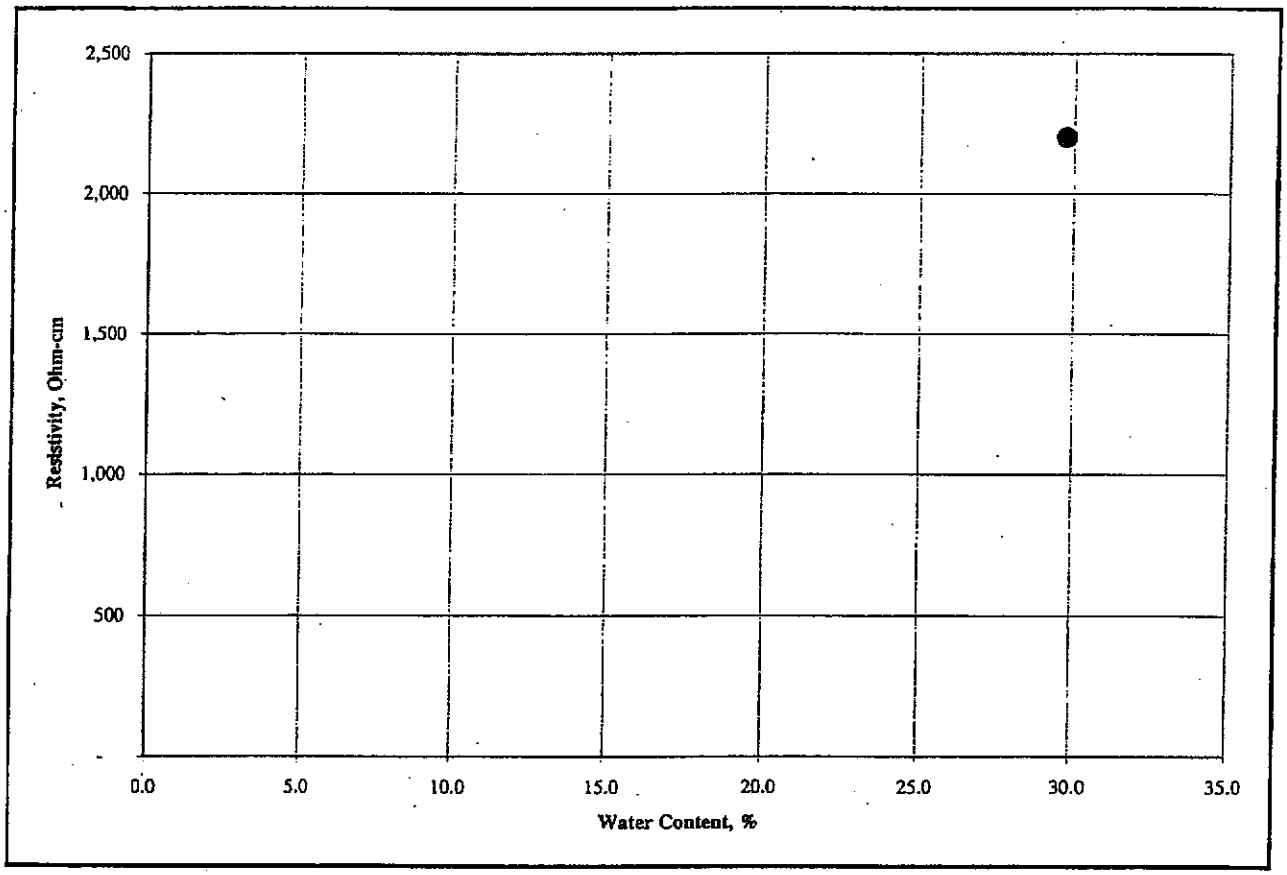
Soil Resistivity - 1 Point
AASHTO - T288

Client	Geodesign Incorporated	Boring	NA
Client Project	New Britain/Hartford Busway	Depth	NA
Project No.	29165	Sample	B-03-3 (S-5)
		Lab Sample No.	29165002

SOIL BOX PARAMETERS	
Soil Box Length, cm	11.2
Soil Box Area, cm^2	6.89
Electrode Spacing, cm	6.89
Soil Box Factor, cm (Area/Spacing)	1
Soil Box Volume, cc	77
Soil Box Weight, gm	123.76

RESISTIVITY TESTED	
WC at Resistivty Tested, %	29.8
Resistivity Tested, Ohm-cm	2200

Tested WC %	Resistance Ohms	Soil Box Factor cm	Resistivity Ohm-cm
29.8	2200	1	2200



Input Validation: Reviewed By: Date Tested: 2/20/2009

TEST-CON INCORPORATED - 16 East Franklin Street - P. O. Box 3116
Danbury, CT 06813-3116-Phone: (203) 748-3012 Fax: (203) 778-0633
E-Mail: Service@test-con.com Web-Site: www.test-con.com

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Construction Material Testing & Inspection - Geotechnical Services

ROCK CORE REPORT

Client: GeoDesign Incorporated
984 Southford Rd.
Middlebury, CT 06762
Project: New Britain-Hartford Busway # 331-14

Date: 2/06/09
Technician: R. DeCesare
Report #: 3 Core

Progress of Work: As requested, Test-Con performed unconfined compressive strength of rock core samples and the results are as follow:

Identification #:	B-03-1 (C-1)
Total Length of Core Recovered	7.40"
Sample Height, inches, after cutting and capping	4"
Capping Material	Sulfur
Diameter, inches	2.0
Area, square inches	3.14
Heigh/Diameter Ratio	2 : 1
Total Load, lbs.	18,965
Load, P.S.I.	5950
Correction Factor	None
Corrected P.S.I.	5950
Date Tested	2/06/09
No. of End Cuts	2

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NVLAP bears no responsibility for the foregoing information.
The above tests/results apply only to specific locations tested/inspected.
5-15-07

Appendix 6
2003 Geotechnical Laboratory Testing

LABORATORY TESTING DATA SHEET

Project Name: NEW BRITAIN-HARTFORD BUSWAY CONNECTICUT
Project No.: L17828
Project Engineer: D. SCHULZE
Assigned By: D. GAFFNEY
Date: DEC.03
Reviewed By: [signature]
Date Reviewed: 1/6/04

Boring/ Test Pit No	Sample No.	Depth ft.	Lab No.	Identification Tests: Water Content %	LL %	PL %	Sieve -200 %	Hyd -2μ %	ORG %	G_s	Dry unit wt pcf	Density: γ_d MAX (pcf) / W_{opt} (%)	Permeability cm/sec	Strength Tests: Torvane or Type Test	$\bar{\sigma}_c$ psf	Failure Criteria	$\sigma_1 - \sigma_3$ or τ psf	Strain %	Consol.: $\frac{C_c}{1 + e_o}$	Laboratory Log and Soil Description
SB-92	S-2	4.5-6.0	230	30.8	45	24	97	48												Brown Lean clay (CL)
SB-93	S-4	10.0-11.5	231	9.1	23	14	53	20												Brown Sandy lean clay with gravel (CL)
SB-94	S-2 S-3	4.5-9.0	232	10.7	26	17	42	15												Brown Clayey sand with gravel (SC)
SB-95	S-2	4.5-6.0	233	11.5	20	19	38	9												Black Silty sand with gravel (SM)
SB-96	S-2	4.5-6.0	234	17.2	NP	NP	4													Brown Poorly graded sand (SP)
SB-97	S-8	25.0-26.5	235	9.9	23	14	59	20												Brown Sandy lean clay (CL)
SB-98	S-3	7.5-9.0	236	2.3	NP	NP	4													Brown Poorly graded sand (SP)
SB-99	S-9	25.0-26.5	237	37.4	35	20	93	37												Brown Lean clay (CL)
SB-100	S-4	10.0-11.5	238	38.0	41	20	78	54												Gray Sandy lean clay (CL)
SB-101	S-4	10.0-11.5	239	32.6	51	24	90	53												Gray Fat clay (CH)

LABORATORY TESTING DATA SHEET

Project Name: NEW BRITAIN-HARTFORD BUSWAY CONNECTICUT

Project No.: L17828 | Assigned By: D. GAFFNEY | Reviewed By: [signature]

Project Engineer: D. SCHULZE | Date: DEC.03 | Date Reviewed: 12/30/03

Boring/ Test Pit No.	Sample No.	Depth ft.	Lab No.	Identification Tests: Water Content %	LL %	PL %	Sieve -200 %	Hyd -2μ %	ORG %	G_s	Dry unit wt. pcf	Density: γ_d MAX (pcf) / W_{opt} (%)	Permeability cm/sec	Strength Tests: Torvane or Type Test	$\bar{\sigma}_c$ psf	Failure Criteria	$\sigma_1 - \sigma_3$ or τ psf	Strain %	Consol.: $\frac{\Delta e}{1+e_0}$	Laboratory Log and Soil Description
SB-83	S-10	28.5-30.0	365	44.8																
SB-85	S-6	16.5-18.0	366	23.3																
SB-87	S-8	22.5-24.0	367	59.1																
SB-88	S-3	7.5-9.0	368	23.6																
SB-88	S-10	28.5-30.0	369	54.2																
SB-90	S-4	10.5-12.0	370	40.3																
SB-93	S-7	19.5-21.0	371	14.1																
SB-97	S-4	13.5-15.0	372	9.7																
SB-98	S-6	16.5-18.0	373	11.1																
SB-99	S-6	16.5-18.0	374	11.6																
SB-99	S-7	19.5-21.0	375	23.2																
SB-99	S-8	22.5-24.0	376	30.3																
SB-99	S-10	28.5-30.0	377	11.0																

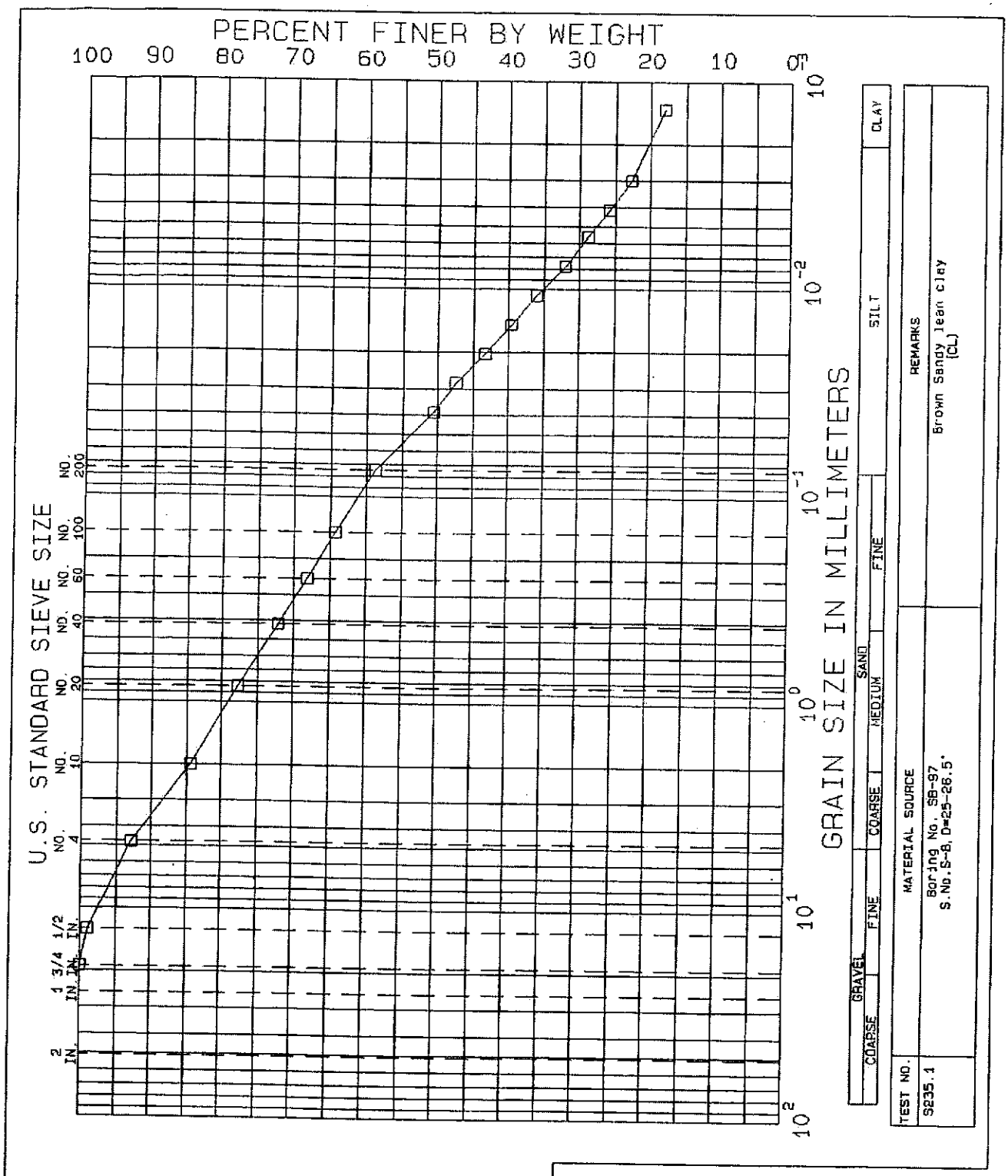
LABORATORY TESTING DATA SHEET

Project Name: NEW BRITAIN-HARTFORD BUSWAY CONNECTICUT
Project No.: 1.17828 — Assigned By: D. Gaffney — Reviewed By: [signature]
Project Engineer: D. SCHULZE — Date: Mar.04 — Date Reviewed: 3/11/04

Boring/ Test Pit No.	Sample No	Depth Ft.	Lab No.	Sample Data: Water Content %	Do in.	L in.	(1) Unit Wt. PCF	(2) Wet Density PCF	Bulk Gs.	(3) Other Tests	Compression Tests: (4) Strength KSI	(5) Strain %	(6) Conf. Stress	(7) E tan PSI EE+06	(8) E sec PSI EE+06	(9) Poisson's Ratio	σt KSI	Is_{50} KSI	Rock Formation or Description or Remarks
SB-44		65.0-65.5	439		1.965	4.394	156.9			U	* 4.45								* Sample failed on joint plane
SB-89		27.3-27.7	440		1.961	4.365	159.2			U	7.45								
SB-90		90.8-91.2	441																Sample not testable due to fracture along bedding plane
SB-92		42.0-42.4	442		1.941	3.846	158.7			U	4.73								
SB-95		16.8-17.4	443		1.981	4.314	161.6			U	10.06								
SB-96		16.8-17.3	444																Sample not testable due to fracture along bedding plane
SB-98		21.0-21.5	445		1.971	4.036	160.9			U	6.23								* Sample failed on joint plane
SB-99		37.6-38.0	446																Sample not testable due to fracture along bedding plane
SB-31		43.5-43.9	447		1.974	4.255	161.5			U	6.05								
SB-16		48.3-48.9	448		1.961	4.092	159.5			U	4.47								

(1) Volume Determined By Measuring Dimensions
(2) Determined by Measuring Dimensions and Weight of Saturated Sample
(3) P=Petrographic PLD=Point Load (diametrical) PLA= Point Load (Axial) RST= Splitting Tensile U= Unconfined Compressive Strength

(4) Taken at Peak Deviator Stress
(5) Strain at Deviator Stress
(6) Represents Confining Stress on Triaxial Tests
(7) Represents Tangent Modulus at 50% of Total Failure Stress
(8) Represents Secant Modulus at 50% of Total Failure Stress
(9) Represents Secant Poisson's Ratio at 50% of Total Failure Stress



NEW BRITAIN-HARTFORD BUSWAY

CONNECTICUT

GRADATION TESTS

BORING NO.	SB-97	TEST SERIES	
SAMPLE	S-8	NO.	235
DEPTH	25-26.5'	DATE	Jan.04
TECH.	CAG		
REVIEWER	MBP	FILE	L17828

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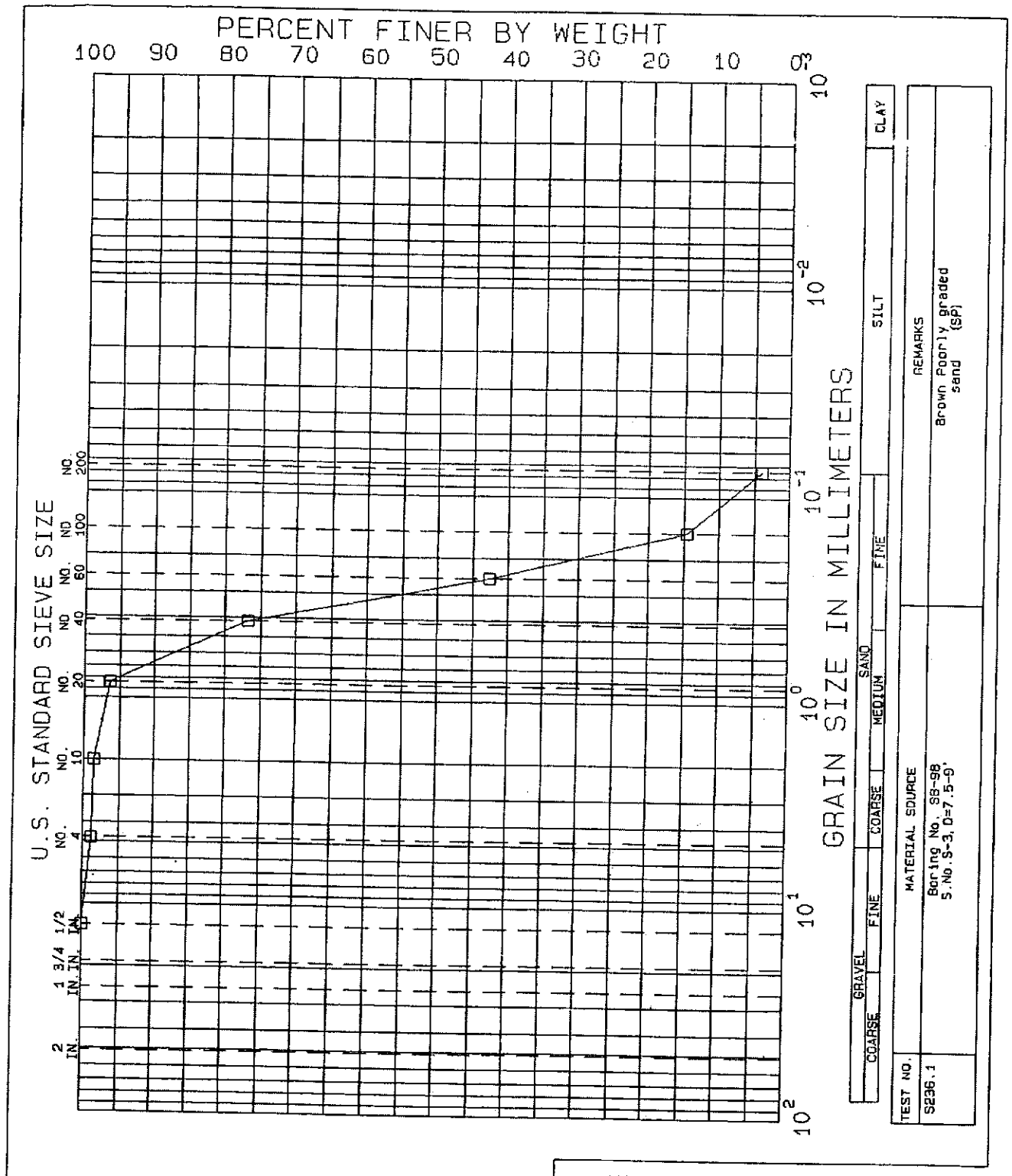
ENGINEERS AND SCIENTISTS



NEW BRITAIN-HARTFORD BUSWAY

CONNECTICUT

GRADATION TESTS

BORING NO. SB-98
SAMPLE S-3
DEPTH 7.5-9'
TECH. CAG
REVIEWER MBP

TEST SERIES
NO. 236
DATE Jan 04

FILE L17828

GZA GEOENVIRONMENTAL, INC.
ENGINEERS AND SCIENTISTS

Appendix 7
Limitations

GEOTECHNICAL LIMITATIONS

Explorations

1. The analyses and recommendations submitted in this report are based in part upon the data obtained from widely spaced subsurface explorations. The nature and extent of variations between these explorations may not become evident until further explorations are made and construction occurs. If variations then appear evident, it will be necessary to reevaluate the recommendations of this report.

2. The generalized soil and bedrock profile described in the text is intended to convey trends in subsurface conditions. The boundaries between strata are approximate and idealized and have been developed by interpretations of widely spaced explorations and samples; actual soil and bedrock transitions are probably more erratic. For specific information, refer to the boring logs.

3. The geologic and geomorphologic settings at this site are complex and the uncertain historic site usage has resulted in the varied distribution and stress history of compressible soils across the site. Limited spacing of borings and lab testing can at best, only allow for estimates to be developed for duration and magnitude of consolidation settlements.

4. Water level readings have been made in the drill holes at times and under conditions stated on the boring logs. These data have been reviewed and interpretations have been made in the text of this report. However, it must be noted that fluctuations in the level of the groundwater may occur due to variations in river levels, rainfall, temperature, and other factors occurring since the time measurements were made.

Review

5. In the event that any changes in the nature, design or location, of the proposed bridge the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and conclusions of this report modified or verified in writing by Geo**Design**, Inc. It is recommended that this firm be provided the opportunity for a general review of design and specifications in order that earthwork and foundation recommendations may be properly interpreted and implemented in the design and specifications.

Use of Report

6. This report has been prepared for the exclusive use H.W. Lochner, Inc., the Connecticut Department of Transportation (ConnDOT), and other members of the design team for specific application to the construction of North Bound Bridge over I-84 West Bound Capitol Avenue On-Ramp located in Hartford, Connecticut, in accordance with generally accepted soil and foundation engineering practices. No other warranty, express or implied, is made.

7. This final design soil and foundation engineering report has been prepared for this project by Geo**Design**. This report is for design purposes only and is not sufficient to prepare an accurate bid. Contractors wishing a copy of the report may secure it with the understanding that its scope is limited to design considerations only.