



Report of Field Density

ASTM D2922

Project: **PORTLAND - OCEAN GATEWAY TERMINAL - MATERIALS TESTING**

Project Number: **05-0134**

Client: **REED & REED, INC.**

Field Density Test Results

Test #	Test Date	Tech	Test Location	Elev Feet	Test Depth	Lab ID	Dry Density	Moisture Content Percent	Compaction Percent	Required Compaction
1	3/27/2006	KLG	GUARD SHACK - CENTER OF BUILDING	1' BFF	10	4835G	114.8	3.8	98.1	95
2	3/27/2006	KLG	GUARD SHACK - CENTER OF WEST WALL	8" BFF	10	4835G	111.6	4.4	95.4	95
3	3/27/2006	KLG	GUARD SHACK - COMMERCIAL STREET ENTRANCE	1' BFF	10	4835G	113.2	3.6	96.8	95
4	3/27/2006	KLG	GUARD SHACK - ADA BATHROOM	5" BFF	10	4835G	112.1	6.1	95.8	95
5	5/8/2006	DAC	STA 10 + 00 NGS GUARD GATE	14.0'	12	4835G	111.9	6.0	95.6	95
6	5/8/2006	DAC	NGS 10'N OF H2O GATE VALVE	14.0'	12	4835G	115.8	0.0	99.0	95
7	5/8/2006	DAC	STA 10 + 10 NGS GUARD DATE	14.5	6	4836G	126.1	2.6	91.6	95
8	5/8/2006	DAC	RETEST #7	15.25	12	4836G	128.0	2.5	93.0	95
9	5/8/2006	DAC	RETEST #8	15.25	12	4836G	129.1	2.7	93.8	95
10							0.0	0.0	0.0	0
11	5/12/2006	DAC	RETEST #10	15.25	12	4836G	131.5	5.5	95.5	95
12	5/12/2006	DAC	COMMERCIAL ST E BOUND GAS TIE-IN	15.25	12	4835G	118.9	5.9	101.6	95
13	5/23/2006	DAC	SWT #1 STA 4 + 35	11.0	12		131.4	6.8	0.0	92
14	5/24/2006	DMR	4' SOUTH TREATMENT STRUC #1	11.55	12	OL15	130.3	7.5	96.5	92
15	5/24/2006	DMR	3' OFF CB #18	13.15	12	OL15	131.3	4.9	97.3	92
16	5/25/2006	DMR	TRENCH FROM MANHOLE #1 3+50	2' BFG	12	OL15	124.5	7.8	92.2	92
17	5/25/2006	DMR	TRENCH FROM MANHOLE #1 2+00	2' BFG	12	OL15	125.1	10.0	92.7	92
18	5/31/2006	JLD	STA 00+50 - TRENCH	T.E.	12	OL16	129.7	2.5	92.1	92
19	5/31/2006	JLD	STA 01+85 - TRENCH	T.E.	10	OL16	131.2	3.1	93.1	92
20	5/31/2006	JLD	L LINE, 14.5	-5;10"	12	4835G	112.2	11.8	95.9	95
21	5/31/2006	JLD	L LINE, 14.5	-5;10"	12	4835G	114.8	10.3	98.1	95
22	6/1/2006	DMR	A-2 LINE	4' BTP	17	OL18	129.3	6.1	95.8	95
23	6/6/2006	DAC	C/11 RECEIVING BLDG	11.5	12	5103G	132.7	6.4	99.7	95
24	6/6/2006	DAC	A/7 RECEIVING BLDG	11.75	12	5103G	131.0	7.6	98.4	95
25	6/6/2006	DAC	A/1 RECEIVING BLDG	12.25	12	5103G	130.3	7.8	97.9	95
26	6/14/2006	DMR	F-2 LINE	4' 6" BF	12	4837G	129.4	6.1	97.7	95
27	6/14/2006	DMR	I-B LINE	6' 6" BF	12	4837G	130.0	5.8	98.2	95



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28	7/17/2006	DMR	4' OFF OUTSIDE A - 9 LINE	~ 4	12	5103G	127.3	4.6	95.6	95
29	7/17/2006	DMR	2' OFF A LINE 1 LINE + 10	~ 4	12	5103G	130.0	3.4	97.7	95
30	7/19/2006	KLG	RECEIVING BUILDING EXT - NW CORNER	3'<TO W	10	5103G	127.8	6.3	96.0	95
31	7/19/2006	KLG	RECEIVING BUILDING INT - NW CORNER	4.5'<T OW	10	5103G	126.8	3.8	95.3	95
32	7/19/2006	KLG	RECEIVING BUILDING EXT- 15' FROM NW CORNER ON WEST WALL	3.5'<T OW	10	5103G	129.1	1.8	97.0	95
33	7/19/2006	KLG	RECEIVING BUILDING INT - 15' FROM NW CORNER ON WEST WALL	3.5'<T OW	10	5103G	126.4	3.3	95.0	95
34	7/19/2006	KLG	RECEIVING BUILDING EXT - 15' FROM SW CORNER ON WEST WALL	3'<TO W	10	5103G	131.7	4.8	98.9	95
35	7/19/2006	KLG	RECEIVING BUILDING INT - NW CORNER	3'<TO W	10	5103G	132.0	3.6	99.2	95
36	7/19/2006	KLG	RECEIVING BUILDING INT - 20'E OF SE CORNER	3'<TO W	10	5103G	129.4	4.3	97.2	95
37	7/19/2006	KLG	RECEIVING BUILDING INT- SE CORNER	4.5'<T OW	10	5103G	127.9	3.8	96.1	95
38	7/19/2006	CKT	9 + 80 52 RIGHT	- 1.5'	12	5103G	126.5	4.8	95.0	95
39	7/19/2006	CKT	10 + 30 45 RIGHT	- 2'	12	5103G	128.2	3.9	96.3	95
40	7/19/2006	CKT	H - 12 CORNER	-3'	12	5103G	131.0	4.2	98.4	95
41	7/19/2006	CKT	10 + 20 45 RIGHT	-1.5'	12	5103G	132.6	3.4	99.6	95
42	7/19/2006	CKT	10 + 40 60 RIGHT	-2.3'	12	5103G	130.3	3.2	97.9	95
43	7/19/2006	CKT	9 + 90 30 RIGHT	-1.5'	12	5103G	127.8	3.0	96.0	95
44	7/19/2006	CKT	10 + 0 25 RIGHT	-1.5'	12	5103G	132.0	3.7	99.2	95
45	7/19/2006	CKT	10 + 30 40 RIGHT	- .5'	12	5103G	128.1	4.2	96.2	95
46	7/19/2006	CKT	9 + 85 75 RIGHT	-2'	12	5103G	129.8	3.4	97.5	95
47	7/19/2006	CKT	9 + 85 45 RIGHT	-1.5'	12	5103G	129.8	4.0	97.5	95
48	7/19/2006	CKT	EX CORNER H - 12	-3'	12	5103G	133.8	2.7	100.5	95
49	7/19/2006	CKT	10 + 40 60 RIGHT	-1'	12	5103G	132.4	4.0	99.5	95
50	7/19/2006	CKT	16 + 10 40'L	*	12	5103G	116.2	7.3	87.3	95
51	7/20/2006	CKT	COLUMN 1 / J - 8	-3.5' C	12	5103G	127.8	4.7	96.0	95
52	7/20/2006	CKT	COLUMN 2 / K - 9	-3.5' C	12	5103G	131.8	5.1	99.0	95
53	7/20/2006	CKT	COLUMN 3 / L - 12	-3' C	10	5103G	128.3	4.1	96.4	95
54	7/20/2006	CKT	COLUMN 2	-3' C	12	5103G	128.7	5.6	96.7	95
55	7/20/2006	CKT	COLUMN 1	-2.5' C	10	5103G	128.6	3.8	96.6	95
56	7/20/2006	CKT	COLUMN 4 / L - 13	-2.5' C	12	5103G	129.9	5.1	97.6	95
57	7/20/2006	CKT	COLUMN 2	-2.5' C	12	5103G	129.9	4.8	97.6	95
58	7/20/2006	CKT	COLUMN 1	-1.5' C	12	5103G	129.6	4.2	97.4	95
59	7/20/2006	CKT	COLUMN 2	-1.5' C	12	5103G	126.6	3.3	95.1	95
60	7/20/2006	CKT	COLUMN 1	-1' C	12	5103G	131.0	5.2	98.4	95



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61	7/20/2006	CKT	EX CORNER / H - 12	-1.5' F	12	5103G	130.5	4.9	98.0	95
62	7/20/2006	CKT	COLUMN 2	-1' C	12	5103G	132.8	3.1	99.8	95
63	7/20/2006	CKT	COLUMN 3	-1' C	12	5103G	128.5	5.0	96.5	95
64	7/20/2006	CKT	COLUMN 1	0	12	5103G	131.7	3.3	98.9	95
65	7/20/2006	CKT	COLUMN 2	0	10	5103G	127.5	2.5	95.8	95
66	7/20/2006	CKT	COLUMN 3/4 / L - 10	0	12	5103G	127.5	2.5	95.8	95
67	7/20/2006	CKT	EXTERIOR H - 12 FRONT SIDE	-1.5'	12	5103G	128.7	2.9	96.7	95
68	7/20/2006	CKT	EX D - 16	-4'	12	5103G	127.0	3.4	95.4	95
69	7/20/2006	CKT	EX F - 15	-2'	12	5103G	131.8	2.7	99.0	95
70	7/21/2006	CKT	G - 13	-5'	12	5103G	130.9	3.5	98.3	95
71	7/21/2006	CKT	D - 16	-2'	12	5103G	127.9	4.1	96.1	95
72	7/21/2006	CKT	F - 15	-1'	12	5103G	129.5	3.6	97.3	95
73	7/21/2006	CKT	E - 16	-1.5'	12	5103G	130.8	3.8	98.3	95
74	7/26/2006	DMR	GATE 4 - SOUTH END FERRY TERMINAL	FG	10	5103G	130.6	6.2	98.1	95
75	7/26/2006	DMR	GATE 4 - NORTH END FERRY TERMINAL	FG	10	5103G	131.5	5.6	98.8	95
76	8/8/2006	CKT	12 + 50 6' LEFT	TOS	10	5373G	122.4	6.0	97.5	95
77	8/8/2006	CKT	10 + 25 40' RIGHT	- 10"	10	5103G	133.9	1.7	100.6	95
78	8/8/2006	CKT	10 + 40 70' RIGHT	- 10"	12	5103G	134.9	2.2	101.4	95
79	8/8/2006	CKT	10 + 25 75' RIGHT	- 10"	10	5103G	134.4	2.4	101.0	95
80	8/9/2006	CKT	13 + 88 CENTER	- 3'	10	5373G	119.4	3.4	95.1	95
81	8/9/2006	CKT	14 + 30 CENTER	- 5'	10	5373G	124.0	4.1	98.7	95
82	8/9/2006	CKT	14 + 15 CENTER	-3'	10	5373G	121.8	4.0	97.0	95
83	8/9/2006	CKT	14 + 40 CENTER	-3'	10	5373G	124.4	4.2	99.0	95
84	8/11/2006	JLD	3' LEFT OF SANITARY MANHOLE # 3	3' BFG	10	5373G	118.1	6.5	94.0	95
85	8/14/2006	CKT	16 + 65 4' LEFT	-5'	10	5373G	119.5	5.3	95.1	95
86	8/14/2006	CKT	16 + 60 4' LEFT	-2.5'	12	OL19	116.2	7.1	94.7	95
87	8/14/2006	CKT	16 + 80 4' LEFT	-3'	10	OL19	116.8	6.0	95.2	95
88	8/14/2006	CKT	17 + 75 4' LEFT	-3'	8	OL19	121.6	4.7	99.1	95
89	8/14/2006	CKT	17 + 80 4' LEFT	-1 1/2'	12	OL19	121.1	5.1	98.7	95
90	8/15/2006	DMR	STA 17 + 90 SEWER TRENCH	3' BF	10	OL21	117.8	5.5	96.0	95
91	8/15/2006	DMR	STA 17 + 80 5' LEFT CENTER	3' BF	10	OL21	117.0	7.8	95.4	95
92	8/15/2006	DMR	STA 18 + 70 5' LEFT CENTER	3' BF	10	OL21	119.2	6.2	97.1	95
93	8/15/2006	DMR	STA 19 + 00 5' LEFT CENTER	2' BF	10	OL21	119.6	7.3	97.5	95
94	9/6/2006	DMR	CATCH BASIN # 5 15 + 40 12' LEFT	1' + F	10	OL23	117.0	4.6	95.4	95
95	9/6/2006	DMR	CATCH BASIN # 5 15 + 30 16' LEFT	1' + F	10	OL23	117.8	5.2	96.0	95
96	9/12/2006	DMR	INSIDE BUILDING 4 - E	FG	10	5103G	132.7	5.2	99.7	95

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97	9/12/2006	DMR	INSIDE BUILDING 13 - F	FG	10	5103G	133.0	4.7	99.9	95	
98	9/12/2006	DMR	INSIDE BUILDING 14 - K	FG	10	5103G	129.1	3.7	97.0	95	
99	9/15/2006	DMR	STA 13 + 20 -- COMMERCIAL STREET	FG	12	OL27	120.8	5.6	98.5	0	
100	9/19/2006	PJO	HANCOCK ELECTRICAL MANHOLE - SE CORNER		17	12	OL25	119.6	6.0	97.5	95
101	9/19/2006	PJO	HANCOCK ELECTRICAL MANHOLE - SW CORNER		17	12	OL25	117.1	6.5	95.4	95
102	9/21/2006	JRD	15 + 75 30' R CATCH BASIN	5' BFG	10	OL21	117.4	9.2	95.7	95	
103	9/21/2006	JRD	16 + 00 GASLINE BACKFILL	2' BFG	10	OL21	118.2	6.9	96.3	95	
104	9/21/2006	JRD	15 + 50 GASLINE BACKFILL	2' BFG	10	OL21	118.0	7.4	96.2	95	
105	9/21/2006	JRD	15 + 00 GASLINE BACKFILL	2' BFG	10	OL21	116.9	6.5	95.3	95	
106	9/21/2006	JRD	14 + 50 GASLINE BACKFILL	2' BFG	10	OL21	118.6	8.1	96.7	95	
107	9/21/2006	JRD	14 + 00 GASLINE BACKFILL	2' BFG	10	OL21	109.2	8.1	89.0	95	
108	9/21/2006	JRD	RETEST TEST #107	2' BFG	10	OL21	116.6	7.2	95.0	95	
109	9/21/2006	JRD	13 + 50 GASLINE BACKFILL	2' BFG	10	OL21	122.6	5.4	99.9	95	
110	9/21/2006	JRD	13 + 00 GASLINE BACKFILL	2' BFG	10	OL21	122.9	7.8	100.2	95	
111	10/2/2006	JRD	CONDUIT BACKFILL 15 + 00	SG	12	OL21	116.3	11.2	94.8	95	
112	10/2/2006	JRD	CONDUIT BACKFILL 14 + 50	SG	12	OL21	117.8	10.6	96.0	95	
113	10/2/2006	JRD	CONDUIT BACKFILL 14 + 00	SG	12	OL21	119.6	8.3	97.5	95	
114	10/2/2006	JRD	CONDUIT BACKFILL 13 + 50	SG	12	OL21	122.8	7.5	100.1	95	
115	10/4/2006	JRD	CONDUIT BACKFILL 16 + 50	SG	8	OL28	116.5	8.2	94.9	95	
116	10/4/2006	JRD	CONDUIT BACKFILL 17 + 00	SG	8	OL28	116.6	7.0	95.0	95	
117	10/4/2006	JRD	CONDUIT BACKFILL 17 + 50	SG	8	OL28	116.7	7.1	95.1	95	
118	10/4/2006	JRD	CONDUIT BACKFILL 18 + 00	SG	8	OL28	121.6	7.4	99.1	95	
119	10/4/2006	JRD	CONDUIT BACKFILL 18 + 50	SG	8	OL28	121.7	6.0	99.2	95	
120	10/4/2006	JRD	CONDUIT BACKFILL 19 + 00	SG	8	OL28	118.1	7.2	96.3	95	
121	10/11/2006	CKT	18 + 00 5' LEFT	9" BTOS	10	5103G	126.7	3.0	95.2	95	
122	10/11/2006	CKT	17 + 50 CENTERLINE	TOS	12	5103G	130.2	4.1	97.8	95	
123	10/11/2006	CKT	19 + 50 CENTERLINE	TOS	12	5103G	131.7	2.7	98.9	95	
124	10/11/2006	CKT	16 + 50 18' LEFT	TOS	12	5103G	132.9	4.3	99.8	95	
125	10/11/2006	CKT	15 + 00 15' LEFT	TOS	12	5103G	133.9	3.0	100.6	95	
126	10/11/2006	CKT	14 + 0 9' LEFT	TOS	12	5103G	133.9	3.4	100.6	95	
127	10/11/2006	CKT	13 + 00 18' LEFT	TOS	12	5103G	131.5	3.2	98.8	95	
128	10/17/2006	CKT	HANCOCK ROAD 10 + 85 5' ROC	TOS	12	5103G	133.0	4.3	99.9	95	

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129	10/17/2006	CKT	HANCOCK ROAD 11 + 20 12'LOC	TOS	12	5103G	132.1	3.5	99.2	95
130	10/17/2006	CKT	HANCOCK ROAD 12 + 00 10'ROC	TOS	12	5103G	134.5	3.8	101.1	95
131	10/17/2006	CKT	HANCOCK ROAD 11 + 85 7'LOC	TOS	12	5103G	132.5	3.4	99.5	95
132	10/16/2006	DMR	10 + 50 - 6' RIGHT	TOS	12	5103G	132.6	4.0	99.6	95
133	10/16/2006	DMR	11 + 50 7' RIGHT	TOS	12	5103G	133.0	3.8	99.9	95
134	10/27/2006	CKT	12 + 55 6' ROC	TOG	6	5952G	134.7	2.6	95.3	95
135							0.0	0.0	0.0	0
135	10/27/2006	CKT	12 + 50 9' LOC	TOG	6	5952G	134.5	2.7	95.1	95
136	10/27/2006	CKT	10 + 75 5' ROC HANCOCK STREET	TOG	6	5952G	135.5	3.1	95.8	95
137	10/27/2006	CKT	11 + 25 10' LOC HANCOCK STREET	TOG	6	5952G	135.9	2.8	96.1	95
138	4/26/2007	DAC	HANCOCK STREETS STA 0 + 50 7'R OF CL	6" BFG	1212	5103G	130.4	2.4	98.0	95
139	4/26/2007	DAC	HANCOCK STREETS STA 1 + 20 5'R OF CL	6" BFG	1212	5103G	129.9	2.6	97.6	95
140	4/30/2007	VLT	HANCOCK ST. 2' OFF CENTER LINE STA 12 + 50	-2 BFG	12	5103G	122.7	7.5	92.2	92
141	4/30/2007	VLT	N SIDE MH + 2' STA 11 + 50	-4 TMH	12	5103G	127.4	7.3	95.7	95
142	4/30/2007	VLT	S SIDE MH + 2' STA 11 + 50	-3 TMH	12	5103G	127.7	8.5	95.9	95
143	4/30/2007	VLT	S SIDE MH + 2' STA 11 + 50	-3 TMH	12	5103G	126.8	7.8	95.3	95
144	4/30/2007	VLT	N SIDE MH + 2' STA 11 + 50	-3 TMH	12	5103G	131.2	6.3	98.6	95
145	4/30/2007	VLT	W SIDE MH + 2' STA 11 + 50 + 20 OFF CENTERLINE	-3 TMH	12	5103G	126.5	6.7	95.0	95
146	5/4/2007	VLT	STA 7 + 25 PARALLEL TO COMMERCIAL ST.	-3' FG	10	5103G	122.8	5.2	92.3	92
147	5/9/2007	VLT	Sta. 12+50	FG	10	6658G	129.9	2.6	98.6	95
148	5/9/2007	VLT	Sta. 13+00	FG	10	6658G	128.5	2.5	97.6	95
149	5/9/2007	VLT	Sta. 6+00	FG	10	6658G	126.3	2.4	95.9	95
150	5/9/2007	VLT	Sta. 6+50	FG	10	6658G	129.9	2.2	98.6	95
151	5/10/2007	MFB	Sta. 11+50 5' R	Subba se	12	6658G	126.2	3.1	95.8	95
152	5/10/2007	MFB	Sta. 6+00 25' R	Base	12	6658G	135.3	2.7	102.7	95
153	5/10/2007	MFB	Sta. 7+50 25' R	Base	12	6658G	126.0	3.0	95.7	95
154	5/10/2007	MFB	Hancock St. Sta. 11+00	Subba se	12	6658G	128.3	2.5	97.4	95
155	5/11/2007	VLT	VIS Footing 125 + MSP	-4 G	10	6658G	129.1	5.0	98.0	95
156	5/11/2007	VLT	VIS Footing 100 + MSP	-4 G	10	6658G	127.1	4.0	96.5	95
157	5/23/2007	VLT	+10'N BASIN-1- STA 3 + 25' 10' OFSR	FG	10	6658G	126.1	3.8	95.7	95
158	5/23/2007	VLT	+25'S BASIN-1- STA 3+00' 10' OF SR	FG	10	6658G	129.2	4.0	98.1	95

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159	5/23/2007	VLT	+10'N BASIN-2- STA 2 + 00 10' OFSR	FG	12	6658G	128.1	2.9	97.3	95
160	5/23/2007	VLT	STA 4 + 00 + 15'S OF EB 10' OFSR	FG	12	6658G	129.0	4.2	97.9	95
161	5/23/2007	VLT	STA 3 + 50 + 50' S OF EB 10' OFSR	FG	10	6658G	129.2	3.6	98.1	95
162	5/25/2007	CW	V.I.S. FOUNDATION BASES	TOF	12	6658G	125.6	3.0	95.4	95
163	5/25/2007	CW	V.I.S. FOUNDATION BASES	TOF	12	6658G	125.4	3.1	95.2	95
164	5/25/2007	CW	V.I.S. FOUNDATION BASES	TOF	12	6658G	128.0	3.4	97.2	95
165	5/25/2007	CW	V.I.S. FOUNDATION BASES	TOF	12	6658G	129.5	2.3	98.3	95
166	5/25/2007	CW	V.I.S. FOUNDATION BASES	TOF	12	6658G	126.0	3.4	95.7	95
167	5/25/2007	CW	V.I.S. FOUNDATION BASES	18" AF	12	6658G	126.0	3.1	95.7	95
168	5/25/2007	CW	V.I.S. FOUNDATION BASES	18" AF	12	6658G	130.8	3.1	99.3	95
169	5/25/2007	CW	V.I.S. FOUNDATION BASES	18" AF	12	6658G	125.1	3.7	95.0	95
170	5/25/2007	CW	V.I.S. FOUNDATION BASES	18" AF	12	6658G	125.5	3.1	95.3	95
171	9/11/2007	DMR	PARKING AREA 50' OFF CENTER LINE RR TRACKS	FG	8	7459G	142.6	2.2	98.1	95
172	9/11/2007	DMR	PARKING AREA 150' OFF CENTER LINE 20' RIGHT	FG	8	7459G	142.0	2.0	97.7	95
173	9/11/2007	DMR	PARKING AREA 200' OFF CENTER LINE 10' LEFT	FG	6	7459G	143.2	2.2	98.5	95

Laboratory Compaction Test Reference

Lab ID	Date Received	Material Source	Material Type	Method	Max Dry Density PCF	Optimum Moisture Content (%)	Comments
4835G	3/26/2006	maietta	Sand	ASTM D-1557 Modified A	117.0	11.2	
4836G	3/26/2006	maietta	1 1/2" Minus	ASTM D-1557 Modified C	137.7	6.6	
4837G	3/26/2006	maietta	Aggregate Subbase	ASTM D-1557 Modified C	132.4	7.7	
5103G	6/1/2006	maietta scarborough	Aggregate Subbase	ASTM D-1557 Modified C	133.1	6.7	
5373G	7/10/2006	Water main trench Exc./Station 16+25	Graquualr Native Mat.	ASTM D-1557 Modified C	125.6	9.4	
5952G	10/27/2006	Grondin - Brandy Brook	Aggregate Base (Type A)	ASTM D-1557 Modified C	141.4	6.4	
6658G	5/2/2007	Grondin - Scott Pit	Aggregate Subbase (Type D)	ASTM D-1557 Modified C	131.7	8.3	
7459G	9/11/2007	grondin	Aggregate Base	ASTM D-1557 Modified C	145.4	5.6	
OL15	5/29/2006			D-1557	135.0	0.0	
OL16	5/30/2006			D-1557	140.9		
OL18					135.0		
OL19					122.7		
OL21					122.7		
OL23					122.7		
ol25					122.7		



Report of Field Density ASTM D2922

Project: **PORTLAND - OCEAN GATEWAY TERMINAL - MATERIALS TESTING**

Project Number: **05-0134**

Client: **REED & REED, INC.**

OL27

122.7

OL28

122.7

Elevation Notes:

Comments:

Reviewed By