Appendix E – Crack Inventory and QA/ QC Data from CMA

Tavera Cores (From CMA)

Phase	Station	Offset	Brox	Brox Compaction	Brox Thickness	Brox Fines	Brox %AC	JTC	JTC Compaction	JTC Thickness	JTC Fines	JTC %AC	Cardno	Cardno Compaction	Cardno Thickness	Cardno Fines	Cardno %AC
Phase IIB	104+50	1'L						1	95.2%	3.77	-	-					
Phase IIB	104+50	1'R						2	95.4%	3.12	-	-					
Phase IIA	135+85	2.5'R						3	93.3%	-	4.9	4.73					
Phase I	143+75	3'R	1	95.0%	3.2	-	-										
Phase I	148+25	7'L	2	94.4%	3.5	-	-										
Phase IIIA	155+83	WB						4	96.2%	3.40	4.0	4.70	1	96.1%	3.38	4.8	5.20
Phase IIIA	164+00	CL						5	-	3.11	-	-					
Phase IIIA	164+00	1'R						6	93.8%	3.56	-	-					
Phase IIIA	164+00	1.5'L						7	93.8%	2.88	-	-					
Phase IIIA	164+00	8'L						8	96.7%	2.95	-	-					
Phase IIIA	164+00	3'L						9	-	2.92	-	-					
Phase IIIA	160+08	WB						10	97.2%	3.10	5.0	4.80	2	98.1%	3.00	2.6	5.00
Phase IIIA	166+21	WB						11	95.5%	2.95	4.0	4.61	3	95.3%	2.88	4.5	5.10
Phase IIIA	170+61	EB						12	94.9%	3.20	4.2	4.58	4	95.3%	3.13	4.2	5.30
Phase IIIB	180+67	WB						13	95.9%	3.95	4.6	4.58	5	95.5%	3.88	4.9	5.10
Phase IV	184+00	7'R						14	95.7%	-	3.5	4.91					
Phase VII	208+00	6'R						15	95.3%	3.51	-	-					
Phase VII	208+00	6'L						16	94.4%	3.30	-	-					
Phase VIII	248+75	3.5'L						17	93.0%	-	3.5	4.61					

Specs.

Compaction	92%	Min.
Thickness	2.8-4.2	3.5" target
Fines	2.4-4.4%	3.4% target
AC	4.3-5.1%	4.7% target

x.x = Over Target

x.x = Out of Spec.

✓ out of spec

provided by CMA
Summary of Cores/Extractions in pavement

CMA Pavement Summary
Calculated by: UE

	All Thickness	Phase III	All Compaction	All % Fines	All % AC			
	3.77		95.20%					
	3.12		95.40%					
			93.30%	4.90%	4.73%			
	3.2		95.00%					
	3.5		94.40%					
	3.4	3.4	96.20%	4.00%	4.70%			
	3.11	3.11						
	3.56	3.56	93.80%				1028	5/9/2013 – Phase I (1,028 T)
	2.88	2.88	93.80%				1480	
	2.95	2.95	96.70%				358	6/19/2013 – Phase IIA (1,480 T)
	2.92	2.92					1030	6/20/2013 – Phase IIB (358 T)
	3.1	3.1	97.20%	5.00%	4.80%		551	7/18/2013 – Phase IIIA (1,030 T)
	2.95	2.95	95.50%	4.00%	4.61%		664	7/19/2013 – Phase IIIB (551 T)
	3.2	3.2	94.90%	4.20%	4.58%		1082	8/6/2013 – Phase IV (664 T)
	3.95	3.95	95.90%	4.60%	4.58%		1207	8/29/2013 – Phase V (1,082 T)
			95.70%	3.50%	4.91%		1111	9/26/2013 – Phase VI (1,207 T)
	3.51		95.30%				1045	10/17/2013 – Phase VII (1,111 T)
	3.3		94.40%					11/6/2013 – Phase VIII (1,045 T)
			93.00%	3.50%	4.61%			
min	2.88	2.88	93.00%	3.50%	4.58%	min	358	
max	3.95	3.95	97.20%	5.00%	4.91%	max	1480	
avg	3.27625	3.202	95.04%	4.21%	4.69%	avg	955.6	
						sum	9556	

Photo 1. Cracking observed in January 2014

Tolend Road Crack Inventory July 3 and 8, 2014
CMA Engineers #745

Station Begin	Station End	Segment Length (ft)	Paving Mobilization	Base Paved	Base Construction	Testing Completed	Results of Concern	Centerline Cracks (Ft)	Butt Joint Cracks (Ft)	In-Lane Cracks (Ft)
101+25	107+25	600	Phase IIB	6/20/2013	Full Depth	JTC core 104+50 (2)	variable thickness 600	637	0	0
107+25	137+00	2975	Phase IIA	6/19/2013	Full Depth	Brox QC, JTC core 135+85, 2.5'R	4.9% fines 2975	826	0	42
137+00	154+00	1700	Phase I	5/9/2013	Full Depth	Brox QC	- 1100	1078 68	48 3	22 1.3
154+00	172+75	1875	Phase IIIA	7/18/2013	Full Depth	JTC cores 164+00 (5), JTC & Cardno cores @ 155+83 WB, 160+08 WB, 166+21 WB, & 170+61 EB	1875 variable thickness, 4.0 to 5.0% fines	1248 67	28 1.5	706 38
172+75	181+00	825	Phase IIIB	7/19/2013	Full Depth	JTC core 180+67 WB	4.6% - 4.9% fines 825	888 108	129 16	149 18
181+00	191+50	1050	Phase IV	8/6/2013	Full Depth	JTC core 184+00, 7.0'R	- 1050	1080 103	0 0	0 0
191+50	210+00	1850	Phase VII	10/17/2013	Full Depth	JTC core 208+00 (2)	- 1850	192 10	56 3	98 5
210+00	227+50	1750	Phase V	8/29/2013	Full Depth		1750	711 41	28 2	19 1.1
227+50	248+00	2050	Phase VI	9/26/2013	Full Depth		2050	134 7	28 1.4	0 0
248+00	265+50	1750	Phase VIII	11/6/2013	Reclaim	JTC core 248+75, 3.5'L	- 1750	248 14	0 0	0 0
Total		16425						7042	317	1036

2500'

3000'

Tolend Road Crack Inventory July 3 and 8, 2014

CMA Engineers #745

Station Begin	Station End	Segment Length (ft)	Paving Mobilization	Centerline Cracks (Ft)	Butt Joint Cracks (Ft)	In-Lane Cracks (Ft)
101+25	107+25	600	Phase IIB	637	0	0
107+25	137+00	2975	Phase IIA	~~1285~~ 826	0	42
137+00	154+00	1700	Phase I	1078	48	22
154+00	172+75	1875	Phase IIIA	1248	28	706
172+75	181+00	825	Phase IIIB	888	129	149
181+00	191+50	1050	Phase IV	1080	0	0
191+50	210+00	1850	Phase VII	192	56	98
210+00	227+50	1750	Phase V	711	28	19
227+50	248+00	2050	Phase VI	134	28	0
248+00	265+50	1750	Phase VIII	248	0	0
Total		16425		~~7501~~ 7042	317	1036

Station Range		Paving Phase	Location	Centerline Crack (Ft)	Butt Joint Crack (Ft)	In-Lane Crack (Ft)	Other / Description
101+25 to	107+25	IIB	Barrington bump				
			Barrington bump to pit	176			
			Opposite pit rt to 20'				side lane cracks
			Pit to pole 4B/14	180			
			pole 4B/14	85			
			pole 4B/14 to 4B/13	169			
				27			
Segment Length (Ft):	600		Length of defects (Ft)	637	0	0	
107+25 to	137+00	IIA	pole 4B/14 to 4B/13			12	
			pole 4B/12			12	
			pole 4B/12 to 4B/11	31			
				66			
			pole 4B/11 to 4B/10	12			
				14			
				9			
				21			
				25			
			pole 4B/10 to 4B/7	14			
				11			
			pole 4B/7 to 4B/6	~~726~~			
			before pole 4B/4	47			
			pole 4B/6			18	rt side, y crack
			pole 4B/4 to 4B/3	24			
				13			
			pole 4B/3 to 4B/2	133			
			pole 4B/2 to 4B/1	68			
			pole 4B/1 to 4B/Y	71			
Segment Length (Ft):	2975		Length of defects (Ft)	~~1285~~	0	42	
137+00 to	154+00	I	Sta 137		24		take out bump
			Sta 136+50 to Sta 137+00	55			
			Sta 126 to Sta 128+/-		24		transverse joint (butt joints at right side lane repair)
			gate right lane past repair			12	
			pole 4/176 to Glen Hill	72			
			Glen Hill apron	72			
			Glen Hill Road			5	left lane
						5	left lane
			Glen Hill to #589	350			
			#589 to #581	40			
				12			
			pole 4/174 to 4/173X	65			
			pole 4/173X	77			
			pole 4/173 to 4/172X	152			
			pole 4/172X to #544	67			
			Sta	116			
Segment Length (Ft):	1700		Length of defects (Ft)	1078	48	22	

267 (transposed measurement)

826

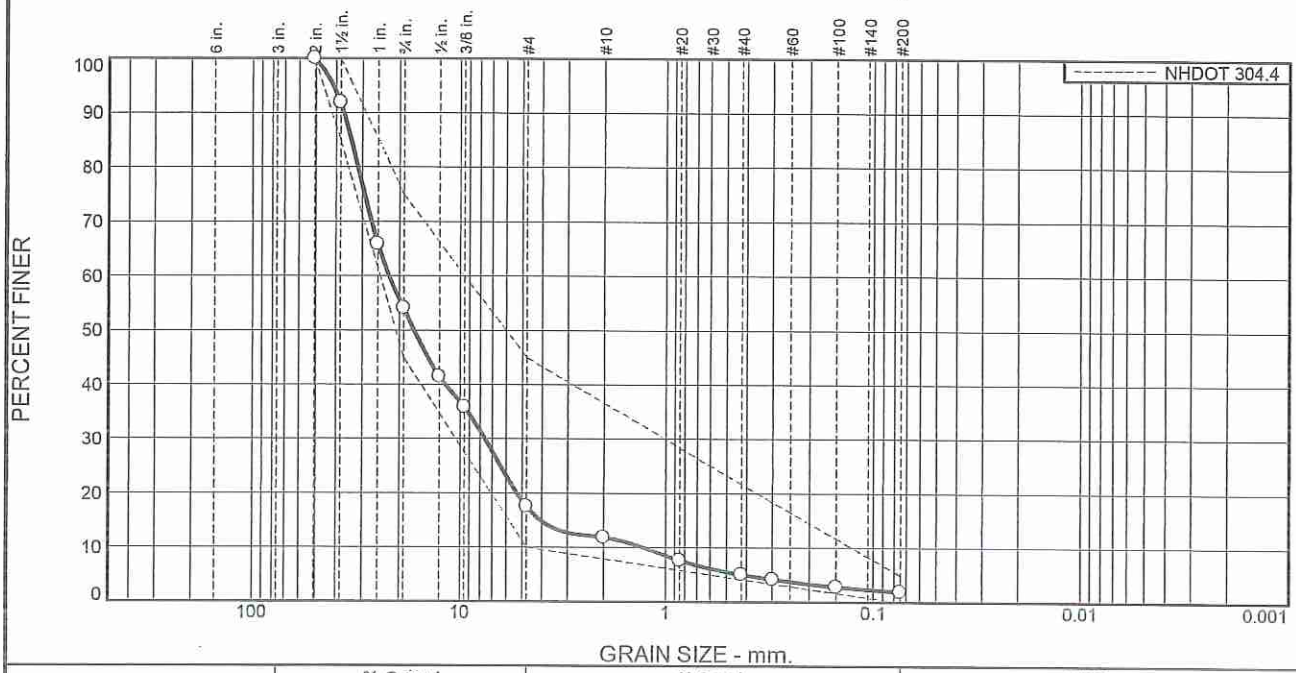
Station Range			Paving Phase	Location	Centerline Crack (Ft)	Butt Joint Crack (Ft)	In-Lane Crack (Ft)	Other / Description
154+00	to	172+75	IIIA	Phase I/IIIA		28		
							9	rt lane
							27	rt lane
							4	rt lane
				20'W of 4/166X			65	rt
				#535 to #532	28			right lane too
					68			
					33			
				#532	178			right lane too
				#523 to #524	116			
				#519 to #508	122			right lane too
				#523			6	rt
							27	lt
							7	lt
				#508 to #496	40			right lane too
					39			
					8			
					25			
					25			
					9			
					63			
					104			
				#508 to #496			26	rt
							23	
				#519 to #509			15	lt
							15	lt
				#496 to #486	32			
				#486 to #493	37			
				#503			9	lt
				4/165			9	lt
				#499			37	lt
							10	lt
							16	lt
				#493			14	rt
							7	rt
				#496			11	rt
				#493 to #477	175			
				#480	4			
					17			
					47			
				#477			67	lt
							15	lt
							22	lt
							19	lt
							6	lt
				#480			72	rt
							13	rt
				#475 to #473			16	lt
							4	lt
							34	lt
							16	lt
							31	lt
				#473			34	lt
							19	lt
							1	lt
				#473	78			
Segment Length (Ft):		1875		Length of defects (Ft)	1248	28	706	

Station Range		Paving Phase	Location	Centerline Crack (Ft)	Butt Joint Crack (Ft)	In-Lane Crack (Ft)	Other / Description
172+75 to	181+00	IIIB	#473 to #471			19	
						67	
						6	
						8	
			#473 to Sta 172+50	32			
				42			
			Phase IIIA/IIIB		28		
			Phase IIIA/IIIB to French Cross Road	386			
			French Cross Road to Dean Drive			6	lt
						12	lt
						12	lt
			French Cross Road to Dean Drive	390			
			Dean Drive				~~frost heave~~
			Dean Drive to #437		73		butt joint repair
			Dean Drive to #435	38			
			Dean Drive to #435			4	lt
						15	lt
			Phase 3B/4/Dean Drive		28		
Segment Length (Ft):	825		Length of defects (Ft)	888	129	149	
181+00 to	191+50	IV	Dean Drive to 4/153	40			
				188			
			pole 4/153 to 4/151	369			
			pole 4/151 to 40' E of 4/150	229			
			40' E 4/150 to Phase 4	254			
Segment Length (Ft):	1050		Length of defects (Ft)	1080			
191+50 to	210+00	VII	pole 4/149 to Phase 7			17	rt
						13	rt
						6	rt
						36	rt
			Phase 4/7		28		
			pole 4/148 to 4/147	88			
			Phase7 to pole 4/148			22	rt
			pole 4/148S to nancy Lane	104			
			crack or joint? Nancy Lane to Watson Road				
			Watson			4	
			Ph VII/V		28		bump
Segment Length (Ft):	1850		Length of defects (Ft)	192	56	98	

Abrupt right side superelevation transition at Dean Drive, distressed pavement.

Station Range		Paving Phase	Location	Centerline Crack (Ft)	Butt Joint Crack (Ft)	In-Lane Crack (Ft)	Other / Description
210+00 to	227+50	V	#309	109			
			#308	53			
			#311	68			
			#300	10		5	
			Rt Lane				
			#292	45			
			#292	70			
			#289	42			
			#289/271	35			
			#289/271	39			
			#271 TRANS Rt			5	
			#271 TRANS Lt			9	
			#266	16			
			#259/262	66			
			#259	48			
			#259	44			
			#254	66			
			V/VI Butt		28		
Segment Length (Ft):	1750		Length of defects (Ft)	711	28	19	
227+50 to	248+00	VI	Willow	42			
			#241	22			
			#241	17			
			#229	12			
			#220	13			
			#220	28			
			#173 VI/VII Butt		28		
Segment Length (Ft):	2050		Length of defects (Ft)	134	28	0	
248+00 to	265+00	VIII	#160	15			
			#160	29			
			#141	54			
			S of Upper Fac	19			
			S of Upper Fac	14			
			#125(Drive)	42			
			#125				
			#125	26			
			#108	16			
			Mone's Folly	12			
			Mone's Folly	21			
Segment Length (Ft):	1700		Length of defects (Ft)	248	0	0	

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	45.9	36.5	5.7	6.8	3.1	2.0	

Test Results (ASTM C 136 & ASTM C 117)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2	100.0	100.0	
1 1/2	91.9	85.0 - 100.0	
1	65.9		
3/4	54.1	45.0 - 75.0	
1/2	41.5		
3/8	35.9		
#4	17.6	10.0 - 45.0	
#10	11.9		
#20	7.7		
#40	5.1		
#50	4.2		
#100	2.8		
#200	2.0	0.0 - 5.0	

* NHDOT 304.4

Material Description

Crushed Gravel

Atterberg Limits (ASTM D 4318)

PL= LL= PI=

Classification

USCS (D 2487)= AASHTO (M 145)=

Coefficients

D_{90}= 36.7271 D_{85}= 33.8141 D_{60}= 22.4512
D_{50}= 16.9027 D_{30}= 7.5621 D_{15}= 4.0422
D_{10}= 1.2832 C_u= 17.50 C_c= 1.98

Remarks

Material meets gradation specification for NHDOT 304.4

Date Received: 4-15-13 **Date Tested:** 4-16-13

Tested By: Scott TeBordo

Checked By: Jestin Leclair

Title: Special Inspection

Location: Brox - Rochester
Sample Number: 13-216 **Depth:** 304.4

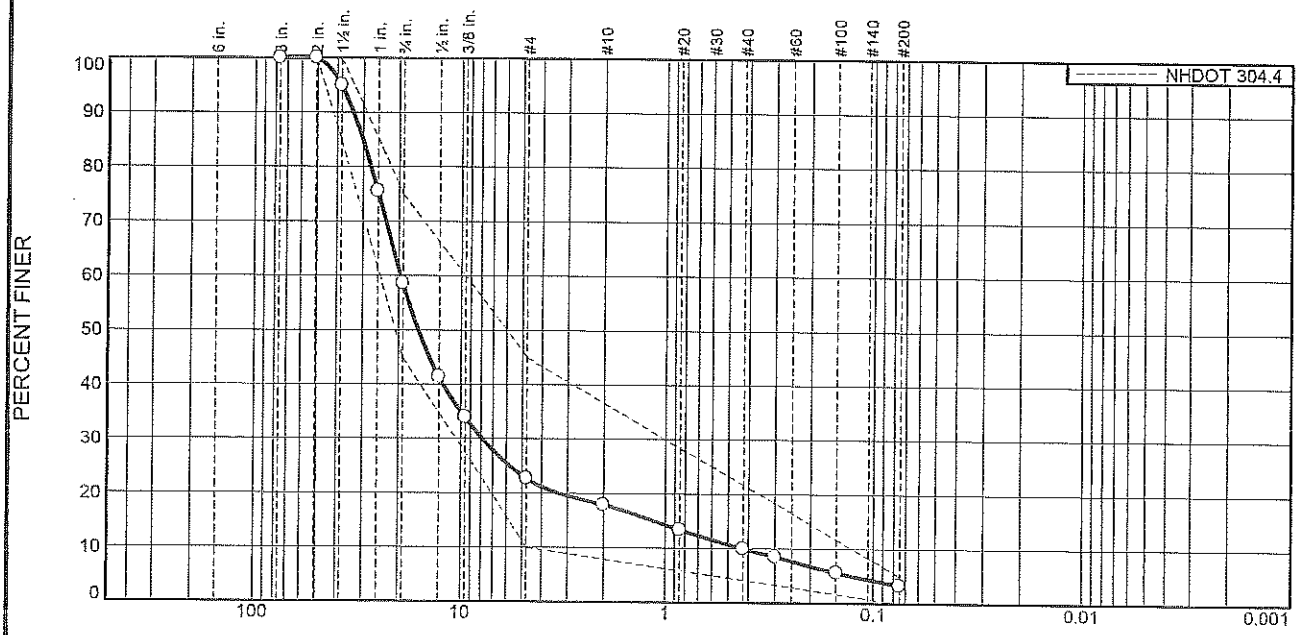
Date Sampled: 4-15-13

JOHN TURNER
Dover, NH

Client: American Excavating
Project: Tolend Road, Dover, NH

Project No: 13-10-019 **Figure** 002

Particle Size Distribution Report



% Cobbles	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	41.4	35.9	4.8	7.9	6.6	3.4	

Test Results (ASTM C 136 & ASTM C 117)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
3	100.0		
2	100.0	100.0	
1 1/2	95.0	85.0 - 100.0	
1	75.6		
3/4	58.6	45.0 - 75.0	
1/2	41.4		
3/8	34.0		
#4	22.7	10.0 - 45.0	
#10	17.9		
#20	13.4		
#40	10.0		
#50	8.5		
#100	5.7		
#200	3.4	0.0 - 5.0	

* NHDOT 304.4

Material Description

Crushed Gravel

Atterberg Limits (ASTM D 4318)

PL= LL= PI=

Classification

USCS (D 2487)= AASHTO (M 145)=

Coefficients

D_{90}= 33.3960 D_{85}= 30.0793 D_{60}= 19.5324
D_{50}= 15.9820 D_{30}= 7.8323 D_{15}= 1.1246
D_{10}= 0.4260 C_u= 45.85 C_c= 7.37

Remarks

Material meets NHDOT 304.4 gradation specification.

Date Received: 8-6-13 **Date Tested:** 8-7-13

Tested By: Jeff Young

Checked By: Scott TeBordo

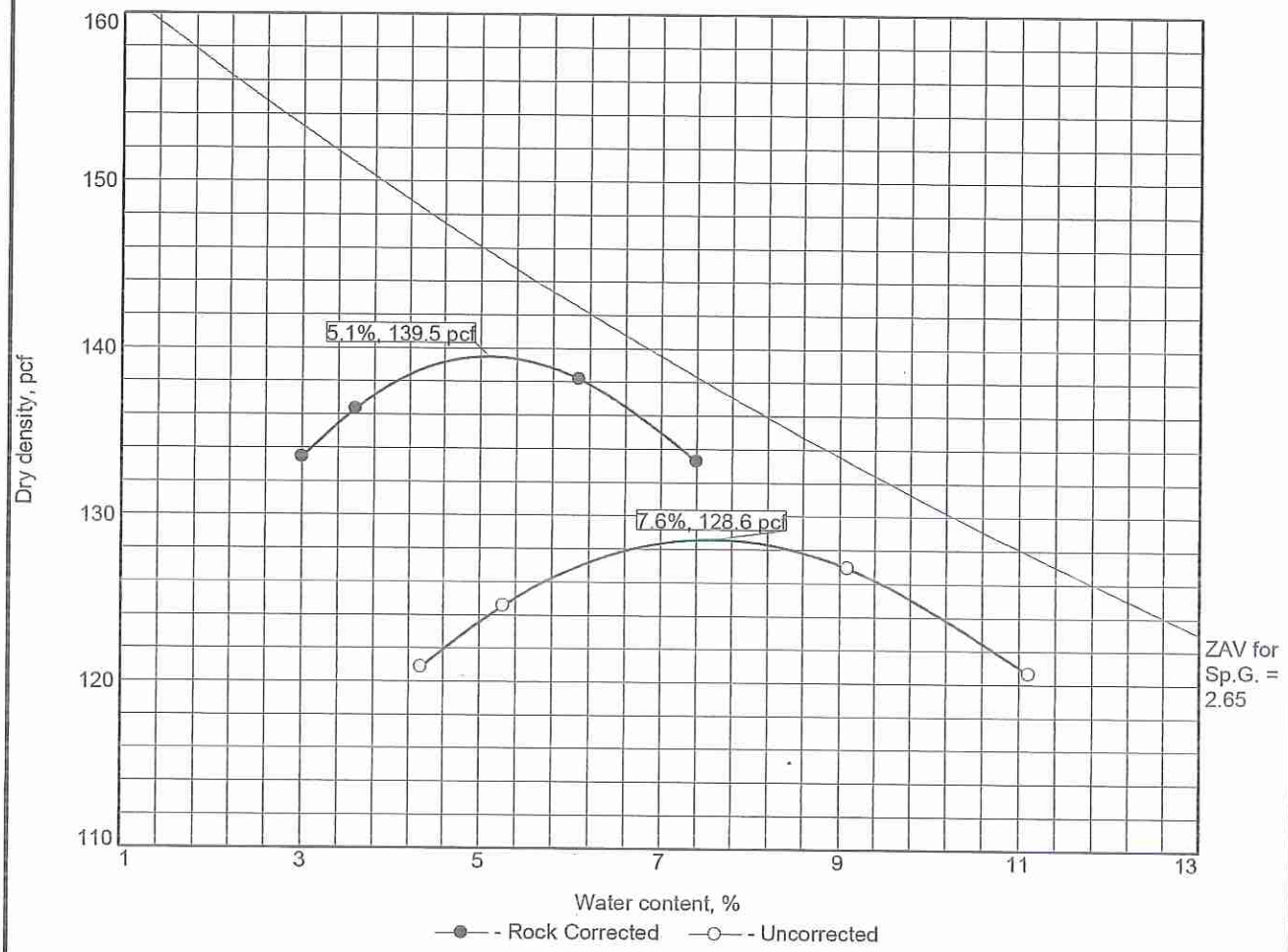
Title: Lab Manager

Location: GlenHill Rd Stockpile
Sample Number: 13-695 **Depth:** NHDOT 304.4 **Date Sampled:** 8-6-13

JOHN TURNER
Dover, NH

Client: American Excavating
Project: Tolend Road, Dover, NH
Project No: 13-10-019 **Figure** 008B

Moisture Density Report For Curve No. 13-695



Test specification: ASTM D 1557-07 Method C Modified
ASTM D 4718-87 Oversize Corr. Applied to Each Test Point

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > 3/4 in.	% < No.200
	USCS	AASHTO						
NHDOT 304.4				2.65			35	3.4

ROCK CORRECTED TEST RESULTS	UNCORRECTED	MATERIAL DESCRIPTION
Maximum dry density = 139.5 pcf	128.6 pcf	Crushed Gravel
Optimum moisture = 5.1 %	7.6 %	

Project No. 13-10-019 **Client:** American Excavating
Project: Tolend Road, Dover, NH
Date: 8-12-13
○ **Location:** GlenHill Rd Stockpile **Sample Number:** 13-695

JOHN TURNER CONSULTING

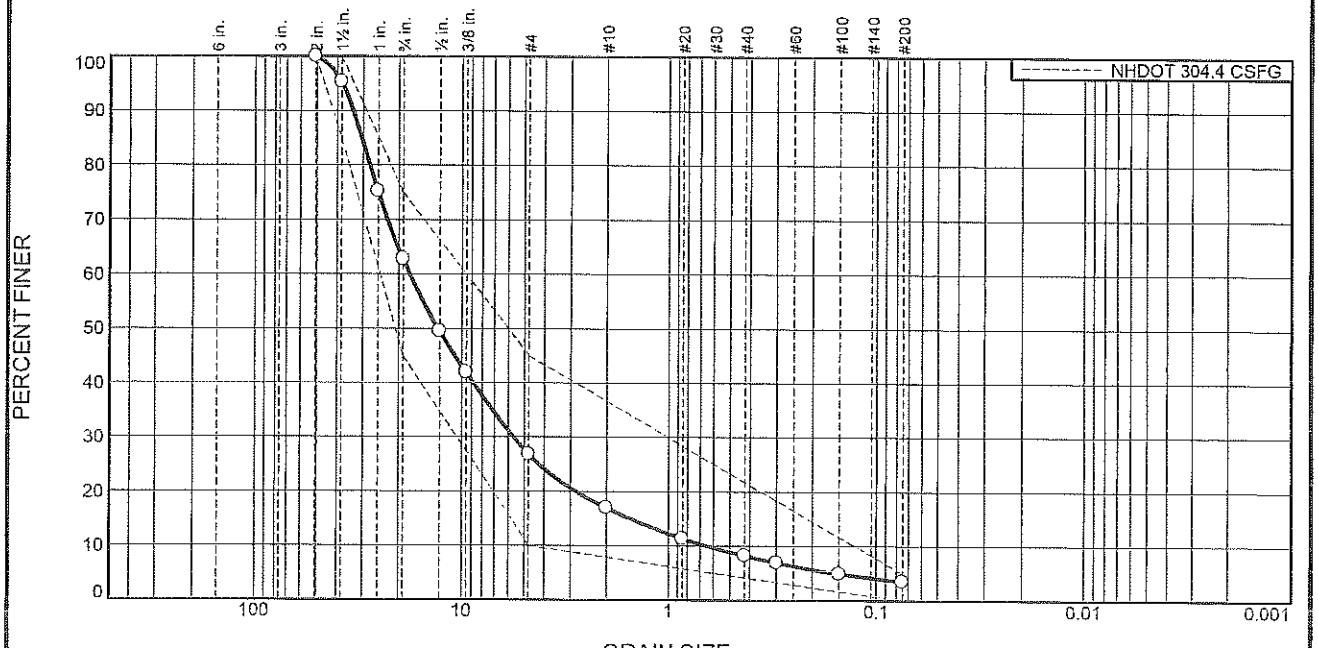
Dover, NH

Remarks:

Figure 008C

Tested By: Scott TeBordo **Checked By:** Jestin Leclair

Particle Size Distribution Report



% Cobbles	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	37.2	35.9	9.9	8.7	4.8	3.5	

Test Results (ASTM C 136 & ASTM C 117)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
2	100.0	100.0	
1 1/2	95.4	85.0 - 100.0	
1	75.2		
3/4	62.8	45.0 - 75.0	
1/2	49.5		
3/8	42.0		
#4	26.9	10.0 - 45.0	
#10	17.0		
#20	11.4		
#40	8.3		
#50	7.0		
#100	5.0		
#200	3.5	0.0 - 5.0	

* NHDOT 304.4 CSFG

Material Description

Crushed Stone Fine Grade

Atterberg Limits (ASTM D 4318)

PL= LL= PI=

Classification

USCS (D 2487)= AASHTO (M 145)=

Coefficients

D_{90}= 33.4418 D_{85}= 30.3790 D_{60}= 17.6628
D_{50}= 12.9310 D_{30}= 5.6325 D_{15}= 1.5230
D_{10}= 0.6423 C_u= 27.50 C_c= 2.80

Remarks

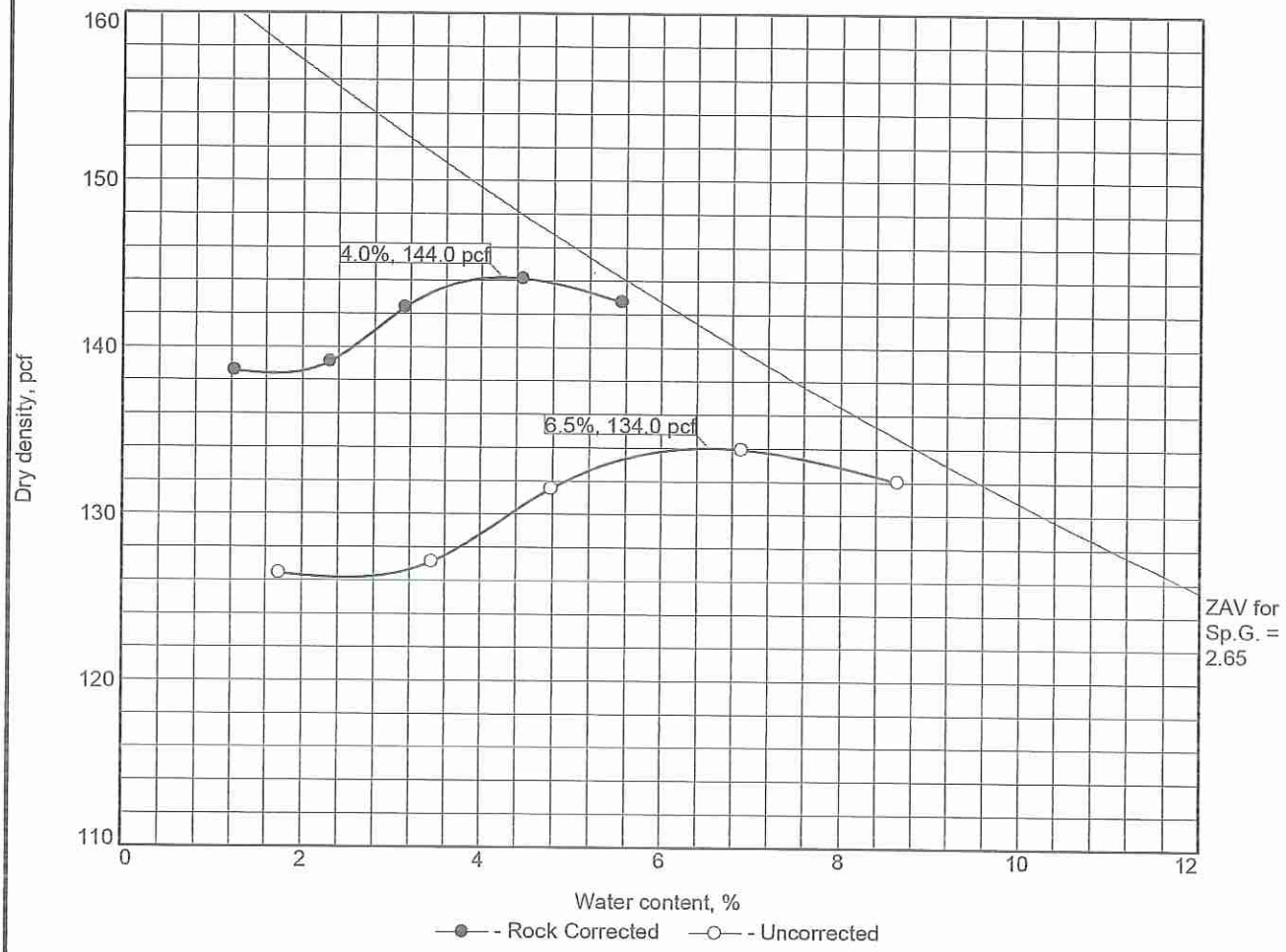
Date Received: 4-24-14 **Date Tested:** 4-24-14
Tested By: Justin Sigouin
Checked By: Jim Corti
Title: Supervisor

Location: Brox
Sample Number: 14-296 **Depth:** Road Base
Date Sampled: 4-24-14

JTC

Client: American Excavating
Project: Tolend Road, Dover, NH
Project No: 13-10-019 **Figure** 013

Moisture Density Report For Curve No. 14-296



Test specification: ASTM D 1557-91 Procedure C Modified
ASTM D 4718-87 Oversize Corr. Applied to Each Test Point

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > 3/4 in.	% < No.200
	USCS	AASHTO						
Road Base				2.65			37.2	3.5

ROCK CORRECTED TEST RESULTS	UNCORRECTED	MATERIAL DESCRIPTION
Maximum dry density = 144.0 pcf	134.0 pcf	Crushed Stone Fine Grade
Optimum moisture = 4.0 %	6.5 %	

Project No. 13-10-019 **Client:** American Excavating
Project: Tolend Road, Dover, NH
Date: 14-26-14
○ **Location:** Brox **Sample Number:** 14-296

Remarks:

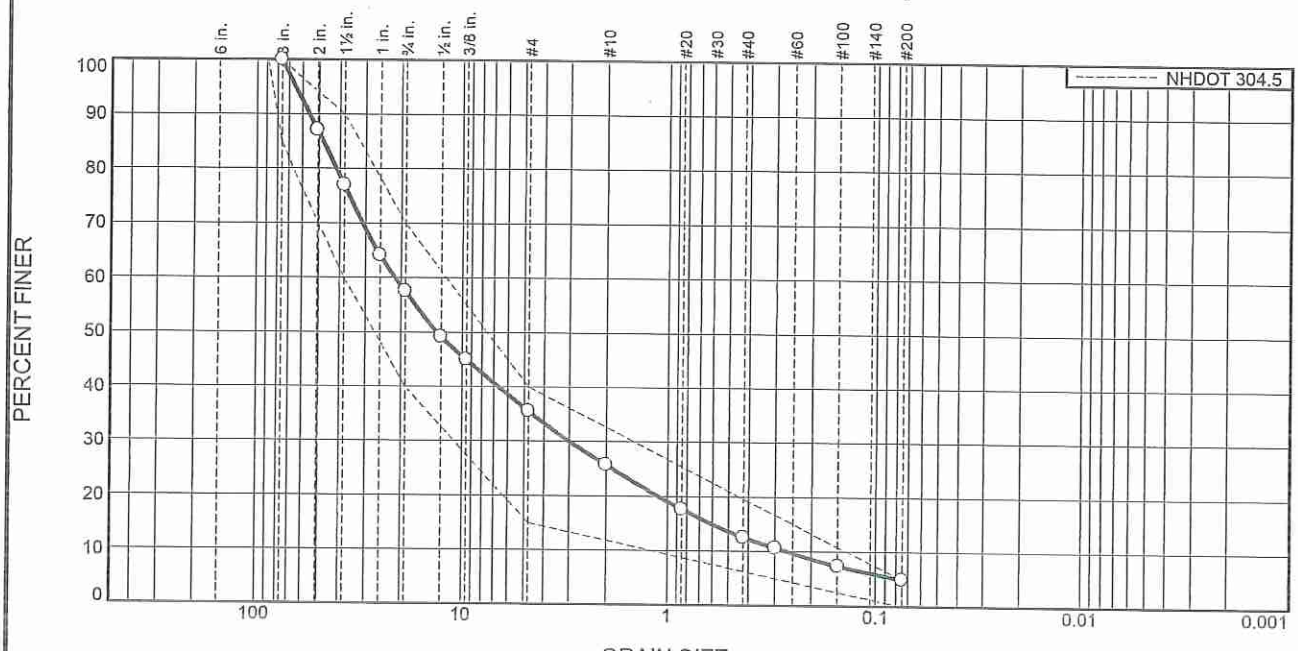
JTC

Figure 013A

Tested By: Justin Sigouin **Checked By:** Jim Corti

304.5 CRUSHED STONE COARSE

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	42.5	22.0	9.7	13.2	7.6	5.0	

Test Results (ASTM C 136 & ASTM C 117)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
3	100.0	85.0 - 100.0	
2	87.1		
1 1/2	77.0	60.0 - 90.0	
1	64.1		
3/4	57.5	40.0 - 70.0	
1/2	49.2		
3/8	45.0		
#4	35.5	15.0 - 40.0	
#10	25.8		
#20	17.7		
#40	12.6		
#50	10.7		
#100	7.4		
#200	5.0	0.0 - 5.0	

* NHDOT 304.5

Material Description

Sand and Gravel - Coarse

Atterberg Limits (ASTM D 4318)

PL= LL= PI=

Classification

USCS (D 2487)= AASHTO (M 145)=

Coefficients

D_{90}= 55.4261 D_{85}= 47.7943 D_{60}= 21.3497
D_{50}= 13.3124 D_{30}= 2.9860 D_{15}= 0.6088
D_{10}= 0.2642 C_u= 80.82 C_c= 1.58

Remarks

Material meets gradation specification.

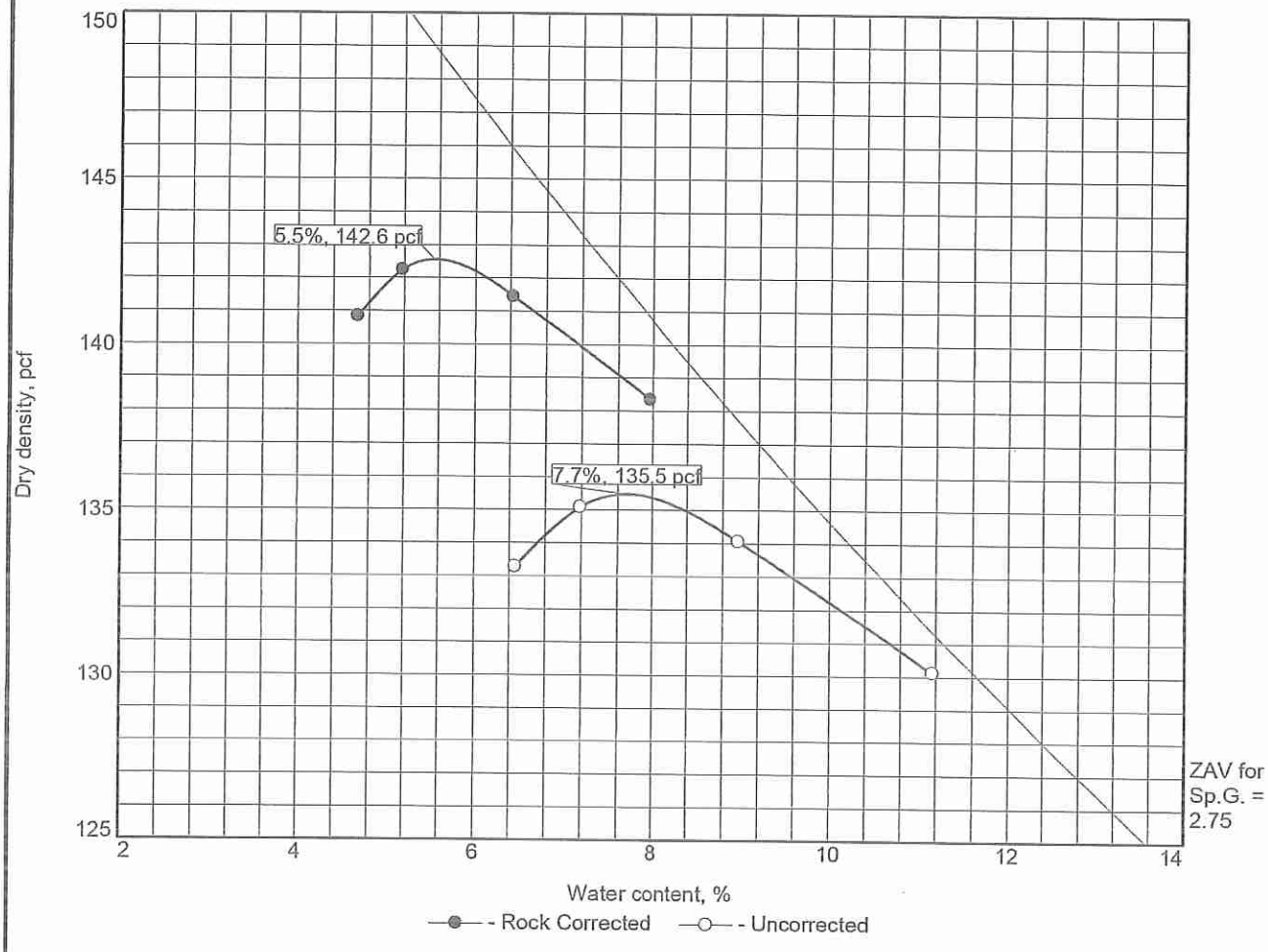
Date Received: 4-12-13 **Date Tested:** 4-15-13
Tested By: Scott TeBordo
Checked By: Jestin Leclair
Title: Special Inspection

Location: Brox - Rochester
Sample Number: 13-211 **Depth:** 304.5 **Date Sampled:** 4-12-13

JOHN TURNER Dover, NH

Client: American Excavating
Project: Tolend Road, Dover, NH
Project No: 13-10-019 **Figure** 001

MOISTURE DENSITY REPORT For Curve No. 13-211



Test specification: ASTM D 1557-07 Method C Modified
ASTM D 4718-87 Oversize Corr. Applied to Each Test Point

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > 3/4 in.	% < No.200
	USCS	AASHTO						
304.5				2.65			30	5.0

ROCK CORRECTED TEST RESULTS	UNCORRECTED	MATERIAL DESCRIPTION
Maximum dry density = 142.6 pcf	135.5 pcf	Sand and Gravel - Coarse
Optimum moisture = 5.5 %	7.7 %	

Project No. 13-10-019 **Client:** American Excavating
Project: Tolend Road, Dover, NH
Date: 4-15-13
○ **Location:** Brox - Rochester **Sample Number:** 13-211

JOHN TURNER CONSULTING

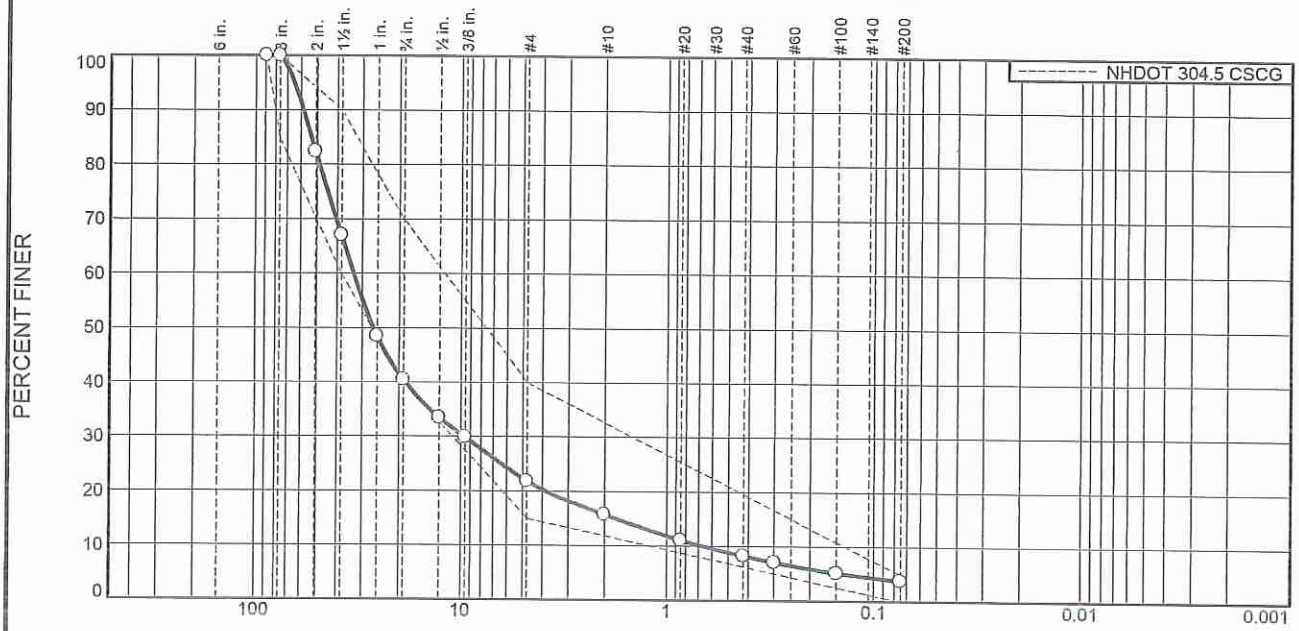
Dover, NH

Remarks:

Figure 001B

Tested By: Brad Chareth **Checked By:** Jestin Leclair

Particle Size Distribution Report



% Cobbles	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	59.5	18.6	6.1	7.5	4.5	3.8	

Test Results (ASTM C 136 & ASTM C 117)

Opening Size	Percent Finer	Spec.* (Percent)	Pass? (X=Fail)
3.5	100.0	100.0	
3	100.0	85.0 - 100.0	
2	82.4		
1 1/2	67.0	60.0 - 90.0	
1	48.5		
3/4	40.5	40.0 - 70.0	
1/2	33.5		
3/8	29.9		
#4	21.9	15.0 - 40.0	
#10	15.8		
#20	11.1		
#40	8.3		
#50	7.1		
#100	5.2		
#200	3.8	0.0 - 5.0	

* NHDOT 304.5 CSCG

Material Description

Crushed Stone Coarse Grade

Atterberg Limits (ASTM D 4318)

PL= LL= PI=

Classification

USCS (D 2487)= AASHTO (M 145)=

Coefficients

D_{90}= 58.1860 D_{85}= 53.1877 D_{60}= 33.1475
D_{50}= 26.4678 D_{30}= 9.5956 D_{15}= 1.7388
D_{10}= 0.6619 C_u= 50.08 C_c= 4.20

Remarks

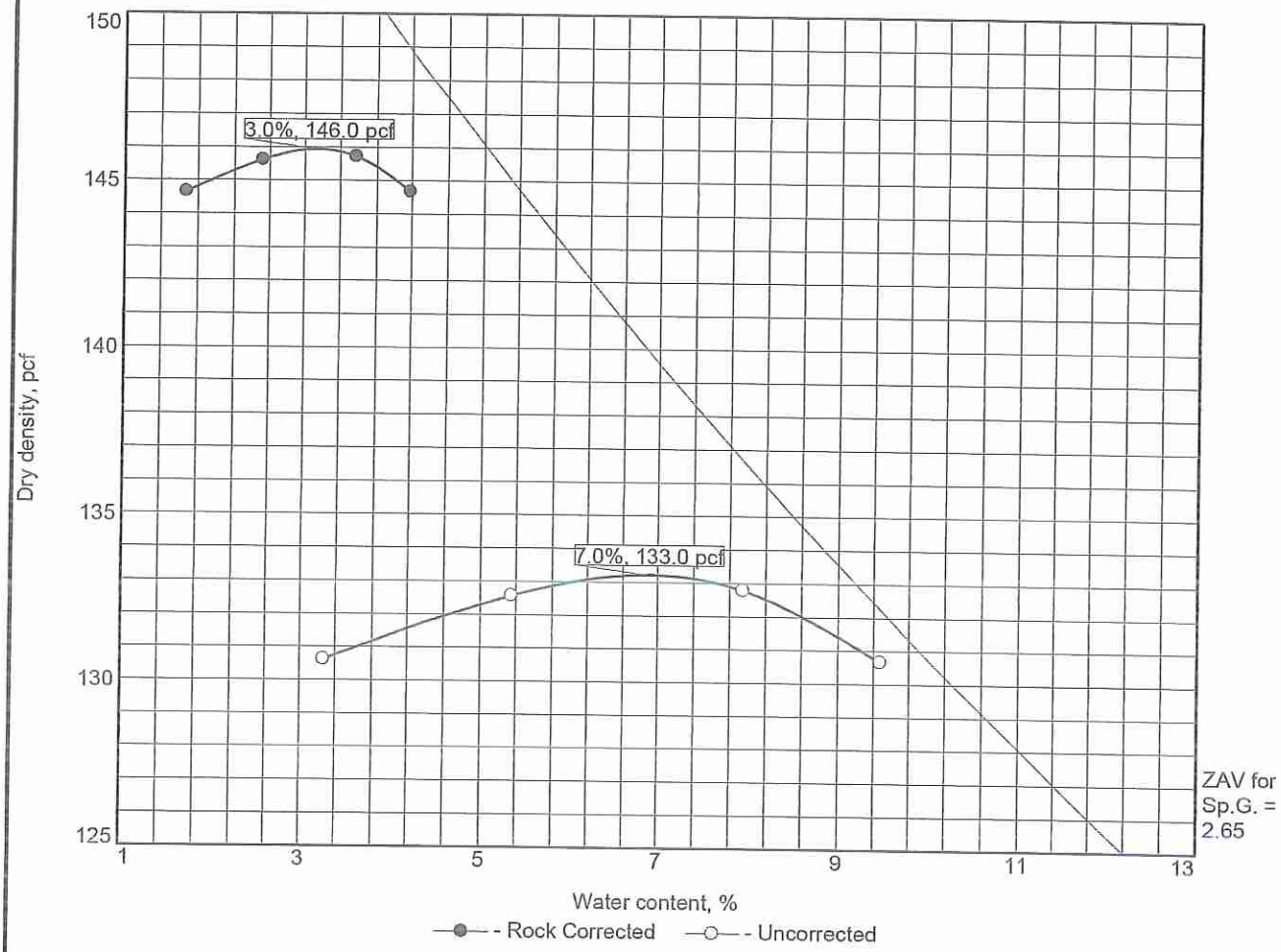
Date Received: 4-24-14 **Date Tested:** 4-24-14
Tested By: Jeff Young
Checked By: Jim Corti
Title: Supervisor

Location: Brox
Sample Number: 14-295 **Depth:** Road Sub Base
Date Sampled: 4-24-14

JTC

Client: American Excavating
Project: Tolend Road, Dover, NH
Project No: 13-10-019 **Figure** 014

Moisture Density Report For Curve No. 14-295



Test specification: ASTM D 1557-91 Procedure C Modified
ASTM D 4718-87 Oversize Corr. Applied to Each Test Point

Elev/ Depth	Classification		Nat. Moist.	Sp.G.	LL	PI	% > 3/4 in.	% < No.200
	USCS	AASHTO						
Road Sub Base				2.65			59.5	3.8

ROCK CORRECTED TEST RESULTS	UNCORRECTED	MATERIAL DESCRIPTION
Maximum dry density = 146.0 pcf	133.0 pcf	Crushed Stone Coarse Grade
Optimum moisture = 3.0 %	7.0 %	

Project No. 13-10-019 **Client:** American Excavating
Project: Tolend Road, Dover, NH
Date: 4-25-14
○ **Location:** Brox **Sample Number:** 14-295

Remarks:

JTC

Figure 014A

Tested By: Justin Sigouin **Checked By:** Jim Corti