Local and National Scale Energy Calibration of Standard Penetration Test Hammers

by

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A thesis submitted to the Graduate Faculty of
Auburn University
in partial fulfillment of the
requirements for the Degree of
Master of Science

Auburn, Alabama
May 6, 2012

Keywords: SPT, N-value, energy, stress waves, geotechnical, statistics

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Abstract

A Standard Penetration Test (SPT) energy testing program was developed for the Alabama Department of Transportation. Six Central Mine Equipment (CME) automatic hammers were calibrated using force and velocity measurements. The energy transfer ratio (ETR) for each hammer system was from 82.2% to 96.1%, with an overall average of approximately 91%. The coefficients of variance (COV) ranged from 2.2% to 5.7%.

In addition to the testing program, a database for automatic hammers was created and included energy records from approximately 19,000 SPT hammer blows. 90% of the data were obtained from CME automatic hammers, and over two-thirds of the CME data represented repeat testing. The database records were acquired under Nuclear Quality Assurance Level I standards (NQA-1), which were provided by a private sector consultant for research purposes.

The database records were used to determine a broad-based value of transfer efficiency for CME automatic hammers. The overall ETR was determined to be 82.7% ± 5.5% with a COV of 6.7%. The range of COVs between CME groups was from 1.1% to 10.5%. The overall average COV was 4.3%. These COV results compared well to the expected COV range for CME hammers documented in historical studies, which had a maximum value of 10%.

Supplemental multiple regression analyses were performed on the CME database records for rod lengths less than 50 ft. The variables evaluated include hammer operation rate, rod length, penetration resistance, and rod type. The first regression model was used to predict transfer efficiency. The second model, which was regressed through the origin, was used to estimate the full effect of each variable without the intercept. The prediction accuracy between the two models was approximately 2% ETR. Hypothesis testing was performed on the independent variables.

Dedication

This work is dedicated to Ms. Merilyn A. Kaplan, Ms. Merilyn L. Honeycutt, and Mrs. Jennifer M. Cleary.

Acknowledgments

I would first like to say that it has been a privilege attending Auburn University while pursuing my graduate studies. This opportunity would not have been possible without the assistance of Dr. Brian Anderson. As the chair of my committee, Dr. Anderson has supported me throughout this process, but has also allowed me the flexibility to work in my own way. He has proven to be not only a mentor, but also a friend, and I owe a great deal of my academic and professional success to him.

I would like to extend the utmost appreciation to the other members of my committee for their involvement, support, and patience. Special thanks go out to Dr. Jeffrey Lamondia for his statistical guidance and to Dr. Lorraine Wolf for providing an outside perspective along with a wonderful sense of humor.

The author conveys thanks to the folks at the Alabama Department of Transportation for providing the financial means for this project. It has been a true pleasure working with Mrs. Kaye Chancellor-Davis and Mr. William Brown of the Bureau of Materials and Tests, and is an experience that I will always remember.

Last but not least, I would like to express the most sincere appreciation toward two individuals who have had a tremendous influence on the direction of my life. Specifically, I would like thank Mr. Steven Kiser for his profound encouragement and endless support for all of my endeavors, and to Dr. Harold Vaughn Jackson who taught me that "As a man thinks, so he is. As he continues to think, so he remains."

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CHAPTER 1: INTRODUCTION

1.1 The Standard Penetration Test

The standard penetration test (SPT) has been widely used for geotechnical explorations for nearly a century. The origin of the SPT dates back Charles Gow of the Raymond Concrete Pile Company (Figure 1.1). The original purpose of the test was to measure the density of soil formations using a standard procedure from which soil correlation combined with experience could be used for foundation design (Davidson et al., 1999). Over the years, its widespread use has led to an abundance of published empirical correlations relating soil penetration resistance to various engineering properties of soil. The most common SPT correlations are concerned with relating soil resistance to bearing capacity, shear strength parameters, soil modulus, and liquefaction potential.

Figure 1.1 Raymond Concrete Pile Company

1.2. ASTM D 1586 Standard

SPT testing equipment and procedures are governed by the ASTM International (ASTM) standard D 1586 (ASTM, 2008). This standard describes the test method for split-barrel sampling of soils for soil classification and determination of penetration resistance. Although the name implies strict standardization, the standard allows some degree of latitude with respect to the type of equipment used for drilling and sampling. In general, the 1586 standard specifies the recommended type and size of drill bits, augers, and drill rods that are suitable for preparing a borehole for sampling purposes. It also describes the standard hammer weight, sampler dimensions, and testing procedures to be used in order to obtain representative soil penetration resistance values.

1.3 SPT Sampling

SPT programs are executed by mobilizing a drill rig to a test site. The most common types of drill rigs include all-terrain vehicles (ATV), track-mounted drill rigs, and truck-mounted drill rigs. However, drill rigs can also be mounted on barges, and other exotic off road vehicles. The type of vehicle selected for the job often depends on the existing site conditions and its transportation capabilities. Other considerations include the type and depth of geology to be sampled.

The soil boring process begins after the drill rig has mobilized to the site and after the boring locations have been determined. Most SPT drill rigs are equipped with a rear engine block which provides the necessary horsepower for the rotary boring operation. Soil borings are performed vertically, to a prescribed depth, and are used to remove the overlying soil using either a hollow-stem auger (dry method) or a mud-rotary (wet method) technique. When the sampling depth has been reached, the boring process stops and the drilling personnel prepare to perform the SPT. In Figure 1.2, an ATV drill rig is shown about to perform a hollow-stem auger soil boring near a bridge abutment in Alabama.

As previously mentioned, the SPT has two objectives. The first objective is to retrieve a physical soil sample for soil classification, and the second objective is to obtain an estimate of the soil strength at the sampling depth. Both of these objectives are achieved simultaneously during the sampling process.

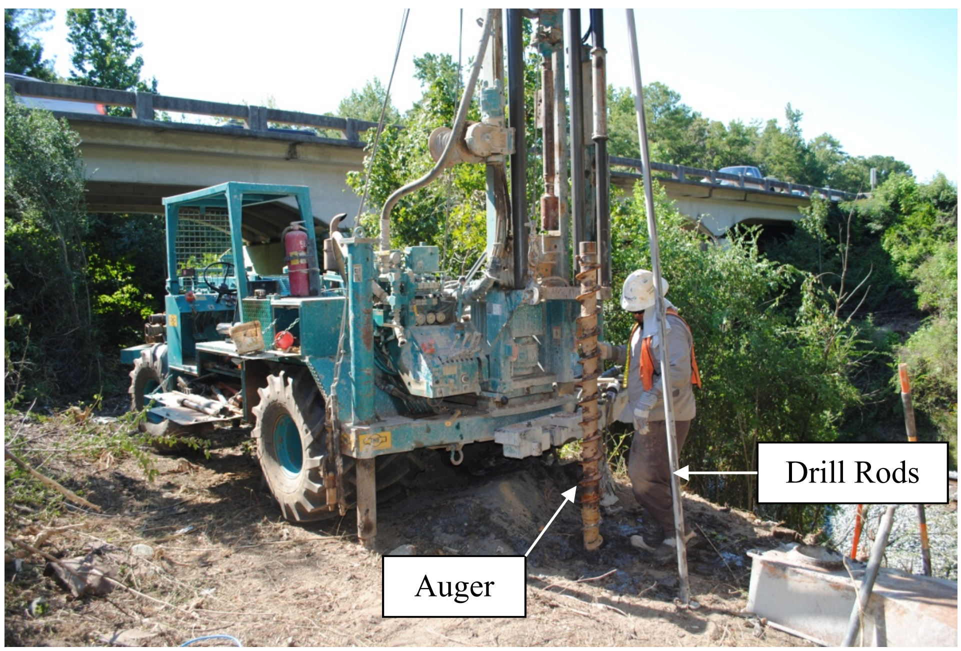


Figure 1.2 Hollow-stem auger drilling

The sampling process begins by attaching a split-spoon sampler of standardized dimensions to the bottom end of a string of drilling rods (Figure 1.3). Once attached, the drill rod string and sampler are lowered to the bottom of the pre-bored hole. It is common for a length of drill rods, greater than the depth of the boring, to be attached to the sampler in order for the drill rods to "stick up" out of the bored hole and above the ground surface approximately three to five feet. Once the drill rods and sampler are in place, the SPT hammer is positioned on top of the drill rod string just prior to performing the test. With the hammer in place, a member of the drilling crew marks three six-inch

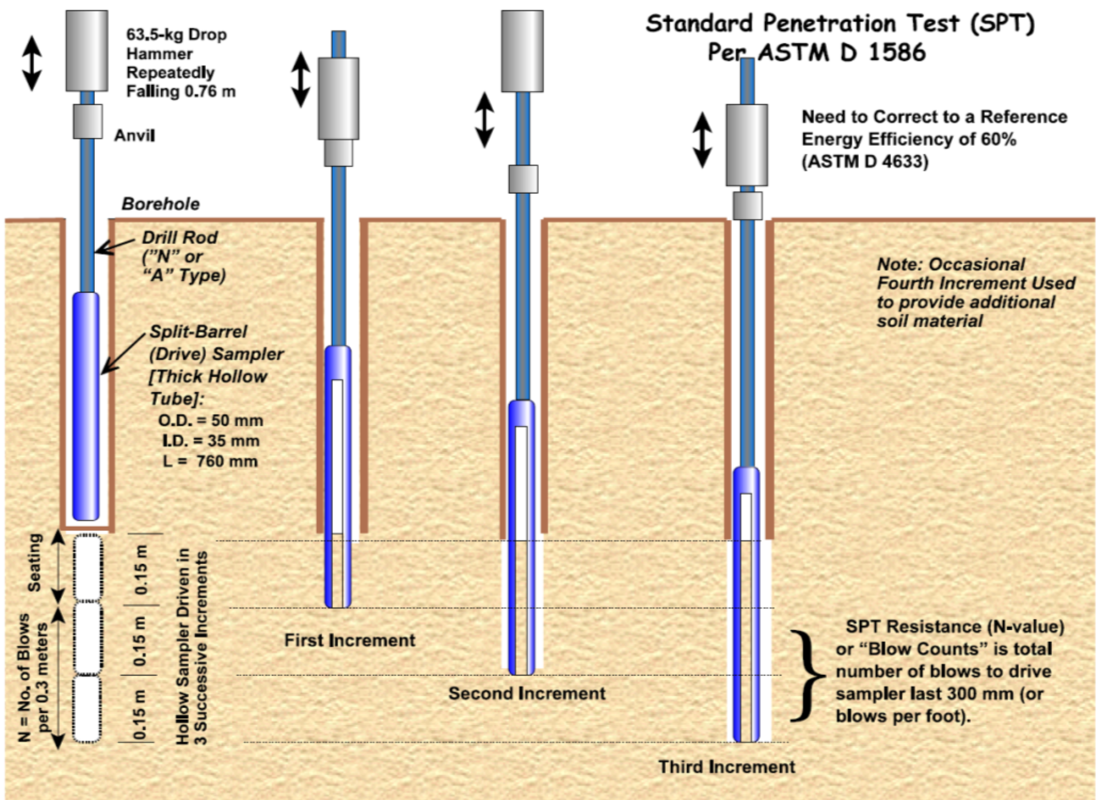


Figure 1.3 SPT sampling process (Mayne et al., 2001)

increments on a section of drill rod exposed above the ground surface. These markings represent the penetration distance that the sampler will experience during the test. After the six-inch increments have been marked, the SPT hammer system is engaged and allowed to repeatedly strike the top of the drill rods until the sampler has penetrated into the borehole a distance of eighteen inches. During the test, the number of hammer blows for each six-inch increment is recorded. The number of blow counts required to drive the sampler the last twelve inches out of the eighteen-inch total is called the N-value. The N-value is the primary engineering parameter obtained from the SPT and is the blow count representation of the penetration resistance of the soil. The N-value has units of blows per foot (BPF).

When the SPT is complete, the sampler and drill rods are removed from the borehole and the soil inside of the sampler is removed and classified before the next SPT. This process is typically repeated at intervals of five or ten feet depth until enough SPTs have been performed to sufficiently characterize subsurface conditions for the foundation or earthwork under consideration. The final end-product of the SPT test is called a boring log. The boring log is a record of site subsurface conditions and is used to stratify soil layers as well as delineate zones of soil type and strength. As an illustration, a representative boring log is provided in Figure 1.4. In this figure, the right and left side of the boring log show the respective soil classification and SPT N-values.

1.4 The SPT Hammer

The SPT hammer system is a percussive instrument that provides dynamic impact energy by dropping a 140-pound weight. The drive weight is lifted a distance of 30 inches and then allowed to free-fall and strike the top of the drill rod string. The maximum theoretical potential energy available to drive the sampler is 4200 in-lbs (350 ft-lbs). The apparent soil penetration resistance, or N-value, depends on the energy transferred from the hammer to the drilling rods. Briefly stated, high energy efficient hammers will produce more sampler penetration per blow, and smaller apparent N-

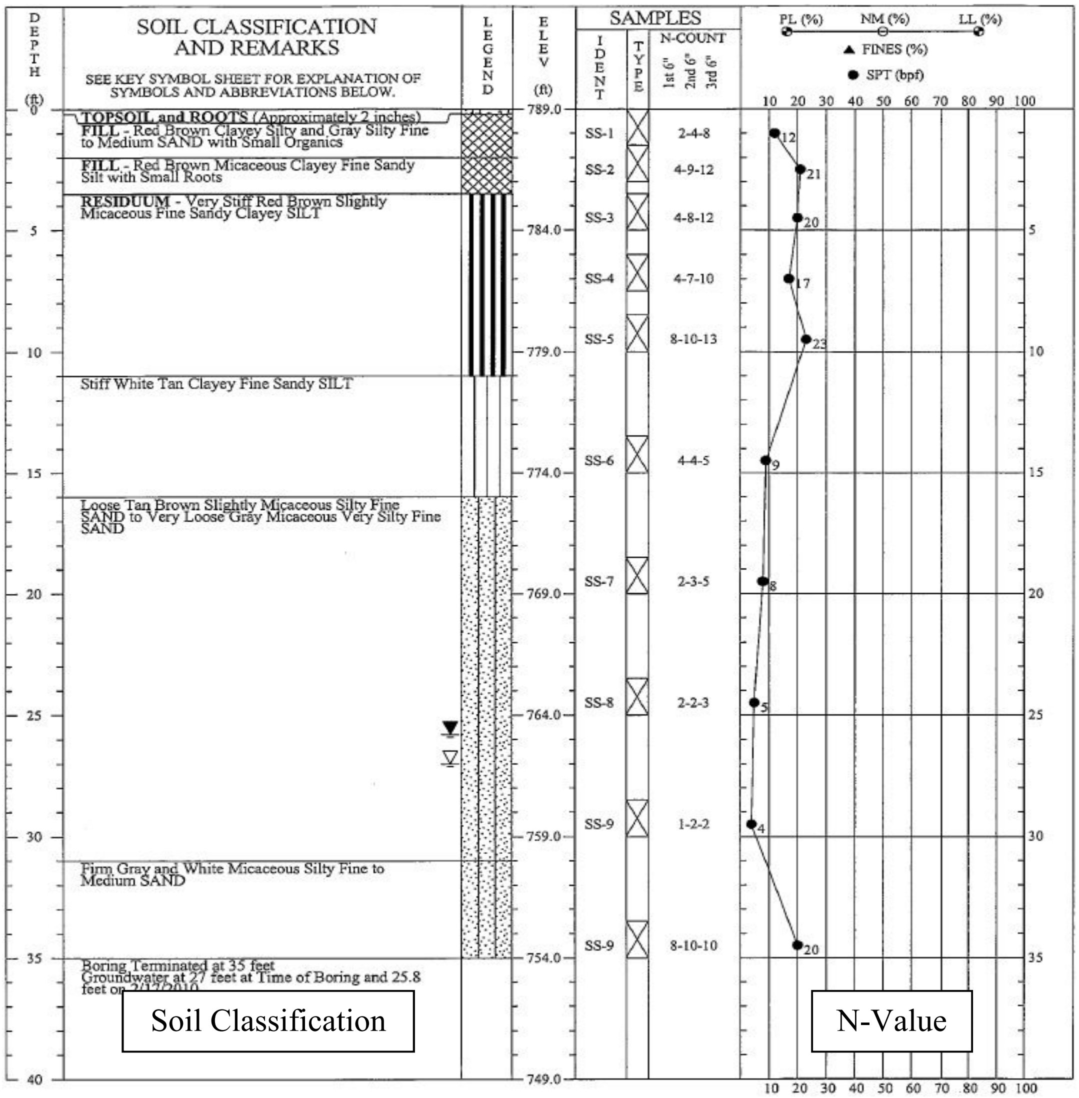


Figure 1.4 SPT boring log

values, compared to a hammer system that is less energy efficient. The N-value is therefore inversely proportional to the magnitude of transferred energy.

There are two types of SPT hammer systems, which can be classified as either manual or automatic. The manual hammer system, which was the only type of hammer available prior to the 1980's, commonly consisted of a "rope and cathead" lift and release mechanism (Figure 1.5). The cathead is a rotating drum that supplies the motive power for lifting the drive weight during the test. The automatic hammer, which is currently the most widely used hammer system, uses a hydraulic lifting mechanism to repeatedly lift and release the drive weight (Figure 1.6). The automatic hammer is covered extensively in Chapter 2.

There are vast differences in the operational performance between the manual and automatic hammer. The automatic hammer is designed to supply a repeatable sequence of hammer impacts, which correspond to a relatively consistent transfer of impact energy. The manual hammer does not have the precision of the automatic hammer and often provides somewhat of a large variation in transferred energy. This occurs because

Figure 1.5 Manual safety hammer (Kelley and Lens, 2010)

Figure 1.6 Automatic hammer

the efficiency of the manual system is dependent on the ability of the driller to consistently lift and release the drive weight 30 inches between hammer blows. Factors such as operator fatigue and number of turns of rope around the cathead often play a critical role when evaluating the N-values produced by the manual hammer system. The historical average energy transfer efficiency for the manual hammer is estimated to be 60 %. This is significantly lower than the 80 % average transfer efficiency typically attributed to the automatic hammer.

Despite the variability of the manual hammer, its use was dominant for many decades, and most of the correlations for soil parameters based empirically on N-values were obtained from its energy transfer efficiency. Due to the emergence and popularity of the automatic hammer, which is more efficient, an energy standardization approach has been adopted in the U.S., and is used to normalize the N-value results to a 60% reference energy level.

1.5 N-value Normalization

The N-value is the main engineering parameter obtained from the SPT. Because of its widespread use, variability of N-values has been well documented. Common engineering practice accepts that these values can be highly variable and often are dependent upon the ability of the driller and type of testing equipment used. To quote ASTM D 1586 "Variations in N-values of 100% or more have been observed when using different standard penetration test apparatus and drillers for adjacent borings in the same soil formation". Variation of N-values has also been noticed when comparing N-values from similar hammer systems, i.e., two or more automatic hammers, in the same soil conditions, and sampling at the same time. This variation is the result of individual hammer systems being more or less efficient at transferring energy, even if they are from the same manufacturer.

The engineering community generally agrees that the most effective way to remove some of the N-value variability is by measuring the amount of energy transferred to the drill rods during the SPT. If the amount of transferred energy is known, the N-values can be corrected to a 60 % reference energy level using a simple calibration equation

$$N_{60} = N_{Field}\left(\frac{E_{Measured}}{E_{60}}\right) \tag{1.1}$$

where

N_{60} = Penetration resistance adjusted to 60 % drill rod energy

N_{Field} = Penetration resistance measured in the field

$E_{Measured}$ = Maximum transferred energy entering the drill rod (from top measurements)

E_{60} = Historical energy transfer efficiency for manual hammers (60 %)

1.6 Research Objective

The Alabama Department of Transportation (ALDOT) routinely uses SPT N-values for their geotechnical designs. Currently, ALDOT is transitioning from the traditional Allowable Stress Design (ASD) methodology to the modern Load and Resistance Factor Design (LRFD) standards. With their move to LRFD, the Federal Highway Administration (FHWA) is recommending SPT energy calibration for each SPT drill rig as a method to account for N-value variability in the design process. Therefore, the primary research objective was to determine the average energy transfer efficiency for each of ALDOT's SPT hammers, as well as develop a permanent energy testing program that will meet their future SPT needs.

The secondary research objective focused on evaluating the variation of automatic hammer transfer efficiency from an SPT energy database. The energy records in the database were obtained under Nuclear Quality Assurance Level I standards (NQA-1). A broad-based transfer efficiency value and summary statistics for the CME automatic hammer are presented. Supporting multiple regression analyses were also performed on the data in order to evaluate the average effect of four variables affecting energy transfer for drill rods less than 50 ft. These variables include the hammer operation rate, rod length, penetration resistance, and rod type.

CHAPTER 2: BACKGROUND

2.1 Introduction

This section is an overview of the general progression of stress wave theory leading up to field energy measurements. The following discussion is presented in a more qualitative format than has traditionally been used and should be helpful to the reader in the understanding of the energy measurement process. A background summary on the CME automatic hammer has also been provided at the end of the chapter.

2.2 One-Dimensional Wave Equation

Engineering applications related to the dynamic impact of elastic rods are primarily concerned with the transformation of energy into motion via free longitudinal wave oscillations. Assuming that plane cross-sections of the rod remain plane during impact, the one-dimensional wave equation can be obtained by equating the inertia forces to the elastic forces generated in a single rod element. Since materials, such as steel, do not seriously depart from perfectly elastic behavior (for small deformations), the measured stress wave behavior often agrees well with the predictions of elastic theory (Kolsky, 1963). This is likely the primary reason that stress wave measurements using the wave equation have gained such widespread acceptance in engineering practice.

As described by Fischer (1959), one-dimensional propagation of a compressional stress wave disturbance in an elastic rod can be described by the linear partial differential equation

$$\frac{\partial^2 u}{\partial t^2} = c^2 \frac{\partial^2 u}{\partial x^2} \tag{2.1}$$

Where u is the particle displacement of any point x along the rod, and with c and t being the velocity of stress wave propagation and the time associated with passage of the stress wave, respectively. The velocity of stress wave propagation, traditionally called wave speed, is related to the modulus of elasticity E and mass density ρ of the rod by

$$c^2 = E/\rho \tag{2.2}$$

The value of c by itself is considered the fundamental wave speed of the material and is assumed to be constant for steel. Equation 2.1 is the one-dimensional wave equation which has a general solution

$$u(x,t) = f(x+ct) + g(x-ct) \tag{2.3}$$

This general solution implies that the displacement pattern in a rod can consist of two wave functions f and g, which are traveling in opposite directions. The functions f and g must satisfy the boundary conditions for the problem under consideration. Since the boundary conditions of the stress wave are the initial strain and particle velocity, interest is directed toward the derivatives of f and g where, by the chain rule:

$$\frac{\partial u}{\partial x} = f'(x+ct) + \ g'(x-ct) \tag{2.4}$$

and

$$\frac{\partial u}{\partial t} = cf'(x + ct) - cg'(x - ct) \tag{2.5}$$

Because equations 2.4 and 2.5 represent both the strain and particle velocity in a finite section of the rod, the problem is generally solved as these quantities can physically be measured or approximated. Here it should be noted that the arguments

$$(x + ct) \ \ \& \ \ (x - ct) \tag{2.6}$$

indicate that the x, t plane is divided into regions of constant strain and particle velocity having stress waves of constant slopes $\pm c$. Therefore, the actual stress wave measurements in the field will be concerned with measuring the change in strain and particle velocity due to passage of a constant velocity stress wave (which is propagating at the fundamental wave speed of steel). The implications of this lead to the relationship between force and particle velocity from which wave transmission and reflection theory are built upon.

2.3 Proportionality between Force and Particle Velocity

A thorough discussion on proportionality was provided by Rausche (1981), and is briefly summarized here to illustrate the relationship between force and particle velocity. When the end of an SPT rod is struck by a rigid mass, a zone of compression is generated which creates strain in the rod. The strain causes a compressive force to emerge, and simultaneously produces a motion of rod particles. The rod particles travel with a speed v, which is often referred to as the particle velocity. Since this velocity is associated with a particle of mass m, over time it creates an inertial force $(v/\Delta t)m$ (Newton's second law of motion). This inertia force is in balance with the strain force, and since it takes time for the rod particles to accelerate, the strain in the rod will be transferred at the wave speed of the rod material.

It can be shown that the measured strain and particle velocity in the rod are related to the wave speed by

$$\varepsilon = \frac{v}{c} \tag{2.7}$$

Equation 2.7 can be expanded to represent the stress and force in the rod:

$$\sigma = v\frac{E}{c} \tag{2.8}$$

$$F = v\frac{EA}{c} \tag{2.9}$$

The term EA in Equation 2.9 represents the rigidity, or static stiffness of the rod, whereas the term EA/c represents the dynamic stiffness of the rod (E is the modulus of elasticity and A is the cross-sectional area). EA/c is commonly referred to as the impedance and it is the proportionality constant which relates the stress wave force to its particle velocity. The impedance is the force with which a rod opposes a sudden change of velocity by one unit.

The significance of this relationship is such that when wave propagation exists in only one direction the measured force will always be balanced and proportional with the particle velocity times the impedance, and is commonly illustrated by

$$F = zv \tag{2.10}$$

where

$$z = \frac{EA}{c} \tag{2.11}$$

2.4 Transmission and Reflection of Waves

Boundary conditions in the SPT can be regarded as impedance contrasts existing before and after an interface. These boundary conditions are typically encountered at three locations:

1. At the top of the drill rod where the striking end of the hammer meets the struck end of the rod.
2. At drill rod joints where the rods are subsequently connected in order to drill to increasing depths.
3. At the location of the split-spoon sampler which is in contact with the bottom of the borehole.

One-dimensional wave theory suggests that wave transmission behavior can be characterized by considering force equilibrium and spatial velocity conditions existing at an impedance interface. With these considerations, the pertinent wave transmission and reflection equations can be derived, which form the basis for the stress wave sign convention used in practice (Figure 2.1).

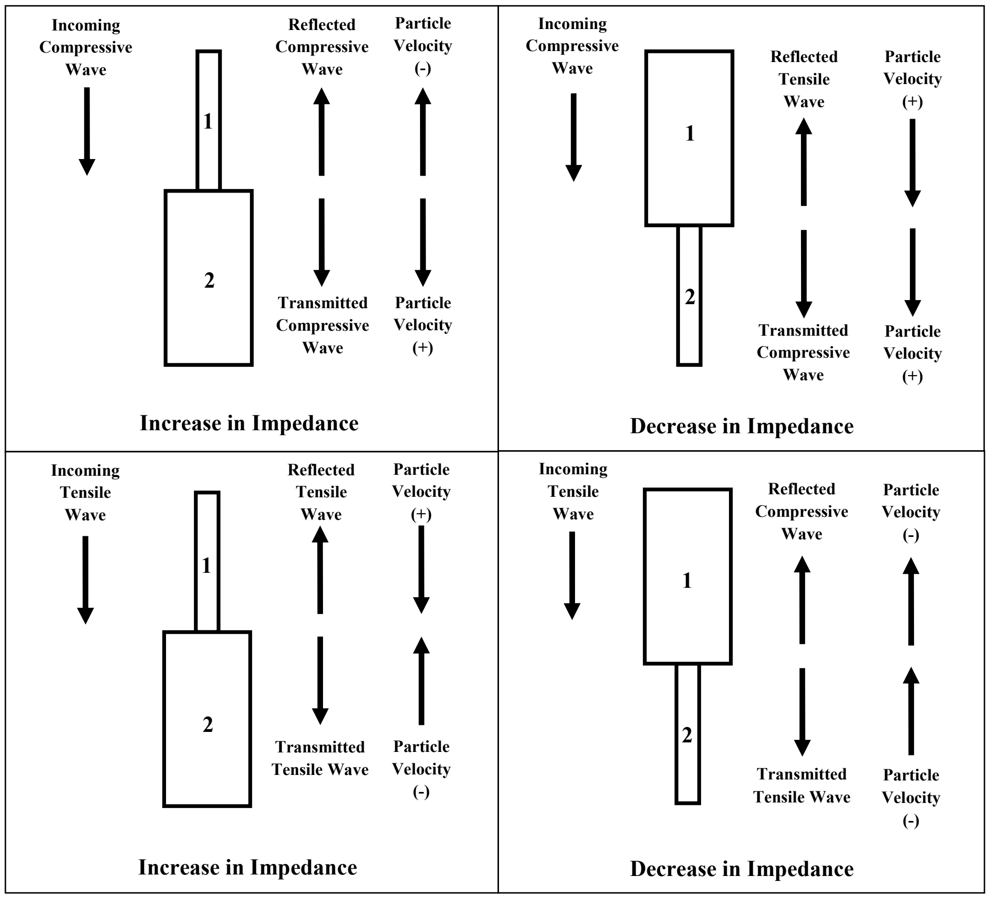


Figure 2.1 Stress wave sign convention (modified from Howie et al., 2003)

The following statements about wave transmission have been paraphrased from Howie (2003) and verbally describe the wave behavior depicted in Figure 2.1:

1. Compressive waves have particle motions that occur in the same direction as wave propagation.
2. Tensile waves have particle motions that occur in the opposite direction of wave propagation.

3. Incident waves will propagate through an impedance interface without changing type, i.e. transmitted compressive waves will remain compressive and tensile waves will remain tensile.
4. An increase in impedance will result in a reflection without change in wave type, i.e. compressive waves will causes compressive reflections.
5. A decrease in impedance will result in a reflection of the opposite wave type, i.e. compressive waves will cause tensile reflections.

2.5 Source of Energy in the SPT

As mentioned in Chapter 1, the SPT is standardized to deliver a theoretical energy of 350 ft-lbs. This theoretical energy is achieved by dropping a 140-lb weight a distance of 2.5 ft. Considering this distance, the theoretical free-fall velocity v_f of the weight can be determined

$$v_f = \sqrt{2gH} \tag{2.12}$$

where

g = Gravitational acceleration

H = Height of free-fall

Because the theoretical free-fall velocity is now known, the theoretical kinetic energy of the hammer can be calculated:

$$E_k = \frac{1}{2}mv_f^2 \tag{2.13}$$

where

m = Mass of weight

During impact, the kinetic energy of the drive weight experiences energy losses that are likely due to friction. The actual kinetic energy available will be less than the theoretical potential energy of 350 ft-lbs. The ratio of these two quantities is called the hammer efficiency E_h, and is one way to classify hammer performance. The hammer efficiency is represented by

$$E_h = \frac{E_k}{PE} \tag{2.14}$$

where

E_h = Hammer efficiency

E_k = Kinetic energy

PE = Theoretical potential energy

After impact, the kinetic energy of the hammer is progressively transferred to the anvil and drill rod string beneath it. There are additional energy losses during the transfer process, and the actual magnitude of energy transferred to the drill rods will be less than both the theoretical potential energy and the kinetic energy at impact. The ratio of the transferred energy to theoretical potential energy is known as the energy transfer ratio (ETR). The hammer efficiency E_h has the greatest effect on ETR, but the ETR is currently the primary quantity used to assess SPT hammer performance (because it is this energy capable of performing work). The energy transfer ratio is defined as

$$ETR = \frac{EMX}{PE} \tag{2.15}$$

where

ETR = Energy transfer ratio

EMX = Maximum transferred energy to drill rods

The significance of EMX in equation 2.15 depends on the method used to measure the maximum energy. The first method of energy measurement is called the EFV method, and is currently the only method recommended by ASTM. The second method is called the EF2 method and is typically no longer used due to measurement inaccuracies. A brief explanation of each method follows.

2.6 EFV Method of Energy Measurement

The energy entering the rods can be obtained by considering the amount of work performed on the rods

$$W = \int F dx \tag{2.16}$$

where

W = Work

F = Force

dx = Incremental distance

which can be expressed as a function of time

$$W(t) = E(t) = \int F(t)\frac{dx}{dt}dt = \int F(t)v(t)dt \tag{2.17}$$

where

$E(t)$ = Energy as a function of time

$F(t)$ = Force as a function of time

$v(t)$ = Particle velocity as a function of time

dt = Time increment

These measurements are obtained in the field using an instrumented subassembly containing strain gages and accelerometers (Figure 2.2).

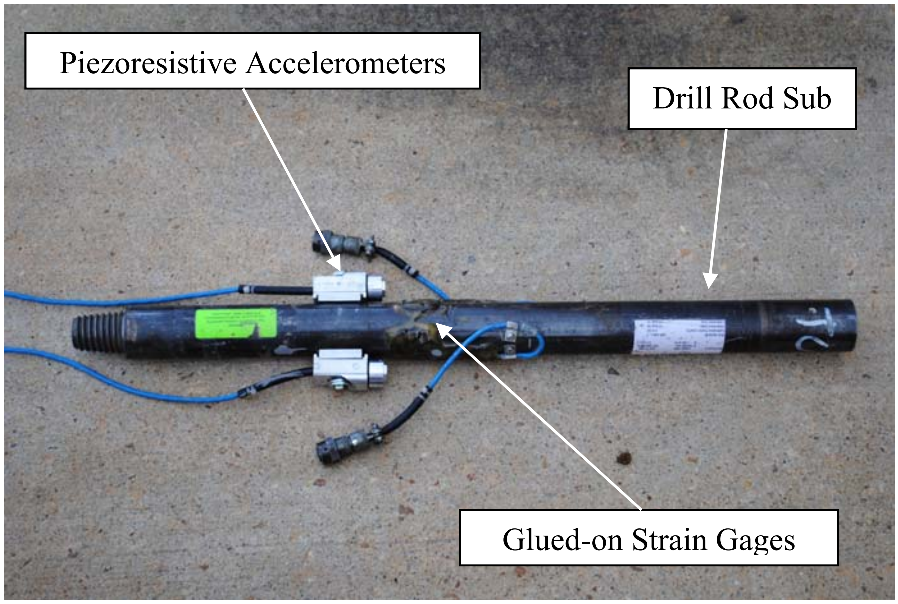


Figure 2.2 Instrumented subassembly

To satisfy the requirements of Equation 2.17, the force and particle velocity can be determined from the measured strain and acceleration from the stress wave by

$$F = \varepsilon EA \tag{2.18}$$

$$v = \int a dt \tag{2.19}$$

where

ε = Measured drill rod strain

a = Measured drill rod acceleration

E = Modulus of elasticity of drill rods

A = Cross-sectional area of drill rods

The total amount of transferred energy from an SPT hammer impact is equal to

$$E(t)_{max} = \int_0^t F(t)v(t)dt \tag{2.20}$$

which is integrated over the entire time length of the force and velocity record to find the maximum value of transferred energy. This method of energy measurement is called the EFV method since both force and particle velocity measurements are obtained.

2.7 EF2 Method of Energy Measurement

Energy measurements reported prior to the early 90's were likely the result of the force-squared method. The force-squared method, commonly referred to as the EF2 method, exclusively used strain measurements as the basis for energy evaluation in the SPT. During that era, accelerometer technology capable of measuring large acceleration frequencies in the SPT were thought to be unreliable (ASTM, 2010), and by default, only strain measurements were used.

The EF2 method takes advantage of the theoretical proportionality between force and velocity and substitutes the measured force divided by the impedance in place of velocity in Equation 2.17 to obtain

$$E(t)_{EF2} = \frac{c}{EA}\int_0^{t'} F(t)^2 dt \tag{2.21}$$

where

t' = Time where the incident compression wave goes negative

After substitution, the reciprocal of the impedance is brought to the front of the integral as a constant and the square of the measured force is integrated until the incident wave goes negative.

The energy measured from the EF2 method was often accompanied by a series of correction factors in order to estimate a nominal value of transferred energy. These correction factors, which take into account the position of the load cell, rod length, rod mass, and stress wave velocity dispersion, were later found to be incorrectly applied (ASTM, 2010).

There are additional drawbacks to the EF2 method. Because this method relies on the theoretical proportionality of force and velocity, it can only be accurate provided there are no wave reflections from rod joints or changes in rod cross-sectional area. Furthermore, since force integration is designed to abruptly stop once the initial force signal goes negative, unreliable energy measurements are recorded in certain situations. Large values of energy, higher than the theoretical maximum potential energy, would be measured when testing in high N-value soils. In this situation, the initial compressive wave would fail to go negative (no tensile response) and integration of the reflected compressive wave would continue throughout a longer time duration and would report artificially high ETR. Similarly, low values of energy would be measured as a result of drill rods having extremely loose rod joints. In this situation, the integrated force signal would prematurely go negative and the integrated force signal would report artificially low ETR.

2.8 Generalized Wave Transmission

This section illustrates the behavior of force and velocity traces measured during an energy test. Consider Figure 2.3 which shows an image of ideal stress wave transmission during the SPT. The x-axis represents the time scale of the wave event and the y-axis represents the force scale. The measured particle velocity is converted to a force by multiplication of the rod impedance, and can be compared to the force signal obtained from the strain measurements. Additionally, the time scale, which is in milliseconds, is often represented as a function of the rod length. Knowing the fundamental wave speed c of the drill rod, as well as the length of the drill rod, the time associated with wave reflections along the length of the rod can be evaluated. The time required for the stress wave to travel down the length of the rod, reflect at the sampler, and then return to the sensors is known as $2l/c$.

When a SPT hammer strikes the top of the drill rod, it creates a stress wave that propagates down the rod, toward the sampler. Transmission of the stress wave is not instantaneous and is progressively transferred to the drill rods as long as the hammer and rods remain in contact. The incident stress wave created from the impact is compressive, and imparts a positive force (compression) and positive proportional particle velocity (down) to the top of the rod. As the stress wave propagates it eventually passes the location of the sensors, which are often located only a few feet away from the top of the

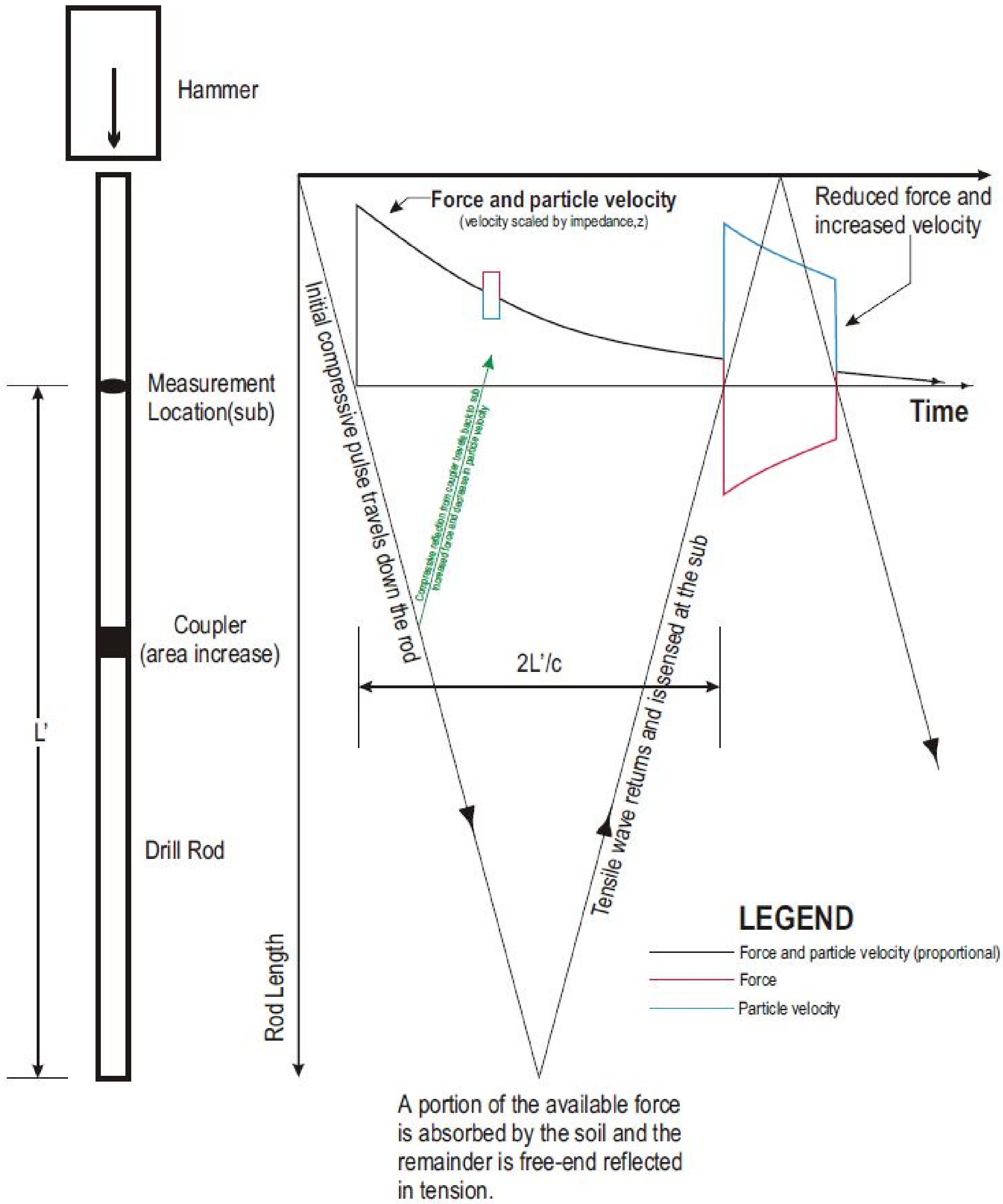


Figure 2.3 Wave transmission (Howie et al., 2003)

rod. After passing the sensors, it continues to travel and will typically encounter impedance contrasts existing at the drill rod joints. These contrasts, which are often due to differences in rod cross-sectional area, generate wave reflections that begin to travel up the rod, and are measured by the sensors at a later time. The type and magnitude of the reflected wave depends on the impedance ratio existing at the joint interface.

At time l/c, the stress wave will reach the sampler and begin to distribute its energy into the ground surface, creating sampler penetration. If the oncoming stress wave force is greater than the resisting force of the soil, a tension wave will be generated, and will reflect from the end of the sampler. This tension wave will travel up the length of the drill rod where its full effect will be measured at the sensors shortly after $2l/c$. Arrival of the tension wave is evident by the decreasing force (negative, tension) and positive particle velocity (down) values of the stress wave. It is the positive, downward particle velocity of the tension wave that begins to pull the rods and sampler down creating penetration. Similarly, if the oncoming stress wave force is less than the resisting force of the soil, a compression wave will be generated, will reflect upward, and will contain a positive force (compression) and negative particle velocity (upward), which will not cause permanent sampler penetration.

2.8.1 Energy Transmission and Sampler Displacement

The magnitude of energy transferred to the rods during an SPT hammer blow depends on the value of the force and velocity signals measured at the sensors. The measured sampler displacement also depends on the value of the measured velocity, which is determined by integration of the velocity signals (double integration of the acceleration signals).

It should be briefly mentioned that energy transmission in the SPT can be divided into two categories. The first category is long drill rod energy transfer, which is the simplest case, and generally only depends on the hammer's efficiency and rod cross-sectional area. For long drill rods (rod lengths greater than about 50 ft), most of the hammer's energy is transferred to the drill rods prior to the drill rod separating from the hammer during penetration. The second category is short rod energy transfer, and is a more complicated case to consider. Energy transmission for short rods (rod lengths less than 50 ft) depends on the efficiency of the hammer, rod cross-sectional area, secondary hammer impacts, and to some extent, the soil penetration resistance. Three examples are provided below in order to illustrate both types of behavior. The first two examples will discuss the energy transfer behavior for short drill rods, and the third example will discuss the energy transfer for long drill rods.

Figure 2.4 shows a representative force and velocity trace (top) and an energy and displacement trace (bottom) obtained from a CME automatic hammer. The drill rod size was AWJ and the rod length was 19.3 ft (short drill rod classification). The total rod length includes part of the instrumented subassembly, the drill rod combination, and the split-spoon sampler. The SPT blow counts for the three 6-inch increments were 7-13-20. However, this figure shows the wave trace from the fourth blow of the SPT sequence, and is representative of low penetration resistance.

After impact, and prior to time $2l/c$, the force and proportional velocity created by the stress wave are overlapped and there is a steep increase in measured energy being transferred from the hammer. There is also an increase in the measured displacement of the drill rod due to the displacement of rod particles at the top.

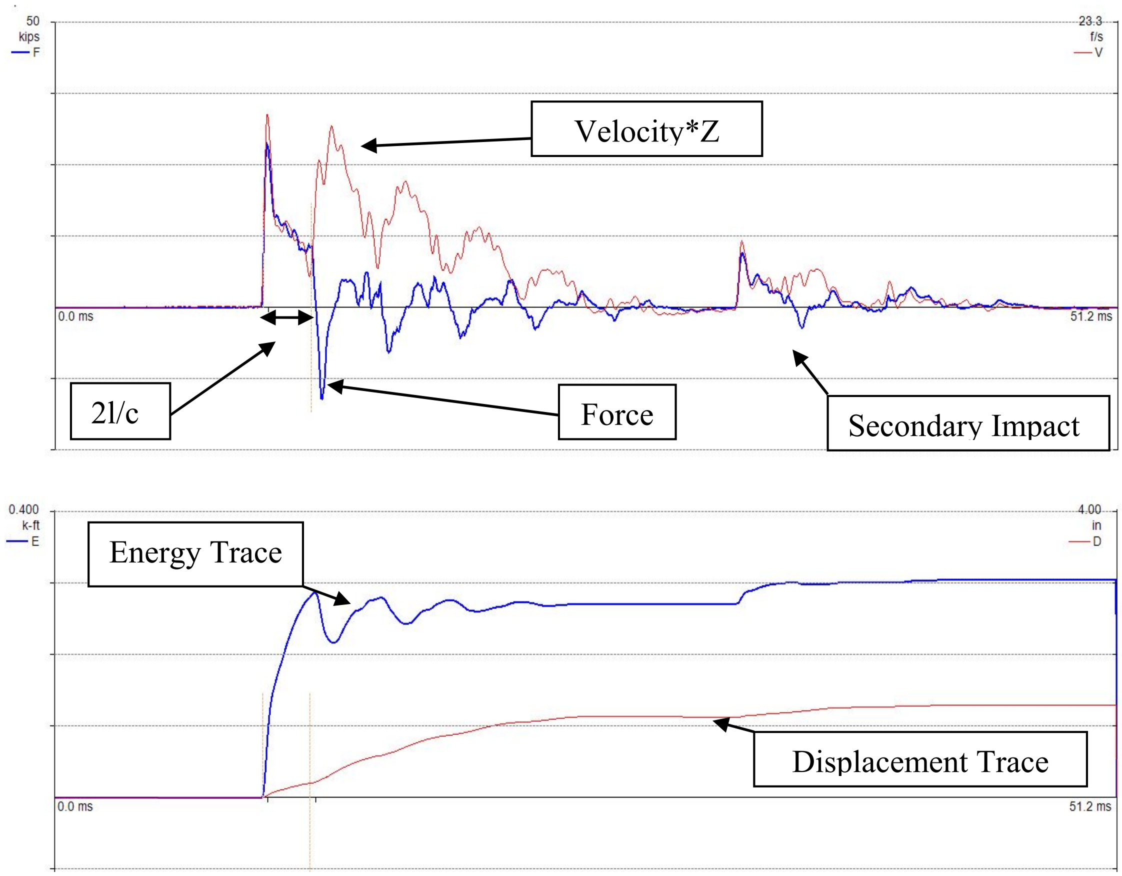


Figure 2.4 EFV & E-D Trace-short rod (19.3 ft)-low penetration resistance

As previously mentioned, when the stress wave reaches the sampler (l/c) it begins to distribute its energy to the soil, and generates a tension wave that reflects up the drill rod. Shortly after time $2l/c$, the full magnitude of the tension wave will arrive at the top of the rod and create separation between the hammer and rods. The initial separation distance between the hammer and drill rods depend on the resisting force of the soil and the magnitude of stress wave energy distributed to the soil from the incident wave. Since the value of force and velocity are greater than zero prior to the arrival of the tension wave, there is still remaining energy in the hammer that has not yet been transferred. Thus, the transfer of energy is prematurely cut off by the arriving reflected tension wave.

During the penetration process, and after the hammer and rods have separated, the energy inside of the drill rod repeatedly cycles through the drill rod, increasing in the downward transmission and decreasing in the upward transmission (but does not yet exceed the energy measured at $2l/c$). Each wave cycle transmits a portion of its energy into the ground surface, and since the particle velocity is always positive (down), a step-wise displacement pattern is created.

At a later time, the hammer strikes the drill rods a second time. This is known as a secondary hammer impact, and is evident by the positive force and positive particle velocity near the end of the time scale in Figure 2.4. The additional energy transmitted from this secondary impact produced a slight increase in permanent penetration of the sampler. The maximum measured ETR for this wave trace was 86.4 % with an estimated sampler penetration of 1.3 inches (N-value ~ 9 BPF).

The second example is for the same short rod combination (19.3 ft) and same SPT hammer system (CME Auto). The force and velocity trace (top) and the energy displacement trace (bottom) shown in Figure 2.5 are representative of hammer blow number thirty-eight out of the 7-13-20 SPT sequence. This figure therefore illustrates the energy transmission process during the end of SPT sampling in moderately dense soil.

The energy transmission for this example is approximately the same as the previous example prior to time $2l/c$ and has the same initial increase in energy and displacement. At time l/c, the energy from the stress wave reaches the sampler and begins to distribute its energy to the soil. Since the penetration resistance is now greater during the end of driving, the soil accepts more of the stress wave energy from the incident wave and there is less wave activity after $2l/c$.

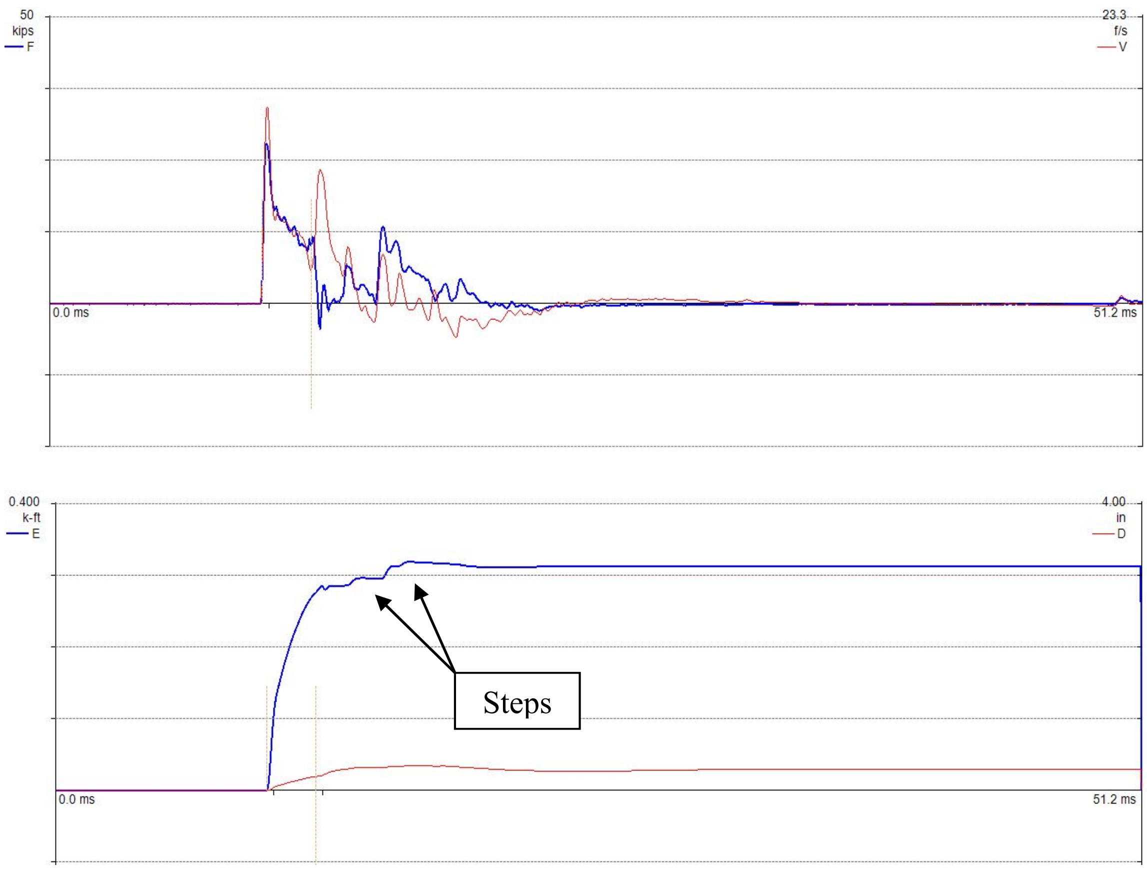
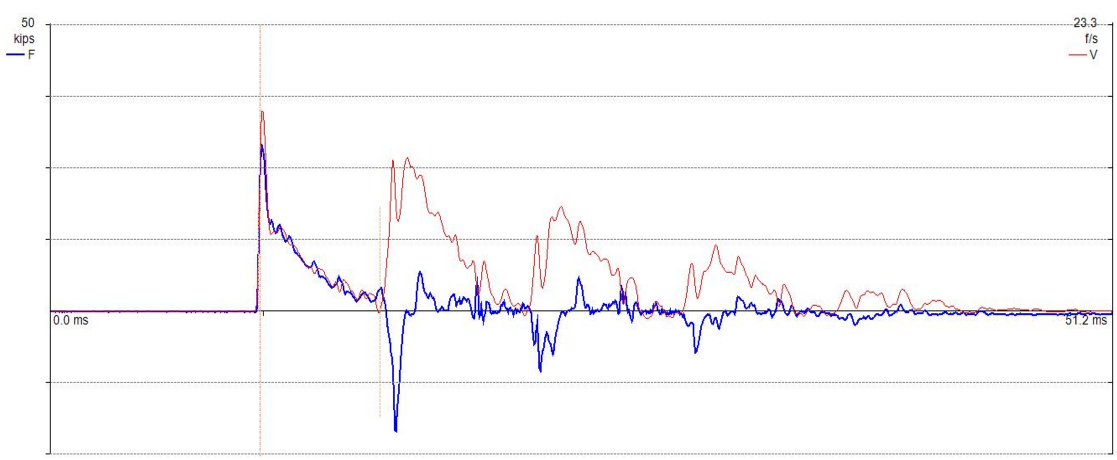


Figure 2.5 EFV & E-D Trace-Short Rod (19.3 ft)-moderate penetration resistance

A small tension wave emerges from the bottom of the sampler, the full magnitude of which is measured shortly after $2l/c$. Because the soil is dense, the sampler penetration is reduced, and the SPT hammer generally follows "better" or has more contact with the drill rods during the penetration process. The increased hammer contact allows more of the hammer's energy to be transferred to the top of the drill rods. The additional hammer energy is measured at a later time and can be seen from the second step in energy between time $2l/c$ and $4l/c$ in Figure 2.5. Just after $4l/c$, there is a secondary hammer impact that transmits the remaining hammer energy, and only slightly contributes to permanent sampler penetration. This secondary impact occurs much sooner than that of the previous example. This is because the separation distance between the rods and hammer is much less when sampling in moderately resistant soil. As the soil resistance increases, the time associated with a secondary hammer impact will decrease, and will occur earlier on the time scale (will move to the left on the scale). The maximum measured ETR for this wave trace was 90.6 % with an estimated sampler penetration of 0.35 inches (N-value ~ 34 BPF).

The final example is for the case of long drill rods. The rod length is 49.3 ft and the SPT blow count sequence is 7-22-34. The wave trace shown in Figure 2.6 is representative of the first hammer blow. Perhaps the most significant characteristic to notice in this wave trace is that the values of force and proportional velocity are approaching zero (x-axis) at $2l/c$. This is an indication that the hammer has transmitted the majority of its energy to the drill rod before arrival of the tension wave. After $2l/c$, the transfer of energy and sampler displacement is similar to that of the first example with low penetration resistance and the stress wave can be seen cycling throughout the drill rod creating a step-wise displacement pattern.



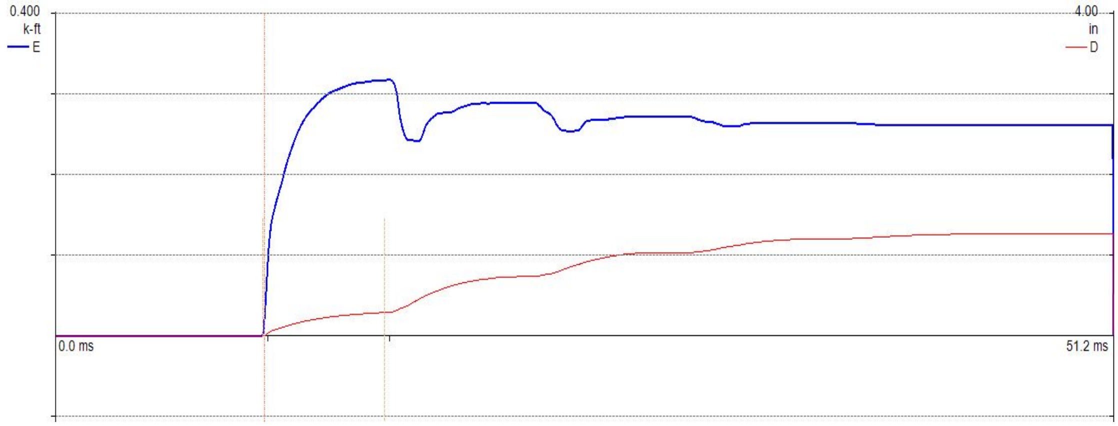


Figure 2.6 EFV & E-D Trace-Long Rod (49.3 ft)-low penetration resistance

For this case, there is no dependency on the interaction between the hammer and rod during the penetration process, and therefore does not depend on soil resistance. Secondary hammer impacts are also not present. Secondary impacts are sometimes noticed for long drill rod combinations. However, the magnitude of the force and velocity is very small which generally does not contribute to measured energy and permanent sampler penetration. The maximum measured ETR for this case was 90.2% with an estimated sampler displacement of 1.26 inches.

One last statement should be made about energy transfer between the short rod and long rod cases previously discussed. Based on the wave behavior of Figures 2.5 and 2.6, the transferred energy for the long rod case can be measured during the short rod case when the soil penetration resistance is large enough. The measured ETR for the short rod case driven into dense soil was 90.6% and the ETR measured for the long drill rod case was 90.2 %. The average measured ETR for all SPT hammer blows for the long rod combination was 90.6%, which is likely to be the baseline transfer efficiency for this CME automatic hammer system.

2.9 CME Automatic Hammer

The Central Mine Equipment Company (CME) patented the automatic hammer in the Fall of 1983 (Rassieur, 1983). The automatic hammer provides a relatively consistent hammer impact and subsequently less variation in transferred energy compared to the manual hammer system.

2.9.1 Hammer Automation

The drive weight lifting mechanism is the device that automates the dynamic impact in the SPT. The lifting mechanism is attached to the side of the cylindrical housing tube (Figure 2.7). The lifting mechanism consists of a lower drive sprocket, an upper idler sprocket, sprocket bearings, a drive chain, a chain guide, and a lifting lug. A hydraulic motor is attached to the outside of the housing tube and a portion of this motor extends into the housing where it is bolted to the drive sprocket. The 140-pound drive weight is also located inside the housing tube. The drive weight, which is approximately 19.75 inches in length, is made of lead and is encased in a steel sleeve.

Automation of the drive weight begins when supply pressure from the rear engine block motor is transferred to the hydraulic motor of the hammer. Once this occurs, the sprockets and chain will begin to rotate. The lifting lug, which is attached to the chain, rotates with the chain and at the same speed and eventually lifts the drive weight up off of the anvil. During upward travel, and at the end of the chain length, the drive weight is thrown upward a certain distance as the lifting lug releases the weight and begins to travel back down to the location of the motor where it can lift the drive weight once

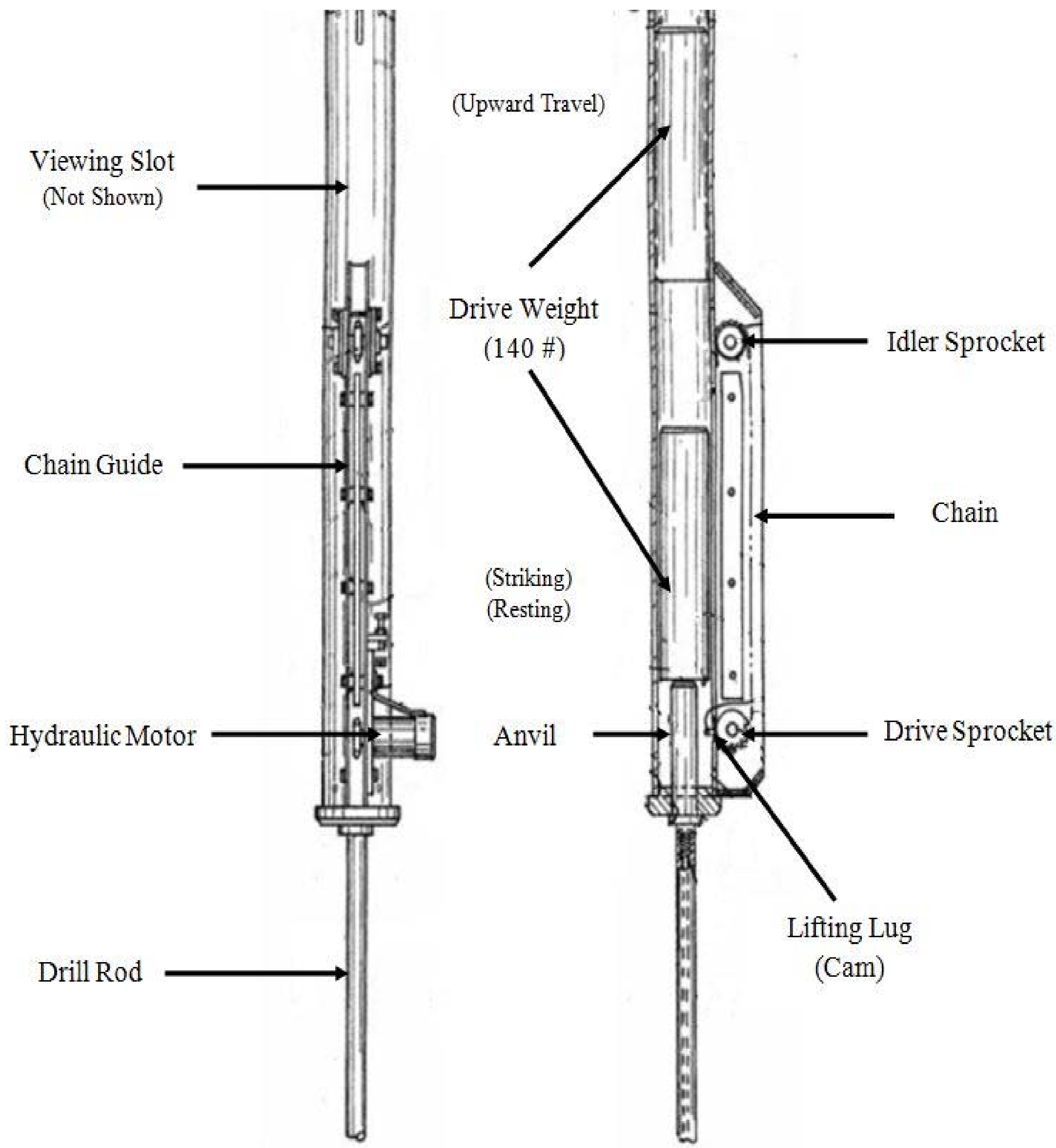


Figure 2.7 CME hammer operational components (modified from Rassieur, 1983)

again. Thus, the lifting lug acts as a cam that turns the rotational motion of the chain and sprocket system into linear, or vertical motion of the drive weight.

It is important to emphasize that at the top of the chain (location of idler sprocket) the lifting lug does not actually drop the drive weight as the commonly used phrase "drop height" suggests. Instead, the lifting lug throws the drive weight a certain distance to achieve the so called drop height. Fall height is a more accurate description that should be used when describing the end result of the releasing mechanism. As will be discussed in Chapter 3, the drive weight throw height is a function of the hammer operation rate.

2.9.2 Drive Weight Viewing Slot

An often overlooked feature of the CME automatic hammer is the viewing slot located on the housing tube just a few inches above the idler sprocket. The viewing slot window allows personnel performing the field investigation to verify whether or not the correct drive weight fall height is being achieved. For most geotechnical applications, the prescribed fall height is 30 inches with an allowable tolerance of ± 1 inch. However, it is not uncommon for organizations to manually reduce this distance in order to achieve a reduced prescribed value of transferred energy (often 60%). Nevertheless, the fall height can be visually monitored by marking the viewing slot using known dimensions from the bottom of the hammer housing. If a reduced fall height is desired, modification of the viewing slot window will be necessary. Figure 2.8 depicts the dimensions recommended by CME in order to meet a 30 inch fall height requirement.

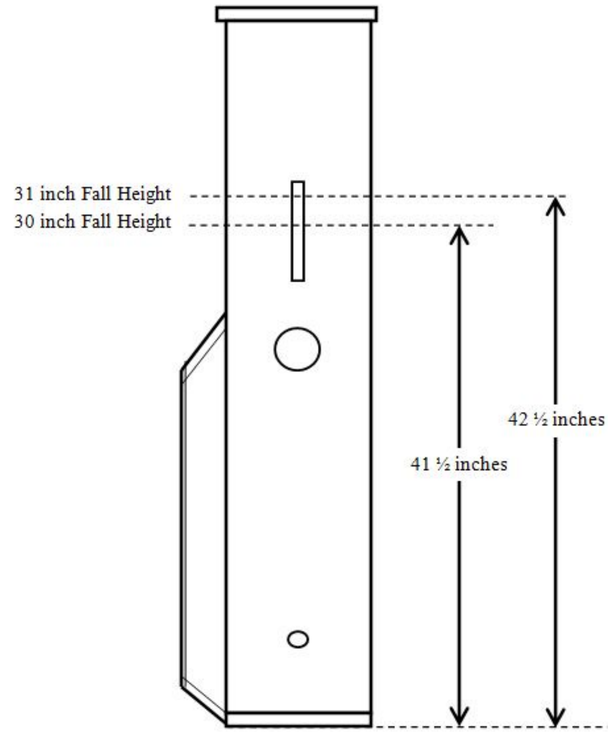


Figure 2.8 Drive weight viewing slot (dimensions from CME operations manual)

CHAPTER 3: LITERATURE REVIEW

3.1 ASTM D 4633-10

ASTM D 4633-10 (ASTM, 2010) describes the test method for performing energy measurements during the standard penetration test. This standard documents the significance and use of the test along with the appropriate testing equipment and procedures that should be followed in order to obtain reliable hammer transfer efficiency. The most prominent details of the standard include:

- The standard recommends force and velocity measurements to characterize the stress wave energy (EFV method).
- Data acquisition technology: The standard allows both digital and analog data acquisition systems that meet the anti-aliasing frequency requirements. For analog systems, the sampling rate should be at least 5 times the low-pass filter frequency. For digital systems, the sampling rate should be at least 10 times the low-pass filter frequency.
- Force measurement: The standard recommends using an instrumented rod section with symmetrically arranged foil strain gages in a full bridge circuit.

- Acceleration measurement: The standard requires a minimum of two accelerometers capable of measuring accelerations to at least 10,000 g, and which have a useable frequency response to at least 4.5 kHz.
- The standard recommends that energy evaluation of hammer systems be limited to moderate N-values within a range of 10 to 50 blows per foot. The previous recommendation, based on the 2005 standard recommended an N-value range between 5 and 50 blows per foot.
- The standard reports that energy evaluation of hammer systems is more reliable when the drill rod length is at least 30 ft.
- The energy results should be averaged and reported for impacts associated with the observed N-value. The 2005 standard did not have this limitation and apparently allowed all energy measurements to be averaged, not just those associated with the N-value.
- The standard recommends performing energy measurements for at least 3 SPT sampling depths, with 5 depths preferred. This statement means that enough SPT energy data should be obtained in order to accurately characterize the average energy transmission for a given hammer system.
- The prime method of assessing data is to evaluate individual pairs of force and velocity signals. Due to small wave reflections that are often generated from the bottom of the subassembly, the Force and Velocity Proportionality (FVP) method of assessing data quality is not as accurate in SPT testing as it is in pile driving.

Individual force and velocity signals should return to zero at the end of the time record. It is common for the velocity signals to "wander off in space" during testing. This is caused by the sensors coming loose during testing or even a malfunction of the sensors.

3.2 EFV Transfer Efficiency in Literature

Table 3.1 contains a summary of energy transfer efficiencies obtained using the force and velocity method of energy measurement. The data in the table were compiled from documented efficiencies from years ranging from 1994 to 2010. While constructing the table, it was found that the level of data defining each ETR was not consistently reported. Some studies reported the number of average records while other studies reported the number of overall averages, which would correspond to the average of each average record for a single testing event. Nevertheless, the significance of the ETR should be based upon the level of data used to determine its value. As shown in Table 3.1, the range of reported ETRs for non-CME automatic hammers varied from 49% to 82% with an average of 70.2%. The range of ETRs from the CME automatic hammer group was from 75% to 84.5% with an average of 80.7%. Manual hammer systems in the table experienced ETRs that ranged from 35% to 70.2% with an average of 57.8%.

Although this study is focused on evaluating the variation of energy transfer for the CME automatic hammer, the transfer efficiencies for other automatic hammers, as well as manual hammers, have also been included in the table since they were acquired using the EFV method. The coefficient of variance (COV) for each study was either documented in the literature or was calculated from the reported standard deviation. The

COVs were provided to show a normalized measure of dispersion for comparative purposes (ratio of standard deviation to the average).

Table 3.1 Historical EFV ETR

Year	Study	Hammer Description	# of Hammers	# Averages	# Overall Averages	ETR	STD	COV
1994	Seattle ASCE Field Testing Program (Batchelor et al., 1994)	Auto - CME	1	8	-	81.4	-	5.8
		Auto - Other	1	5	-	68.5	-	10.8
		Auto -Other (Mud Rotary)	1	4	-	72.8	-	5.8
		R&C - Safety	1	8	-	51.4	-	4.8
		R&C - Safety (300 lb Hamm	1	5	-	74.7	-	3.2
		Safety w/ Spooling Winch	1	8	-	23.1	-	17.8
1997	MnDOT (Lamb, 1997)	Auto - CME	2	-	-	80	2	2.5
		Auto - Rupe	1	-	-	75	3	4.0
		R&C - Safety	1	-	-	67	6.5	9.7
1997	Utah State University (Butler, 1997) (Data from GRL Compiled by Dr. Caliendo for G.Goble)	Auto - CME	-	-	10	75	-	9.0
		Auto - Hydraulic	-	-	5	69	-	15.0
		Auto - Other	-	-	6	49	-	13.0
		R&C - Safety	-	-	15	63	-	12.0
		Donut	-	-	3	43	-	22.0
		Spooling Winch	-	-	3	35	-	8.0
1999	FDOT - University of Florida (Davidson et al., 1999)	Auto - CME	12	101	-	80.1	8	10.0
		Auto - Diedrich	2	12	-	76	5.3	7.0
		R&C - Safety	43	227	-	66	10.7	16.2
2001	MDOT - University of Maryland (Aggour and Radding, 2001)	Auto - CME	1	12	-	81.4	3.9	4.8
		Safety	1	12	-	70.2	8.5	12.1
		Donut - Sprague & Henwood	1	8	-	63.5	4.3	6.8
2005	CALTRANS (Liebich, 2005)	Auto - CME	2	7	-	84.5	5.9	7.0
		Auto - Diedrich	2	8	-	82	5.6	6.8
		Safety Driver	6	43	-	54.6	11.5	21.1
2010	NCDOT (Valiquette et al., 2010)	Auto - (CME & Diedrich)	20	-	20	78.6	5.5	7.0
		Manual - Unknown	8	-	8	62.3	9.8	15.7
2010	VTrans (Kelley and Lens, 2010)	Auto - CME	6	-	6	82.5	-	-
		Safety	2	-	2	63.3	-	-
		Safety Driver (Mobile)	1	-	1	48.1	-	-

3.3 Variation of Transfer Efficiency

The COVs for CME automatic hammers listed in Table 3.1 ranged from 2.5% to 10%. The range of COVs for all other automatic hammers was from 4% to 15%. The manual hammer category experienced COVs that varied from 3.2% to 22 %, which is about twice the variation of the CME group. The details from two prominent SPT energy investigations are summarized below.

3.3.1 FDOT Study

In 1997, an extensive SPT energy investigation was performed by Kimberly Spoor for the Florida Department of Transportation (FDOT) (Davidson et al., 1999). The SPT energy program consisted of performing EFV energy measurements on 43 manual hammer systems as well as 14 automatic hammer systems (12 CME) owned by FDOT and their consultants. During the testing program, numerous drill rig manufacturers had their SPT hammers calibrated and the results from the investigation are depicted in Table 3.2. The overall ETR average for each drill rig type is shown in the second column of the table. The third column shows the standard deviation of ETR test depth averages between different drill rigs of the same model. Apparently, the fourth column represents an overall standard deviation average of the ETR standard deviation measured from individual hammer blows for a given drill rig type.

The data in the third column in Table 3.2 show that the standard deviation of average energy measured between sample depths for the CME automatic hammer group ranged from 3.9% to 10.1% ETR. Similarly, the energy data in the fourth column show that the average standard deviation measured between hammer blows were somewhat smaller and ranged from 1.9 % to 2.4 % ETR. The overall ETR for 12 CME automatic hammers in their study was reported to be 80.1% with an overall standard deviation of 8% ETR and a COV of approximately 10% (From Table 3.1).

Table 3.2 Summary of FDOT energy measurements (Davidson et al., 1999)

Drill Rig Type	Average ER_{FV} (%)	Std. Deviation, σ, of ER_{FV}	Average σ for each Record	Data source—number of: Records	SPT systems
Safety Hammers					
CME 45	67.4	9.6	4.4	80	16
CME 55	68.2	11.2	4.3	91	14
CME 75	63.1	3.8	2.9	4	1
Diedrich D25,50,120	59.7	10.3	4.3	24	5
Failing 250 & 1500	58.1	3.4	3.1	14	3
BK 51 and 81	70.4	5.0	3.1	9	2
Acker	64.6	1.9	3.3	2	1
Mobile Drill	43.8	3.1	2.8	3	1
			Totals	227	43
Automatic Hammers					
CME 45	80.7	10.1	2.1	19	2
CME 55	78.4	8.2	2.3	53	6
CME 75	83.1	5.1	1.9	22	3
CME 85	81.2	3.9	2.4	7	1
Diedrich D50	76.0	5.3	3.4	12	2
			Totals	113	14

3.3.2 NCDOT Study

Another impressive SPT energy investigation was documented in 2010 on drill rigs owned by the North Carolina Department of Transportation (NCDOT) and their consultants (Valiquette et al., 2010). The testing program, which was conducted approximately five years prior to the release of their report, consisted of one boring of energy measurements per hammer system. During this time period, engineers from Goble, Rausche, and Likins Engineers Inc. (GRL) obtained EFV energy measurements on twenty automatic hammer systems and eight manual safety hammer systems. The total number of hammer blows evaluated for each drill rig ranged from 71 to 489 with an overall drill rig average of 271 hammer blows. Drill rod types used in their study were either AW or AWJ sized drilling rods. Although not listed in their report, the drill rig manufacturers were either CME or Diedrich models. The quantity of each type of drill rig was not reported. Figure 3.1 provides a visual summary of the measured energy variation for each drill rig obtained during the testing program.

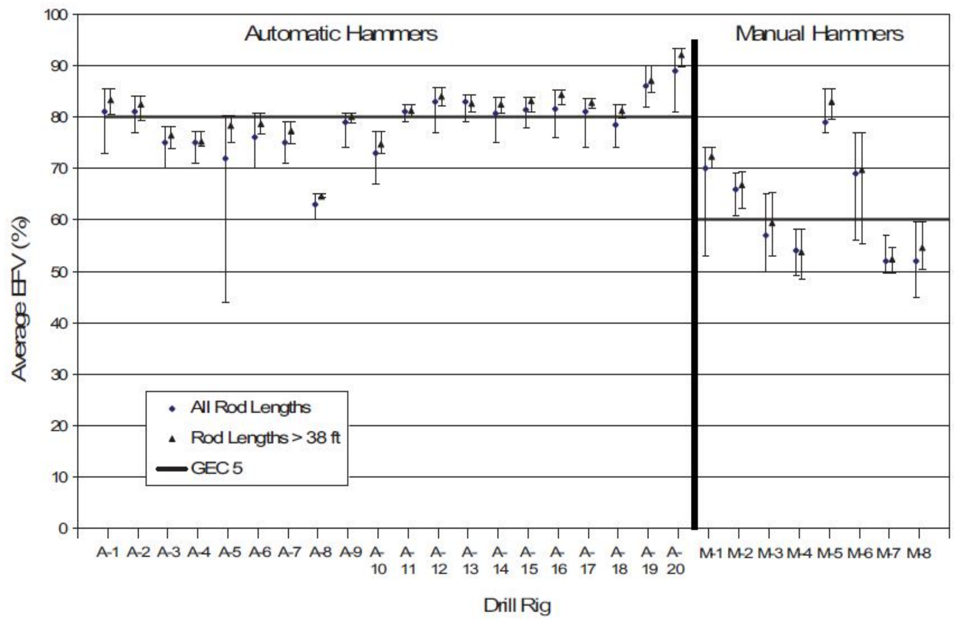


Figure 3.1 NCDOT variation of transfer efficiency (Valiquette et. al, 2010)

In addition to the graphical summary shown in Figure 3.1, the NCDOT report included a summary table documenting the overall ETR average for each drill rig as well as the standard deviation of energy measured between hammer blow counts (Table 3.3).

The data from Table 3.3 show that the standard deviation of EFV energy measured between hammer blows for each drill rig is similar to that determined from the FDOT investigation. The standard deviation values are relatively small, the majority of which have a value less than about 2% ETR. The overall ETR average for the twenty automatic hammers in the NCDOT study was 78.6 % with an overall standard deviation of 5.5 %. The overall COV was calculated as 7 % (Table 3.1).

Table 3.3 Summary of NCDOT energy measurements (Valiquette et al., 2010)

Drill Rig I.D.	Average Uncorrected Efficiency, All Rod Lengths	Average Standard Deviation from Blow to Blow
A-1	81.5	2.12
A-2	80.6	1.71
A-3	74.7	2.29
A-4	74.3	1.83
A-5	71.6	3.41
A-6	75.6	2.04
A-7	75.4	1.68
A-8	63.1	1.75
A-9	78.6	2.01
A-10	73.5	1.42
A-11	81.1	1.78
A-12	82.7	1.53
A-13	82.3	1.77
A-14	80	3
A-15	81.5	1.53
A-16	81.7	1.15
A-17	80.8	1.06
A-18	78.4	1.56
A-19	85.2	5.54
A-20	89.4	1.5

3.4 CME Hammer Operation Rate

In 1999, an SPT energy study was performed for the Bureau of Reclamation on CME automatic hammers (Farrar and Chitwood, 1999). The objective of the study was to determine hammer performance and evaluate the effect of the hammer operation rate on energy transmission. The study found that the CME hammer is a rate dependent hammer, and that the energy delivered to the drill rods will be a function of the hammer fall height, which depends on the speed of the hammer lifting assembly (and therefore on the engine throttle speed and hydraulic flow control settings). Figures 3.2 and Figure 3.3 below highlight the results of the study and show the variation of fall height and transferred energy when the hammer operation rate is set above or below the CME factory settings of 50 to 55 blows per minute (BPM).

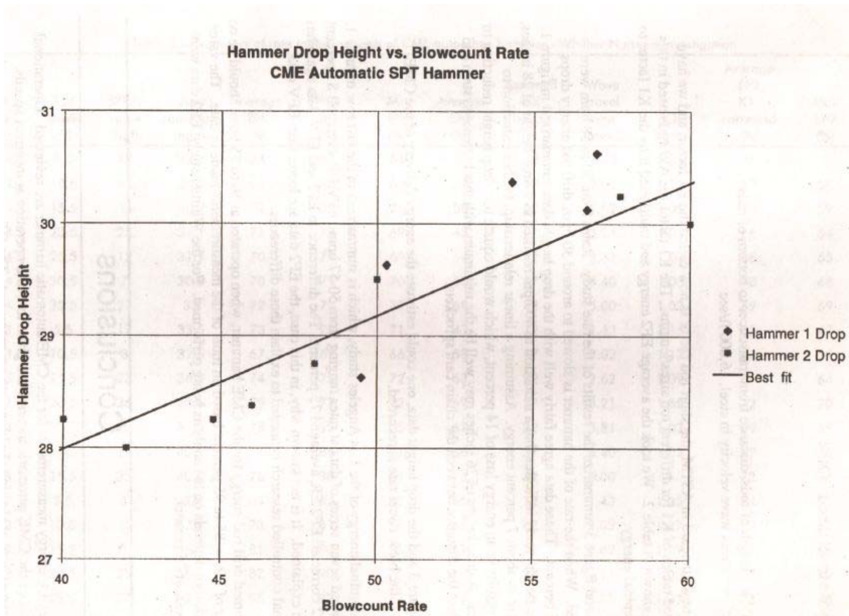


Figure 3.2 Drop height vs. hammer operation rate (Farrar and Chitwood, 1999)

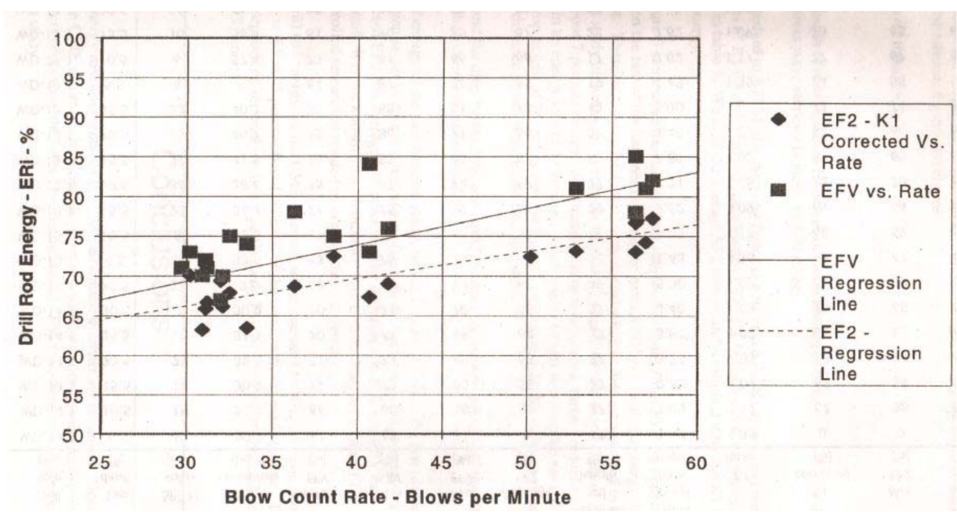


Figure 3.3 Drill rod energy vs. hammer operation rate (Farrar and Chitwood, 1999)

Perhaps the most alarming finding of the study is that when the CME hammer operation speed is set too high, the falling drive weight will strike the lifting lug prior to striking the anvil. If this occurs, a portion of the kinetic energy of the drive weight will be transferred to the mechanical components inside of the housing tube prior to striking the anvil. Farrar notes that this can occur when the rate is set near or above 60 BPM. A picture of the drive chain and lifting lug is provided in Figure 3.4.

Indeed, this type of malfunction happens in practice. Figure 3.5 shows a PDIPLOT summary of energy measurements provided by a private sector consultant. Reportedly, the data were obtained from a drill rig performing a routine SPT investigation. As can be seen from the figure, the hammer was operating slightly above 60 BPM. This high operation rate resulted in the drive weight striking the lifting lug prior to striking the anvil.

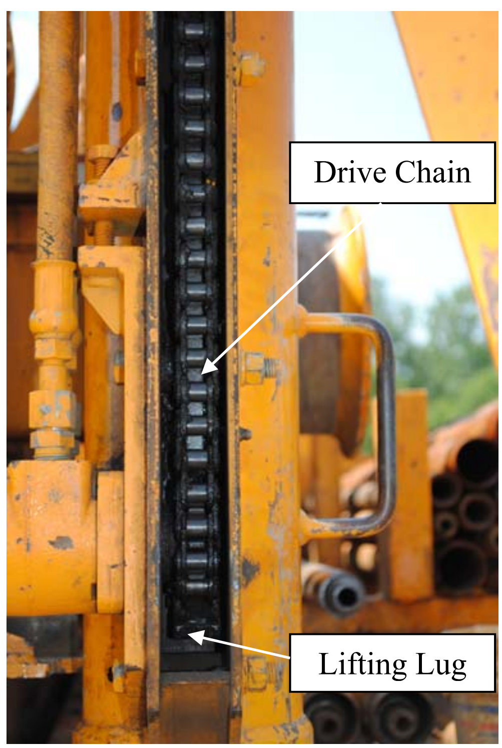


Figure 3.4 Drive chain and lifting lug

The measured ETR pattern proves to be erratic and extremely low producing ETRs less than 50%, as would be expected if the drive weight free-fall was obstructed in any way.

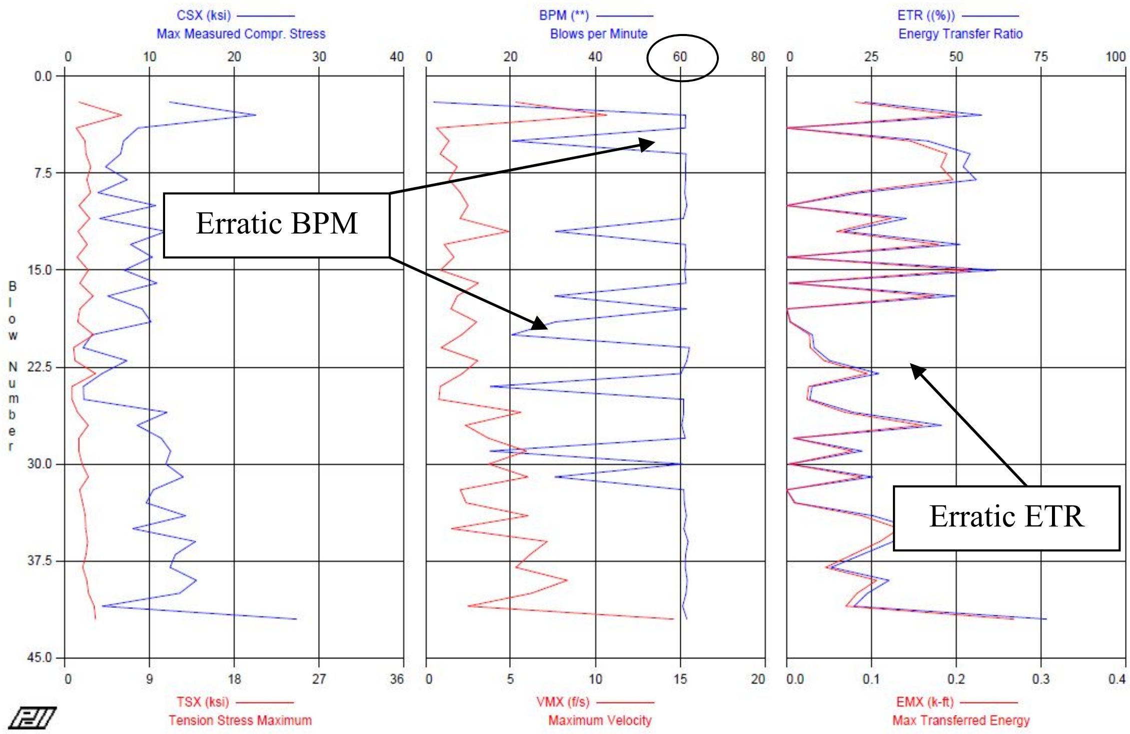


Figure 3.5 CME hammer malfunction

3.5 Rod Length and Energy Transmission

A considerable amount of work has been performed over the last 30 years in order to determine an approximate relationship between drill rod length and energy transfer in the SPT. Both theoretical and experimental investigations conclude that there is a reduction in transferred energy for shorter drill rods compared to the average baseline energy that would be measured for longer rods. The consequences of this reduced energy effect are twofold:

1. Energy measured at shallow depths may not accurately characterize the true hammer baseline energy and would report a reduced value of transfer efficiency. N-values corrected with the reduced transfer efficiency (Equation 1.1) would produce smaller corrected N-values compared to N-values corrected with the baseline value obtained from longer rods. This result may be conservative in some geotechnical applications.
2. N-values measured at shallow depths would not represent the N-value that would have been obtained if the baseline energy was available to perform work on the soil. The reduced energy from short rod lengths would produce less sampler penetration per blow and may result in a larger N-value than would be obtained if the baseline energy were available.

Attempts at quantifying the relationship between rod length and energy transfer, as well as proposing correction factors to account for the expected energy losses, have been proposed by many researchers. The original correction factors, which were based on the force-squared method, were desired because of the limited force integration time. The EFV method does not have the same integration limitations. However, the general trend of reduced energy transmission is still the same, but to a lesser degree. Details from three prominent rod length investigations are outlined below.

3.5.1 Palacios Study

A theoretical investigation into the behavior of rod length and energy transfer was performed by Schmertmann and Palacios at the University of Florida (Palacios, 1977).

Their method of investigation was based on the force-squared method of energy measurement, which was the prevalent method during that era.

The SPT study included energy measurements on four different rod sizes with rod lengths varying from approximately 10 ft to 75 ft. Based on trends in their data, they concluded that for short rod lengths the returning tension wave prematurely terminated the incident compression wave energy due to separation of the drive weight and anvil. Because of the time integration limitations inherent to the force-squared method, the remaining energy content that would have been measured for the case of an infinite rod was, by necessity, estimated using correction factors derived from theoretical wave mechanics. After modifying stress wave theory from Fairhurst (1961), Palacios was able to express the hammer transfer efficiency η_l as a function of rod length (Schmertmann and Palacios, 1979) where

$$\eta_l = (1 - K^n) + \left(\frac{l}{L_h} - n\right)\frac{4\alpha K^n}{(1+\alpha)^2} \tag{3.1}$$

with

$K = \left[\frac{1-\alpha}{1+\alpha}\right]^2$

α = Impedance ratio between hammer and drill rods

L_h = Length of hammer

l = Length of drill rods and sampler

n = Maximum number of completed stress cycles before loss of hammer contact

The numerical result of Equation 3.1 represents the theoretical maximum energy that could be transferred to the drill rods before arrival of the tension wave. This equation forms the basis for the ASTM K_2 correction factors. The dashed line in Figure 3.6 is a graphical representation of Equation 3.1. The non-linear trend of the dashed line suggests that the shortest rod lengths will have the largest reduction in transfer efficiency and that the energy reduction will gradually decrease as the length of the drill rod increases, up to about 50 ft.

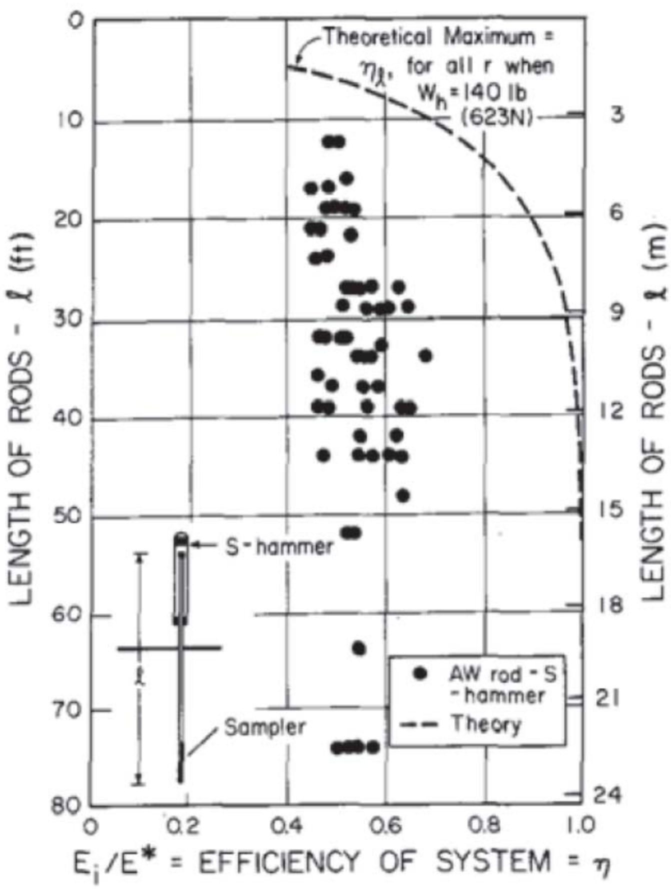


Figure 3.6 Theoretical transfer efficiency (Schmertmann and Palacios, 1979)

3.5.2 Morgano and Liang Study

A study by Morgano and Liang (1992) examined the effects of rod length on energy transfer in the SPT. They conducted wave equation studies as well as field experiments for various rod lengths using a manual safety hammer system. Unlike the Palacios study, where the force-squared method was used, Morgano and Liang were able to measure the transferred energy using both force and velocity measurements. To the author's knowledge, this was the first study on rod length effects using the EFV method.

In addition to force and velocity measurements, Morgano used a Hammer Performance Analyzer (HPA) to measure the hammer's impact velocity, which was later used to determine the kinetic energy just prior to impact. The HPA measurements were beneficial because they removed potential energy variability associated with drop-height inconsistencies of the manual hammer. Because the study included both EFV and kinetic energy measurements, the driving system transfer efficiency was determined in place of the ETR (which is EMX/PE). The driving system transfer efficiency is the ratio of measured EFV energy in the drill rods to the available kinetic energy just prior to impact (EMX/KE).

Figure 3.7 shows the field testing results from their study. Each tick mark in the figure represents the drive system transfer efficiency from one hammer blow. Similarly, Figure 3.8 shows the average of the drive system transfer efficiencies.

Based on the results of Figures 3.7 and 3.8, they determined that energy transfer is independent of rod length for lengths greater than 50 ft. However, for rod lengths less than 50 ft, the energy transferred to the rod is reduced. These findings are similar to those documented by the Palacios.

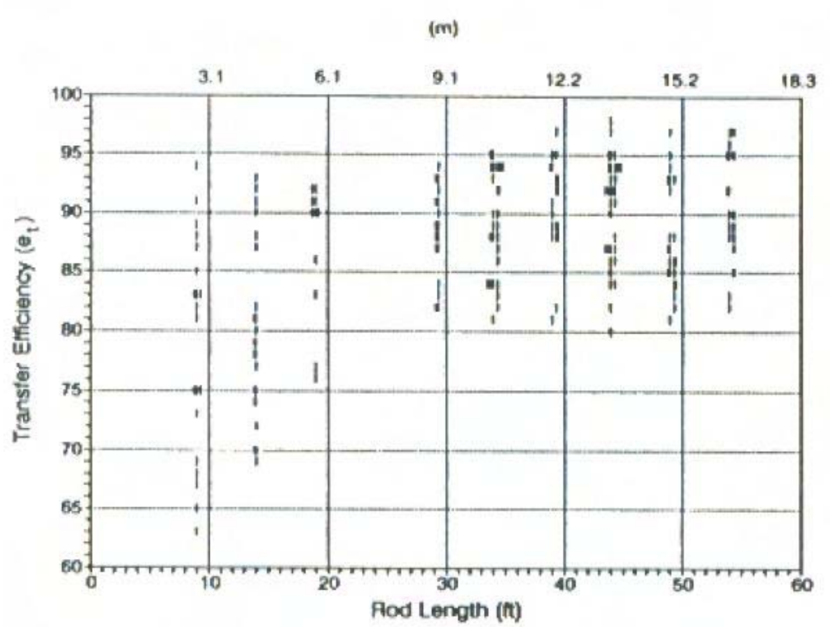


Figure 3.7 Drive system efficiency (Morgano and Liang, 1992)

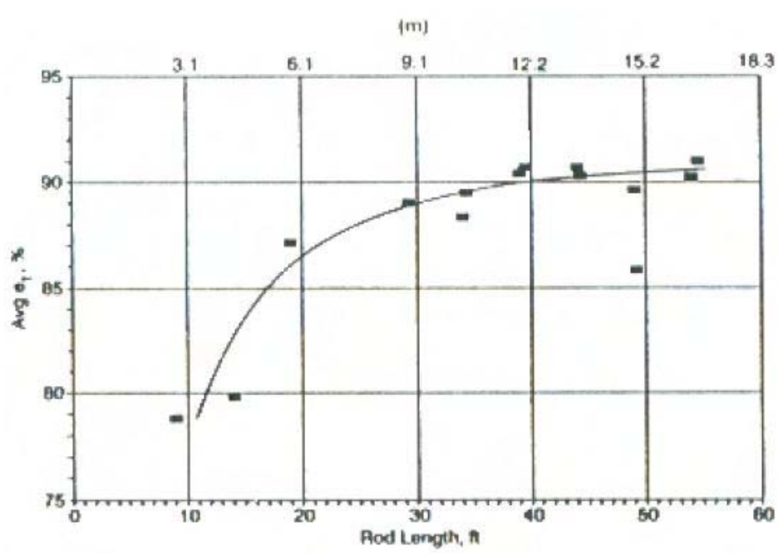


Figure 3.8 Average drive system efficiency (Morgano and Liang, 1992)

The results of a SPT wave equation study were also provided in their report. Wave equation simulations were performed on rod lengths varying from 10 ft to 100 ft. The energy transfer for each rod length was evaluated using soil resistance forces ranging from 0.5 kips to 13 kips. The results of the wave equation study indicated that the relationship between energy transfer and rod length is more "critical" when lower soil resistance forces are present. As illustrated in Figure 3.9, the shortest rod length driven into the smallest soil resistance produced the lowest transferred energy. The transferred energy apparently increased as the soil resistance and rod length increased with transferred energy stabilizing at a rod length of 50 ft.

Rod Length ft (m)	Ultimate Resistance - kips - (kN)											
	0.5 (2.23)		1.0 (4.45)		2.5 (11.1)		4.0 (17.8)		7.0 (31.2)		13.0 (57.9)	
	EMX kip-ft	e_t %	EMX kip-ft	e_t %	EMX kip-ft	e_t %	EMX kip-ft	e_t %	EMX kip-ft	e_t %	EMX kip-ft	e_t %
10 (3.05)	0.23	82	0.24	86	0.25	89	0.25	89	0.25	89	0.25	89
20 (6.10)	0.24	86	0.24	86	0.25	89	0.25	89	0.25	89	0.25	89
50 (15.24)	0.26	93	0.26	93	0.26	93	0.26	93	0.26	93	0.26	93
100 (30.49)	0.26	93	0.26	93	0.26	93	0.26	93	0.26	93	0.26	93

EMX - Energy transferred to rod
e_t= EMX/E_i, where E_i is the actual kinetic energy (E_i = ½ mv^2 = 0.8 $W_r h$) of the ram
1 kip-ft = 1.356 kJ

Figure 3.9 Wave equation study (Morgano and Liang, 1992)

3.5.3 NCDOT Study

Close to two decades after the Morgano and Liang rod length study, Valiquette, et al. (2010) performed an investigation into rod length effects for automatic hammer systems. Data from twenty automatic SPT hammers owned by the NCDOT and private consultants were used to investigate the behavior of rod length and energy transfer. To the author's knowledge, this apparently seems to be the largest rod length study performed on automatic hammers to date.

As previously mentioned in Section 3.3.2, the testing program consisted of one boring of energy measurements per hammer system. Drill rod lengths evaluated in their study ranged from 14 ft to 74 ft, and were either AW or AWJ sized drilling rods.

Based upon their evaluation of the automatic hammer subgroup, they determined that the transferred energy increased up to a rod length of about 38 ft and generally stabilized after that. For each drill rig, they determined baseline transfer efficiencies for rod lengths greater than 38 ft. They then systematically used the individual baseline energy values to normalize the energy measurements obtained from rod lengths less than 38 ft. This approach allowed the general trend of energy reduction to be compared among the various automatic hammer systems in the subgroup, regardless of their baseline transfer efficiency. Finally, the normalized transfer efficiency for each hammer system was averaged and incorporated into a regression analysis from which a best fit line was determined. The results of their investigation are shown in Figure 3.10 and are plotted against the results from the prior studies previously described.

Based on the data in Figure 3.10, the estimated energy reduction for the theoretical method would be larger than that predicted by the NCDOT regression trend, up to a rod length of about 20 ft. The Morgano-predicted energy reduction is slightly less than the NCDOT and theoretical values for all rod lengths. The maximum reduction in transfer efficiency for the NCDOT regression is approximately 10% of the baseline efficiency for the shortest rod lengths.

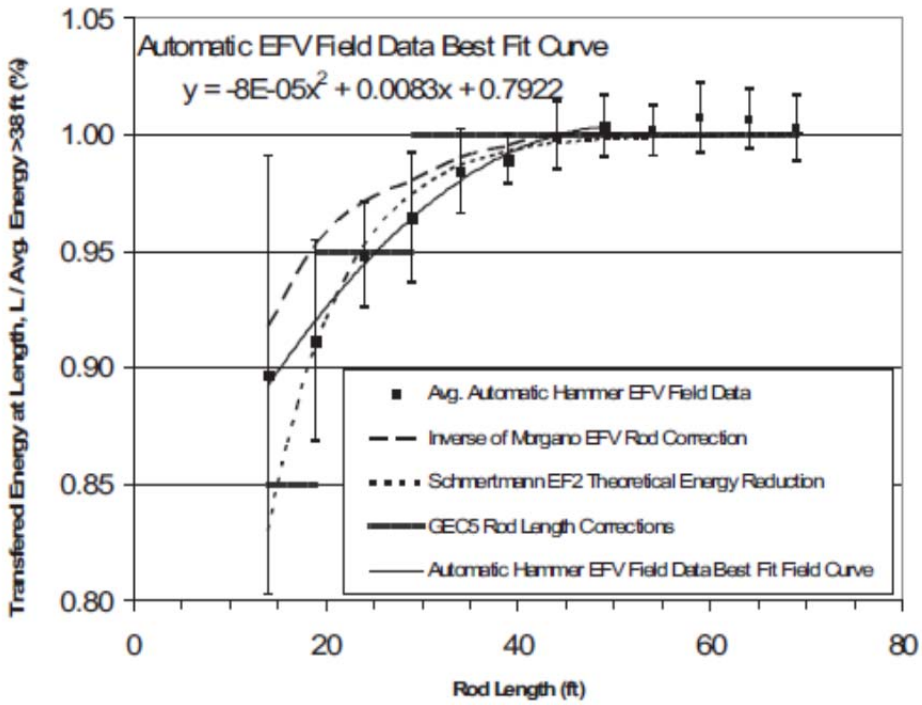


Figure 3.10 Normalized energy transfer (Valiquette et al., 2010)

3.6 Secondary Hammer Impacts

Lee et al. (2010) investigate the effect that secondary impacts had of energy transfer. Their investigation used the force and velocity method of energy measurement and involved taking energy measurements on two different donut hammer systems. The first hammer system evaluated was a manual rope and pulley donut system while the second hammer system was a modified automatic donut (MAD) hammer system. The MAD hammer system was similar to the manual donut hammer system and used a hydraulic motor to automatically lift and release a wire rope attached to the donut hammer.

Their investigation involved performing SPT measurements at two different sites in Korea. The soils underlying both sites were reportedly composed of 30 ft to 42 ft of weathered residual soil classified as silty sand (SM) based upon the Unified Soil Classification System (USCS). This soil type is very similar to the soils located in the piedmont region of the United States. The SPTs were performed every 5 ft up to depth of about 50 ft, with N-values ranging from 6 to 136 blows per foot. Drill rod lengths in their investigation ranged from approximately 25 ft to 54 ft.

Secondary hammer impacts were evaluated using a digital line-scan camera (Figure 3.11). The digital line-scan camera was used to monitor the hammer-anvil motions during SPT impact using a 2 kHz frequency and a resolution of displacement of less than 0.12 mm. Figure 3.12 provides a representative display of the images obtained using the camera. As described by Lee, the upper and lower strips located in part (a) of the figure represent a typical photo image of the hammer-anvil motions during impact. The hammer-anvil displacements in part (b) were calculated from these measurements. Similarly, the hammer-anvil velocities in part (c) were calculated as the first derivative of the location-time curve. The force wave and measured EFV energy shown in part (d) were rod energy measurements taken during the SPT test using a PDA model PAK to process the force and velocity signals.

Based upon the results from their field investigation, they concluded that two types of secondary impacts occurred, and generally depended on the penetration resistance of the soil and type of reflected stress wave. They reported that:

1. For N-values > 50, the impact produced a reflected upward compressive wave that "pushed" the hammer, anvil, and drill rods up together. After the hammer and anvil separated, the hammer continued its upward movement and eventually reached a maximum position before striking the

anvil again. However, the anvil and drill rods only moved up a negligible distance. This type of secondary impact produced no permanent penetration due to large penetration resistance and did not produce and increase in transferred energy.

2. For N-values between 25 and 50, both types of secondary impacts were observed to occur. During sampler penetration, as the N-value noticeably increased due to soil resistance, the first type of secondary impact progressively faded away while the second type of secondary impact became more apparent.
3. For all N-values, the primary impact along with the first type of secondary impact appeared to contribute to sampler penetration and transferred energy while the second type of secondary impact did not have an effect on sampler penetration or transferred energy.

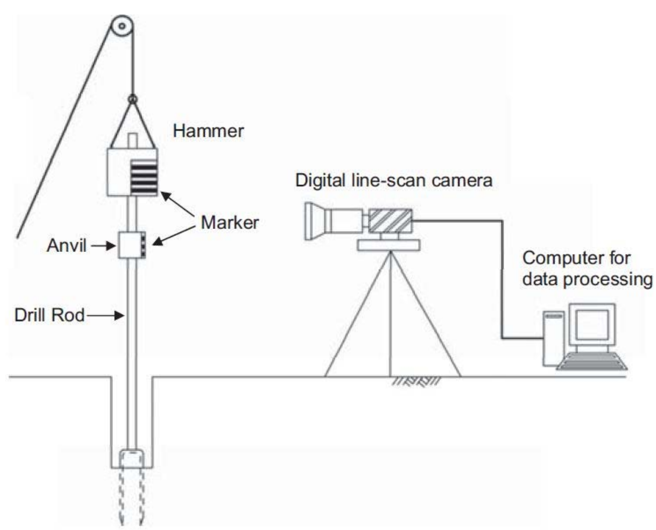


Figure 3.11 Digital line-scan camera (Lee et al., 2010)

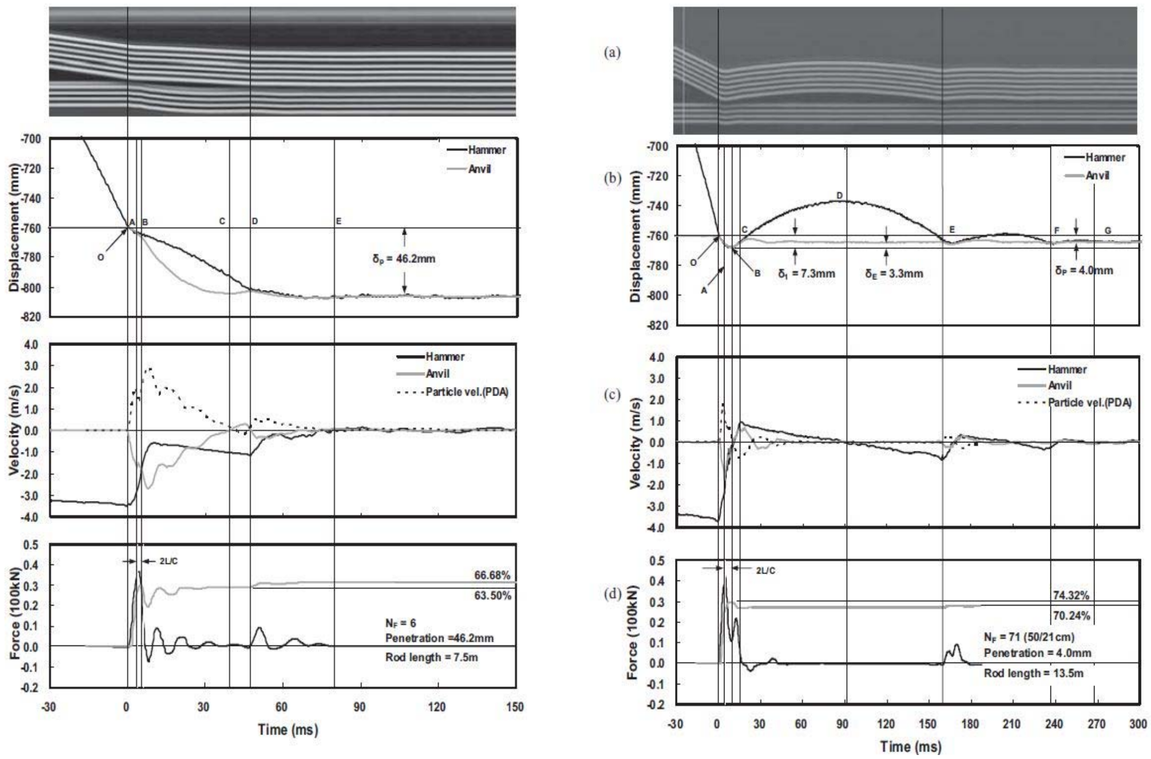


Figure 3.12 Secondary impacts (Lee et al., 2010)

3.7 Energy Reaching the Sampler

Within the last decade there seems to be a renewed interest in evaluating whether or not the measured energy from the top of the drill stem is the same quantity of energy that reaches the location of the split-spoon sampler. As discussed in Chapter 1, the parameter $E_{Measured}$ in Equation 1.1 is the maximum measured value of energy entering the drill rods obtained from top force and velocity measurements. This energy value is used to characterize the energy transfer efficiency of the hammer system. At the same time, it is also assumed that this is the same quantity of energy that is distributed to the split-spoon sampler, which may not be an accurate assumption for long drill rods.

3.7.1 Palacios Study

As part of his doctoral research, Palacios studied the behavior of energy transmission of SPT drill rods (1977). Among other things, this study explained how internal friction within the steel rods resulted in a decaying energy transmission along the drill rods. Palacios generally explained the mechanism of internal friction and stated that during the energy transmission process, each particle of the rod absorbs energy from the stress wave as rod particles are successively compressed and decompressed during its cycling routine.

Providing an example based upon theory from Kolsky, Palacios showed that internal friction in SPT rods can result in estimated energy losses of 1% for every 10 ft of drill rod, which would ultimately add up to large energy losses in deep borings. Kolsky's theory was based upon stain wave amplitude attenuation, which depends on the specific damping capacity of steel. Specific damping capacity is defined as the measured ratio of the energy dissipated in taking a steel specimen through a stress cycle to the elastic stored energy stored in the specimen when its strain is at a maximum (Kolsky, 1963).

3.7.2 Abou-matar and Goble Study

A report by Abou-matar and Goble (1997) presented the results of a theoretical investigation into the dynamic behavior of the SPT. Their study documented wave equation calculated sampler energies for drill rods having different cross-sectional areas. Specifically, they evaluated the energy transferred to the soil using AW size drill rods and compared it to the energy transferred to the soil using Mayhew size drill rods, which reportedly has more than twice the rod cross-sectional area of the AW size rod. The energy calculated at the top of the rod was apparently identical for both rod types.

From this analysis, they determined that drill rods having a larger cross-sectional area produced an increase in SPT blow counts compared to the blow counts from drill rods having a smaller cross-sectional area. They later explained that this behavior should be expected since the rod's impedance is related to the rod's area. As the rod area increases, the forces in the rod will be larger for a given set of (particle) displacements, and these forces would retain more energy inside of the rod which would result in a reduced quantity of energy available to perform work for penetration. Although their wave equation study was performed using a constant rod length of 54 ft (16.5 meters), they later recommended that rod length correction factors be based on rod length as well as rod cross-sectional area.

In a closure response to the discussion provided by Boulanger and Idriss, which was based upon the original paper, they provided yet another wave equation study that evaluated SPT N-values for AW and NW sized drill rods. Drill rod lengths evaluated in this study ranged from approximately 10 ft to 100 ft and included soil resistances forces of 1.12 kips (5 kN) and 2.24 kips (10 kN). Figure 3.13 shows the wave equation results from their closure report.

Based on these results, they concluded that for rod lengths up to 30 ft, the two rod types did not give significantly different SPT blow counts. However, for rod lengths greater than about 40 ft, the SPT blow counts begin to diverge, with the larger NW rod type producing higher SPT blow counts for the same soil resistance.

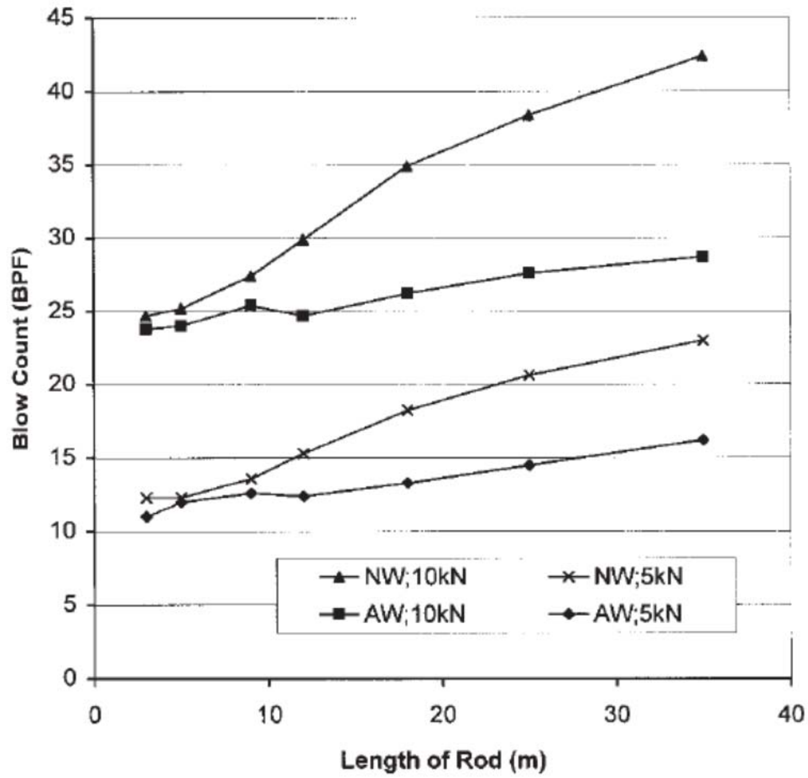


Figure 3.13 Wave equation study (Abou-matar and Goble, 1997)

These conclusions verify the initial claims of the original paper and theoretically indicate that the energy reaching the sampler can be less than that from the top of the drill rod stem when the two different drill rod types are compared, and when they have nearly identical top calculated ETRs.

3.7.3 MnDot Study

The research findings on sampler energy documented by Abou-matar and Goble were strictly based upon theoretical wave equation calculations. In 2005, Goble presented the results of MnDOT's SPT N-value study which evaluated N-values based on rod size and depth. The N-values were obtained from the same site, however, it is not known if they are from the same SPT hammer. Nevertheless, MnDOT's field investigation results support that of the Abou-matar wave equation analysis previously discussed. As shown in Figure 3.14, N-values obtained from the larger N-sized rods produced larger N-values compared to that of the smaller diameter A sized rods. This type of behavior would be expected if there were more energy losses associated with the larger N-size rod group.

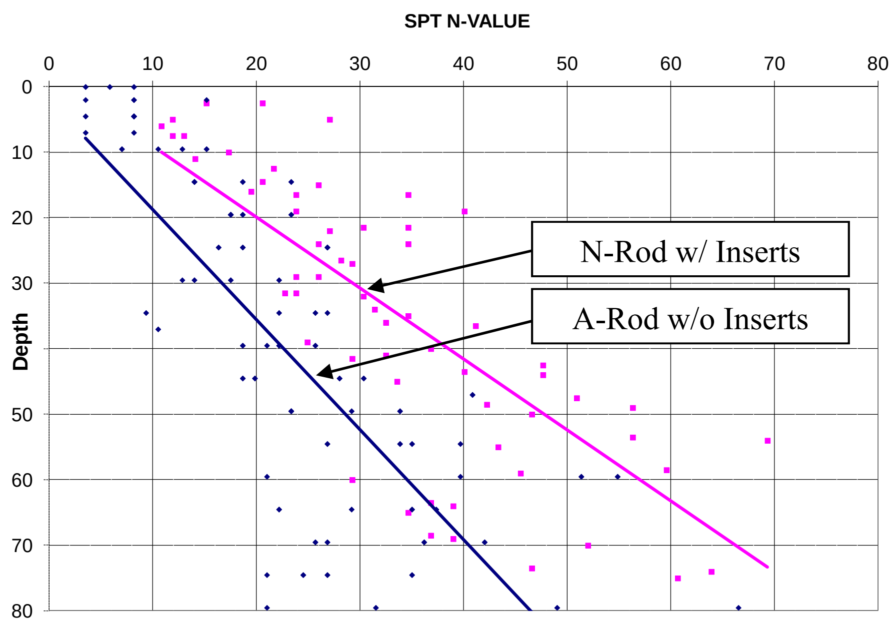


Figure 3.14 MnDot rod type vs. N-value study (modified from Goble, 2005)

3.7.4 Odebrecht Study

As part of an ongoing SPT investigation, Odebrecht et al. (2005) studied the effect that rod length and sampler penetration had on the energy reaching the split-spoon sampler. The SPT testing program consisted of taking force and velocity measurements from below the anvil as well as immediately above the sampler. These top and bottom energy measurements were not taken simultaneously but comparison between the two measurements locations were achieved by using an experimental calibration chamber that could control the penetration of the sampler. The calibration chamber allowed a known granular material to be prepared at a specific density where testing could be performed using controlled boundary conditions. Vertical stress in the chamber was controlled by a pressurization system regulated by air pressure, which used a self-relieving valve for driving an air-water interface system. Figure 3.15 shows the experimental set up and calibration chamber used in their research program.

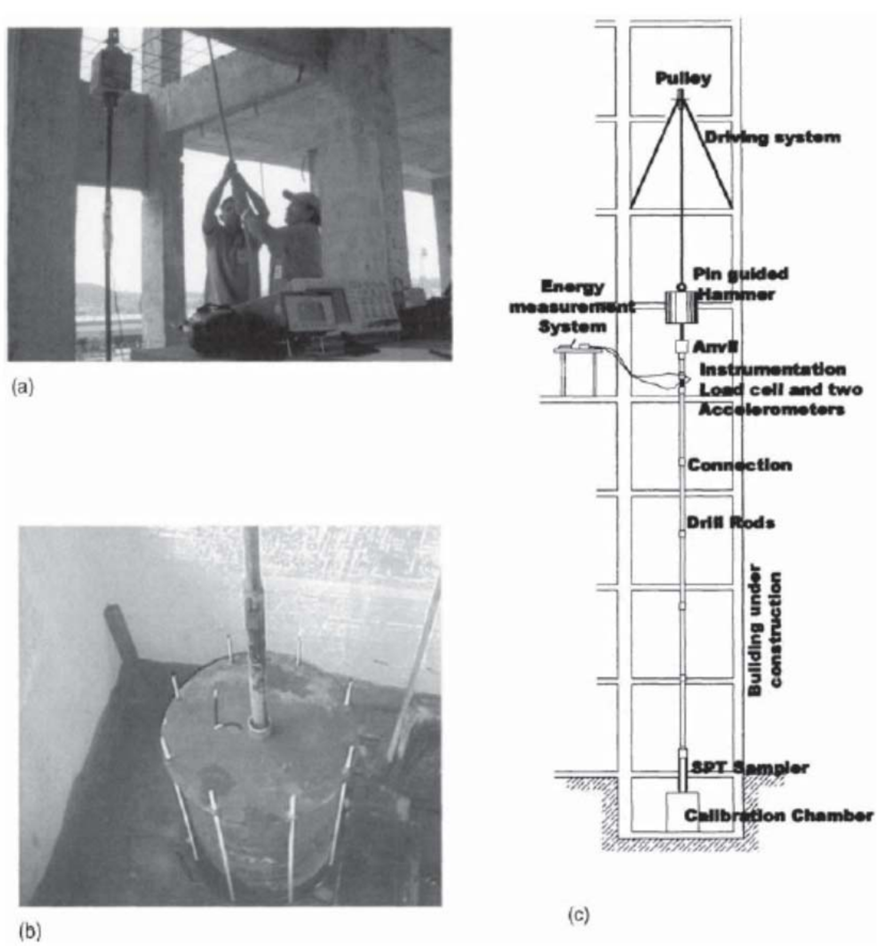


Figure 3.15 Experimental setup (Odebrecht et al., 2005)

The results for the 19 ft rod composition are depicted in Figure 3.16. This figure shows a comparison of EFV energy measurements taken from directly above the sampler and compared to the EFV measurements taken from the top of the rod, just beneath the anvil. As shown, the sampler penetration was indicative of an SPT N-value of 8 blows per foot. The energy measured at the top of the drill rod as well as just above the sampler was 296 ft-lbs of energy (401.5 Joules) (84.5% ETR).

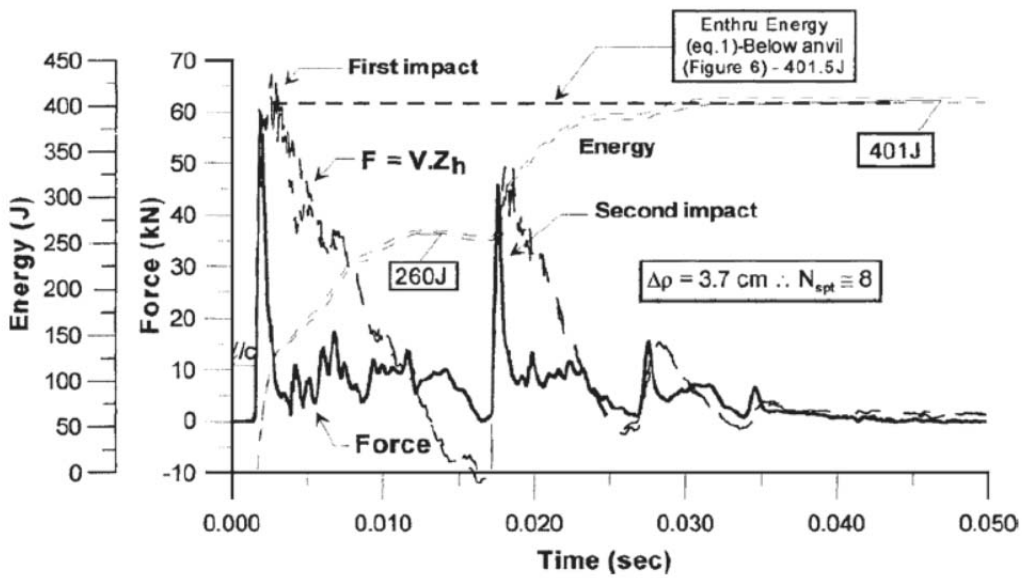


Figure 3.16 Sampler energy-19 ft (5.8 m) rod

Similarly, the experimental results from the 117.5 ft rod composition are depicted in Figure 3.17. This figure provides the same top and bottom energy comparison as the previous example and with the same soil density. The energy measured at the top of the rods was also approximately the same. However, for this case, the energy measured just above the sampler was significantly less than that of the short rod example and was measured at 246 ft-lbs of energy (334 Joules) (70 % ETR), which is approximately a 15% ETR reduction in energy reaching the sampler from the 19 ft rod length to the 117.5 ft rod length. These experimental results are very close to the theoretical 1% ETR loss per 10 ft of drill rod described by the Palacios study in section 3.7.1.

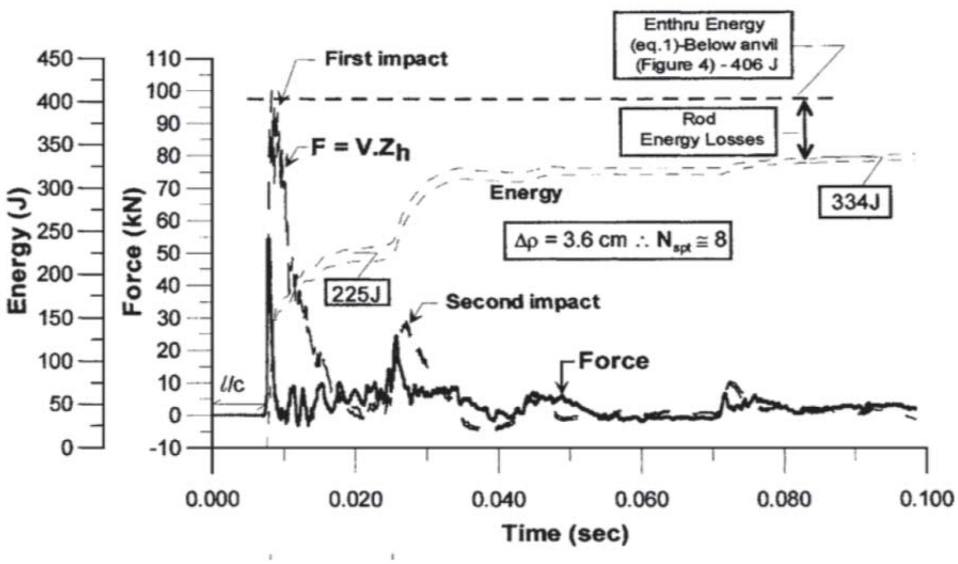


Figure 3.17 Sampler energy-117.5 ft (35.8 m) rod

3.8 Conclusions Based on Previous Work

<u>Overall Average EFV Energy</u>

1. The CME Automatic hammer ETR average in Table 3.1 was 80.7%. The range of ETR averages per study was from 75% to 84.5%.
2. The non-CME automatic hammer ETR average was 70.2% ETR. The range of ETR averages per study was 49% to 82%.
3. The ETR average for the manual hammer category was 57.8%. The range of ETR averages per study was 35% to 70.2%.

Expected Variation of EFV Energy

1. In light of the COVs reported in Table 3.1, the expected range of variation of energy for the CME automatic hammer is from 2.5% to 10%. This 10% maximum estimated value is slightly less than the 15% maximum COV for the non-CME automatic hammer group, and about one-half of the 22% maximum COV for the manual hammer group.

CME Automatic Hammer

1. The CME hammer is a rate dependent hammer. The energy transferred from the hammer system will generally increase as the velocity of the drive system increases (sprockets, chain, and lifting lug). This speed is controlled by the RPMs of the drill rig engine and the hydraulic flow control settings of the hydraulic motor.
2. CME hammer settings are initially set at the factory to achieve a 30 inch fall height at a hammer operation rate of about 50 to 55 blows per minute. Over time, and after required maintenance is performed, the flow control settings may need readjustment in order to maintain the required fall height. The fall height distance can be verified using the viewing slot window on the drive weight housing tube.
3. CME hammer operation rates exceeding approximately 60 blows per minute may result in reduced energy transfer. This effect is due to an increased drive weight fall height (increased throw height) and a reduced cycle time of the lifting lug (from the increase in chain velocity). When this occurs, the drive weight will strike the lifting lug prior to striking the anvil and will transmit a portion of the

energy to the hammer's drive system components rather than to the anvil (Figure 3.5).

Rod Length Effects

1. There is an apparent reduction in transferred energy for short drill rod lengths. This reduction in energy is less than the baseline transfer efficiency that would be measured using longer rod lengths of about 40 ft to 50 ft.
2. The maximum estimated energy reduction for short drill rods is approximately 10% of the baseline ETR value. This value was estimated using the NCDOT regression line from Figure 3.10.
3. The wave equation study performed by Morgano and Liang verifies the theoretical plausibility that short rod length behavior is related to soil penetration resistance. The reduction in energy was more apparent for the shortest rod lengths driven into the weakest soils. The wave equation results also showed that the transferred energy increased as the soil resistance increased (for a given rod length).

Secondary Impacts

1. The Lee study suggests that the occurrence and behavior of secondary hammer impacts depends on the soil penetration resistance. For low to moderate penetration resistances, a tension wave will be reflected from the sampler. For high penetration resistance, a compression wave will be reflected from the sampler.

2. A returning tension wave tends to pull the rod down faster than gravity resulting in hammer-anvil separation. After separation, the hammer eventually strikes the anvil again and creates further energy transfer. This type of secondary impact produces further permanent penetration of the sampler but generally less than the penetration provided from the first impact.
3. A returning compression wave tends to push the hammer, anvil, and drill rods up a small distance. After the hammer and anvil separate, the hammer continues its upward ascent until it reaches its top position. At a later time, the hammer eventually strikes the anvil but does not produce an increase in transferred energy or permanent sampler penetration.

<u>Energy Reaching the Split-Spoon Sampler</u>

1. The energy measured at the top of the drill rods may not be the same quantity of energy that performs work on the soil. Energy reduction from stress wave amplitude attenuation can result in large energy losses for deep borings (long rods). Theoretical energy losses were estimated to be 1% ETR per 10 ft of drill rod. Experimental investigations from Odebrecht showed approximately 1.25% ETR loss per 10 ft. (15% total ETR loss with 117.5 ft rod length)
2. Wave equation studies showed that large diameter drill rods may produce larger N-values compared to the N-values produced with smaller diameter rods (assuming that top measured ETR is the same). This effect was explained by the fact that larger rod sizes tend to retain more of the stress wave energy for a given set of particle displacements. This conclusion was validated by MnDOT's field

investigation where measured N-values were compared between two different rod sizes.

CHAPTER 4: ALDOT TESTING PROGRAM

4.1 Introduction

This chapter provides a summary of the ALDOT SPT energy testing program. Described herein are pertinent details related to data acquisition equipment, field testing procedures, office analysis of field energy data, as well as the calibration certificate that was provided for each drill rig. The last few sections of this chapter highlight the results of the testing program, as well as compare these results to the conclusions previously found by others.

4.2 ALDOT Drill Rig Fleet

ALDOT currently maintains six CME drill rigs, each having an automatic hammer. Their drill rig fleet consists of three 550X all-terrain vehicles (ATV), two 55 trucks, and one 850 track rig. These drill rigs travel throughout the state of Alabama performing SPTs and are used on a regular basis. ALDOT also uses consultants from the private sector to perform a portion of their work. However, due to the time limitations of the testing program, the consultant SPT hammers were not calibrated. Table 4.1 further classifies each drill rig based on the drill rig identification number.

Table 4.1 ALDOT drill rig inventory

Rig I.D.	CME Rig Model	Rig Type
SE9050	550X	ATV
SE9122	550X	ATV
SE9299	850	Track
SE9445	550X	ATV
ST11151	55	Truck
ST11152	55	Truck

4.3 SPT Analyzer

The SPT Analyzer is a signal conditioning and processing unit that measures and stores raw strain and acceleration signals for each hammer blow during the SPT. The signals are collected through a 12-bit analog-to-digital converter at a sampling frequency of 20 kHz with each record containing a 2048 integer sample size per transducer.

The device processes the measured signals produced from the travelling stress wave, and in real time analog integrates the acceleration signal to obtain particle velocity and calculates force from the measured strain signals using Hooke's Law. Raw voltage signals from each of the transducers are converted to engineering units using calibration factors provided from the manufacturer. The force and velocity signals are then multiplied and integrated over the entire time record to obtain the maximum value of transferred energy to the drill rods.

Digitization of the analog signal uses initial over sampling during the testing process. However, with this model of data acquisition equipment, the final representation of data points is limited to an integer sample size of 1024 (0 to 1023). During the data acquisition process, the SPT Analyzer itself serves as a low-pass filter to the measured signals.

Figure 4.1 SPT Analyzer

4.4 Instrumented Subassembly

During the testing program, force and velocity measurements were obtained from strain gauges and accelerometers mounted to a two-foot long drill rod subassembly having the same approximate diameter (cross-sectional area) as the SPT drill rods (Figure 4.2). The subassembly for this project was an AWJ rod with a tapered "box" connection located at the top of the subassembly and a tapered "pin" connection located at the bottom. The cross-sectional area of the subassembly, which was provided by the manufacturer, was 1.2 square inches.

The instrumented drill rod contained two strain gauge bridges which were spaced at approximately 180 degrees from each other. Each strain gauge was terminated into a cable having a quick disconnect plug.

Two Model K piezoresistive accelerometers were bolted to the subassembly at diametrically opposed sides of the rod and within 4 inches of the location of each strain gage. During the bolting process, each accelerometer was aligned axially with the rod in the sensitive direction, and with the quick connect plug facing the ground surface during the testing event. Based upon Pile Dynamics, Inc (PDI) specifications, both accelerometers are linear at 10,000 g (20,000 g limit) and with a useable frequency response of 4.5 kHz.

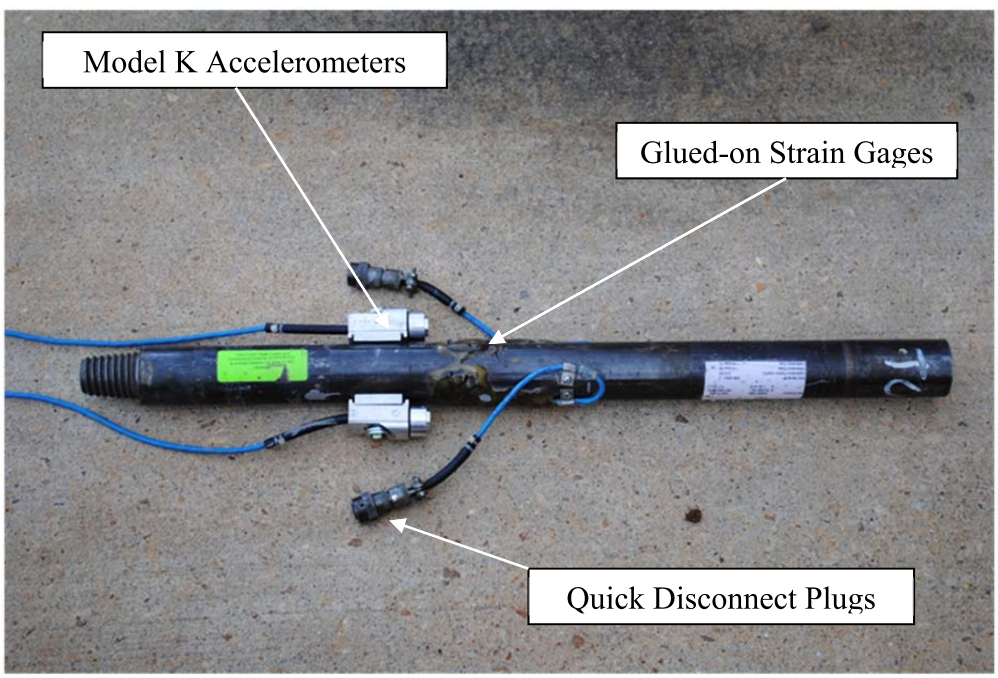


Figure 4.2 Instrumented subassembly

4.5 Field Testing Procedure

The field testing program was designed in such a way as to supplement ALDOT's normal drilling operations as well as to produce a testing method that could be documented and performed using a simple repeatable sequence. Because ALDOT follows ASTM D 1586 guidelines for all of their SPT drilling and sampling procedures, the only additional requirement imposed on their normal operations was mounting of the subassembly to the drill rod stem. ALDOT drillers found that this was a relatively painless addition to their normal procedures as it did not cause large time delays.

4.5.1 Field Documentation

SPT energy measurement field sheets, which were specifically designed for ALDOT, were a critical part of the testing process. The field sheets were formatted in such a way as to include project information and sensor calibrations within the first half of the sheet. The benefits of this formatting design were two-fold; first it allowed the testing engineer to become acquainted with the driller, the drilling equipment, and the scope of the project. Second, it prepared the testing engineer for the SPT energy measurement process. As will be seen later, certain inputs on the field sheet are the same inputs that are required in the SPT analyzer. Therefore, having the field sheets thoroughly filled out prior to energy testing allowed the rest of the testing process to go smoothly.

The second half of the field testing sheet was designed to document the SPT sampling procedure. Documenting rod lengths, measured stick up (if performed), and calculated split-spoon sample depths was considered good practice, and represented what was recorded on the field boring logs that were prepared by the drilling crew. SPT N-values recorded by the drilling crew were later obtained and recorded on the field testing sheet. There is also a section of the field testing sheet that allows for miscellaneous comments to be documented. Due to the space limitations of the form, this was the area that was used to record the drive weight fall height as well as any sensor and data issues experienced during testing. Finally, the field testing sheet included a document control number (DCN) for ALDOT's organizational purposes. To illustrate formatting of the field sheet, Figures 4.3 and 4.4 show a blank field testing sheet as well as one that is completely filled out.

A field notebook was used as an integral part of the testing program (Figure 4.5 below). The field notebook consisted of a rugged hard-plastic binder with numerous plastic sheet protectors which were used to organize and preserve the binder's documents. Documentation stored in the binder included extra field testing sheets, manufacturer sensor calibration factors, ASTM procedures, and scratch paper for note taking.

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3700 Fairground Road Montgomery, Alabama 36110

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:		**Rig Make / Model:**	
Location:		**Rig I.D.:**	
Date:		**Hammer Serial No.:**	
SPT Inspector:		**Hammer Type:**	
Drilling Company:		**Rod Size:**	

Boring Identification:		
Geologic Region:		
Time Tested:		
Drill Rig Operator:		
SPT Analyzer Serial Number:	*4036T*	
Instrumented Rod Type / Area:		
Accelerometer Serial Numbers:	A1:	A2:
Accelerometer Calibration Factors:	A1:	A2:
Strain Gage Serial Numbers:	F1:	F2:
Strain Gage Calibration Factors:	F1:	F2:

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
					6 in	
					12 in	
			( )		*18 in*	
					6 in	
					12 in	
			( )		*18 in*	
					6 in	
					12 in	
			( )		*18 in*	
					6 in	
					12 in	
			( )		*18 in*	
					6 in	
					12 in	
			( )		*18 in*	
					6 in	
					12 in	
			( )		*18 in*	

**Rod Length: Total Length From Gages to Tip of Sampler* — *Instrumented Subassembly Length:____2 ft_____*
**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*
**Calculated Start Depth: Rod Length Minus Measured Stick Up* — *Length Below Gages:___________0.5 ft_________*

DCN: 01

Figure 4.3 Field sheet-blank

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PAGE # 1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Test Clinic # 2	**Rig Make / Model:**	CME 55 Truck
Location:	Montgomery, AL	**Rig I.D.:**	ST 11152
Date:	7/8/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JWM	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	Boring 1B	
Geologic Region:	Coastal Plain	
Time Tested:	10:00AM - 12:00 PM	
Drill Rig Operator:	J. Mathews	
SPT Analyzer Serial Number:	4036T	
Instrumented Rod Type / Area:	1.20 in²	
Accelerometer Serial Numbers:	A1: K1569	A2: K1563
Accelerometer Calibration Factors:	A1: 335	A2: 325
Strain Gage Serial Numbers:	F1: 206 AWJ-1	F2: 206 AWJ - 2
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1B-1	2.8 + 1 + 0.5 + 5 9.3'	5.3'	4'	2	6 in	Won't use
				1	12 in	Data Due
			(4 - 5.5)	2 (3)	18 in	
1B-2	2.8 + 0.5 + 10 13.3'	4.3'	9'	1	6 in	to Very Low
				1	12 in	Blow Counts
			(9 - 10.5)	2 (3)	18 in	
1B-3	18.3'	4.3'	14'	3	6 in	
				3	12 in	
			(14 - 15.5)	5 (8)	18 in	
1B-4	23.3'	4.3'	19'	3	6 in	Drop Height
				5	12 in	≈ 30"
			(19 - 20.5)	5 (10)	18 in	
1B-5	28.3'	4.3'	24'	13	6 in	
				27	12 in	
			(24 - 25.5)	35 (62)	18 in	
1B-6	33.3'	4.3'	29'	13	6 in	Drop Height
				21	12 in	≈ 30"
			(29 - 30.5)	39 (60)	18 in	

*Rod Length: Total Length From Gages to Tip of Sampler

*Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages

*Calculated Start Depth: Rod Length Minus Measured Stick Up

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 05

Figure 4.4 Field sheet-filled out

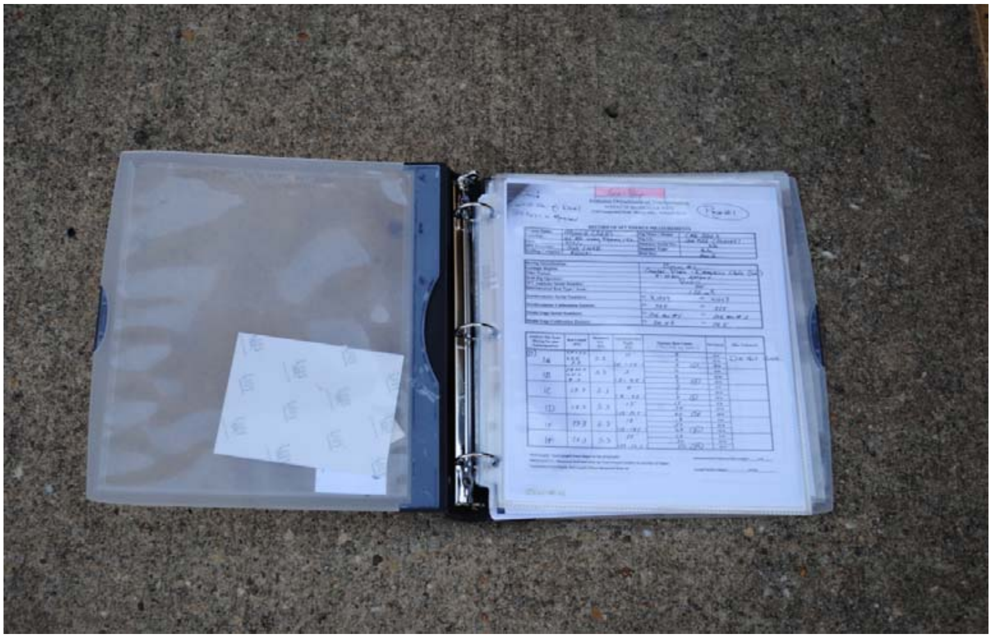

Figure 4.5 Field notebook

4.5.2 Equipment Set Up

After the borings were drilled to depth, and after the split-spoon and drill rods were placed into the bored hole, the instrumented subassembly containing the strain gages and accelerometers was mounted on top of the drill rod string. The subassembly had a tapered pin connection at its bottom end and was screwed into the tapered box connection located at the top of the drill rod stem.

The quick connect cables for each of the four sensors were attached to the SPT Analyzer by means of a main connection cable which contains a "pig tail" attachment for each of the four sensors. Once all the cables were connected, the SPT Analyzer was turned on and mandatory inputs were then typed into the unit. Figure 4.6 depicts the progression of information screens used by the SPT Analyzer to store information for testing. Explanation of these information screens is documented in the SPT Analyzer User's Manual and summarized below for convenience:

- Main information screen: Information recorded on the field testing sheet was used to complete the main information screen. The potential energy rating of the hammer was also stored as an input (140 pound drive weight with a free fall height of 2.5 ft).
- Rod Length: This was the total rod length below the sensors (LE). This value was obtained by measuring the length of the split-spoon sampler, total length of the drill rods, and length of the subassembly below the sensors. This information was updated in the SPT Analyzer and recorded on the field testing sheet for each test depth.
- Test Depth: This value represented the boring penetration depth prior to sampling. It was obtained by subtracting the measured drill rod stick up above the ground surface (up to sensor location) from the Rod Length value previously used as an input. This information was updated in the SPT Analyzer and recorded on the field testing sheet for each test depth.
- Transducers: This describes what sensors were being used. "A" stands for accelerometer and "F" stands for force (strain gage).
- Test: This was used to check the status of all four sensors. If a sensor was not connected or if the sensor was out of the tolerance range, "OK" would change to "Fault". The number beneath "OK" on the accelerometer field

displayed the offset voltage for the sensor. Values within ± 4 volts provided acceptable data (PDI Manual, 2011).

- Active: This was used to select each sensor for data collection. If the field displayed "YES" then that sensor was used during the test. Two strain gages and two accelerometers were always used during data acquisition. The average values for each set of sensors were always used for final ETR determination.
- Trigger: Selected which sensor would be the primary device used to detect data. Only one of the sensors can be labeled "YES". PDI suggests that either of the force sensors be used as the trigger sensor.
- Calibration Factor: Pressing this field allowed the user to input the sensor calibration factors provided from the manufacturer.

After the necessary inputs were provided to the SPT Analyzer, the main data collection screen appeared and the SPT Analyzer and sensor were ready to perform the test. Just prior to SPT testing, the anvil was mounted to the top of the instrumented subassembly, and the SPT hammer was removed from its stowed position and placed directly on top of the anvil (Figure 4.7).

Main Information Screen:

PROJECT:	BR - 008 (528)	**INFO 1:**	CME 550x
BORING: **Note: You can update this value every test depth**	1A-1	**INFO 2:**	AUTO
OPERATOR:	RUSSELL	**HAMMER NAME:**	SE 9122
ROD AREA:	1.20 sq.in	**ENERGY RATING:**	350 ft-lbs
EDIT DATE & TIME:		**CONTINUE TO NEXT SCREEN**	

Next:

ROD LENGTH (FT)	*- This is the rod length below the gages - spoon & sub (2.8') +portion of instrumented sub assembly (0.5') + actual drill rod length (?)* ***NOTE: You must update this value for every test depth.***

Next:

TEST DEPTH (FT)	*- This is the initial boring depth just prior to sampling.* ***NOTE: You must update this value for every test depth.***

Next:

TRANSDUCER	TEST	ACTIVE	TRIGGER	CALIBRATION FACTOR
A1	OK	YES	NO	335
A2	OK	YES	NO	325
F1	OK -0.5V	YES	YES	210.54
F2	OK -0.7V	YES	NO	211.5

Main Summary Screen:

PROJECT:	BR - 008 (528)		**REVIEW** (50% FULL)	
BORING:	1A			
INFO 1:	CME 550x		**ROD AREA**	**LENGTH**
INFO 2:	AUTO		1.20 sq.in	18.3'
SPTRIG:	SE 9122		**DEPTH**	**TOTAL BLOW #**
OPERATOR:	RUSSELL		15'	0
A1: OK 335 mV/g *5000 **A2:** OK 325 mV/g *5000 **F1:** OK 210.54 me/V **F2:** OK 211.5 me/V	**INCR INCH** 6	**SAVE SX** 1	**CONTINUE NEW DATA**	

- Hit continue to go to the main data collection screen: Note that "Pause' is highlighted. You must press "Pause" in order to start collecting data.

- "Pause" will change to "Accept". Once the test is complete and the data has been collected press "Accept".

- After pressing "Accept", it is necessary to press the "Set Up" button. This will bring you back to the Main Summary Screen.

- Press the Box that has the "Boring" information. Now Change the Boring Name (Say 1A-2).

- It is now necessary to change the Rod Length and Depth information. Press the respective buttons and input new values.

- Now "Continue New Data".

- Press "Pause" which will change to "Accept" and begin collecting data.

- Repeat the process until all testing is done.

Figure 4.6 SPT Analyzer information screens

Figure 4.7 Final instrumentation setup prior to testing

4.5.3 Data Acceptance Criteria

During the testing process, the SPT Analyzer collected the data from the sensors and displayed the force and proportional velocity wave forms for visual evaluation (Figure 4.8). The data collection screen allowed for individual force and velocity signals to be evaluated as well as evaluation of the general overlapping trend of the force and velocity signals up to $2l/c$. The criteria used for data acceptance in the field are summarized below:

- Individual pairs of force and velocity must be proportional, and overlapped for each individual record. This provided an indication that sensors were working properly and that the accelerometers were not loose.

- The general trend of the overlapped force and velocity signals must be similar prior to $2l/c$. Serious departures from force and proportional velocity prior to $2l/c$ indicated extremely loose rod connections, and when necessary, the testing was abruptly stopped and the rods tightened. Expecting identical proportionality between the force and velocity signals before $2l/c$ was not practical as some loss of proportionality was expected due to impedance contrasts from rod joints.
- Both force and velocity signals must reach zero at the end of the time record.
- The initial rise time of the force and velocity signals must be similar for the first few data points. However, they were never exactly proportional at the peak magnitude where FVP is measured. The FVP value ranged from 0.7 to 1.0 during the testing program. FVP less than 1.0 was attributed to tensile wave reflections emerging a few inches below the end of the instrumented subassembly. The reflected tension wave slightly increased the measured particle velocity and slightly decreased the measured force signal.
- ETRs must be within an acceptable range (Less than 100 %). The hammer fall height was inspected for ETRs ranging outside the 75% to 85% range. The hammer fall height was inspected at least once during each borehole.

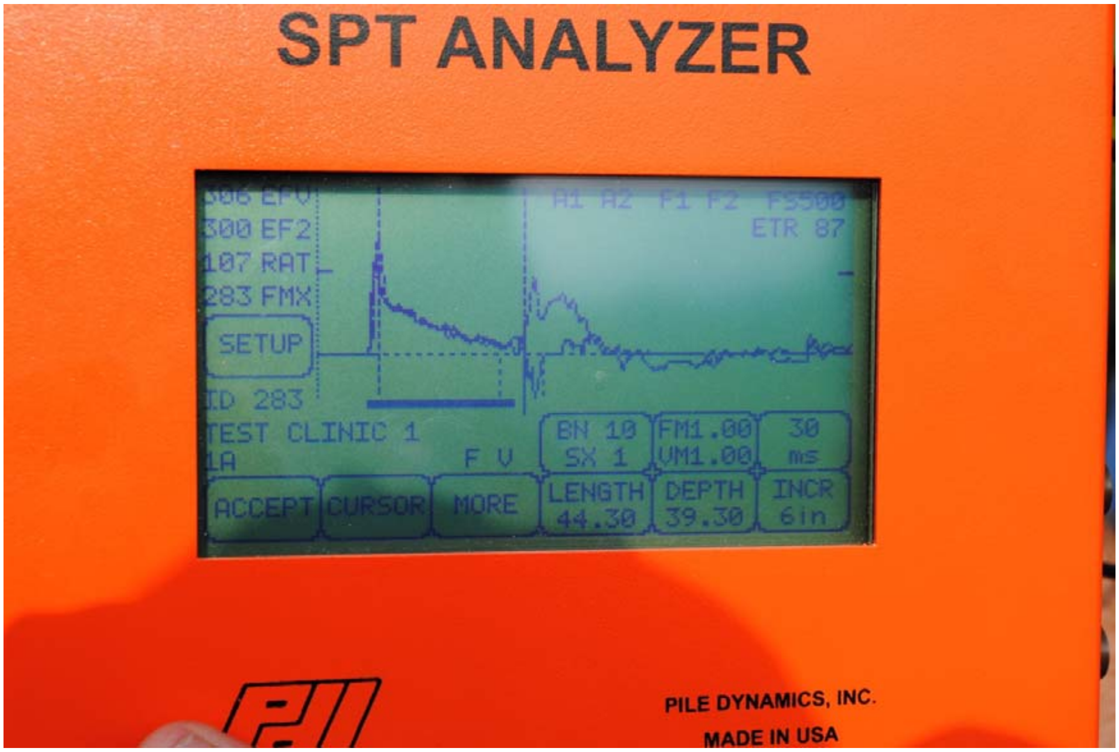

Figure 4.8 Representative force and velocity wave trace

4.6 Office Analysis of Field Data

Once the necessary field energy measurements were performed, further evaluation of the records was required in order to determine the overall ETR for each drill rig. The following subsections highlight the necessary steps used to acquire the ETR for each test depth and subsequently for the entire testing event for each drill rig.

4.6.1 Retrieving Data from the SPT Analyzer

The SPT Analyzer used an external memory card to transfer field data records to a personal computer. There are two options available for transferring data with this model. Specifically, the SPT Analyzer gives you the option to

1. “Halve the Sampling Rate” or,
2. “Save the First Half”

As previously mentioned in section 4.3, the SPT Analyzer initially over samples during the testing process and collects a total of 2048 samples per sensor. However, when the SPT Analyzer attempts to write the raw data files to the memory card it only allows a sample size of 1024 samples per sensor to be transferred. Therefore, when Option 1 is chosen, 1024 data records per sensor will be transferred using a sample frequency of 10 kHz corresponding to a time duration of 102.4 milliseconds. This corresponds to one-half the digitization sampling rate. Similarly, when Option 2 is chosen, 1024 data records per sensor will be transferred using a sample collection frequency of 20 kHz and with a time duration of 51.2 milliseconds. This corresponds to one-half of the maximum time duration that was used during data acquisition.

The signal conditioning system of the SPT Analyzer is such that the unit itself acts as a low-pass filter for force and velocity signals. The cut-off frequency of the SPT Analyzer is reportedly 3 kHz. Based upon ASTM 4633-10 analog sampling requirements for dynamic testing, in order to faithfully represent the true wave form and prevent aliasing, the data acquisition sampling rate should be at least 5 times the low pass filter frequency. Therefore, the data records in the ALDOT testing program were transferred from the SPT Analyzer to the data card using Option 2 from above, which corresponded to a 20 kHz digitization frequency and a time scale of 51.2 ms. Using Option 2 was sufficient for ALDOT’s SPT needs and produced quality force and velocity records throughout the testing program. Comparison was made with ETR averages between options 1 and 2, and the difference between the calculated ETRs was about 1%.

4.6.2 PDAW Software Program

PDAW is the software that was used during the testing program to evaluate the energy measurements on a blow-by-blow basis. Conveniently, this software program can be downloaded to any personal computer or laptop. The primary advantage of this program is that the testing engineer can perform a second evaluation of force and velocity records in a comfortable setting, without being rushed. An example of the PDAW information screen is provided in Figure 4.9 and shows a force and velocity wave trace as well as the calculated EFV energy trace in the upper and lower sections of the screen, respectively. Calculated ETRs as well as other additional quantities were provided by PDAW on a blow-by-blow basis as shown on the left side of the screen.

Figure 4.9 PDAW information screen

The objective of this stage of the data evaluation process was to verify the quality of the individual force and velocity records and "adjust" the data set before uploading it to the final software program PDIPLOT. During the testing program the following data adjustments were found to be necessary and were generally performed for each data set and in this order:

1. Defined the beginning velocity time increment using command VA. This time increment was around data point 190 out of 1024 and corresponded to the data point that defines the initial rise time of the velocity signal.
2. Defined the end velocity time increment using command VE. This time increment data point 1023. The VE command was required because PDAW uses a signal rotation technique to make the velocity zero at time VE.
3. Used the velocity time shift command VT to shift and align the velocity signals such that the initial slope of the rise times of the force and velocity are approximately the same. The velocity scale was shifted 0.5 to 1.5 data points during the testing program due to the separation of the strain gages and accelerometers on the instrumented subassembly. The reason for doing so was to define the true wave up and wave down behavior of the stress wave as if the sensors were each at the same location. While performing the VT function, it was noticed that the ETR increased approximately 1%.
4. Verified that the force and velocity signals reached zero at the end of the time record.

5. Deleted any records where individual pairs of force and velocity do not overlap or when the velocity does not follow a trend toward zero. This an indication of loose sensors or simply sensor malfunction which might not have been noticed during field testing.

4.6.3 PDIPLOT Software

PDIPLOT was another software package used during the testing program. The function of PDIPLOT was to organize and present the energy records in such a way as to visually and numerically describe the characteristics of the testing event. The first page of the PDIPLOT summary (Figure 4.10) includes a graphical display of 6 calculated quantities from the PDAW program. These quantities could be chosen from a number of available quantities, however, for reporting purposes the six that were chosen include:

1. CSX – Maximum compression stress at the sensor location. This quantity indicated that the impact force (stress) delivered from the hammer was generally consistent from blow to blow. Erratic CSX values for automatic hammers likely indicate that hammer maintenance and / or evaluation should be performed. Erratic CSX values could also be the result of malfunctioning strain gages.
2. VMX – Maximum downward velocity at the sensor location. This quantity provided an indication of the maximum velocity measured during testing and therefore a brief visual assessment that the accelerometers were working properly and were tightly bolted to the subassembly.

3. EMX – Maximum energy transmitted to the transducers over the entire stress wave event. (Max EFV)
4. E2E – E2E is the EFV energy at time $2l/c$. This quantity of transferred energy increased with depth and eventually converged to the value of EMX once the rod's length was long enough.
5. BPM – Hammer operation rate in blows per minute. Since CME hammers are rate dependent, this quantity was always reported. BPM provides an indication of drill rig operator consistency (engine throttle control) and hammer performance.
6. ETR – Energy transfer ratio (EMX/PE). This is the value that characterized the transfer efficiency of the hammer system.

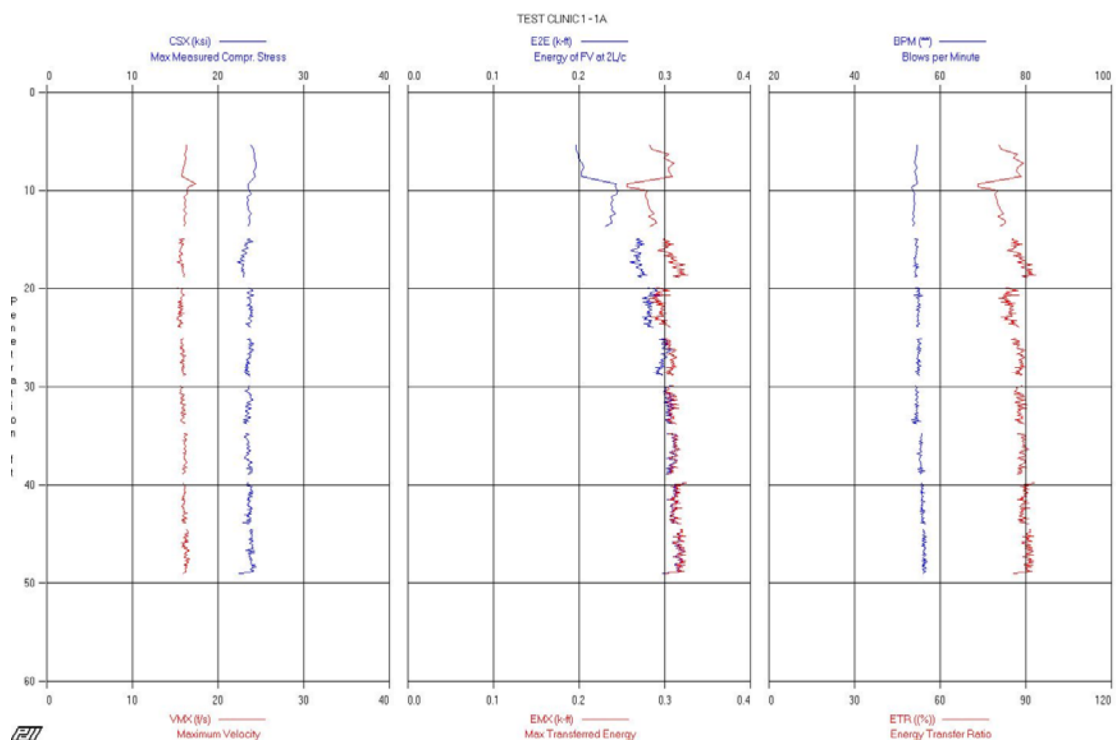

Figure 4.10 PDIPLOT summary-ALDOT drill rig SE 9299

4.7 Calibration Certificate

The final end product of the testing program was the energy calibration certificate. The calibration certificate was designed to provide a transparent snapshot of the testing event as well as the overall consistency of the hammer system. The calibration certificate documentation included drill rig, driller, boring identification, and type of drill rods used for sampling. Also, for each sample depth, the calibration certificate recorded the average hammer operation rate, drill rod lengths, SPT blow counts and average ETR per test depth. The standard deviation for the measured ETR for each test depth was recorded in the last column of the certificate. This is an important statistic that was used to evaluate the consistency of transferred energy to the drill rods between hammer blows. These values should generally be small for CME Automatic hammers and should certainly be less than about 10 for a CME hammer performing under optimum conditions and when sampling in a relatively consistent soil density. The ETR and BPM values recorded on the calibration certificate were obtained from PDIPLOT.

The calibration certificate format used in the testing program is shown in Figure 4.11. As can be seen from the figure, testing was performed under as many depths, or rod lengths as possible. This approach provided ALDOT with enough test data where they could determine an ETR average for short rod lengths, if desired. An overall ETR was provided near the bottom of the certificate. This value was determined as the overall average of the average ETRs per test depth, and was weighted by the number of individual records analyzed for each test depth. Finally, an overall coefficient of variation was provided and is located at the bottom of the certificate. This COV represents the variation of the ETR averages within the rod lengths used during testing.

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

SPT Testing Clinic # 1
Montgomery County, Alabama
Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
SE 9299 CME - 850 (Track)	ALDOT	J. Mathews	1A	6/17/2011	AW-J	54.4	9.3	4 - 5.5	3 - 3 - 5	8	300	85.7%	2.9
						53.8	14.3	9 - 10.5	4 - 7 - 13	15	277	79.1%	3.1
						54.3	19.3	14 - 15.5	7 - 13 - 20	31	308	88.0%	2.5
						54.9	24.3	19 - 20.5	9 - 18 - 20	38	295	84.3%	1.8
						54.9	29.3	24 - 25.5	11 - 20 - 26	46	307	87.7%	1.1
						54.5	34.3	29 - 30.5	6 - 15 - 19	33	307	87.7%	1.2
						54.7	39.3	34 - 35.5	8 - 15 - 22	37	311	88.9%	1.1
						55.8	44.3	39 - 40.5	8 - 16 - 35	51	312	89.1%	1.3
						56.2	49.3	44 - 45.5	7 - 22 - 34	56	317	90.6%	1.3
										[d]Average Measured Energy:	**307.1**	**87.7%** Overall Average ETR %	

Calibration Prepared By: JNH	Date: 6/17/2011		[e]Energy Transfer Ratio (ETR) COV:	**3.89** %

Figure 4.11 Energy calibration certificate-ALDOT SE9299

4.8 Summary of ALDOT Results

This section of Chapter 4 provides a concise outline of the testing results and compares them to some of the findings of the literature review section.

4.8.1 Measured Transfer Efficiency

The overall average ETR for each drill rig in the ALDOT testing program ranged from 82.2% to 96.1% (Table 4.2). Two of their drill rigs were determined to have ETRs less than 90% while the remaining four drill rigs had measured ETRs higher than 90%. Most of the ETRs are considerably higher than the CME ETR averages from Table 3.1, which varied from about 75% to 84.5%. The overall average for the ALDOT CME fleet was 91%, which is about 10% higher than the 80.7 % CME average calculated from Table 3.1.

After a rigorous inspection of the force and velocity records, it was determined that some of these CME hammers were simply operating at a high transfer efficiency. The drive weight fall height was evaluated for each rig, and each fall height was within the 30-inch tolerance. These drill rigs are properly maintained and receive maintenance based upon the recommend usage schedule of the manufacturer (which is based on the number of usage hours). Furthermore, evaluation of SPT N-values at each Testing Clinic revealed that hammer systems with higher ETRs produced smaller N-values compared to hammers with lower ETRs while performing SPTs in the same geology and at the same approximate sampling depth.

Table 4.2 ALDOT summary statistics

Rig I.D.	# Single Records	# Averages	Overall Average BPM	STD (BPM)	COV (BPM)	Overall Average ETR	STD (ETR)	COV (ETR)
SE9050	220	8	52.65	0.74	1.40	93.1	5.34	5.74
SE9122	396	8	52.05	0.58	1.10	82.2	1.81	2.21
SE9299	355	9	54.83	0.75	1.36	87.7	3.41	3.89
SE9445	281	9	54.14	0.57	1.06	95.2	3.94	4.14
ST11151	214	6	52.13	0.24	0.46	92.2	3.21	3.48
ST11152	228	6	52.95	0.33	0.62	96.1	2.60	2.71

4.8.2 Variation of Transfer Efficiency

The statistical computer program SAS was used to create box and whisker plots that visually show the distribution of transferred energy between hammer blows for each drill rig. A legend, or key, for the box and whisker format is provided in Figure 4.12. The length of the box represents the interquartile range (IQR) for the data set, which is the range of data within the 25th to 75th percentile of the distribution and which contains 50% of the data around the median (or mean if normal). The whiskers highlight the maximum measured energy below the upper fence (1.5IQR). If the distribution of data is close to normal, the empirical rule can be used to evaluate where the approximate standard deviation boundaries are on the box plot figures. Generally speaking, and for all practical purposes, approximately two-thirds of the data in the distribution will lie within one standard deviation from the mean (± 34%), which will be located slightly outside of the 25th and 75th percentile markers of the IQR box. Similarly, the whiskers will be located somewhere between two and three standard deviations from the mean, depending on the location of outliers.

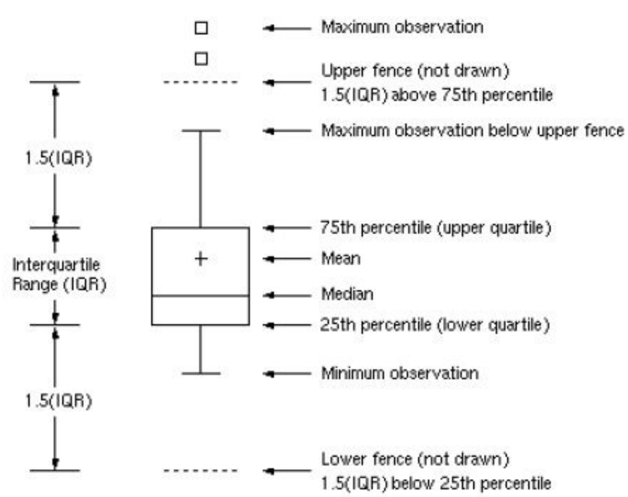

Figure 4.12 Box and whisker legend (SAS 9.2)

The ALDOT box plots in Figure 4.13 suggest that that the distribution of energy records between hammer blows is practically normal. Some of the box plots do exhibit long tails in the direction of lower energy but the average calculated energy is very close to the median value and seems to be relatively unaffected by the slight skewness of the distribution. Four out of six box plots show energy measurements below the 1.5IQR distribution of the 25th percentile. However, this is not a concern, and can likely be attributed to SPT measurements performed in soils having slightly erratic soil density located at shallow depths.

The overall standard deviation between energy averages for each drill rig ranged from 1.81% to 5.34% ETR for the entire drilling fleet. These results compare relatively well to the automatic hammer standard deviations reported by FDOT and NCDOT whose maximum standard deviations ranged from 10.1% ETR (FDOT) to 5.5% ETR (NCDOT). Similarly, the ETR COVs for the ALDOT ranged from 2.21% to 5.74%. The ALDOT COV values are within the expected 10% COV range for CME automatic hammers documented in Table 3.1

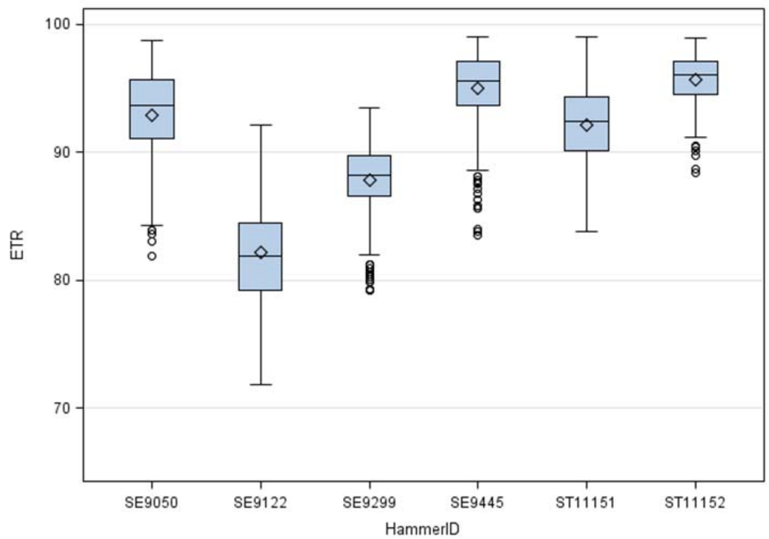

Figure 4.13 Energy box plots-ALDOT (Blow to Blow)

4.8.3 Variation of Hammer Operation Rate

The average hammer operation rate for each drill rig, along with its standard deviation and coefficient of variation, were previously provided in Table 4.2. The shape of the hammer operation rate box plots in Figure 4.14 show that the distribution of data is practically normal. The range of average hammer operation rates experienced during the testing program was from approximately 52 blows per minute to 55 blows per minute. These measurements correspond well to the CME manufacturer hammer settings of 50 to 55 blows per minute. The standard deviation of hammer operation rate for each hammer system in the fleet was found to be less than 1BPM. The calculated COV for each group was either slightly higher or lower than 1 %, which basically shows that the CME automatic hammer is relatively consistent from blow to blow.

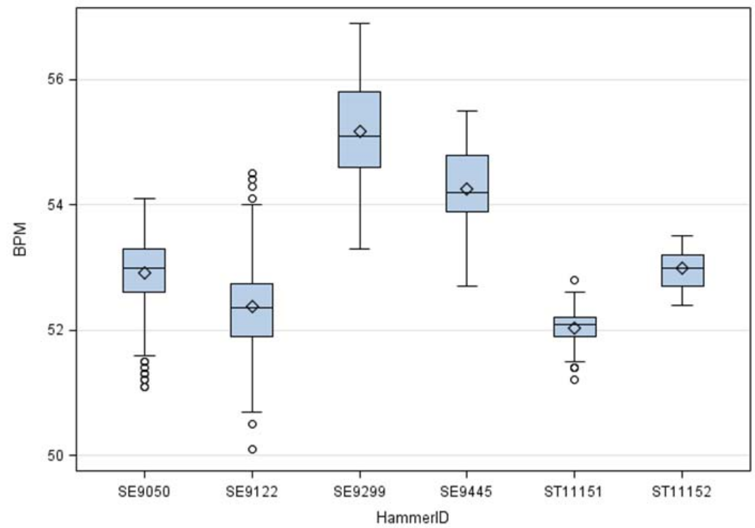

Figure 4.14 Hammer operation rate box plots-ALDOT (blow to blow)

4.8.4 Rod Length Effects

SPT energy measurements were performed at as many depths as possible in order to establish a relationship between short rod lengths and energy transfer for the type of geology tested. This was primarily performed in order to allow ALDOT to establish short rod length correction factors, if desired. The field data from the testing program has been plotted in Figure 4.15, which shows the average ETR per rod length measured for each drill rig. The general trend of the data suggests that the average ETR for each hammer begins stabilize to the approximate hammer baseline energy at a rod length of 33 ft. This behavior supports the ASTM 4633 recommendation that energy transfer is “more reliable” when the rods length is at least 30 ft.

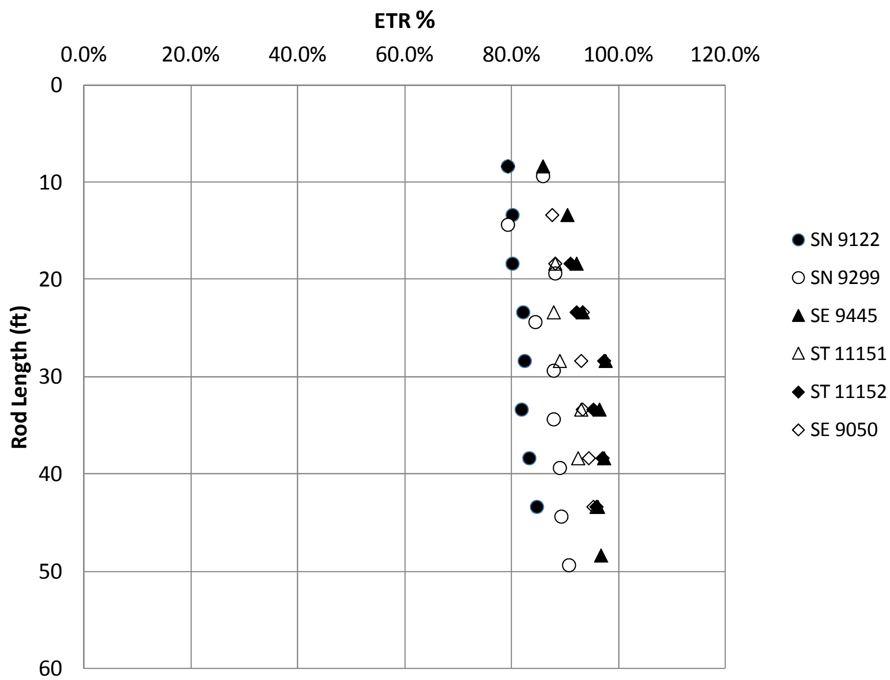

Figure 4.15 ETR vs. rod length-ALDOT

Utilizing the normalization approach used by the NCDOT, the ALDOT data was plotted against the NCDOT's data using baseline transfer efficiencies observed at 33 ft as well as 38 ft. The average ETR at 38 ft was used in order for a comparison to be made with the NCDOT data. These results are plotted in Figure 4.16. Additional comparisons with the ALDOT and NCDOT data were made by plotting the results of the Morgano and Liang study, as well as the theoretical transfer efficiency η_l from Equation 3.1, and are shown in Figure 4.17.

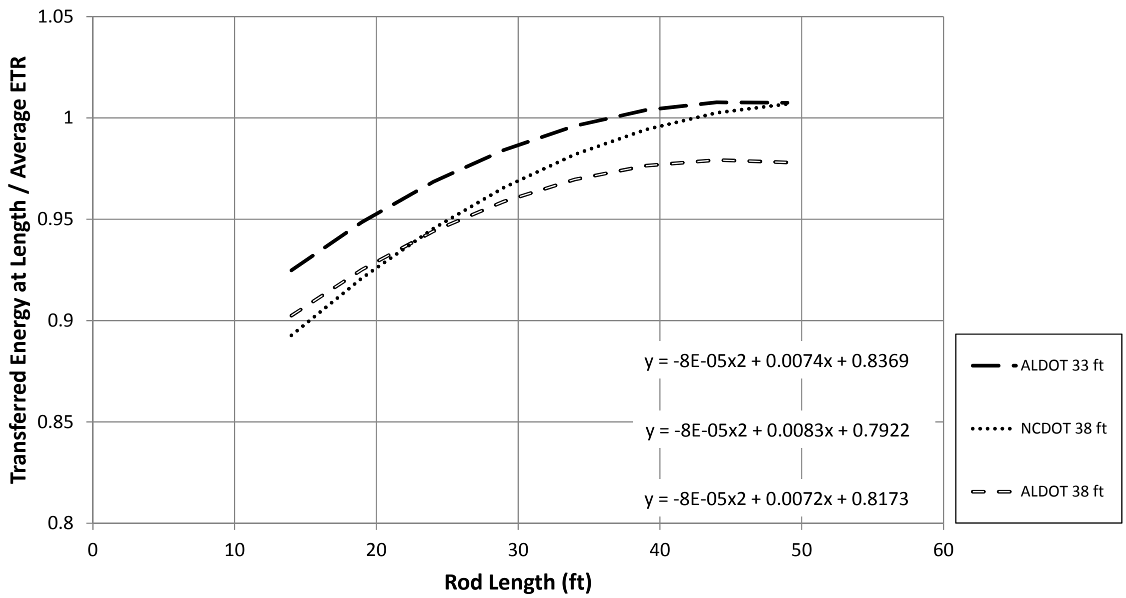

Figure 4.16 Rod length study comparison-ALDOT & NCDOT

Inspection of the transfer efficiency trends in Figure 5.16 reveals that ALDOT's short rod behavior generally agrees with that of the NCDOT study. The trends produced using baseline hammer efficiencies of 33 ft and 38 ft bound the upper and lower limits of the NCDOT regression trend, with an approximate difference between the upper and lower regression lines of 2.5% efficiency.

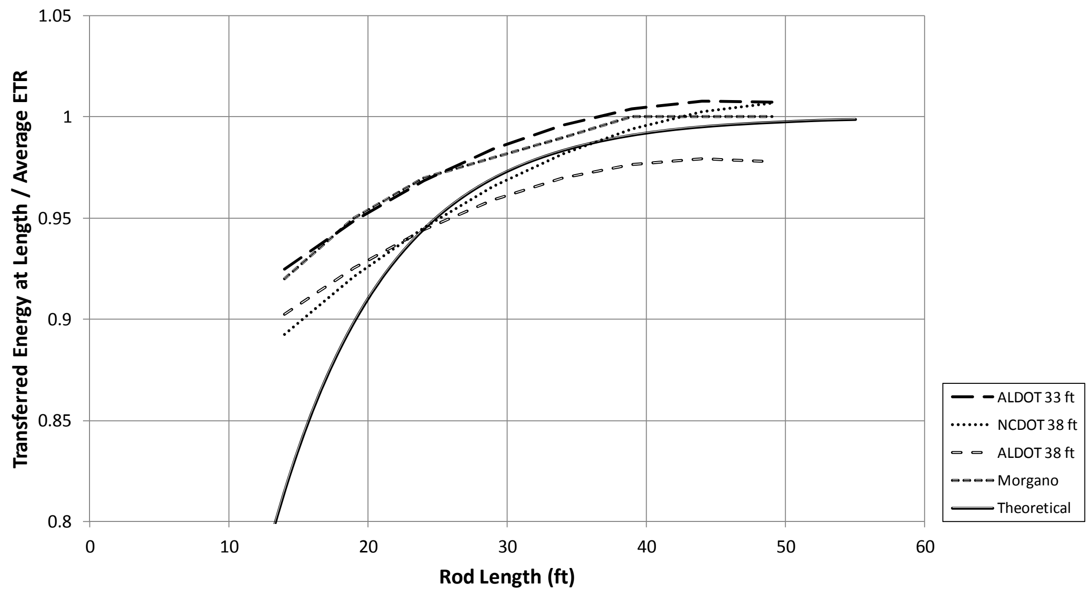

Figure 4.17 Rod length study comparison-all studies

Figure 4.17 above shows the hammer efficiency regressions for all of the short rod studies, and the apparent trend was still the same. The shortest rods produce a larger reduction in transfer efficiency compared to longer rods. The theoretical regression line seems to slightly over predict the energy losses for rod lengths less than about 25 ft when compared to the other regression lines. The regression line from the Morgano study approximately follows that of the ALDOT trend normalized from energy measurements above 33 ft.

4.8.5 Effect of Secondary Impacts and Penetration Resistance

During the ALDOT testing program, it was found that the combination of secondary hammer impacts and soil penetration resistance had an apparent effect on the value of measured energy at the top of the rods. Due to the relatively consistent density of the soil, it was possible to evaluate these effects, to some extent. Figures 4.18 through 4.20 show the energy traces for three consecutive rod lengths obtained from SE 9299 during the testing program. The energy traces in these figures are indicative of short rod lengths, and the associate hammer blow number, as well as measured ETR, are provided in the legend on the right hand side of each figure. The calibration certificate previously provided in Figure 4.11 (SE9299) highlights additional details related to this testing event.

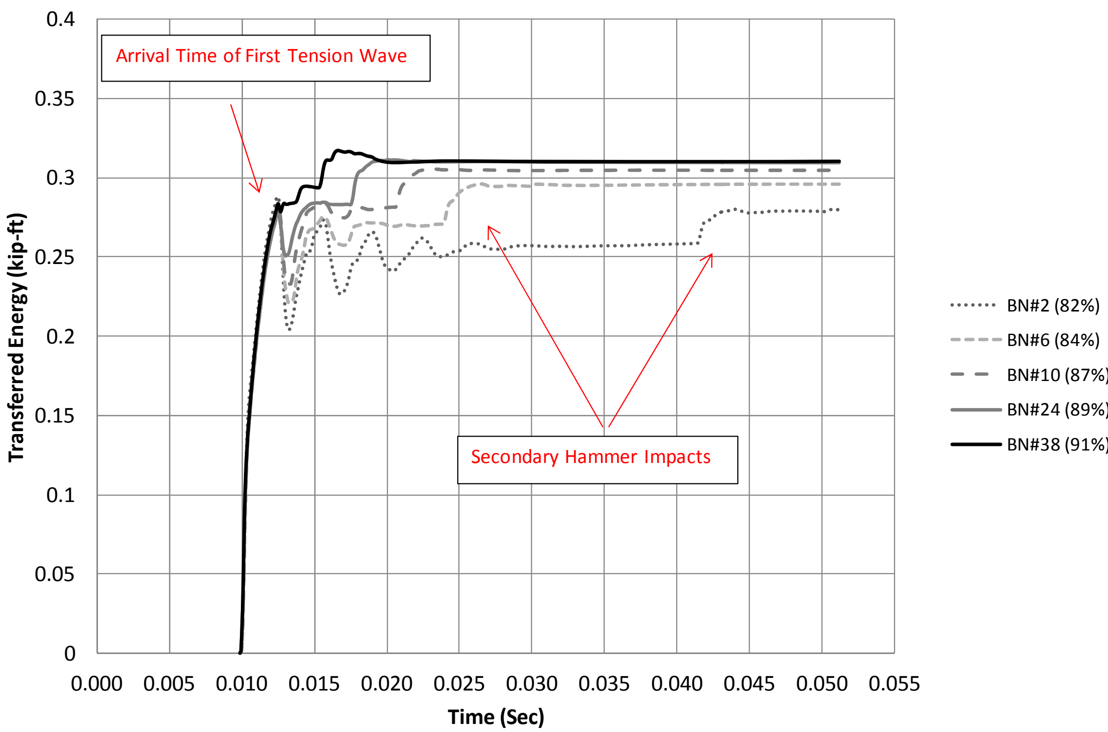

Figure 4.18 Energy traces for rod length 19.3 ft (SPT blow count 7-13-20)

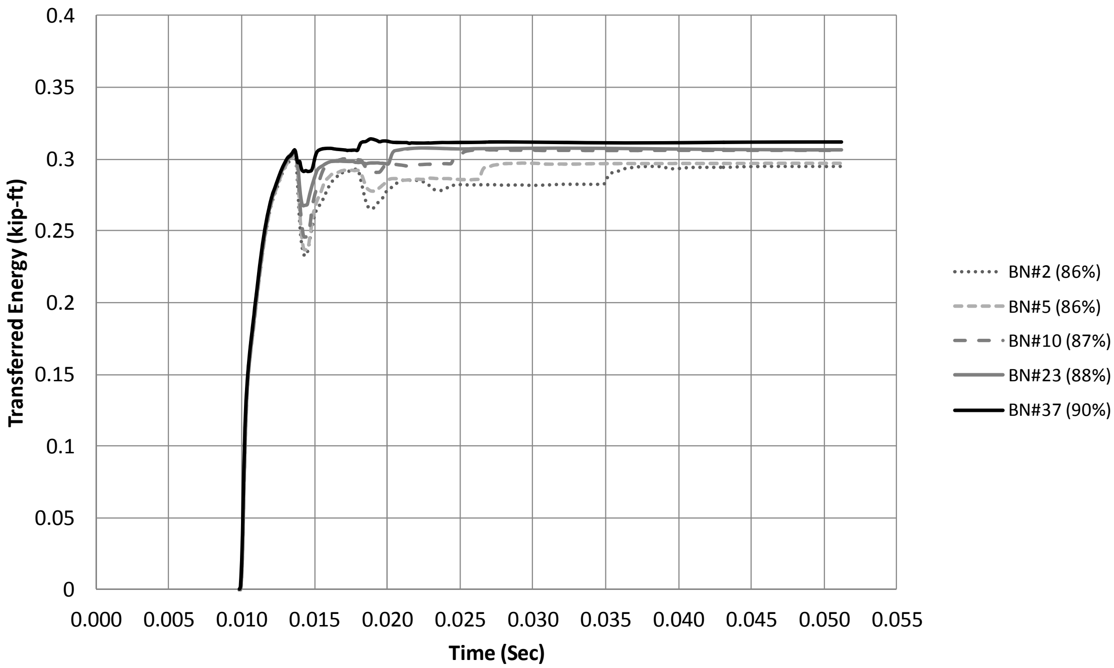

Figure 4.19 Energy traces for rod length 29.3 ft (SPT blow count 11-20-26)

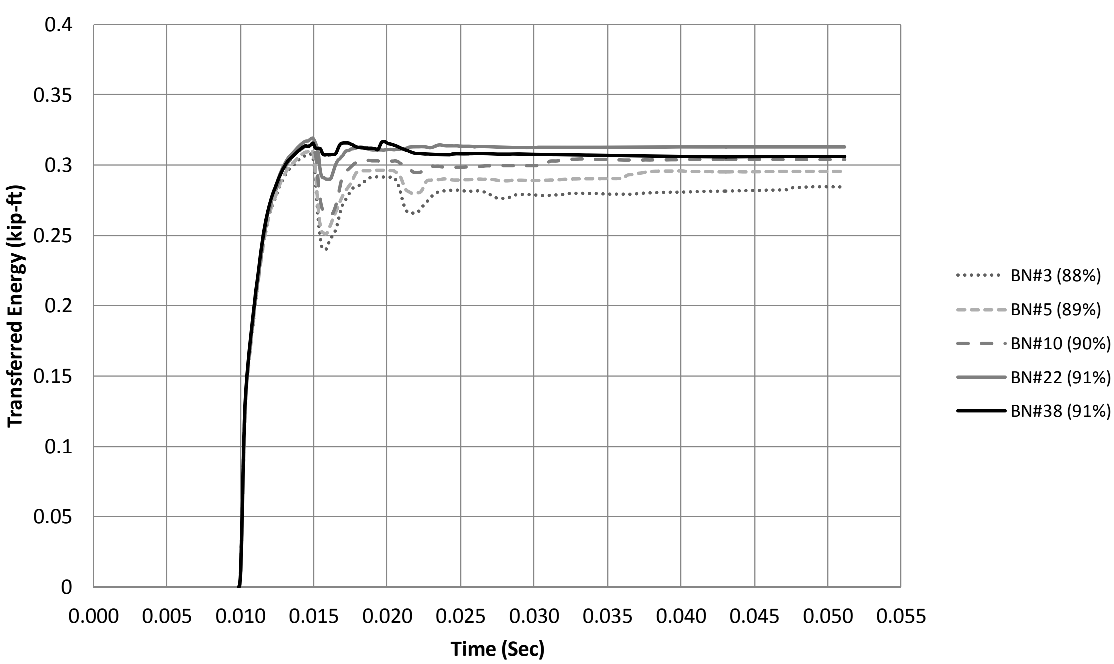

Figure 4.20 Energy traces for rod length 39.3 ft (SPT blow count 8-15-22)

The first observation that can be made from these figures is that secondary hammer impacts do occur, which supports the statements made by Lee et al. in 2010. The contribution of measured energy per secondary impact is relatively consistent from blow to blow for a given rod length (the magnitude is approximately the same). It can also be seen that, as the rod's length increases, the energy contribution from secondary impacts becomes less significant. A third observation is that the time associated with a secondary impact decreased as the penetration resistance of the soil increased during sampler penetration (secondary impacts moved to the left on time scale).

The next effect to evaluate is the behavior of the energy traces just after arrival of the tension wave, between $2l/c$ and $4l/c$. As shown in the previous figures, toward the end of the penetration process, when the soil resistance was large enough, the hammer transferred more of its energy to the drill rods during sampling. This created a second "step" in measured energy between $2l/c$ and $4l/c$ just prior to the secondary impact. The only logical explanation for this behavior is that the hammer generally follows better with the drill rods when the returning tension wave is small and the penetration resistance is large. These findings, which are related to penetration resistance and energy transfer, agree well with that of Morgano and Liang's wave equation analysis. The results of their wave equation analysis (Figure 3.9) showed that the transferred energy increased as the penetration resistance increased. This additional, or better contact behavior can also be seen shortly after $2l/c$ in Figure 3.12 (right side of figure) from Lee's investigation on secondary impacts. However, these statements were not mentioned in Lee's report.

The force and velocity traces, as well as the energy displacement traces measured for each hammer blow obtained for SE 9299 are provided in Appendix B. The PDI

Curves program was used to display these wave traces, and they are listed in sequential order to further illustrate wave transmission and energy transfer.

CHAPTER 5: SPT ENERGY DATABASE

5.1 Introduction

The SPT energy database described in this chapter was the result of a collaborative effort between Auburn University and a private sector consultant. Energy records in the database were performed under a nuclear safety-related quality assurance program, otherwise known as Nuclear Quality Assurance Level 1 (NQA-1). Adherence to the NQA-1 program helped ensure the accuracy of hammer calibrations and the overall quality control measures used to collect and evaluate the data. Energy calibrations for the database were also performed under strict accordance with ASTM 4633 guidelines, which fall under the NQA-1 umbrella.

Force and velocity measurements for each hammer system in the database were collected using a Pile Driving Analyzer (PDA) model PAX, which is PDI's digital data acquisition system. A minimum of two piezoresistive accelerometers were used to obtain acceleration measurements for each hammer blow. Force and velocity records obtained from the field were further evaluated using the PDAW software program. Final computation of individual energy records was performed using the software package PDIPLOT. Both PDAW and PDIPLOT are proprietary software packages from PDI's software suite, which were designed to evaluate and report energy records obtained from the PDA.

5.2 Database Design

The database was designed with the objective of creating a database that would be compatible with commonly used SPT software programs, as well as have the capability of efficiently querying data for further analysis. The solution to these objectives was found by using Microsoft Excel 2007 (Excel) and Microsoft Access 2007 (Access) as cornerstones for database functionality.

For each drill rig, Visual Basic programming in Excel was used to organize energy records obtained from PDIPLOT. Once the information was organized, it was sent to a master summary table (MST) for each drill rig. The MST contained information such as ETR, N-value, rod length, spatial coordinates, etc.

The Excel MST for each drill rig was then live-linked to the main Access database engine. The live-linked format between Excel and Access allowed for extremely efficient upgrading of new energy records. An additional feature of the main Access database is that it has the capability providing various summary statistics for individual data queries. Because Access is an object-relational database, it is fully compatible with geographical information system (GIS) programs such as ArcGIS. Fully incorporating the energy database into a GIS is another phase of this project and will not be discussed further.

5.3 Geologic Conditions

Energy records in the database were obtained from numerous test sites in Florida, New Jersey, North Carolina, South Carolina, Texas, and Virginia. For simplicity, the geologic conditions for each test site were classified as either undifferentiated coastal plain deposits or piedmont residuum. Testing depths in these geologic conditions ranged from approximately 10 ft to 500 ft, with the majority of the deeper boring depths being located in coastal plain deposits.

5.4 Rod Type and Rod Length Distribution

SPT energy record percentages acquired from five different rod types are summarized in Table 5.1. Approximately one-half of the energy records were measured from A-sized drill rods. The remaining portion of individual energy records were obtained from N-sized drill rods, which are somewhat larger than the A-sized rod. The N-size drill rods have been categorized into three different groups and include the "J" tapered thread, the "W" non-tapered thread, and the N3 category. Additionally, the Mayhew drill rod group has been included. However, there is currently limited information associated with this group.

Table 5.1 Rod type and length distribution

Rod Size	Record Count of Rod Size	% of Total	% of Total (50 ft or Less)	% of Total (51 ft to 100 ft)	% of Total (Greater than 100 ft)
AWJ	8,925	46.78	25.91	14.68	6.19
NWJ	8,401	44.04	12.44	8.41	23.18
NW	321	1.68	0.51	1.17	-
N3	1,132	5.93	1.92	-	4.01
Mayhew Jr.	298	1.56	0.73	0.84	-
Total	**19,077**	**100.00**	**41.51**	**25.10**	**33.38**

5.5 Summary of Drill Rigs

A summary of drill rig manufacturers that currently make up the database is provided in Table 5.2. Table 5.2 subdivides the drill rig manufacturer category into specific drill rig type, number of drill rigs per sub-category, and the number of single ETR records for each drill rig type. A single ETR record is the information associated with one hammer blow from an SPT. The average ETR and summary statistics for each drill rig have also been provided.

Approximately 19,000 hammer blow records currently make up the database and were obtained from 111 separate testing events. The energy records were measured from 39 different drill rigs from the beginning of year 2006 to the end of year 2011. Two-thirds of all records in the database were acquired by repeat testing over the time frame previously mentioned.

Perhaps one of the most interesting facts about the database records is that the drive weight for each hammer system was removed, inspected, and weighed just prior to the starting date for each project. The same was also performed at the completion of each project. This represents a standard of care not traditionally seen in commercial geotechnical practice.

Table 5.2 Drill rig summary

Rig Make	Rig Type	# Rigs	# Single Records	ETR Average (%)	ETR STDEV (%)	ETR COV (%)
CME	Truck	14	6,206	81.43	6.91	8.49
CME	ATV	10	5,990	82.96	5.45	6.57
CME	Track	6	4,875	83.99	5.72	6.81
CME	Marsh Buggy	2	502	87.82	4.34	4.94
CME	Trailer	1	252	82.77	4.21	5.09
Mobile	Truck	2	164	86.53	2.69	3.11
Mobile	ATV	1	315	91.64	8.25	9.00
Diedrich	ATV	1	479	72.69	5.51	7.58
Fraste	Track	1	209	78.94	2.07	2.62
Failing	Truck	1	85	72.93	6.17	8.46
ALL Auto	**-**	**39**	**19,077**	**82.76**	**6.53**	**7.89**

5.6 CME Drill Rigs

Energy measurements from CME automatic hammers represent over 90 % of the energy records in the database (17,825 single records). The rest of this paper will therefore be focused at statistically evaluating the variation of energy measured from this type of hammer system. Due to the large quantity of data that will be presented, each subsection will provide an overview of the numerical findings. The last few sections of Chapter 5 will be used to summarize the results and evaluate four variables that are known to affect transfer efficiency. The ALDOT CME data has not been included in this chapter, but will be compared to the database results in Chapter 6.

5.6.1 Summary Table

The database results from 33 CME automatic hammer systems are provided in Table 5.3. The summary statistics are based on SPT records obtained from all rod types. Although energy measurements are often classified by drill rod type, there was no apparent difference in the magnitude or variation of ETR between the different rod groups, which is likely due to averaging effects. Organization of the drill rigs in Table 5.3 was strictly based upon the level of information associated with each drill rig. For example, the hammer system representing CME-1 contains the largest number of single records (hammer blows), while the hammer system representing CME-33 contains the least number of single records. The author believed that this was the most practical way of organizing the data as it allowed for a relatively quick assessment of the large amount of data shown in the table.

The first column in Table 5.3 specifies the rig identification number, or Rig I.D. The second column in the table documents the number of separate energy testing events that have been performed for each Rig I.D. The third column shows the duration, or number of days lapsed, between the first and last testing event. Additionally, the fourth column shows the number of drillers that have performed SPTs during energy testing. The next two columns in the table display the total number of single energy records and the total number of average records for each group. The number of average records represents the number of testing depths. The last three columns contain the summary statistics for each hammer system.

ETR 95 % confidence interval half-widths were calculated for each drill rig ETR average and are provided in the last column in Table 5.3. The confidence interval values are based upon a "Studentized" t-Distribution. The shape of this type of distribution changes as the level of information associated with it changes. The significance of each interval half-width should be based upon the number of average energy records associated with a specific drill rig I.D.

The next three figures after Table 5.3 were provided to show the distribution of data in the CME group. The statistical software program SAS was used to create box and whisker plots for each hammer system (Figure 5.1). A legend, or key, describing the box plot format was previously provided in Figure 4.12. Figures 5.2 and 5.3 show the ETR distribution histograms. Figure 5.2 documents the distribution of 485 ETR test depth averages and Figure 5.3 documents the distribution of 17,825 hammer blow records.

Table 5.3 Summary of CME transfer efficiency

Rig I.D.	# Testing Events	Duration (Btw. First & Last Test) (Days)	# Drillers	# Single Records	# Average Records	ETR Average (%)	ETR STDEV (of ETR Averages)	ETR COV (%)	ETR 95% CI (Half-Width) (α = 0.05)
CME-1	13	1639	3	1935	56	83.68	3.66	4.37	0.96
CME-2	6	787	1	1216	27	86.34	3.88	4.49	1.46
CME-3	11	1441	2	1204	44	84.38	4.05	4.80	1.20
CME-4	8	1257	1	1179	38	84.18	3.85	4.57	1.22
CME-5	6	766	2	1114	31	86.21	2.48	2.88	0.87
CME-6	7	1184	3	1077	34	85.27	3.11	3.65	1.05
CME-7	6	745	2	1051	27	77.59	8.13	10.48	3.07
CME-8	3	17	1	843	14	87.65	1.46	1.67	0.76
CME-9	5	684	3	705	16	79.1	3.74	4.73	1.83
CME-10	4	501	1	661	16	84.13	2.29	2.72	1.12
CME-11	4	1687	3	635	16	82.03	5.15	6.28	2.52
CME-12	1	1	1	464	5	80.24	1.48	1.84	1.30
CME-13	2	2	1	452	10	82.96	3.34	4.03	2.07
CME-14	3	564	3	397	14	81.28	6.64	8.17	3.48
CME-15	3	462	3	383	13	88.14	4.45	5.05	2.42
CME-16	3	523	3	373	14	76.2	4.56	5.98	2.39
CME-17	2	392	2	367	10	76.66	5.14	6.70	3.19
CME-18	2	28	1	363	7	83.96	4.74	5.65	3.51
CME-19	1	1	1	359	5	73.9	2.09	2.83	1.83
CME-20	3	92	2	354	12	85.99	3.7	4.30	2.09
CME-21	2	26	2	335	8	88.76	3.71	4.18	2.57
CME-22	3	572	3	312	12	73.82	2.45	3.32	1.39
CME-23	2	496	2	298	6	86.1	2.51	2.92	2.01
CME-24	1	1	1	294	3	69.96	3.88	5.55	4.39
CME-25	1	1	1	290	4	76.85	3.06	3.98	3.00
CME-26	2	1008	2	252	8	82.36	4.52	5.49	3.13
CME-27	1	1	1	221	5	86.03	3.35	3.89	2.94
CME-28	1	1	1	167	4	84.49	7.19	8.51	7.05
CME-29	1	1	1	160	5	76.86	1.93	2.51	1.69
CME-30	1	1	1	97	6	74.53	1.83	2.46	1.46
CME-31	1	1	1	95	5	81.41	1.36	1.67	1.19
CME-32	1	1	1	95	5	77.7	1.41	1.81	1.24
CME-33	1	1	1	77	5	84.78	1.01	1.19	0.89

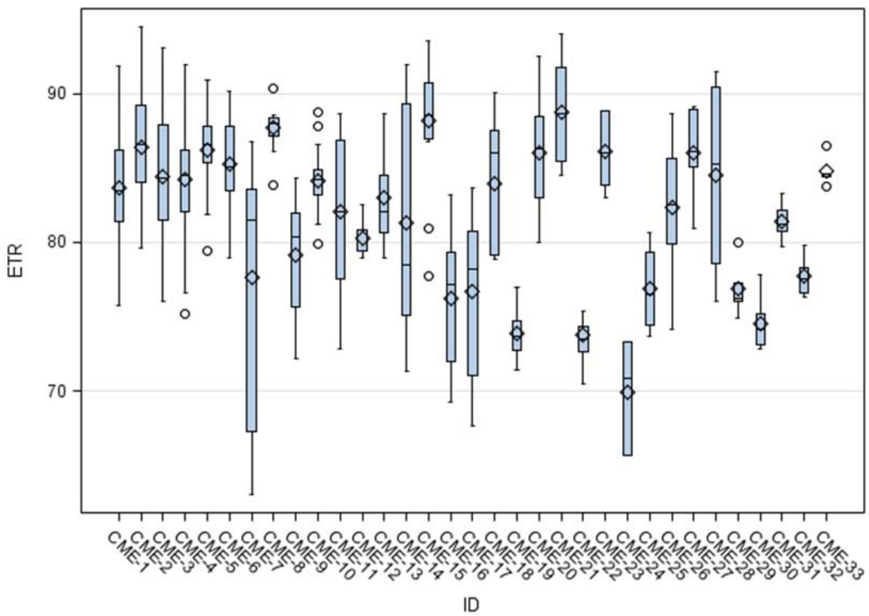

Figure 5.1 ETR box plots

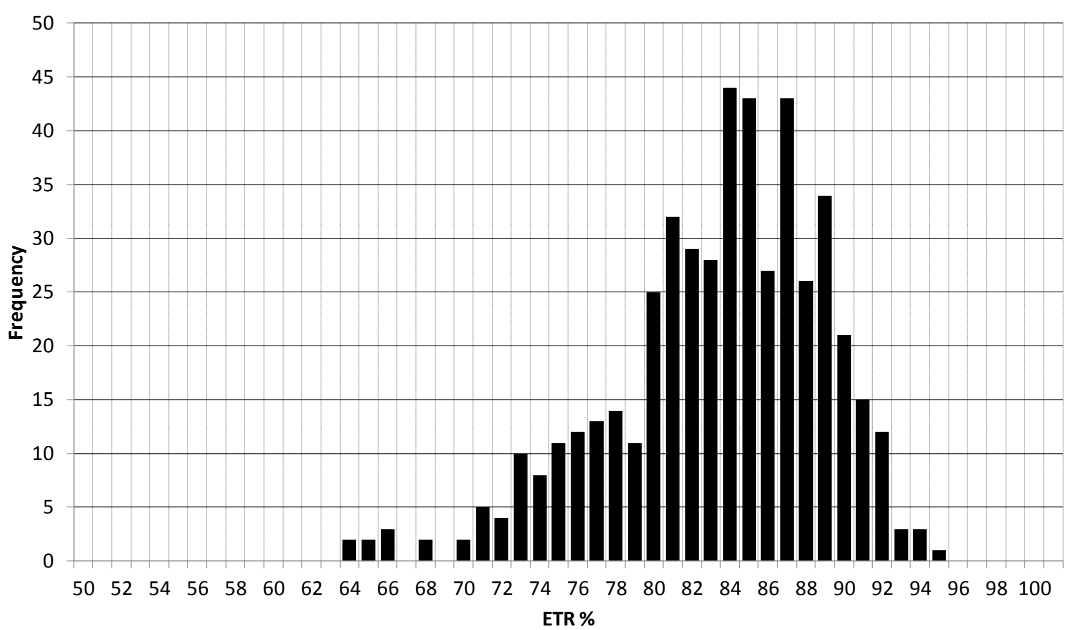

Figure 5.2 Histogram of ETR averages

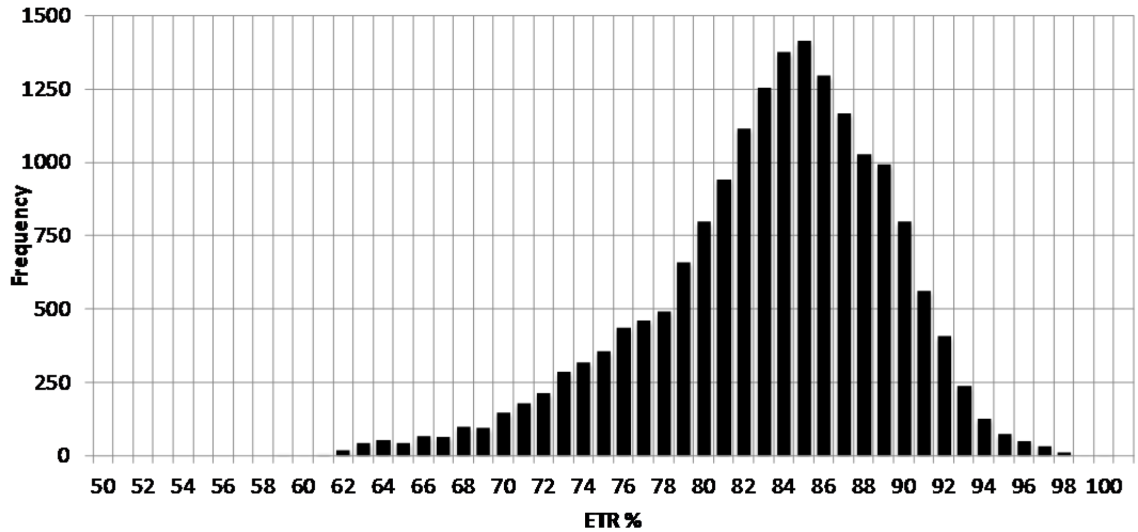

Figure 5.3 Histogram of single ETR records (hammer blows)

5.6.2 Hammer Operation Rate

The CME automatic hammer is rate-dependent. This basically means that the impact energy delivered from the hammer is a function of the speed of the hydraulic motor, which is synchronized with the engine's throttle speed and hydraulic flow control settings. CME hammer operation rates are initially set at the factory to achieve a 30-inch fall height at an operation speed of 50 to 55 blows per minute. A statistical summary of CME hammer operation rate measurements are provided in Table 5.4. Box plot representation of the data is also provided in Figure 5.4. Hammer operation rate records for CME-31 were not obtainable for reasons unknown, and was left blank in the table.

Table 5.4 Summary of CME hammer operation rate

Rig I.D.	# Testing Events	Duration (Btw. First & Last Test) (Days)	# Drillers	# Single Records	# Average Records	BPM Average (%)	BPM STDEV (of ETR Averages)	BPM COV (%)
CME-1	13	1639	3	1935	56	49.95	3.33	6.67
CME-2	6	787	1	1216	27	54.04	2.16	4.00
CME-3	11	1441	2	1204	44	51.78	1.58	3.05
CME-4	8	1257	1	1179	38	55.48	1.97	3.55
CME-5	6	766	2	1114	31	56.65	1.23	2.17
CME-6	7	1184	3	1077	34	53.54	2.35	4.39
CME-7	6	745	2	1051	27	52.26	1.88	3.60
CME-8	3	17	1	843	14	55.25	0.88	1.59
CME-9	5	684	3	705	16	50.79	2.97	5.85
CME-10	4	501	1	661	16	52.84	3.25	6.15
CME-11	4	1687	3	635	16	50.99	2.89	5.67
CME-12	1	1	1	464	5	56.78	0.74	1.30
CME-13	2	2	1	452	10	58.06	1.97	3.39
CME-14	3	564	3	397	14	44.05	7.48	16.98
CME-15	3	462	3	383	13	50.67	1.91	3.77
CME-16	3	523	3	373	14	52.12	2.11	4.05
CME-17	2	392	2	367	10	49.85	0.73	1.46
CME-18	2	28	1	363	7	51.02	1.25	2.45
CME-19	1	1	1	359	5	48.74	2.1	4.31
CME-20	3	92	2	354	12	50.91	1.63	3.20
CME-21	2	26	2	335	8	52.73	1.76	3.34
CME-22	3	572	3	312	12	49.44	1.22	2.47
CME-23	2	496	2	298	6	50.62	1.26	2.49
CME-24	1	1	1	294	3	53.24	0.86	1.62
CME-25	1	1	1	290	4	58.59	1.54	2.63
CME-26	2	1008	2	252	8	45.96	5.05	10.99
CME-27	1	1	1	221	5	53.63	2.61	4.87
CME-28	1	1	1	167	4	56.69	0.544	0.96
CME-29	1	1	1	160	5	50.91	1.19	2.34
CME-30	1	1	1	97	6	51.11	2.03	3.97
CME-31	-	-	-	-	-	-	-	-
CME-32	1	1	1	95	5	49.64	1.63	3.28
CME-33	1	1	1	77	5	50.29	1.48	2.94

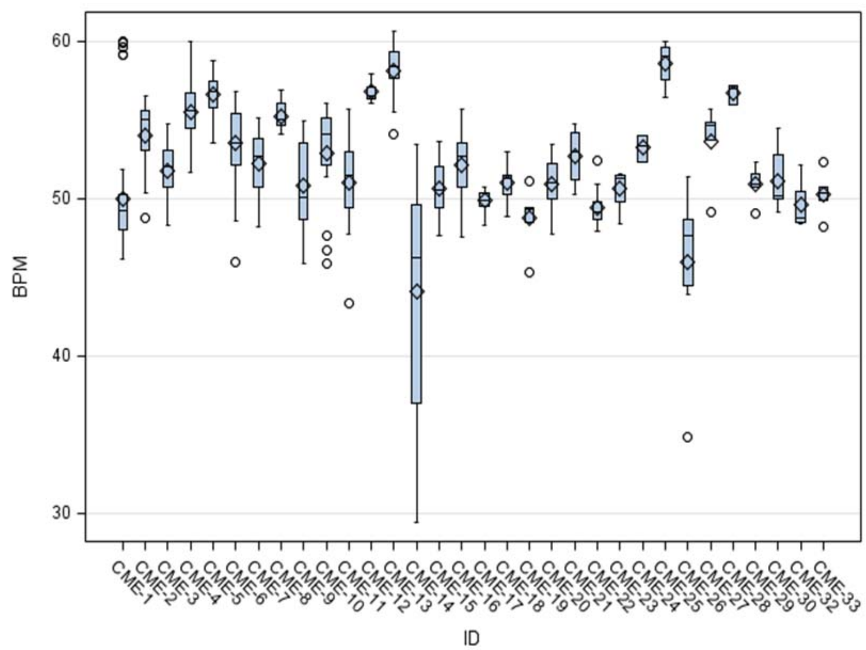

Figure 5.4 Hammer operation rate box plots

5.6.3 Summary of Results

Table 5.5 below shows an ETR summary for the CME group. The table categorizes the database records based on rod type. Interestingly, the overall averages for each rod group are approximately the same with each ETR average approximately 83%. The calculated standard deviation and coefficient of variation for each rod group are also very similar and are shown to have values ranging from 5.58 to 6.41 and from 6.75 to 7.76, respectively. Confidence interval half-widths for the average are provided in the last column of the table and are less than 1 for each group.

Table 5.5 Overall summary of CME database records

Rod Group	# of Averages	ETR Average (%)	ETR STDEV (%)	ETR COV (%)	ETR 95% CI (Half-Width)
All	485	82.7	5.58	6.75	0.50
A-Size	263	82.98	5.84	7.04	0.71
N-Size	216	82.63	6.41	7.76	0.85

N-Size group does not include Mayhew rods

5.6.4 Variation of Energy between Drill Rig Groups

The ETR COV for each drill rig is shown below in Figure 5.5. The COVs are representative of the ETR variation between test depth averages. Approximately one-half of the database records are represented by CME-1 through CME-7. CME-1 through CME-7 have also had energy measurements performed on their hammers on at least six different occasions. Drill rig CME-1, which had the largest amount of records in the database, was tested a total of 13 different times over a four year period. The number of different drillers performing SPTs ranged from 1 to 3.

Inspection of Figure 5.5 reveals that the most occurring COV is approximately less 4%. The expected value, or average COV between the groups was determined to be 4.3%. Drill rig CME-7 had an overall COV of about 10.5%, which was the largest COV in the database. This 10.5% value is close the maximum 10% COV listed in Table 3.1 for CME hammers (FDOT).

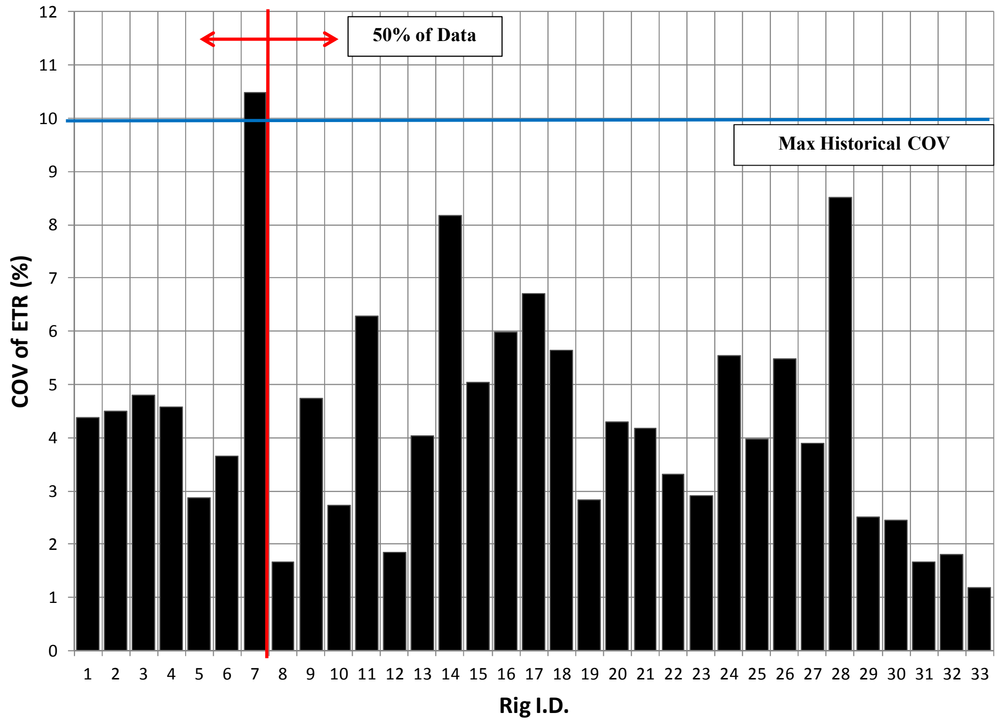

Figure 5.5 ETR COV distribution

5.6.5 Variation of Hammer Operation Rate between Drill Rig Groups

The BPM COV for each hammer system is shown in Figure 6.6. The most reoccurring COV is approximately less than 3%. The overall average COV for all hammer systems was approximately 4%. CME-14 and CME-26 had an unusually high variation compared to the other hammer systems. The COV for CME-14 was approximately 17% and the COV for CME-26 was approximately 11%. The average hammer operation rate for these two hammer systems was approximately 44 to 46 blows per minute, which is relatively slow compared to the operation rates of other hammers in Table 5.4. This slow operation rate resulted in these hammers having the two largest values of standard deviation in the table (approximately 5% to 7.5% BPM). This large variation also had an effect on the ETR COV for CME-14, but not on CME-26. After removing the COVs for these two hammer systems, the overall average COV was determined to be 3.4%.

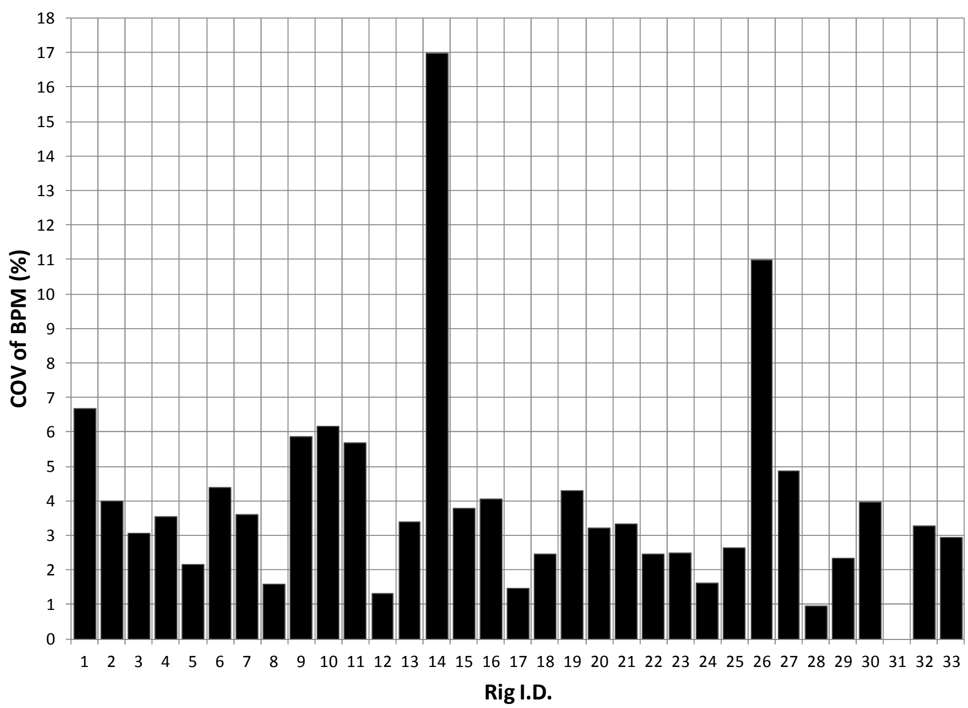

Figure 5.6 BPM COV distribution

5.7 Multiple Linear Regression

This part of the paper is used to evaluate four variables affecting energy transfer for the CME automatic hammer system. These four variables include the hammer operation rate, rod length, penetration resistance, and rod type. Emphasis was placed on short drill rods (less than 50 ft) since the energy transfer for long drill rods is generally only a function of the hammer operation rate and rod type.

Individual linear regression models were not used for this analysis because this model assumes that there is only one independent variable correlated to the dependent variable (ETR). The multiple linear regression approach, which is still based on least squares regression, does not have this model assumption, and can evaluate the average partial effect of each variable while holding the others constant (by partialing out the other residuals). In general, the addition of extra independent variables in the regression model increases the overall prediction accuracy.

The multiple regression analysis was performed using the data from individual records instead of average records. An individual record is a single record obtained from one hammer blow during testing. Ultimately, this led to approximately 6,700 individual CME records being used in the analysis. In order to accurately represent the relationship between penetration resistance and transferred energy, each individual record was coded with its associated blow number in the sequence that it was measured in. For example, SPT blow number ten, would be coded with the number ten and have an associated measure of transferred energy. The representative blow number includes blow counts measured over the entire 18-inch sampling distance (where applicable) and not on the N-value (last 12-inches). Inspection of the database records showed that the number of blow counts measured within the first six inches was not significantly smaller than those measured in the second six inches of sampling, which is an indication that the boreholes were thoroughly cleaned out.

5.7.1 Statistical Terminology

Statistical hypothesis testing was performed on the coefficients (slopes) to determine the plausibility of a linear effect for each explanatory variable. Statistical hypothesis testing terminology is often unclear, so a brief description of terminology used in this section is appropriate and is provided below:

- H_0 (Null Hypothesis): This statement describes what we are testing against. For linear regression, H_0 states that the explanatory variables (x-axis) do not have a linear effect on the dependent variable (y-axis).
- H_a (Alternative Hypothesis): This statement can be considered as the opposite of the Null (or, what we are trying to prove occurs). H_a states that there is a linear effect between the explanatory variables and the dependent variable.
- Degrees of Freedom: This number represents the level of information used in the statistical analysis. It is the total number of observations (data records) minus the number of intermediate steps used to estimate a parameter.
- Standard Error: This number represents the "best" estimate of the standard deviation in its sampling distribution. It is considered the best estimate because it includes the degrees of freedom associated with the parameter. For multiple linear regression, the standard error is the pooled estimate of variance (standard deviation) from the individual linear regression models.
- Test Statistic: This is a numerical quantity used to test the plausibility of H_0. It is the estimate divided by its standard error. For regression, the estimate is the coefficient (slope).

- Type-I Error (α): This is commonly called the significance level. It is used to divide the rejection region from the region of acceptance. A common value of α is 0.05, which is the probability of rejecting H_0 when it is actually true.
- p-Value: The p-Value describes the probability of obtaining a test statistic more extreme (farther from zero on a t-Distribution) than the one observed or initially calculated. If the test statistic yields a p-Value smaller than the 0.05 significance level, it is appropriate to reject H_0 in favor of H_a. Similarly, if the test statistic yields a p-Value larger than 0.05, it is appropriate to fail to reject H_0 and conclude that there is not sufficient evidence of a linear effect. p-Values for regression analysis are considered two-sided p-Values ($\pm$ 0.025 on each side).
- Multiple R: This is the correlation coefficient in regression analysis. It provides a measure of how well the data clusters around the regression line. A correlation coefficient of 1.0 means that there is an exact linear relationship between the variables. Likewise, a correlation coefficient of zero means that a linear relationship doesn't exist between the variables.
- R^2: This is the coefficient of determination for regression analysis. It is the square of the correlation coefficient. This number is often shown next to the slope-intercept formula and describes the percentage of the total response variation of the explanatory variables. It is therefore a measure of prediction accuracy. R^2 equal to 1.0 represents a perfectly fitting prediction model. R^2 should not be used for inference and should never be used to assess the validity of the straight line model (Ramsey and Schafer, 2002).

5.7.2 Multiple Linear Regression Results

The summary output from Excel is provided in Tables 5.6 and 5.7. Table 5.6 shows the estimated slope coefficients for the energy parameters. This table also includes upper and lower 95% confidence intervals for the coefficients. Similarly, Table 5.7 shows the summary statistics and includes the standard error for the regression equation. The adjusted R-Square was also provided in this table and is slightly smaller than the traditional R-Square value above it. The adjusted R-Square basically penalizes the traditional R-Square value for the extra coefficients used in the analysis.

Table 5.6 Multiple regression results

Energy Parameter	Coefficients	Standard Error	t Stat	P-value	Lower 95%	Upper 95%
Intercept	48.461	0.975	49.711	0.000	46.550	50.372
Hammer Operation Rate	0.553	0.018	30.974	0.000	0.518	0.589
Total Rod Length	0.101	0.007	14.942	0.000	0.088	0.115
Penetration Resistance	0.044	0.003	12.931	0.000	0.037	0.051
Rod Type (N-Size = 1)	0.309	0.142	2.173	0.030	0.030	0.588

Table 5.7 Multiple regression summary statistics

Regression Statistics	
Multiple R	0.424
R Square	0.180
Adjusted R Square	0.179
Standard Error	5.485
Observations	6718

Hypothesis testing using test statistics was performed for each independent variable in order to evaluate the plausibility of a partial linear effect on the dependent variable. The test statistics (t Stat) were calculated by the ratio of the estimate (slope coefficient) and its associated standard error. A significance level of 0.05 was arbitrarily chosen prior to the analysis and was used to define the boundary of the rejection region of the distribution. Considering the shape of the t-distribution, which is based on the number of observations, the large test statistics calculated in the regression analysis are very unlikely under the null hypothesis for no linear effect. The p-Values for hammer operation rate, rod length, and penetration resistance are each smaller than 0.025 (one-half 0.05 for two sided distribution), and it is appropriate to conclude that these parameters contribute a partial linear effect on the value of the dependent variable. Additionally, a "dummy variable" was used to assess the partial effect of the rod type category. The N-Size group was coded with "1" in the analysis and the A-Size group was coded with "0". However, after the analysis, the p-Value for the rod type category was determined to be greater than 0.025. Therefore, it is appropriate to fail to reject H_0 and state that there is not sufficient evidence of a linear effect on the dependent variable. The resulting energy prediction equation for CME automatic hammers in the database is shown in Equation 5.1. The limiting values have been provided next to the description of each parameter.

$$ETR = \beta_0 + \beta_1 X_{BPM} + \beta_2 X_{RL} + \beta_3 X_{PR} \tag{5.1}$$

where

ETR = Energy transfer ratio (%)

β_0 = Slope intercept

β_1 = Coefficient for hammer operation rate (40 BPM to 60 BPM)

β_2 = Coefficient for rod length (ft) (10 ft to 50 ft)

β_3 = Coefficient for penetration resistance (Hammer blow number from 10 to 100)

After observing the calculated slope coefficients in Table 5.6, it was apparent that the hammer operation rate contributed the largest magnitude of energy in the regression equation. The rod length and penetration resistance contributed a total of approximately 9% ETR when the maximum rod length of 50 ft and maximum penetration resistance of 100 hammer blows were considered. This 9% ETR equates to 90% of the baseline transfer efficiency if a hammer speed of 55 BPM is assumed. This result supports the findings of the NCDOT rod length study which estimated a maximum 10% baseline efficiency loss for short rods. Although this seems to be a close comparison, it is very unlikely that the NCDOT experienced blow counts reaching 100 hammer blows on average.

5.7.3 Regression through the Origin

A comparative multiple regression analysis was performed on the database records from the previous analysis. The objective of this analysis was to evaluate the full effect of the each variable after forcing the regression through the origin. Although the intercept was found to be statistically significant, it is difficult to understand how its value can be greater than zero when the coefficients are zero, i.e., if the hammer operation rate is zero there is no energy source and the remaining coefficients should be zero. Thus, forcing the intercept through the origin may provide a better physical interpretation of the coefficients if the prediction accuracy is close to the first model.

Regression forced through the origin is somewhat of a controversial topic and is briefly discussed by Eisenhauer (2003). In his paper, Eisenhauer references an approach from Hahn who recommended performing regression analyses with and without the intercept and then later assessing the validity of the model by comparing the standard errors for each regression equation. This is the approach that was used to compare the two models in this report.

The results of the second regression analysis are provided below in Tables 5.8 and 5.9. The p-values for each coefficient are statistically significant.. As before, the largest contribution of ETR is from the hammer operation rate. The combined contribution of rod length and penetration resistance for the new regression equation seems to be more realistic. If it can be assumed that the NCDOT experienced an average penetration resistance of 25 hammer blows (over 18 inches) for all SPTs in their rod length study, this would result in an 8.75 % ETR contribution when a 50 ft rod length is considered. This corresponds to 90 % of the baseline transfer efficiency of a hammer operating at 55 BPM, and supports the NCDOT's regression equation results. Additionally, the rod type variable was found to be statistically significant, but its effect on ETR is small since it would only add 0.784 ETR to the total predicted energy for N-size rods.

Table 5.8 Multiple regression results – without intercept

Energy Parameter	Coefficients	Standard Error	t Stat	P-value	Lower 95%	Upper 95%
Intercept	0	#N/A	#N/A	#N/A	#N/A	#N/A
Hammer Operation Rate	1.413	0.005	270.048	0.000	1.403	1.424
Total Rod Length	0.150	0.008	19.130	0.000	0.135	0.165
Penetration Resistance	0.053	0.004	13.268	0.000	0.045	0.061
Rod Type (N-Size = 1)	0.784	0.166	4.720	0.000	0.458	1.110

Table 5.9 Multiple regression summary statistics – without intercept

Regression Statistics	
Multiple R	0.997
R Square	0.994
Adjusted R Square	0.994
Standard Error	6.416
Observations	6718

Table 5.9 shows the summary statistics obtained from the regression analysis forced through the origin. The calculated standard error is approximately 1% ETR larger than that of the previous standard error shown in Table 5.7, which, for all practical purposes, suggests that the accuracy of the two models is not much different. One major difference between the two models is the reported value of R-Square. The new R-Square value was determined to be close to unity, which implies a nearly perfect prediction model. This R-Square is the result of a zero mean value of the dependent variable in the regression sum of squares (explained variance) and total sum of squares (total variance) formulas, which define the R-Square coefficient (SSR/SST). This results in a value of R-Square that is greater than the R-Square that would be calculated if the mean of the dependent variable were included, and is the reason that the standard error was chosen as a diagnostic tool for comparing the two models. Calculation of the standard error uses the error sum of squares to estimate prediction variance ($\sqrt{SSE/n-k}$). Prediction accuracy between the two models is tested using a case study in section 5.8.

5.8 CME Case Study

The author had the opportunity to perform energy measurement on drill rig, CME-3, whose summary statistics were described in Table 5.3. Because A-Sized drill rods were used for this case study (AWJ), the summary data from Table 5.3 are not entirely accurate since it includes data for all rod types. The representative summary statistics for CME-3 based on A-size drill rods are provided below:

- Number of times tested with A-Size rods: 8
- Number of test depth averages: 35
- Overall ETR average: 83.69 %
- Standard deviation of ETR: ±4.14 % ETR
- 95 % CI for the mean: ±1.37 % ETR
- Overall average hammer operation rate: 51.78 BPM
- Standard deviation of BPM: ±1.58 BPM
- Average penetration resistance for A-Size: 24.6 hammer blows (1.5 ft)
- Average rod length for A-Size: 58.4 ft

5.8.1 Project Description and Summary of Transfer Efficiency

A series of SPT energy measurements were performed on CME-3 at a bridge abutment in Calera, Alabama (Figure 5.7). The generalized geology underlying the test site consisted of hard shale deposits. N-values measured during the testing program ranged from approximately 39 to 100 blows per foot. SPT energy measurements were performed on rod lengths ranging from 33 ft to 53 ft. The average hammer operation rate was determined to be approximately 53 BPM and the overall ETR average was 89.2 %.

Figure 5.7 SPT test site

5.8.2 Predicted Hammer Efficiency

Two CME multiple regression equations were used to predict the transfer efficiency from the SPT testing event previously discussed. The estimated ETR from the regression equation with the intercept was 87.2 % ± 5.4%. The estimated ETR from the regression equation without the intercept was 86.7% ± 6.4%. The prediction difference between the two models for this example is 0.5% ETR for the mean and 1% ETR for the standard deviation. The overall ETR at the test site was determined to be 89.2 %, which is located within one standard deviation of the predicted values. Calculation of the predicted ETR is shown below for transparency.

$$ETR_{CME3_i} = 48.5 + 0.55(53) + 0.1(50) + 0.045(100) = 87.2\% \pm 5.4\%$$

$$ETR_{CME3} = 1.4(53) + 0.15(50) + 0.05(100) = 86.7\% \pm 6.4\%$$

The 89.2 % ETR measured during the case study is higher than the 83.69 % overall average for CME-3 from the database records. After considering the confidence interval for the mean and the standard deviation, the 89.2 % ETR is still within the expected range of transfer efficiency for this hammer system. Moreover, the average penetration resistance measured during the case study is much higher than the historical average of 24.6 hammer blows, and is likely the reason for such a large mean difference of ETR. Using the average historical data for CME-3 previously provided, the regression equation with the intercept predicts an average ETR for CME-3 of 83.1 %. Similarly, the regression equation without the intercept predicts an average ETR of 81.2 %. The regression equation with the intercept is apparently a better predictor. However, the coefficients for the regression analysis without the intercept may provide a close approximation for the average effect of each individual variable.

CHAPTER 6: CONCLUSIONS AND RECOMMENDATIONS

A SPT energy testing program was developed for the Alabama Department of Transportation. The testing was performed in a simple, repeatable sequence, which supplemented ALDOT's normal SPT operations. A calibration certificate documenting hammer performance was provided for each drill rig. A copy of each calibration certificate can be found in Appendix A of this report. Concluding remarks summarizing the testing program are provided below. A summary of the database results, along with the results of the supplemental regression analyses, have also been presented.

<u>ALDOT summary</u>

1. A total of six CME hammers were tested. The number of energy averages obtained for each hammer was from 6 to 9 (sample to sample), and were obtained from rod lengths less than about 50 ft. The overall ETRs for each hammer were from 82.2% to 96.1%, with an overall average of approximately 91%. The associated COVs ranged from 2.2% to 5.7%.
2. The average hammer operation rate for each drill rig were within the CME recommendations and varied from about 52 to 55 BPM. The calculated COVs were from 0.46% to 1.4%.

Database summary

1. The overall transfer efficiency for the CME automatic hammer was determined to be 82.7 % ETR ± 5.5% ETR.
2. The overall transfer efficiency for all automatic hammers was determined to be 82.7 % ETR ± 6.5% ETR.
3. The overall CME automatic hammer operation rate was determined to be 52.1 BPM ± 3.3 BPM.
4. Figure 5.5 provided a bar chart that showed the calculated COVs obtained from 33 CME hammers. These COVs were based on ETRs between test-depth averages. Two-thirds of the CME data were obtained from hammers that were calibrated multiple times. Drill rig CME-1, which represented the drill rig with the most repeat testing, had its hammer calibrated a total of 13 separate times over a 4.5 year period. The distribution of COVs between the drill rig groups ranged from 1.1% to 10.5%, with an overall COV average of 4.3%.
5. Figure 5.6 provided a bar chart that showed the calculated COVs for the average hammer operation rate between the drill rig groups. The distribution of BPM COVs ranged from 1% to 17%. The overall average COV was 4%.

Multiple linear regression summary

1. Two regression analyses were performed on the CME auto energy records obtained from rod lengths less than 50 ft. The first analysis was performed with the intercept and the second analysis without the intercept. Four variables evaluated include the hammer operation rate, rod length, penetration resistance,

and rod type. The coefficients for each regression analysis were determined to be statistically significant (two-sided p-values less than 0.05). The hammer operation rate was found to have the largest effect on energy transfer, and the rod type categorical variable was found to have the smallest effect on energy transfer. The small ETR difference between the rod type categories was likely due to averaging effects between the database records.

2. Regression analysis through the origin was performed in order to interpret the full effect of the coefficients without the intercept, which is physically a more meaningful approach. Considering a CME hammer operating at 55 BPM, and performing SPTs with a rod length of 50 ft, the regression equation predicted a 77% ETR contribution from the hammer and a 7.5% ETR gain once the drill rods reached a length of 50 ft. If soil penetration resistance of 50 hammer blows (over 1.5 ft) were considered in the equation, this would add an additional 2.5% ETR to the predicted transfer efficiency based on the value of the coefficient.
3. A case study on drill rig CME-3 was performed using both regression models. Each model was able to capture the expected value of hammer efficiency within one standard deviation. The difference between the predicted ETR for each regression model in the case study was 0.5% ETR for the mean value and 1% ETR for the standard deviation. The regression equation that included the intercept was slightly more accurate in predicting energy transfer efficiency.

<u>CME automatic hammer calibration recommendations</u>

1. The range of transfer efficiencies observed between the ALDOT investigation and the SPT database study were from approximately 74% ETR to 96% ETR. Some

of these CME hammers were relatively new and some were slightly older but were considered to be well maintained. This large range of transfer efficiencies shows the importance of calibrating individual drill rigs, as some drill rigs operate well above the 80 % assumed ETR average.

2. Characterizing the hammer transfer efficiency is an important objective of SPT energy measurements. However, it is even more important to have confidence that the operational components of the automatic hammer system are not malfunctioning. As was shown in the literature review, the CME automatic hammer tends to overthrow the drive weight when the hammer operation rate exceeds about 60 BPM. The combination of an increased throw height and reduced cycle time of the lifting lug (faster chain velocity) can cause the drive weight to strike the lifting lug prior to striking anvil. When this happens, the free fall velocity of the drive weight is obstructed by the lifting lug and the kinetic energy of the drive weight is transmitted to the various hammer system components rather than to the top of the anvil. This can permanently damage the drive chain and affect future hammer performance even after the hammer speed is reduced. Thus, performing SPT energy measurements also serves as a measure of quality assurance since energy transfer and hammer operation rate are both monitored during testing.
3. ASTM 4633 recommends calibrating SPT hammers on an annual basis for normal SPT operations. It also recommends that additional testing be performed on important projects that are highly sensitive to SPT N-value results. In light of the ASTM recommendations, it is important to consider that the overall ETR for a

SPT event characterizes the hammer performance for that day under specific testing conditions. As was previously illustrated in Figure 5.5, the CME transfer efficiency was determined to have a COV as high as 10%. This would translate to a standard deviation of 8% ETR if an 80% ETR average was assumed. Although this is somewhat of an extreme example, it justifies the importance of creating a personalized database of energy measurements that are obtained in different types of testing conditions and over an extended period of time. Having a history of energy transfer variation facilitates better decision making with respect N-value normalization and provides an indication of when hammer maintenance should be performed.

4. It is not always financially feasible to obtain force and velocity measurements for every hammer blow during an SPT investigation. The data analysis is rather complicated and the calibration process can be costly and time consuming, especially when calibrating multiple hammer systems is required for a single project. The frequency of these measurements is therefore somewhat restricted. Fortunately, there is an emerging technology designed for SPT hammers that is a cost effective approach to hammer calibration, and one which can almost effortlessly evaluate the hammer efficiency of every hammer blow performed in a SPT boring. This new technology uses proximity switches that measure drive weight kinetic energy just prior to impact. The efficiency of the hammer is determined from these measurements, which is later correlated to the transfer efficiency for N-value normalization. Preliminary research with the prototype model suggests that the measured kinetic energy closely tracks and approximates

the energy transferred to the drill rods, and appears to be a viable method of hammer calibration.

Recommendations for future research

1. Four case studies evaluating the energy reaching the sampler were discussed in the literature review section. Some of these case studies were strictly theoretical and some were based on experimental observations. However, each study concluded that the transferred energy at the top of the drill rods will generally be greater than that measured at the bottom of the rods, and that energy losses for long drill rods should be expected. The primary questions to ask are at what length are extreme energy losses expected, what is the rate of decay, and how do different types of drill rods (different diameters) affect the magnitude of decay for comparative purposes. The author believes that answering these questions would be advantageous to many industries, especially the power industry, which often performs geotechnical borings on the order of hundreds of feet. This type of technology might also improve liquefaction soil analysis and serve earthquake-prone regions very well. Perhaps scientific research could design a small prototype subassembly that is durable and waterproof and that would attach to the sub on top of the split-spoon sampler. The subassembly would require strain gages and small internally-mounted accelerometers which would provide force and velocity measurements for energy calculation. The force and velocity measurements could be temporarily stored on a removable memory chip and later removed for further evaluation.

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APPENDICES

APPENDIX A

ALDOT CALIBRATION CERTIFICATES

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Record of Standard Penetration Test Energy Calibration

For

SE 9122 – Central Mine Equipment 550X ATV

Date of Calibration: April 5th, 2011

Documentation:

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

U.S. 80 Over French Creek
Marengo County, Alabama
BR0008 (528)

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
SE 9122 CME - 550x (ATV)	ALDOT	Russell	B-1	4/5/2011	AW-J	51.6	8.3	3 - 4.5	4 - 8 - 9	14	277	79.1%	3.3
						53.2	13.3	8 - 9.5	3 - 2 - 4	4	280	80.0%	4.5
						51.5	18.3	13 - 14.5	14 - 34 - 40	74	280	80.0%	4.5
						51.7	23.3	18 - 19.5	19 - 34 - 47	87	287	82.0%	2.8
						51.8	28.3	23 - 24.5	23 - 30 - 50	84	288	82.3%	3.6
						52	33.3	28 - 29.5	21 - 32 - 40	70	286	81.7%	3.3
						52.6	38.3	33 - 34.5	18 - 31 - 50	78	291	83.1%	3.9
						52	43.3	38 - 39.5	18 - 30 - 45	74	296	84.6%	5.4
									[d]**Average Measured Energy:**		**287.6**	**82.2%**	
												Overall Average ETR %	

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.

[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

The STDEV function from Excel was utilized to determine the standard deviation.

Calibration Prepared By: JNH Date: 4/5/2011		Statistical Analysis - Overall Coefficient of Variation [e]Energy Transfer Ratio (ETR) COV: **2.21** %

DCN: 01

Location:
East Side of Dual
Bridges - in Median

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RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	BR0008 (528)	**Rig Make / Model:**	CME 550 X
Location:	US 80 over French Crk.	**Rig I.D.:**	SE 9122 (360083)
Date:	4/5/11	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH / WRB	**Hammer Type:**	Auto
Drilling Company:	AlDot	**Rod Size:**	AW J

Boring Identification:	Boring #1	
Geologic Region:	Coastal Plain - Demopolis Chalk (Kd)	
Time Tested:	8-10 AM Approx.	
Drill Rig Operator:	Russell	
SPT Analyzer Serial Number:	4036T	
Instrumented Rod Type / Area:	1.20 in²	
Accelerometer Serial Numbers:	A1: K1569	A2: K1563
Accelerometer Calibration Factors:	A1: 335	A2: 325
Strain Gage Serial Numbers:	F1: 206 AW #1	F2: 206 AW #2
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts	Increment	Misc. Comments
(B) 1A	2.8 + 0.5 + 2.0 5.3	5.3	0' (0 - 1.5)	3	6 in	Did Not Save
				4	12 in	
				7 (11)	18 in	
1B	2.8 + 0.5 + 5.0 8.3	5.3	3' (3 - 4.5)	4	6 in	
				8	12 in	
				9 (17)	18 in	
1C	13.3	5.3	8' (8 - 9.5)	3	6 in	
				2	12 in	
				4 (6)	18 in	
1D	18.3	5.3	13' (13 - 14.5)	14	6 in	
				34	12 in	
				40 (74)	18 in	
1E	23.3	5.3	18' (18 - 19.5)	19	6 in	
				34	12 in	
				47 (81)	18 in	
1F	28.3	5.3	23' (23 - 24.5)	23	6 in	
				30	12 in	
				50 (80)	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

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PAGE #2

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	BR0008 (528)	**Rig Make / Model:**	CME 550 X
Location:	MS 80 OVER FRENCH CRK.	**Rig I.D.:**	SE 9122 (360083)
Date:	4/5/11	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH / WRB	**Hammer Type:**	Auto
Drilling Company:	ALDot	**Rod Size:**	AWJ

Boring Identification:	Boring #1	
Geologic Region:	Coastal Plain - Demopolis Chalk (kd)	
Time Tested:	8-10 AM APPROX	
Drill Rig Operator:	Russell	
SPT Analyzer Serial Number:	4036T	
Instrumented Rod Type / Area:	1.20 in²	
Accelerometer Serial Numbers:	A1: K1569	A2: K1563
Accelerometer Calibration Factors:	A1: 335	A2: 325
Strain Gage Serial Numbers:	F1: 206 AW #1	F2: 206 AW #2
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts	Increment	Misc. Comments
1G	33.3	5.3	28'	21	6 in	
				32	12 in	
			(28-29.5)	40 72	18 in	
1H	38.3	5.3	33'	18	6 in	
				31	12 in	
			(33-34.5)	50 81	18 in	
1i	43.3	5.3	38'	18	6 in	
				30	12 in	
			(38-39.5)	45 75	18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Record of Standard Penetration Test Energy Calibration

For

SE 9299 – Central Mine Equipment 850 Track

Date of Calibration: June 17th, 2011

DCN: 02

Documentation:

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

SPT Testing Clinic # 1
Montgomery County, Alabama
Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
SE 9299 CME - 850 (Track)	ALDOT	J. Mathews	1A	6/17/2011	AW-J	54.4	9.3	4 - 5.5	3 - 3 - 5	8	300	85.7%	2.9
						53.8	14.3	9 - 10.5	4 - 7 - 13	15	277	79.1%	3.1
						54.3	19.3	14 - 15.5	7 - 13 - 20	31	308	88.0%	2.5
						54.9	24.3	19 - 20.5	9 - 18 - 20	38	295	84.3%	1.8
						54.9	29.3	24 - 25.5	11 - 20 - 26	46	307	87.7%	1.1
						54.5	34.3	29 - 30.5	6 - 15 - 19	33	307	87.7%	1.2
						54.7	39.3	34 - 35.5	8 - 15 - 22	37	311	88.9%	1.1
						55.8	44.3	39 - 40.5	8 - 16 - 35	51	312	89.1%	1.3
						56.2	49.3	44 - 45.5	7 - 22 - 34	56	317	90.6%	1.3
									[d]Average Measured Energy:		**307.1**	**87.7%**	

Overall Average ETR %

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.
[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

Statistical Analysis - Overall Coefficient of Variation

Calibration Prepared By: JNH Date: 6/17/2011		[e]Energy Transfer Ratio (ETR) COV: **3.89** %

DCN: 02

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Page #1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Testing Clinic #1	**Rig Make / Model:**	CME 850 Track
Location:	Trotman Road	**Rig I.D.:**	SE 9299
Date:	6/17/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH / WRB	**Hammer Type:**	Automatic
Drilling Company:	ADOT	**Rod Size:**	AWJ

Boring Identification:	1A			
Geologic Region:	Coastal Plain			
Time Tested:	approx. 7:00 AM to 8:30 AM			
Drill Rig Operator:	J. Mathews			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	AWJ - 1.20 in²			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	335	A2:	325
Strain Gage Serial Numbers:	F1:	206 AWJ - 1	F2:	206 AWJ - 2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1A	2.8+0.5 +1.0+5.0 9.3	5.3'	4' (4-5.5)	3	6 in	
				3	12 in	
				5 (8)	18 in	
	14.3'	5.3'	9' (9-10.5)	4	6 in	
				7	12 in	
				13 (20)	18 in	
	19.3'	5.3'	14' (14-15.5)	7	6 in	
				13	12 in	
				20 (33)	18 in	
	24.3'	5.3'	19' (19-20.5)	9	6 in	
				18	12 in	
				20 (38)	18 in	
	29.3'	5.3'	24' (24-25.5)	11	6 in	
				20	12 in	
				26 (46)	18 in	
	34.3'	5.3'	29' (29-30.5)	6	6 in	
				15	12 in	
				19 (34)	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 02

Page #2

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS

3700 Fairground Road Montgomery, Alabama 36110

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Testing Clinic #1	**Rig Make / Model:**	CME 850 Track
Location:	Trotman Rd	**Rig I.D.:**	SE 9299
Date:	6/17/2021	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH / WRB	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	1A			
Geologic Region:	Coastal Plain			
Time Tested:	Approx. 7:00 AM - 830 AM			
Drill Rig Operator:	J. Mathews.			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	AWJ - 1.20 in^2			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	335	A2:	325
Strain Gage Serial Numbers:	F1:	206 AWJ-1	F2:	206 AWJ-2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1A	39.3'	5.3'	34	8	6 in	
				15	12 in	
			(34-35.5)	22 37	18 in	
↓	44.3'	5.3'	39	8	6 in	
				16	12 in	
			(39-40.5)	35 51	18 in	
	49.3'	5.3'	44	7	6 in	
				22	12 in	
			(44-45.5)	34 56	18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 02

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Record of Standard Penetration Test Energy Calibration

For

SE 9445 – Central Mine Equipment 550x ATV

Date of Calibration: June 17th, 2011

DCN: 03

Documentation:

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS

3700 Fairground Road Montgomery, Alabama 36110

SPT Testing Clinic # 1

Montgomery County, Alabama

Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
SE 9445 CME - 550x (ATV)	ALDOT	Dingler	2A	6/17/2011	AW-J	54.1	8.3	4 - 5.5	3 - 3 - 5	8	300	85.7%	1.9
						53.6	13.3	9 - 10.5	3 - 6 - 10	16	316	90.3%	2.3
						53.2	18.3	14 - 15.5	5 - 10 - 16	26	322	92.0%	2.9
						54.2	23.3	19 - 20.5	8 - 13 - 20	32	326	93.1%	1.7
						54.7	28.3	24 - 25.5	11 - 20 - 20	40	341	97.4%	2.1
						54.9	33.3	29 - 30.5	11 - 19 - 28	46	337	96.3%	1.1
						54.8	38.3	34 - 35.5	8 - 13 - 34	47	340	97.1%	1
						54	43.3	39 - 40.5	12 - 18 - 44	62	336	96.0%	1.7
						53.8	48.3	44 - 45.5	12 - 21 - 47	21	338	96.6%	1.3
									[d]Average Measured Energy:		**333.3**	**95.2%**	
												Overall Average ETR %	

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.

[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

Statistical Analysis - Overall Coefficient of Variation

Calibration Prepared By: JNH Date: 6/17/2011		[e]Energy Transfer Ratio (ETR) COV: **4.14** %

DCN: 03

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Page #1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Testing Clinic #1	**Rig Make / Model:**	CME 550 X ATV
Location:	Trotman Road	**Rig I.D.:**	SE 9445
Date:	6/17/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNM / WRB	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	2A			
Geologic Region:	Coastal Plain			
Time Tested:	App. 830 - 930 AM			
Drill Rig Operator:	Dustin			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	AWJ - 1.20 in²			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	335	A2:	325
Strain Gage Serial Numbers:	F1:	206 AWJ-1	F2:	206 AWJ-2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
2A.	2.8 +0.5 +5 8.3'	4.3'	4'	3	6 in	
				3	12 in	
			(4-5.5)	5 8	18 in	
	13.3'	4.3'	9'	3	6 in	
				6	12 in	
			(9-10.5)	10 16	18 in	
	18.3'	4.3'	14'	5	6 in	
				10	12 in	
			(14-15.5)	16 26	18 in	
	23.3'	4.3'	19'	8	6 in	
				13	12 in	
			(19-20.5)	20 33	18 in	
	28.3'	4.3'	24'	11	6 in	
				20	12 in	
			(24-25.5)	20 40	18 in	
	33.3'	4.3'	29'	11	6 in	
				19	12 in	
			(29-30.5)	28 47	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 03

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Page #2

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Testing Clinic #1	**Rig Make / Model:**	CME 550 x ATV
Location:	Trotman Road	**Rig I.D.:**	SE 9445
Date:	6/17/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNM / WRB	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	2A			
Geologic Region:	Coastal Plain			
Time Tested:	approx. 830 - 930 AM			
Drill Rig Operator:	Dinsler			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	AWJ - 1.20 in²			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	385	A2:	325
Strain Gage Serial Numbers:	F1:	206 AWJ-1	F2:	206 AWJ-2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
2A	38.3'	4.3'	34'	8	6 in	
				13	12 in	
			(34-35.5)	34 47	18 in	
↓	43.3'	4.3'	39'	12	6 in	
				18	12 in	
			(39-40.5)	44 62	18 in	
	48.3'	4.3'	44'	12	6 in	
				21	12 in	
			(44-45.5)	47 68	18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Record of Standard Penetration Test Energy Calibration

For

ST 11151 – Central Mine Equipment 55 Truck Mount

Date of Calibration: July 8th, 2011

DCN: 04

Documentation:

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS

3700 Fairground Road Montgomery, Alabama 36110

SPT Testing Clinic # 2

Montgomery County, Alabama

Near Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
ST 11151 CME - 55 (Truck)	ALDOT	J. Mathews	1A	7/8/2011	AWJ	52.5	18.3	14 - 15.5	2 - 4 - 7	10	308	88.0%	3
						52.2	23.3	19 - 20.5	5 - 8 - 4	10	307	87.7%	4.3
						52.3	28.3	24 - 25.5	15 - 21 - 27	46	311	88.9%	1.2
						52	33.3	29 - 30.4	24 - 32 - 50/0.4'	79	325	92.9%	1.9
						51.9	38.3	34 - 35.5	15 - 24 - 40	61	323	92.3%	1
						51.9	43.3	39 - 39.9	39 - 50/0.4'	51	335	95.7%	1.7
									[d]Average Measured Energy:		**322.6**	**92.2%** Overall Average ETR %	

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.

[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

Statistical Analysis - Overall Coefficient of Variation

Calibration Prepared By: JNH Date: 7/8/2011		[e]Energy Transfer Ratio (ETR) COV: **3.49** %

DCN: 04

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS

3700 Fairground Road Montgomery, Alabama 36110

Page #1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Test clinic #2	**Rig Make / Model:**	CME 55 Truck
Location:	Montgomery, AL.	**Rig I.D.:**	ST-11151
Date:	7/8/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH	**Hammer Type:**	Automatic
Drilling Company:	AlDot	**Rod Size:**	AWJ

Boring Identification:	Boring 1-A			
Geologic Region:	Coastal Plain			
Time Tested:	7:30 AM - 9:30 AM			
Drill Rig Operator:	J. Mathews			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	$1.20 in^2$			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	335	A2:	325
Strain Gage Serial Numbers:	F1:	206 AWJ-1	F2:	206 AWJ-2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1A-1	2.8+0.5 +5.0' 8.3'	4.3'	4' (4-5.5)	5	6 in	Questionable Data
				2	12 in	
				2 (4)	18 in	
Skip Sample (WOH)	13.3'	4.3'	9' (9-10.5)		6 in	
				W.O.H.	12 in	
					18 in	
1A-2	18.3'	4.3'	14' (14-15.5')	2	6 in	Drop Height ≈ 30"
				4	12 in	
				7 (11)	18 in	
1A-3	23.3'	4.3'	19' (19-20.5)	5	6 in	
				8	12 in	
				4 (12)	18 in	
1A-4	28.3'	4.3'	24' (24-25.5)	15	6 in	
				21	12 in	
				27 (48)	18 in	
1A-5	33.3'	4.3'	29' (29-30.4')	24	6 in	Drop Height ≈ 30"
				32	12 in	
				50/0.4' (100)	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 04

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Page #2

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Test Clinic #2	**Rig Make / Model:**	CME 55 Truck
Location:	Montgomery, AL	**Rig I.D.:**	ST-11151
Date:	7/8/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	Boring 1-~~B~~ A		
Geologic Region:	Coastal Plain		
Time Tested:	7:30 am - 12:00 pm		
Drill Rig Operator:	J. Mathews		
SPT Analyzer Serial Number:	4036T		
Instrumented Rod Type / Area:	1.20 in^2		
Accelerometer Serial Numbers:	A1: K1569	A2: K1563	
Accelerometer Calibration Factors:	A1: 335	A2: 325	
Strain Gage Serial Numbers:	F1: 206 Awj-1	F2: 206 Awj-2	
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5	

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1A-6	38.3	4.3'	34'	15	6 in	
				24	12 in	
			(34-35.5)	40 64	18 in	
1A-7	43.3	4.3'	39'	39	6 in	Drop Height ≈ 30"
				50/0.4' 100	12 in	
			(39-39.9)		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Record of Standard Penetration Test Energy Calibration

For

ST 11152 – Central Mine Equipment 55 Truck Mount

Date of Calibration: July 8th, 2011

DCN: 05

Documentation:

Alabama Department of Transportation

BUREAU OF MATERIALS & TESTS

3700 Fairground Road Montgomery, Alabama 36110

SPT Testing Clinic # 2

Montgomery County, Alabama

Near Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
ST 11152 CME - 55 (Truck)	ALDOT	J. Mathews	1B	7/8/2011	AWJ	52.5	18.3	14 - 15.5	3 - 3 - 5	7	318	90.9%	2
						53.3	23.3	19 - 20.5	3 - 5 - 5	10	322	92.0%	2
						53.1	28.3	24 - 25.5	13 - 27 - 35	83	340	97.1%	1.5
						52.6	33.3	29 - 30.5	13 - 21 - 39	59	333	95.1%	1.4
						53	38.3	34 - 35.5	24 - 38 - 50	92	339	96.9%	1.2
						53.2	43.3	39 - 39.9	24 - 50/0.4'	49	335	95.7%	1.6
									[d]Average Measured Energy:		**336.4**	**96.1%**	

Overall Average ETR %

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.

[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

Statistical Analysis - Overall Coefficient of Variation

Calibration Prepared By: JNH Date: 7/9/2011		[e]Energy Transfer Ratio (ETR) COV: **2.71** %

DCN: 05

Alabama Department of Transportation
BUREAU OF MATERIALS & TESTS
3700 Fairground Road Montgomery, Alabama 36110

Page # 1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Test clinic # 2	**Rig Make / Model:**	CME 55 Truck
Location:	Montgomery, AL	**Rig I.D.:**	ST 11152
Date:	7/8/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNM	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	AWJ

Boring Identification:	Boring 1B		
Geologic Region:	Coastal Plain		
Time Tested:	10:00 AM - 12:00 PM		
Drill Rig Operator:	J. Mathews		
SPT Analyzer Serial Number:	4036T		
Instrumented Rod Type / Area:	1.20 in^2		
Accelerometer Serial Numbers:	A1: K1569	A2: K1563	
Accelerometer Calibration Factors:	A1: 335	A2: 325	
Strain Gage Serial Numbers:	F1: 206 AWJ-1	F2: 206 AWJ-2	
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5	

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1B-1	2.8 + 1 + 0.5 + 5 9.3'	5.3'	4' (4-5.5)	2	6 in	Won't use Data Due
				1	12 in	
				2 3	18 in	
1B-2	2.8 + 0.5 + 10 13.3'	4.3'	9' (9-10.5)	1	6 in	to Very Low Blow Counts
				1	12 in	
				2 3	18 in	
1B-3	18.3'	4.3'	14' (14-15.5)	3	6 in	
				3	12 in	
				5 8	18 in	
1B-4	23.3'	4.3'	19' (19-20.5)	3	6 in	Drop Height ≈ 30"
				5	12 in	
				5 10	18 in	
1B-5	28.3'	4.3'	24' (24-25.5)	13	6 in	
				27	12 in	
				35 62	18 in	
1B-6	33.3'	4.3'	29' (29-30.5)	13	6 in	Drop Height ≈ 30"
				21	12 in	
				39 60	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 05

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Page #2

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	Test Clinic #2	**Rig Make / Model:**	CME 55 Truck
Location:	Montgomery, AL	**Rig I.D.:**	ST 11152
Date:	7/8/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	Awj

Boring Identification:	Boring 1B			
Geologic Region:	Coastal Plain			
Time Tested:	10:00 AM - 12:00 PM			
Drill Rig Operator:	J. Mathews.			
SPT Analyzer Serial Number:	4036T			
Instrumented Rod Type / Area:	1.20 in²			
Accelerometer Serial Numbers:	A1:	K1569	A2:	K1563
Accelerometer Calibration Factors:	A1:	335	A2:	325
Strain Gage Serial Numbers:	F1:	206 Awj-1	F2:	206 Awj-2
Strain Gage Calibration Factors:	F1:	210.54	F2:	211.5

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
1B-7	38.3'	4.3'	34'	24	6 in	
				38	12 in	
			(34-35.5)	50	18 in	
1B-8	43.3'	4.3'	39'	24	6 in	Drop Height
				50/0.4'	12 in	≈30"
			(39-39.9)		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 05

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Record of Standard Penetration Test Energy Calibration

For

SE 9050 – Central Mine Equipment 550X ATV

Date of Calibration: July 12th, 2011

DCN: 06

Documentation:

Alabama Department of Transportation

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231 Bypass HPP-0035 (10)
Montgomery County, Alabama
Near Trotman Road

Automatic Hammer Serial Number and Rig Model	Rig Owner	Rig Operator	Boring No. Tested	Date Tested	Drill Rod Size	Average Hammer Operation Rate (BPM)	Drill Rod Length (ft) (LE)	Sample Depth (feet)	SPT Blow Count (blows per six inches) (From Boring Log)	[a]No. of Blows Analyzed (From PDIPLOT)	[b]Average Measured Energy (Average EFV) (ft-lbs)	[c]Energy Transfer Ratio (%) (Average ETR)	ETR Standard Deviation (From PDIPLOT)
SE 9050 CME - 550X (ATV)	ALDOT	K.Drake	B22	7/12/2011	AW-J	51.3	8.3	4 - 5.5	1 - 3 - 4	7	277	79.1%	8.1
						52.5	13.3	8 - 9.5	2 - 3 - 5	9	306	87.4%	2.8
						53.3	18.3	14 - 15.5	2 - 3 - 3	6	308	88.0%	4.1
						51.9	23.3	19 - 20.5	5 - 5 - 10	19	326	93.1%	2.7
						52.6	28.3	24 - 25.5	3 - 9 - 21	30	325	92.9%	3
						53	33.3	29 - 30.5	5 - 17 - 32	49	326	93.1%	2.5
						53.3	38.3	34 - 35.5	5 - 13 - 24	38	330	94.3%	2.5
						53.3	43.3	39 - 40.4	6 - 30 - 50/0.4'	71	333	95.1%	2.9
									[d]Average Measured Energy:		**325.9**	**93.1%**	

Overall Average ETR %

[a]Energy results for SPT sampling are averaged and reported for hammer impacts during the final 1 ft of driving, which relates to the observed N-value. In some cases, certain blows produce poor quality data and were not used to calculate the Average Measured Energy. This may result in less blows evalutated for ETR than what is shown on the boring logs.

[b]Measured Energy is based on the EFV method, as outlined in ASTM D4633-10, for each blow recorded by the SPT Analyzer.

[c]Energy Transfer Ratio is the Measured Energy divided by the theoretical SPT energy of 350 foot-pounds (140 pound hammer falling 2.5 feet).

The average EFV and ETR values may differ slightly and insignificantly from those in the PDIPLOT tables due to roundoff.

[d]The overall Average Measured Energy is calculated by taking the weighted average of the number of hammer blows analyzed (last 1 ft) and the Average Measured Energy for each sample depth tested.

[e]ETR COV determined by calculating the overall standard deviation for the average ETR per sample depth (c) and then dividing by the overall average ETR.

Statistical Analysis - Overall Coefficient of Variation

Calibration Prepared By: JNH Date: 7/12/2011		[e]Energy Transfer Ratio (ETR) COV: **5.74** %

DCN: 06

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Page #1

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	331 Bypass 4PP-0035 (10)	**Rig Make / Model:**	CME 550X
Location:	Montgomery, AL	**Rig I.D.:**	SF 9050
Date:	7/12/2011	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	Awj

Boring Identification:	B-22		
Geologic Region:	Coastal Plain		
Time Tested:	7/11 to 7/12 - to 9:30 AM		
Drill Rig Operator:	Kieth Drake		
SPT Analyzer Serial Number:	4036T		
Instrumented Rod Type / Area:	1.20 in ^{2}		
Accelerometer Serial Numbers:	A1: K1569	A2: K1563	
Accelerometer Calibration Factors:	A1: 335	A2: 325	
Strain Gage Serial Numbers:	F1: 206 Awj-1	F2: 206 Awj-2	
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5	

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
B22-1	2.8+0.5 +5 8.3'	4.3'	4' (4-5.5)	1	6 in	After Shelby
				3	12 in	
				4 (7)	18 in	
B22-2	13.3'	5.3'	8' (8-9.5)	2	6 in	After Shelby
				3	12 in	
				5 (8)	18 in	
B22-3	18.3'	4.3'	14' (14-15.5)	2	6 in	~~After Shelby~~ * No Data * Recorded
				3	12 in	
				3 (6)	18 in	
B22-4	23.3'	4.3'	19' (19-20.5)	5	6 in	
				5	12 in	
				10 (15)	18 in	
B22-5	28.3'	4.3'	24' (24-25.5)	3	6 in	Drop Height ≈ 30"
				9	12 in	
				21 (30)	18 in	
B22-6	33.3'	4.3'	29' (29-30.5)	5	6 in	
				17	12 in	
				32 (49)	18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

DCN: 06

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PAGE #2

RECORD OF SPT ENERGY MEASUREMENTS

Project Name:	231 Bypass HPP-0035 (10)	**Rig Make / Model:**	CME 550X
Location:	Montgomery, AL	**Rig I.D.:**	SE 9850
Date:	7/12/11	**Hammer Serial No.:**	N/A
SPT Inspector:	JNH	**Hammer Type:**	Automatic
Drilling Company:	ALDOT	**Rod Size:**	Awj

Boring Identification:	B-22		
Geologic Region:	Coastal Plain		
Time Tested:	7/11 to 7/12 to 9:30 Am		
Drill Rig Operator:	Keith Drake		
SPT Analyzer Serial Number:	4036T		
Instrumented Rod Type / Area:	1.20 in 2		
Accelerometer Serial Numbers:	A1: K1569	A2: K1563	
Accelerometer Calibration Factors:	A1: 335	A2: 325	
Strain Gage Serial Numbers:	F1: 206 Awj-1	F2: 206 Awj-2	
Strain Gage Calibration Factors:	F1: 210.54	F2: 211.5	

Analyzer File Name (Boring No. plus Subdesignation)	Rod Length (FT)	Measured S.U. (FT)	Calculated Start Depth (FT)	Hammer Blow Counts (Provided By Others)	Increment	Misc. Comments
B22-7	38.3'	4.3'	34'	5	6 in	
				13	12 in	
			(34-35.5)	24 37	18 in	
B22-8	43.3'	4.3'	39'	6	6 in	
				30	12 in	
			(39-40.4)	50/0.4' 92	18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	
					6 in	
					12 in	
			( )		18 in	

**Rod Length: Total Length From Gages to Tip of Sampler*

**Measured S.U.: Measured Drill Rod Stick Up From Ground Surface to Location of Gages*

**Calculated Start Depth: Rod Length Minus Measured Stick Up*

Instrumented Subassembly Length: 2 ft

Length Below Gages: 0.5 ft

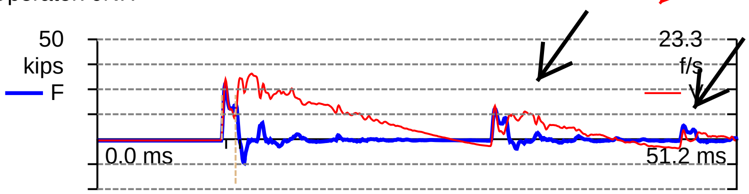
DCN: 06

APPENDIX B

FORCE AND VELOCITY TRACES FOR SE9299

Secondary Hammer Impacts

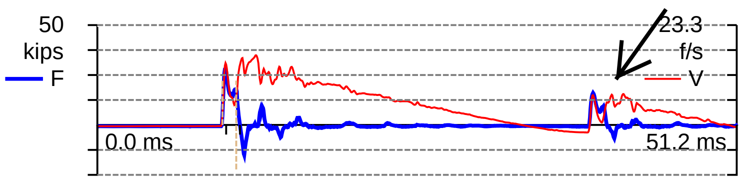
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 1
6/17/2011 6:42:38 AM

LP	4.00	ft	LE	9.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.207	k-ft	WS	16,807.9	f/s
E2E	0.180	k-ft	2L/c	1.10	ms
EMX	0.270	k-ft	EA/c	2.1	ksec/ft
ETR	77.3	(%)	FR	20.000	kHz

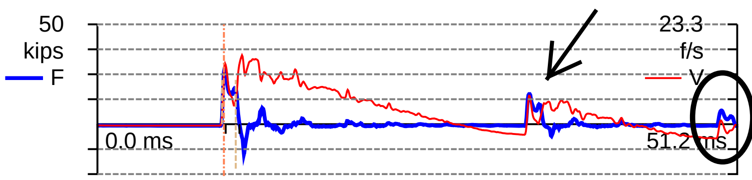
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 2
6/17/2011 6:42:39 AM

LP	4.00	ft	LE	9.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.220	k-ft	WS	16,807.9	f/s
E2E	0.195	k-ft	2L/c	1.10	ms
EMX	0.265	k-ft	EA/c	2.1	ksec/ft
ETR	75.6	(%)	FR	20.000	kHz

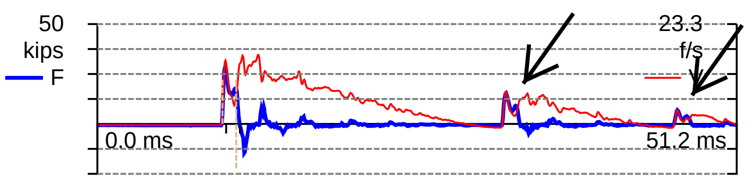
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 3
6/17/2011 6:42:40 AM

LP	4.00	ft	LE	9.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.91	[]	SP	0.492	k/ft3
EF2	0.217	k-ft	WS	16,807.9	f/s
E2E	0.191	k-ft	2L/c	1.10	ms
EMX	0.247	k-ft	EA/c	2.1	ksec/ft
ETR	70.6	(%)	FR	20.000	kHz

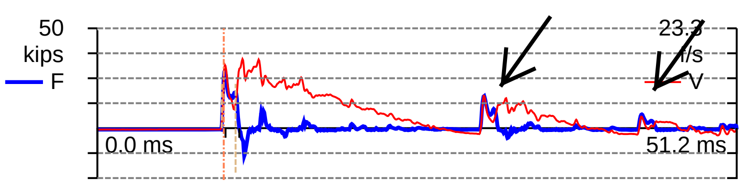
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 4
6/17/2011 6:42:41 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.219	k-ft	WS	16,807.9	f/s
E2E	0.197	k-ft	2L/c	1.10	ms
EMX	0.285	k-ft	EA/c	2.1	ksec/ft
ETR	81.6	(%)	FR	20.000	kHz

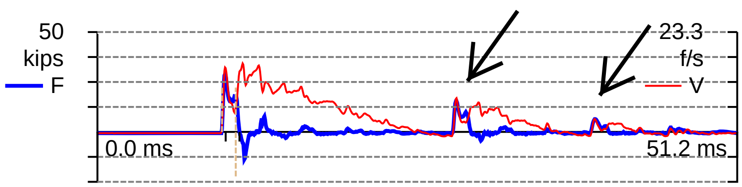
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 5
6/17/2011 6:42:42 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.91	[]	SP	0.492	k/ft3
EF2	0.224	k-ft	WS	16,807.9	f/s
E2E	0.197	k-ft	2L/c	1.10	ms
EMX	0.290	k-ft	EA/c	2.1	ksec/ft
ETR	82.7	(%)	FR	20.000	kHz

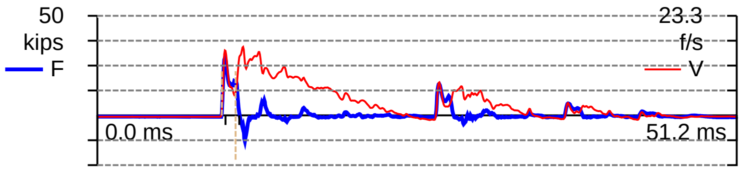
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 6
6/17/2011 6:42:43 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.226	k-ft	WS	16,807.9	f/s
E2E	0.200	k-ft	2L/c	1.10	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

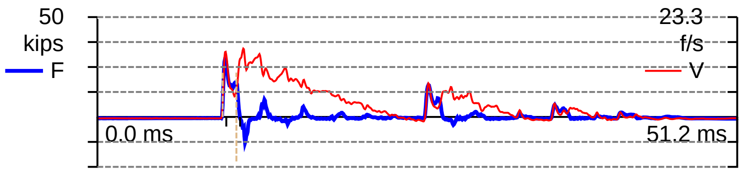
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 7
6/17/2011 6:42:45 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.221	k-ft	WS	16,807.9	f/s
E2E	0.200	k-ft	2L/c	1.10	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

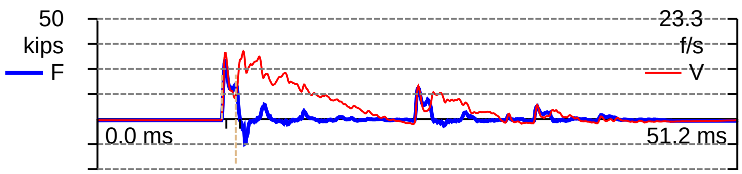
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 8
6/17/2011 6:42:46 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.225	k-ft	WS	16,807.9	f/s
E2E	0.205	k-ft	2L/c	1.10	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

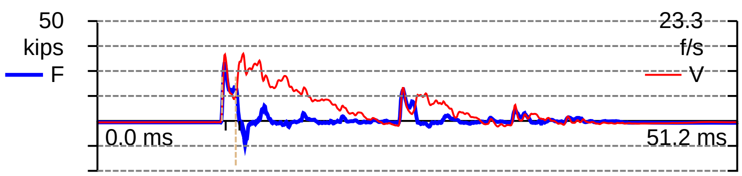
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 9
6/17/2011 6:42:47 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.223	k-ft	WS	16,807.9	f/s
E2E	0.201	k-ft	2L/c	1.10	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

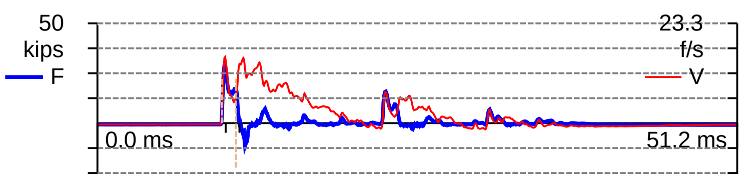
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 10
6/17/2011 6:42:48 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.219	k-ft	WS	16,807.9	f/s
E2E	0.204	k-ft	2L/c	1.10	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

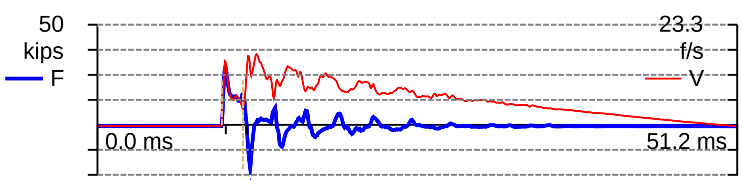
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 11
6/17/2011 6:42:49 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.222	k-ft	WS	16,807.9	f/s
E2E	0.203	k-ft	2L/c	1.10	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

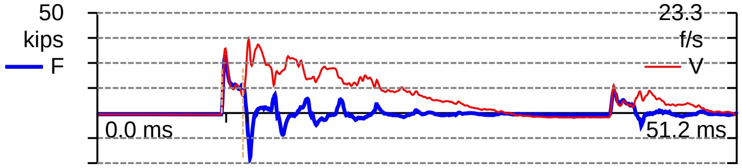


BN 12
6/17/2011 6:50:12 AM

LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.254	k-ft	WS	16,807.9	f/s
E2E	0.243	k-ft	2L/c	1.69	ms
EMX	0.261	k-ft	EA/c	2.1	ksec/ft
ETR	74.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

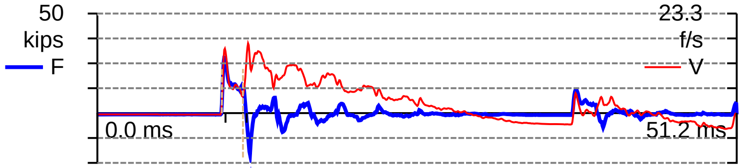
BN 13
6/17/2011 6:50:13 AM



LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	17.3	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.258	k-ft	EA/c	2.1	ksec/ft
ETR	73.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

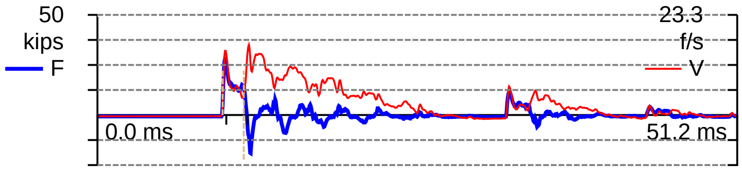
BN 14
6/17/2011 6:50:15 AM



LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.243	k-ft	2L/c	1.69	ms
EMX	0.257	k-ft	EA/c	2.1	ksec/ft
ETR	73.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

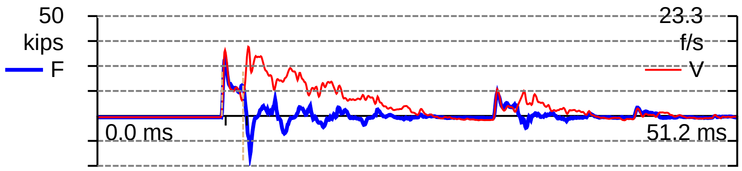
BN 15
6/17/2011 6:50:16 AM



LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.255	k-ft	WS	16,807.9	f/s
E2E	0.246	k-ft	2L/c	1.69	ms
EMX	0.283	k-ft	EA/c	2.1	ksec/ft
ETR	80.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

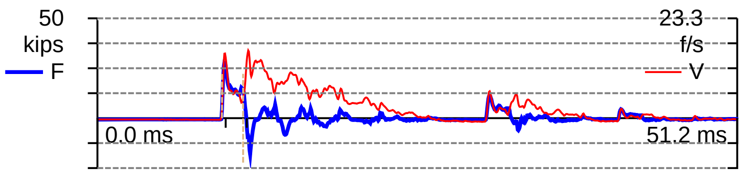
BN 16
6/17/2011 6:50:17 AM



LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.256	k-ft	WS	16,807.9	f/s
E2E	0.245	k-ft	2L/c	1.69	ms
EMX	0.280	k-ft	EA/c	2.1	ksec/ft
ETR	79.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

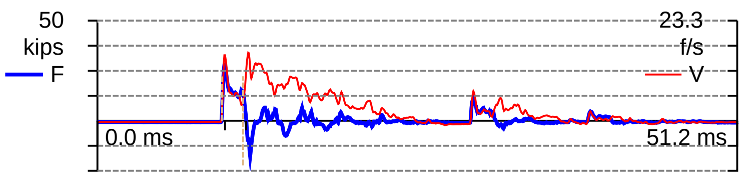
BN 17
6/17/2011 6:50:18 AM



LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.280	k-ft	EA/c	2.1	ksec/ft
ETR	80.0	(%)	FR	20.000	kHz

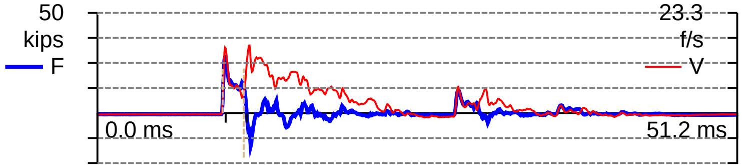
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 18
6/17/2011 6:50:19 AM



LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.282	k-ft	EA/c	2.1	ksec/ft
ETR	80.7	(%)	FR	20.000	kHz

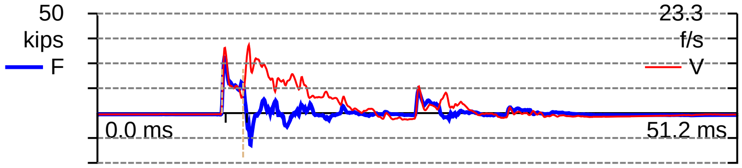
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 19
6/17/2011 6:50:20 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.247	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.283	k-ft	EA/c	2.1	ksec/ft
ETR	80.7	(%)	FR	20.000	kHz

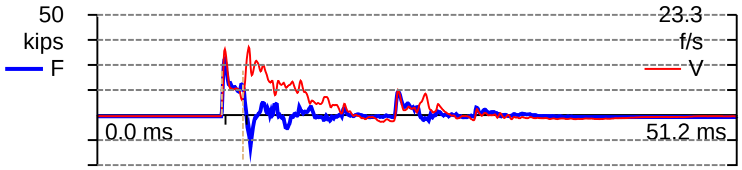
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 20
6/17/2011 6:50:21 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.239	k-ft	2L/c	1.69	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.2	(%)	FR	20.000	kHz

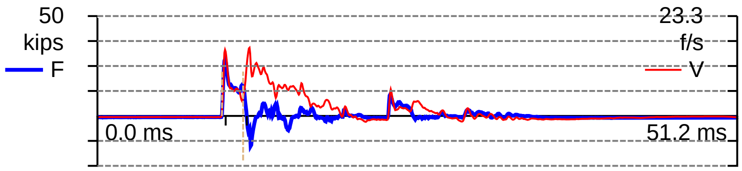
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 21
6/17/2011 6:50:22 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	81.9	(%)	FR	20.000	kHz

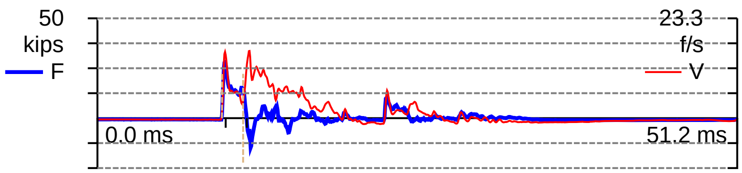
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 22
6/17/2011 6:50:23 AM

LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.252	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.290	k-ft	EA/c	2.1	ksec/ft
ETR	82.9	(%)	FR	20.000	kHz

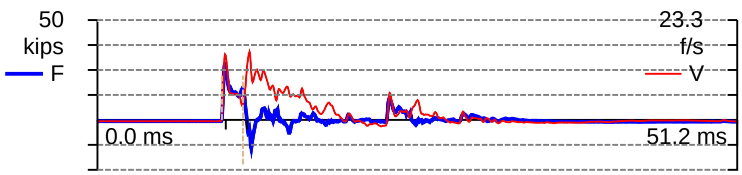
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 23
6/17/2011 6:50:24 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.237	k-ft	2L/c	1.69	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.1	(%)	FR	20.000	kHz

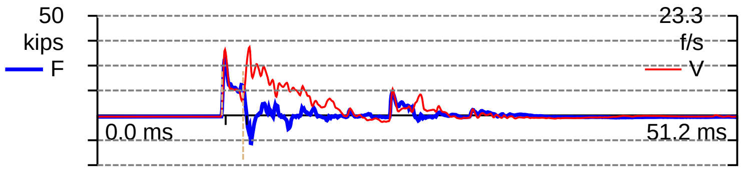
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 24
6/17/2011 6:50:26 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.235	k-ft	2L/c	1.69	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

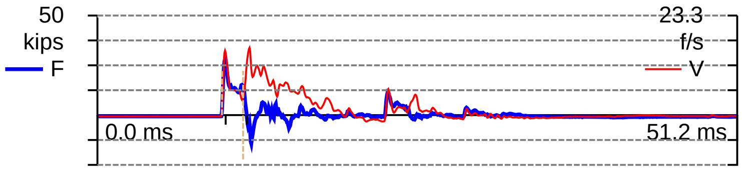
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 25
6/17/2011 6:50:27 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.251	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.293	k-ft	EA/c	2.1	ksec/ft
ETR	83.7	(%)	FR	20.000	kHz

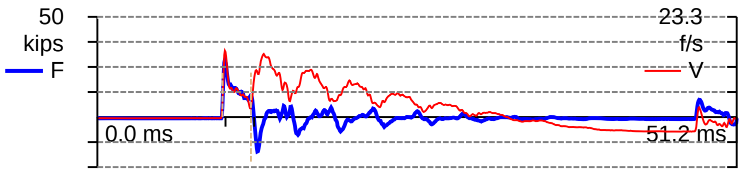
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 26
6/17/2011 6:50:28 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.242	k-ft	WS	16,807.9	f/s
E2E	0.231	k-ft	2L/c	1.69	ms
EMX	0.286	k-ft	EA/c	2.1	ksec/ft
ETR	81.7	(%)	FR	20.000	kHz

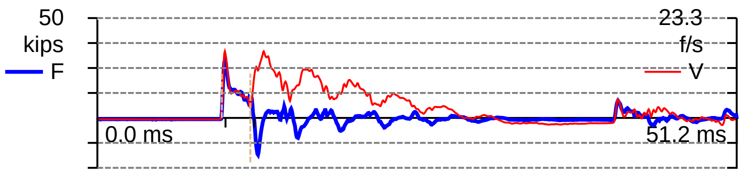
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 27
6/17/2011 6:56:53 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.272	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.279	k-ft	EA/c	2.1	ksec/ft
ETR	79.8	(%)	FR	20.000	kHz

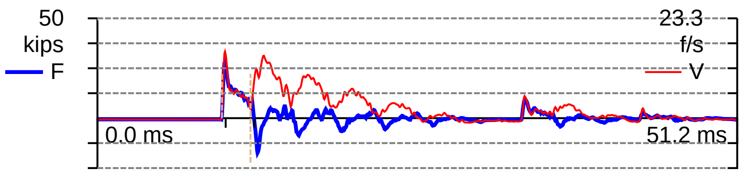
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 28
6/17/2011 6:56:54 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.275	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.28	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.3	(%)	FR	20.000	kHz

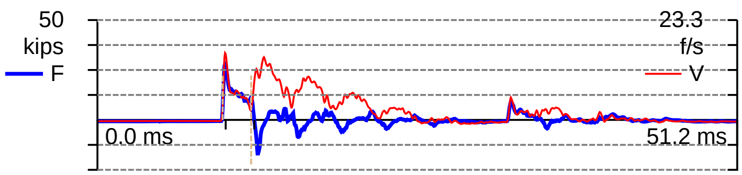
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 29
6/17/2011 6:57:02 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.285	k-ft	EA/c	2.1	ksec/ft
ETR	81.3	(%)	FR	20.000	kHz

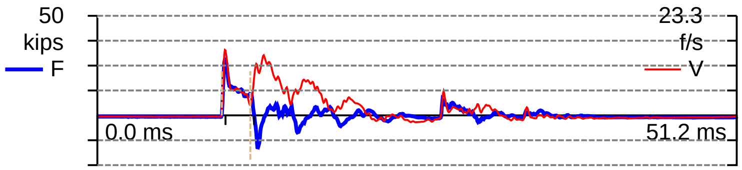
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 30
6/17/2011 6:57:03 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.277	k-ft	2L/c	2.28	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

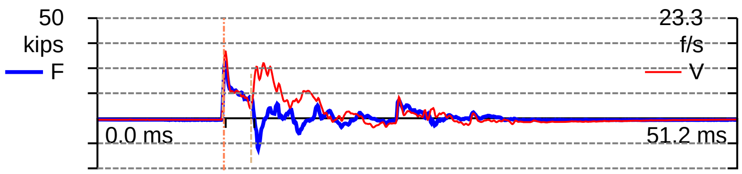
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 31
6/17/2011 6:57:04 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.3	(%)	FR	20.000	kHz

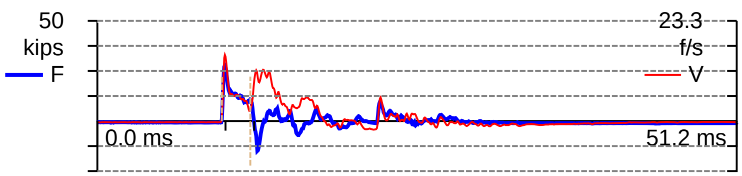
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 32
6/17/2011 6:57:05 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.265	k-ft	WS	16,807.9	f/s
E2E	0.269	k-ft	2L/c	2.28	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.6	(%)	FR	20.000	kHz

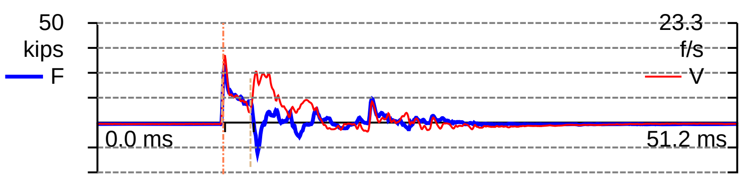
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 33
6/17/2011 6:57:07 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.261	k-ft	WS	16,807.9	f/s
E2E	0.262	k-ft	2L/c	2.28	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.4	(%)	FR	20.000	kHz

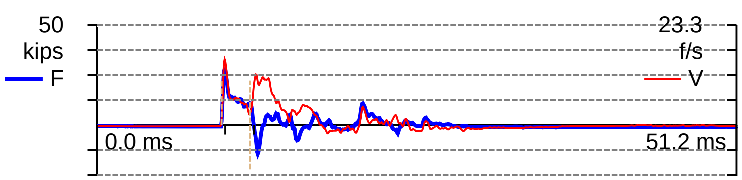
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 34
6/17/2011 6:57:08 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.269	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

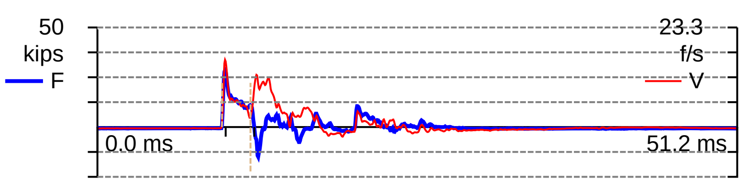
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 35
6/17/2011 6:57:09 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.2	(%)	FR	20.000	kHz

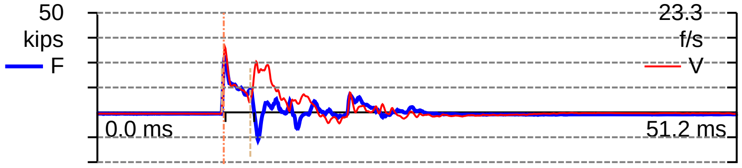
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 36
6/17/2011 6:57:10 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.276	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

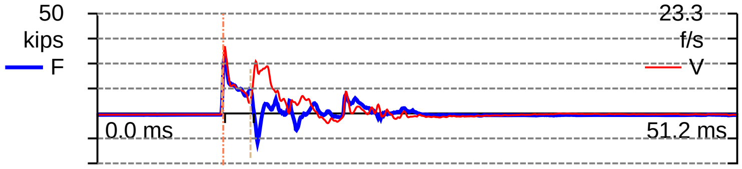
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 37
6/17/2011 6:57:11 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.265	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

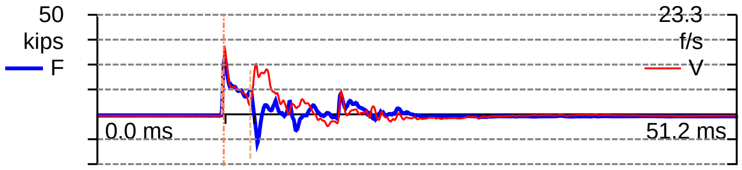
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 38
6/17/2011 6:57:12 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.276	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

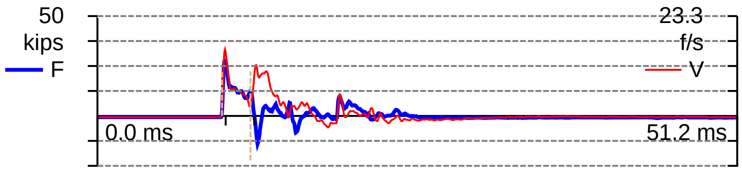
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 39
6/17/2011 6:57:13 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

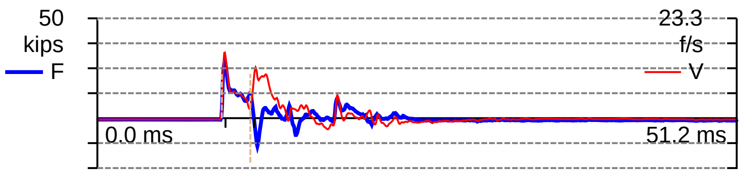
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 40
6/17/2011 6:57:14 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.270	k-ft	2L/c	2.28	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

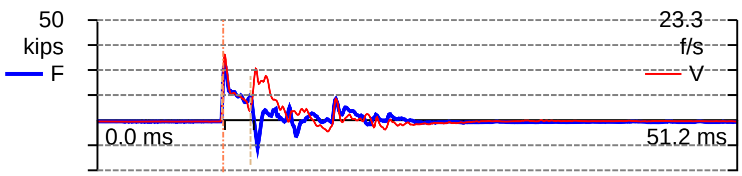
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 41
6/17/2011 6:57:15 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

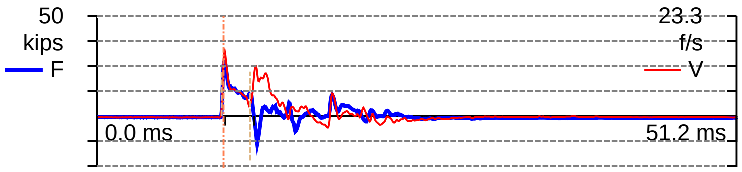
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 42
6/17/2011 6:57:16 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.268	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.2	(%)	FR	20.000	kHz

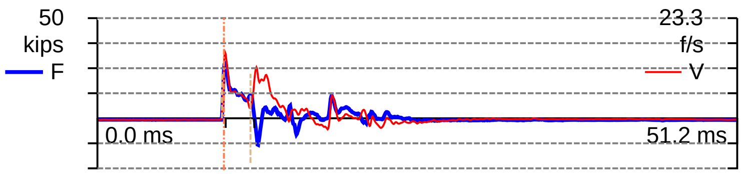
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 43
6/17/2011 6:57:17 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.260	k-ft	WS	16,807.9	f/s
E2E	0.261	k-ft	2L/c	2.28	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.2	(%)	FR	20.000	kHz

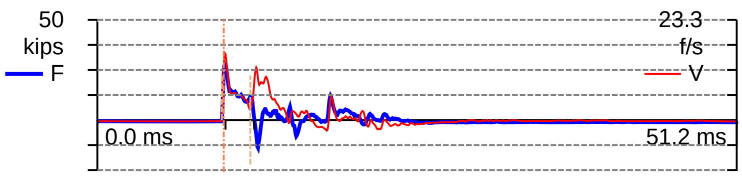
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 44
6/17/2011 6:57:18 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

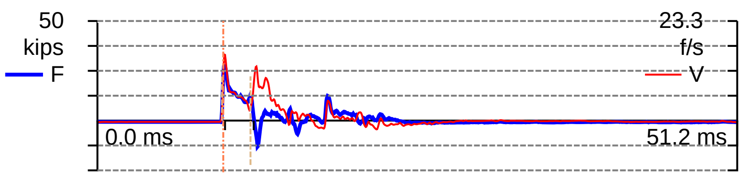
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 45
6/17/2011 6:57:20 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

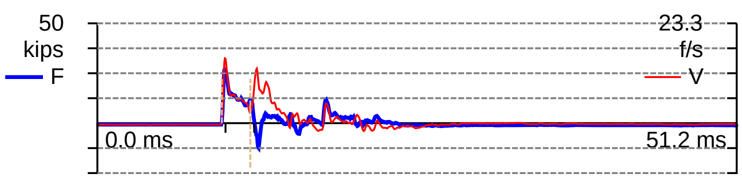
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 46
6/17/2011 6:57:21 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

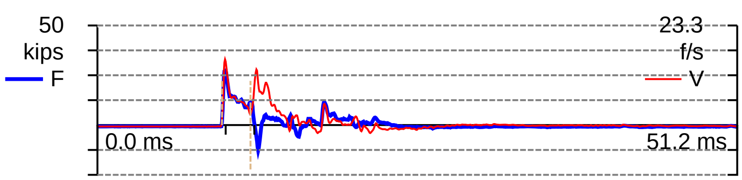
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 47
6/17/2011 6:57:22 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.262	k-ft	2L/c	2.28	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

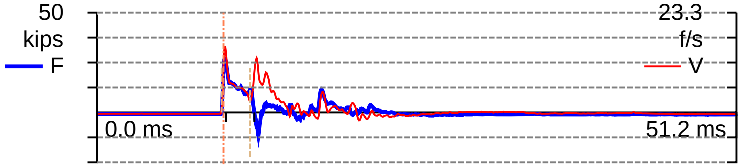
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 48
6/17/2011 6:57:23 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.269	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

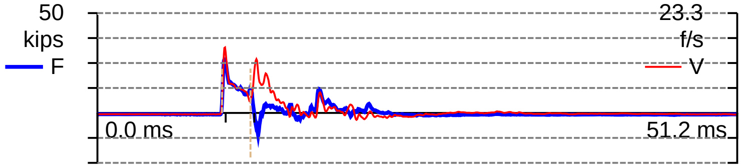
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 49
6/17/2011 6:57:24 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.265	k-ft	2L/c	2.28	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

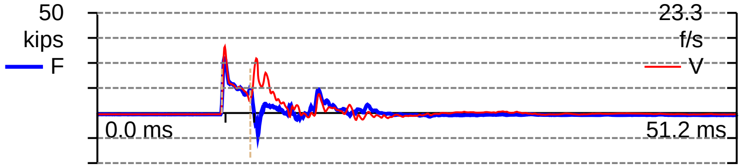
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 50
6/17/2011 6:57:25 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.264	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

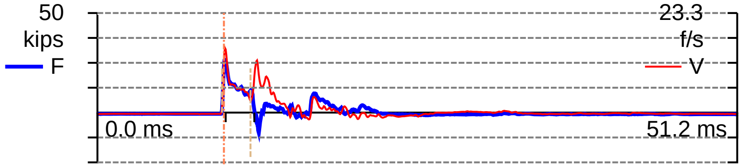
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 51
6/17/2011 6:57:26 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

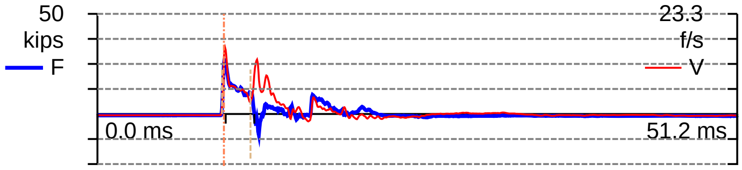
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 52
6/17/2011 6:57:27 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.257	k-ft	WS	16,807.9	f/s
E2E	0.260	k-ft	2L/c	2.28	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

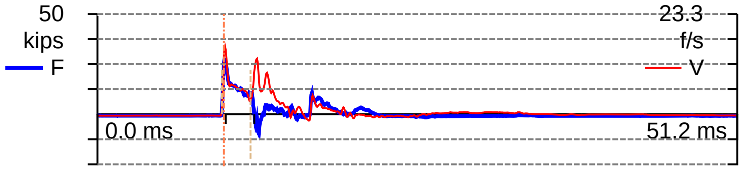
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 53
6/17/2011 6:57:28 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

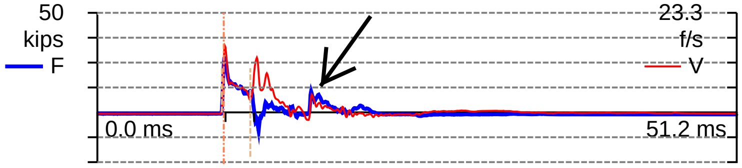
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 54
6/17/2011 6:57:29 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.28	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	93.0	(%)	FR	20.000	kHz

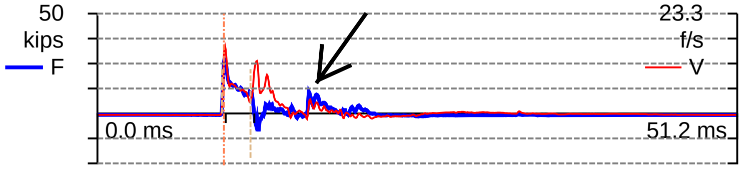
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 55
6/17/2011 6:57:30 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

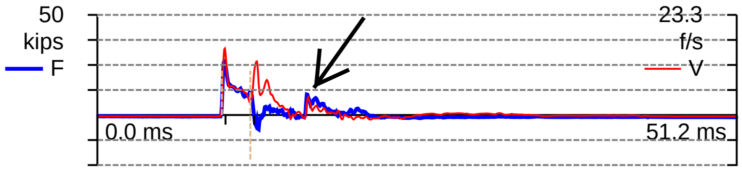
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 56
6/17/2011 6:57:31 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

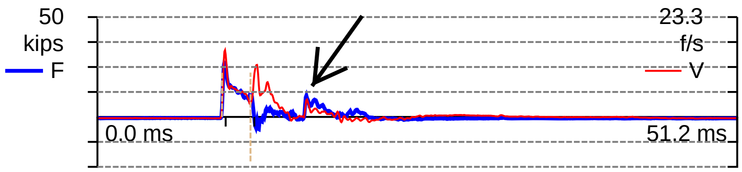
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 57
6/17/2011 6:57:33 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.269	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

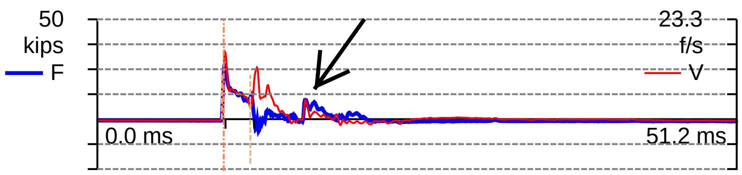
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 58
6/17/2011 6:57:34 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.28	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

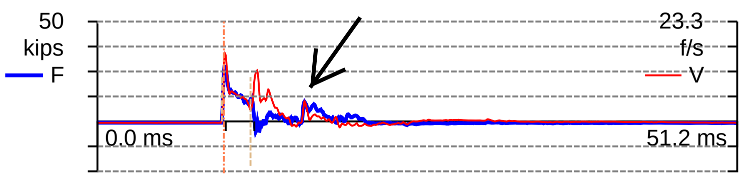
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 59
6/17/2011 6:57:35 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

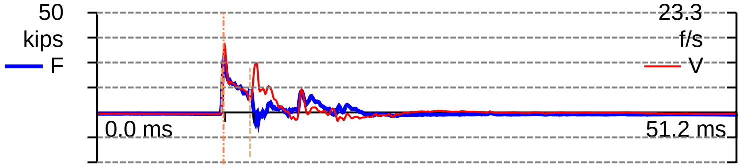
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 60
6/17/2011 6:57:36 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.28	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.4	(%)	FR	20.000	kHz

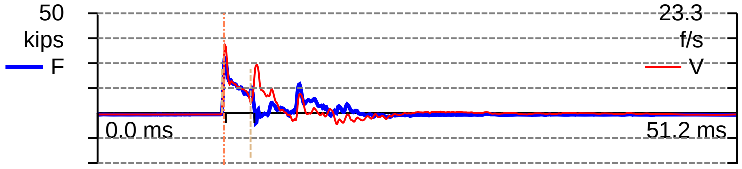
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 61
6/17/2011 6:57:37 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

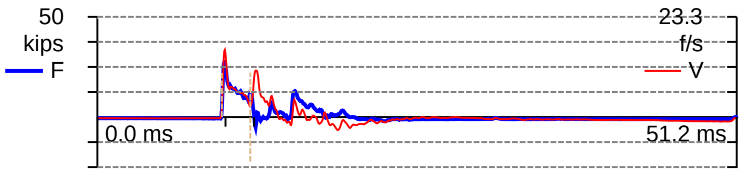
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 62
6/17/2011 6:57:38 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.277	k-ft	2L/c	2.28	ms
EMX	0.328	k-ft	EA/c	2.1	ksec/ft
ETR	93.8	(%)	FR	20.000	kHz

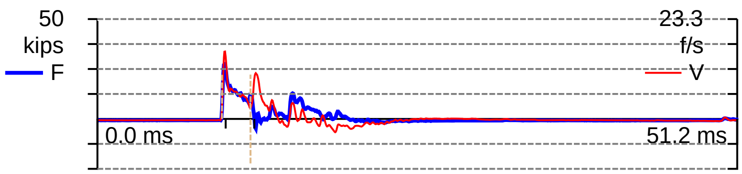
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 63
6/17/2011 6:57:39 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.264	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

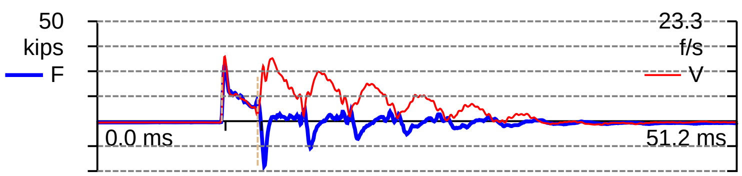
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 64
6/17/2011 6:57:40 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.28	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

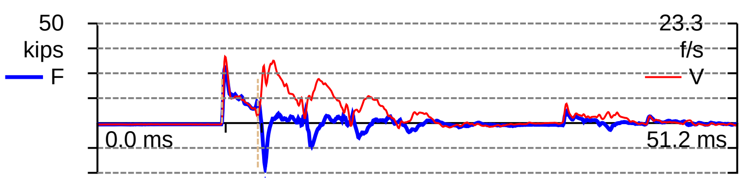
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 65
6/17/2011 7:05:17 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.4	(%)	FR	20.000	kHz

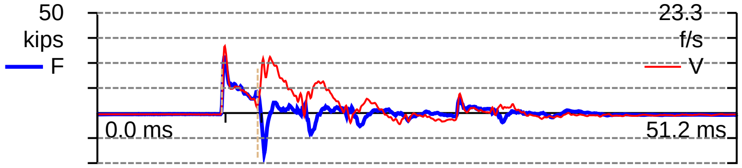
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 66
6/17/2011 7:05:18 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	85.9	(%)	FR	20.000	kHz

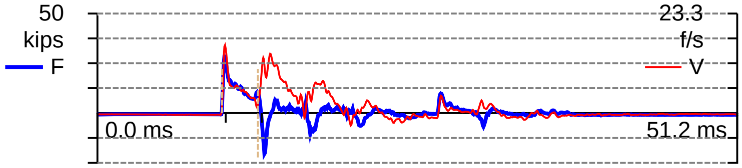
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 67
6/17/2011 7:05:19 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.293	k-ft	EA/c	2.1	ksec/ft
ETR	83.7	(%)	FR	20.000	kHz

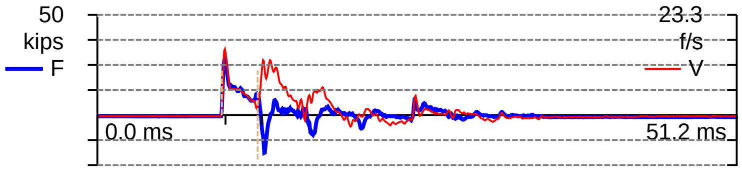
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 68
6/17/2011 7:05:20 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

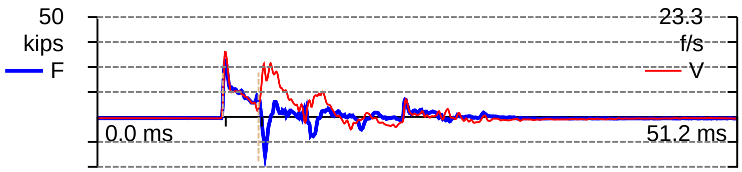
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 69
6/17/2011 7:05:21 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.289	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

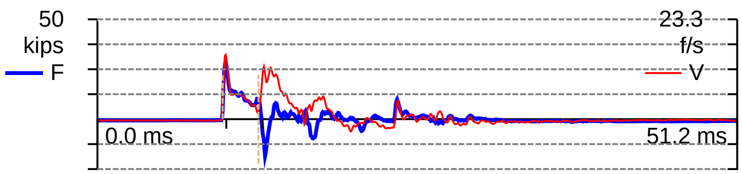
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 70
6/17/2011 7:05:23 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.2	(%)	FR	20.000	kHz

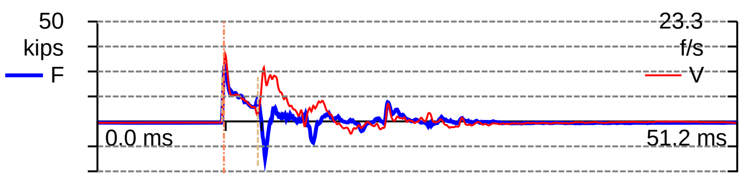
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 71
6/17/2011 7:05:24 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.1	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

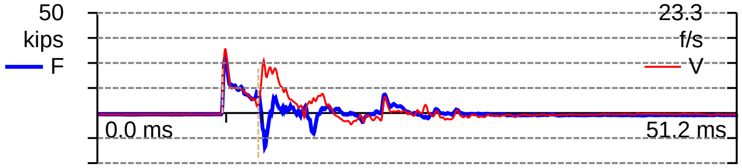
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 72
6/17/2011 7:05:25 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.291	k-ft	2L/c	2.87	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

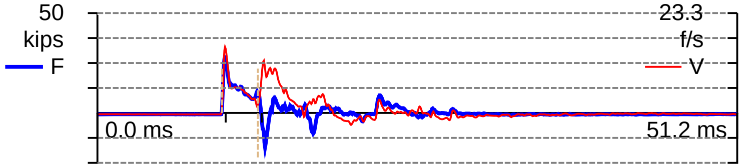
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 73
6/17/2011 7:05:26 AM

LP	19.30 ft		LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.0	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.1	(%)	FR	20.000	kHz

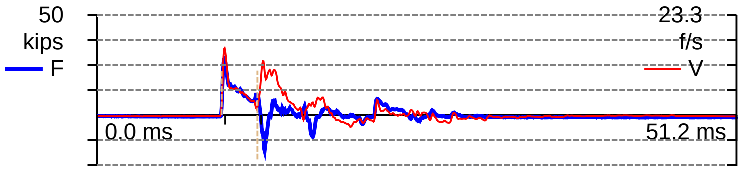
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 74
6/17/2011 7:05:27 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

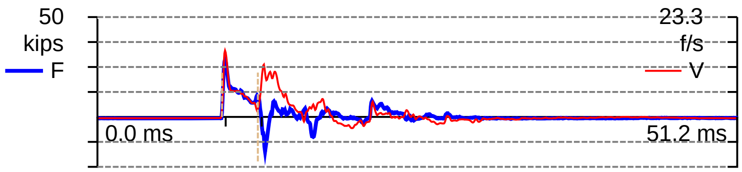
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 75
6/17/2011 7:05:28 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.287	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

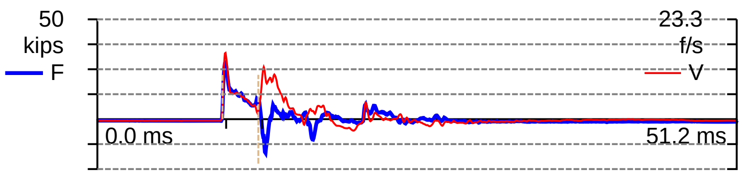
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 76
6/17/2011 7:05:29 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.290	k-ft	2L/c	2.87	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

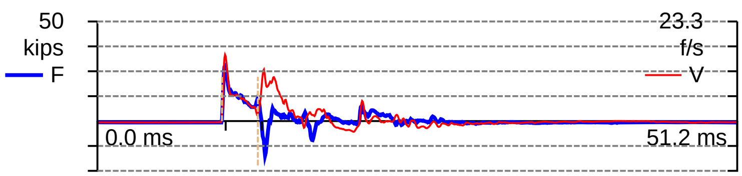
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 77
6/17/2011 7:05:30 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

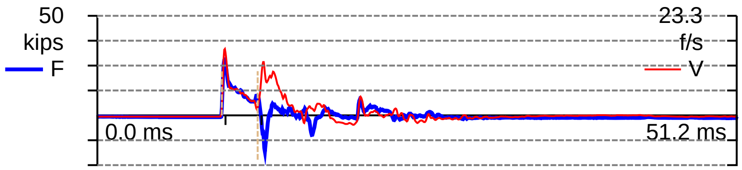
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 78
6/17/2011 7:05:31 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.6	(%)	FR	20.000	kHz

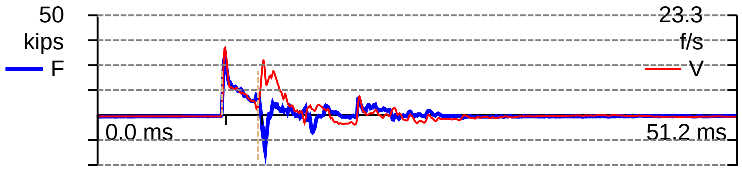
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 79
6/17/2011 7:05:32 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.0	(%)	FR	20.000	kHz

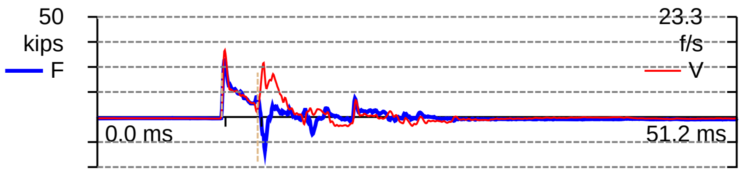
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 80
6/17/2011 7:05:33 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	2.87	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

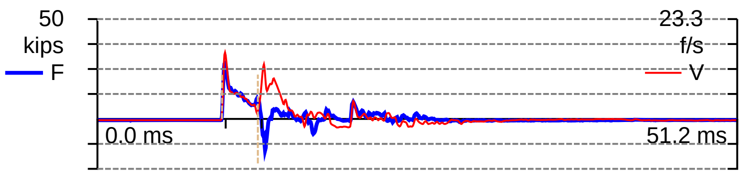
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 81
6/17/2011 7:05:34 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.289	k-ft	EA/c	2.1	ksec/ft
ETR	82.6	(%)	FR	20.000	kHz

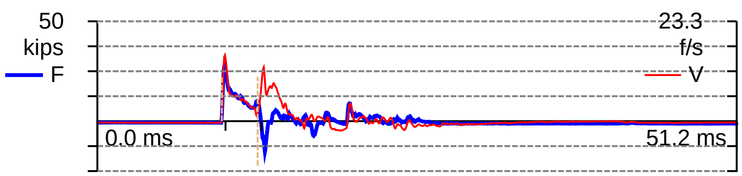
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 82
6/17/2011 7:05:35 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	83.9	(%)	FR	20.000	kHz

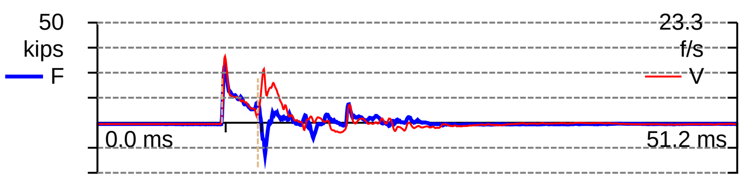
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 83
6/17/2011 7:05:36 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.87	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.1	(%)	FR	20.000	kHz

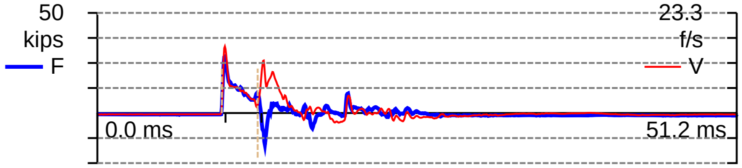
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 84
6/17/2011 7:05:38 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	84.0	(%)	FR	20.000	kHz

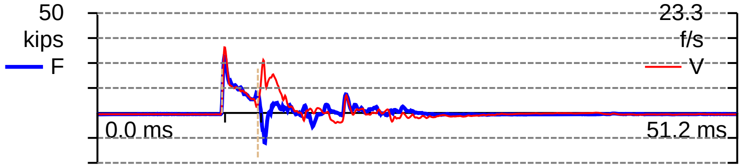
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 85
6/17/2011 7:05:39 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.3	(%)	FR	20.000	kHz

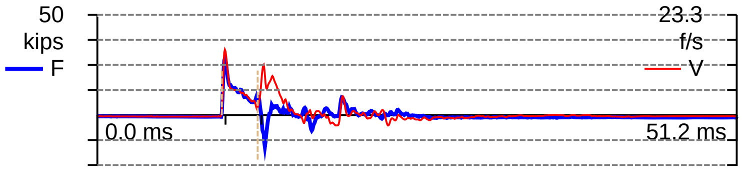
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 86
6/17/2011 7:05:40 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.283	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

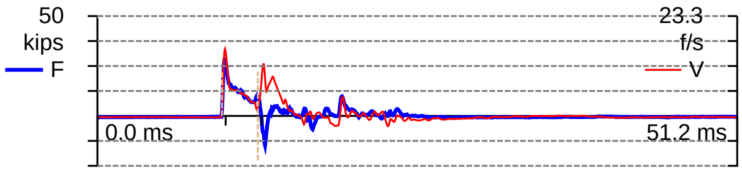
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 87
6/17/2011 7:05:41 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.272	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.87	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	81.9	(%)	FR	20.000	kHz

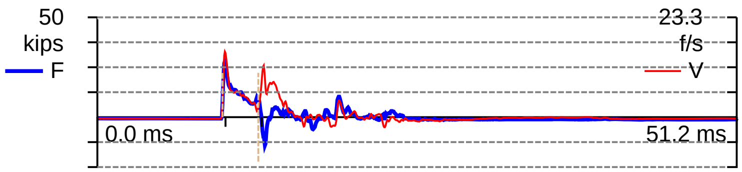
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 88
6/17/2011 7:05:42 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

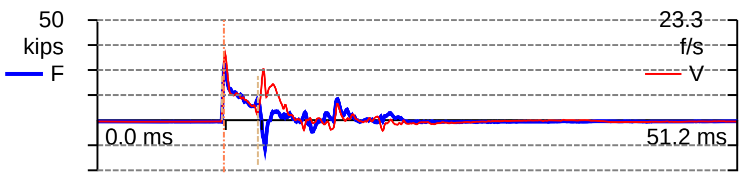
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 89
6/17/2011 7:05:43 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.274	k-ft	WS	16,807.9	f/s
E2E	0.276	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

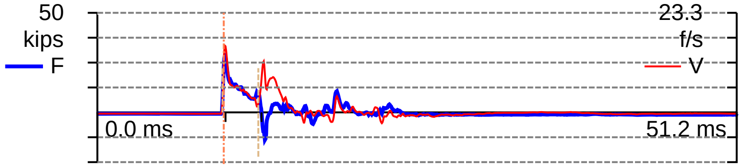
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 90
6/17/2011 7:05:44 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

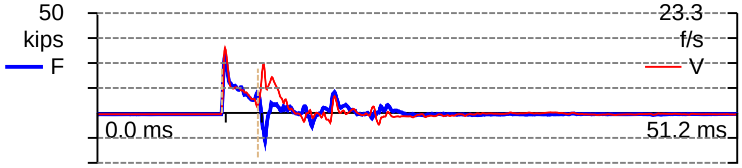
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 91
6/17/2011 7:05:45 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

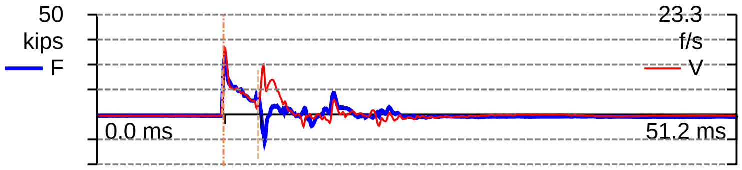
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 92
6/17/2011 7:05:46 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.0	(%)	FR	20.000	kHz

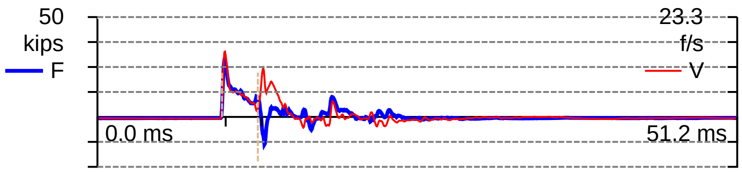
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 93
6/17/2011 7:05:47 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.9	(%)	FR	20.000	kHz

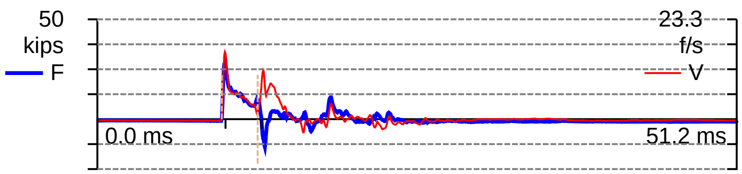
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 94
6/17/2011 7:05:48 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

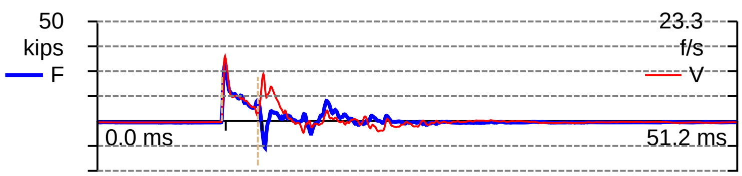
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 95
6/17/2011 7:05:49 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

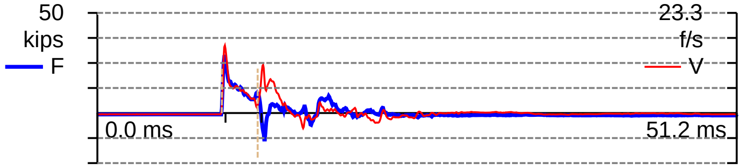
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 96
6/17/2011 7:05:50 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.7	(%)	FR	20.000	kHz

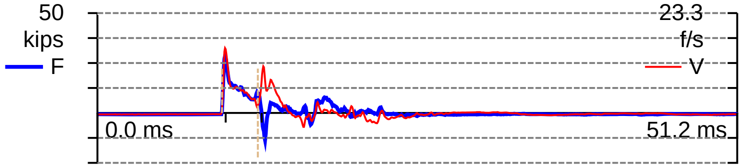
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 97
6/17/2011 7:05:52 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

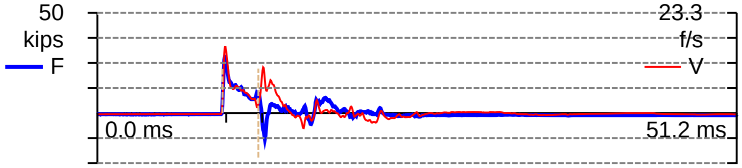
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 98
6/17/2011 7:05:53 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.5	(%)	FR	20.000	kHz

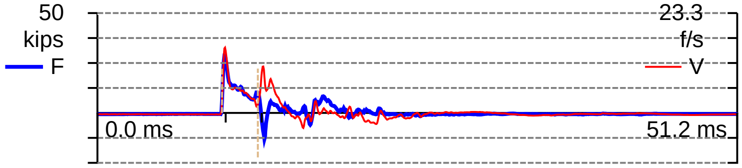
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 99
6/17/2011 7:05:54 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.279	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.5	(%)	FR	20.000	kHz

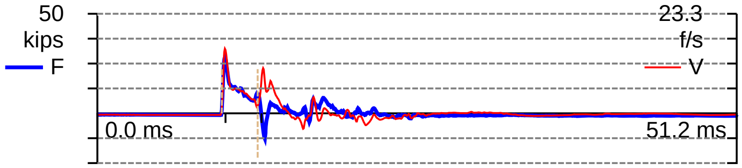
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 100
6/17/2011 7:05:55 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.7	(%)	FR	20.000	kHz

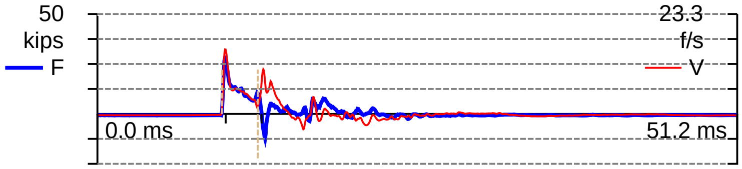
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 101
6/17/2011 7:05:56 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.87	ms
EMX	0.286	k-ft	EA/c	2.1	ksec/ft
ETR	81.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

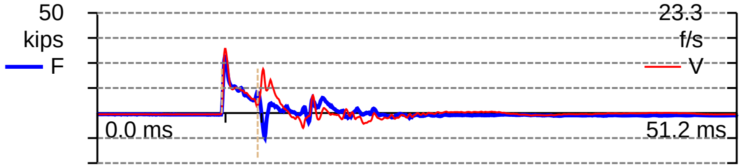


BN 102
6/17/2011 7:05:57 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.278	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	84.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

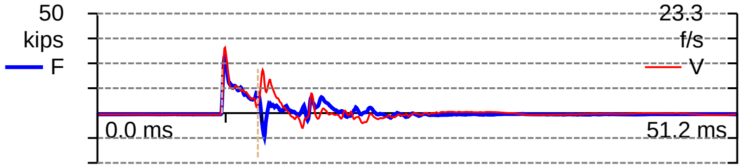
BN 103
6/17/2011 7:05:58 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.1	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

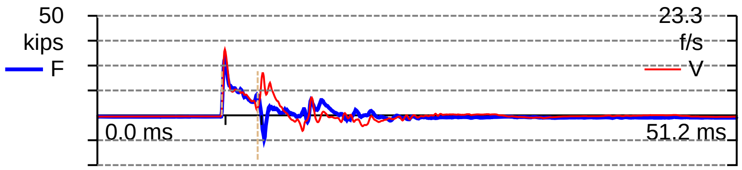
BN 104
6/17/2011 7:05:59 AM



LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

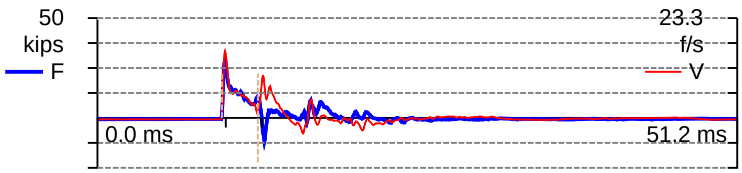
BN 105
6/17/2011 7:06:00 AM



LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

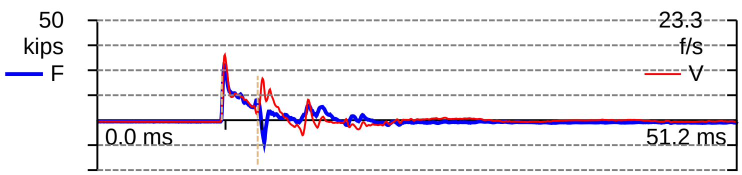
BN 106
6/17/2011 7:06:01 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.283	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

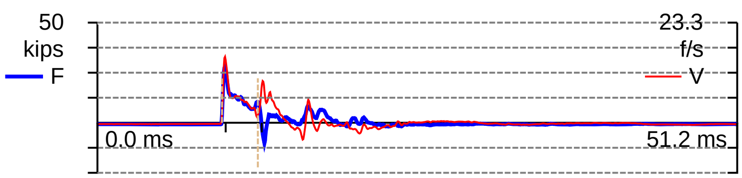
BN 107
6/17/2011 7:06:02 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.270	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.87	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.3	(%)	FR	20.000	kHz

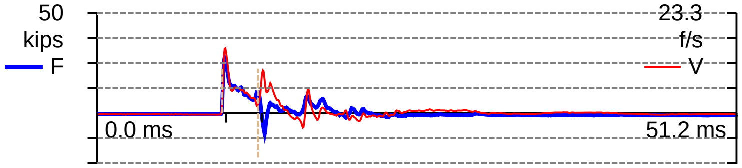
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 108
6/17/2011 7:06:03 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

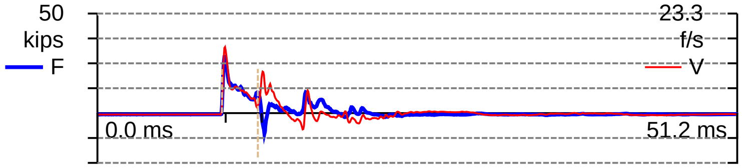
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 109
6/17/2011 7:06:04 AM

LP	19.30 ft		LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

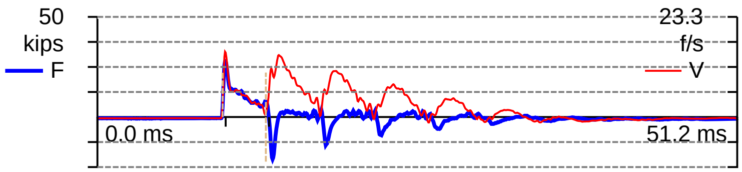
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 110
6/17/2011 7:06:05 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.286	k-ft	2L/c	2.87	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

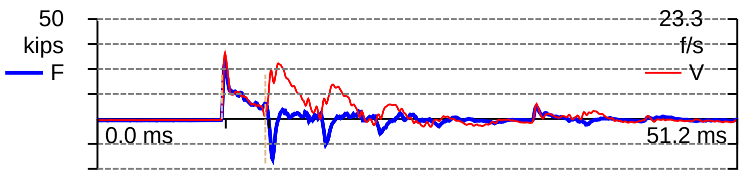
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 111
6/17/2011 7:12:19 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	3.47	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.5	(%)	FR	20.000	kHz

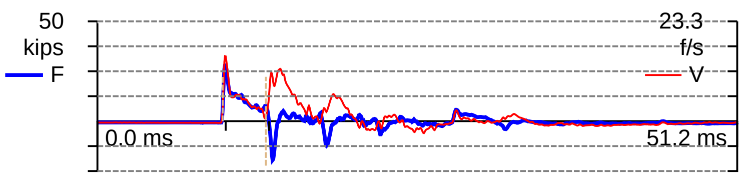
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 112
6/17/2011 7:12:20 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

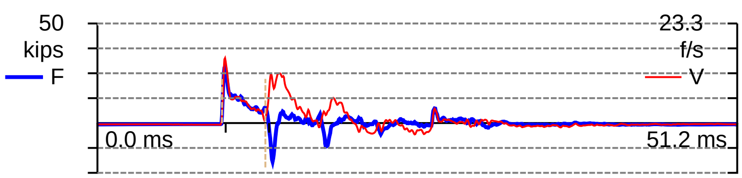
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 113
6/17/2011 7:12:21 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

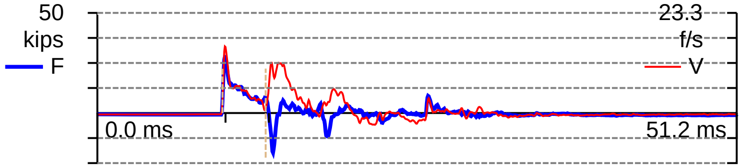
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 114
6/17/2011 7:12:22 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

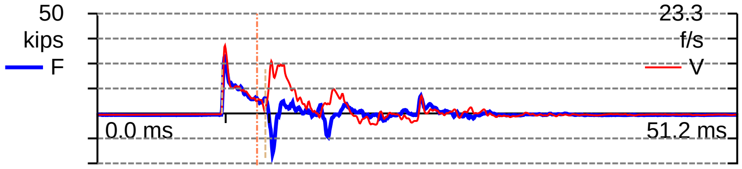
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 115
6/17/2011 7:12:23 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

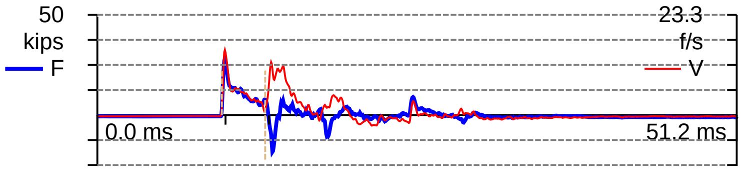
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 116
6/17/2011 7:12:24 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

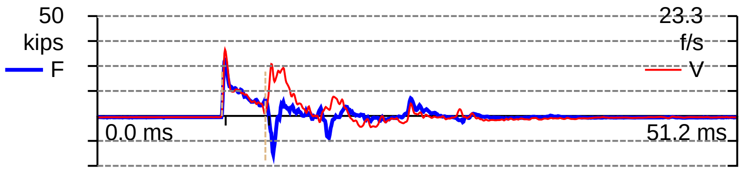
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 117
6/17/2011 7:12:25 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

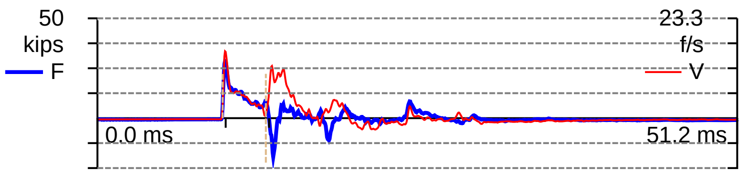
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 118
6/17/2011 7:12:26 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

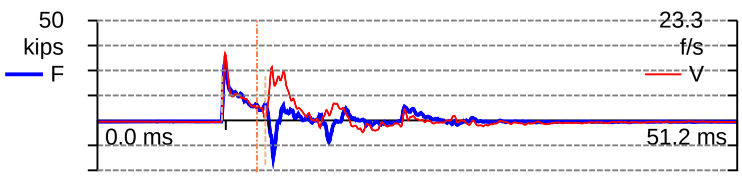
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 119
6/17/2011 7:12:27 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

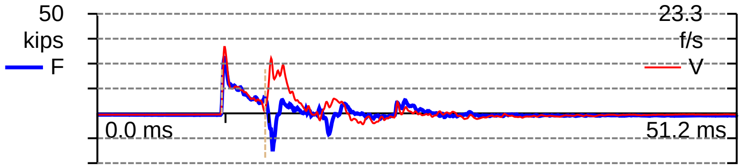


BN 120
6/17/2011 7:12:28 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

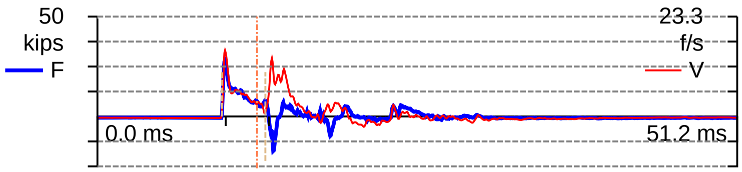
BN 121
6/17/2011 7:12:30 AM



LP	24.30 ft		LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

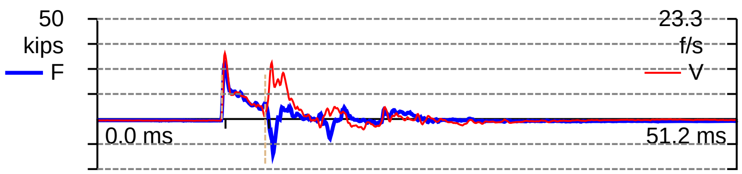
BN 122
6/17/2011 7:12:31 AM



LP	24.30 ft		LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

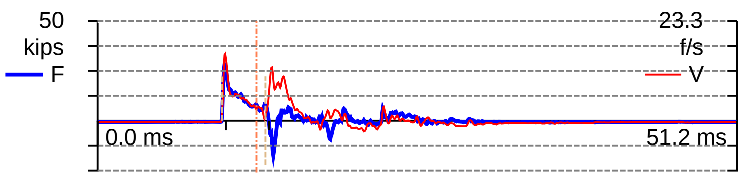
BN 123
6/17/2011 7:12:32 AM



LP	24.30 ft		LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

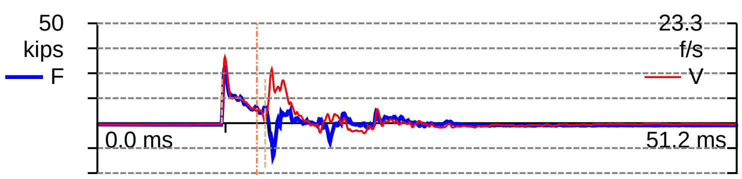
BN 124
6/17/2011 7:12:33 AM



LP	24.30 ft		LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

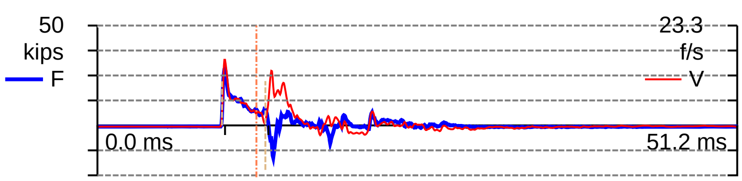
BN 125
6/17/2011 7:12:34 AM



LP	24.30 ft		LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

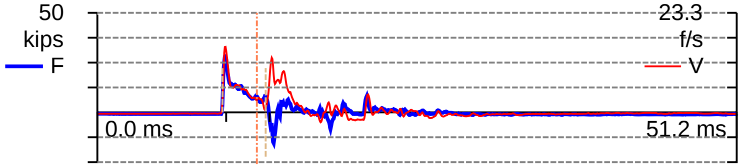
BN 126
6/17/2011 7:12:35 AM



LP	24.30 ft		LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

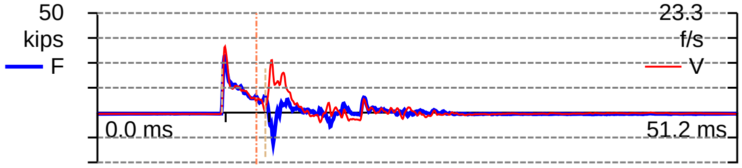
BN 127
6/17/2011 7:12:36 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

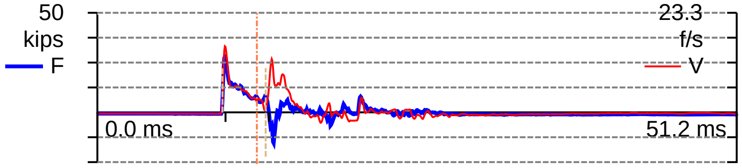
BN 128
6/17/2011 7:12:37 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

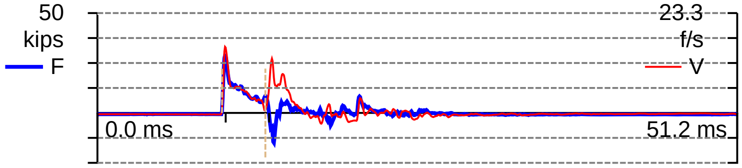
BN 129
6/17/2011 7:12:38 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

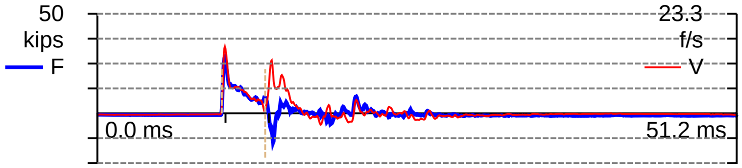
BN 130
6/17/2011 7:12:39 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

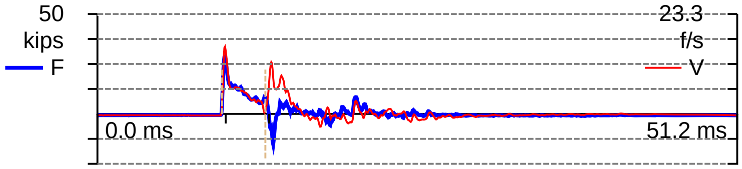
BN 131
6/17/2011 7:12:40 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

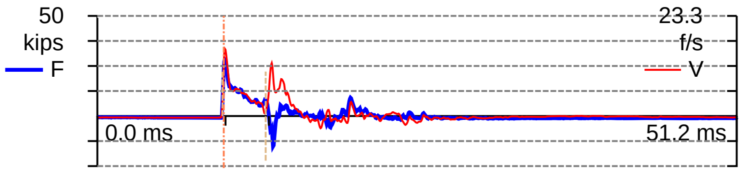
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 132
6/17/2011 7:12:41 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

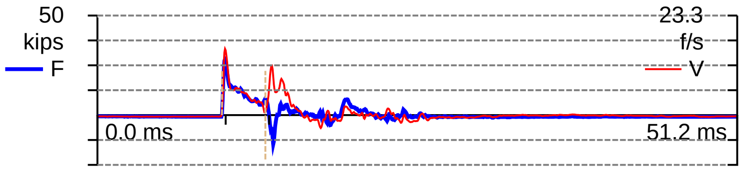
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 133
6/17/2011 7:12:42 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

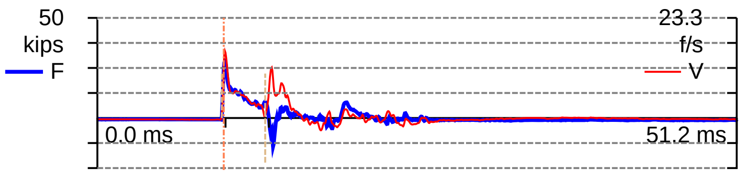
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 134
6/17/2011 7:12:43 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

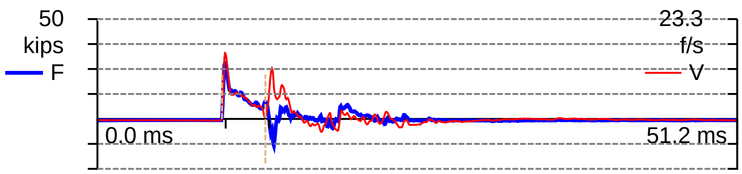
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 135
6/17/2011 7:12:45 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

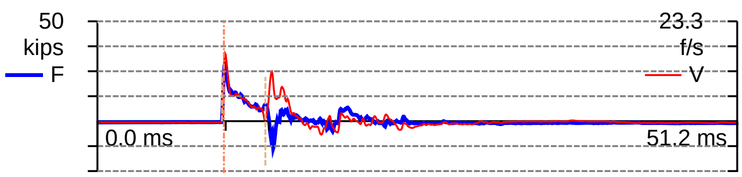
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 136
6/17/2011 7:12:46 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

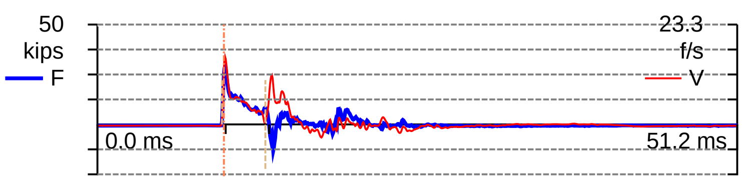
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 137
6/17/2011 7:12:47 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

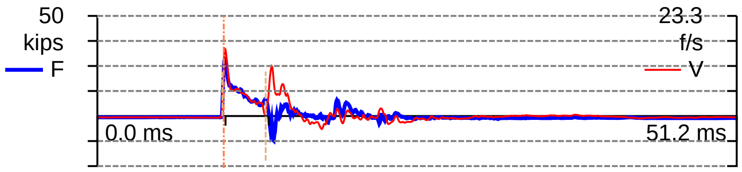
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 138
6/17/2011 7:12:48 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	3.47	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

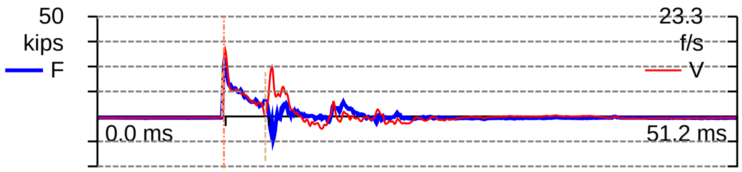
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 139
6/17/2011 7:12:49 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

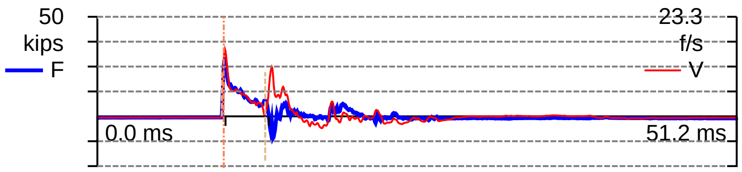
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 140
6/17/2011 7:12:50 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

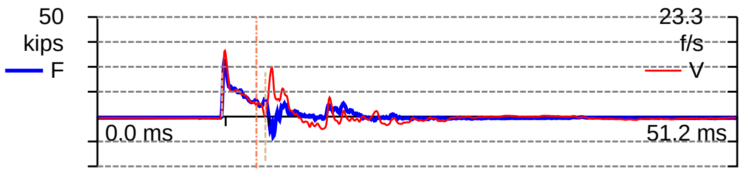
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 141
6/17/2011 7:12:51 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

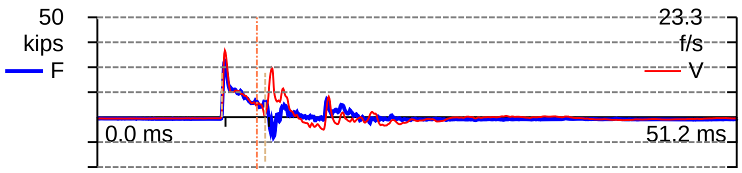
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 142
6/17/2011 7:12:52 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

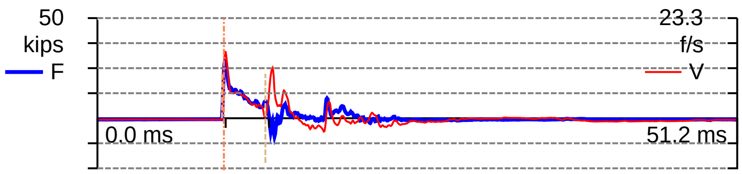
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 143
6/17/2011 7:12:53 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

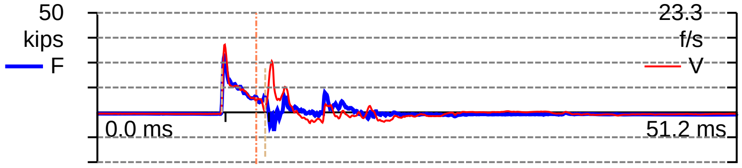


BN 144
6/17/2011 7:12:54 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

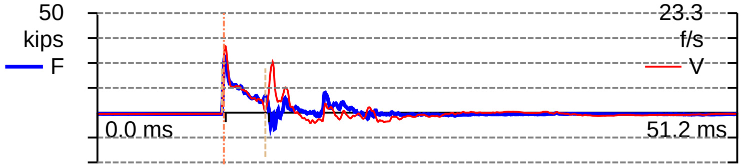
BN 145
6/17/2011 7:12:55 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

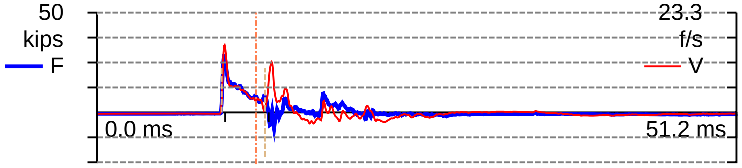
BN 146
6/17/2011 7:12:56 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

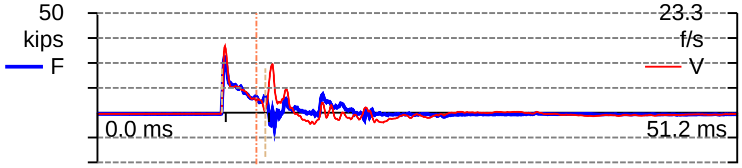
BN 147
6/17/2011 7:12:57 AM



LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

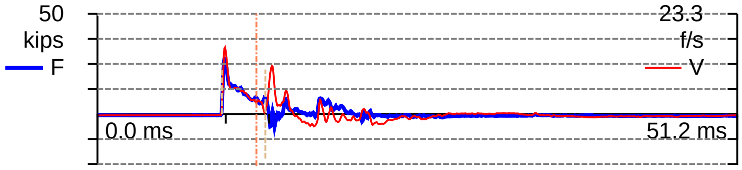
BN 148
6/17/2011 7:12:58 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

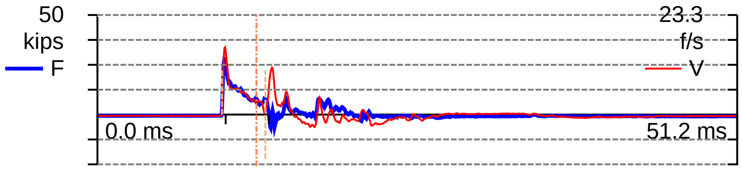
BN 149
6/17/2011 7:13:00 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

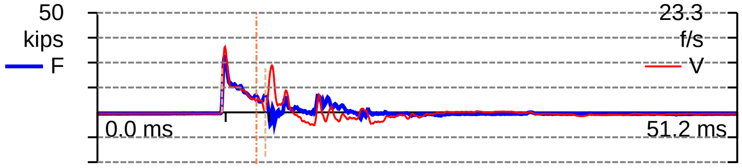
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 150
6/17/2011 7:13:01 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

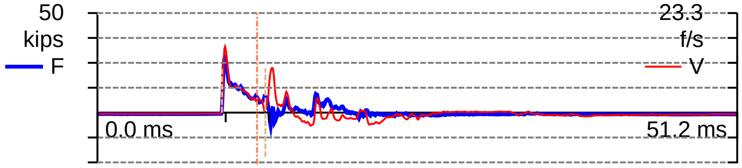
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 151
6/17/2011 7:13:02 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

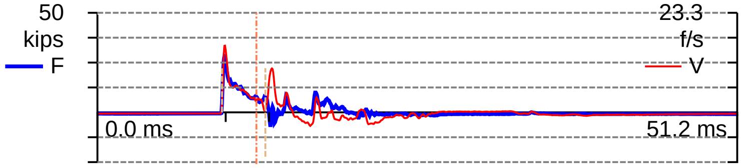
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 152
6/17/2011 7:13:03 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

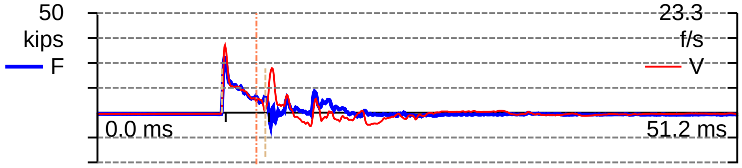
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 153
6/17/2011 7:13:04 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

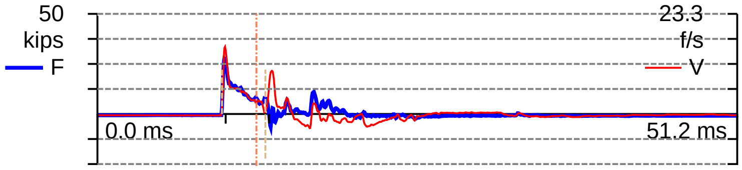
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 154
6/17/2011 7:13:05 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

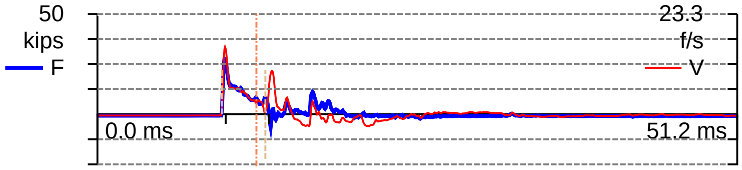
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 155
6/17/2011 7:13:06 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

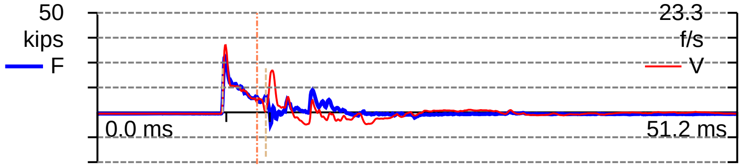


BN 156
6/17/2011 7:13:07 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

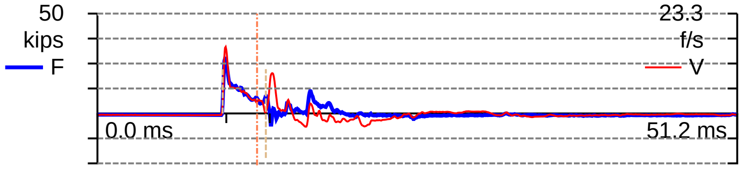
BN 157
6/17/2011 7:13:08 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

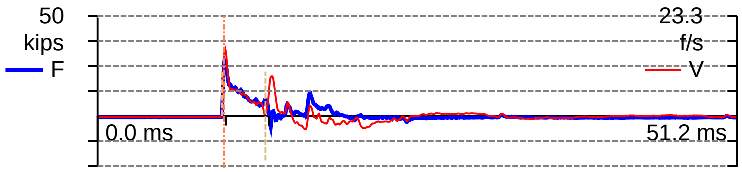
BN 158
6/17/2011 7:13:09 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.289	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

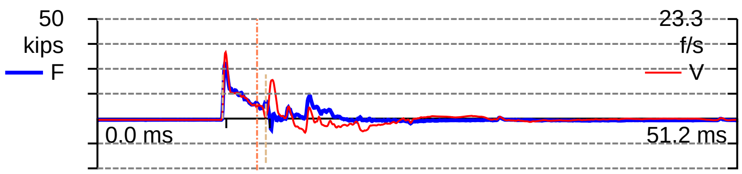
BN 159
6/17/2011 7:13:10 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

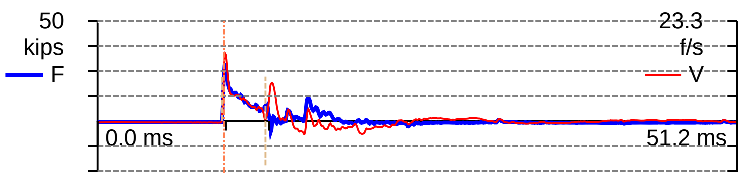
BN 160
6/17/2011 7:13:11 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

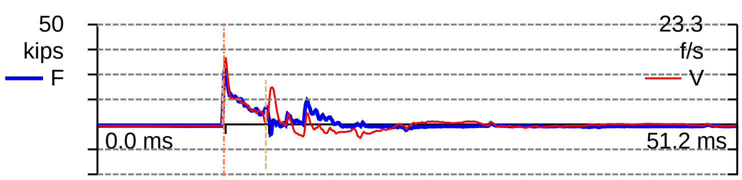
BN 161
6/17/2011 7:13:12 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

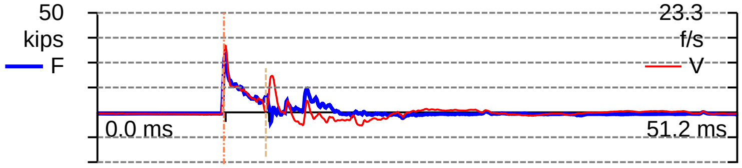
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 162
6/17/2011 7:13:13 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.290	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

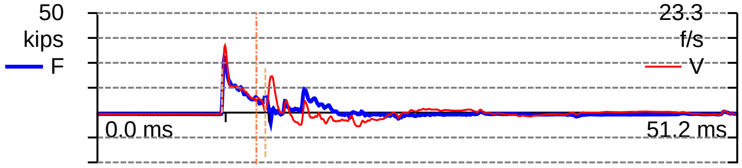
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 163
6/17/2011 7:13:15 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

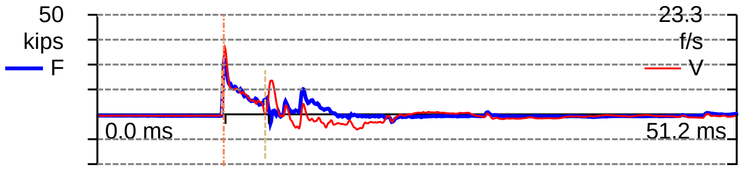
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 164
6/17/2011 7:13:16 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

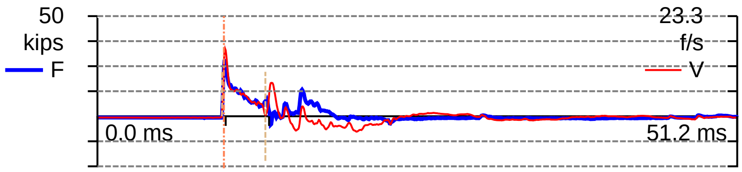
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 165
6/17/2011 7:13:17 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.3	(%)	FR	20.000	kHz

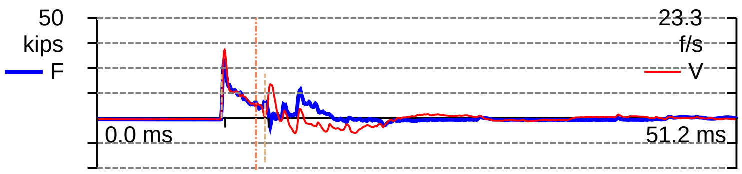
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 166
6/17/2011 7:13:18 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

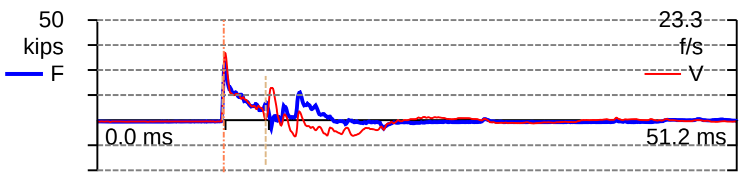
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 167
6/17/2011 7:13:19 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

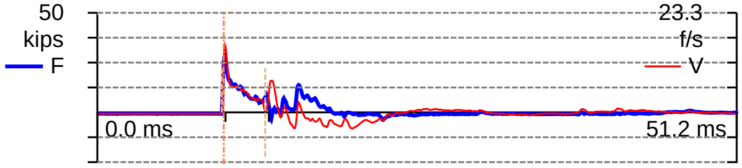
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 168
6/17/2011 7:13:20 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

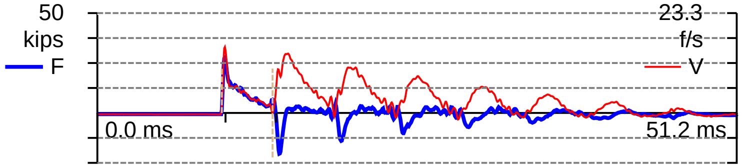
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 169
6/17/2011 7:13:21 AM

LP	24.30 ft		LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

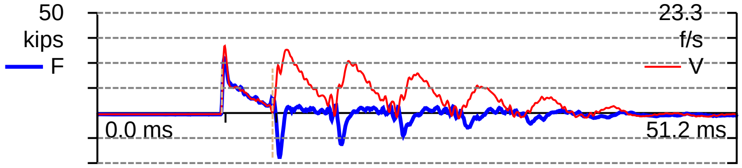
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 170
6/17/2011 7:19:41 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	4.06	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	82.0	(%)	FR	20.000	kHz

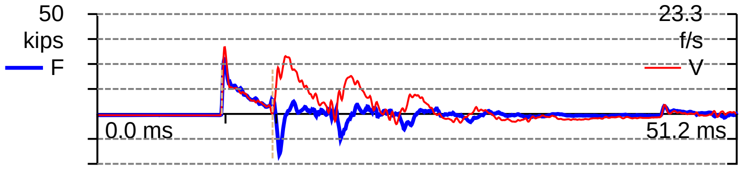
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 171
6/17/2011 7:19:42 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.3	(%)	FR	20.000	kHz

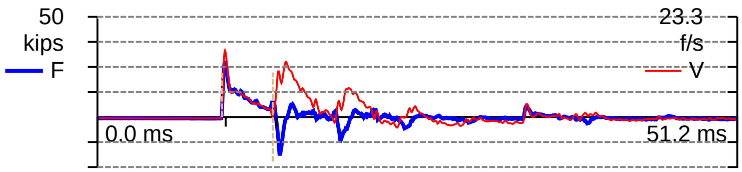
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 172
6/17/2011 7:19:44 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	4.06	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.7	(%)	FR	20.000	kHz

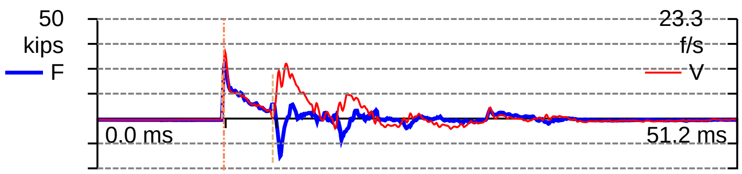
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 173
6/17/2011 7:19:45 AM

LP	29.30	ft	LE	34.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	4.06	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

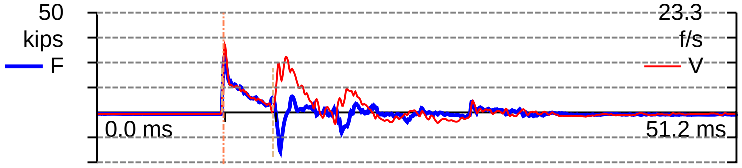
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 174
6/17/2011 7:19:46 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

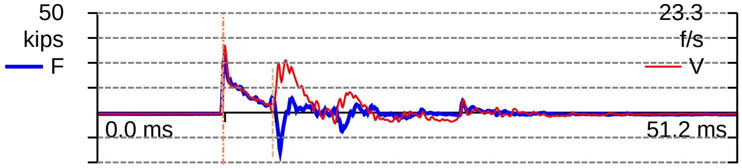
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 175
6/17/2011 7:19:47 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

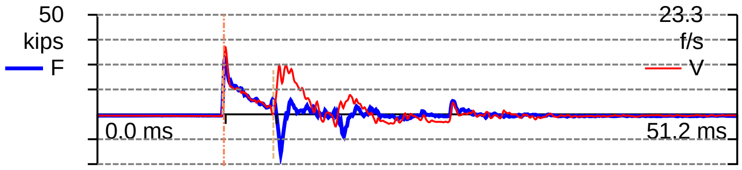
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 176
6/17/2011 7:19:48 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.06	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

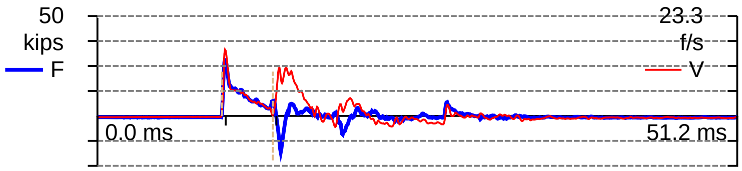
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 177
6/17/2011 7:19:49 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

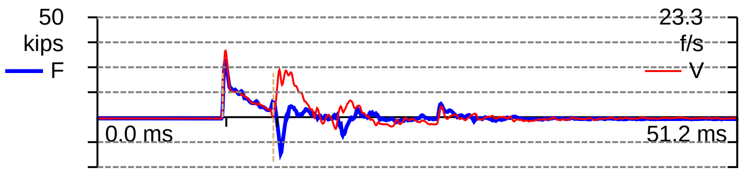
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 178
6/17/2011 7:19:50 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

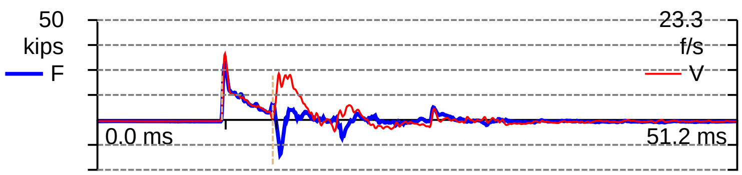
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 179
6/17/2011 7:19:51 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

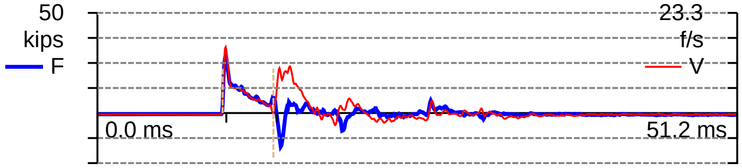
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 180
6/17/2011 7:19:52 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.9	(%)	FR	20.000	kHz

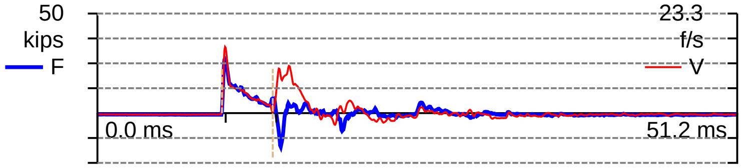
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 181
6/17/2011 7:19:53 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

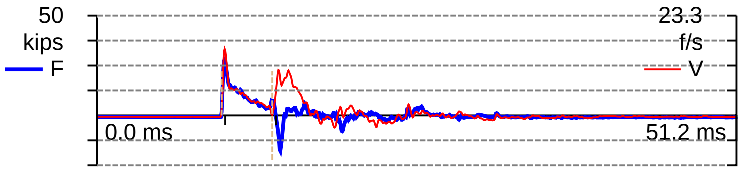
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 182
6/17/2011 7:19:54 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

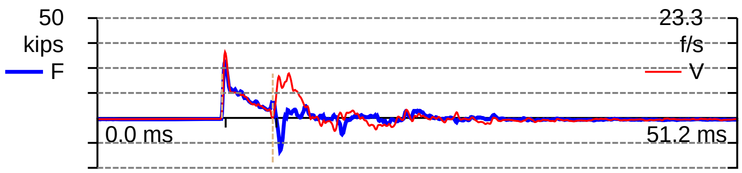
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 183
6/17/2011 7:19:55 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	4.06	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

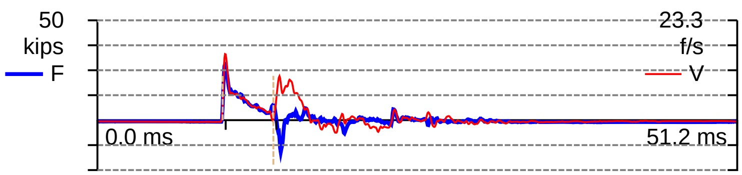
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 184
6/17/2011 7:19:57 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

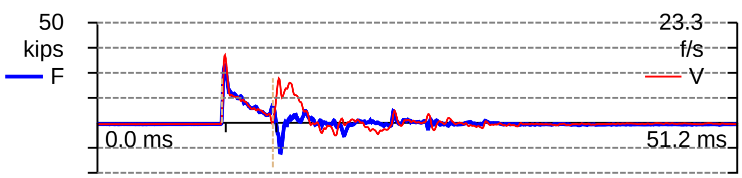
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 185
6/17/2011 7:19:58 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	4.06	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

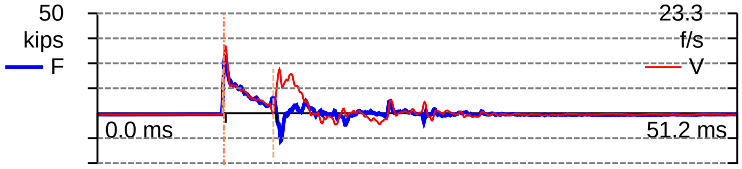
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 186
6/17/2011 7:19:59 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

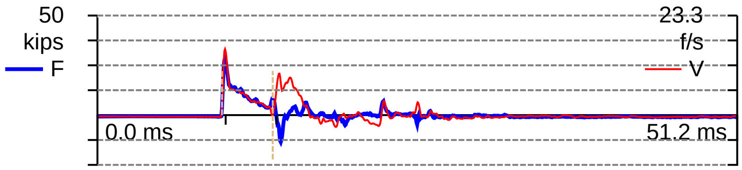
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 187
6/17/2011 7:20:00 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

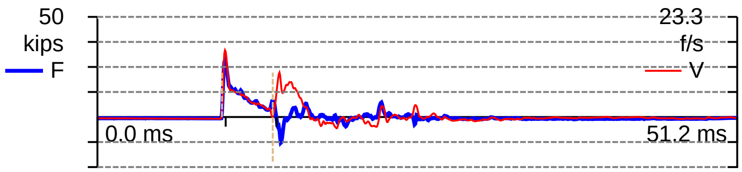
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 188
6/17/2011 7:20:01 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

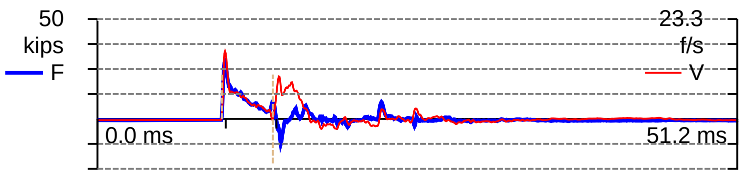
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 189
6/17/2011 7:20:02 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

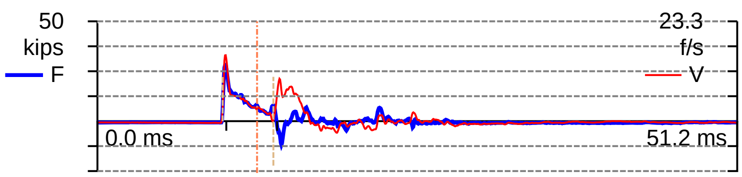
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 190
6/17/2011 7:20:03 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

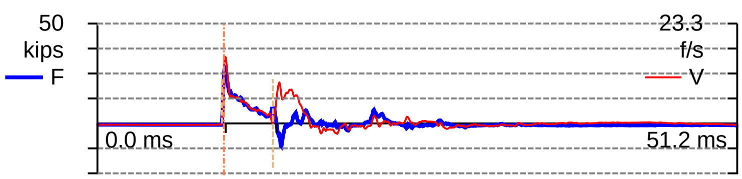
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 191
6/17/2011 7:20:04 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

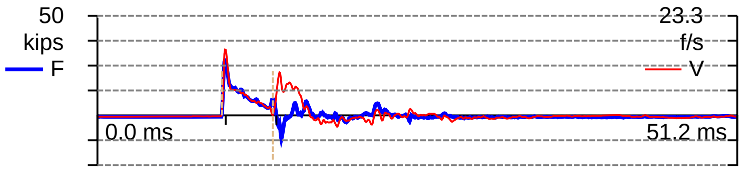
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 192
6/17/2011 7:20:05 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

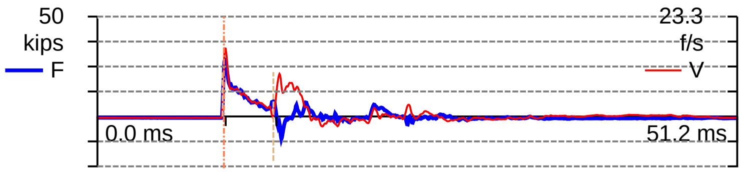
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 193
6/17/2011 7:20:06 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

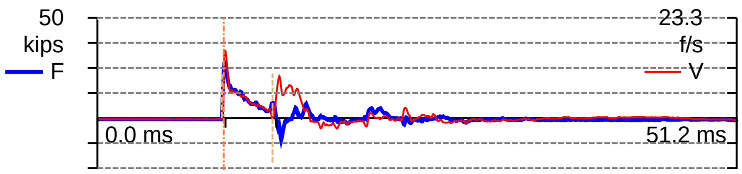
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 194
6/17/2011 7:20:07 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.06	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

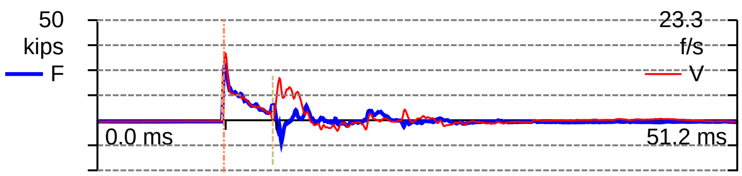
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 195
6/17/2011 7:20:08 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

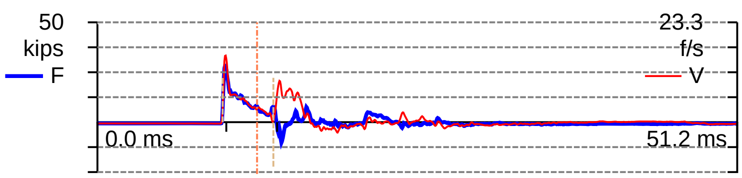
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 196
6/17/2011 7:20:09 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

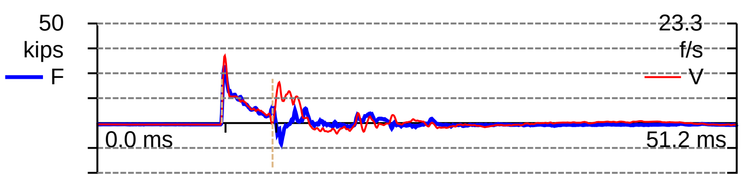
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 197
6/17/2011 7:20:11 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.06	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

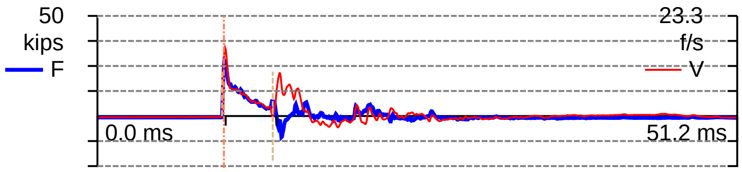


BN 198
6/17/2011 7:20:12 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

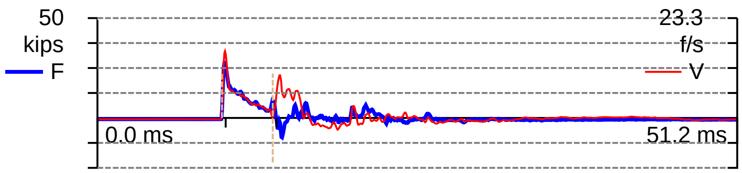
BN 199
6/17/2011 7:20:13 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

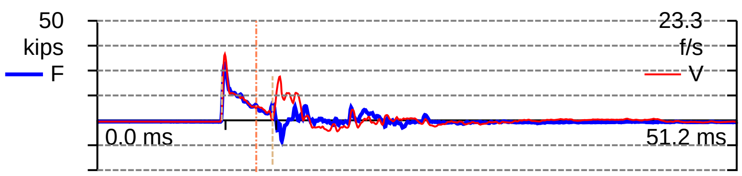
BN 200
6/17/2011 7:20:14 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

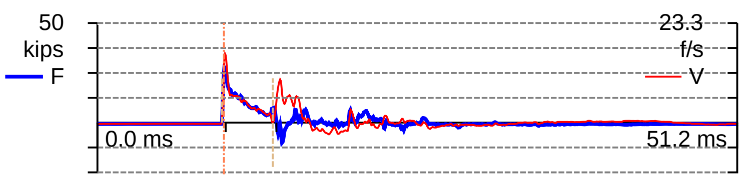
BN 201
6/17/2011 7:20:15 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

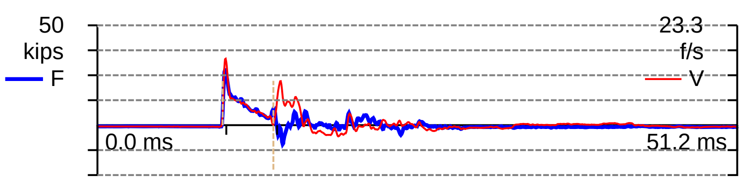
BN 202
6/17/2011 7:20:16 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

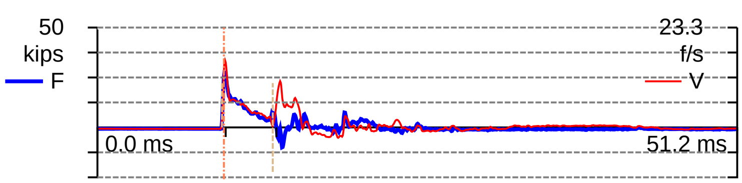
BN 203
6/17/2011 7:20:17 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

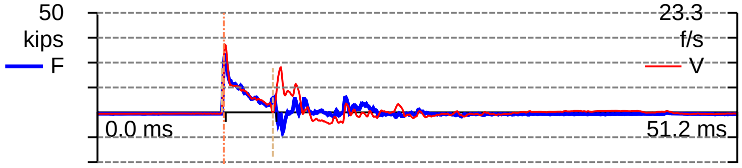
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 204
6/17/2011 7:20:18 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

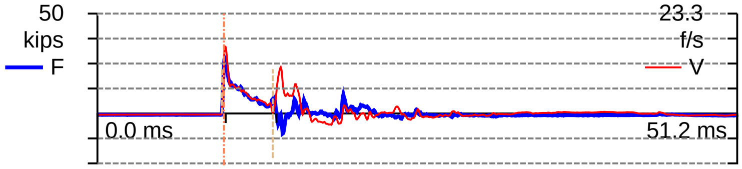
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 205
6/17/2011 7:20:19 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

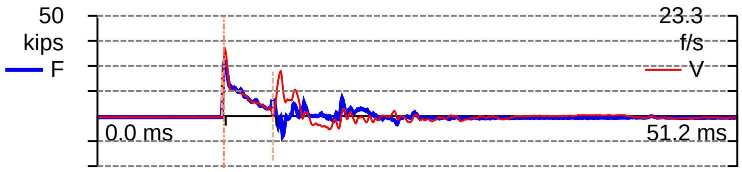
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 206
6/17/2011 7:20:20 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

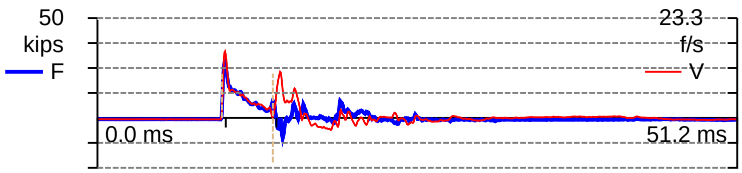
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 207
6/17/2011 7:20:21 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

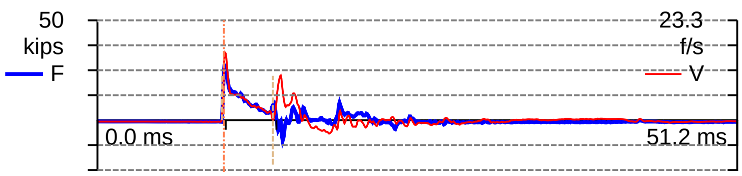
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 208
6/17/2011 7:20:22 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	4.06	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

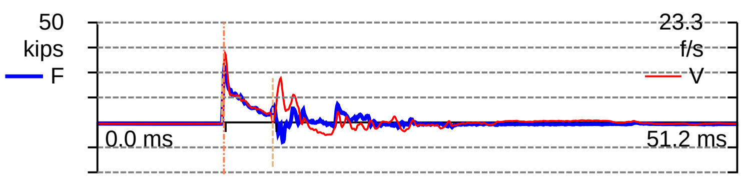
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 209
6/17/2011 7:20:24 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

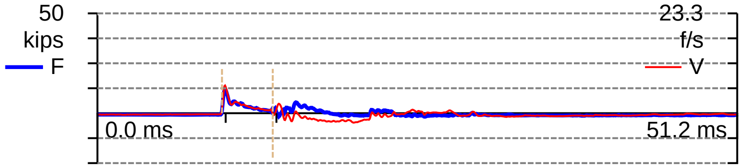
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 210
6/17/2011 7:20:25 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.06	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

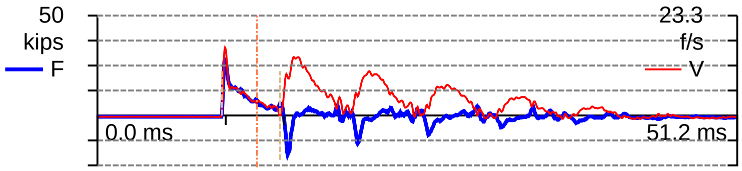
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 211
6/17/2011 7:20:26 AM

LP	29.30	ft	LE	34.30	ft
FMX	12	kips	AR	1.20	in^2
VMX	6.7	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.052	k-ft	WS	16,807.9	f/s
E2E	0.055	k-ft	2L/c	4.06	ms
EMX	0.055	k-ft	EA/c	2.1	ksec/ft
ETR	15.8	(%)	FR	20.000	kHz

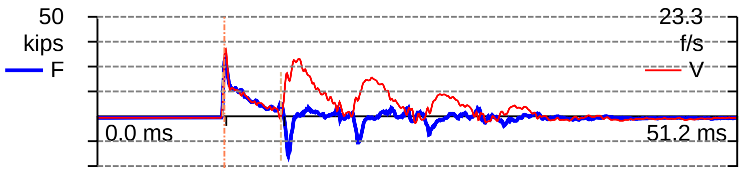
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 212
6/17/2011 7:26:59 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

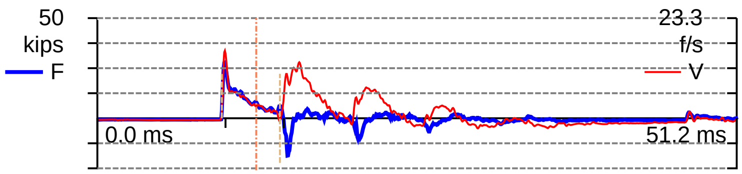
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 213
6/17/2011 7:27:03 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

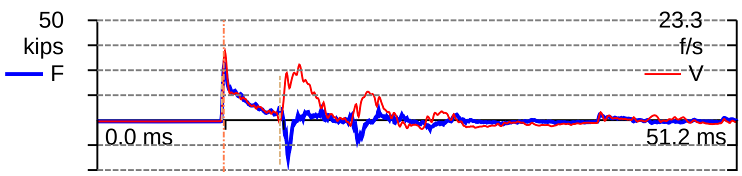
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 214
6/17/2011 7:27:04 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

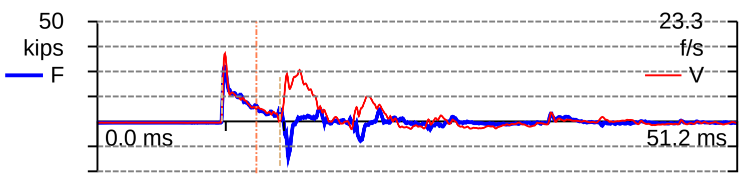
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 215
6/17/2011 7:27:05 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	4.65	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

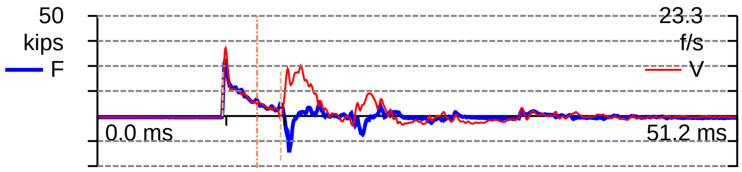
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 216
6/17/2011 7:27:06 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

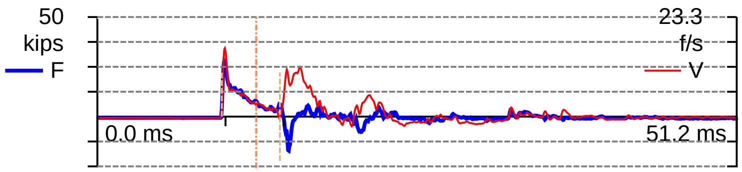
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 217
6/17/2011 7:27:08 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

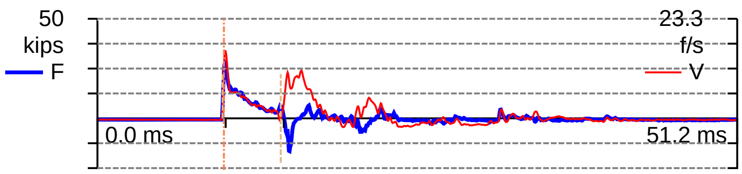
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 218
6/17/2011 7:27:09 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

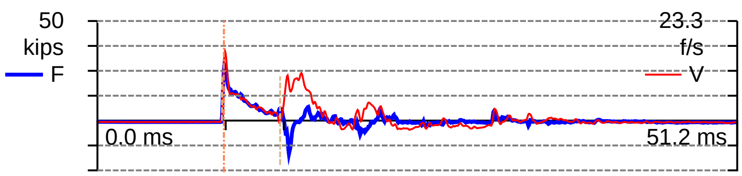
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 219
6/17/2011 7:27:10 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.65	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

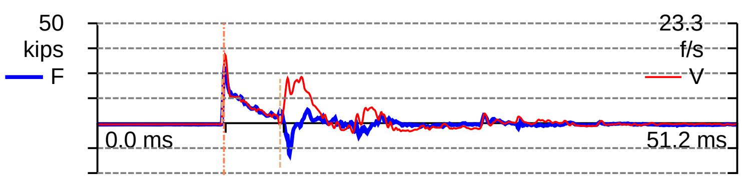
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 220
6/17/2011 7:27:11 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

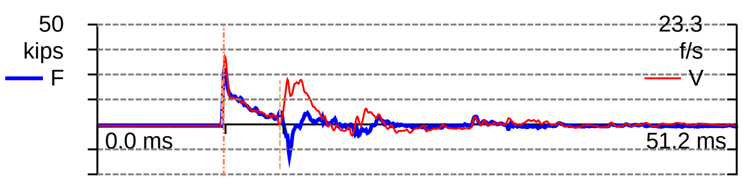
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 221
6/17/2011 7:27:12 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

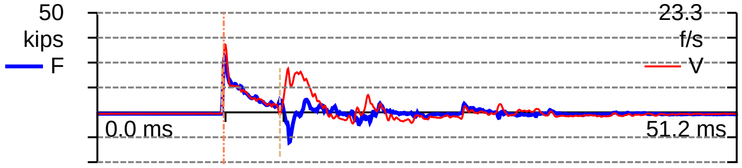
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 222
6/17/2011 7:27:13 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

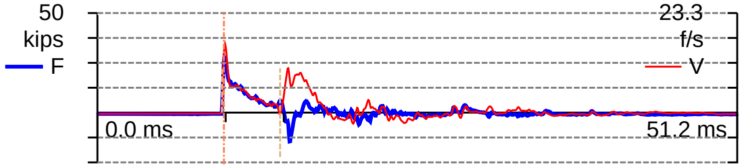
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 223
6/17/2011 7:27:14 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

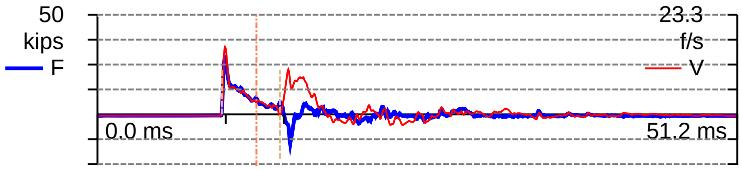
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 224
6/17/2011 7:27:15 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

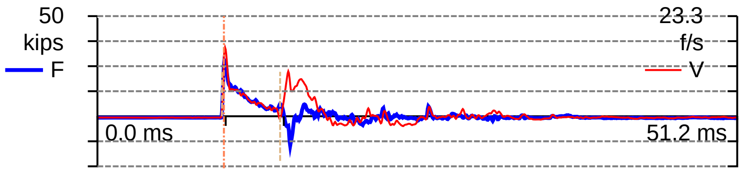
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 225
6/17/2011 7:27:16 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

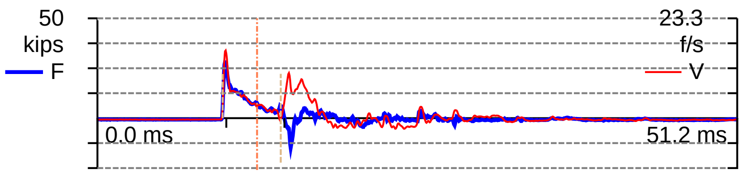
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 226
6/17/2011 7:27:17 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

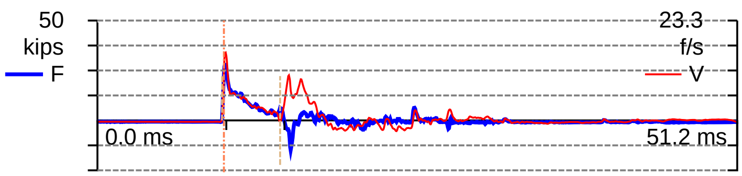
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 227
6/17/2011 7:27:18 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

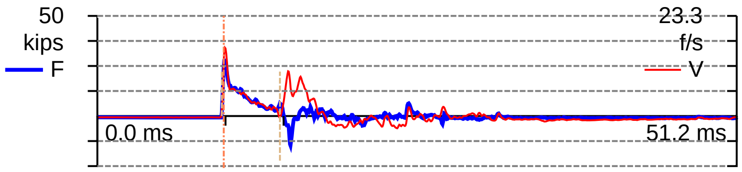
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 228
6/17/2011 7:27:19 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

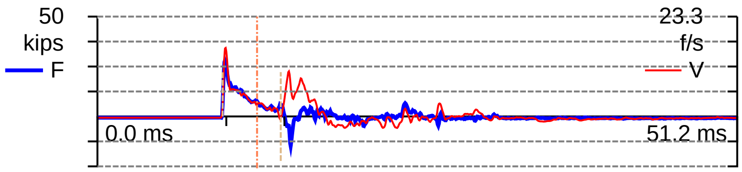
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 229
6/17/2011 7:27:20 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

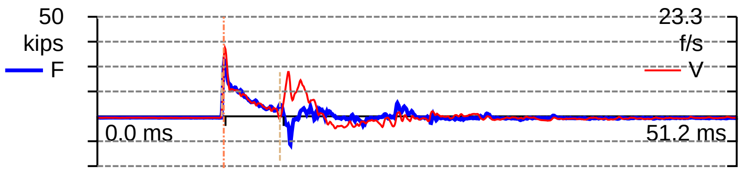
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 230
6/17/2011 7:27:21 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

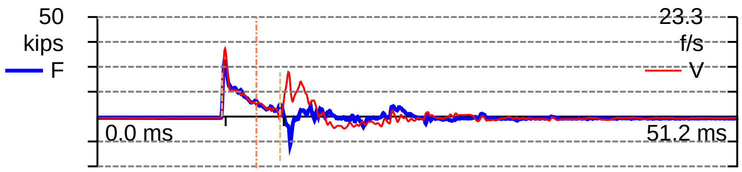
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 231
6/17/2011 7:27:22 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

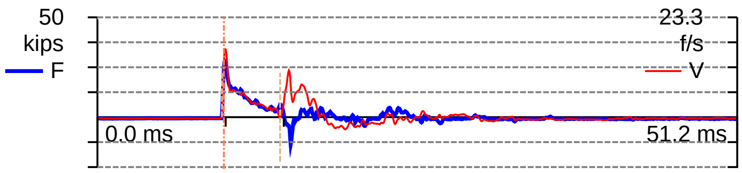
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 232
6/17/2011 7:27:23 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

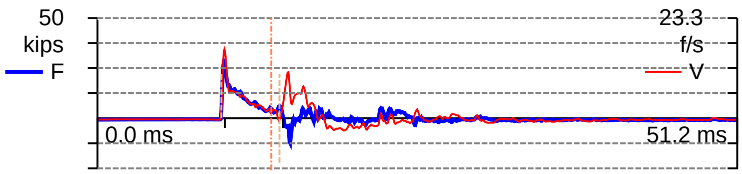
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 233
6/17/2011 7:27:25 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.308	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	4.65	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

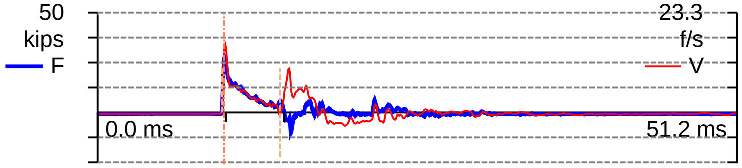


BN 234
6/17/2011 7:27:26 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

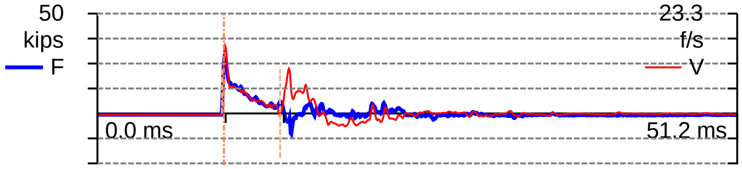
BN 235
6/17/2011 7:27:27 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

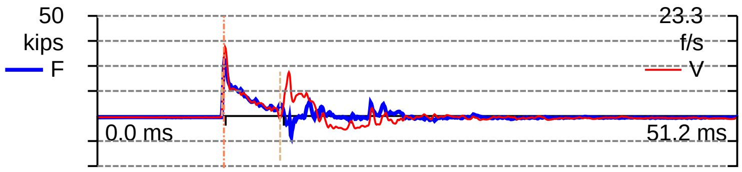
BN 236
6/17/2011 7:27:28 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

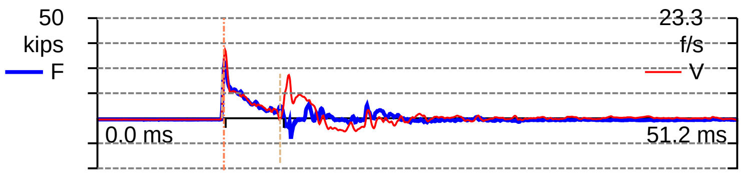
BN 237
6/17/2011 7:27:29 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

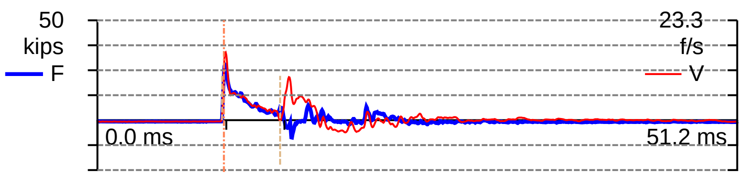
BN 238
6/17/2011 7:27:30 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

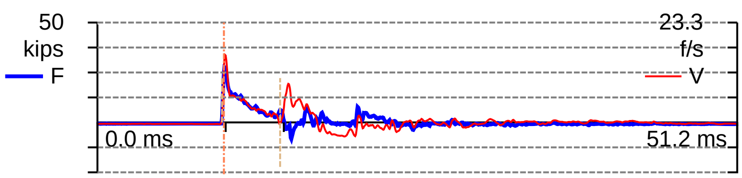
BN 239
6/17/2011 7:27:31 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

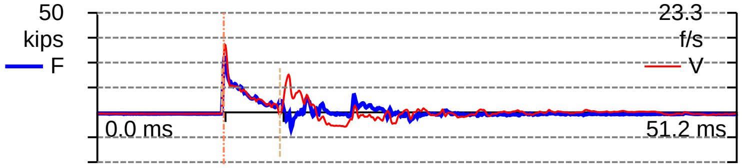
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 240
6/17/2011 7:27:35 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

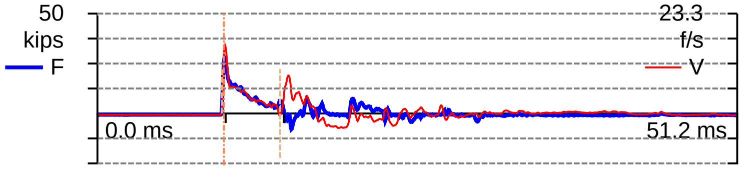
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 241
6/17/2011 7:27:36 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

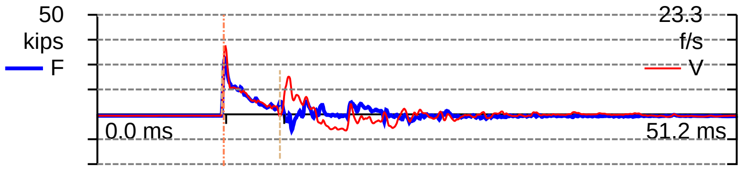
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 242
6/17/2011 7:27:37 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

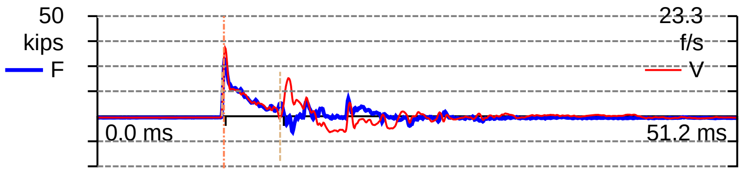
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 243
6/17/2011 7:27:38 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

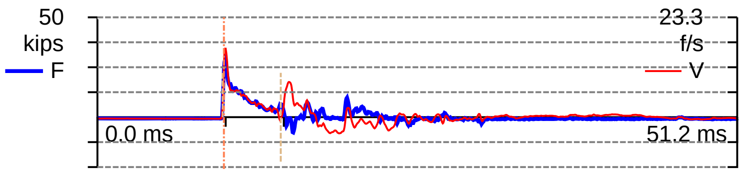
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 244
6/17/2011 7:27:40 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	4.65	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	91.0	(%)	FR	20.000	kHz

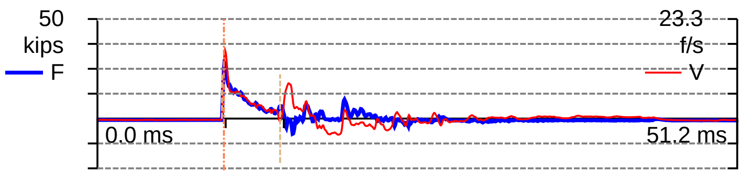
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 245
6/17/2011 7:27:42 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



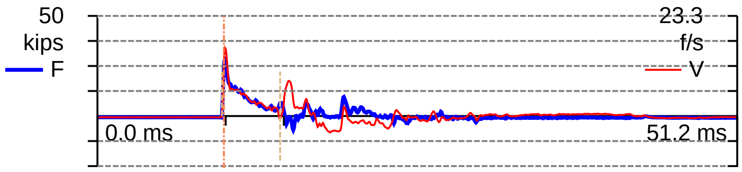
BN 246
6/17/2011 7:27:43 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 247
6/17/2011 7:27:44 AM

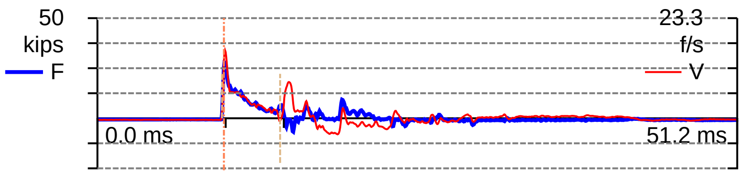
LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz



Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 248
6/17/2011 7:27:45 AM

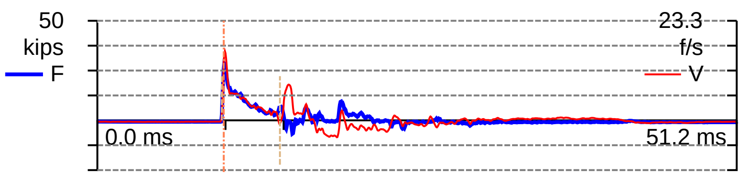
LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.65	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz



Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 249
6/17/2011 7:27:46 AM

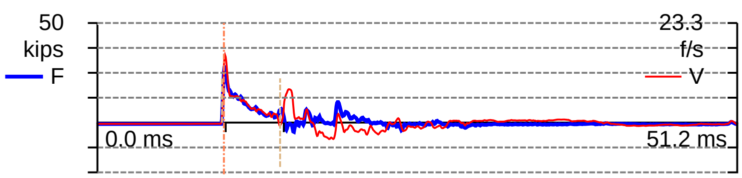
LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz



Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 250
6/17/2011 7:27:47 AM

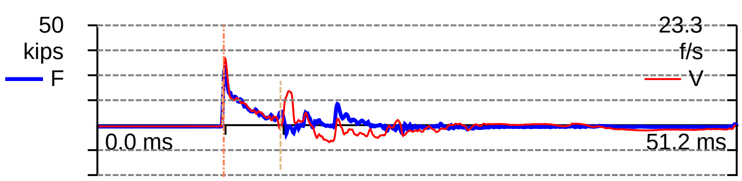
LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz



Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 251
6/17/2011 7:27:48 AM

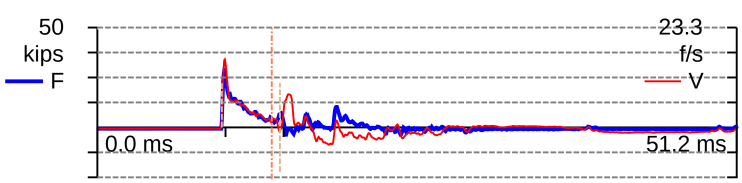
LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz



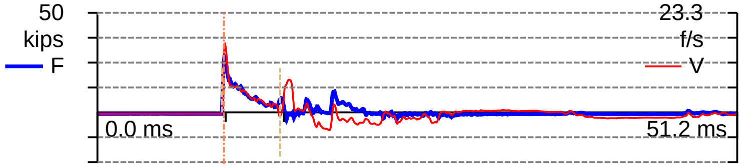
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 252
6/17/2011 7:27:49 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz



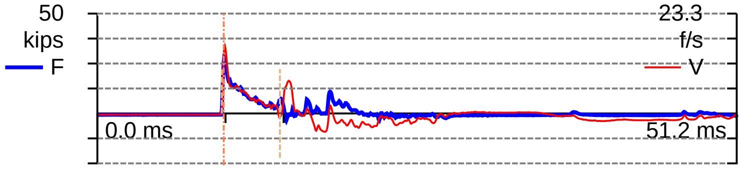
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 253
6/17/2011 7:27:50 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

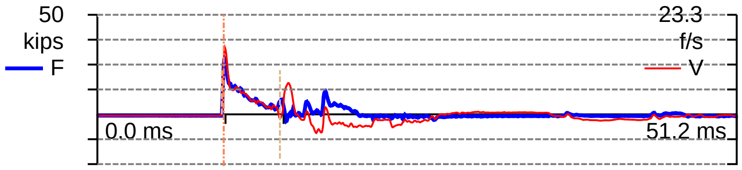
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 254
6/17/2011 7:27:51 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

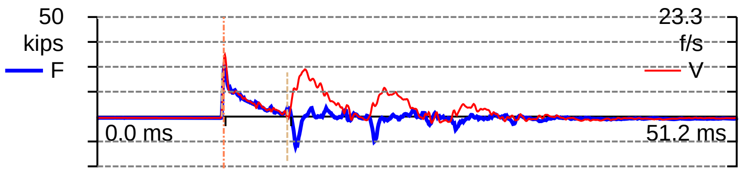
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 255
6/17/2011 7:27:52 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	4.65	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

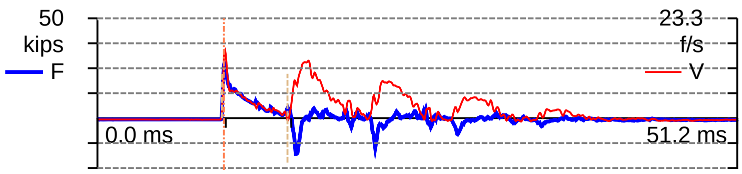
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 256
6/17/2011 7:34:30 AM

LP	39.30	ft	LE	44.30	ft
FMX	26	kips	AR	1.20	in^2
VMX	14.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.239	k-ft	WS	16,807.9	f/s
E2E	0.252	k-ft	2L/c	5.24	ms
EMX	0.253	k-ft	EA/c	2.1	ksec/ft
ETR	72.2	(%)	FR	20.000	kHz

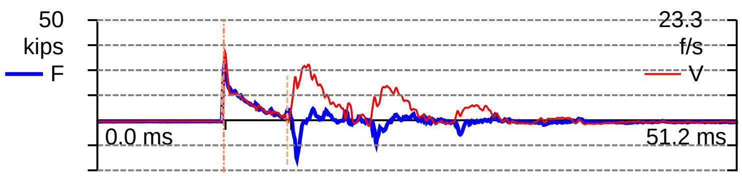
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 257
6/17/2011 7:34:31 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

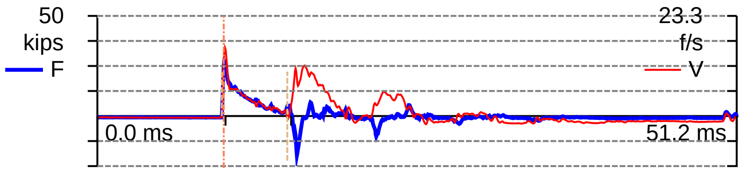


BN 258
6/17/2011 7:34:32 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

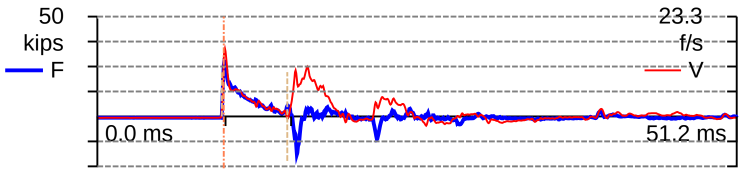
BN 259
6/17/2011 7:34:33 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	5.24	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

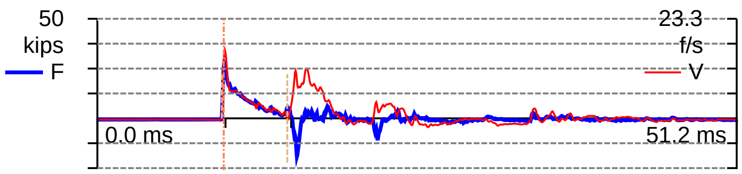
BN 260
6/17/2011 7:34:34 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

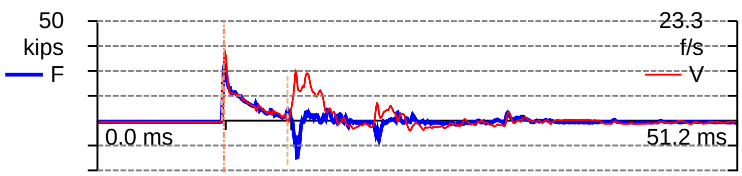
BN 261
6/17/2011 7:34:35 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

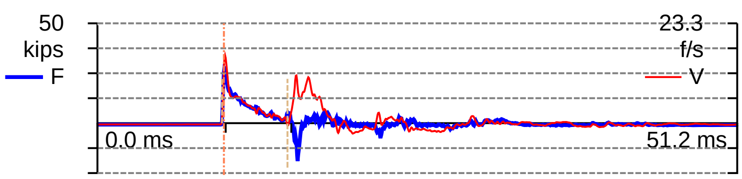
BN 262
6/17/2011 7:34:36 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

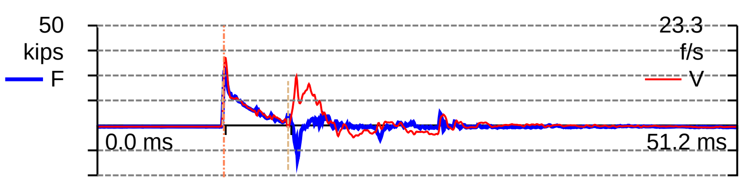
BN 263
6/17/2011 7:34:37 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

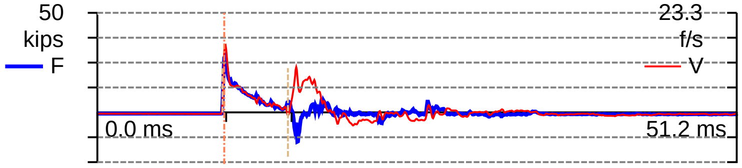
BN 264
6/17/2011 7:34:38 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

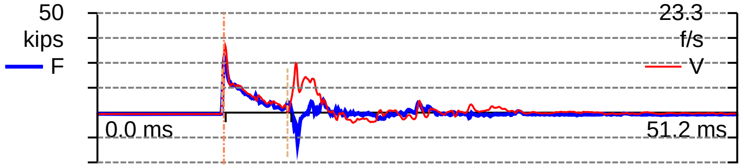
BN 265
6/17/2011 7:34:39 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

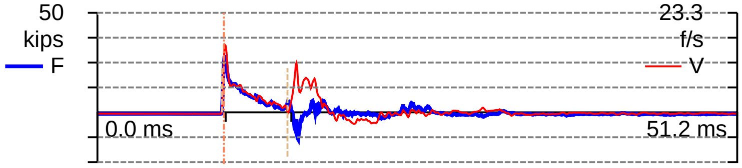
BN 266
6/17/2011 7:34:41 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.24	ms
EMX	0.327	k-ft	EA/c	2.1	ksec/ft
ETR	93.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

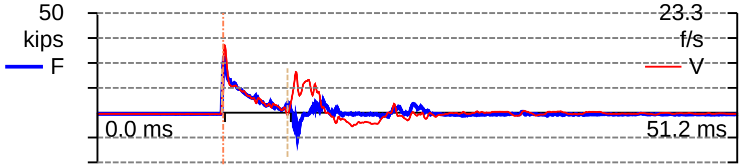
BN 267
6/17/2011 7:34:42 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

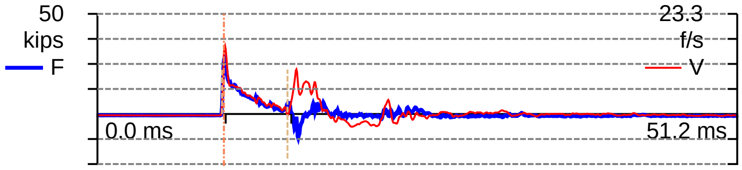
BN 268
6/17/2011 7:34:43 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	5.24	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

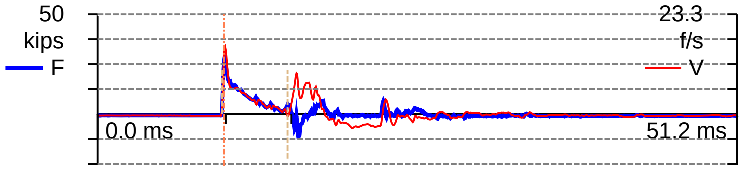
BN 269
6/17/2011 7:34:44 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

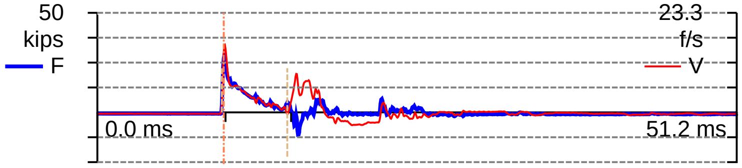
BN 270
6/17/2011 7:34:45 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

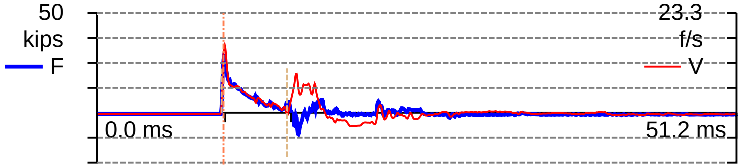
BN 271
6/17/2011 7:34:46 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

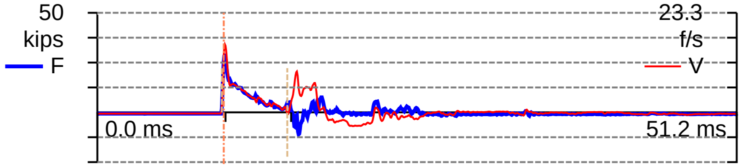
BN 272
6/17/2011 7:34:47 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

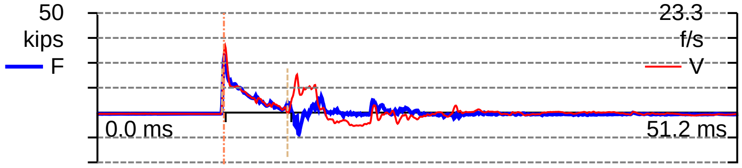
BN 273
6/17/2011 7:34:48 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

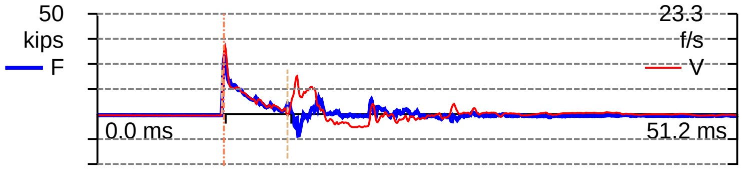
BN 274
6/17/2011 7:34:49 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

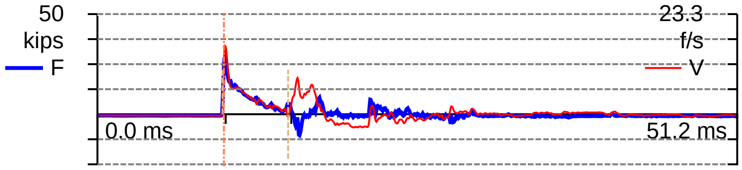
BN 275
6/17/2011 7:34:50 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

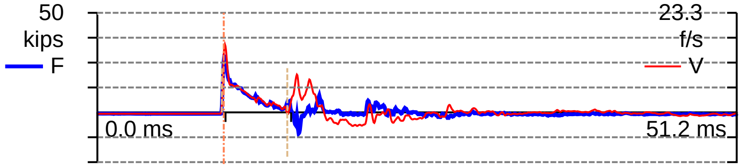
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 276
6/17/2011 7:34:51 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

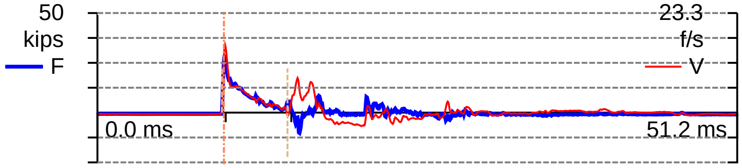
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 277
6/17/2011 7:34:52 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

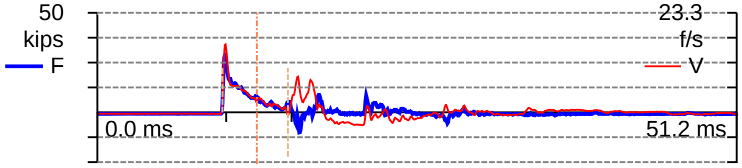
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 278
6/17/2011 7:34:53 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

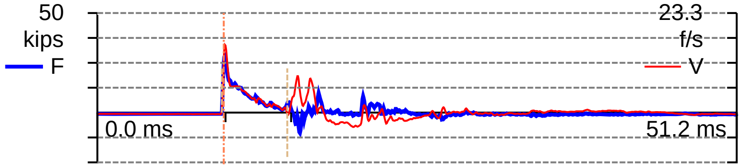
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 279
6/17/2011 7:34:54 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	91.0	(%)	FR	20.000	kHz

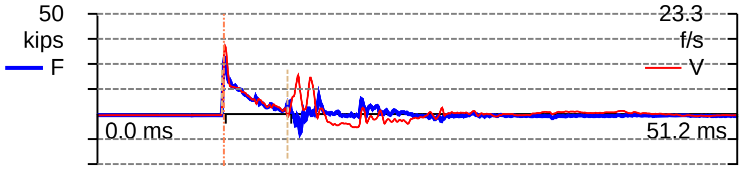
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 280
6/17/2011 7:34:55 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

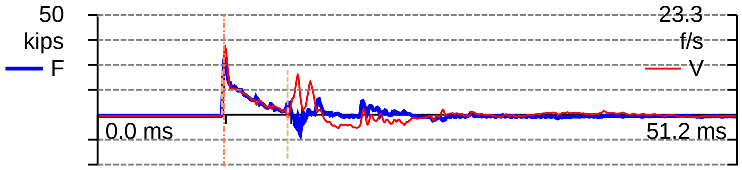
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 281
6/17/2011 7:34:56 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

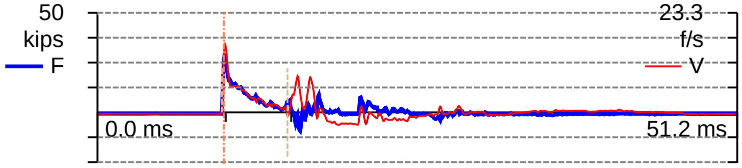
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 282
6/17/2011 7:34:57 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

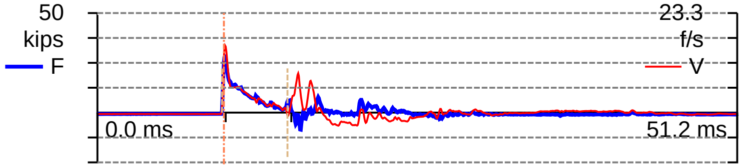
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 283
6/17/2011 7:34:58 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

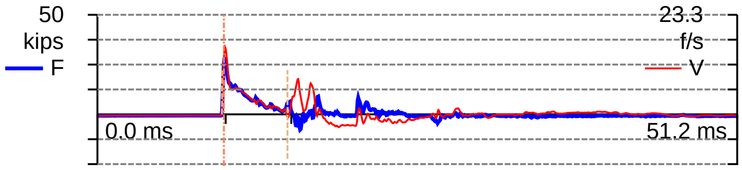
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 284
6/17/2011 7:35:00 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

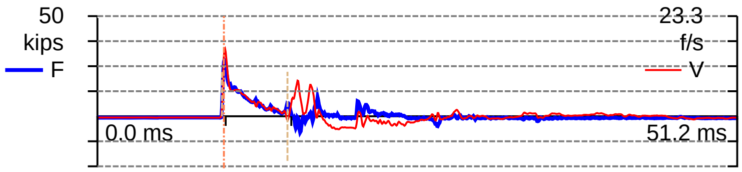
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 285
6/17/2011 7:35:01 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

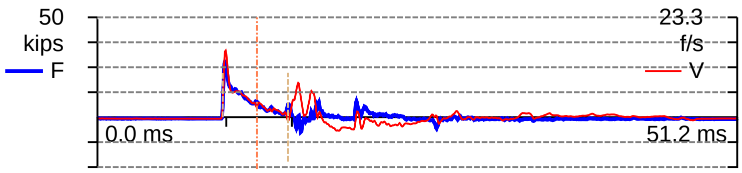
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 286
6/17/2011 7:35:02 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

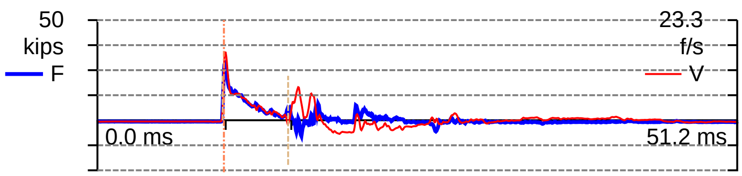
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 287
6/17/2011 7:35:03 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	5.24	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

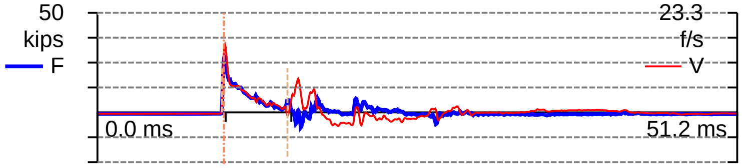
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 288
6/17/2011 7:35:04 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

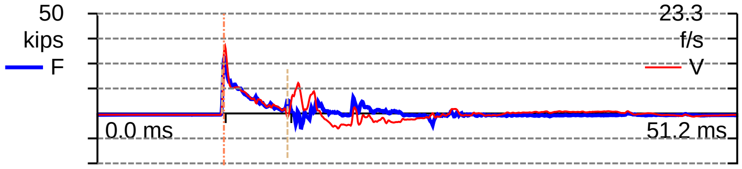
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 289
6/17/2011 7:35:05 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

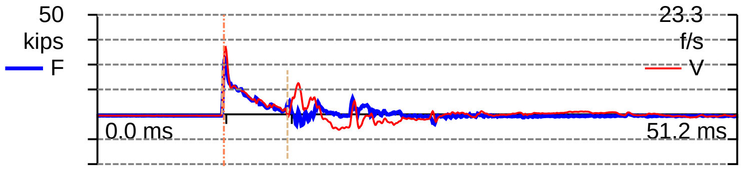
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 290
6/17/2011 7:35:06 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

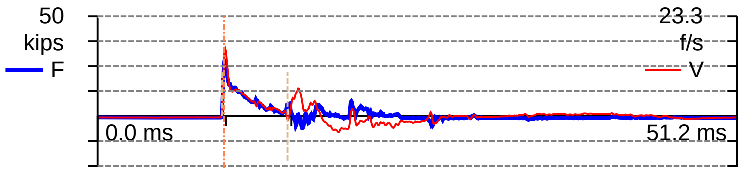
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 291
6/17/2011 7:35:07 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

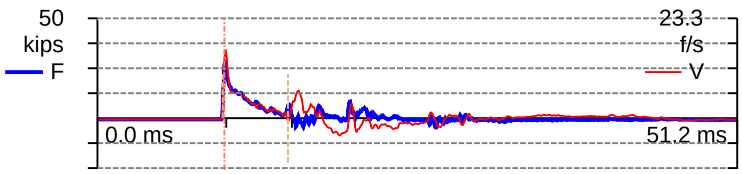
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 292
6/17/2011 7:35:08 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

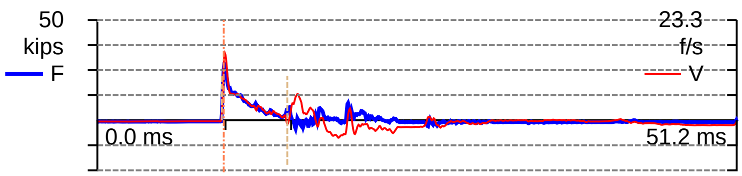
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 293
6/17/2011 7:35:09 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

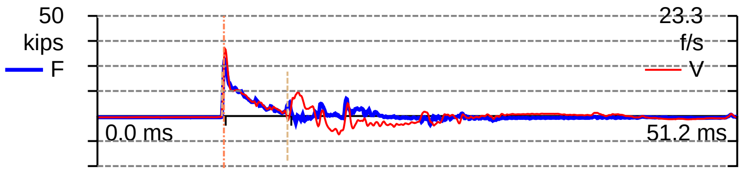


BN 294
6/17/2011 7:35:10 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

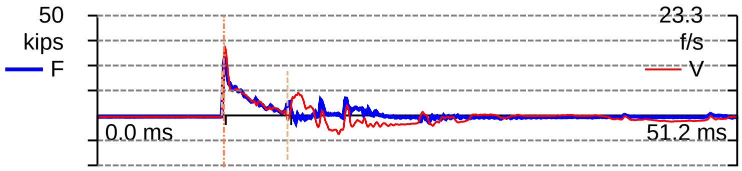
BN 295
6/17/2011 7:35:11 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

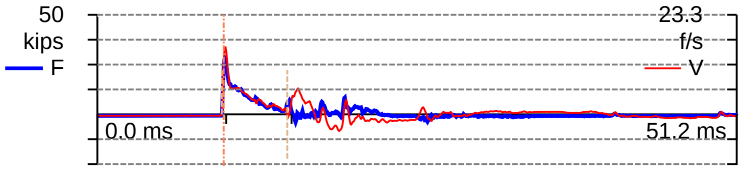
BN 296
6/17/2011 7:35:12 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

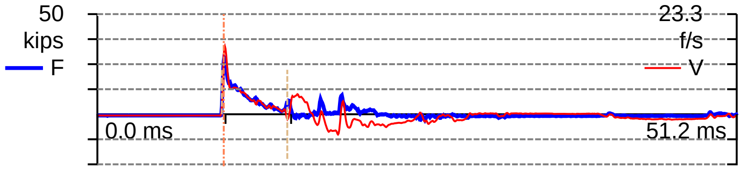
BN 297
6/17/2011 7:35:13 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

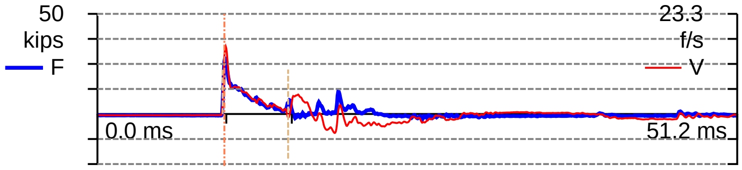
BN 298
6/17/2011 7:35:14 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

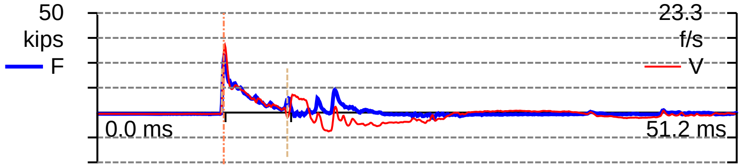
BN 299
6/17/2011 7:35:15 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

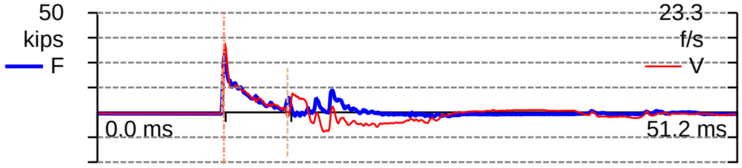
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 300
6/17/2011 7:35:16 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

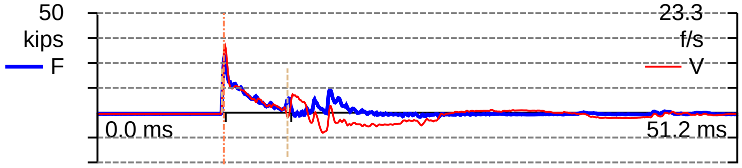
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 301
6/17/2011 7:35:17 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

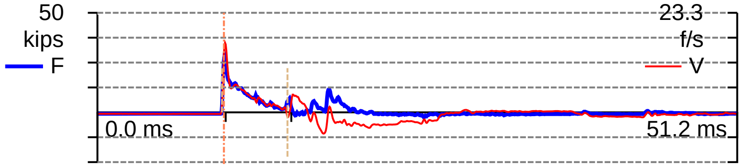
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 302
6/17/2011 7:35:19 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

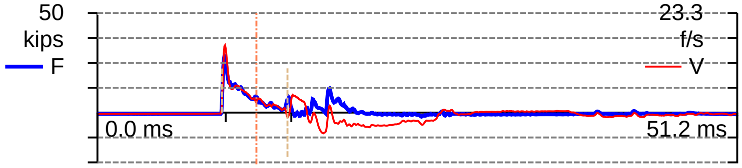
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 303
6/17/2011 7:35:20 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.75	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

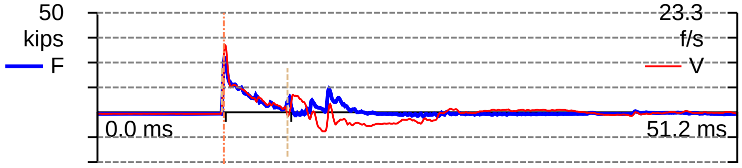
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 304
6/17/2011 7:35:21 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

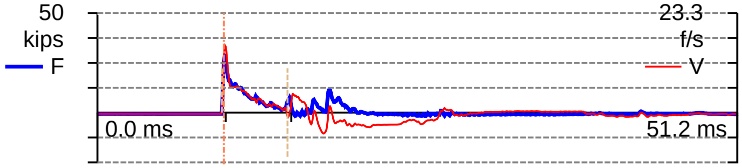
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 305
6/17/2011 7:35:22 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

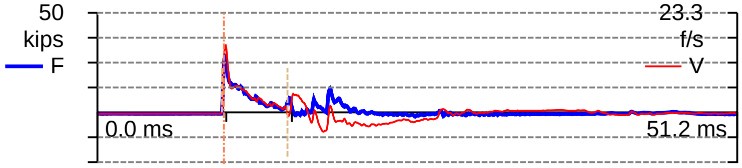
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 306
6/17/2011 7:35:23 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

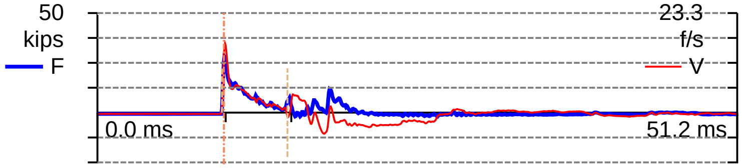
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 307
6/17/2011 7:35:24 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

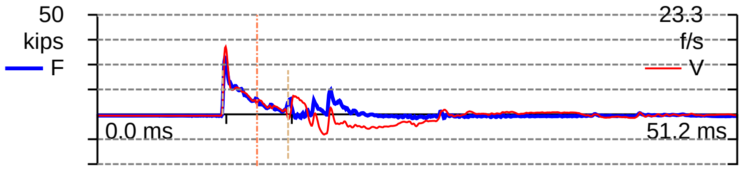
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 308
6/17/2011 7:35:25 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

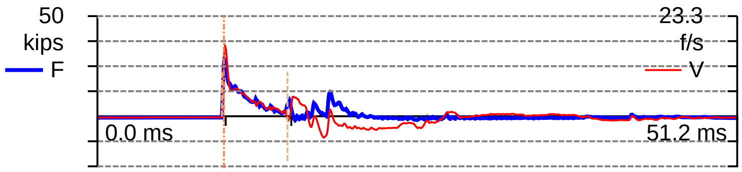
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 309
6/17/2011 7:35:26 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

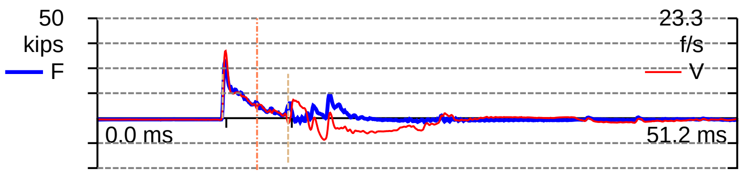
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 310
6/17/2011 7:35:27 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.24	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

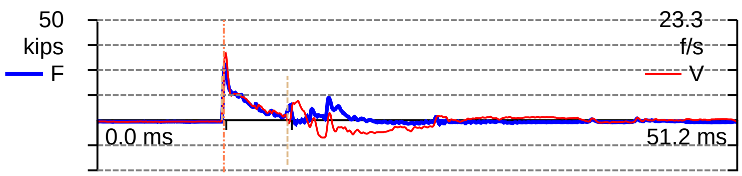
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 311
6/17/2011 7:35:28 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	5.24	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

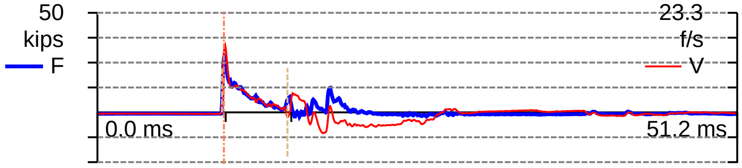
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 312
6/17/2011 7:35:29 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

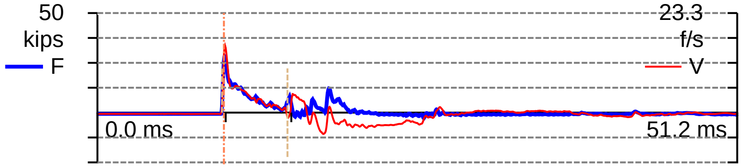
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 313
6/17/2011 7:35:30 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

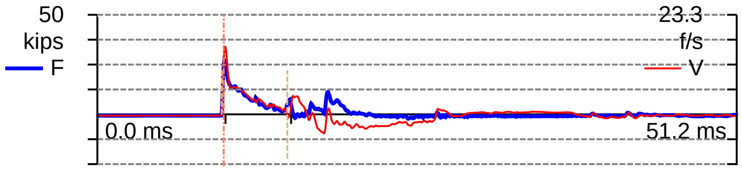
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 314
6/17/2011 7:35:31 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

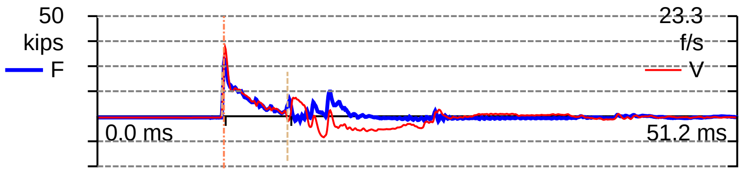
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 315
6/17/2011 7:35:32 AM

LP	39.30	ft	LE	44.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

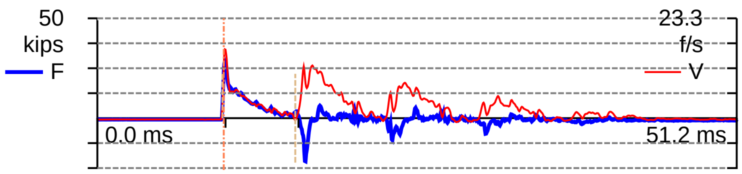
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 316
6/17/2011 7:35:33 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.24	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

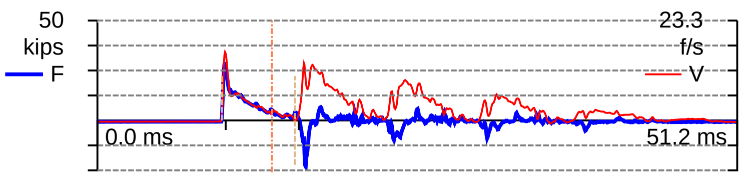
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 317
6/17/2011 7:42:57 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

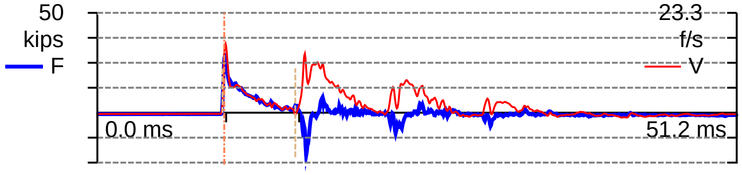
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 318
6/17/2011 7:42:58 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

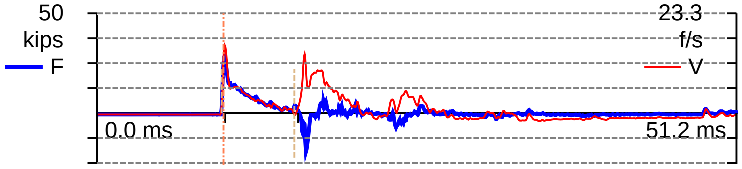
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 319
6/17/2011 7:42:59 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

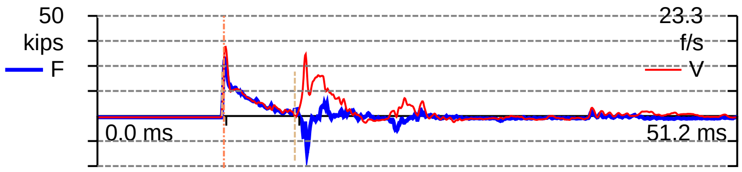
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 320
6/17/2011 7:43:00 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

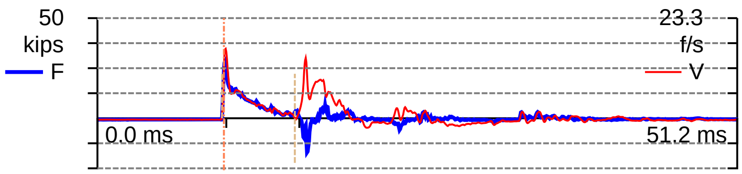
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 321
6/17/2011 7:43:01 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

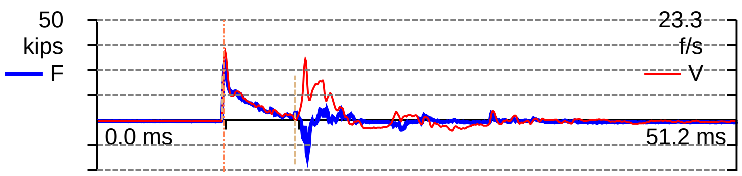
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 322
6/17/2011 7:43:02 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	92.0	(%)	FR	20.000	kHz

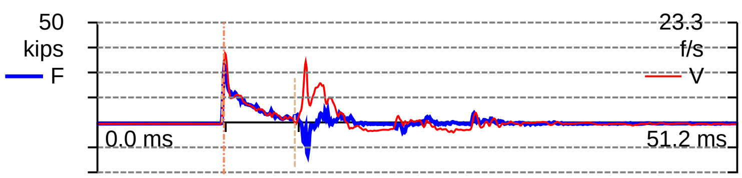
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 323
6/17/2011 7:43:03 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.8	(%)	FR	20.000	kHz

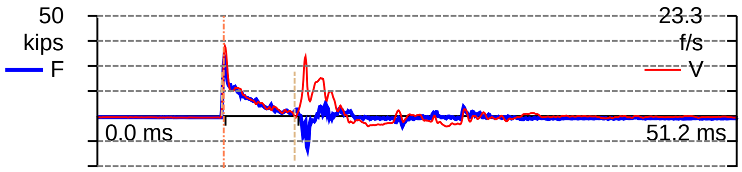
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 324
6/17/2011 7:43:04 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

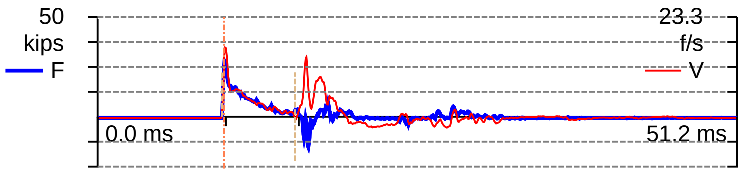
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 325
6/17/2011 7:43:05 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.4	(%)	FR	20.000	kHz

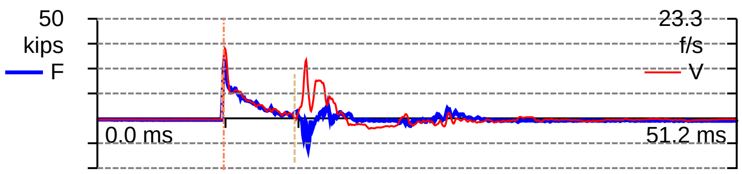
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 326
6/17/2011 7:43:06 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

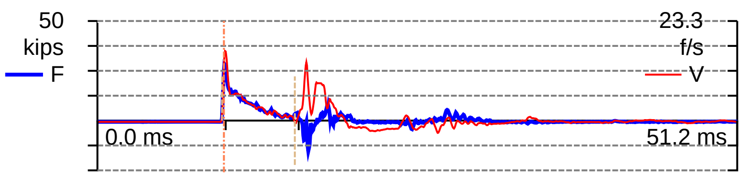
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 327
6/17/2011 7:43:07 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

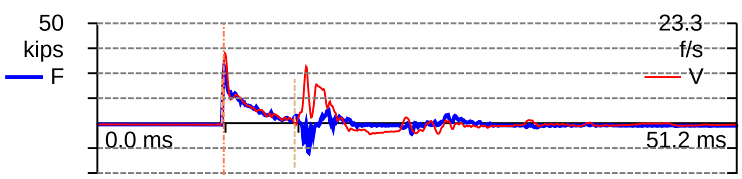
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 328
6/17/2011 7:43:08 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	91.9	(%)	FR	20.000	kHz

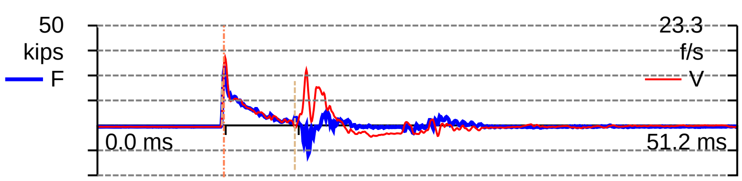
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 329
6/17/2011 7:43:10 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

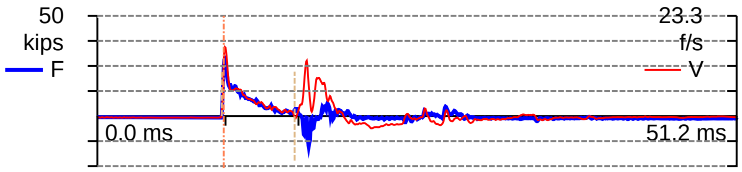
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 330
6/17/2011 7:43:11 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

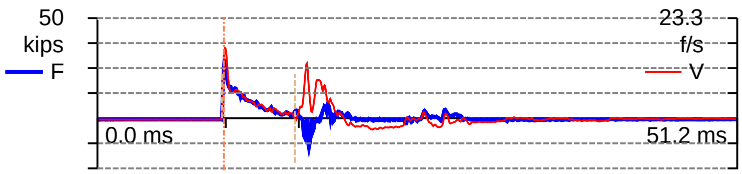
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 331
6/17/2011 7:43:12 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.318	k-ft	2L/c	5.83	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

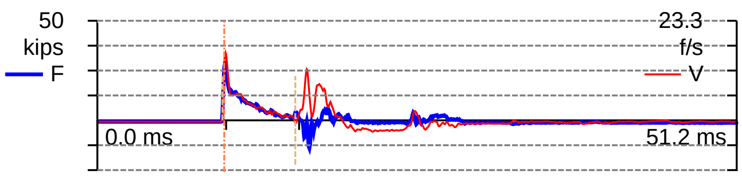
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 332
6/17/2011 7:43:13 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

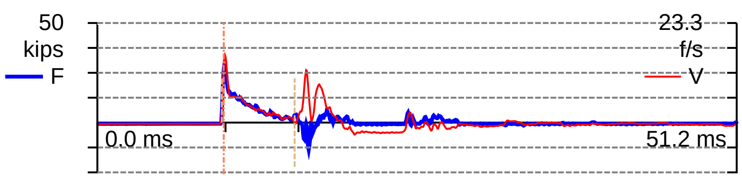
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 333
6/17/2011 7:43:14 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

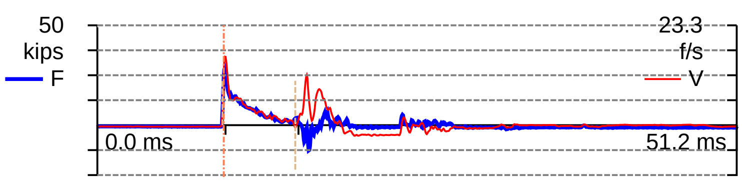
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 334
6/17/2011 7:43:15 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

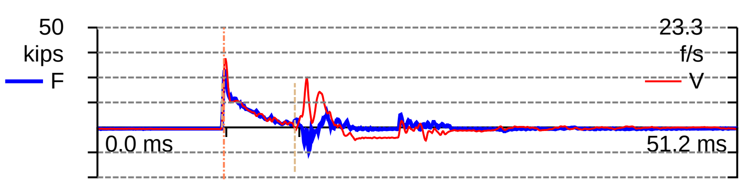
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 335
6/17/2011 7:43:16 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.9	(%)	FR	20.000	kHz

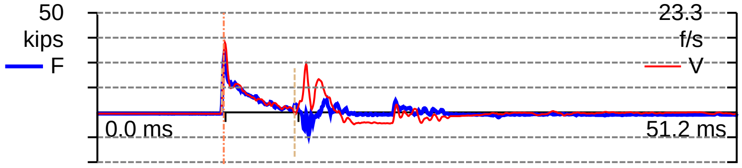
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 336
6/17/2011 7:43:17 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

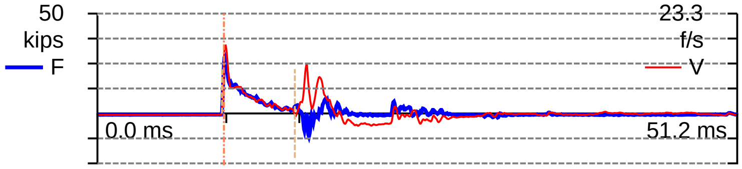
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 337
6/17/2011 7:43:18 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

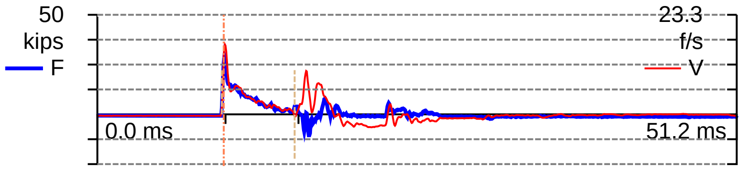
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 338
6/17/2011 7:43:19 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.308	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

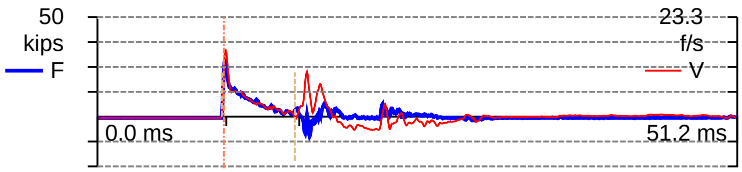
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 339
6/17/2011 7:43:20 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.75	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

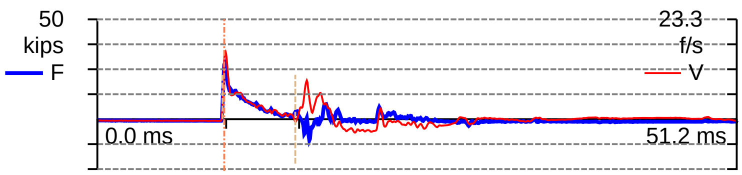
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 340
6/17/2011 7:43:21 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

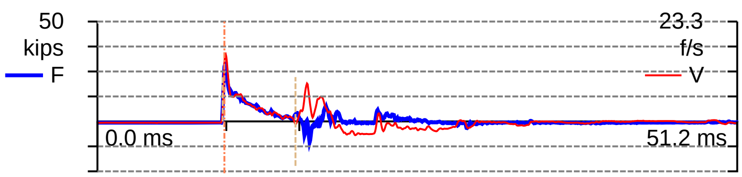
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 341
6/17/2011 7:43:22 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

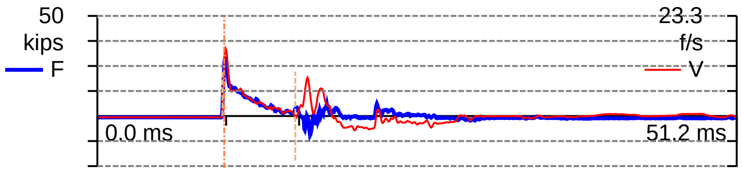
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 342
6/17/2011 7:43:23 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

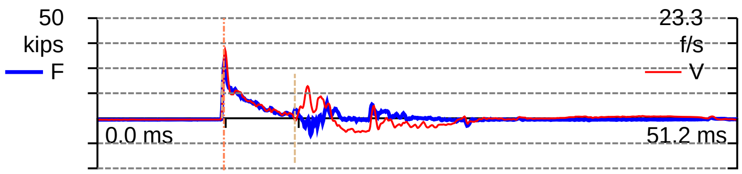
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 343
6/17/2011 7:43:24 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.7	(%)	FR	20.000	kHz

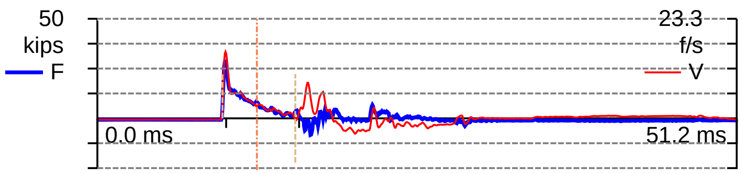
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 344
6/17/2011 7:43:25 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

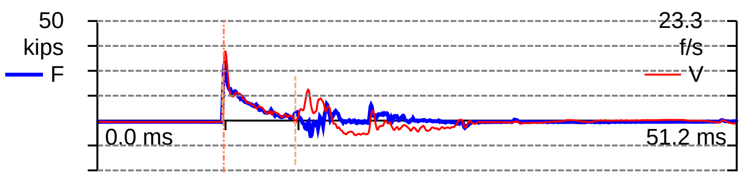
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 345
6/17/2011 7:43:26 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

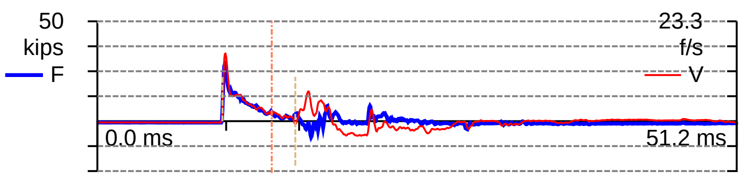
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 346
6/17/2011 7:43:27 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.3	(%)	FR	20.000	kHz

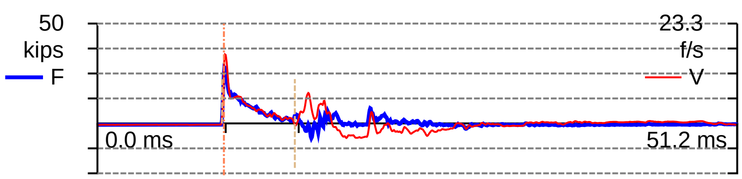
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 347
6/17/2011 7:43:28 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

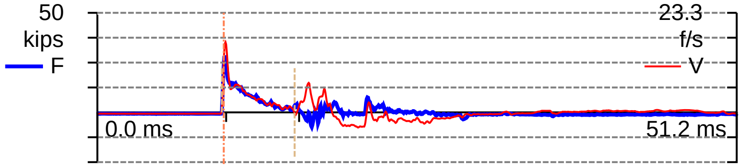
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 348
6/17/2011 7:43:29 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

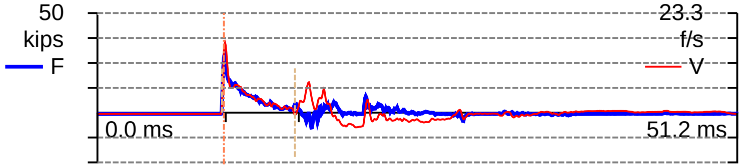
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 349
6/17/2011 7:43:30 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.74	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

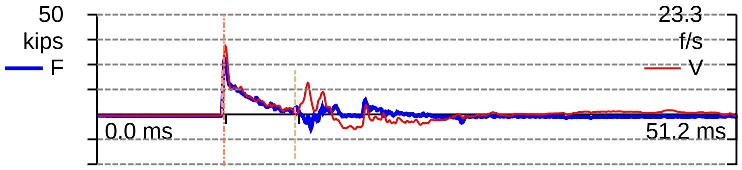
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 350
6/17/2011 7:43:32 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

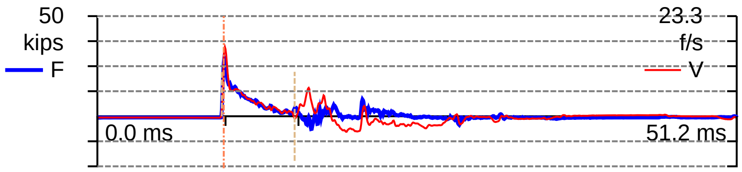
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 351
6/17/2011 7:43:33 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	92.8	(%)	FR	20.000	kHz

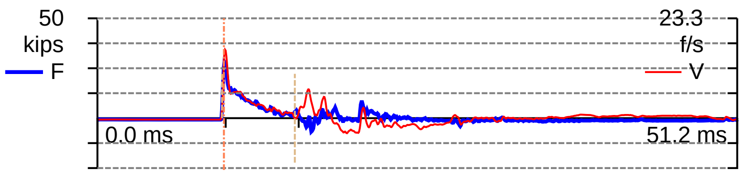
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 352
6/17/2011 7:43:34 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

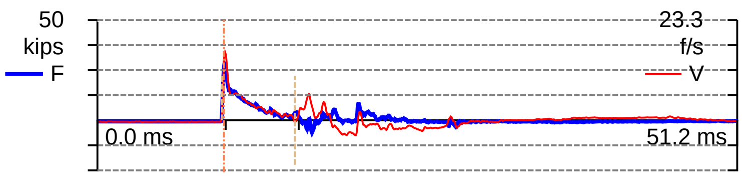
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 353
6/17/2011 7:43:35 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

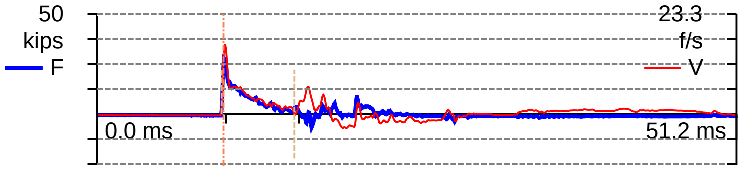
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 354
6/17/2011 7:43:36 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

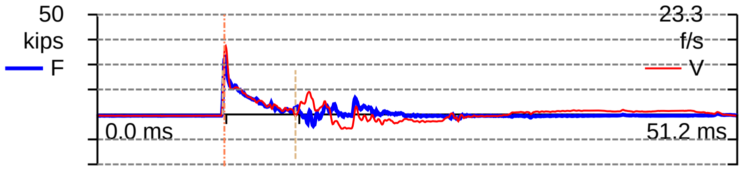
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 355
6/17/2011 7:43:37 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.326	k-ft	EA/c	2.1	ksec/ft
ETR	93.2	(%)	FR	20.000	kHz

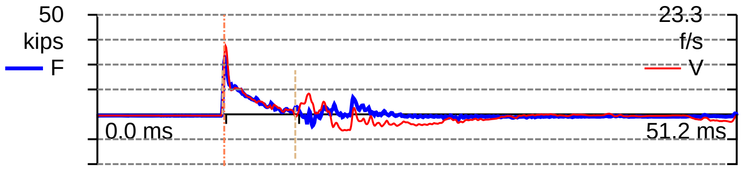
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 356
6/17/2011 7:43:38 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

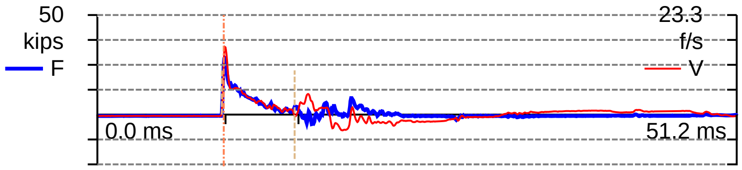
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 357
6/17/2011 7:43:39 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.83	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

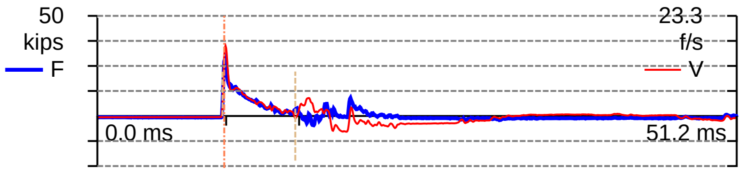
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 358
6/17/2011 7:43:40 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

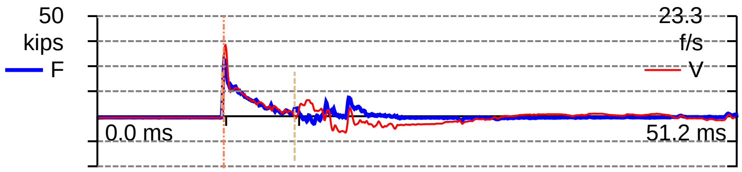
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 359
6/17/2011 7:43:41 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.76	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.9	(%)	FR	20.000	kHz

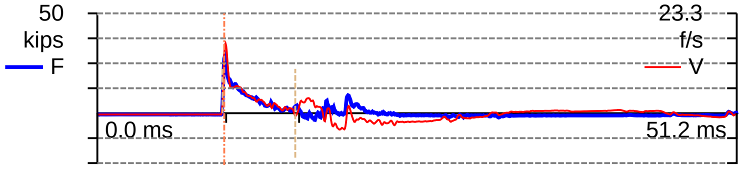
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 360
6/17/2011 7:43:42 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.73	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.3	(%)	FR	20.000	kHz

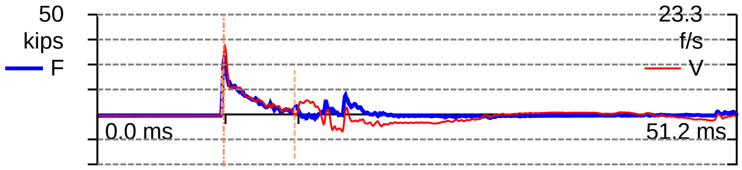
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 361
6/17/2011 7:43:43 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

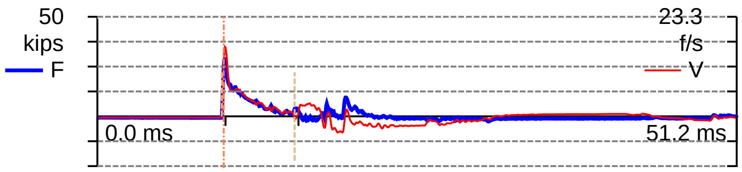
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 362
6/17/2011 7:43:44 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	92.9	(%)	FR	20.000	kHz

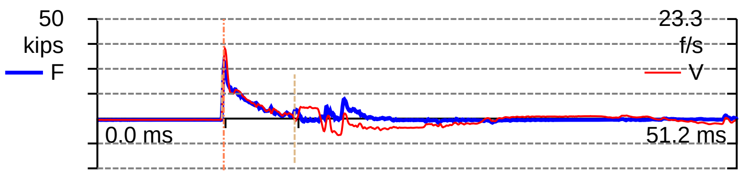
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 363
6/17/2011 7:43:45 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.318	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

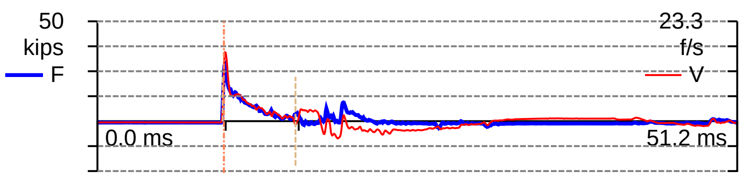
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 364
6/17/2011 7:43:46 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

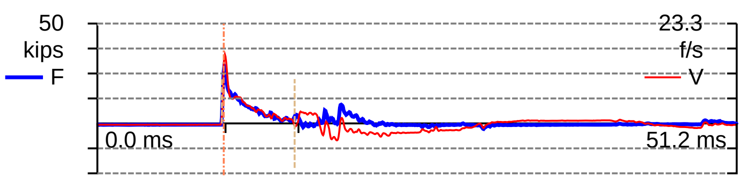
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 365
6/17/2011 7:43:47 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

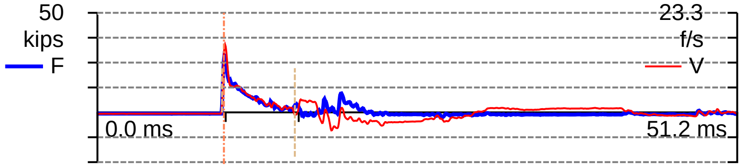
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 366
6/17/2011 7:43:48 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

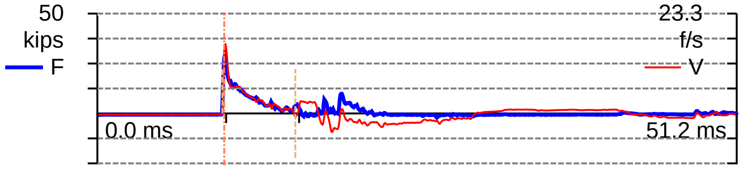
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 367
6/17/2011 7:43:49 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

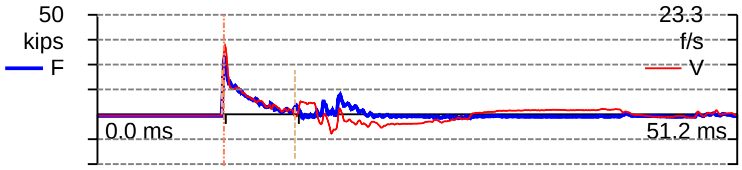
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 368
6/17/2011 7:43:50 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.6	(%)	FR	20.000	kHz

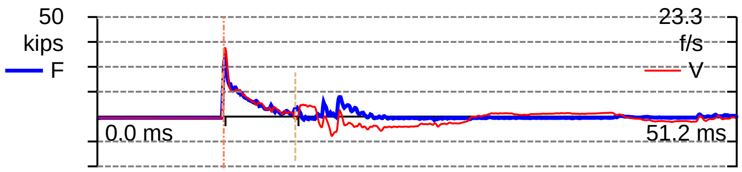
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 369
6/17/2011 7:43:51 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

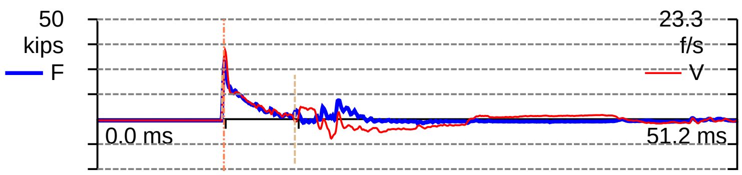
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 370
6/17/2011 7:43:52 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	92.0	(%)	FR	20.000	kHz

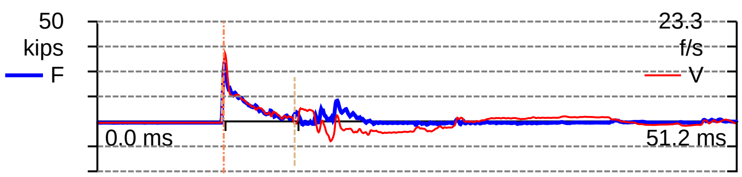
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 371
6/17/2011 7:43:54 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

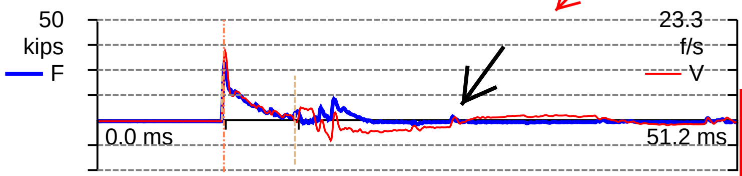


BN 372
6/17/2011 7:43:55 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

Upward Rebound

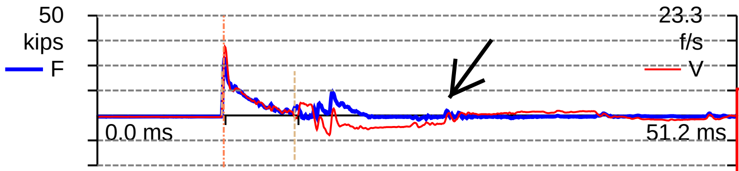
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 373
6/17/2011 7:43:56 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

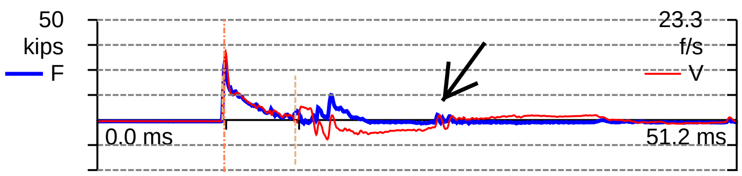
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 374
6/17/2011 7:43:57 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

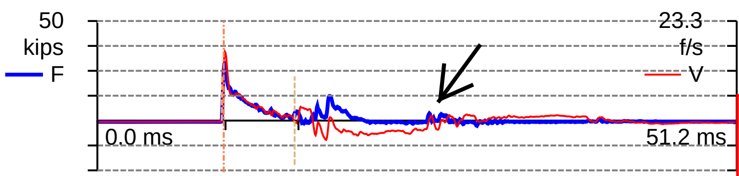
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 375
6/17/2011 7:43:58 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

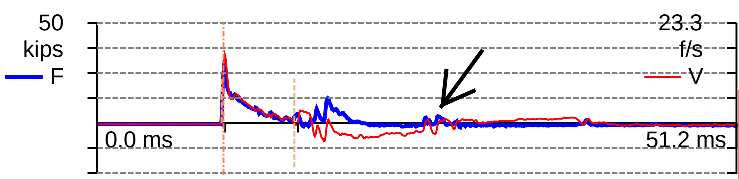
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 376
6/17/2011 7:43:59 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.4	(%)	FR	20.000	kHz

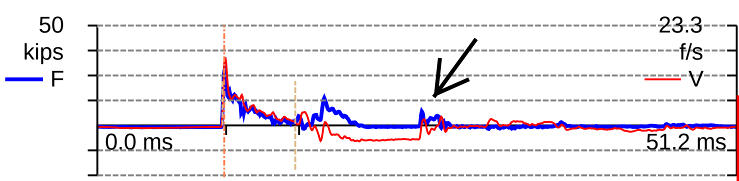
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 377
6/17/2011 7:44:00 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

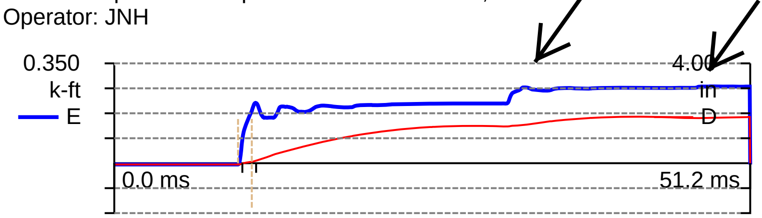


BN 378
6/17/2011 7:44:01 AM

LP	44.30	ft	LE	49.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.61	[]	SP	0.492	k/ft3
EF2	0.260	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	5.83	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.8	(%)	FR	20.000	kHz

ETR from Secondary Impacts

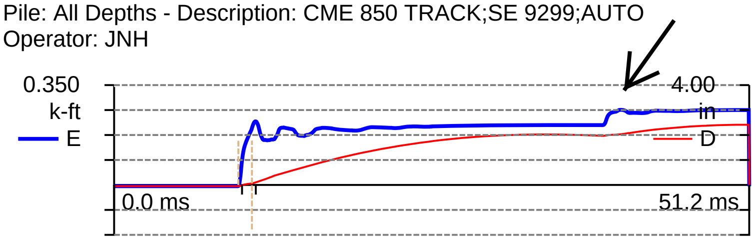
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 1
6/17/2011 6:42:38 AM

LP	4.00	ft	LE	9.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.207	k-ft	WS	16,807.9	f/s
E2E	0.180	k-ft	2L/c	1.10	ms
EMX	0.270	k-ft	EA/c	2.1	ksec/ft
ETR	77.3	(%)	FR	20.000	kHz

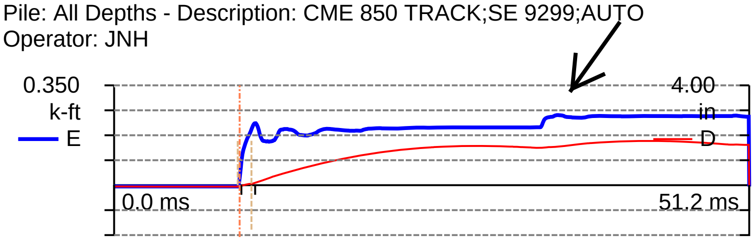
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 2
6/17/2011 6:42:39 AM

LP	4.00	ft	LE	9.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.220	k-ft	WS	16,807.9	f/s
E2E	0.195	k-ft	2L/c	1.10	ms
EMX	0.265	k-ft	EA/c	2.1	ksec/ft
ETR	75.6	(%)	FR	20.000	kHz

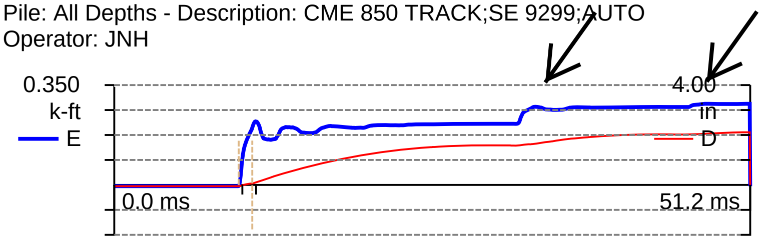
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 3
6/17/2011 6:42:40 AM

LP	4.00	ft	LE	9.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.91	[]	SP	0.492	k/ft3
EF2	0.217	k-ft	WS	16,807.9	f/s
E2E	0.191	k-ft	2L/c	1.10	ms
EMX	0.247	k-ft	EA/c	2.1	ksec/ft
ETR	70.6	(%)	FR	20.000	kHz

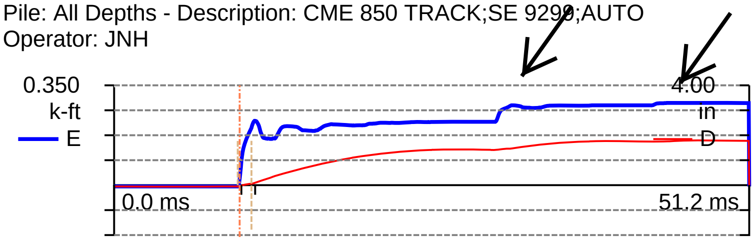
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 4
6/17/2011 6:42:41 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.219	k-ft	WS	16,807.9	f/s
E2E	0.197	k-ft	2L/c	1.10	ms
EMX	0.285	k-ft	EA/c	2.1	ksec/ft
ETR	81.6	(%)	FR	20.000	kHz

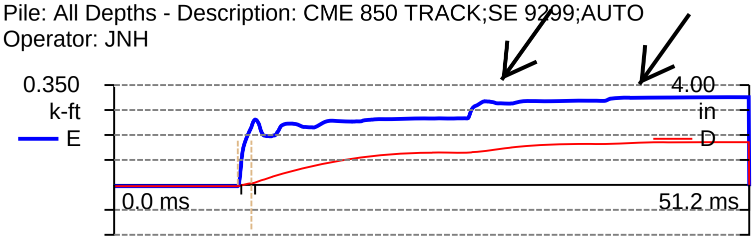
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 5
6/17/2011 6:42:42 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.91	[]	SP	0.492	k/ft3
EF2	0.224	k-ft	WS	16,807.9	f/s
E2E	0.197	k-ft	2L/c	1.10	ms
EMX	0.290	k-ft	EA/c	2.1	ksec/ft
ETR	82.7	(%)	FR	20.000	kHz

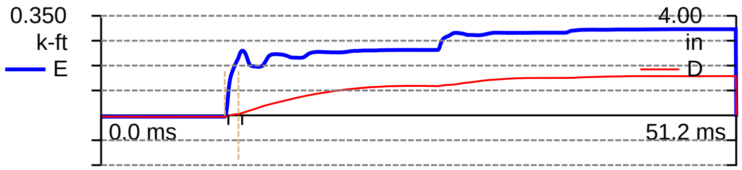
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 6
6/17/2011 6:42:43 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.226	k-ft	WS	16,807.9	f/s
E2E	0.200	k-ft	2L/c	1.10	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

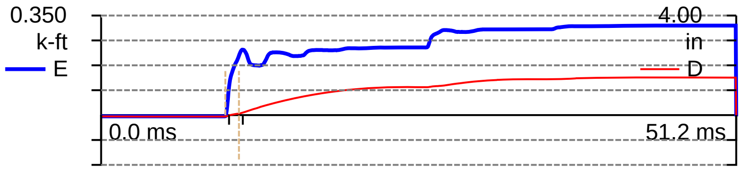
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 7
6/17/2011 6:42:45 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.89	[]	SP	0.492	k/ft3
EF2	0.221	k-ft	WS	16,807.9	f/s
E2E	0.200	k-ft	2L/c	1.10	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

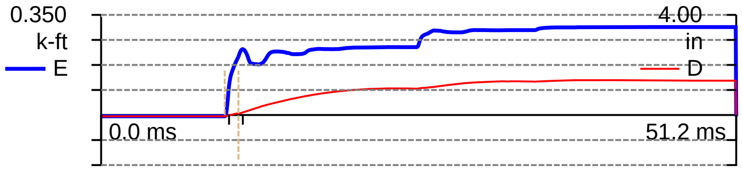
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 8
6/17/2011 6:42:46 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.225	k-ft	WS	16,807.9	f/s
E2E	0.205	k-ft	2L/c	1.10	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

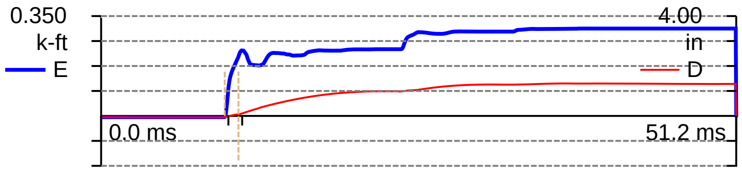
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 9
6/17/2011 6:42:47 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.223	k-ft	WS	16,807.9	f/s
E2E	0.201	k-ft	2L/c	1.10	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

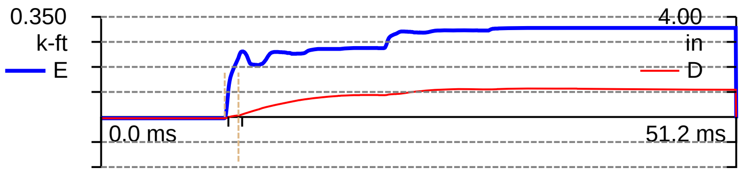
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 10
6/17/2011 6:42:48 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.219	k-ft	WS	16,807.9	f/s
E2E	0.204	k-ft	2L/c	1.10	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

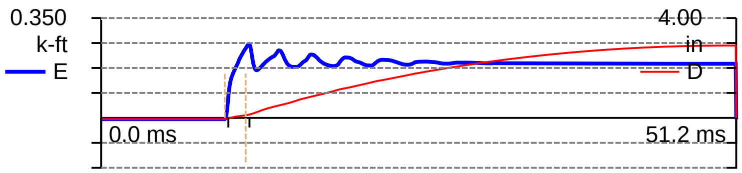
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 11
6/17/2011 6:42:49 AM

LP	4.00	ft	LE	9.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.222	k-ft	WS	16,807.9	f/s
E2E	0.203	k-ft	2L/c	1.10	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

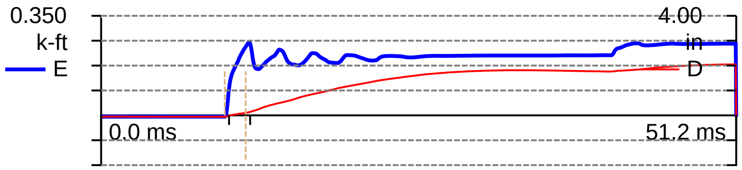
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 12
6/17/2011 6:50:12 AM

LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.90	[]	SP	0.492	k/ft3
EF2	0.254	k-ft	WS	16,807.9	f/s
E2E	0.243	k-ft	2L/c	1.69	ms
EMX	0.261	k-ft	EA/c	2.1	ksec/ft
ETR	74.5	(%)	FR	20.000	kHz

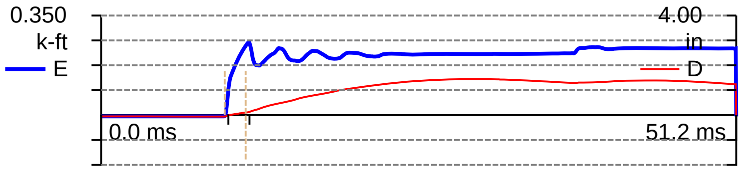
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 13
6/17/2011 6:50:13 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	17.3	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.258	k-ft	EA/c	2.1	ksec/ft
ETR	73.7	(%)	FR	20.000	kHz

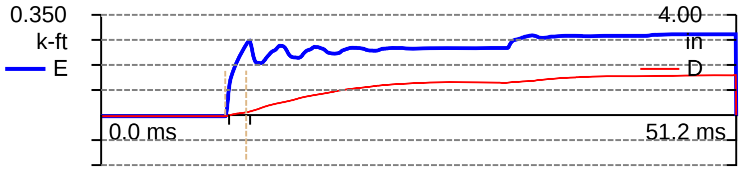
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 14
6/17/2011 6:50:15 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.243	k-ft	2L/c	1.69	ms
EMX	0.257	k-ft	EA/c	2.1	ksec/ft
ETR	73.5	(%)	FR	20.000	kHz

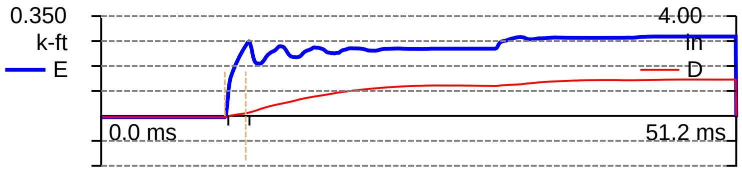
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 15
6/17/2011 6:50:16 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.255	k-ft	WS	16,807.9	f/s
E2E	0.246	k-ft	2L/c	1.69	ms
EMX	0.283	k-ft	EA/c	2.1	ksec/ft
ETR	80.9	(%)	FR	20.000	kHz

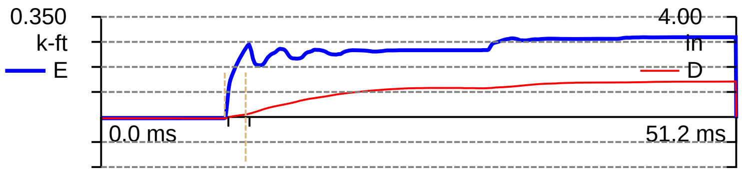
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 16
6/17/2011 6:50:17 AM

LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.256	k-ft	WS	16,807.9	f/s
E2E	0.245	k-ft	2L/c	1.69	ms
EMX	0.280	k-ft	EA/c	2.1	ksec/ft
ETR	79.9	(%)	FR	20.000	kHz

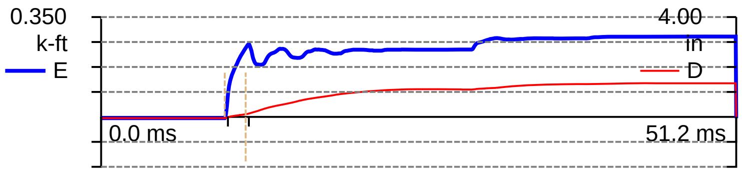
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 17
6/17/2011 6:50:18 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.250	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.280	k-ft	EA/c	2.1	ksec/ft
ETR	80.0	(%)	FR	20.000	kHz

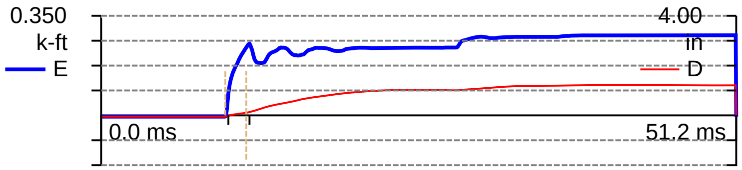
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 18
6/17/2011 6:50:19 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.282	k-ft	EA/c	2.1	ksec/ft
ETR	80.7	(%)	FR	20.000	kHz

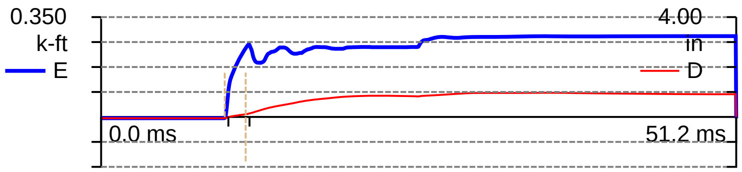
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 19
6/17/2011 6:50:20 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.247	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.283	k-ft	EA/c	2.1	ksec/ft
ETR	80.7	(%)	FR	20.000	kHz

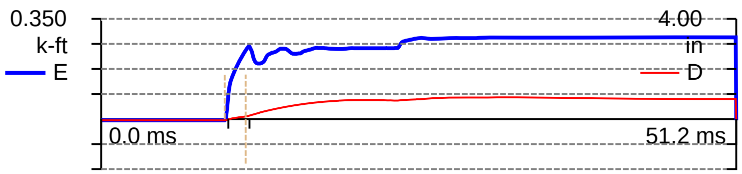
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 20
6/17/2011 6:50:21 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.239	k-ft	2L/c	1.69	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.2	(%)	FR	20.000	kHz

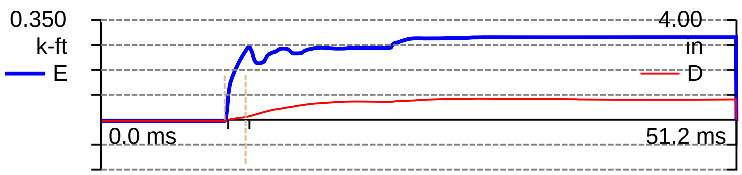
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 21
6/17/2011 6:50:22 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	81.9	(%)	FR	20.000	kHz

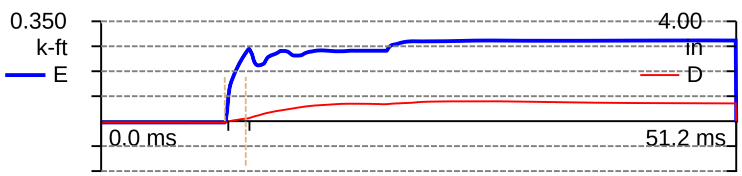
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 22
6/17/2011 6:50:23 AM

LP	9.00	ft	LE	14.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.252	k-ft	WS	16,807.9	f/s
E2E	0.240	k-ft	2L/c	1.69	ms
EMX	0.290	k-ft	EA/c	2.1	ksec/ft
ETR	82.9	(%)	FR	20.000	kHz

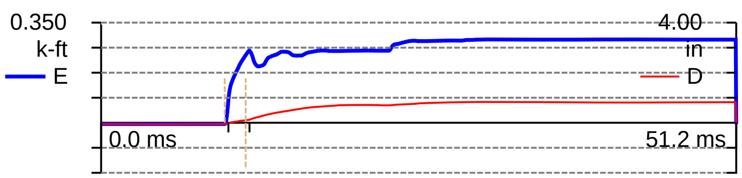
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 23
6/17/2011 6:50:24 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.237	k-ft	2L/c	1.69	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.1	(%)	FR	20.000	kHz

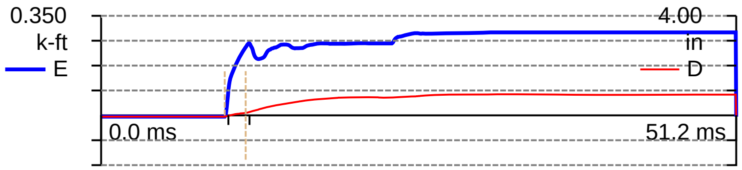
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 24
6/17/2011 6:50:26 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.249	k-ft	WS	16,807.9	f/s
E2E	0.235	k-ft	2L/c	1.69	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

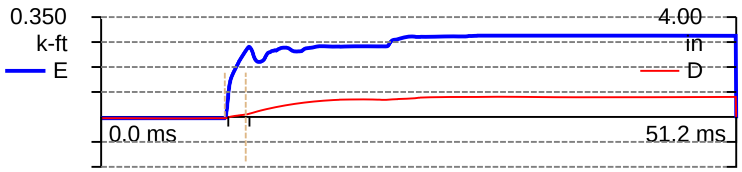
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 25
6/17/2011 6:50:27 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.251	k-ft	WS	16,807.9	f/s
E2E	0.238	k-ft	2L/c	1.69	ms
EMX	0.293	k-ft	EA/c	2.1	ksec/ft
ETR	83.7	(%)	FR	20.000	kHz

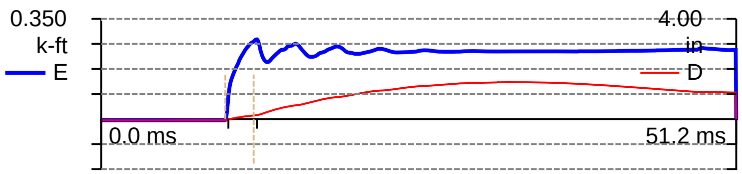
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 26
6/17/2011 6:50:28 AM

LP	9.00	ft	LE	14.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.242	k-ft	WS	16,807.9	f/s
E2E	0.231	k-ft	2L/c	1.69	ms
EMX	0.286	k-ft	EA/c	2.1	ksec/ft
ETR	81.7	(%)	FR	20.000	kHz

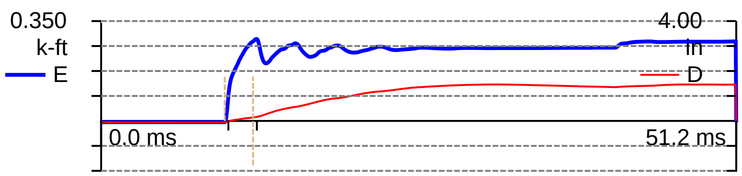
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 27
6/17/2011 6:56:53 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.272	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.279	k-ft	EA/c	2.1	ksec/ft
ETR	79.8	(%)	FR	20.000	kHz

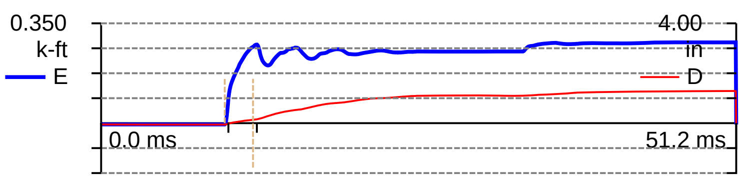
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 28
6/17/2011 6:56:54 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.275	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.28	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.3	(%)	FR	20.000	kHz

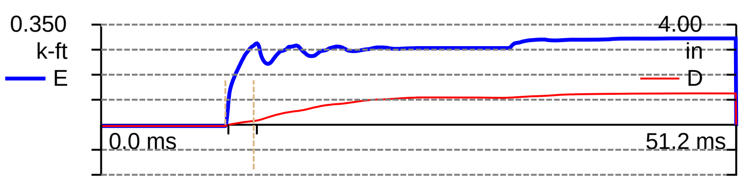
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 29
6/17/2011 6:57:02 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.285	k-ft	EA/c	2.1	ksec/ft
ETR	81.3	(%)	FR	20.000	kHz

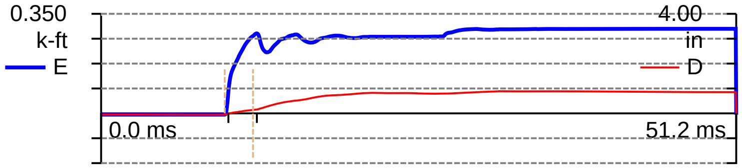
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 30
6/17/2011 6:57:03 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.277	k-ft	2L/c	2.28	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

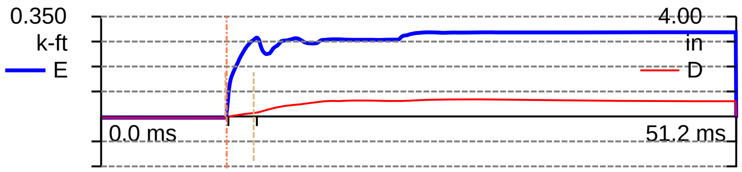
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 31
6/17/2011 6:57:04 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.3	(%)	FR	20.000	kHz

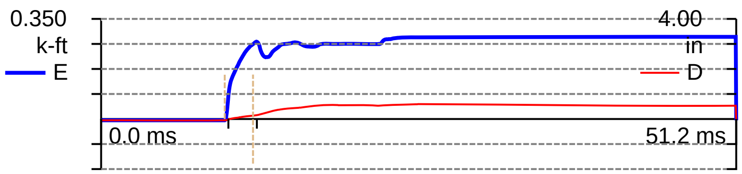
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 32
6/17/2011 6:57:05 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.265	k-ft	WS	16,807.9	f/s
E2E	0.269	k-ft	2L/c	2.28	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.6	(%)	FR	20.000	kHz

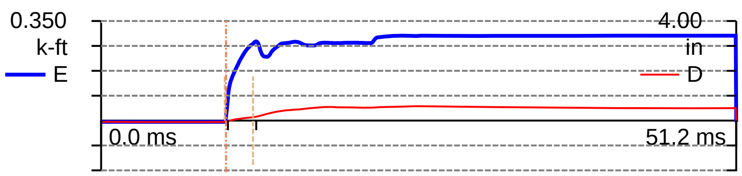
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 33
6/17/2011 6:57:07 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.261	k-ft	WS	16,807.9	f/s
E2E	0.262	k-ft	2L/c	2.28	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.4	(%)	FR	20.000	kHz

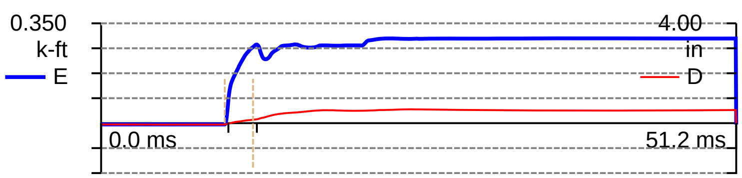
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 34
6/17/2011 6:57:08 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.269	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

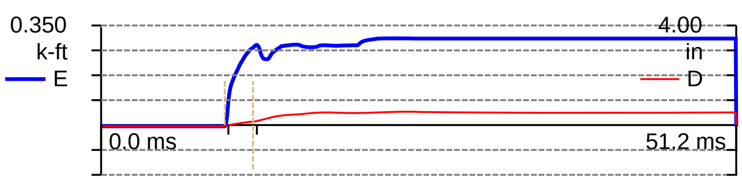
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 35
6/17/2011 6:57:09 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.2	(%)	FR	20.000	kHz

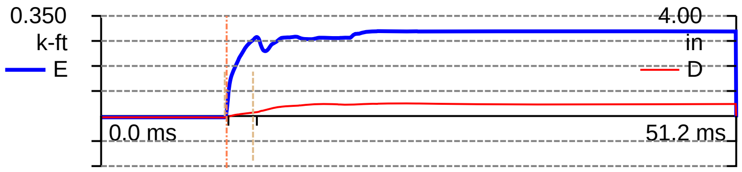
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 36
6/17/2011 6:57:10 AM

LP	14.30	ft	LE	19.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.276	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

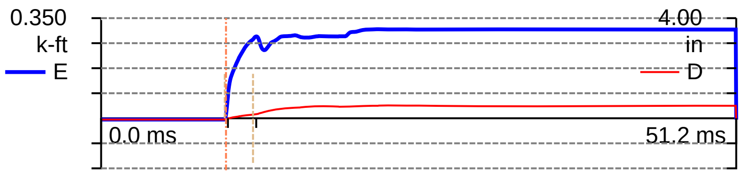
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 37
6/17/2011 6:57:11 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.265	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

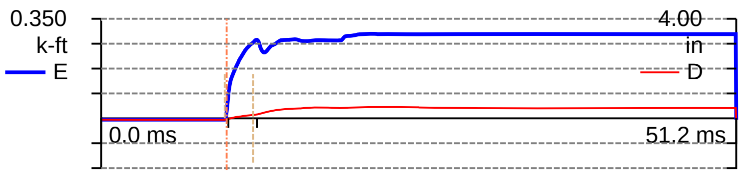
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 38
6/17/2011 6:57:12 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.276	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

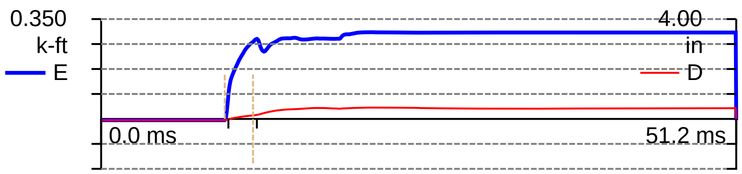
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 39
6/17/2011 6:57:13 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

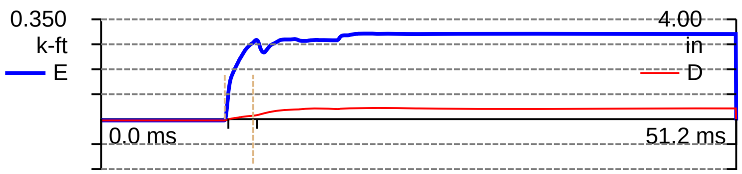
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 40
6/17/2011 6:57:14 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.270	k-ft	2L/c	2.28	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

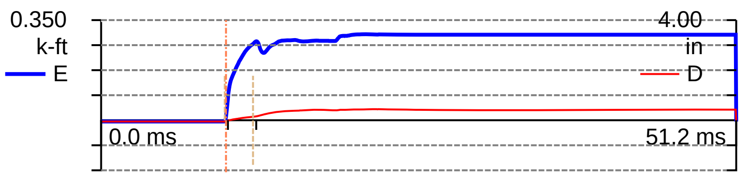
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 41
6/17/2011 6:57:15 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

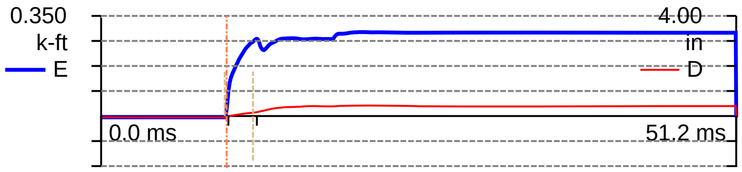
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 42
6/17/2011 6:57:16 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.268	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.2	(%)	FR	20.000	kHz

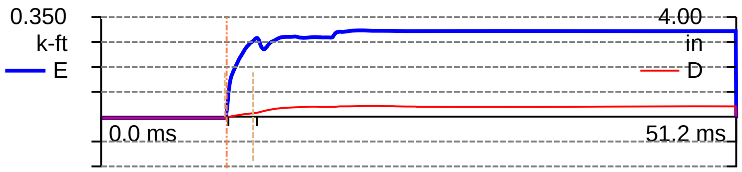
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 43
6/17/2011 6:57:17 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.260	k-ft	WS	16,807.9	f/s
E2E	0.261	k-ft	2L/c	2.28	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.2	(%)	FR	20.000	kHz

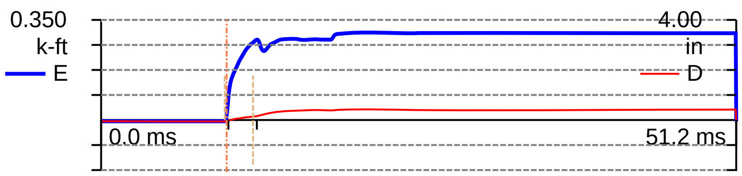
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 44
6/17/2011 6:57:18 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

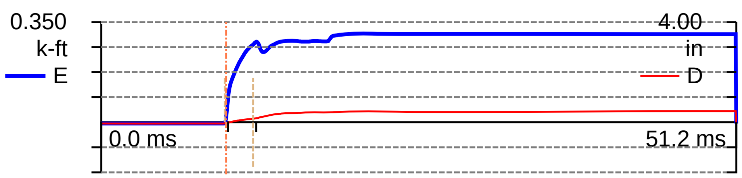
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 45
6/17/2011 6:57:20 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

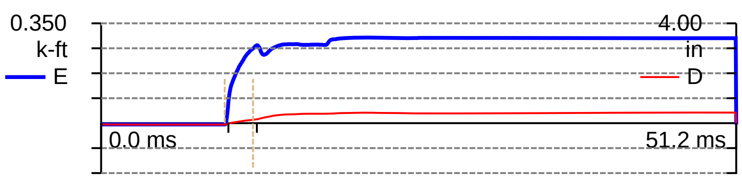
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 46
6/17/2011 6:57:21 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

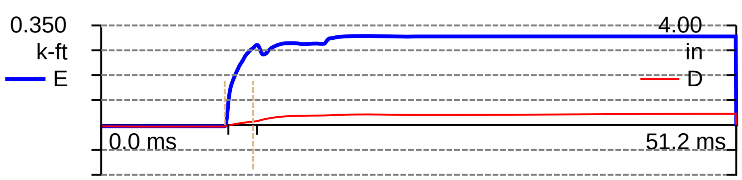
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 47
6/17/2011 6:57:22 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.262	k-ft	2L/c	2.28	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

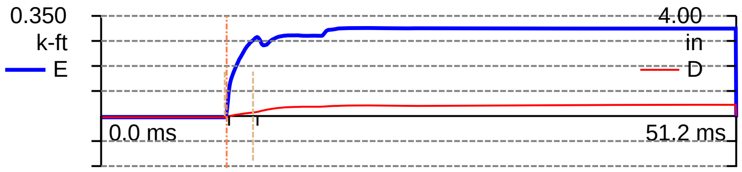


BN 48
6/17/2011 6:57:23 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.269	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

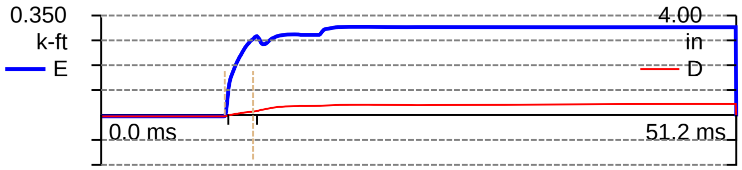
BN 49
6/17/2011 6:57:24 AM



LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.265	k-ft	2L/c	2.28	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

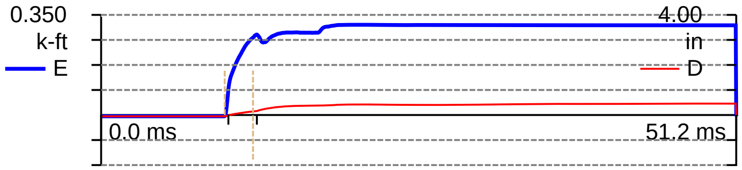
BN 50
6/17/2011 6:57:25 AM



LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.264	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

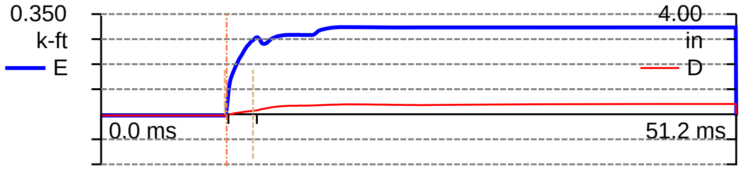
BN 51
6/17/2011 6:57:26 AM



LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

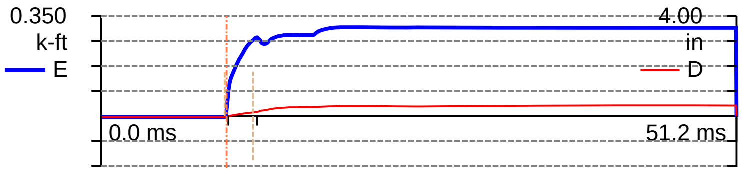
BN 52
6/17/2011 6:57:27 AM



LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.257	k-ft	WS	16,807.9	f/s
E2E	0.260	k-ft	2L/c	2.28	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

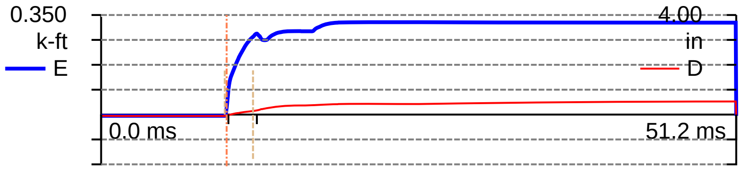
BN 53
6/17/2011 6:57:28 AM



LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.266	k-ft	2L/c	2.28	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

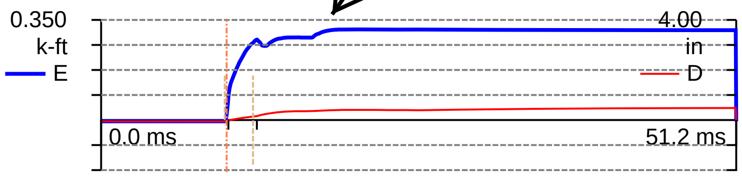
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 54
6/17/2011 6:57:29 AM



LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.28	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	93.0	(%)	FR	20.000	kHz

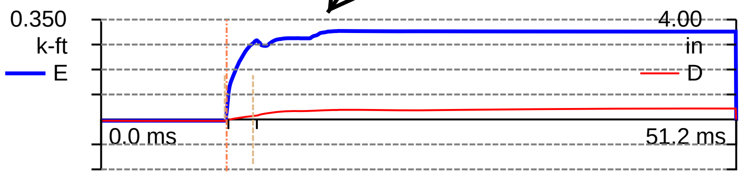
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 55
6/17/2011 6:57:30 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

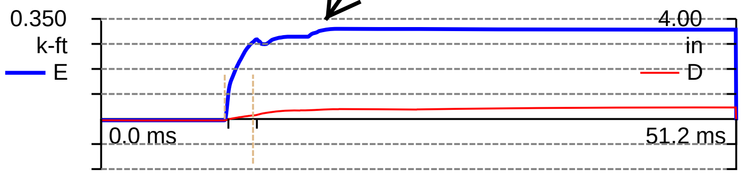
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 56
6/17/2011 6:57:31 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.263	k-ft	WS	16,807.9	f/s
E2E	0.267	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

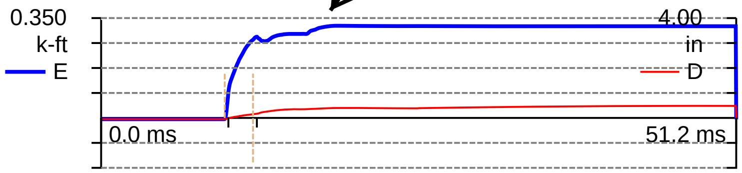
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 57
6/17/2011 6:57:33 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.269	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

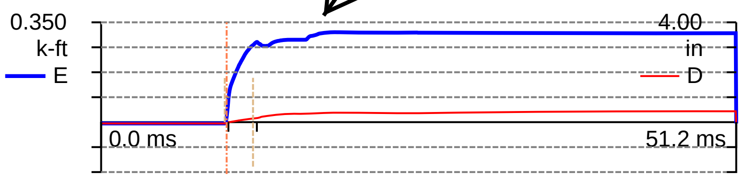
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 58
6/17/2011 6:57:34 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.267	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.28	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

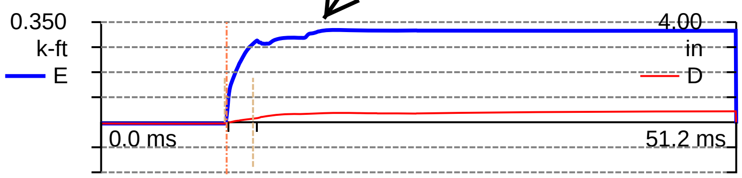
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 59
6/17/2011 6:57:35 AM

LP	14.30	ft	LE	19.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.262	k-ft	WS	16,807.9	f/s
E2E	0.271	k-ft	2L/c	2.28	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

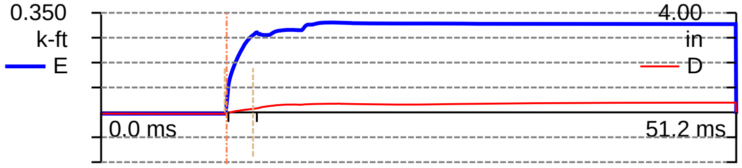
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 60
6/17/2011 6:57:36 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.28	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.4	(%)	FR	20.000	kHz

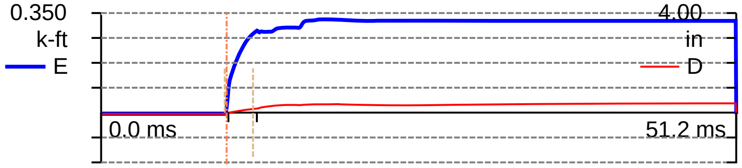
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 61
6/17/2011 6:57:37 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.266	k-ft	WS	16,807.9	f/s
E2E	0.272	k-ft	2L/c	2.28	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

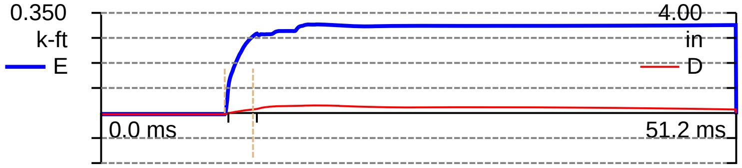
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 62
6/17/2011 6:57:38 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.277	k-ft	2L/c	2.28	ms
EMX	0.328	k-ft	EA/c	2.1	ksec/ft
ETR	93.8	(%)	FR	20.000	kHz

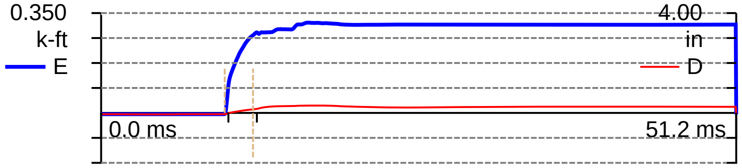
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 63
6/17/2011 6:57:39 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.264	k-ft	WS	16,807.9	f/s
E2E	0.268	k-ft	2L/c	2.28	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

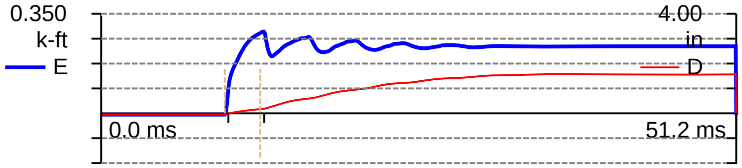
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 64
6/17/2011 6:57:40 AM

LP	14.30	ft	LE	19.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.28	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

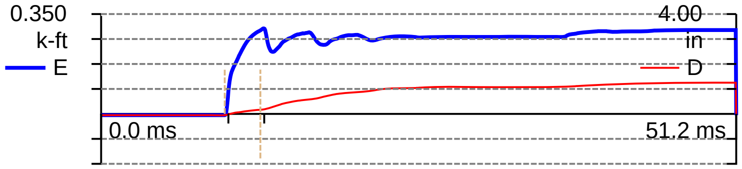
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 65
6/17/2011 7:05:17 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.288	k-ft	EA/c	2.1	ksec/ft
ETR	82.4	(%)	FR	20.000	kHz

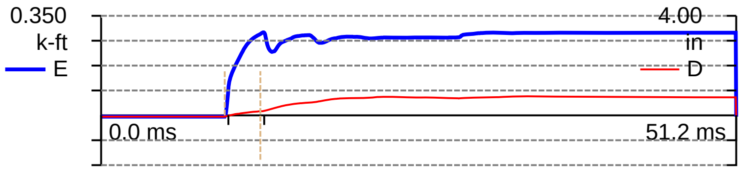
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 66
6/17/2011 7:05:18 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	85.9	(%)	FR	20.000	kHz

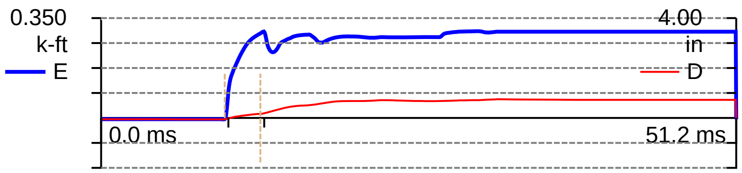
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 67
6/17/2011 7:05:19 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.293	k-ft	EA/c	2.1	ksec/ft
ETR	83.7	(%)	FR	20.000	kHz

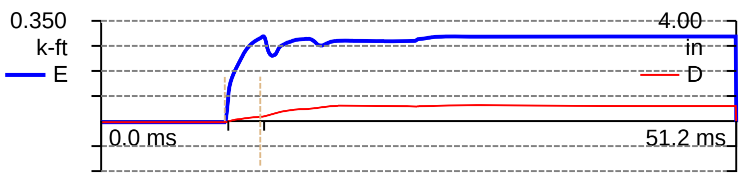
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 68
6/17/2011 7:05:20 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

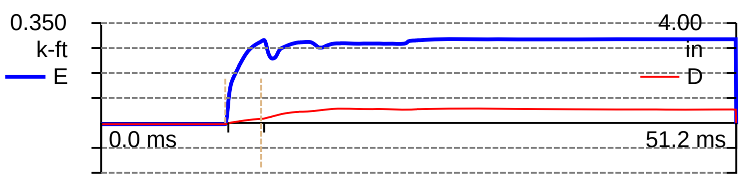
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 69
6/17/2011 7:05:21 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.289	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

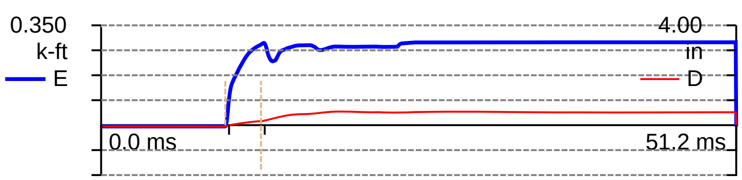
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 70
6/17/2011 7:05:23 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.2	(%)	FR	20.000	kHz

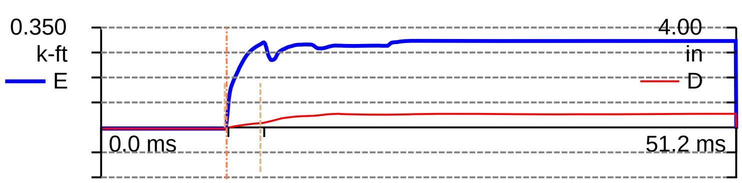
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 71
6/17/2011 7:05:24 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.1	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

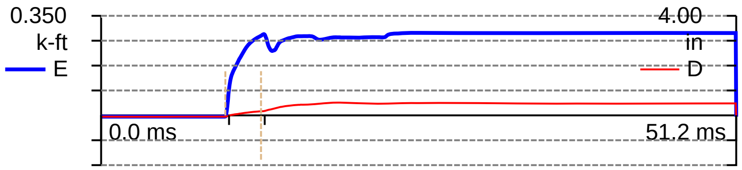
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 72
6/17/2011 7:05:25 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.291	k-ft	2L/c	2.87	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

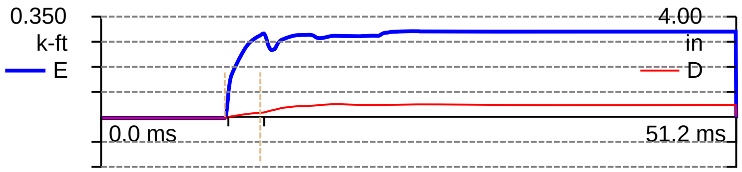
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 73
6/17/2011 7:05:26 AM

LP	19.30 ft		LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.0	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.1	(%)	FR	20.000	kHz

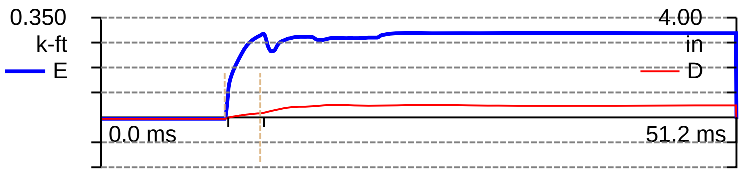
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 74
6/17/2011 7:05:27 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

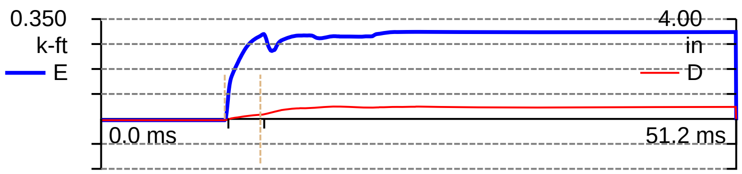
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 75
6/17/2011 7:05:28 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.287	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

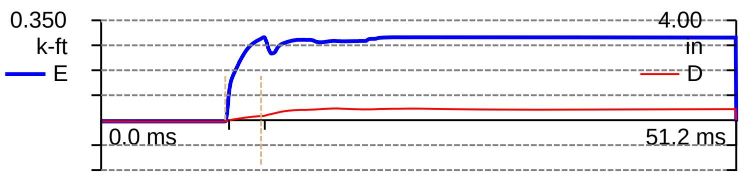
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 76
6/17/2011 7:05:29 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.290	k-ft	2L/c	2.87	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

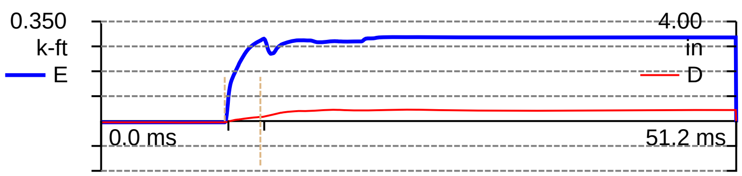
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 77
6/17/2011 7:05:30 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

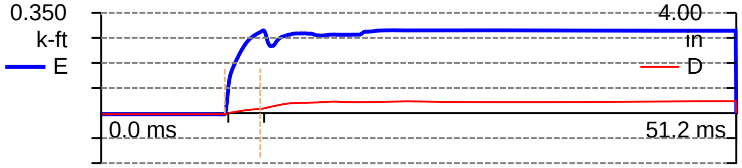


BN 78
6/17/2011 7:05:31 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

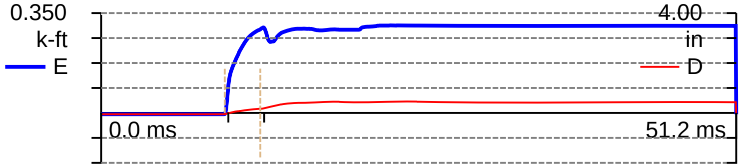
BN 79
6/17/2011 7:05:32 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

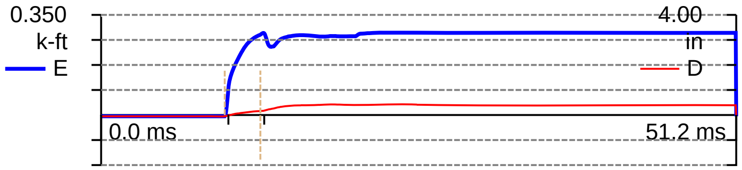
BN 80
6/17/2011 7:05:33 AM



LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	2.87	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

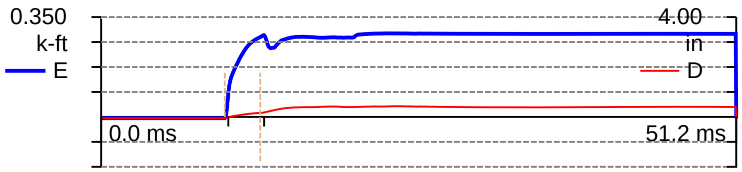
BN 81
6/17/2011 7:05:34 AM



LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.289	k-ft	EA/c	2.1	ksec/ft
ETR	82.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

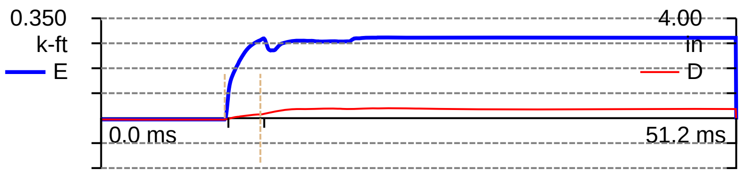
BN 82
6/17/2011 7:05:35 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	83.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

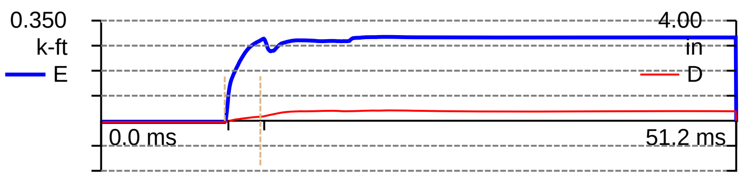
BN 83
6/17/2011 7:05:36 AM



LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.273	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.87	ms
EMX	0.284	k-ft	EA/c	2.1	ksec/ft
ETR	81.1	(%)	FR	20.000	kHz

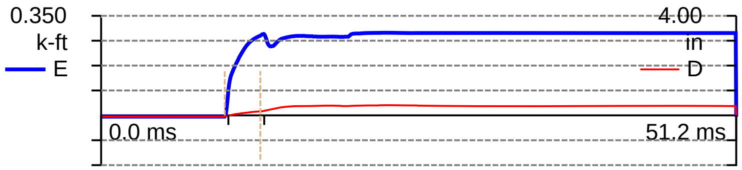
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 84
6/17/2011 7:05:38 AM



LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	84.0	(%)	FR	20.000	kHz

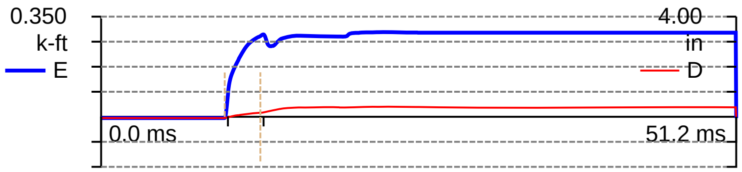
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 85
6/17/2011 7:05:39 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.3	(%)	FR	20.000	kHz

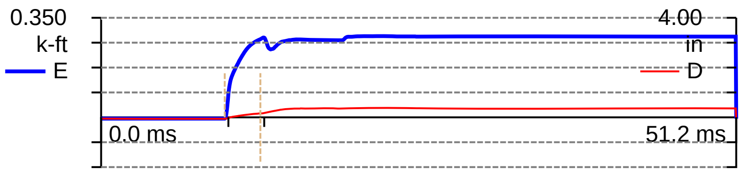
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 86
6/17/2011 7:05:40 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.283	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

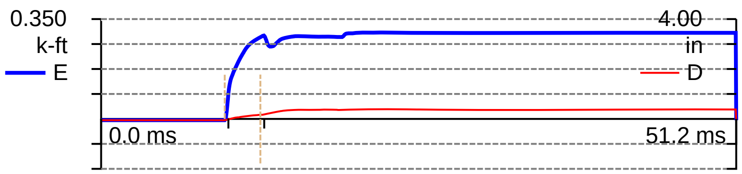
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 87
6/17/2011 7:05:41 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.272	k-ft	WS	16,807.9	f/s
E2E	0.274	k-ft	2L/c	2.87	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	81.9	(%)	FR	20.000	kHz

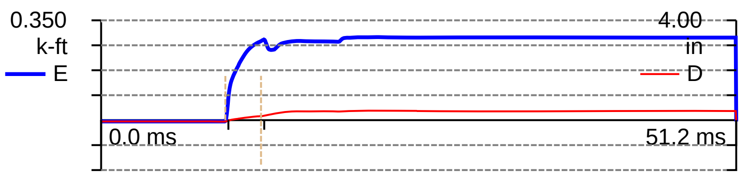
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 88
6/17/2011 7:05:42 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	2.87	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

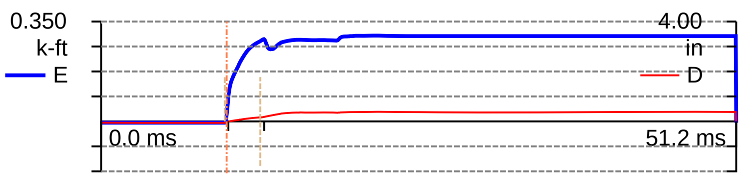
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 89
6/17/2011 7:05:43 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.274	k-ft	WS	16,807.9	f/s
E2E	0.276	k-ft	2L/c	2.87	ms
EMX	0.292	k-ft	EA/c	2.1	ksec/ft
ETR	83.4	(%)	FR	20.000	kHz

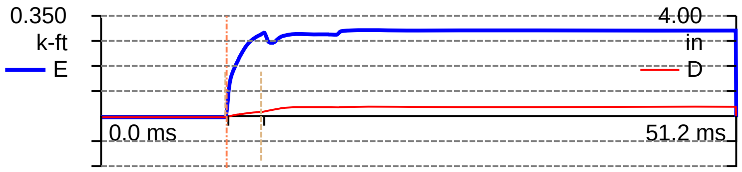
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 90
6/17/2011 7:05:44 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

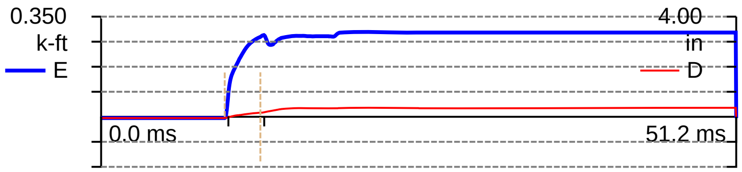
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 91
6/17/2011 7:05:45 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

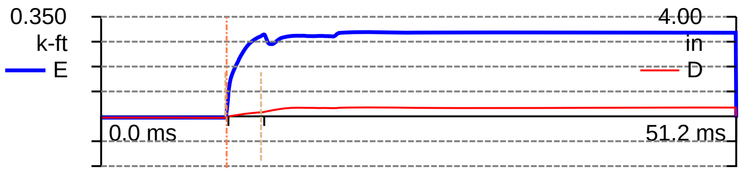
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 92
6/17/2011 7:05:46 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.0	(%)	FR	20.000	kHz

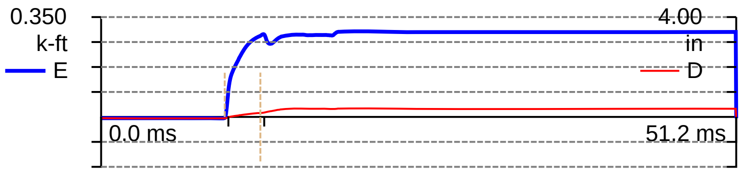
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 93
6/17/2011 7:05:47 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.9	(%)	FR	20.000	kHz

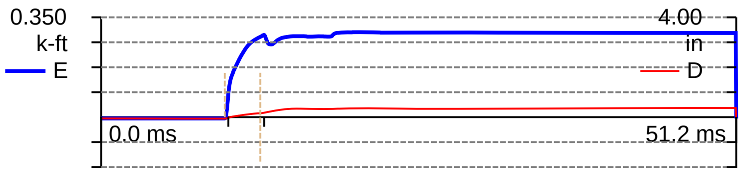
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 94
6/17/2011 7:05:48 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

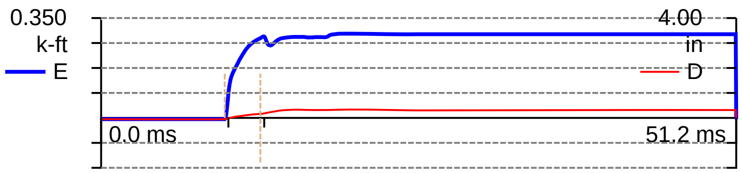
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 95
6/17/2011 7:05:49 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

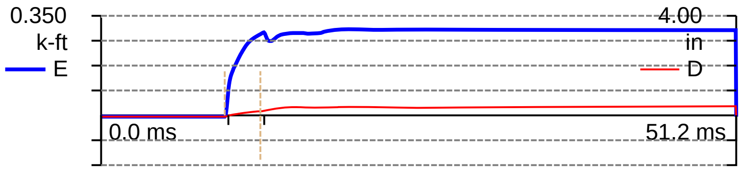
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 96
6/17/2011 7:05:50 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.7	(%)	FR	20.000	kHz

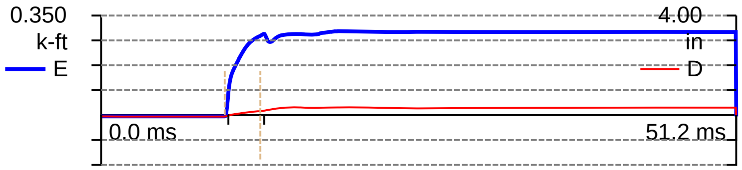
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 97
6/17/2011 7:05:52 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

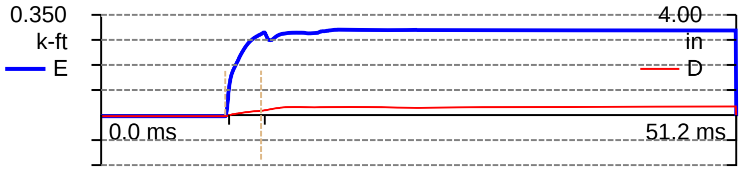
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 98
6/17/2011 7:05:53 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.279	k-ft	2L/c	2.87	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.5	(%)	FR	20.000	kHz

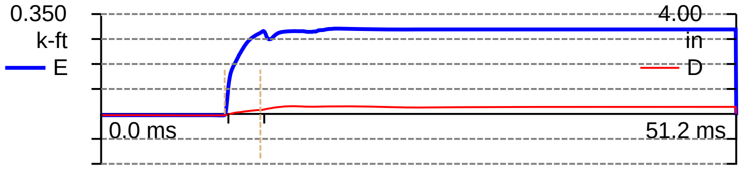
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 99
6/17/2011 7:05:54 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.279	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.5	(%)	FR	20.000	kHz

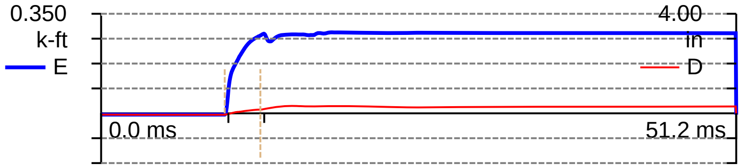
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 100
6/17/2011 7:05:55 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.7	(%)	FR	20.000	kHz

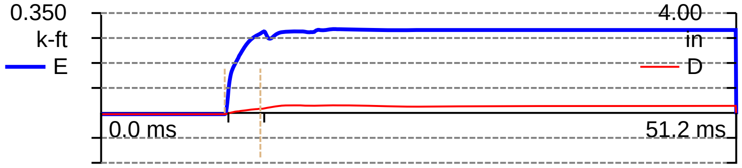
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 101
6/17/2011 7:05:56 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.273	k-ft	2L/c	2.87	ms
EMX	0.286	k-ft	EA/c	2.1	ksec/ft
ETR	81.6	(%)	FR	20.000	kHz

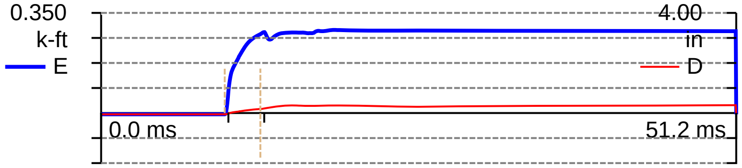
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 102
6/17/2011 7:05:57 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.278	k-ft	2L/c	2.87	ms
EMX	0.294	k-ft	EA/c	2.1	ksec/ft
ETR	84.1	(%)	FR	20.000	kHz

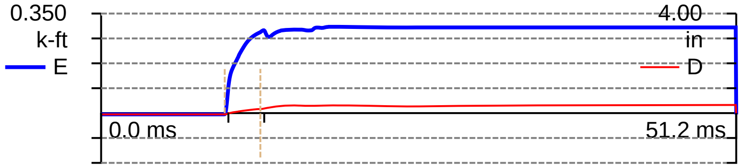
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 103
6/17/2011 7:05:58 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.1	f/s	EM	30,000	ksi
FVP	0.88	[]	SP	0.492	k/ft3
EF2	0.271	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.87	ms
EMX	0.291	k-ft	EA/c	2.1	ksec/ft
ETR	83.1	(%)	FR	20.000	kHz

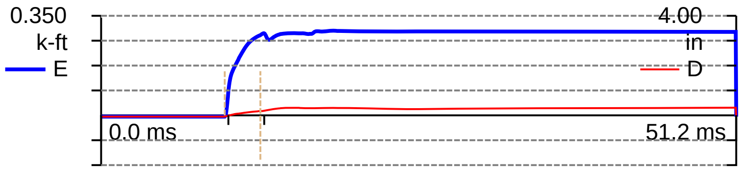
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 104
6/17/2011 7:05:59 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.284	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

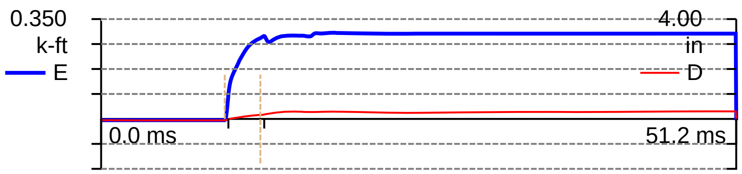
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 105
6/17/2011 7:06:00 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.282	k-ft	2L/c	2.87	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.2	(%)	FR	20.000	kHz

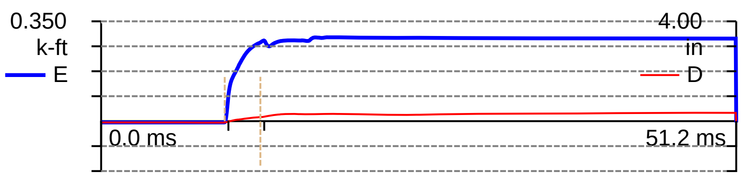
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 106
6/17/2011 7:06:01 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.283	k-ft	WS	16,807.9	f/s
E2E	0.283	k-ft	2L/c	2.87	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

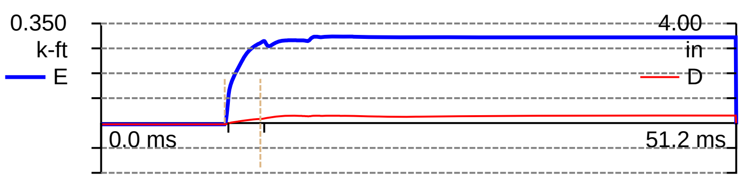
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 107
6/17/2011 7:06:02 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.270	k-ft	WS	16,807.9	f/s
E2E	0.275	k-ft	2L/c	2.87	ms
EMX	0.295	k-ft	EA/c	2.1	ksec/ft
ETR	84.3	(%)	FR	20.000	kHz

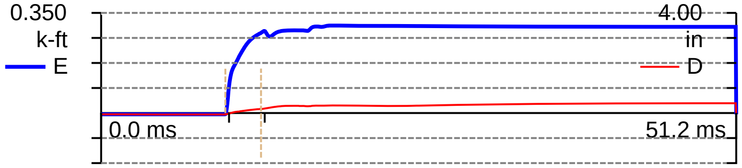
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 108
6/17/2011 7:06:03 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.281	k-ft	2L/c	2.87	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

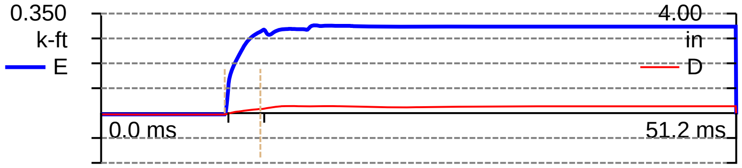
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 109
6/17/2011 7:06:04 AM

LP	19.30	ft	LE	24.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.2	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.278	k-ft	WS	16,807.9	f/s
E2E	0.280	k-ft	2L/c	2.87	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

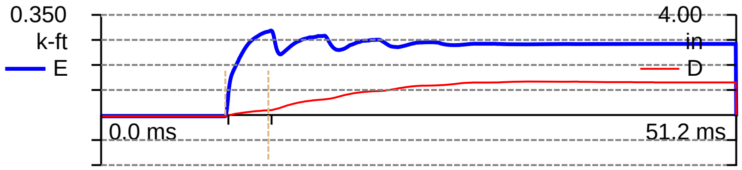
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 110
6/17/2011 7:06:05 AM

LP	19.30	ft	LE	24.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.286	k-ft	2L/c	2.87	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

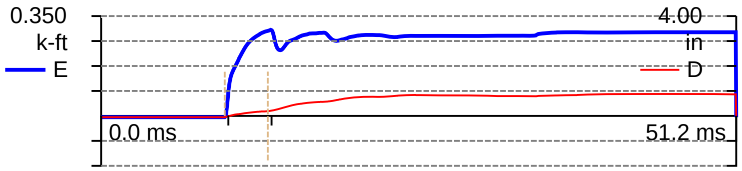
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 111
6/17/2011 7:12:19 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	3.47	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.5	(%)	FR	20.000	kHz

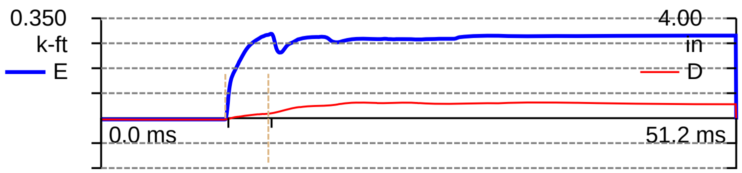
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 112
6/17/2011 7:12:20 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

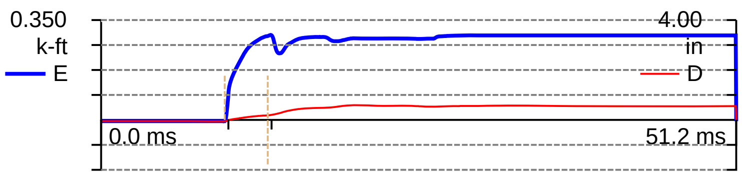
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 113
6/17/2011 7:12:21 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.297	k-ft	EA/c	2.1	ksec/ft
ETR	84.8	(%)	FR	20.000	kHz

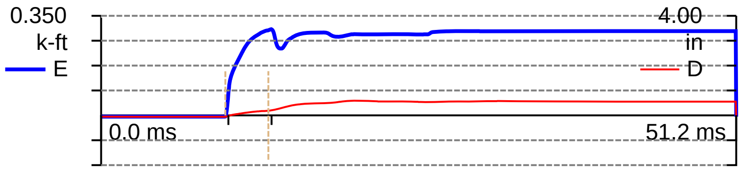
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 114
6/17/2011 7:12:22 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

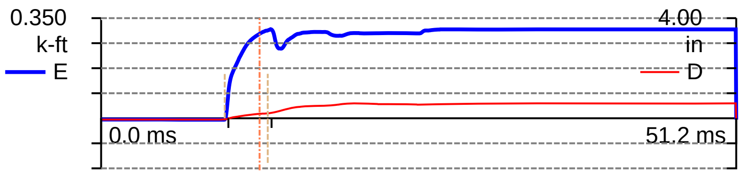
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 115
6/17/2011 7:12:23 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

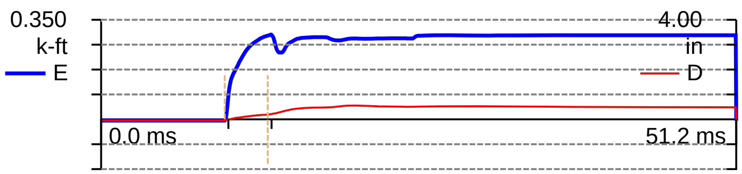
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 116
6/17/2011 7:12:24 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

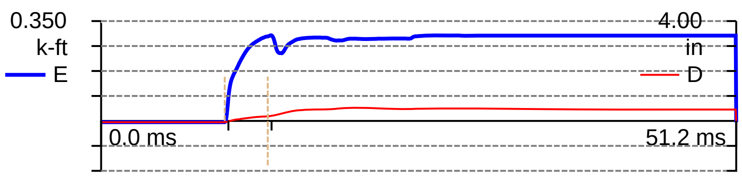
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 117
6/17/2011 7:12:25 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.3	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.282	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.4	(%)	FR	20.000	kHz

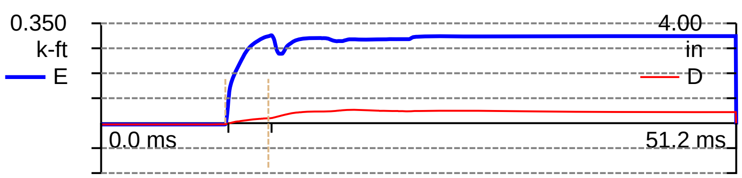
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 118
6/17/2011 7:12:26 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

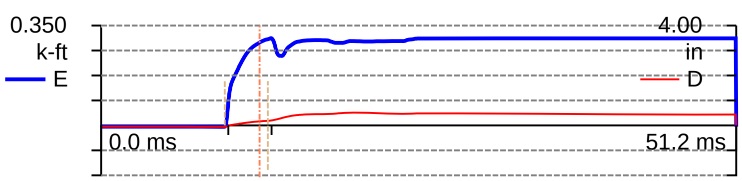
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 119
6/17/2011 7:12:27 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

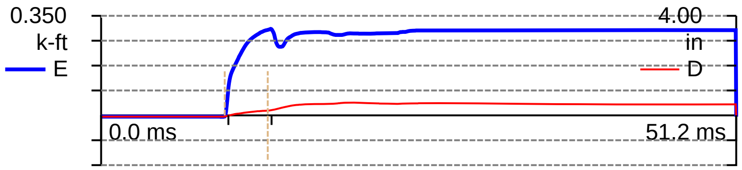
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 120
6/17/2011 7:12:28 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

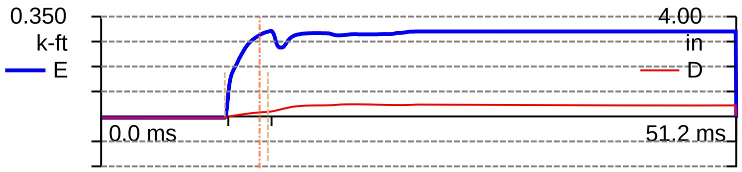
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 121
6/17/2011 7:12:30 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

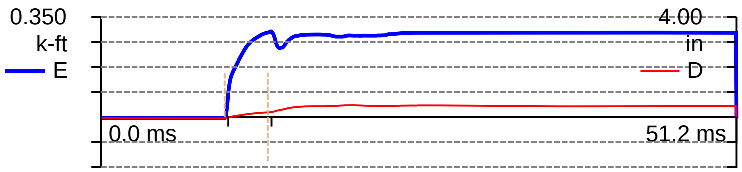
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 122
6/17/2011 7:12:31 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

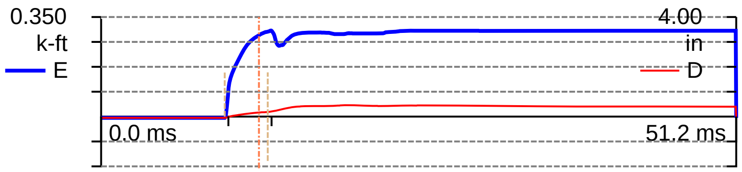
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 123
6/17/2011 7:12:32 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.4	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.286	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.8	(%)	FR	20.000	kHz

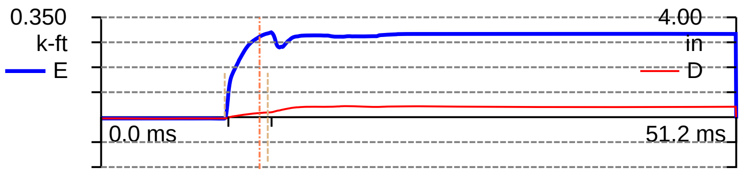
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 124
6/17/2011 7:12:33 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

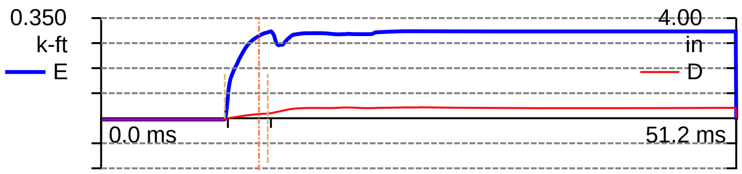
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 125
6/17/2011 7:12:34 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.298	k-ft	EA/c	2.1	ksec/ft
ETR	85.1	(%)	FR	20.000	kHz

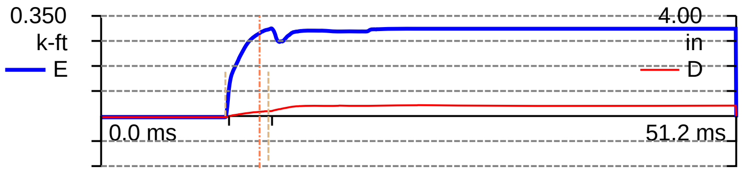
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 126
6/17/2011 7:12:35 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

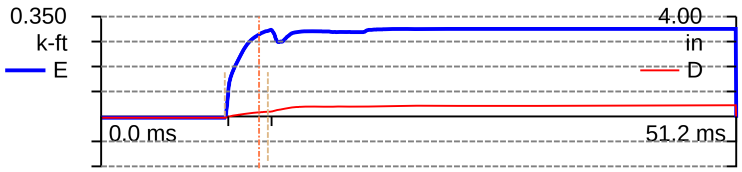
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 127
6/17/2011 7:12:36 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

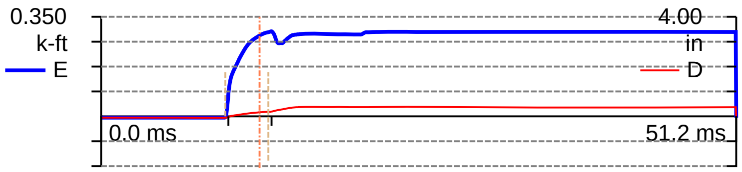
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 128
6/17/2011 7:12:37 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

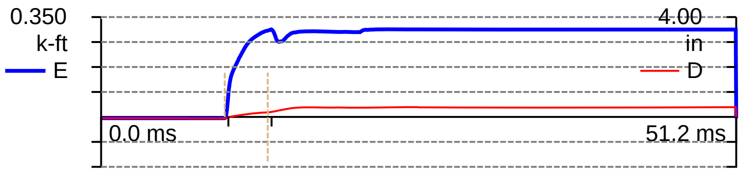
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 129
6/17/2011 7:12:38 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.7	(%)	FR	20.000	kHz

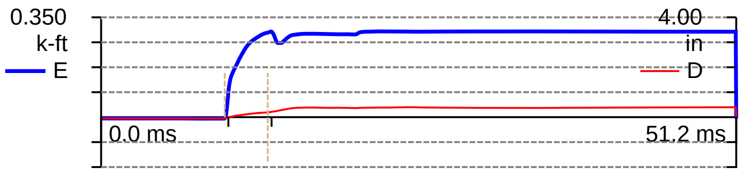
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 130
6/17/2011 7:12:39 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

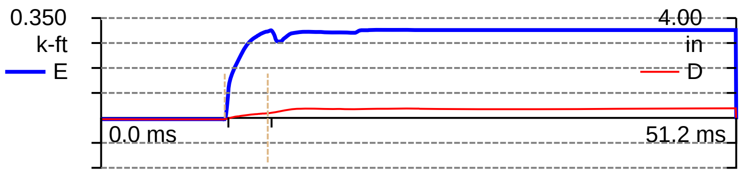
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 131
6/17/2011 7:12:40 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.1	(%)	FR	20.000	kHz

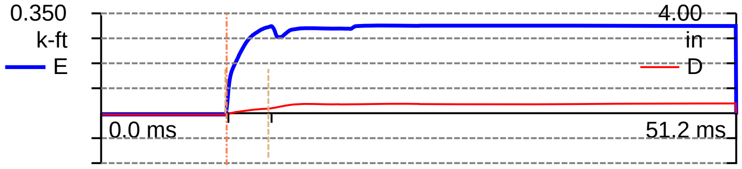
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 132
6/17/2011 7:12:41 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

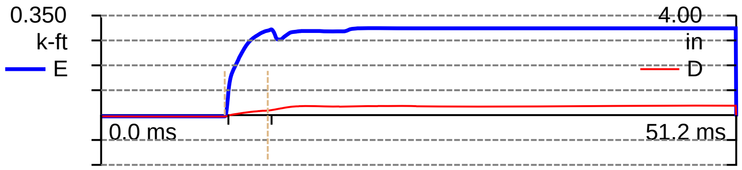
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 133
6/17/2011 7:12:42 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

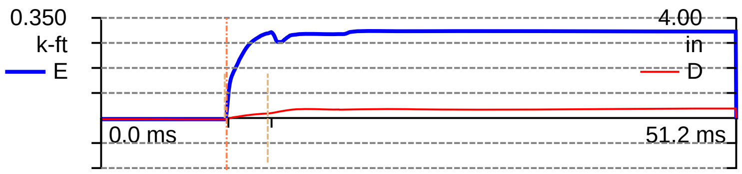
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 134
6/17/2011 7:12:43 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

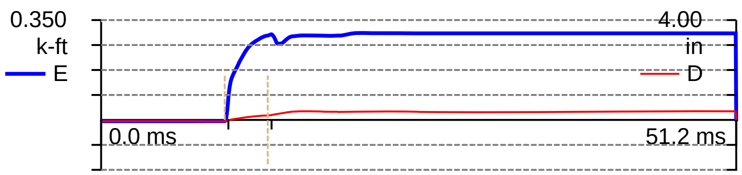
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 135
6/17/2011 7:12:45 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

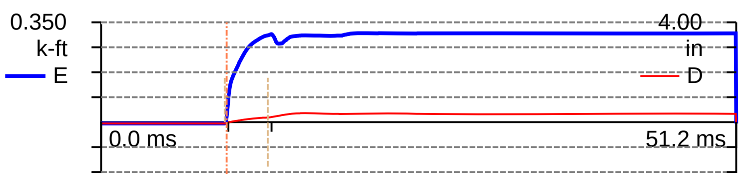
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 136
6/17/2011 7:12:46 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

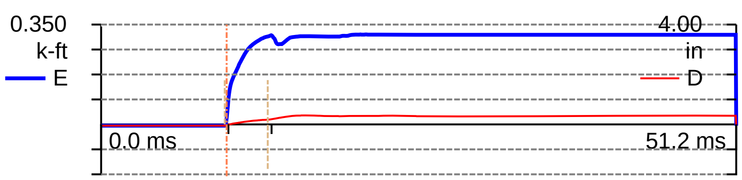
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 137
6/17/2011 7:12:47 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

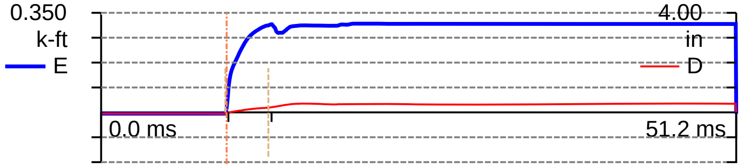
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 138
6/17/2011 7:12:48 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	3.47	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

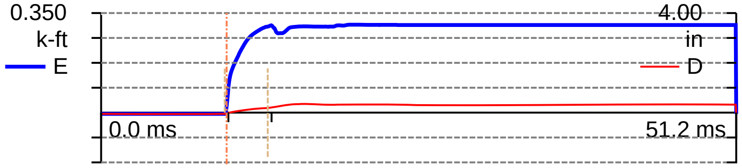
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 139
6/17/2011 7:12:49 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

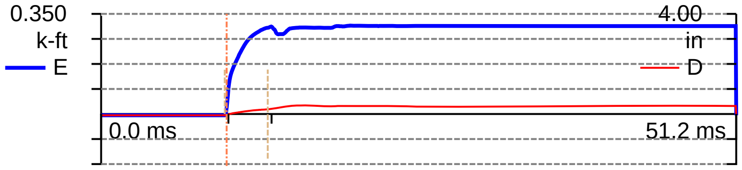
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 140
6/17/2011 7:12:50 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

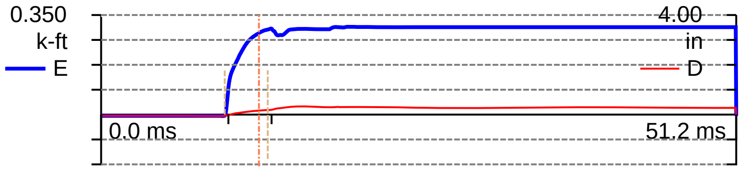
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 141
6/17/2011 7:12:51 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

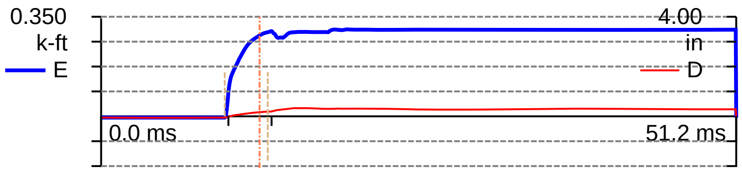
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 142
6/17/2011 7:12:52 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

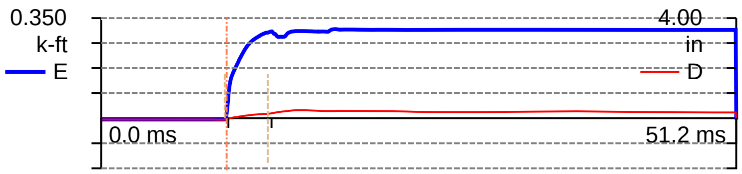
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 143
6/17/2011 7:12:53 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

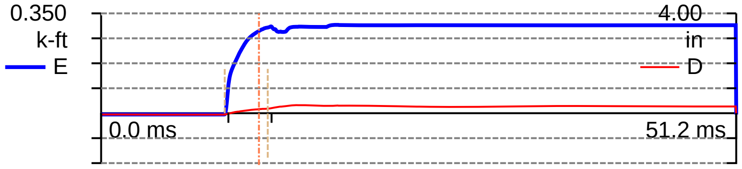
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 144
6/17/2011 7:12:54 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

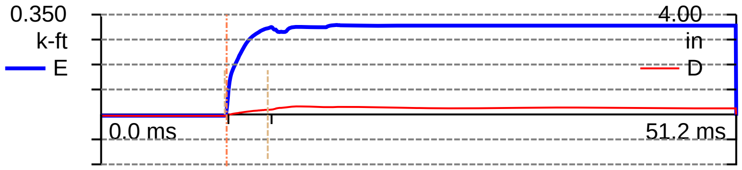
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 145
6/17/2011 7:12:55 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

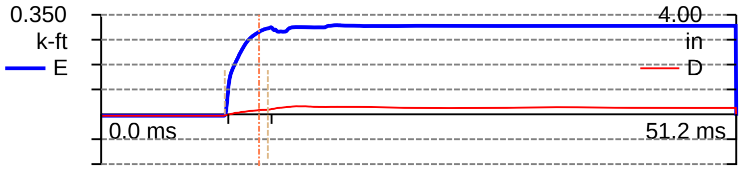
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 146
6/17/2011 7:12:56 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

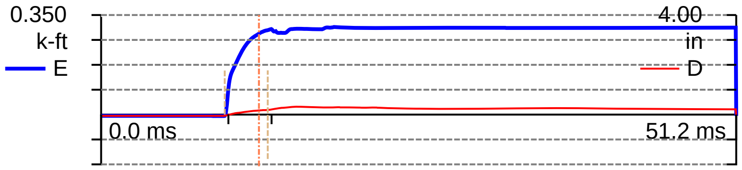
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 147
6/17/2011 7:12:57 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	3.47	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

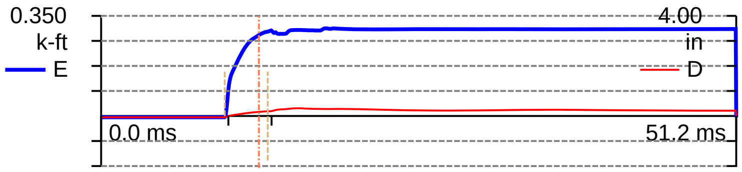
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 148
6/17/2011 7:12:58 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

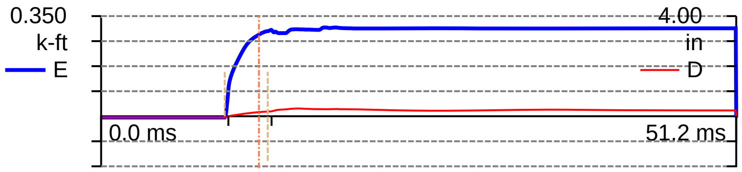
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 149
6/17/2011 7:13:00 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

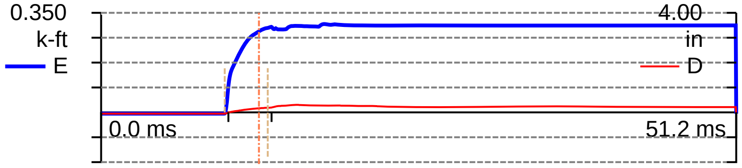
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 150
6/17/2011 7:13:01 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

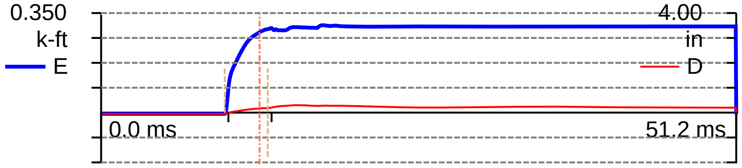
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 151
6/17/2011 7:13:02 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

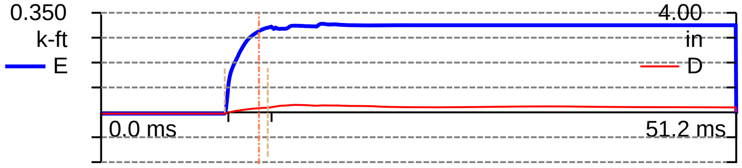
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 152
6/17/2011 7:13:03 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

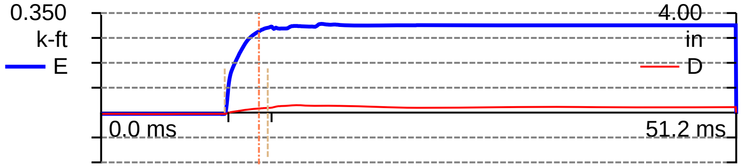
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 153
6/17/2011 7:13:04 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

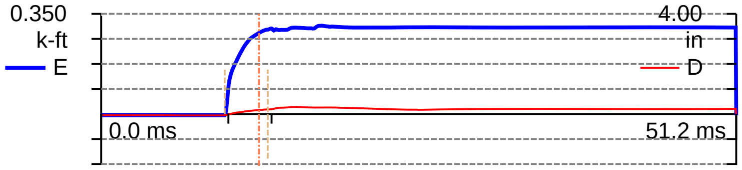
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 154
6/17/2011 7:13:05 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

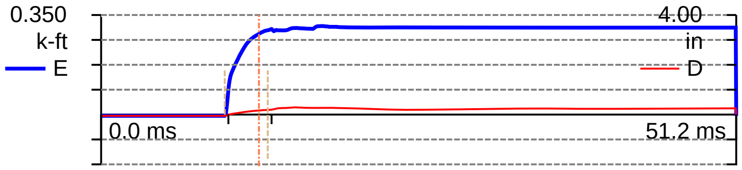
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 155
6/17/2011 7:13:06 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

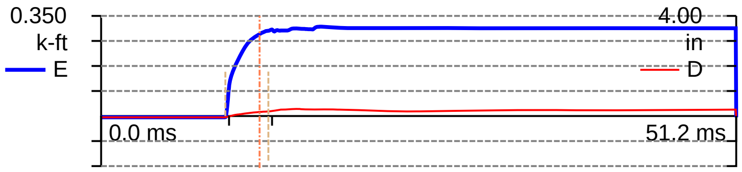


BN 156
6/17/2011 7:13:07 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

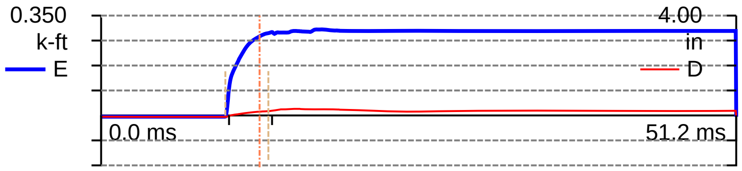
BN 157
6/17/2011 7:13:08 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.299	k-ft	2L/c	3.47	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

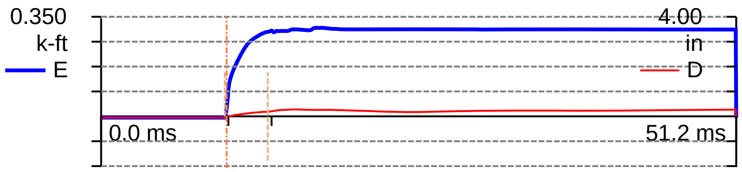
BN 158
6/17/2011 7:13:09 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.285	k-ft	WS	16,807.9	f/s
E2E	0.289	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

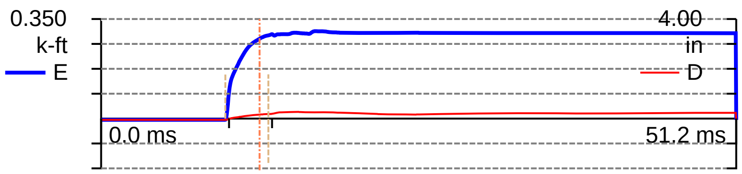
BN 159
6/17/2011 7:13:10 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

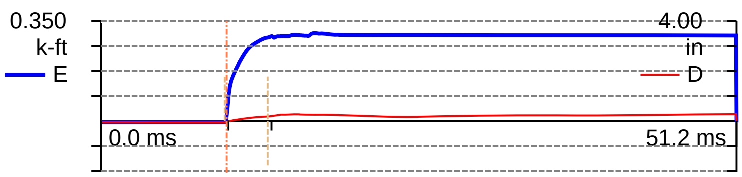
BN 160
6/17/2011 7:13:11 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

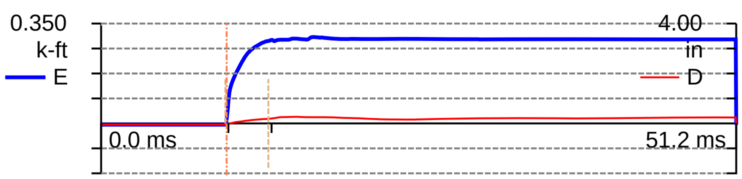
BN 161
6/17/2011 7:13:12 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

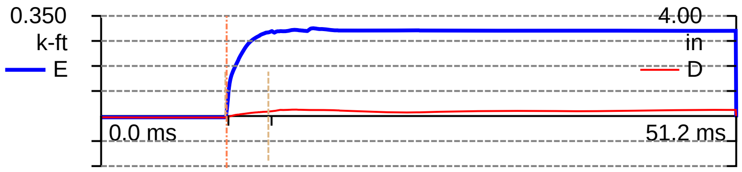
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 162
6/17/2011 7:13:13 AM



LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.281	k-ft	WS	16,807.9	f/s
E2E	0.290	k-ft	2L/c	3.47	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

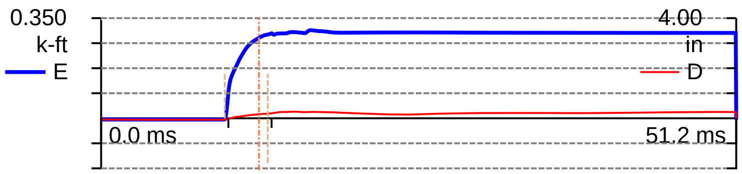
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 163
6/17/2011 7:13:15 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

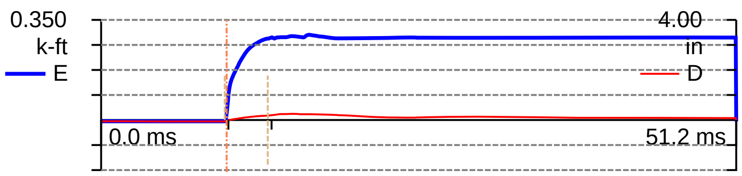
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 164
6/17/2011 7:13:16 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.293	k-ft	2L/c	3.47	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

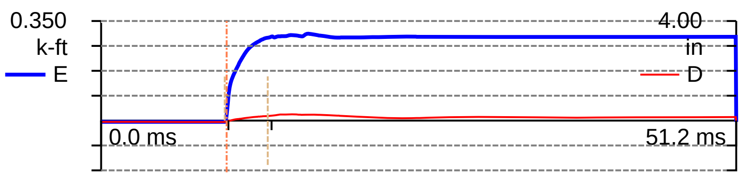
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 165
6/17/2011 7:13:17 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.280	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	3.47	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.3	(%)	FR	20.000	kHz

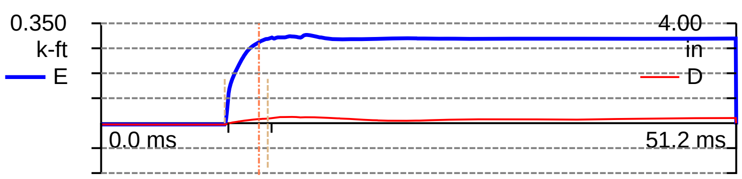
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 166
6/17/2011 7:13:18 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.292	k-ft	2L/c	3.47	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

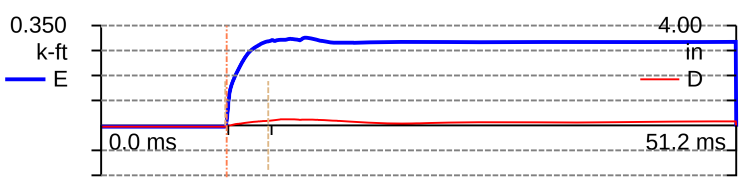
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 167
6/17/2011 7:13:19 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.287	k-ft	WS	16,807.9	f/s
E2E	0.296	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

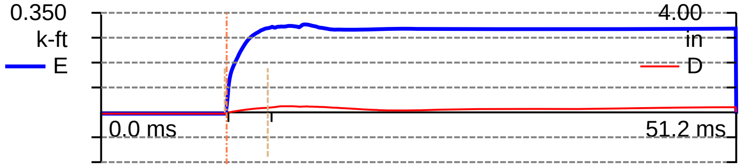
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 168
6/17/2011 7:13:20 AM

LP	24.30	ft	LE	29.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.295	k-ft	2L/c	3.47	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

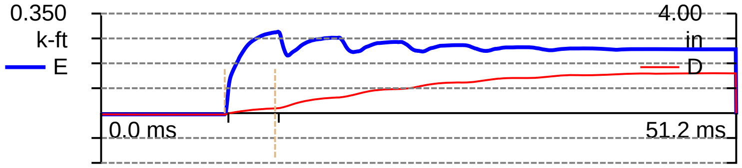
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 169
6/17/2011 7:13:21 AM

LP	24.30	ft	LE	29.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	3.47	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

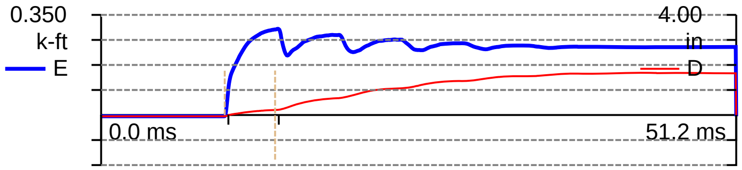
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 170
6/17/2011 7:19:41 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.277	k-ft	WS	16,807.9	f/s
E2E	0.285	k-ft	2L/c	4.06	ms
EMX	0.287	k-ft	EA/c	2.1	ksec/ft
ETR	82.0	(%)	FR	20.000	kHz

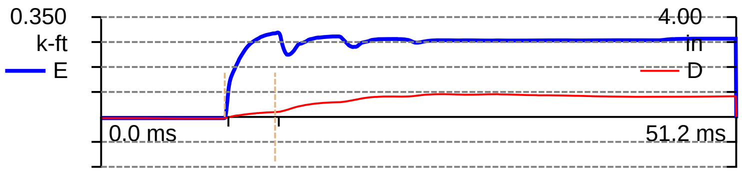
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 171
6/17/2011 7:19:42 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.3	(%)	FR	20.000	kHz

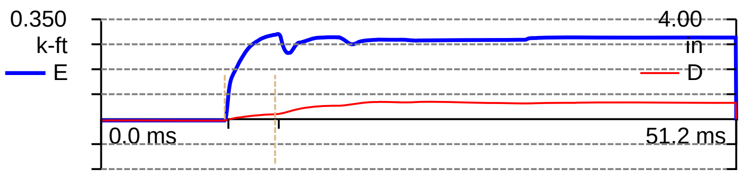
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 172
6/17/2011 7:19:44 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.294	k-ft	2L/c	4.06	ms
EMX	0.296	k-ft	EA/c	2.1	ksec/ft
ETR	84.7	(%)	FR	20.000	kHz

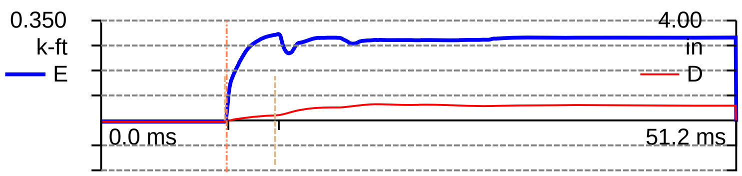
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 173
6/17/2011 7:19:45 AM

LP	29.30	ft	LE	34.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.297	k-ft	2L/c	4.06	ms
EMX	0.299	k-ft	EA/c	2.1	ksec/ft
ETR	85.6	(%)	FR	20.000	kHz

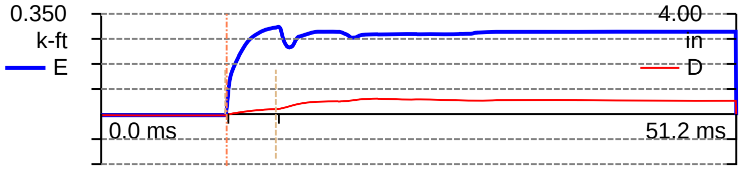
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 174
6/17/2011 7:19:46 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

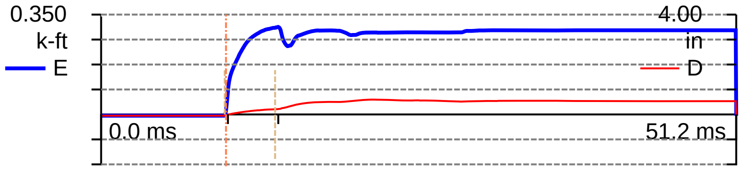
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 175
6/17/2011 7:19:47 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

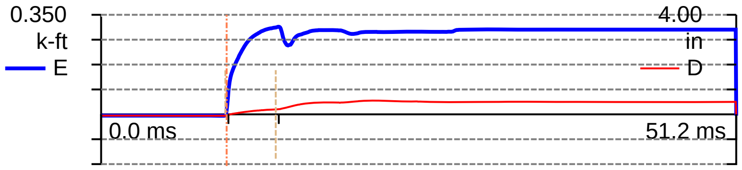
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 176
6/17/2011 7:19:48 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.06	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

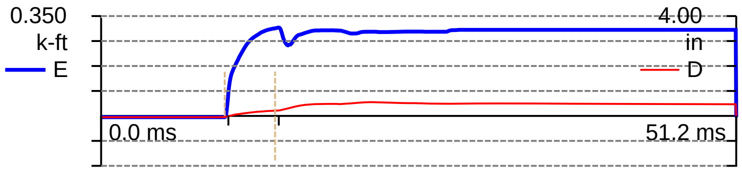
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 177
6/17/2011 7:19:49 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

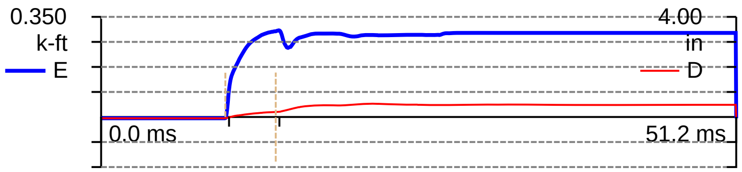
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 178
6/17/2011 7:19:50 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

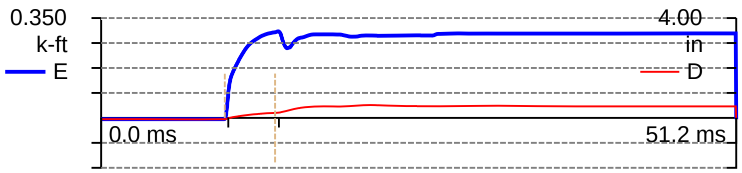
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 179
6/17/2011 7:19:51 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

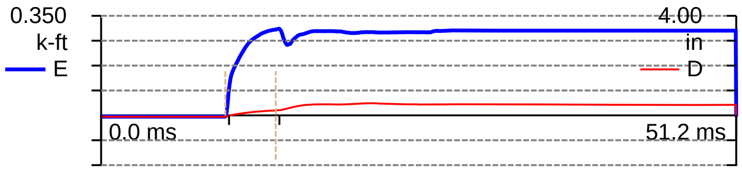
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 180
6/17/2011 7:19:52 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.9	(%)	FR	20.000	kHz

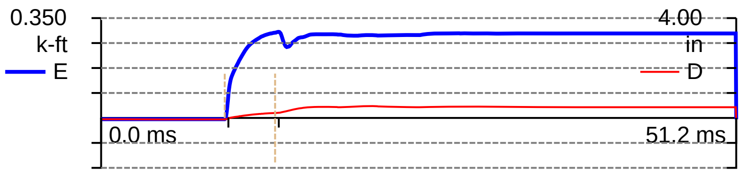
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 181
6/17/2011 7:19:53 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

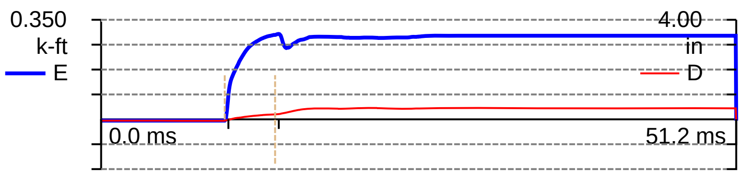
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 182
6/17/2011 7:19:54 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.5	(%)	FR	20.000	kHz

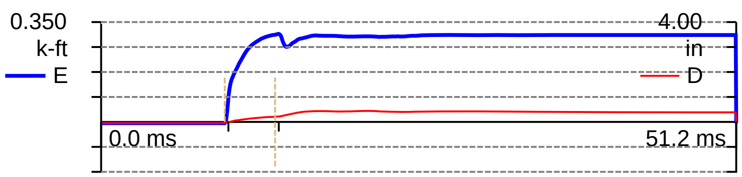
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 183
6/17/2011 7:19:55 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.288	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	4.06	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

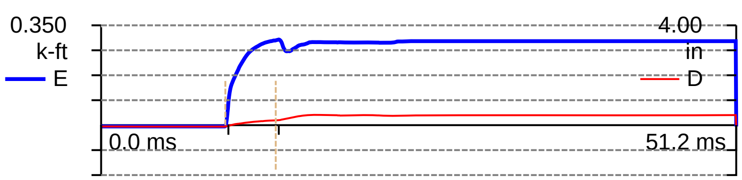
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 184
6/17/2011 7:19:57 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

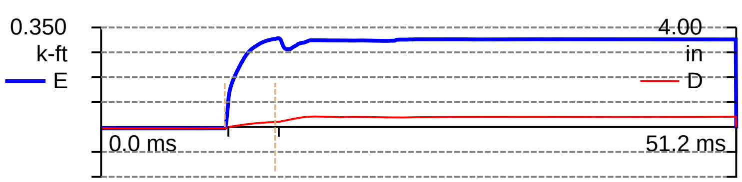
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 185
6/17/2011 7:19:58 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	4.06	ms
EMX	0.301	k-ft	EA/c	2.1	ksec/ft
ETR	86.0	(%)	FR	20.000	kHz

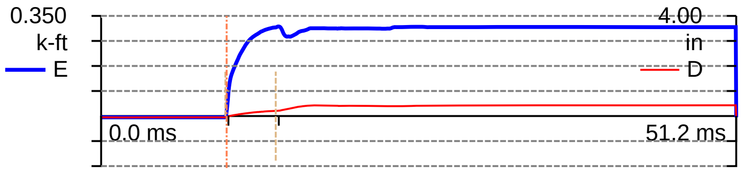
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 186
6/17/2011 7:19:59 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

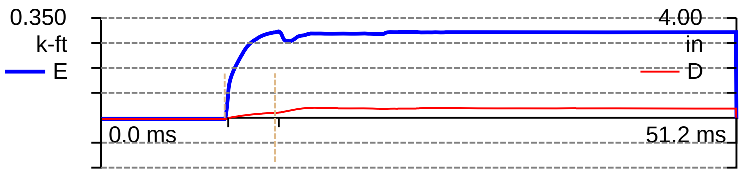
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 187
6/17/2011 7:20:00 AM

LP	29.30 ft		LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

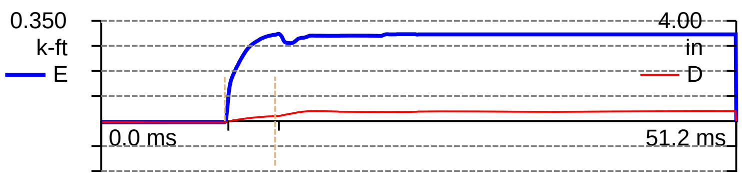
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 188
6/17/2011 7:20:01 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.86	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.303	k-ft	EA/c	2.1	ksec/ft
ETR	86.6	(%)	FR	20.000	kHz

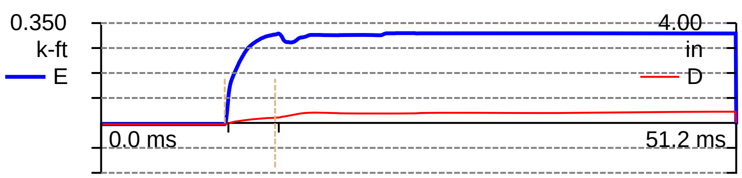
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 189
6/17/2011 7:20:02 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

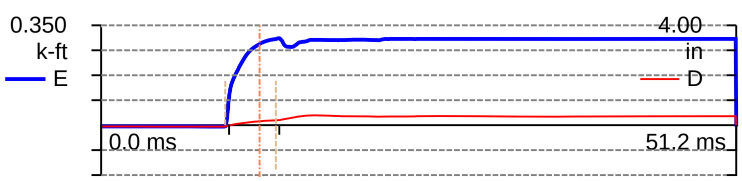
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 190
6/17/2011 7:20:03 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.06	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

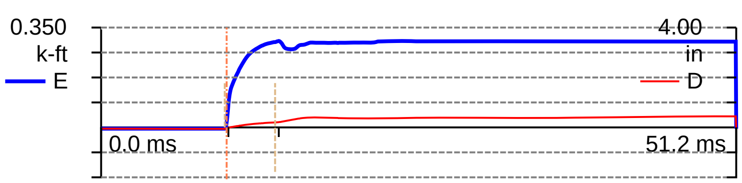
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 191
6/17/2011 7:20:04 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

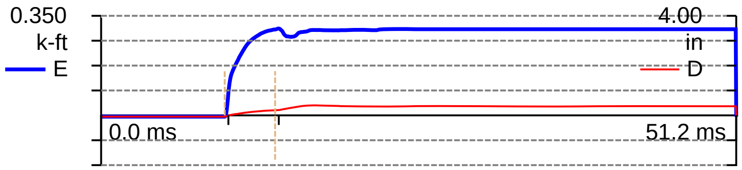
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 192
6/17/2011 7:20:05 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.7	(%)	FR	20.000	kHz

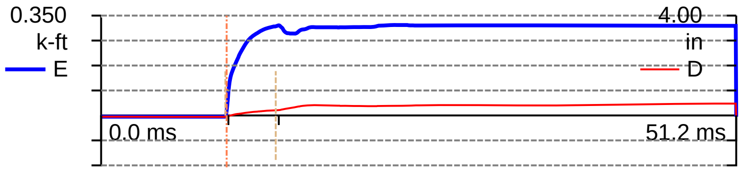
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 193
6/17/2011 7:20:06 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.5	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

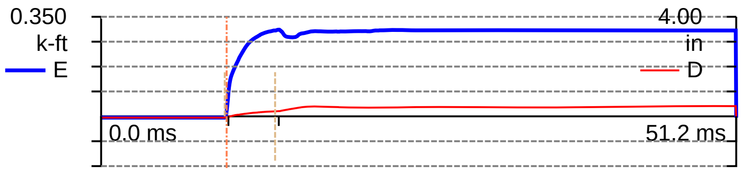
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 194
6/17/2011 7:20:07 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.06	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

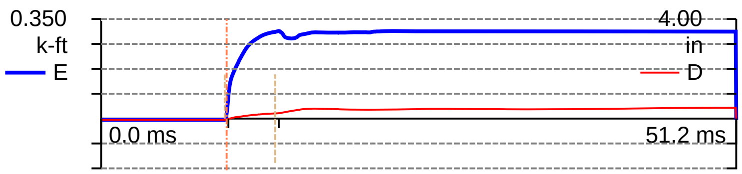
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 195
6/17/2011 7:20:08 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

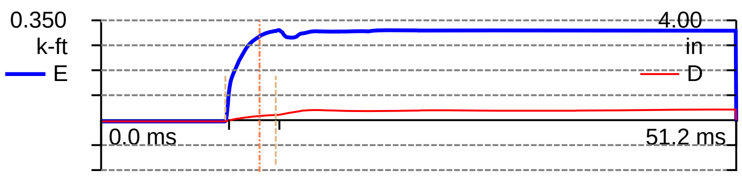
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 196
6/17/2011 7:20:09 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

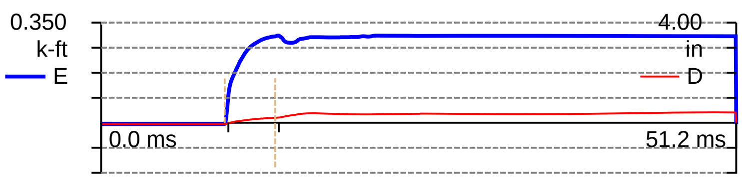
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 197
6/17/2011 7:20:11 AM

LP	29.30	ft	LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.06	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

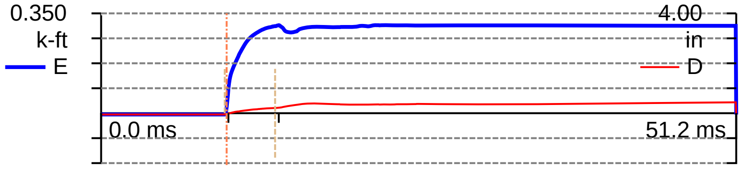


BN 198
6/17/2011 7:20:12 AM

LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

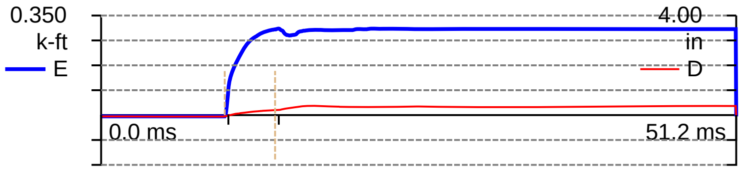
BN 199
6/17/2011 7:20:13 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.06	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

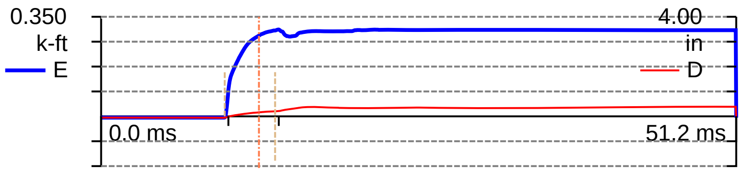
BN 200
6/17/2011 7:20:14 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

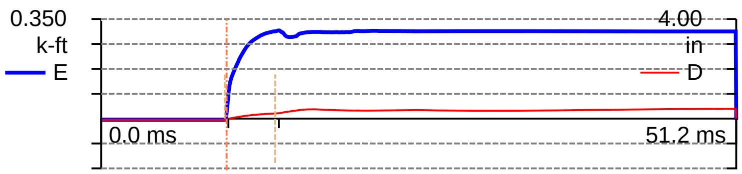
BN 201
6/17/2011 7:20:15 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

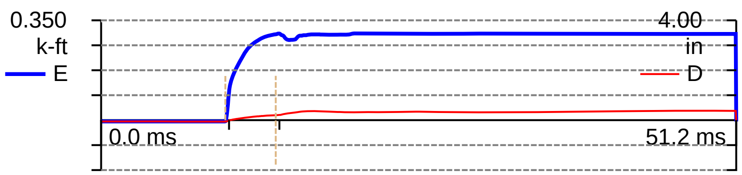
BN 202
6/17/2011 7:20:16 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

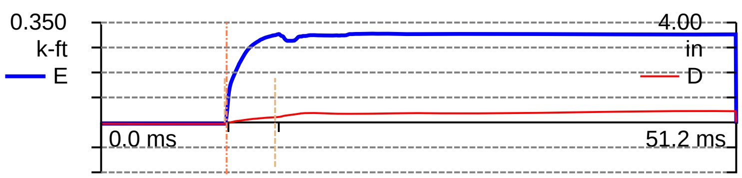
BN 203
6/17/2011 7:20:17 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.302	k-ft	2L/c	4.06	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

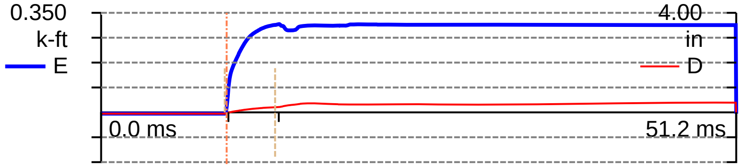
BN 204
6/17/2011 7:20:18 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

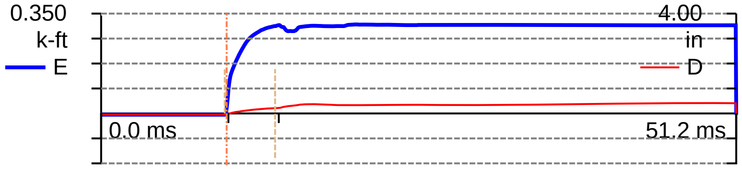
BN 205
6/17/2011 7:20:19 AM



LP	29.30 ft		LE	34.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.06	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

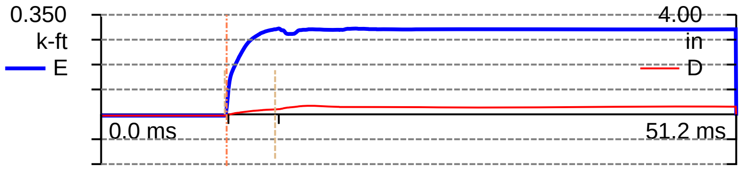
BN 206
6/17/2011 7:20:20 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.06	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

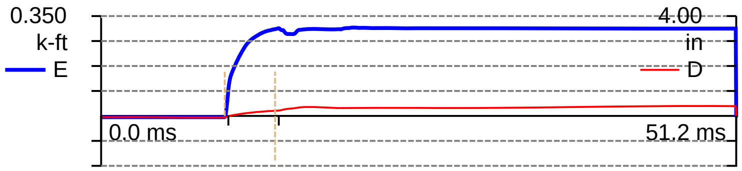
BN 207
6/17/2011 7:20:21 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.300	k-ft	2L/c	4.06	ms
EMX	0.302	k-ft	EA/c	2.1	ksec/ft
ETR	86.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

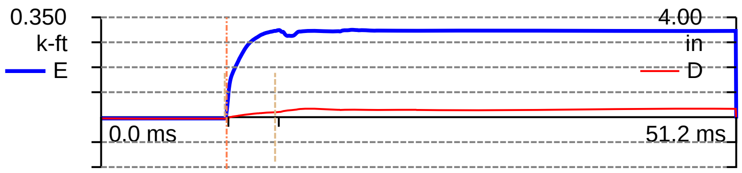
BN 208
6/17/2011 7:20:22 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	4.06	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

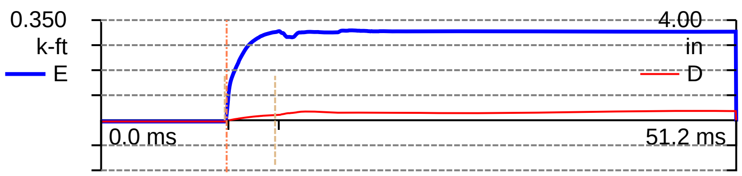
BN 209
6/17/2011 7:20:24 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.06	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

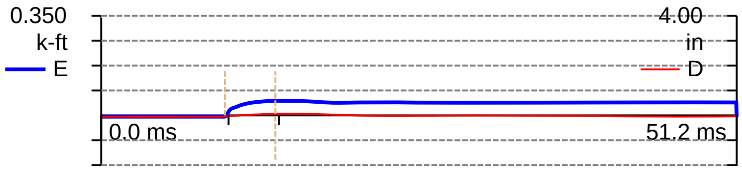
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 210
6/17/2011 7:20:25 AM



LP	29.30	ft	LE	34.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.06	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

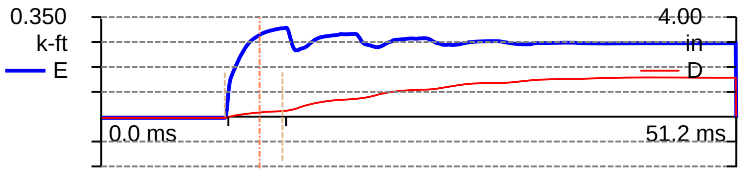
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 211
6/17/2011 7:20:26 AM

LP	29.30	ft	LE	34.30	ft
FMX	12	kips	AR	1.20	in^2
VMX	6.7	f/s	EM	30,000	ksi
FVP	0.87	[]	SP	0.492	k/ft3
EF2	0.052	k-ft	WS	16,807.9	f/s
E2E	0.055	k-ft	2L/c	4.06	ms
EMX	0.055	k-ft	EA/c	2.1	ksec/ft
ETR	15.8	(%)	FR	20.000	kHz

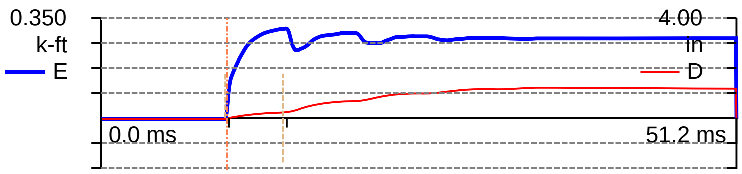
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 212
6/17/2011 7:26:59 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

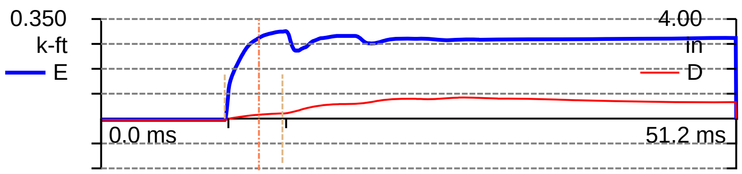
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 213
6/17/2011 7:27:03 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

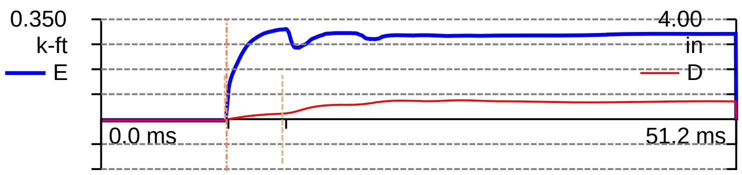
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 214
6/17/2011 7:27:04 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

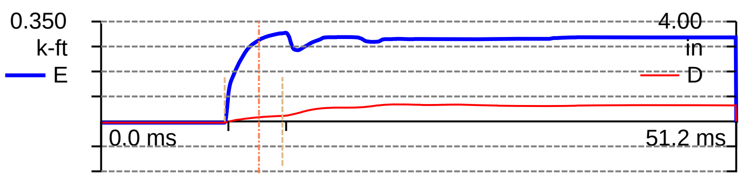
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 215
6/17/2011 7:27:05 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	4.65	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

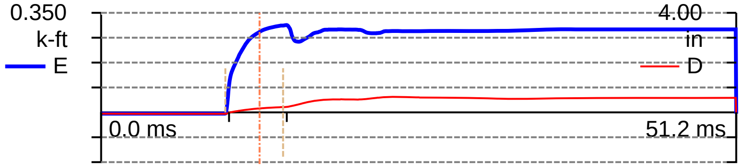


BN 216
6/17/2011 7:27:06 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

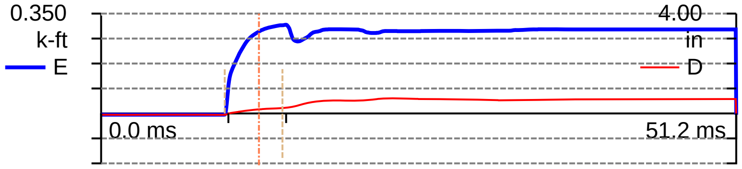
BN 217
6/17/2011 7:27:08 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

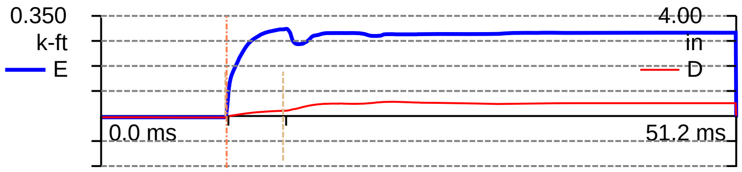
BN 218
6/17/2011 7:27:09 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

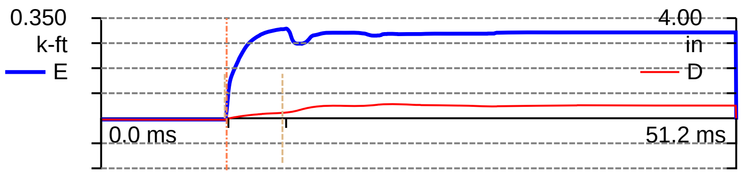
BN 219
6/17/2011 7:27:10 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.65	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

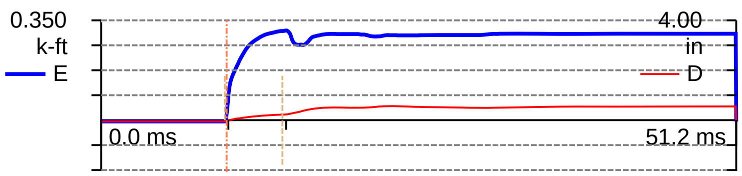
BN 220
6/17/2011 7:27:11 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

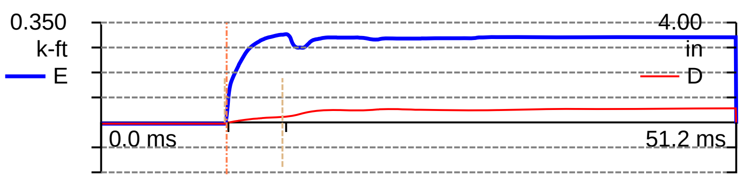
BN 221
6/17/2011 7:27:12 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

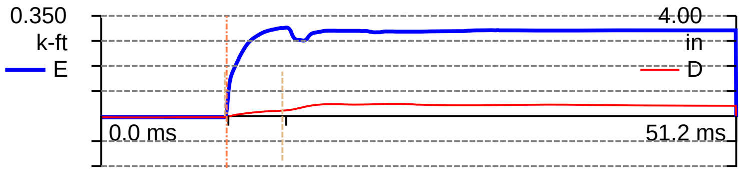
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 222
6/17/2011 7:27:13 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

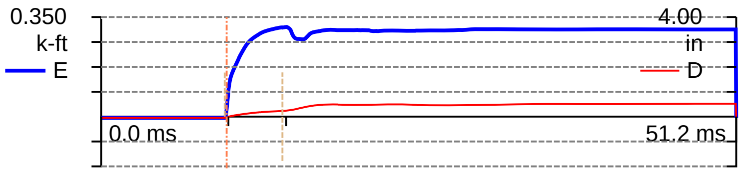
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 223
6/17/2011 7:27:14 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

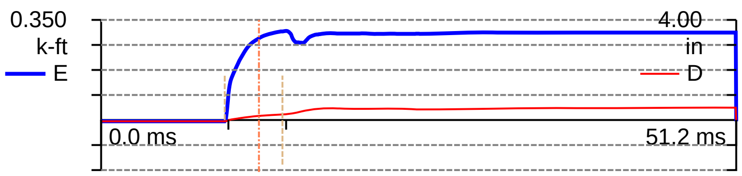
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 224
6/17/2011 7:27:15 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

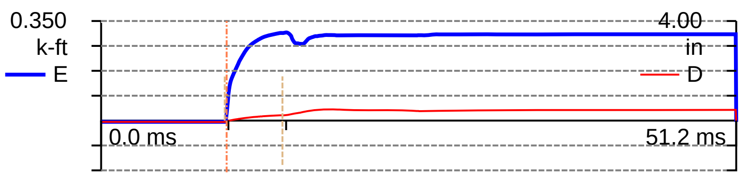
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 225
6/17/2011 7:27:16 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

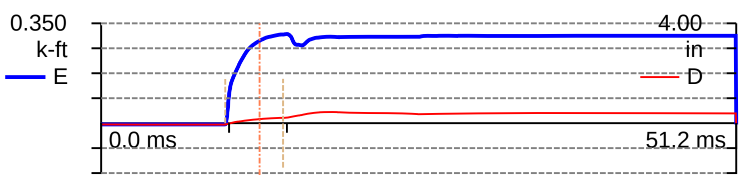
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 226
6/17/2011 7:27:17 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

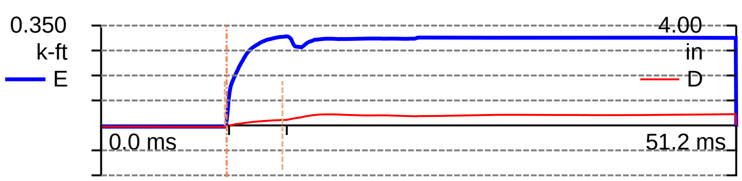
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 227
6/17/2011 7:27:18 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

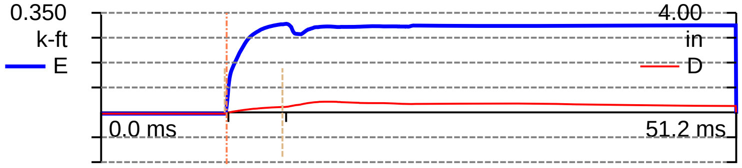


BN 228
6/17/2011 7:27:19 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

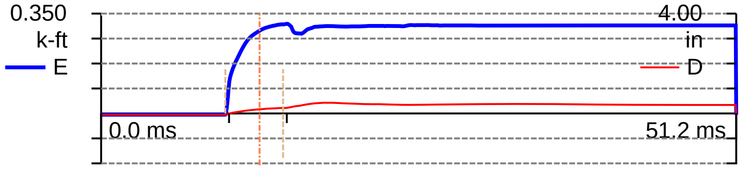
BN 229
6/17/2011 7:27:20 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

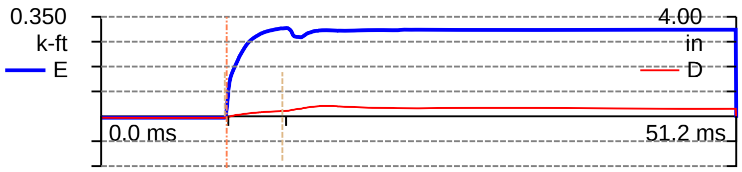
BN 230
6/17/2011 7:27:21 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

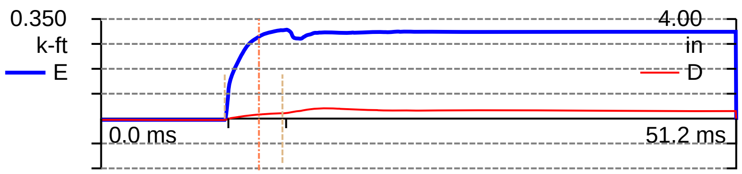
BN 231
6/17/2011 7:27:22 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

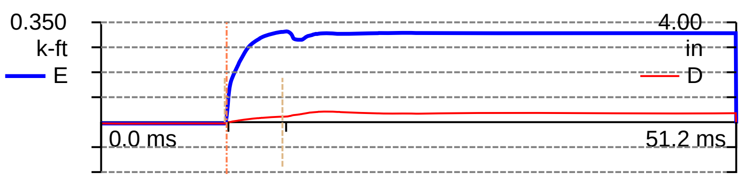
BN 232
6/17/2011 7:27:23 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

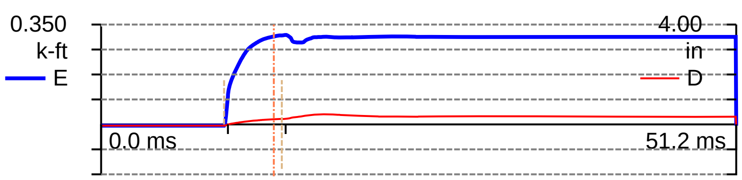
BN 233
6/17/2011 7:27:25 AM



LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.308	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	4.65	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

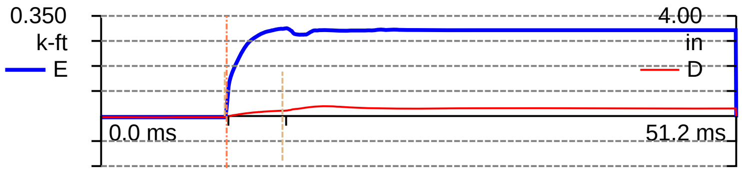
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 234
6/17/2011 7:27:26 AM



LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

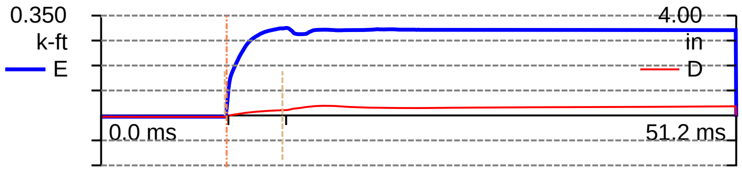
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 235
6/17/2011 7:27:27 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

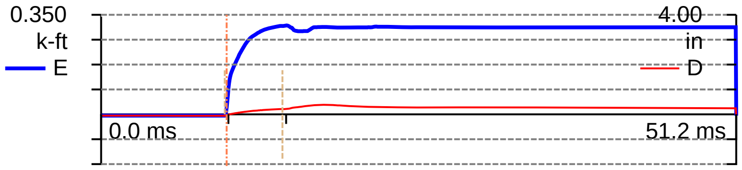
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 236
6/17/2011 7:27:28 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

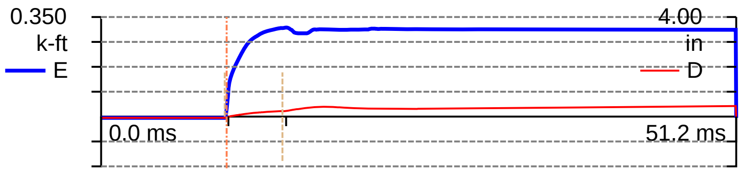
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 237
6/17/2011 7:27:29 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

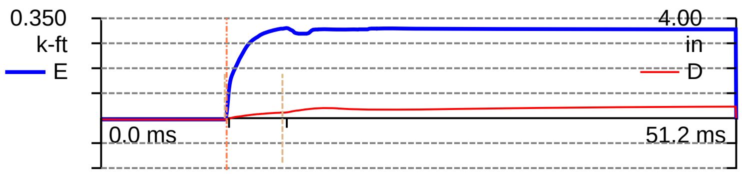
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 238
6/17/2011 7:27:30 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

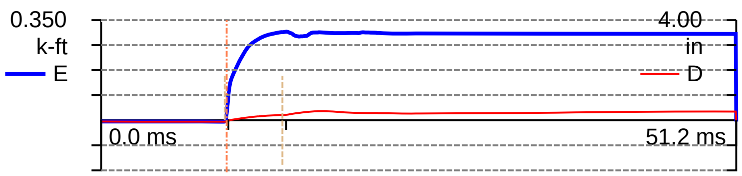
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 239
6/17/2011 7:27:31 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

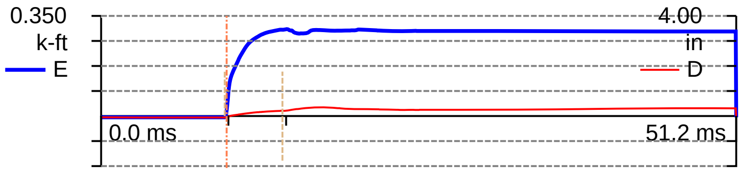
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 240
6/17/2011 7:27:35 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

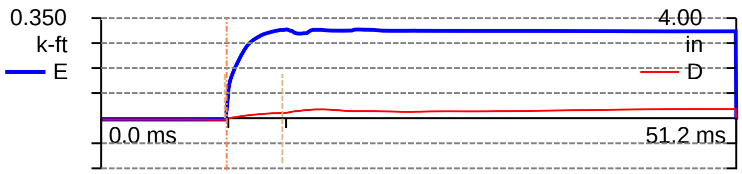
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 241
6/17/2011 7:27:36 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.0	(%)	FR	20.000	kHz

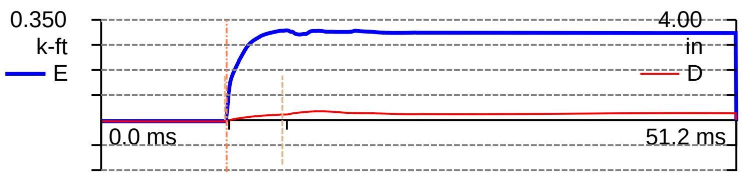
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 242
6/17/2011 7:27:37 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

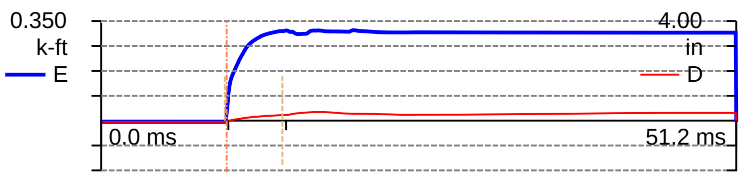
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 243
6/17/2011 7:27:38 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

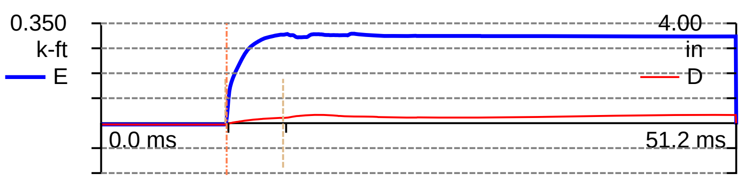
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 244
6/17/2011 7:27:40 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	4.65	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	91.0	(%)	FR	20.000	kHz

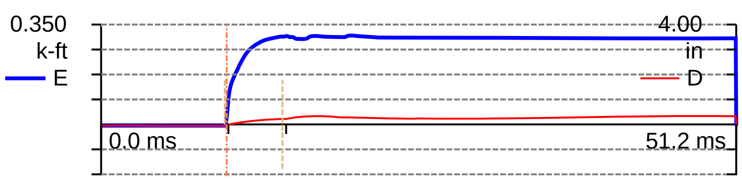
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 245
6/17/2011 7:27:42 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	4.65	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

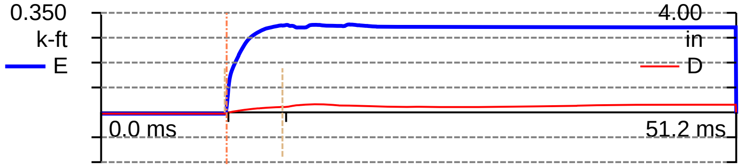
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 246
6/17/2011 7:27:43 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

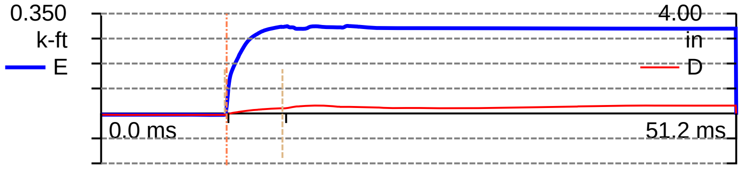
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 247
6/17/2011 7:27:44 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

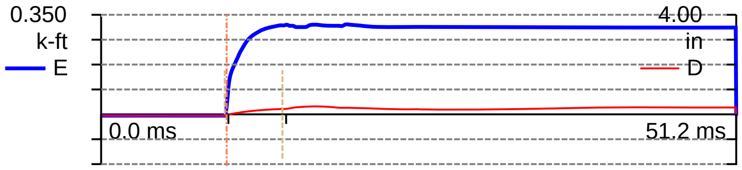
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 248
6/17/2011 7:27:45 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.304	k-ft	2L/c	4.65	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

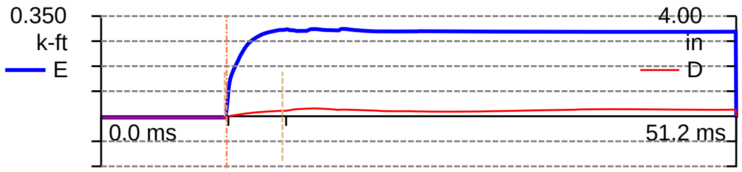
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 249
6/17/2011 7:27:46 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	4.65	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

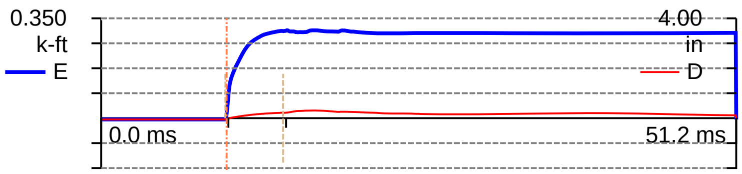
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 250
6/17/2011 7:27:47 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.6	(%)	FR	20.000	kHz

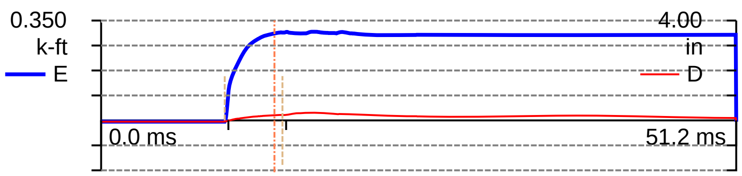
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 251
6/17/2011 7:27:48 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	4.65	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

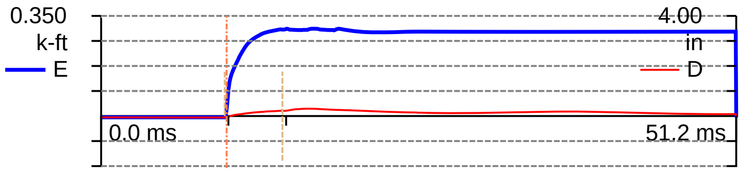
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 252
6/17/2011 7:27:49 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

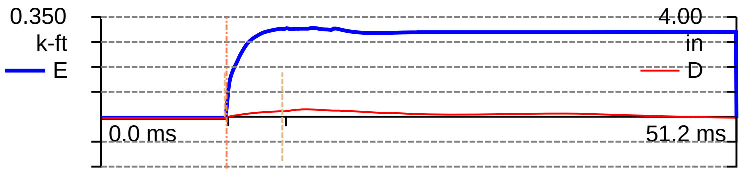
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 253
6/17/2011 7:27:50 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	4.65	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

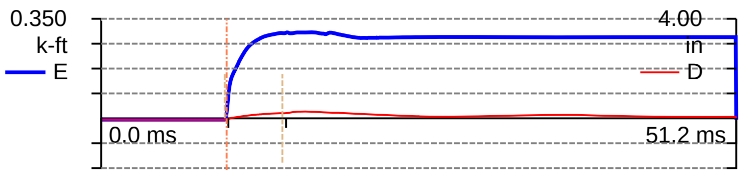
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 254
6/17/2011 7:27:51 AM

LP	34.30	ft	LE	39.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	4.65	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

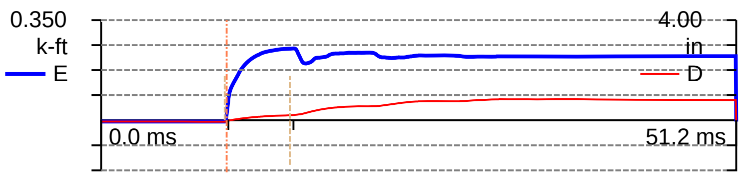
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 255
6/17/2011 7:27:52 AM

LP	34.30	ft	LE	39.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.301	k-ft	2L/c	4.65	ms
EMX	0.304	k-ft	EA/c	2.1	ksec/ft
ETR	86.8	(%)	FR	20.000	kHz

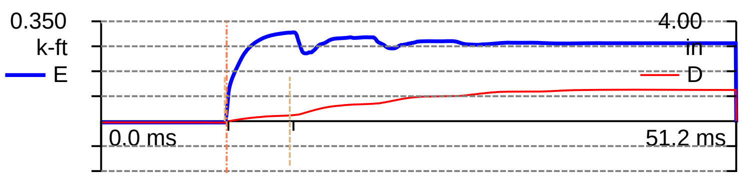
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 256
6/17/2011 7:34:30 AM

LP	39.30	ft	LE	44.30	ft
FMX	26	kips	AR	1.20	in^2
VMX	14.6	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.239	k-ft	WS	16,807.9	f/s
E2E	0.252	k-ft	2L/c	5.24	ms
EMX	0.253	k-ft	EA/c	2.1	ksec/ft
ETR	72.2	(%)	FR	20.000	kHz

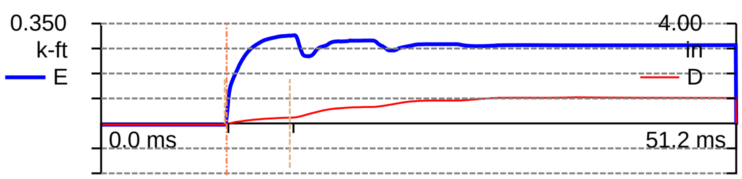
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 257
6/17/2011 7:34:31 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

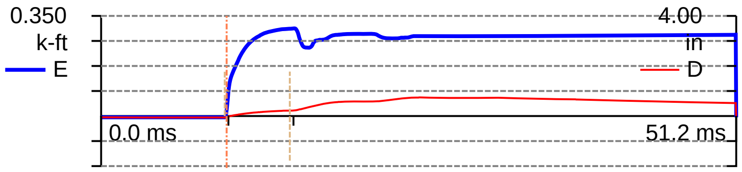
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 258
6/17/2011 7:34:32 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.5	(%)	FR	20.000	kHz

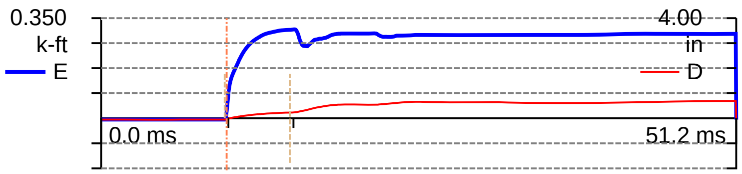
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 259
6/17/2011 7:34:33 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	5.24	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.8	(%)	FR	20.000	kHz

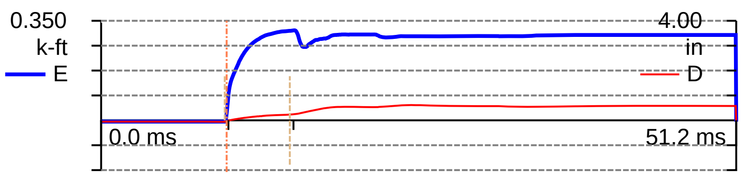
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 260
6/17/2011 7:34:34 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

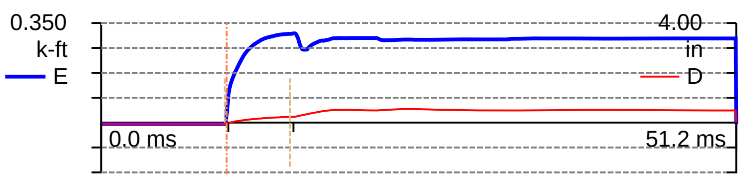
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 261
6/17/2011 7:34:35 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

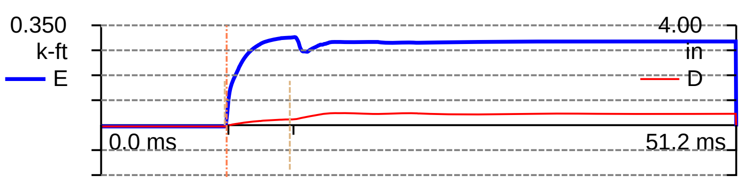
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 262
6/17/2011 7:34:36 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

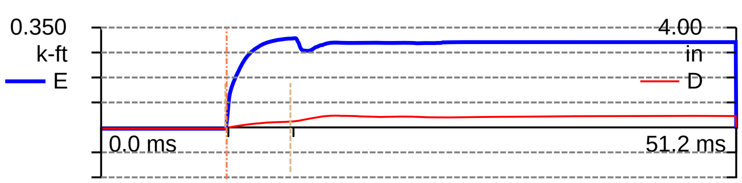
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 263
6/17/2011 7:34:37 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

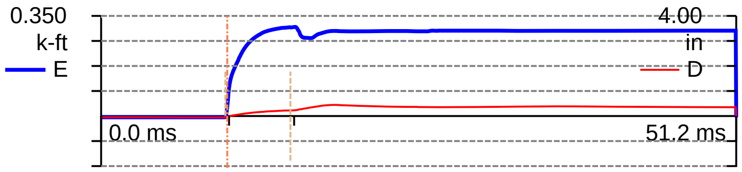
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 264
6/17/2011 7:34:38 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

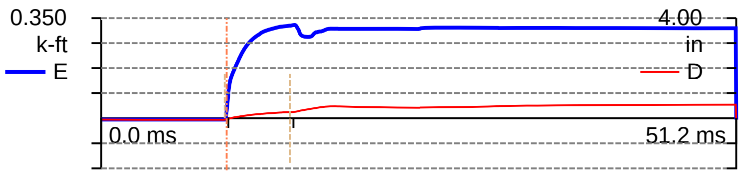
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 265
6/17/2011 7:34:39 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

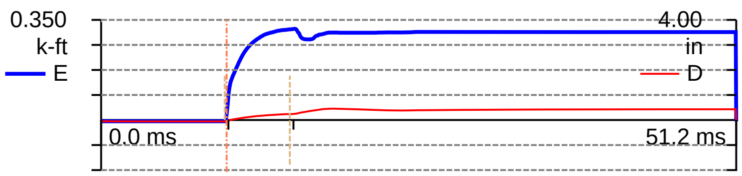
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 266
6/17/2011 7:34:41 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.24	ms
EMX	0.327	k-ft	EA/c	2.1	ksec/ft
ETR	93.3	(%)	FR	20.000	kHz

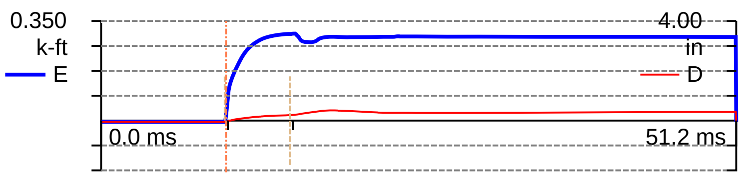
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 267
6/17/2011 7:34:42 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

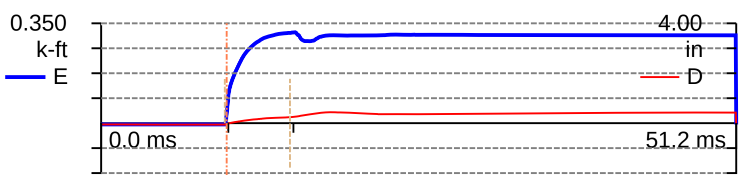
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 268
6/17/2011 7:34:43 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	5.24	ms
EMX	0.307	k-ft	EA/c	2.1	ksec/ft
ETR	87.7	(%)	FR	20.000	kHz

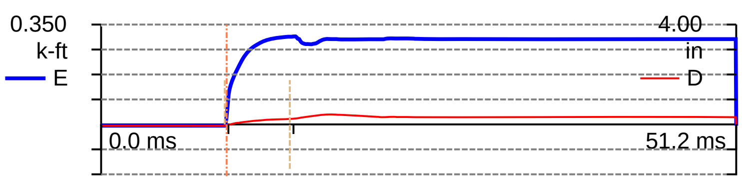
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 269
6/17/2011 7:34:44 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

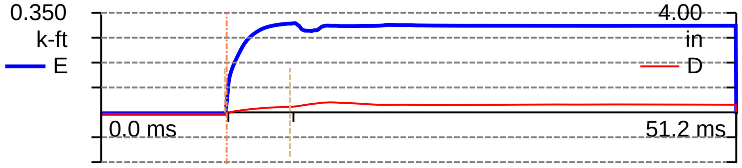


BN 270
6/17/2011 7:34:45 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

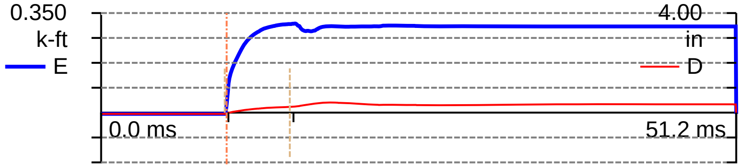
BN 271
6/17/2011 7:34:46 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

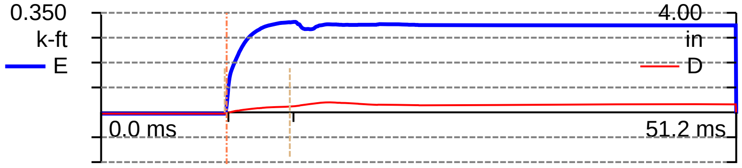
BN 272
6/17/2011 7:34:47 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

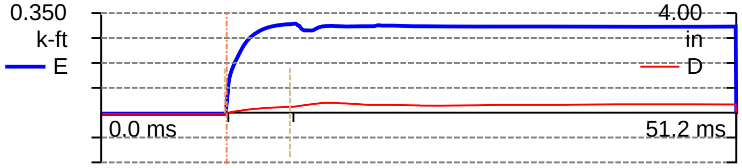
BN 273
6/17/2011 7:34:48 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

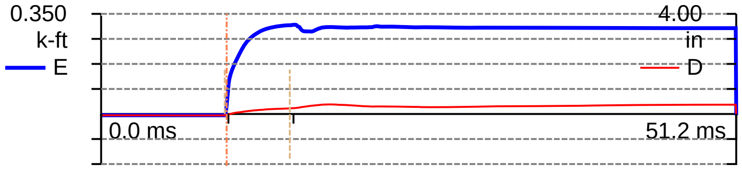
BN 274
6/17/2011 7:34:49 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

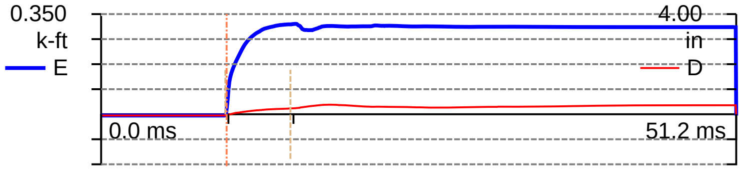
BN 275
6/17/2011 7:34:50 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

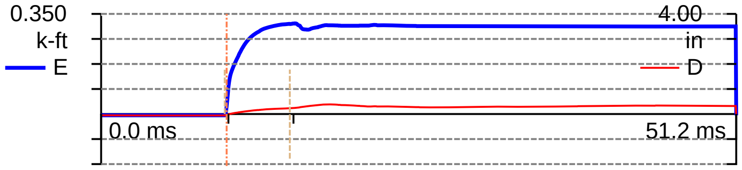
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 276
6/17/2011 7:34:51 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

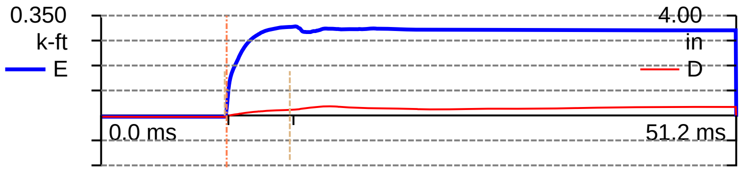
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 277
6/17/2011 7:34:52 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.24	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

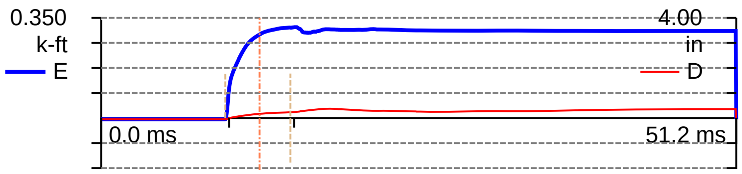
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 278
6/17/2011 7:34:53 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

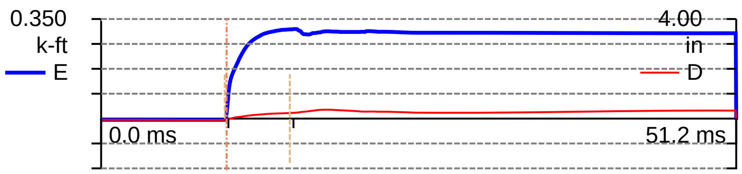
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 279
6/17/2011 7:34:54 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	91.0	(%)	FR	20.000	kHz

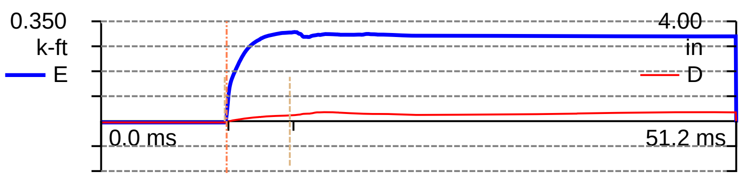
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 280
6/17/2011 7:34:55 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

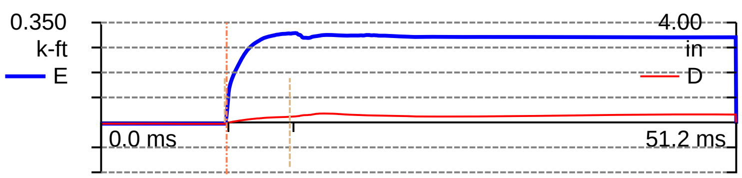
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 281
6/17/2011 7:34:56 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

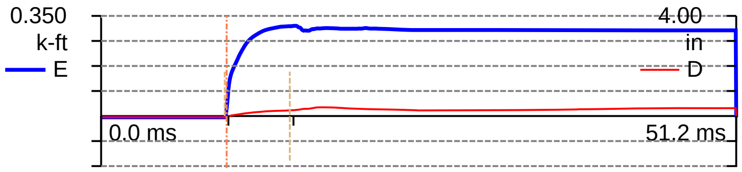
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 282
6/17/2011 7:34:57 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.7	(%)	FR	20.000	kHz

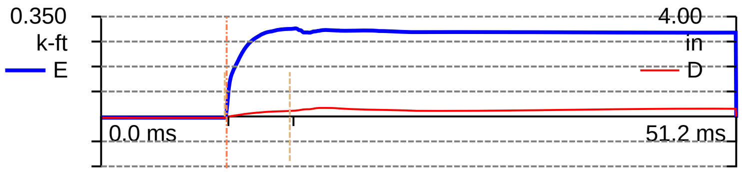
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 283
6/17/2011 7:34:58 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

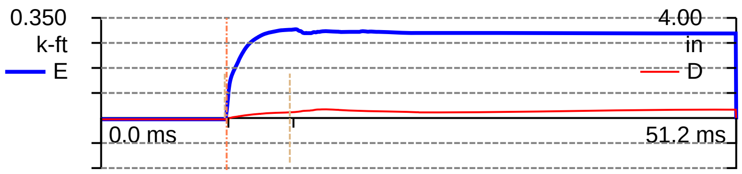
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 284
6/17/2011 7:35:00 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

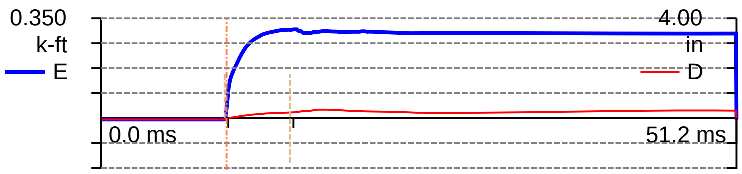
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 285
6/17/2011 7:35:01 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

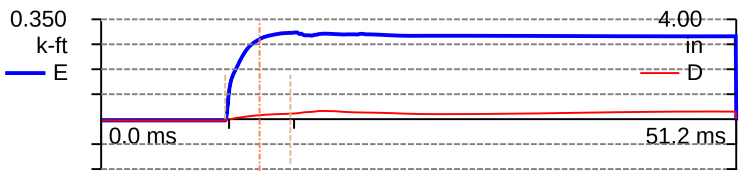
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 286
6/17/2011 7:35:02 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

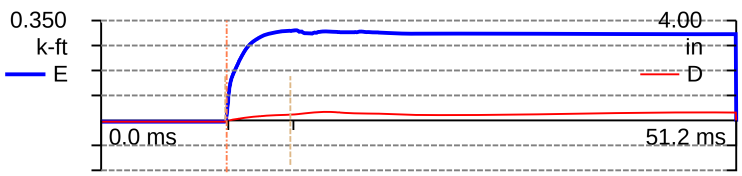
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 287
6/17/2011 7:35:03 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.303	k-ft	2L/c	5.24	ms
EMX	0.305	k-ft	EA/c	2.1	ksec/ft
ETR	87.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

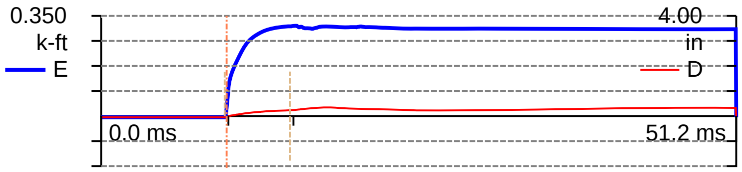


BN 288
6/17/2011 7:35:04 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

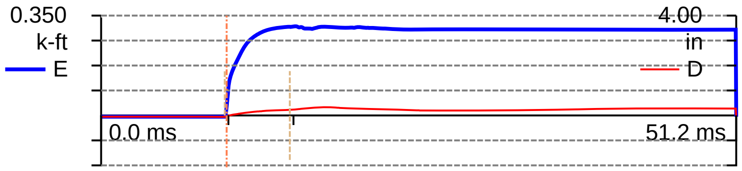
BN 289
6/17/2011 7:35:05 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

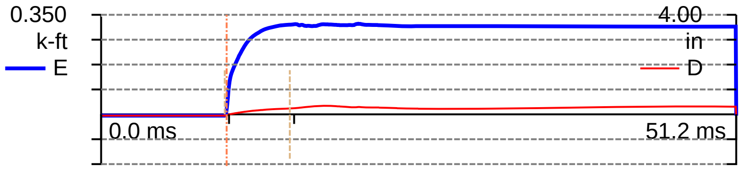
BN 290
6/17/2011 7:35:06 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

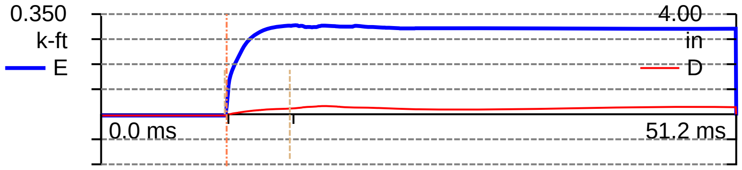
BN 291
6/17/2011 7:35:07 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.24	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

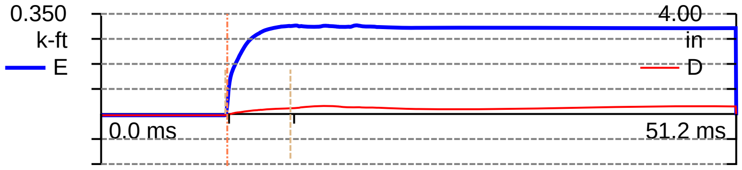
BN 292
6/17/2011 7:35:08 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

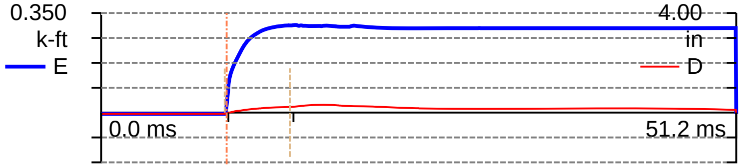
BN 293
6/17/2011 7:35:09 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

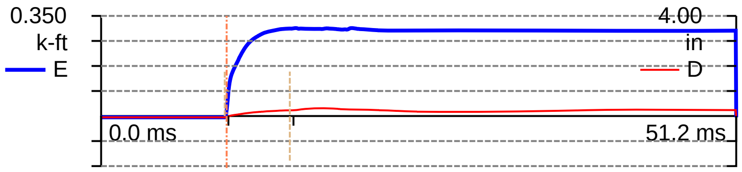
BN 294
6/17/2011 7:35:10 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

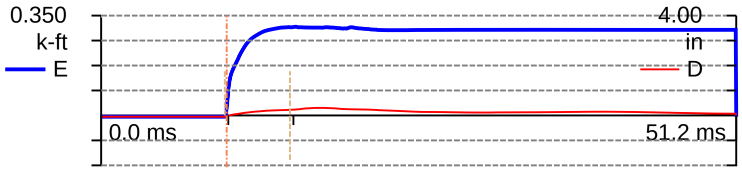
BN 295
6/17/2011 7:35:11 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

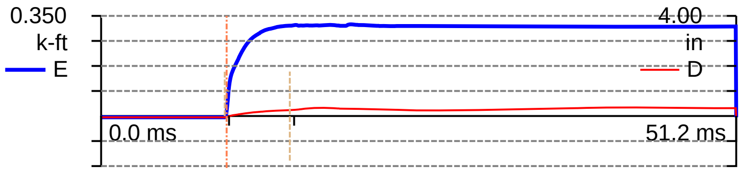
BN 296
6/17/2011 7:35:12 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	89.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

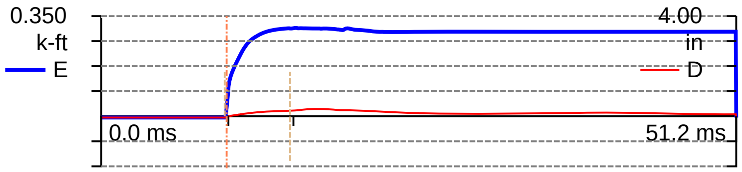
BN 297
6/17/2011 7:35:13 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.24	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

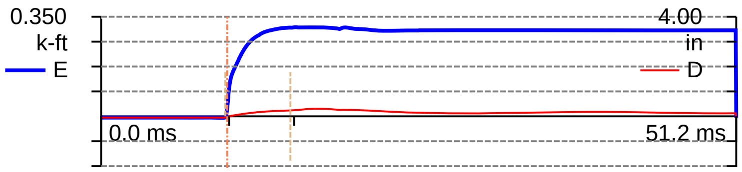
BN 298
6/17/2011 7:35:14 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

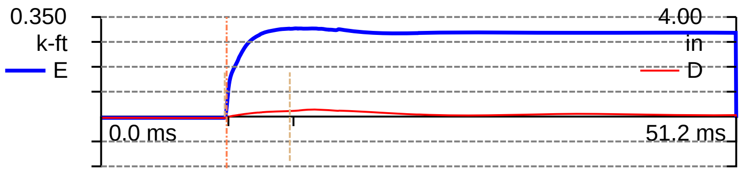
BN 299
6/17/2011 7:35:15 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.24	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

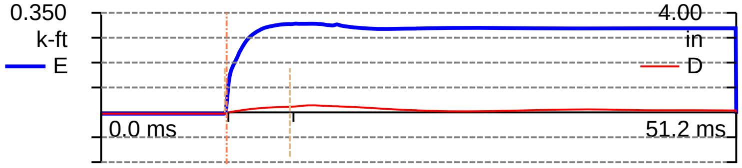
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 300
6/17/2011 7:35:16 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

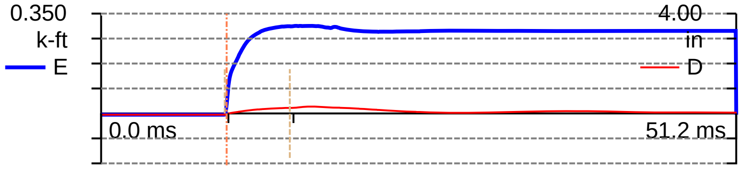
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 301
6/17/2011 7:35:17 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.3	(%)	FR	20.000	kHz

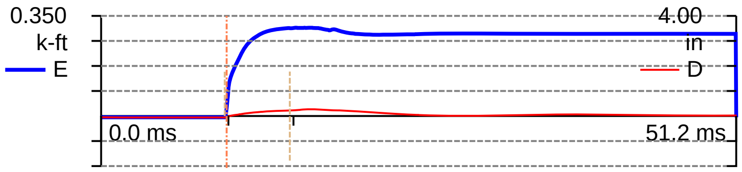
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 302
6/17/2011 7:35:19 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

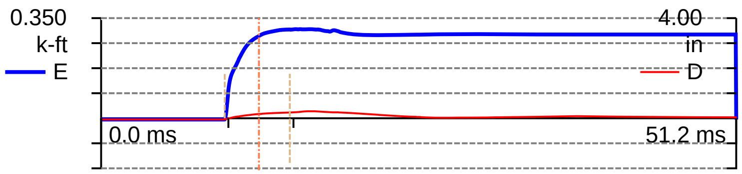
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 303
6/17/2011 7:35:20 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.75	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.4	(%)	FR	20.000	kHz

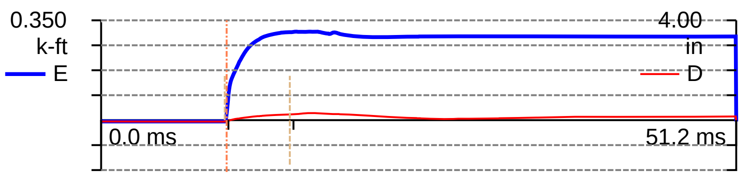
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 304
6/17/2011 7:35:21 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

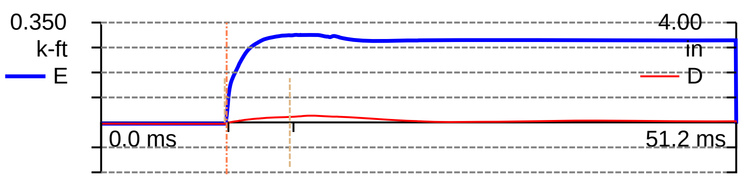
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 305
6/17/2011 7:35:22 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.309	k-ft	2L/c	5.24	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

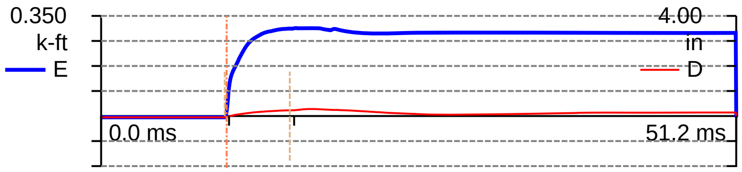


BN 306
6/17/2011 7:35:23 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.306	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	87.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

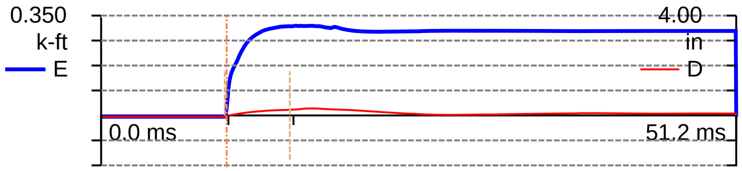
BN 307
6/17/2011 7:35:24 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.307	k-ft	2L/c	5.24	ms
EMX	0.308	k-ft	EA/c	2.1	ksec/ft
ETR	88.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

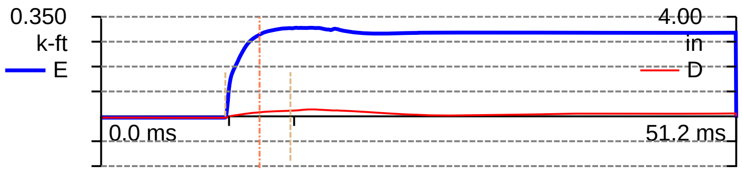
BN 308
6/17/2011 7:35:25 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.24	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

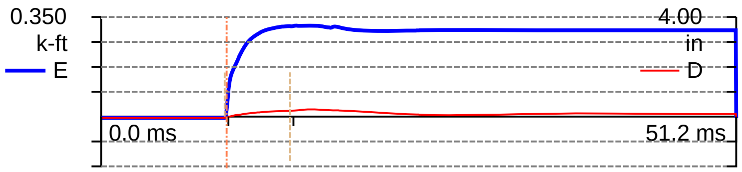
BN 309
6/17/2011 7:35:26 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

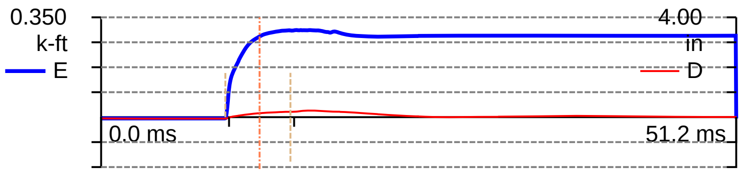
BN 310
6/17/2011 7:35:27 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.24	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

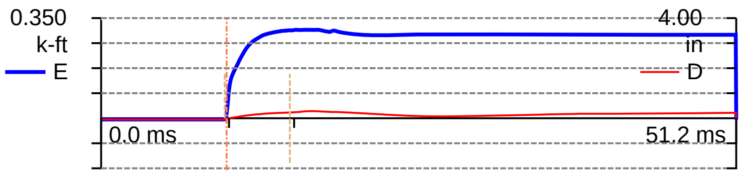
BN 311
6/17/2011 7:35:28 AM



LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.305	k-ft	2L/c	5.24	ms
EMX	0.306	k-ft	EA/c	2.1	ksec/ft
ETR	87.5	(%)	FR	20.000	kHz

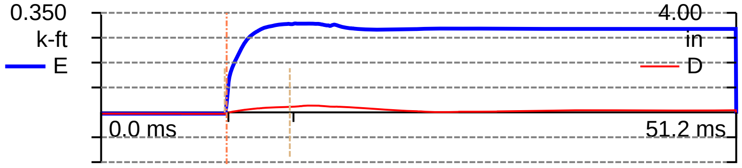
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 312
6/17/2011 7:35:29 AM



LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.7	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.310	k-ft	EA/c	2.1	ksec/ft
ETR	88.6	(%)	FR	20.000	kHz

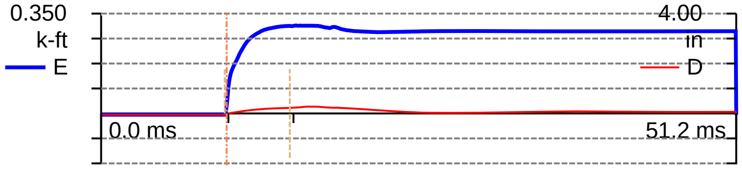
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 313
6/17/2011 7:35:30 AM

LP	39.30	ft	LE	44.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.24	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.5	(%)	FR	20.000	kHz

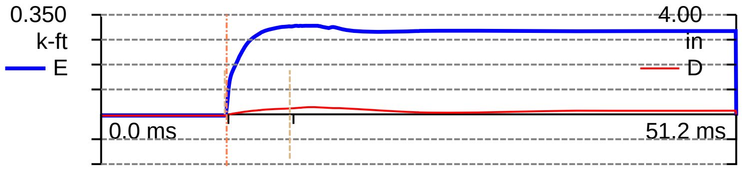
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 314
6/17/2011 7:35:31 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.308	k-ft	2L/c	5.24	ms
EMX	0.309	k-ft	EA/c	2.1	ksec/ft
ETR	88.3	(%)	FR	20.000	kHz

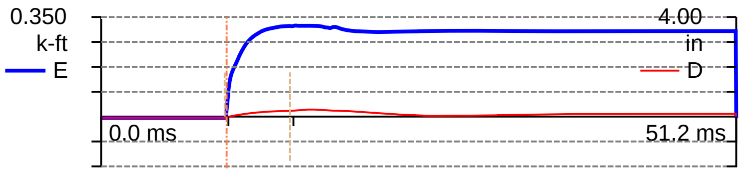
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 315
6/17/2011 7:35:32 AM

LP	39.30	ft	LE	44.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.24	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.2	(%)	FR	20.000	kHz

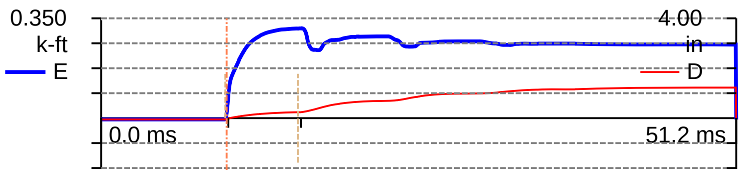
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 316
6/17/2011 7:35:33 AM

LP	39.30	ft	LE	44.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.306	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.24	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

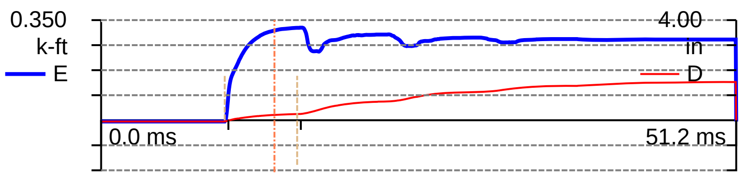
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 317
6/17/2011 7:42:57 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

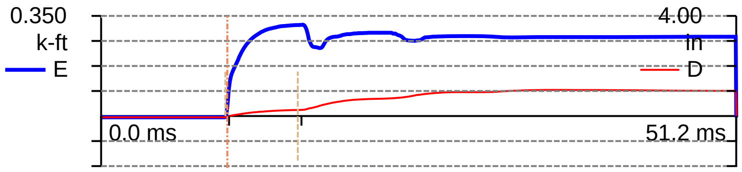
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 318
6/17/2011 7:42:58 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

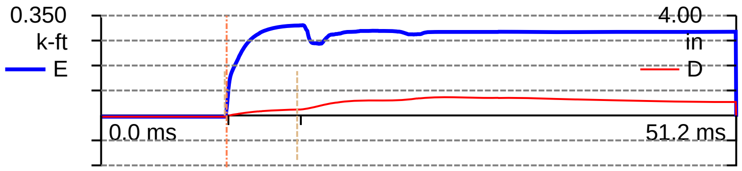
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 319
6/17/2011 7:42:59 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

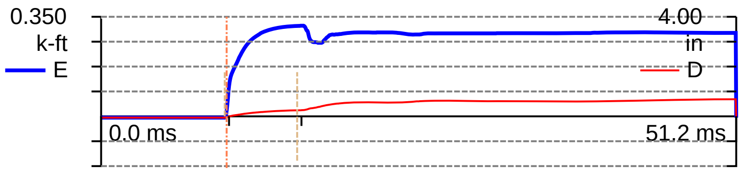
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 320
6/17/2011 7:43:00 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

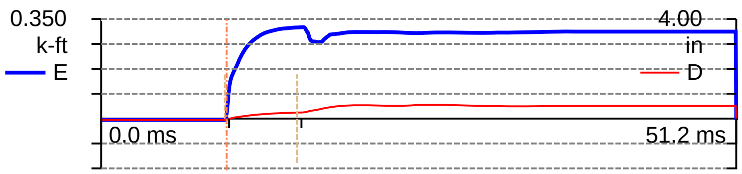
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 321
6/17/2011 7:43:01 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

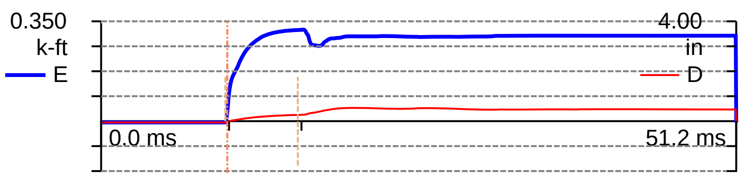
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 322
6/17/2011 7:43:02 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	92.0	(%)	FR	20.000	kHz

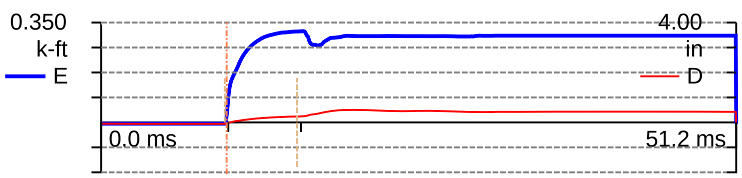
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 323
6/17/2011 7:43:03 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.8	(%)	FR	20.000	kHz

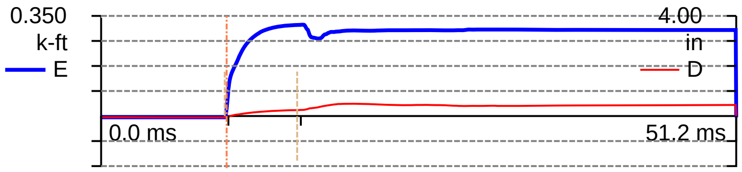
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 324
6/17/2011 7:43:04 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

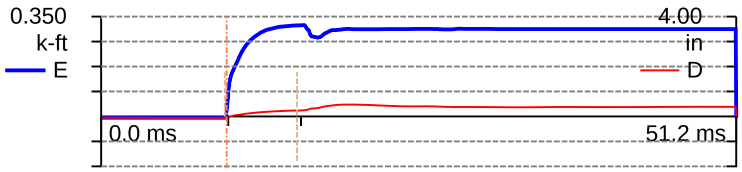
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 325
6/17/2011 7:43:05 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.4	(%)	FR	20.000	kHz

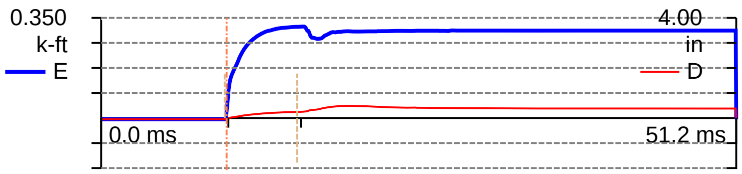
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 326
6/17/2011 7:43:06 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

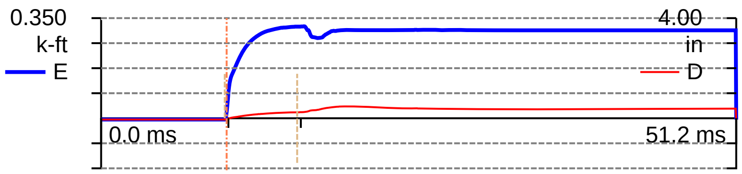
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 327
6/17/2011 7:43:07 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.5	(%)	FR	20.000	kHz

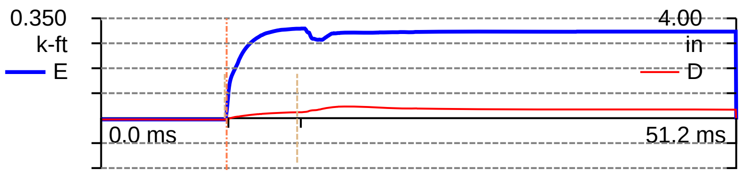
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 328
6/17/2011 7:43:08 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	91.9	(%)	FR	20.000	kHz

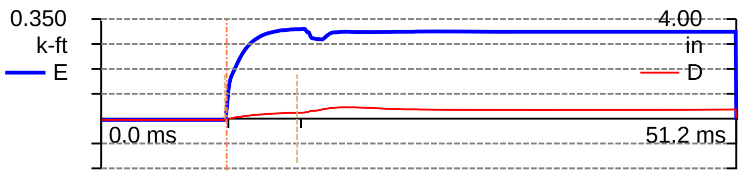
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 329
6/17/2011 7:43:10 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

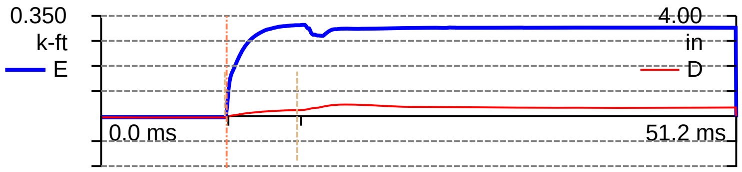
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 330
6/17/2011 7:43:11 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.2	(%)	FR	20.000	kHz

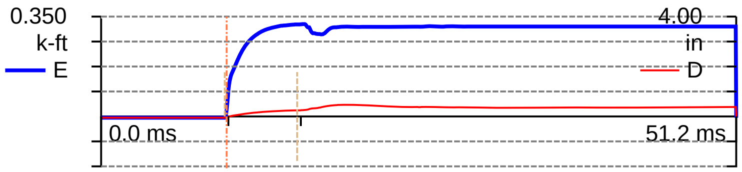
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 331
6/17/2011 7:43:12 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.318	k-ft	2L/c	5.83	ms
EMX	0.319	k-ft	EA/c	2.1	ksec/ft
ETR	91.2	(%)	FR	20.000	kHz

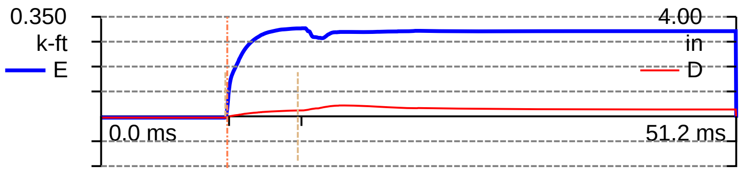
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 332
6/17/2011 7:43:13 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

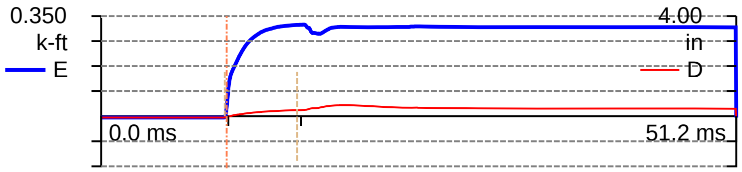
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 333
6/17/2011 7:43:14 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.291	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.7	(%)	FR	20.000	kHz

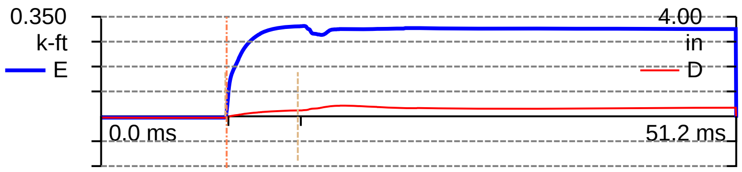
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 334
6/17/2011 7:43:15 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

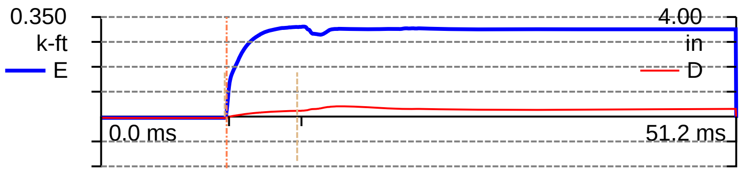
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 335
6/17/2011 7:43:16 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.9	(%)	FR	20.000	kHz

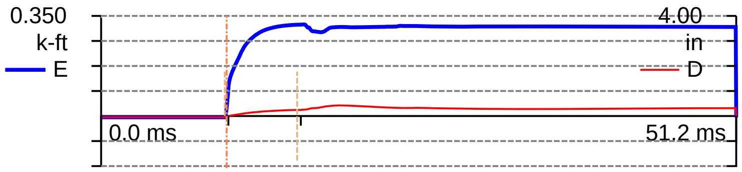
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 336
6/17/2011 7:43:17 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

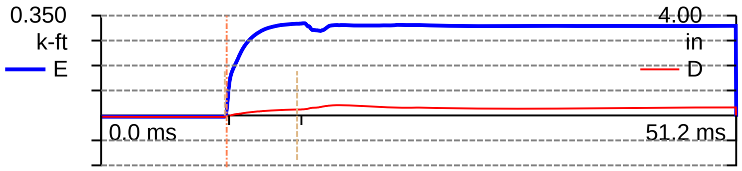
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 337
6/17/2011 7:43:18 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

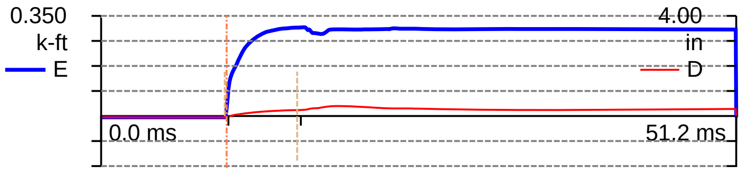
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 338
6/17/2011 7:43:19 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.308	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

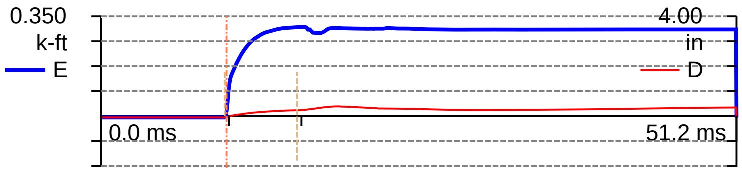
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 339
6/17/2011 7:43:20 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.75	[]	SP	0.492	k/ft3
EF2	0.284	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.8	(%)	FR	20.000	kHz

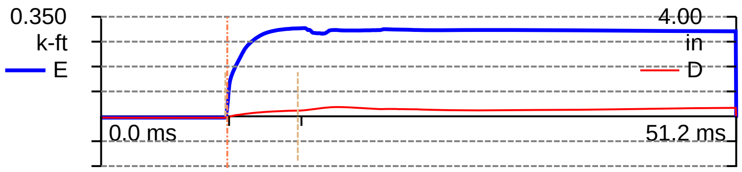
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 340
6/17/2011 7:43:21 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	15.6	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.313	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

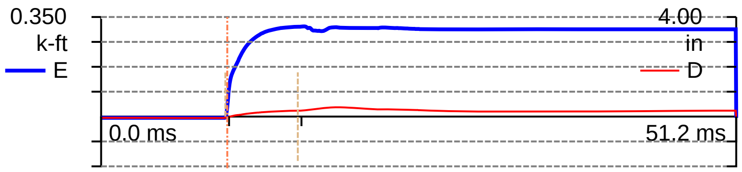
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 341
6/17/2011 7:43:22 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.290	k-ft	WS	16,807.9	f/s
E2E	0.310	k-ft	2L/c	5.83	ms
EMX	0.311	k-ft	EA/c	2.1	ksec/ft
ETR	88.9	(%)	FR	20.000	kHz

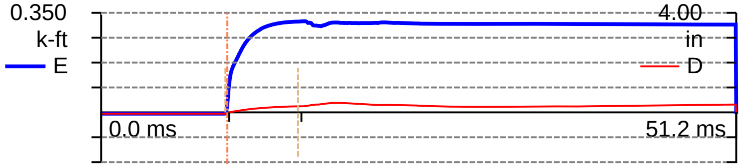
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 342
6/17/2011 7:43:23 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

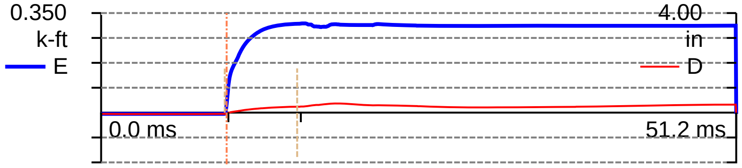
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 343
6/17/2011 7:43:24 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.320	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.7	(%)	FR	20.000	kHz

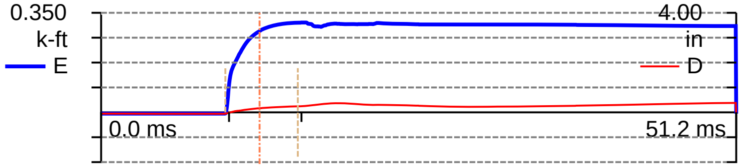
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 344
6/17/2011 7:43:25 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

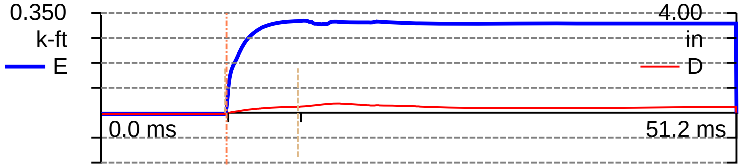
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 345
6/17/2011 7:43:26 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.85	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.5	(%)	FR	20.000	kHz

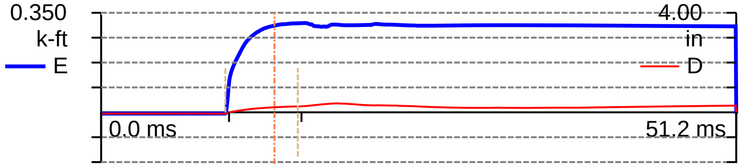
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 346
6/17/2011 7:43:27 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.3	(%)	FR	20.000	kHz

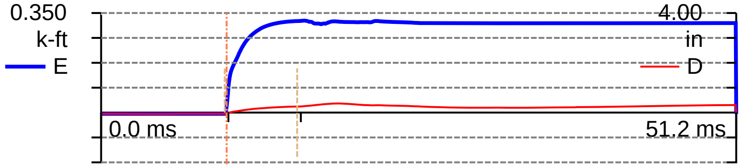
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 347
6/17/2011 7:43:28 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	15.9	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

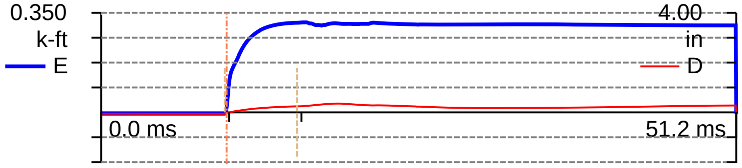


BN 348
6/17/2011 7:43:29 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.303	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

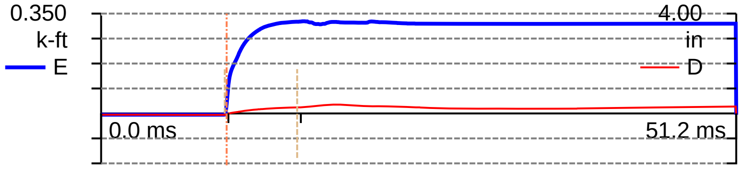
BN 349
6/17/2011 7:43:30 AM



LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.74	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

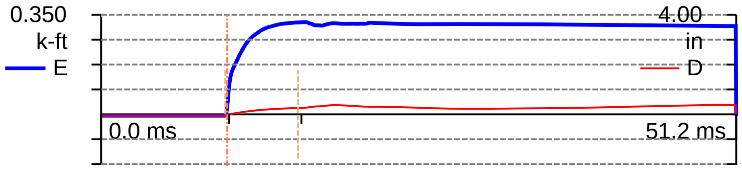
BN 350
6/17/2011 7:43:32 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.77	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.5	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

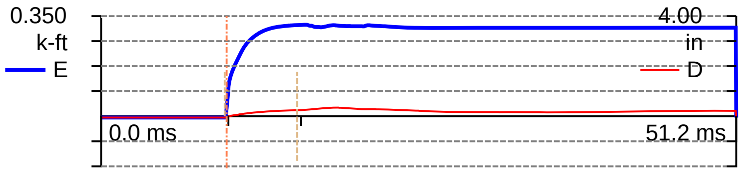
BN 351
6/17/2011 7:43:33 AM



LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	92.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

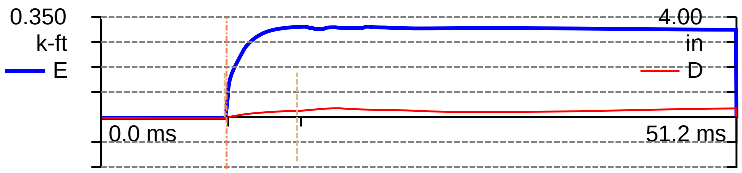
BN 352
6/17/2011 7:43:34 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.302	k-ft	WS	16,807.9	f/s
E2E	0.319	k-ft	2L/c	5.83	ms
EMX	0.321	k-ft	EA/c	2.1	ksec/ft
ETR	91.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

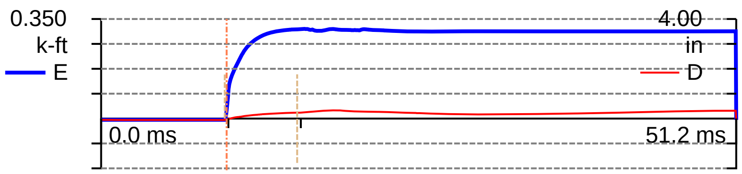
BN 353
6/17/2011 7:43:35 AM



LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.7	(%)	FR	20.000	kHz

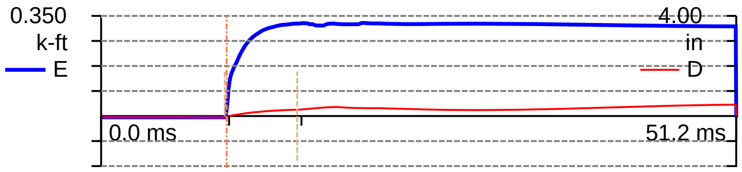
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 354
6/17/2011 7:43:36 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.297	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

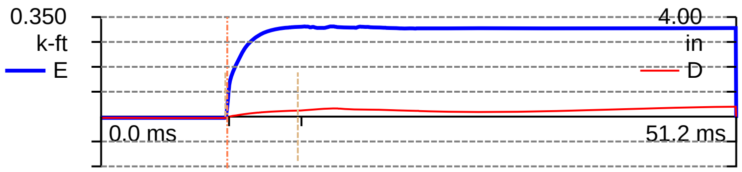
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 355
6/17/2011 7:43:37 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.326	k-ft	EA/c	2.1	ksec/ft
ETR	93.2	(%)	FR	20.000	kHz

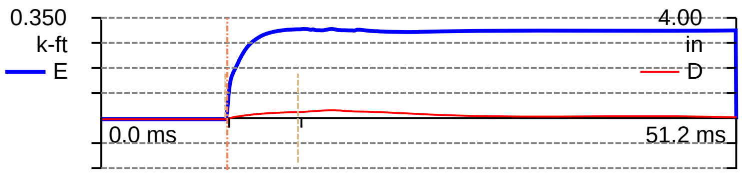
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 356
6/17/2011 7:43:38 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

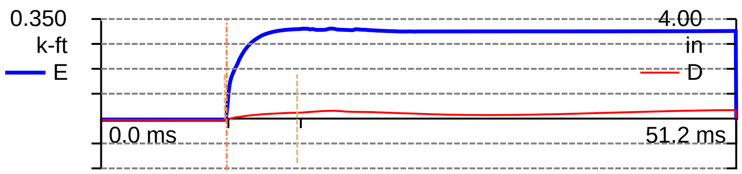
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 357
6/17/2011 7:43:39 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.311	k-ft	2L/c	5.83	ms
EMX	0.312	k-ft	EA/c	2.1	ksec/ft
ETR	89.1	(%)	FR	20.000	kHz

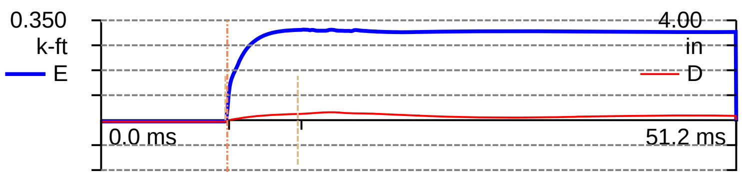
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 358
6/17/2011 7:43:40 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

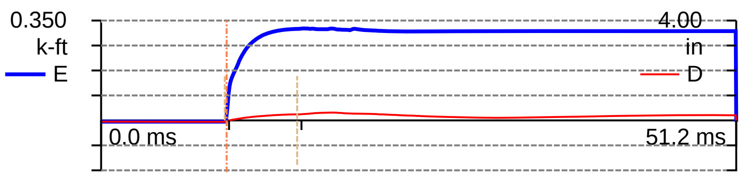
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 359
6/17/2011 7:43:41 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.76	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.9	(%)	FR	20.000	kHz

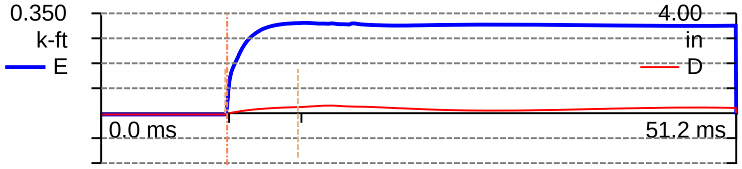
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 360
6/17/2011 7:43:42 AM

LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.6	f/s	EM	30,000	ksi
FVP	0.73	[]	SP	0.492	k/ft3
EF2	0.298	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.3	(%)	FR	20.000	kHz

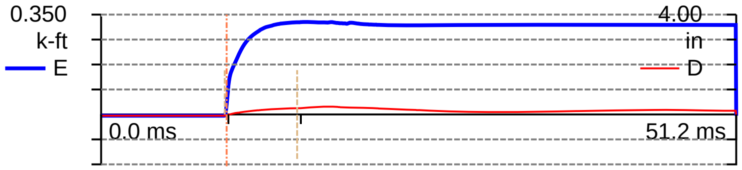
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 361
6/17/2011 7:43:43 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.78	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.317	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

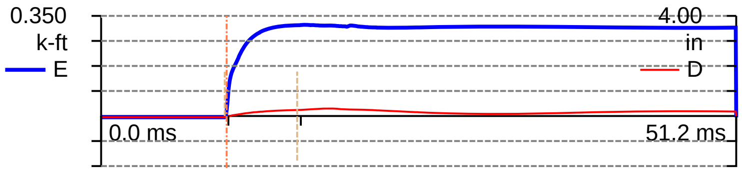
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 362
6/17/2011 7:43:44 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.301	k-ft	WS	16,807.9	f/s
E2E	0.324	k-ft	2L/c	5.83	ms
EMX	0.325	k-ft	EA/c	2.1	ksec/ft
ETR	92.9	(%)	FR	20.000	kHz

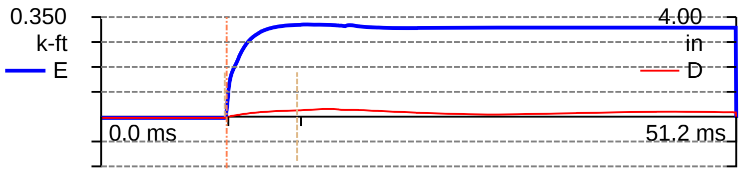
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 363
6/17/2011 7:43:45 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.4	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.318	k-ft	2L/c	5.83	ms
EMX	0.320	k-ft	EA/c	2.1	ksec/ft
ETR	91.3	(%)	FR	20.000	kHz

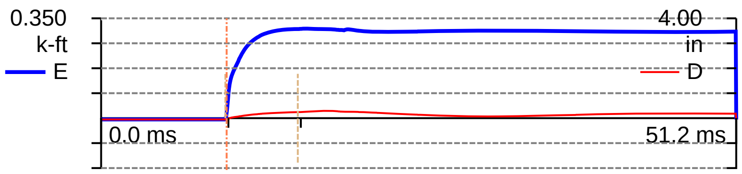
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 364
6/17/2011 7:43:46 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.5	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.299	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.7	(%)	FR	20.000	kHz

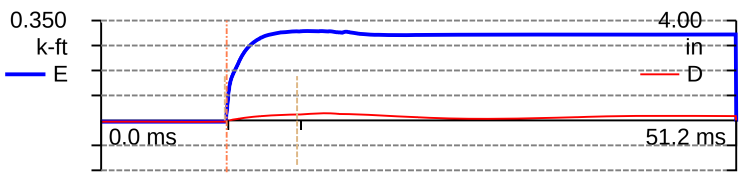
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 365
6/17/2011 7:43:47 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.292	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

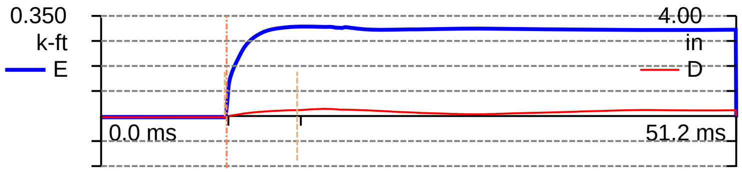
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 366
6/17/2011 7:43:48 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

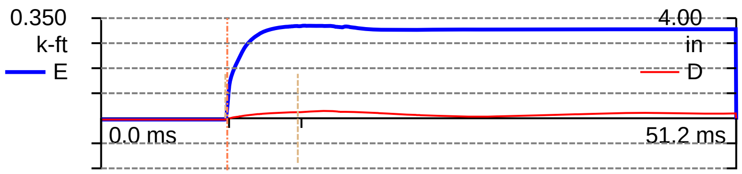
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 367
6/17/2011 7:43:49 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.0	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.296	k-ft	WS	16,807.9	f/s
E2E	0.313	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.8	(%)	FR	20.000	kHz

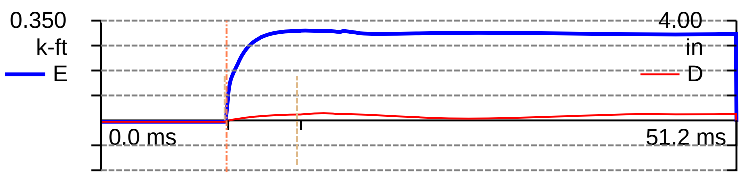
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 368
6/17/2011 7:43:50 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.80	[]	SP	0.492	k/ft3
EF2	0.307	k-ft	WS	16,807.9	f/s
E2E	0.323	k-ft	2L/c	5.83	ms
EMX	0.324	k-ft	EA/c	2.1	ksec/ft
ETR	92.6	(%)	FR	20.000	kHz

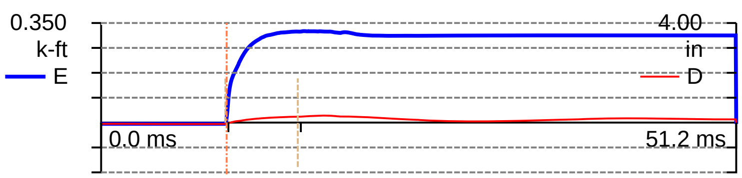
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 369
6/17/2011 7:43:51 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.295	k-ft	WS	16,807.9	f/s
E2E	0.315	k-ft	2L/c	5.83	ms
EMX	0.316	k-ft	EA/c	2.1	ksec/ft
ETR	90.3	(%)	FR	20.000	kHz

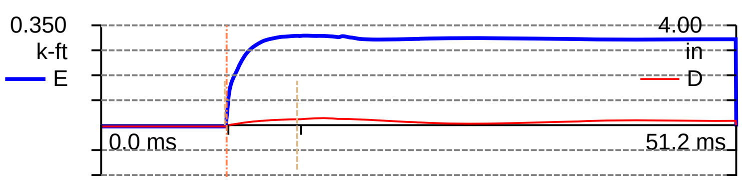
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 370
6/17/2011 7:43:52 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.84	[]	SP	0.492	k/ft3
EF2	0.305	k-ft	WS	16,807.9	f/s
E2E	0.321	k-ft	2L/c	5.83	ms
EMX	0.322	k-ft	EA/c	2.1	ksec/ft
ETR	92.0	(%)	FR	20.000	kHz

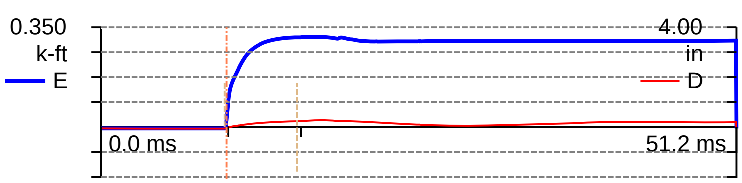
Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



BN 371
6/17/2011 7:43:54 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.293	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	89.9	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH



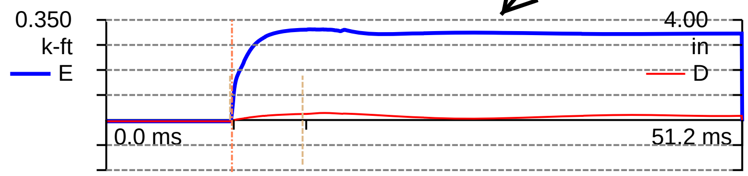
BN 372
6/17/2011 7:43:55 AM

LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.317	k-ft	EA/c	2.1	ksec/ft
ETR	90.6	(%)	FR	20.000	kHz

ETR from Upward Rebound (No gain)

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

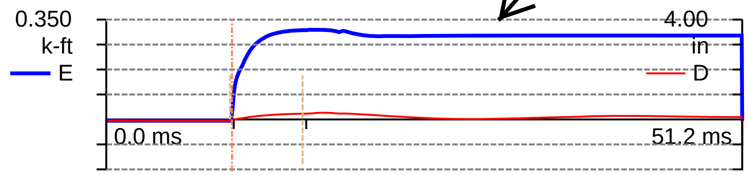
BN 373
6/17/2011 7:43:56 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.316	k-ft	2L/c	5.83	ms
EMX	0.318	k-ft	EA/c	2.1	ksec/ft
ETR	90.8	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

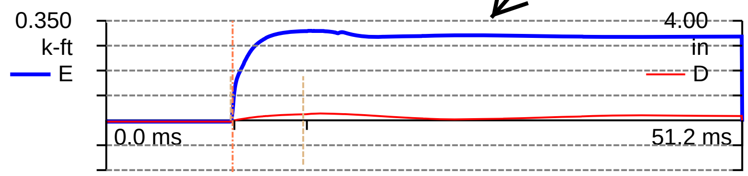
BN 374
6/17/2011 7:43:57 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.2	f/s	EM	30,000	ksi
FVP	0.82	[]	SP	0.492	k/ft3
EF2	0.300	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.0	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

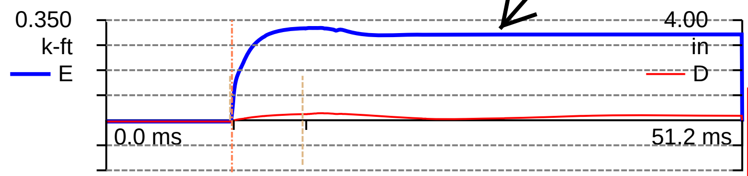
BN 375
6/17/2011 7:43:58 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.1	f/s	EM	30,000	ksi
FVP	0.81	[]	SP	0.492	k/ft3
EF2	0.294	k-ft	WS	16,807.9	f/s
E2E	0.314	k-ft	2L/c	5.83	ms
EMX	0.315	k-ft	EA/c	2.1	ksec/ft
ETR	90.1	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

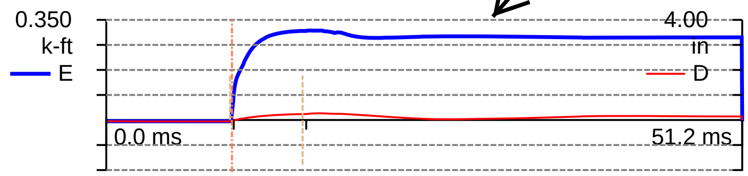
BN 376
6/17/2011 7:43:59 AM



LP	44.30	ft	LE	49.30	ft
FMX	29	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.83	[]	SP	0.492	k/ft3
EF2	0.304	k-ft	WS	16,807.9	f/s
E2E	0.322	k-ft	2L/c	5.83	ms
EMX	0.323	k-ft	EA/c	2.1	ksec/ft
ETR	92.4	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

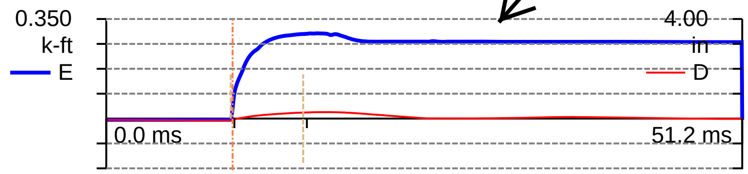
BN 377
6/17/2011 7:44:00 AM



LP	44.30	ft	LE	49.30	ft
FMX	28	kips	AR	1.20	in^2
VMX	16.3	f/s	EM	30,000	ksi
FVP	0.79	[]	SP	0.492	k/ft3
EF2	0.289	k-ft	WS	16,807.9	f/s
E2E	0.312	k-ft	2L/c	5.83	ms
EMX	0.314	k-ft	EA/c	2.1	ksec/ft
ETR	89.6	(%)	FR	20.000	kHz

Project: TEST CLINIC 1
Pile: All Depths - Description: CME 850 TRACK;SE 9299;AUTO
Operator: JNH

BN 378
6/17/2011 7:44:01 AM



LP	44.30	ft	LE	49.30	ft
FMX	27	kips	AR	1.20	in^2
VMX	15.8	f/s	EM	30,000	ksi
FVP	0.61	[]	SP	0.492	k/ft3
EF2	0.260	k-ft	WS	16,807.9	f/s
E2E	0.298	k-ft	2L/c	5.83	ms
EMX	0.300	k-ft	EA/c	2.1	ksec/ft
ETR	85.8	(%)	FR	20.000	kHz