

Date : 04/07/2026
Project No : 2025C186
Client Company : CWM
Arrival Time : 04/07/2026 07:00
Onsite Hours : 08:00

ASEC Report ID : 92637
Name of the Project : Tom B. David Airport - Rehab Parallel
Taxiway & Terminal Apron
Project Location : Calhoun
Weather : cold
Departure Time : 04/07/2026 15:00
ASEC Technician Name : Mahendra Mylabathula

As requested, the site was visited by our AS Engineering and Consulting (ASEC) representative for the purpose of providing quality control inspection and testing services. Visual observation techniques were employed to verify compliance with project drawing/specifications, applicable codes, and materials submittals. The following observations were observed on site this day.

On Tuesday, April 7 at 8:00 AM, paving operations resumed at the airport lane using a new asphalt mix that was delivered Monday evening. The mix ID was 12.5 MM virgin, with a target density of 158.4 pcf and an AC content of 4.95%. The paving section covered approximately 400+ lineal feet.

Since this was a new mix, initial testing focused on establishing correlation through core sampling. After completing five sets of nuclear density tests, the CW Matthews technician identified five locations with the highest density values. Core samples were extracted from these locations, measured, and prepared for laboratory analysis.

Simultaneously, density testing was performed on the taxiway centerline from Station 69+00 to 73+00. A total of 15 readings were taken (5 sets at 5 locations). The collected core samples were transported to the CW Matthews lab for asphalt core testing.

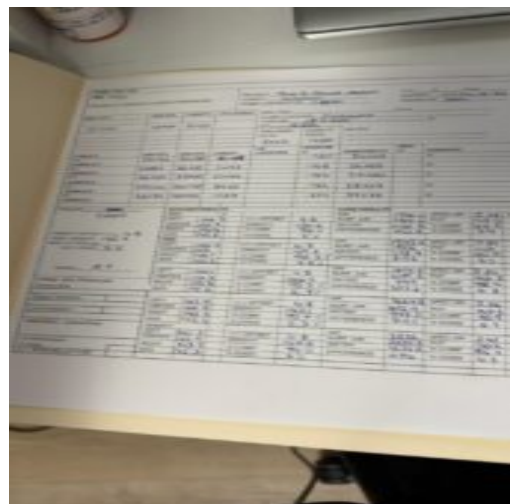
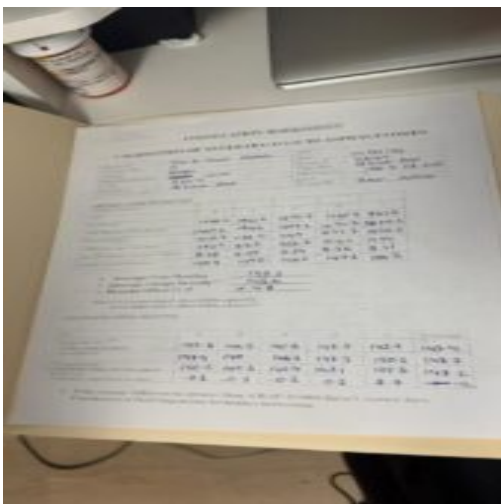
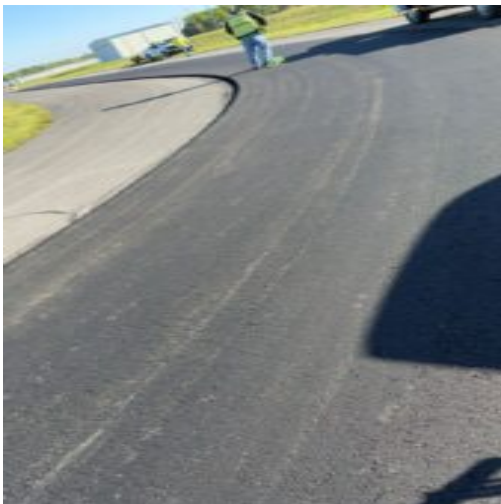
Laboratory results indicated an average density of approximately 145.4 pcf, corresponding to about 90% compaction. Following this, field operations continued on the taxiway from A1 to A3, where additional random density checks were performed on both the left and right sides.

Compared to the centerline, the left and right areas showed slightly lower density values, averaging around 93% compaction, while the centerline achieved approximately 96% compaction with about 4% air voids. Overall, testing indicated acceptable compaction trends, with slightly lower densities observed at the edges compared to the centerline.

We appreciate the opportunity to be of service to you on this project. If you have any questions regarding this report, please feel free to contact us. We will be more than happy to discuss it with you.

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Kenneth Mosman

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