

Date : 04/08/2026
Project No : 2025C186
Client Company : CWM
Arrival Time : 04/08/2026 07:
Onsite Hours : 10:00

ASEC Report ID : 92647
Name of the Project : Tom B. David Airport - Rehab Parallel
Taxiway & Terminal Apron
Project Location : Calhoun
Weather : cold
Departure Time : 04/08/2026 17:00
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 Wednesday, April 8, paving operations continued with the placement of the second lift beginning at Station 33+50 and extending toward the taxiway along the right side of the building line (three-building section), covering approximately 11 lanes with 413 feet long and 12 feet wide.

Following placement of the second layer at Station 33+50, random in-place density tests were performed. Results indicated approximately 94% density (6% air voids), which met project specifications. Paving operations then continued along the lanes adjacent to the three buildings. The first six lanes were placed and compacted successfully, with consistent density results and no observed deficiencies.

During placement of the seventh and eighth lanes, surface irregularities and cracking were observed. Upon further evaluation, the issue appeared to be associated with underlying subgrade conditions near a utility/pipe system. Moisture intrusion from this area was suspected to be migrating upward, leading to localized instability and separation within the asphalt mat, resulting in visible cracking and minor surface gaps.

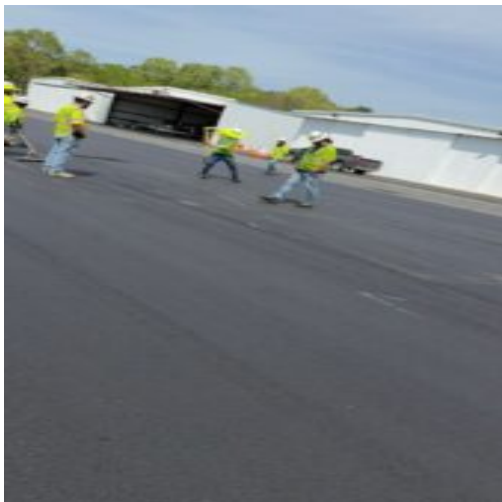
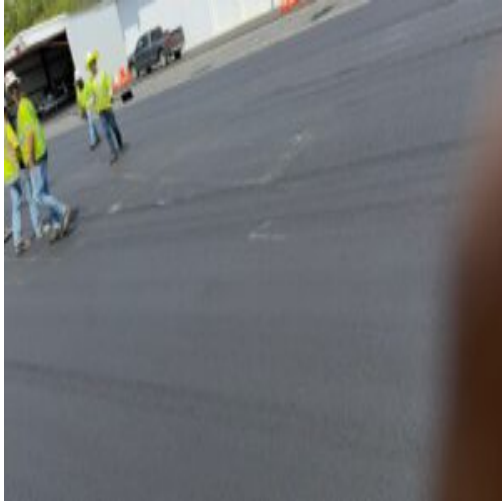
The issue was reviewed on-site with supervisory personnel, and corrective measures were implemented. The affected areas were reworked, including localized removal and recompacting. A smaller roller was utilized to achieve improved compaction control in the confined area.

Following remediation, the repaired sections exhibited improved surface appearance and compaction, and paving operations continued. Overall, the majority of the second lift placement was completed successfully, with only localized adjustments required due to subgrade-related moisture conditions.

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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