AS Engineering and Consulting LLC

Daily Field Report

Date : 03/20/2026
Project No : 2025C214
Client Company : Artisan
Arrival Time : 03/20/2026 08:30
Onsite Hours : 03:00

ASEC Report ID : 92834
Name of the Project : NW Unit 4 BRIDGE (Materials Testing)
Project Location : Dallas
Weather : sunny
Departure Time : 03/20/2026 11:30
ASEC Technician Name : Ramchandra Mogulla

FIELD OBSERVATIONS

On the above date, an AS Engineering and Consulting, LLC (ASEC) representative visited the site at the contractor's request to **observe excavation and mud mat subgrade preparation** along the **sheet pile wall installed for the proposed bridge on the east side of Pumpkin Vine Creek and along River Walk Manor Drive**, in accordance with the project drawings, specifications, and prior coordination with the design team.

Excavation was performed along the face of the installed sheet piles to expose the underlying material for mud mat placement. Based on prior coordination with the bridge designer, the mud mat is intended to bear directly on **competent, clean bedrock**, requiring removal of all overlying soil and debris and preparation of a clean rock surface.

To maintain temporary support for the sheet pile system, excavation was performed in an **alternating sequence**, leaving portions of the existing soil in place while adjacent sections were excavated to bedrock.

TESTING AND RESULTS

A total of **eleven (11) excavation sections** were observed along the sheet pile alignment. Bedrock was encountered at varying elevations within each section.

- **Two (2) locations** exhibited sufficient depth below proposed mud mat elevation to accommodate the **required minimum mud mat thickness of 5 feet**.

MUD MAT THICKNESS (T) – FIELD MEASUREMENTS

Location	Estimated Mud Mat ThicknessT (ft-in)	Notes
1a	2′ 8″	Does not meet requirement
1b	2′ 6″	Does not meet requirement
2a	5′ 3″	Meets requirement
2b	5′ 6″	Meets requirement
3a	-8″	Rock above bottom of footing elevation

3b	-1′	Rock above bottom of footing elevation
4a	>5′	Meets requirement
4b	1′	Does not meet requirement
5a	>5′	Meets requirement
5b	0′ 6″	Does not meet requirement
6a	3′ 6″	Does not meet requirement
6b	0	At elevation
7a	0′ 11″	Does not meet requirement
7b	0′ 11″	Does not meet requirement
8a	-0′ 6″	Rock above bottom of footing elevation
8b	-1′ 6″	Rock above bottom of footing elevation
9a	-3′ 0″	Rock above bottom of footing elevation
9b	1′ 0″	Does not meet requirement
10a	-1′ 6″	Rock above bottom of footing elevation
10b	-0′ 6″	Rock above bottom of footing elevation
11a	-0′ 6″	Rock above bottom of footing elevation
11b	-1′	Rock above bottom of footing elevation
—	—	“Uneven bottom” noted

- The remaining **nine (9) locations** encountered bedrock at **shallower depths**, resulting in potential mud mat thicknesses of **less than 5 feet**.
- In several areas, bedrock was encountered at or above the **proposed bottom of footing or mud mat elevation**.

The exposed bedrock surface was **observed for cleanliness and preparation**. The contractor utilized **hand tools (shovels and brooms)** to remove loose soil and debris and provide direct contact between the mud mat and the rock surface. The cleaned rock surface appeared **adequately prepared** for concrete placement.

The bedrock was observed to be **generally competent** based on visual assessment. While full continuity

of the rock surface could not be verified within the excavated sections, prior subsurface exploration performed in this area indicates the presence of **competent residual bedrock at this elevation**.

Photographs documenting the **rock profile and excavation conditions** are included with this report.

DISCUSSION AND RECOMMENDATIONS

Observed conditions related to **insufficient mud mat thickness in areas of shallow rock** were discussed on site with **Chad Clark and Brian Hughes of Reinforced Wall Systems**.

Based on these observations, **additional guidance from the project designer is required** to address areas where the **minimum 5-foot mud mat thickness cannot be achieved**. Construction in these areas should **not proceed until design direction is provided**.

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Ramchandra R. Mogulla
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Senior Engineer

Kenneth Mosman

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