

Date : 03/20/2024
Project No : 2024C112
Client Company : SR Homes
Arrival Time : 03/20/2024
Onsite Hours :

ASEC Report ID : 65440
Name of the Project : Sterlington
Project Location : Canton
Weather : overcast
Departure Time : 03/20/2024
ASEC Technician Name : Russell Hendrix

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.

Discussion with Site Foreman: A discussion was conducted with the site foreman to outline the plan for the day's activities. The focus was on raising the area at the entrance for the planned future road (Sterlington Drive) between stations 1+00 to 2+50 through several lifts, aiming for an optimum density-moisture ratio (Proctor) of 94.8 dry density (DD) and 25% moisture (M). A Troxler 3430 (# 30942) was utilized for testing.

Soil Compaction Process:

1. Initial Compaction Attempts:

- Soil lifts were initiated using onsite-provided soil. However, initial tests at minus 12 feet of elevation indicated deviations from specifications.
- Test 1 conducted at far west 1+25 showed a DD of 75.2 and 30% M, resulting in a fail.
- Test 2 conducted at West at 1+25 showed a DD of 75.4 and 30.3% M, also resulting in a fail due to high moisture levels.

2. Scarification and Topsoil Removal:

- A meeting with the foreman led to the decision to scarify the soil to lower moisture levels.
- During scarification, a significant amount of topsoil was observed in the underlying soil.
- It was recommended to remove all topsoil from the west side of the entrance area (1.00 to 2.00) to address moisture concerns.
- Additional soil was brought in after the removal of topsoil on the west side.

3. Recompaction and Testing:

- After recompaction, tests conducted on the west side from station 1.00 to 2.50 yielded satisfactory results.
- Test 1 showed a DD of 93.0 and 26.7% M, and Test 2 showed a DD of 93.8 and 23.4% M, both passing.

4. Moisture Level Adjustment on Center and East Side:

- As trucks continued to pass over the center and east side of the area (1.00 to 2.00), pumping was observed.
- A meeting with the foreman recommended scarification to lower moisture levels, leading to the removal of a small amount of topsoil in the affected section.

Conclusion: The soil compaction process faced challenges initially due to high moisture levels and the presence of topsoil. Through scarification and topsoil removal, followed by re-compaction and adjustment of moisture levels, satisfactory results were achieved.

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Main road area 1+00 to 2+50



Testing 1+50



Compacting



organic material

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compacting

Kenneth Mosman

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