

Date : 06/15/2024
Project No : 2024C197
Client Company : CWM
Arrival Time : 06/15/2024 7:00
Onsite Hours : 13:00

ASEC Report ID : 67285
Name of the Project : Airfield Shoulder Replacement, HJAIA
Project Location : HJAIA
Weather : sunny
Departure Time : 06/15/2024 20:00
ASEC Technician Name : Aminullah Azimi

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.

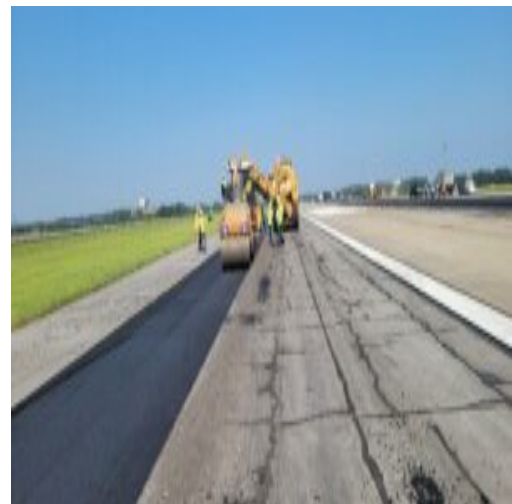
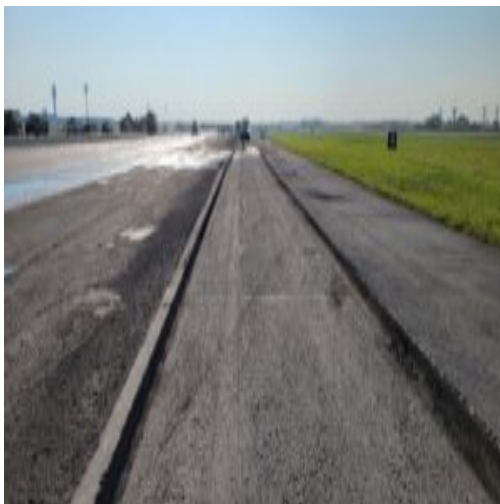
- Upon arrival on-site the QC observed the paving on phase 9R west end closure, area 1, 2, 3 and 4.
- The acceptable wet density ranges for the 25 mm are 144.4-155.3 pcf.
- For 12.5 mm the wet density ranges are 144.5-153.3 pcf with a maximum theoretical asphalt density of 155.3 pcf.
- CWM performed a proof-roll on the shoulder on phase 9R west end closure (area 1 lane 2, area 2 lane 2 north shoulder located next to N2, area 3, lane 2 and 3 south shoulder N2, and area 4, lane 2 and 3, south shoulder of N4).
- A fully loaded tandem-axle dump truck was used to proof-roll the above-mentioned subgrade with multiple passes across the area.
- No severe yielding and/or deflection were observed during the proof-roll at all areas mentioned above.
- Our representative along with Jonathan of ATLQA, Saleem 2mnext and the ATLNext representative Barry and Brylyn observed the proof-roll.
- CWM asphalt placement on shoulder on phase 9R west end closure, area 1, 2, 3 and 4.
- CWM performed paving with 25 mm at 4 inches depth, then after that QC used a Troxler nuke gauge to perform nuclear gauge density testing in areas 1, 2, 3 and 4. Results indicated an average of 144.6 to 153.3 pcf.(Air void 5%).
- Area 1,
 - Test#1, location, lane 2, , with wet density = 151.1 pcf.
 - Test#2, location, lane 2, with wet density = 150 pcf.
 - Test#3, location, lane 2, with wet density = 151.2 pcf.
 - Test#4, location, lane2, , with wet density = 148.2 pcf.
 - Test#5, location, lane2, with wet density = 148.3 pcf
 - Test#6, location, lane 2, , with wet density = 149.2 pcf.
 - Test#1, location, lane 3, with wet density = 151.1 pcf.
 - Test#2, location, lane 3, with wet density = 149.1 pcf.
 - Test#3, location, lane 3, with wet density = 147.9 pcf.
 - Test#4, location, lane3, with wet density = 150.6 pcf
 - Test#5, location, lane 3, with wet density = 150.2 pcf.
 - Test#6, location, lane3, with wet density = 151.8 pcf.
- Area 2,
 - Test#1, location, lane 2, with wet density = 148.8 pcf.
 - Test#2, location, lane 2, with wet density = 150.8 pcf.
 - Test#3, location, lane 2, with wet density = 151.3 pcf.
 - Test#4, location, lane2, with wet density = 148.4 pcf

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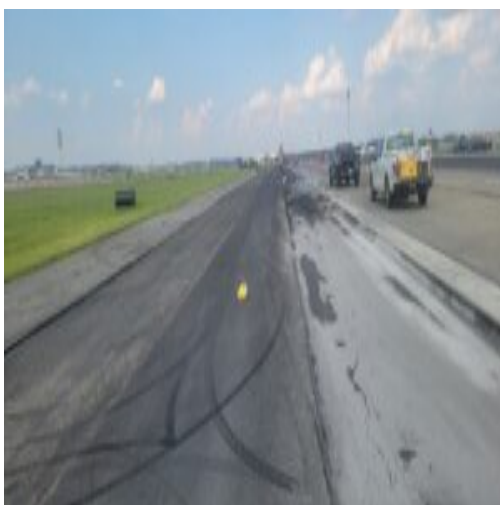
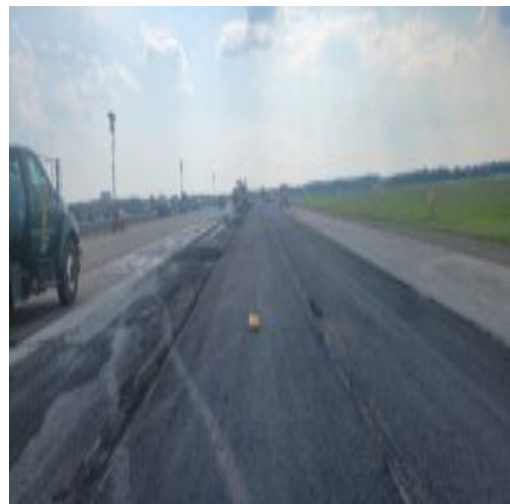
- Test#5, location, lane 2, with wet density = 150.6 pcf.
- Test#6, location, lane2, with wet density = 150.4 pcf.
- Area 3,
- Test#1, location, lane 3, with wet density = 148.8 pcf.
- Test#2, location, lane 3, with wet density = 148.9 pcf.
- Test#3, location, lane 3, with wet density = 149.5 pcf.
- Test#4, location, lane3, with wet density = 149.3 pcf
- Test#5, location, lane 3, with wet density = 149.3 pcf.
- Test#6, location, lane3, with wet density = 149.4 pcf.
- Area 4,
- Test#1, location, lane 2 and 3, with wet density = 150.8 pcf.
- Test#2, location, lane 2 and 3, with wet density = 151.6 pcf.
- Test#3, location, lane 2 and 3, with wet density = 149.6 pcf.
- Test#4, location, lane 2and 3, with wet density = 152.0 pcf
- Test#5, location, lane 2and 3, with wet density = 150.2 pcf.

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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