

Date : 05/04/2026
Project No : 2025C187
Client Company : CWM
Arrival Time : 05/04/2026 07:00
Onsite Hours : 12:00

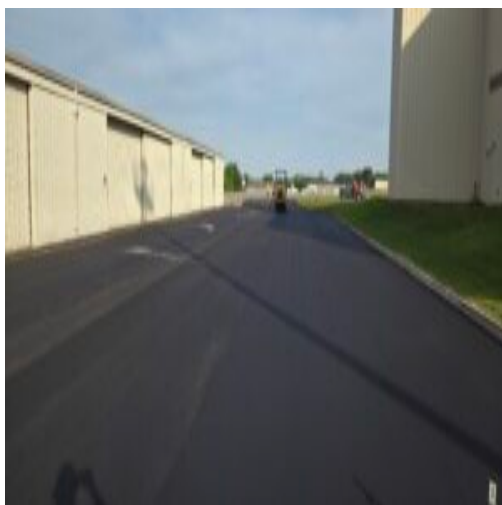
ASEC Report ID : 94059
Name of the Project : Lee Gilmer Memorial Airport - Rehab
Terminal Area Apron PH 3
Project Location : Gainesville
Weather : Sunny
Departure Time : 05/04/2026 19:00
ASEC Technician Name : Sean Willett

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.

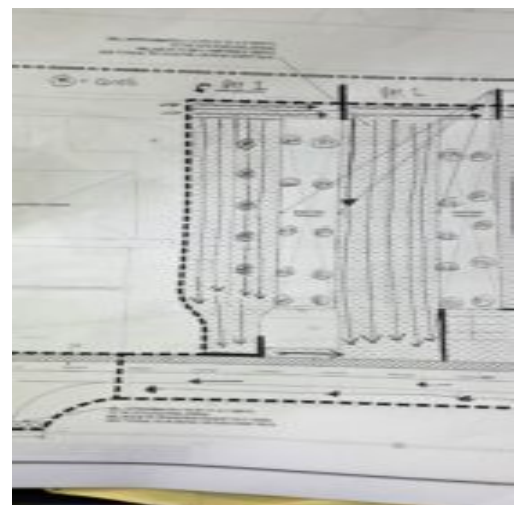
Our ASEC representative was on site to observe the contractor (CWM) and for the observation/testing of the placement of asphalt. The contractor began milling approximately 2 inches deep across the Hangar A side. The subgrade appeared to be a mixture of GAB and soil. ASEC met with UES to discuss the subgrade conditions. ASEC observed as the mill loaded into tandem trucks and as the trucks pulled across the subgrade. It appears to be compacted, as there was no severe pumping or deflection present in this location. UES contacted Lead Edge, and they made the decision to pave on this subgrade. The pavers did 5 lanes in this section as well as 2 lanes behind the hangar to the edge of Hangar B (on the backside access road). ASEC met with Shawn Cyr with CWM to test and take core samples. Shawn processed the sampled cores at the CWM lab and provided the results to our representative. All density test results were discussed with and/or provided to CWM.

The pavers began to spray tack on the existing asphalt located on the taxiway. The contractors then spread the fabric over the tack and then sprayed an additional layer of tack over the fabric before paving. Trucks were periodically checked for temperatures as they arrived on site. ASEC performed spot check density tests during the paving to verify the contractor was properly compacting the paved areas, and to help establish a roll pattern. Adjustments to the roll pattern were made by CWM due to minor cracking in some areas.

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.



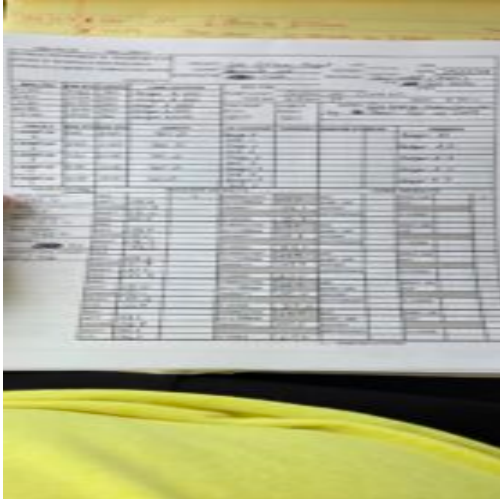
hangar a side paved



site plans

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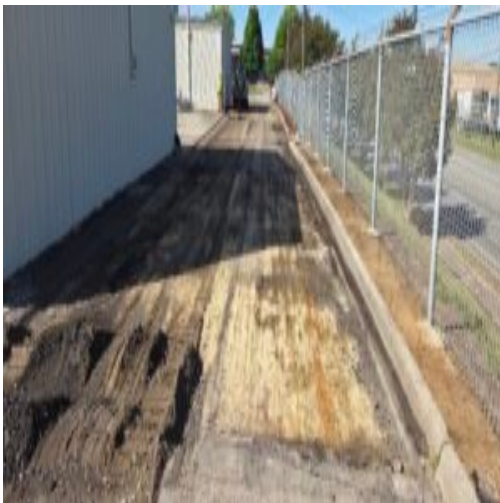
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testing data



taxiway existing conditions



roadway behind hangar a and b



hangar a side

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milling



hangar a side



roadway behind hangar a



paver

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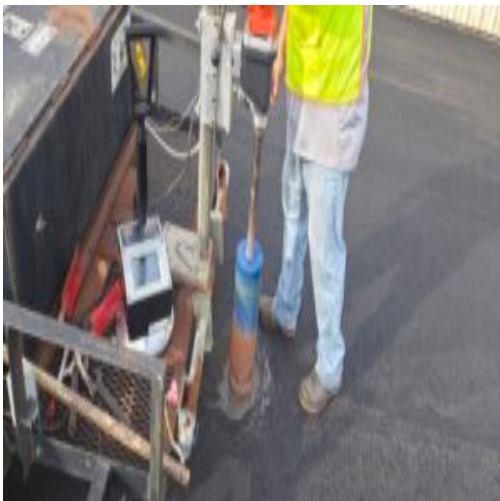
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hangar a side



tack and fabric



taking cores with CWM

Kenneth Mosman

Kenneth Mosman

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