Daily Field Report

ASEC Report ID : 34229
Name of the Project : Runway 9L End Around Taxiway
Project Location : HJAIA
Weather : Sunny
Departure Time : 10/19/2021
ASEC Technician Name : Russell Hendrix

Date : 10/20/2021
Project No : 2021C002
Client Company : CW Matthews
Arrival Time : 10/19/2021
Onsite Hours :

The site was visited by the undersigned AS Engineering and Consulting (ASEC) representative for the purpose of providing quality control inspection and testing services. Visual observation techniques were employed to assure compliance with project drawings/specifications, applicable codes, and materials submittals. The following observations were made on site today

During the retaining wall footing subgrade inspection that was performed yesterday, we encountered softer material within the top 12 inches in a portion of the area tested (to be probed and verified in the field by ASEC). We also encountered shallow groundwater at depths ranging from 1 to 2 feet below existing grade. We understand the current grade is a few inches shy of the proposed bottom of the footing elevation.

Due to shallow ground water and surficial wetness observed during our inspection, we believe bringing this area to grade using native soils and compacting with heavy compaction equipment may not be the best way to move forward. Instead, we recommend skimming (to be performed with flat blade equipment) the top few inches of the surface and bringing the grade up to the bottom of the footing elevation with #57 stone. The removal of soft and wet soil is to be performed to a depth no more than 12 inches from the bottom of footing elevation. Care should be taken to not disturb or over-excavate than required. If softer zones are encountered at deeper depths, AS Engineering and Consulting (ASEC) inspectors may inspect and provide further recommendations.

Based on the material and resistance encountered with the hand auger and DCP and current surface conditions, we believe, the above recommendation should prepare the subgrade to be suitable to support the structure utilizing an allowable soil bearing pressure of 2,000 psf.

Ramchandra R. Mogulla
GA P.E. 036021
Senior Engineer

Kenneth Mosman