

Date : 04/09/2021
Project No : 2020C002
Client Company : Toll Bros. Inc.
Arrival Time : 04/09/2021 09:00
Onsite Hours : 9:00

ASEC Report ID : 8463
Name of the Project : Northfields at Polo Fields
Project Location : 4805 Pittman Road, Forsyth County, Georgia
Weather : Cloudy
Departure Time : 04/09/2021 18:00
ASEC Technician Name : Andrew McCullough

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 drawing/specifications, applicable codes, and materials submittals. The following observation were made on site today.

1. Upon arrival, the inspector visually observed the placement of soil at elevation 1087 within the vicinity of lots #4, #3 and #2. During compaction efforts, Visual signs of pumping and rutting were observed and the inspector ran a series of density test prior to the completion of the lift. The moisture content of the soil being placed was 30 % which exceeds the optimal moisture range of 22.2 plus or minus 3. The inspector informed the superintendent of the issue and he instructed this crew to finish the placement of this lift. An off-road truck was utilized to seal off this wet lift of soil in order to protect the fill that had already been placed from the upcoming rain event. Once the rain has passed and sunny days could be had, the lift at elevation 1087 will be tilled up and dried prior to the further placement of soil.
2. At lot #27 and #26, the inspector visually observed the installation of the RCP pipe at the creek crossing at HW E20 and HW E10. The recommendation from the project engineer was followed and all sections of pipe was installed accordingly. A total of 12" of #34 stone was installed at 8' wide for the first 59' of pipe installed, and a total of 18" of 34 stone was installed 8' wide for the remainder of 59' In order to achieve grade after the unsuitable soils had been removed. The pipe was installed according to the project engineers recommendation and back fill operations will continue the following week.
3. During the sealing of lots #4-#2, the backfill operation had been moved to lot #29 and #28. A proof roll with an off-road truck was performed in the area of lot #29 prior to the installation of soil. This area was firm and unyielding and is ready for fill. During this time, a natural gully spanning from the front center of lot #29 and ending at the center of lot #28 was being de-grubbed of top soil and being prepared for backfill. During this operation, a heavy layer of organic material was encountered followed by an extremely high water table inside of soft material. Random exploratory penetration resistance was performed inside of this area and no firm material was found between the organic layer and groundwater. After consulting with the project engineer Ram Mogulla, a recommendation of undercutting all organic material and installing a 2' soil bridge was given. The contractor proceeded to excavated the heavy layer of organic material at the inspectors discretion. Once the organic material was excavated, the inspector and the superintendent quantified the excavated material at 120'x5'x15'. A 2' un-compacted soil bridge was installed and the backfill efforts continued. The inspector observed the placement of structural fill across the soil bridge and based on review of guidelines for fill placement, the required compaction for structural fill at the above mentioned area is 95% of a standard proctor. Based on visual observation and field measuring, the fill was placed in 10-12" thick lifts and compacted using a sheep's foot. Based on density testing, the fill placed today at elevations approximately 1082-1085 was compacted according to project specifications. See attached density test results for more details.

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