

JSJ Builders Inc  
1135 Robeson St  
Fayetteville, NC 28305

07/01/2025

Attention : Devin Dukes

**RE:** Daily Field Report for 06/30/2025  
Lot 4 Ila's Way (CMT) Dunn, NC  
Building & Earth Project No : RD250639

Ladies and Gentlemen:

On this date, representative(s) of Building & Earth were present to perform construction material testing services at this project site. Our testing and observations for this date include the following:

**FO-1** : Field Observations made on this date.

- Foundation Inspection
- Proofroll

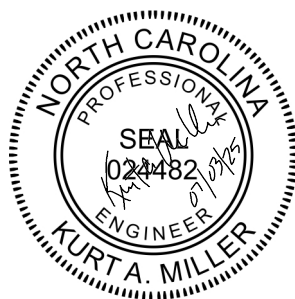
Passed  
Passed

## Closing

**The testing and observations identified above have been reviewed by our project manager. If you have questions regarding this information, please do not hesitate to contact us.**

Respectfully Submitted,  
Building & Earth Sciences, LLP

**Enclosures** : FO-1



## Field Observations Report

Project Name:	<b>Lot 4 Ila's Way (CMT) Dunn, NC</b>	Project Number:	<b>RD250639</b>
Client Name:	<b>JSJ Builders Inc</b>	Placement#:	<b>FO-1</b>
Contractor:	<b>JSJ Builders Inc</b>	Technician:	<b>Justin Jernigan</b>
Monitoring:	<b>DCP</b>		

### 1 : Foundation Inspection

Passed

We arrived onsite to evaluate the building pad area for this residential lot. We understand the residence has been designed to be supported on a monolithic slab foundation. Our evaluation as documented in this report includes:

- 1) A visual description of the residential lot
- 2) Comments on any improvements that affect the foundations of the residence
- 3) Hand rod probing of the footing excavations
- 4) Performing Dynamic Cone Penetration (DCP) tests at representative locations
- 5) Soil Density tests on fill, if applicable.

#### Visual Description of the Lot:

The site slopes downward from front to back. Building locations are referenced from the street looking at the front of the residence. Maximum relief across the lot is approximately 2 feet. Surface water runoff appears to drain to the rear.

#### Comments on Improvements:

The site has been stripped of surface cover and topsoil. It appears that 10 inches of topsoil has been removed from the building pad area.

Structural fill has been placed at the site to level the building pad. Based on our observations, we understand the pad has been filled according to the following:

Section-----	Thickness of Fill
Left Front-----	24 inches of fill
Left Rear-----	24 inches of fill
Center-----	24 inches of fill
Right Front-----	24 inches of fill
Right Rear-----	24 inches of fill

#### Footing Test:

Hand Rod Probing: Our representative performed hand rod probing of the surface of the building pad. Hand rod probing of the bearing material generally showed an average penetration of approximately 2 inches.

DCP Testing: Our representative performed Dynamic Cone Penetration (DCP) testing in general accordance with ASTM STP-399 at two representative locations to a depth of 36 inches. Our representative did not observe water within the DCP boreholes as noted below.

The following information provides the results of our hand auger borings and DCP testing:

#### Test 1: [Front Center]

-- Depth----	"N"-----	Soil Color---	USCS-----
--- FSG ---	15	Orange	SC
--- -1' ---	15	Orange	SC

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Monitoring:	<b>DCP</b>		

--- -2' ----- 8 ----- Brown ----- SC -----  
--- -3' ----- 15 ----- Red ----- SC -----

### Test 2: [Rear Center]

--- FSG ---- 15 ---- Orange ---- SC -----  
--- -1' ----- 15 ----- Orange ----- SC -----  
--- -2' ----- 11 ----- Brown ----- SC -----  
--- -3' ----- 14 ----- Red ----- SC -----

### Results:

Based on our observations and test results, the newly placed fill/existing soils appear to be suitable to provide support for the floor slab and footings, provided the floor slab has a loading of less than 150 pounds per square foot, and the footings have a design bearing capacity of 2,000, or less.

To minimize the potential for future softening of the bearing materials due to water infiltration, the surface soils should be protected from construction traffic and inclement weather. The construction of the footings and structure should commence without delay. In the event that the subgrade soils become wet, or otherwise compromised from their current condition, should be observed and retested as necessary by Building and Earth Sciences.

We note that our testing was isolated to the upper 3 feet of the soil profile from the finished subgrade elevation as observed on this date. As such, we cannot be aware of any soil or groundwater conditions below this depth that could adversely affect the support of the new construction. If additional information is required, please contact our office.

We are also not aware of any geotechnical work that may have been performed prior to our arrival onsite. If a geotechnical report is available, please forward it to our office for review. If no report is available, our client accepts all liability for long and short term performance of the foundations.

### 2 : Proofroll

Passed

Our representative arrived on site to observe a proofroll of the finished subgrade soils within the building pad. At the time of our proofroll, the pad had been filled to the finished subgrade elevation using structural fill soils. Where present, the finished soil subgrade soils appeared to consist of well compacted tan clayey sand with stone and no standing water was observed on the surface at the time of the proofroll.


The grading contractor performed the proofroll by making multiple passes over the area using a fully-loaded, tandem-axle dump truck. Under the weight of the proofrolling equipment, the majority of the area observed on this date appeared to be firm and unyielding. Based on our observations, the building pad appears acceptable for the construction of foundations.

Construction traffic and weather will have an adverse effect on the stability of the near-surface soils. In the event the surface soils become compromised at a later date, it may become necessary to moisture condition, compact, and proofroll the surface soils again.

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Monitoring:	<b>DCP</b>		

### Photographs

Picture ID	Front
109974	



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Monitoring:	<b>DCP</b>		

## Photographs

Picture ID	Rear
109975	