

Date : 09/29/2023
Project No : 2022C218
Client Company : CW Matthews
Arrival Time : 09/29/2023 8:00
Onsite Hours : 08:00

ASEC Report ID : 62105
Name of the Project : Ramp 20 Pavement Replacement -
IFB-1230102
Project Location : HJAIA
Weather : cloudy
Departure Time : 09/29/2023 16:00
ASEC Technician Name : Aminullah Azimi

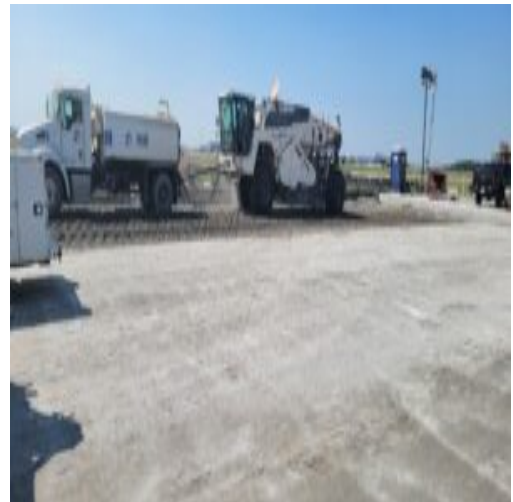
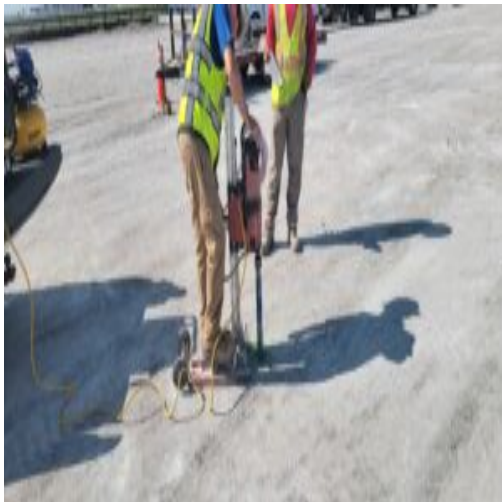
At the request of the client's representative, our AS ENGINEERING AND CONSULTING, LLC (ASEC) representative, Amin Azimi visited the job site to observe the contractor's work activities from a quality standpoint to verify compliance with project drawings/specifications, applicable codes, and materials submittals and conducted QC testing per the project drawings and specifications. The following observations were made on site this shift:

- A pre-pour observation performed in the Ramp 20, phase 1, Lane 1, on this day. The contractor completed rebar and dowel basket placement for this lane.
- The writer visually inspected the installation and setup of these lanes and advised the contractor representatives of any minor corrections that were required.
- Contractor cleaned loose rock and debris and puddles of water from the base.
- Baskets were found to be level and straight and secured.
- Dowel bars have epoxy. Embedment depth was found to be 15" in concrete.
- The reinforcing steel was checked for correct size, number of bars, location of bars, spacing, cleanliness, support against displacement, splicing, clearance and steel grade. Based on visual observations and field measurements, the reinforcing steel at the utility panel, appeared to be acceptable for size, spacing and quantity.
- Our representative along with Ashud of ATLQA and Braylyn the ATLNext representative and CWM rep Brandon signed the pre-pour card.
- ATL Paving placed approximately 6 inches of Cement Treated Base (CTB) for lanes 9 to 12. SE corner (125'x400') area.
- Performed straightedge on CTB for lanes 6-8 between STA 107+20 and 114+40 and for lanes 9 to 11 between STA 107+20 to 109+70.
- performed CTB Coring from lane 6 to 12,
 - 1, panel 8=6 1/4"
 - 2, panel 8= 6"
 - 3, panel 9=6"
 - 4, panel 5= 6"
 - 5, panel 4=6"
 - 6. panel11=6"

In case of any questions or concerns with regards to our observations or recommendations stated in this report we will be more than glad to discuss them with you.

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Kenneth Mosman

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