

Date : 11/08/2023
Project No : 2022C218
Client Company : CW Matthews
Arrival Time : 11/08/2023 8:00
Onsite Hours : 10:00

ASEC Report ID : 62963
Name of the Project : Ramp 20 Pavement Replacement -
IFB-1230102
Project Location : HJAIA
Weather : sunny
Departure Time : 11/08/2023 18:00
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 4, Lanes 11 and 13, and utility panel at line 15 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" into 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, appeared to be acceptable for size, spacing and quantity.
- Our representative along with Thomas of QA and Corel the ATLNext representative and CWM rep Brandon signed the pre-pour card.
- Observed the placement of LS concrete for phase 5, lanes 1 to 7,
- Observed the placement of backfill soils for the end around between STA 7022+00 to STA 7022+50. Density testing was performed using a Troxler nuclear gauge (#3430, serial #85759). Test results indicated that the compacted material met project requirement of 90% of the maximum dry density.



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Kenneth Mosman

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