
| | | | |
|-------------------|---|--------------------|--------------|
| Project | OCEAN GATEWAY PARKING GARAGE | Report No. | 4 |
| Location | PORTLAND, MAINE | Period From | 11 June 2007 |
| | | To | 15 June 2007 |
| Client | RIVERWALK, LLC. | Page | 1 of 4 |
| Contractor | LEDGEWOOD CONSTRUCTION (CM) SHAW BROTHERS CONSTRUCTION (EARTHWORK) G. DONALDSON CONSTRUCTION (PILE DRIVING) | File No. | 30322-030 |

I. CONTRACTOR'S ACTIVITIES:**Monday, June 11, 2007 (60 degrees, partly cloudy at 0630)**

1. Periodic delivery of HP14x102 steel H-piles measuring approximately 60 ft in length. Seven of the piles arrived at the site pre-spliced (i.e. one 50 ft and one 10 ft section spliced). The steel H-piles were stockpiled in the central portion of the site generally along column line 1.9/2.1, between column line B and column line D.
2. Began installation of 14 HP12x53 steel production piles at column line A-2.7, A.2-2.7, A-3, A.2-3, C-3.1 and E-3.1 using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). Piles did not achieve the axial design capacity after end of initial driving (i.e., piles were not long enough). Excavation around piles and/or splicing will be required in order to complete pile installation.
3. G. Donaldson cutoff piles at design elevations (surveyed by LedgeWood) at the following column locations: E-1, F-1, G-1, H-1 and H-1.9/2.1.

Tuesday, June 12, 2007 (65 degrees, partly cloudy at 0615)

1. Periodic delivery of HP14x102 steel H-piles measuring approximately 60 ft in length. The steel H-piles were stockpiled in the central portion of the site generally along column line 1.9/2.1, between column line B and column line D.
2. Full butt welds for pre-spliced piles delivered to the site today were inspected. A total of 14 piles were tested at the site by Quality Assurance Laboratories, Inc. of South Portland, Maine. Welds on two of the piles failed and will have to be repaired prior to installation (see photographs). The two failing piles were clearly marked and were not used.
3. Shaw Bros. began excavating soil from in front of the sheeting installed west of column line 1, adjacent to the Micucci Property with a CAT 320C excavator. The material consisted of fill and was loaded into dump trucks and hauled off site (see photographs).
4. Completed installation of three HP 12x53 and two HP14x102 steel production piles at column lines G-3, F-3.1, G.4-3 and F-3 using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). See the attached Daily Summary of Steel H-Pile Installation sheet for pile numbers and final driving data for the piles installed today.
4. Began installation of three HP 12x53 (Pile Nos. 77, 96 and 115) and eleven HP 14x102 (Pile Nos. 78-81, 97-100, 116, 117 and 119) steel production piles using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). The piles did not achieve the axial design capacity after end of initial driving (i.e., piles were not long enough). Excavation around the piles and/or splicing will be required in order to complete pile installation.

Wednesday, June 13, 2007 (55 degrees, raining at 0630)

1. Shaw Bros. installed the following drainage structures: CB1 and CB2 (see photographs).
2. Periodic delivery of HP14x102 steel H-piles measuring approximately 60 ft in length. A total of 14 piles were delivered to the site; seven of which arrived pre-spliced (i.e. one 50 ft and one 10 ft spliced). The steel H-piles were stockpiled in the central portion of the site generally along column line 1.9/2.1, between column line B and column line D.
3. Completed installation of two HP12x53 and 16 HP14x102 steel production piles at column lines G-1.9/2.1, G.4-2.3 and G.4-2.7 using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). See the attached Daily Summary of Steel H-Pile Installation sheet for pile numbers and final driving data for the piles installed today.

WEEKLY FIELD REPORT

| | | | |
|-------------------|---|--------------------|--------------|
| Project | OCEAN GATEWAY PARKING GARAGE | Report No. | 4 |
| Location | PORTLAND, MAINE | Period From | 11 June 2007 |
| | | To | 15 June 2007 |
| Client | RIVERWALK, LLC. | Page | 2 of 4 |
| Contractor | LEDGEWOOD CONSTRUCTION (CM) SHAW BROTHERS CONSTRUCTION (EARTHWORK) G. DONALDSON CONSTRUCTION (PILE DRIVING) | File No. | 30322-030 |

4. Began installation of one HP12x53 steel production pile (Pile No. 140) using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). The pile did not achieve the axial design capacity after completion of initial driving (i.e., the pile was not long enough). Excavation around the pile or splicing will be required in order to complete pile installation.

Thursday, June 14, 2007 (60 degrees, cloudy at 0615)

1. G. Donaldson repaired welds on two piles that failed testing on Tuesday, June 12.
2. Quality Assurance Laboratories, Inc. inspected welds on two piles that failed testing on Tuesday, June 12. The welds passed inspection and were approved for installation.
3. Periodic delivery of HP14x102 steel H-piles measuring approximately 60 ft in length. The steel H-piles were stockpiled in the central portion of the site generally along column line 1.9/2.1, between column line B and column line D.
4. G. Donaldson cutoff piles at design elevations (surveyed by Owen Haskell, Inc.) at column G-1.9/2.1.
5. Shaw Bros. excavated in the northeast corner of the site with a CAT 320C excavator (see Figure 2 and photographs). The excavation was conducted for installation of concrete jersey barriers as part of the support of excavation system. The excavated material generally consisted of sand/gravel. The soil was loaded into dump trucks and used as fill in the landscape area west of column line 1 and east of Middle Street.
6. Shaw Bros. placed concrete jersey barriers in the completed excavation in the northeast corner of the site, approximately 24 ft north of the sheeting installed for the support of excavation system (see photographs).
7. Shaw Bros. excavated for pile cap located at column G-1.9/2.1 with a CAT 320C excavator. The area was excavated approximately 3-in. below the bottom of pile cap elevation. An approximate 3-in. thick lift of 1½-in. crushed stone was placed on the exposed subgrade back up to the proposed bearing elevation. The excavated material primarily consisted of fill and was loaded into dump trucks to be used as fill in the landscape area west of column line 1 and east of Middle Street. The material was spread in approximate 12-in. thick lifts (loose measure) with a CAT D5C bulldozer and compacted with three passes of an Ingersoll Rand SD-77DX smooth drum vibratory roller.
8. Shaw Bros. excavated down approximately 4 ft with a CAT 320C excavator around piles located at column F-1.9/2.1 with a CAT 320C excavator in order to continue driving piles.
9. Completed installation of eleven HP14x102 steel production piles at column lines A-1, B-1 and C-1 using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). See the attached Daily Summary of Steel H-Pile Installation sheet for pile numbers and final driving data for the piles installed today.
10. Began installation of eight HP14x102 steel production piles (Pile Nos. 52-59) using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). The piles did not achieve the axial design capacity after completion of initial driving (i.e., piles were not long enough). Excavation around the piles and/or splicing will be required in order to complete pile installation.

Friday, June 15, 2007 (60 degrees, clear at 0615)

1. Delivery of steel reinforcement for pile caps/grade beams.
2. Delivery of six HP14x102 steel H-piles measuring approximately 60 ft in length. The steel H-piles were stockpiled in the central portion of the site generally along column line 1.9/2.1, between column line B and column line D.
3. Shaw Bros. excavated around piles located at column D-2.8 and D-3.0 with a CAT 320C excavator in order to continue driving piles. The excavated material consisted of fill and was loaded into road dump trucks and hauled off site.

WEEKLY FIELD REPORT

| | | | |
|-------------------|--|--------------------|--------------|
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| Location | PORTLAND, MAINE | Period From | 11 June 2007 |
| | | To | 15 June 2007 |
| Client | RIVERWALK, LLC. | Page | 3 of 4 |
| Contractor | LEDGEWOOD CONSTRUCTION (CM) | File No. | 30322-030 |
| | SHAW BROTHERS CONSTRUCTION (EARTHWORK) | | |
| | G. DONALDSON CONSTRUCTION (PILE DRIVING) | | |

4. Completed installation of eleven HP14x102 steel production piles at column lines F-1.9/2.1 and D-1 using a Junttan PM30 piling rig with a Junttan HHK-9A hydraulic hammer (see Figure 1). See the attached Daily Summary of Steel H-Pile Installation sheet for pile numbers and final driving data for the piles installed today.

II. FIELD REPRESENTATIVE'S ACTIVITIES:**General**

1. Haley & Aldrich Field Representative performed full-time monitoring of construction activities from Monday, June 11 through Friday, June 15 and documented the activities noted above and shown on the attached figures.
2. Monitored the installation of steel production piles from 11 June through 15 June shown on the attached Daily Summary of Steel H-Pile Installation sheets and documented above. Field Representative judged that all piles installed during this time period were installed to the required driving criteria.
3. Measured pile cutoff lengths on dates noted.
4. Discussed activities daily with contractors (Ledgewood, Shaw Bros., and G. Donaldson).
5. Took digital photographs of construction activities. Select photographs are provided in the attachment, additional photographs can be provided under separate transmittal upon completion of the project or earlier, if requested.

Tuesday, June 12, 2007

1. Field Representative spoke with John Fairweather (Shaw Bros.) regarding the hauling of fill material off site. Mr. Fairweather indicated that Woodard & Curran had inspected the material and given their approval to Ledgewood to haul the soil off site.

Wednesday, June 13, 2007

1. Field Representative spoke with Bob Parsons (Ledgewood) regarding weld inspections for the piles delivered to the site today. Mr. Parsons indicated that the splices (full butt welded) for the pre-spliced piles had been inspected and approved by the manufacturer prior to delivery.

Friday, June 15, 2007

1. Field Representative spoke with Mr. Parsons regarding pile splicing. Mr. Parsons indicated that he had spoken with Sarah Lynch (Simon Design Engineering) and she suggested that the Champion Splice (mechanical) proposed by G. Donaldson should not be used to splice piles (if required) at pile caps along column line 1.9/2.1 due to uplift requirements.
2. Field Representative spoke with Wayne Chadbourne (Haley & Aldrich) regarding G. Donaldson request to use a "follower" to continue driving production piles without having to splice. Mr. Chadbourne indicated that he would be willing to let them attempt to use the follower, and that it could be used for piles which meet the refusal criteria (10 blows for less than ½-in. of penetration), however, piles driven to a penetration resistance will have to be spliced to allow driving to the design resistance with no follower.
3. Field Representative spoke with Mr. Fairweather regarding the reuse of existing fill material for cuts/fills beneath grade beams. After consultation with Mr. Chadbourne, Field Representative informed Mr. Fairweather that the material could be reused provided that all oversize material (> 6-in.), wood, organics and clay be removed prior to placement. Field Representative informed Mr. Fairweather that this material could be reused beneath the grade beams only and would not be acceptable for placement beneath the floor slabs.

WEEKLY FIELD REPORT

| | | | |
|-------------------|---|--------------------|--------------|
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| Location | PORTLAND, MAINE | Period From | 11 June 2007 |
| | | To | 15 June 2007 |
| Client | RIVERWALK, LLC. | Page | 4 of 4 |
| Contractor | LEDGEWOOD CONSTRUCTION (CM) SHAW BROTHERS CONSTRUCTION (EARTHWORK) G. DONALDSON CONSTRUCTION (PILE DRIVING) | File No. | 30322-030 |

ATTACHMENTS:

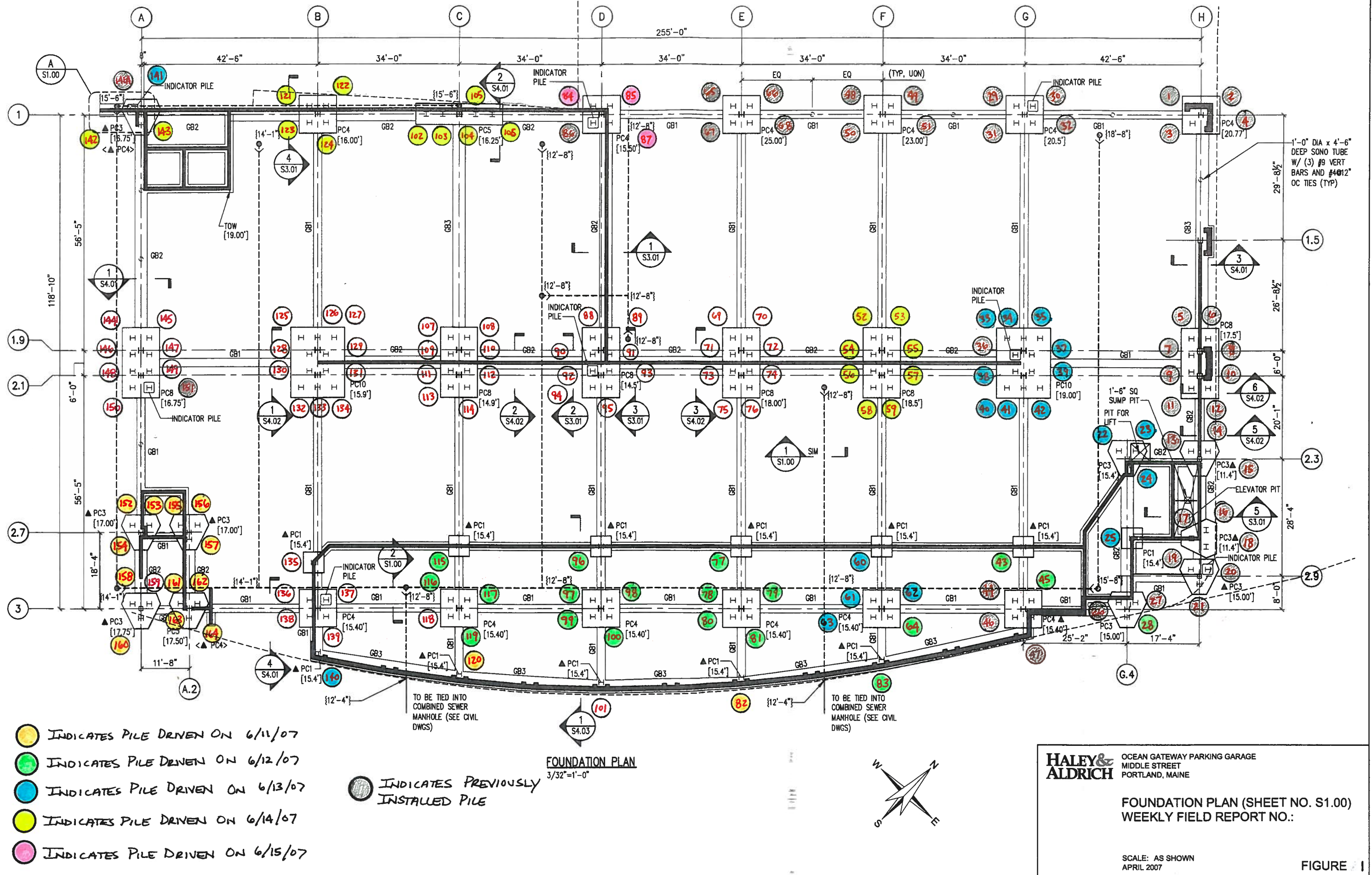
1. Foundation Plan (Figure 1)
2. Daily Summary of Pile Installation (7 Pages)
3. Photograph Summary (3 pages)

| | |
|---------------------------------------|---------------------------------|
| <u>Field Representative(s)</u> | <u>Total Weekly Time</u> |
| B. Steinert | 48.25 |

Distribution: Drew Swenson, Riverwalk, LLC. (email)
Rich Libardoni, Intercontinental Real Estate Co. (email and hardcopy)
Stephen Fraser, Scott Simons Architects (email)
Steve Pitts & Bob Parsons, Ledgewood Construction (email)
Alan Simon, Simon Design Engineering, LLC. (email)

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Reports\WFR04 2007 0616\2007 0616 bcs WFR4.doc


Haley & Aldrich, Inc.



| | |
|------------------|--------|
| Blows per min. | 40-100 |
| Ram Weight (lbs) | 19,800 |
| Fall (in) | 18 |

Form 4015

PILES:

HAMMER:

| | |
|------------------|--------|
| Blows per min. | 40-100 |
| Ram Weight (lbs) | 19,800 |
| Fall (in) | 18 |

| | | |
|--------------------|---|------------------------------|
| *Required Minimum: | 8 | avg. (per Contractor's WEAP) |
|--------------------|---|------------------------------|

Remarks:

- Additional remarks:**

All piles driven with steel driving shoe.

Notes:

- Total Number of Piles Driven Today:** 2

Previous total Number of Piles: 43

Total Number of Piles To Date: 45

Form 4015

| | |
|------------------|--------|
| Blows per min. | 40-100 |
| Ram Weight (lbs) | 19,800 |
| Fall (in) | 18 |

Form 4015

DAILY SUMMARY END BEARING PILE INSTALLATION

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| | | | |
|-----------------|------------------------------|--------------|---------------|
| PROJECT | OCEAN GATEWAY PARKING GARAGE | H&A FILE NO. | 30322-030 |
| LOCATION | PORTLAND, MAINE | PROJECT MGR | W. CHADBOURNE |
| CLIENT | RIVERWALK, LLC. | FIELD REP | B. STEINERT |
| GEN. CONTRACTOR | LEDGEWOOD CONSTRUCTION | DATE | 6/13/2007 |
| PILE CONTRACTOR | G. DONALDSON CONSTRUCTION | WFR NO. | 4 |

PILES:

Type STEEL H-PILE
 Size HP 14x102
 Design Capacity 170 tons

HAMMER:

Type Junttan HHK 9A
 Cushion Monocast MC 904P
 Rated Energy 79,801 ft-lbs

Blows per min. 40-100
 Ram Weight (lbs) 19,800
 Fall (in) 30

| Pile No. | Pile Length | Elevation | | | Pay Length (ft) | Blows Per Inch | | | | | | | Remarks |
|----------|-------------|-----------|---------|--------|-----------------|----------------|---------|---------|----|---------|---------|-------|---------|
| | | Top | Cut-off | Tip | | Final 6 in. | | | | | | Ave.* | |
| 22 | 60.79 | 24.02 | 12.44 | -36.77 | 49.2 | 9 | 10 | 11 | 13 | 14 | 10<0.5" | | refusal |
| 23 | 60.75 | 23.54 | 12.37 | -37.21 | 49.6 | 5 | 5 | 9 | 15 | 10<0.5" | | | refusal |
| 24 | 60.83 | 22.60 | 12.39 | -38.23 | 50.6 | 13 | 14 | 13 | 16 | 10<0.5" | | | refusal |
| 25 | 60.75 | 19.62 | 11.37 | -41.13 | 52.5 | 10 | 10 | 10<0.5" | | | | | refusal |
| 33 | 60.67 | 20.32 | 14.65 | -40.35 | 55.0 | 9 | 10 | 11 | 11 | 12 | 12 | 11 | |
| 34 | 60.71 | 19.12 | 14.65 | -41.59 | 56.2 | 5 | 6 | 6 | 11 | 15 | 10<0.5" | | refusal |
| 35 | 60.75 | 22.96 | 14.66 | -37.79 | 52.5 | 9 | 10 | 9 | 9 | 9 | 10<0.5" | | refusal |
| 37 | 61.17 | 20.69 | 14.64 | -40.48 | 55.1 | 15 | 10<0.5" | | | | | | refusal |
| 38 | 60.67 | 19.36 | 14.65 | -41.31 | 56.0 | 7 | 9 | 11 | 8 | 11 | 10<0.5" | | refusal |
| 39 | 60.79 | 19.98 | 14.65 | -40.81 | 55.5 | 3 | 3 | 5 | 8 | 15 | 10<0.5" | | refusal |
| 40 | 60.79 | 21.34 | 14.66 | -39.45 | 54.1 | 7 | 7 | 9 | 11 | 18 | 10<0.5" | | refusal |
| 41 | 60.67 | 21.35 | 14.67 | -39.32 | 54.0 | 10 | 11 | 13 | 12 | 15 | 10<0.5" | | refusal |
| 42 | 61.25 | 20.25 | 14.66 | -41.00 | 55.7 | 10 | 10 | 9 | 10 | 11 | 11 | 10 | |
| 61 | 60.75 | 17.22 | 12.43 | -43.53 | 56.0 | 9 | 11 | 15 | 13 | 15 | 10<0.5" | | refusal |
| 62 | 60.58 | 17.72 | 13.41 | -42.86 | 56.3 | 3 | 3 | 3 | 4 | 10 | 10<0.5" | | refusal |
| 63 | 60.67 | 18.57 | 12.42 | -42.10 | 54.5 | 4 | 7 | 8 | 10 | 14 | 10<0.5" | | refusal |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

Total Length of Piles Driven Today: 862.7
 Total Length of Piles Driven Previously: 2410.7
 Total Length of Piles Driven To Date: 3273.3

*Required Minimum: 9 avg. (per Contractor's WEAP)**Additional remarks:**

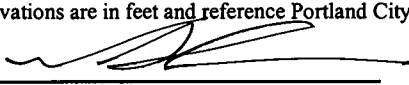
All piles driven with steel driving shoe.

Remarks:

- Rejected
- Added due to mislocated pile
- Added due to broken pile
- Added due to design change
- Deleted due to design change
- Broken
- Test Pile

Notes:

- Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc.
- Elevations are in feet and reference Portland City datum.

Total Number of Piles Driven Today: 16Previous total Number of Piles: 49Total Number of Piles To Date: 65

 Registered Engineer

DAILY SUMMARY
END BEARING PILE INSTALLATION

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| | | | |
|-----------------|------------------------------|--------------|---------------|
| PROJECT | OCEAN GATEWAY PARKING GARAGE | H&A FILE NO. | 30322-030 |
| LOCATION | PORTLAND, MAINE | PROJECT MGR | W. CHADBOURNE |
| CLIENT | RIVERWALK, LLC. | FIELD REP | B. STEINERT |
| GEN. CONTRACTOR | LEDGEWOOD CONSTRUCTION | DATE | 6/14/2007 |
| PILE CONTRACTOR | G. DONALDSON CONSTRUCTION | WFR NO. | 4 |

PILES:

Type STEEL H-PILE
 Size HP 14x102
 Design Capacity 170 tons

HAMMER:

Type Junttan HHK 9A
 Cushion Monocast MC 904P
 Rated Energy 79,801 ft-lbs

Blows per min. 40-100
 Ram Weight (lbs) 19,800
 Fall (in) 30

| Pile No. | Pile Length | Elevation | | | Pay Length (ft) | Blows Per Inch | | | | | | Ave.* | Remarks |
|----------|-------------|-----------|---------|--------|-----------------|----------------|----|----|----|----|---------|-------|---|
| | | Top | Cut-off | Tip | | Final 6 in. | | | | | | | |
| 52 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 53 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 54 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 55 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 56 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 57 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 58 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 59 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 |
| 102 | 60.75 | 25.96 | 11.77 | -34.79 | 46.6 | 10 | 10 | 11 | 12 | 13 | 12<0.5" | | refusal |
| 103 | 60.75 | 24.97 | 11.77 | -35.78 | 47.6 | 7 | 7 | 9 | 10 | 13 | 10<0.5" | | refusal |
| 104 | 60.75 | 24.91 | 11.77 | -35.84 | 47.6 | 9 | 10 | 12 | 13 | 14 | 10<0.5" | | refusal |
| 105 | 60.75 | 24.77 | 11.73 | -35.98 | 47.7 | 8 | 8 | 9 | 10 | 12 | 10<0.5" | | refusal |
| 106 | 60.58 | 24.79 | 11.72 | -35.79 | 47.5 | 7 | 9 | 9 | 12 | 14 | 10<0.5" | | refusal |
| 121 | 60.58 | 29.92 | 12.97 | -30.66 | 43.6 | 10 | 9 | 9 | 10 | 10 | 10 | | |
| 122 | 60.63 | 30.05 | 13.00 | -30.58 | 43.6 | 10 | 10 | 11 | 13 | | 10<0.5" | | refusal |
| 123 | 60.63 | 29.82 | 12.97 | -30.81 | 43.8 | | | | | | | | refusal |
| 124 | 60.63 | 30.14 | 13.00 | -30.49 | 43.5 | 3 | 3 | 4 | 9 | 15 | 10<0.5" | | refusal |
| 142 | 60.54 | 32.73 | 13.63 | -27.81 | 41.4 | 11 | 12 | 15 | | | 10<0.5" | | refusal |
| 143 | 60.58 | 33.87 | 13.78 | -26.71 | 40.5 | 12 | 17 | | | | 10<0.5" | | refusal |

Total Length of Piles Driven Today: 493.4
 Total Length of Piles Driven Previously: 3273.3
 Total Length of Piles Driven To Date: 3766.7

*Required Minimum: 9 avg. (per Contractor's WEAP)

Remarks:

- a. Rejected
- b. Added due to mislocated pile
- c. Added due to broken pile
- d. Added due to design change
- e. Deleted due to design change
- f. Broken
- g. Test Pile

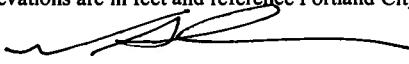
Additional remarks:

Piles listed above did not achieve capacity at the end of initial driving. Excavation or pile splice is required to continue driving.

All piles driven with steel driving shoe.

Notes:

- Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc.
- Elevations are in feet and reference Portland City datum.

Total Number of Piles Driven Today: 11Previous total Number of Piles: 65Total Number of Piles To Date: 76

 Registered Engineer

| | | | |
|------------------------|------------------------------|-------------------------|---------------|
| PROJECT | OCEAN GATEWAY PARKING GARAGE | H&A FILE NO. | 30322-030 |
| LOCATION | PORTLAND, MAINE | PROJECT MGR | W. CHADBOURNE |
| CLIENT | RIVERWALK, LLC. | FIELD REP | B. STEINERT |
| GEN. CONTRACTOR | LEDGEWOOD CONSTRUCTION | DATE | 6/15/2007 |
| PILE CONTRACTOR | G. DONALDSON CONSTRUCTION | WFR NO. | 4 |

| | | |
|-----------------|--------------|------|
| Type | STEEL H-PILE | |
| Size | HP 14x102 | |
| Design Capacity | 170 | tons |

| | | |
|--------------|------------------|--------|
| Type | Junttan HHK 9A | |
| Cushion | Monocast MC 904P | |
| Rated Energy | 79,801 | ft-lbs |

| | |
|------------------|--------|
| Blows per min. | 40-100 |
| Ram Weight (lbs) | 19,800 |
| Fall (in) | 30 |

| | |
|--|--------|
| Total Length of Piles Driven Today: | 616.6 |
| Total Length of Piles Driven Previously: | 3766.7 |
| Total Length of Piles Driven To Date: | 4383.3 |

| | | |
|--------------------|---|------------------------------|
| *Required Minimum: | 9 | avg. (per Contractor's WEAP) |
|--------------------|---|------------------------------|

Additional remarks:

All piles driven with steel driving shoe.

Remarks:

- a. Rejected
- b. Added due to mislocated pile
- c. Added due to broken pile
- d. Added due to design change
- e. Deleted due to design change
- f. Broken
- g. Test Pile

Notes:

1. Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc.
2. Elevations are in feet and reference Portland City datum.

Total Number of Piles Driven Today: 11

Previous total Number of Piles: 76

Total Number of Piles To Date: 87

Registered Engineer



Photograph 1. Removal of previously excavated fill material from the area in front of the sheeting installed west of column line 1 for the support of excavation system. The material was loaded into dump trucks and hauled off site, looking southwest (6/12/07).



Photograph 2. Equipment used to inspect welds on piles delivered to the site pre-spliced (6/14/07).



Photograph 3. Shaw Bros. installing drainage structures CB1 and CB2, looking south along column line 1 (6/13/07).



Photograph 4. Excavation behind the sheeting installed in the northeast building corner with concrete jersey barriers visible to the left, looking east (6/14/07).