HALEY& ALDRICH

WEEKLY FIELD REPORT

Project OCEAN GATEWAY PARKING GARAGE Report No.

Location PORTLAND, MAINE Period From 11 June 2007
To 15 June 2007

Client RIVERWALK, LLC. Page 1 of 4
Contractor LEDGEWOOD CONSTRUCTION (CM) File No. 30322-030

SHAW BROTHERS CONSTRUCTION (EARTHWORK)
G. DONALDSON CONSTRUCTION (PILE DRIVING)

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 Juntan PM30 piling rig with a Juntan 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 Juntan PM30 piling rig with a Juntan 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 Juntan PM30 piling rig with a Juntan 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 Juntan PM30 piling rig with a Juntan 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.

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WEEKLY FIELD REPORT

Project OCEAN GATEWAY PARKING GARAGE Report No. 4

Location PORTLAND, MAINE Period From 11 June 2007
To 15 June 2007

ClientRIVERWALK, LLC.Page2 of 4ContractorLEDGEWOOD CONSTRUCTION (CM)File No.30322-030

SHAW BROTHERS CONSTRUCTION (EARTHWORK)
G. DONALDSON CONSTRUCTION (PILE DRIVING)

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.

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| ALDRICH | |

WEEKLY FIELD REPORT

| Project | OCEAN GATEWAY PARKING GARAGE | Report No. | 4 |
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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 Juntan PM30 piling rig with a Juntan 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

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.

HALEY& ALDRICH

WEEKLY FIELD REPORT

Project

OCEAN GATEWAY PARKING GARAGE

Location

PORTLAND, MAINE

Report No.

4 Period From

To

11 June 2007

15 June 2007

Client

RIVERWALK, LLC.

LEDGEWOOD CONSTRUCTION (CM)

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Contractor

File No.

30322-030

SHAW BROTHERS CONSTRUCTION (EARTHWORK) G. DONALDSON CONSTRUCTION (PILE DRIVING)

ATTACHMENTS:

1. Foundation Plan (Figure 1)

2. Daily Summary of Pile Installation (7 Pages)

3. Photograph Summary (3 pages)

Field Representative(s)

Total Weekly Time

B. Steinert

Distribution:

Drew Swenson, Riverwalk, LLC. (email)

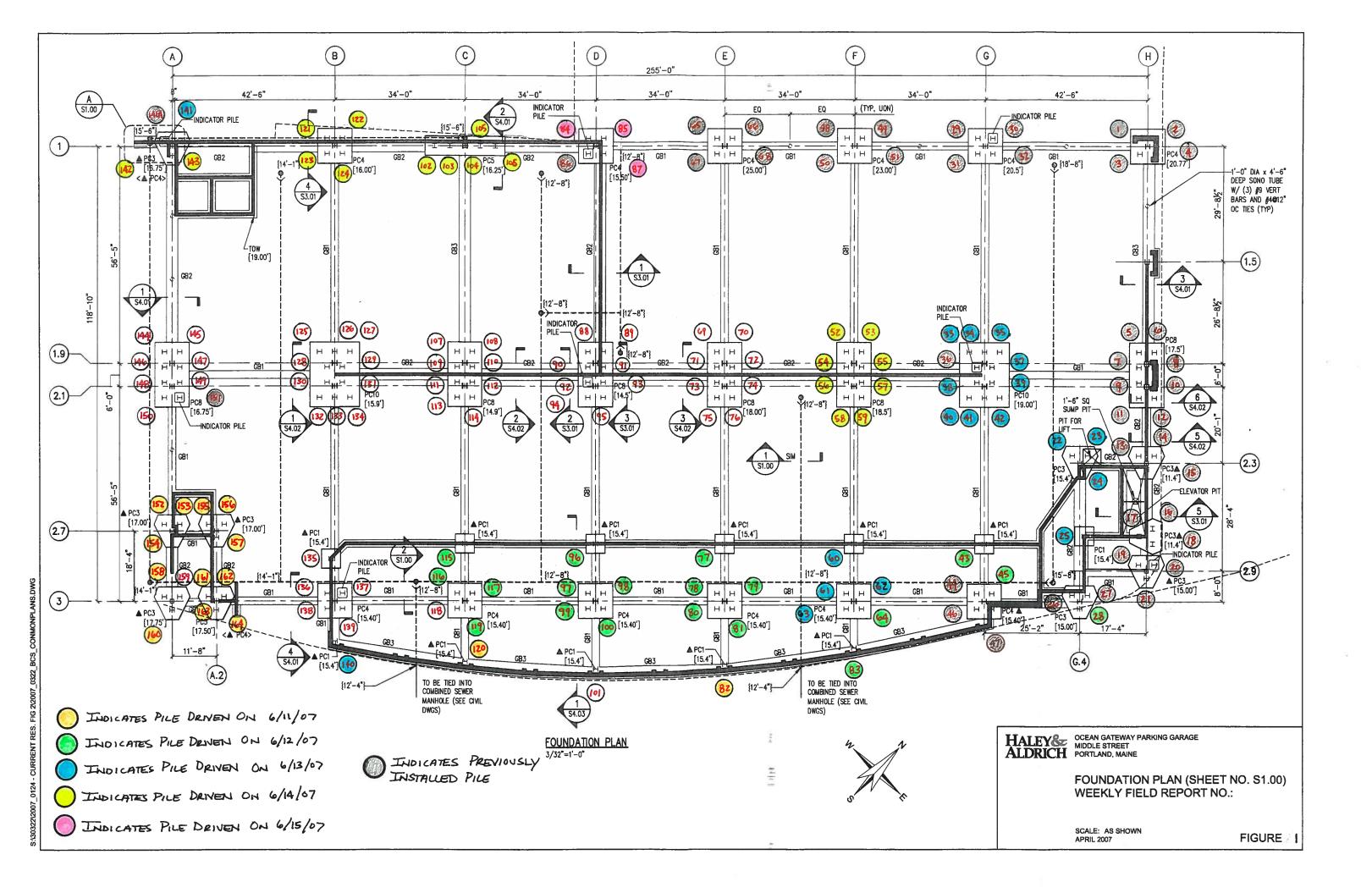
Rich Libardoni, Intercontinental Real Estate Co. (email and hardcopy)

Stephen Fraser, Scott Simons Architects (email)

Steve Pitts & Bob Parsons, Ledgewood Construction (email)

Alan Simon, Simon Design Engineering, LLC. (email)

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| Owen Haskell, Inc. 2. Elevations are in feet and reference Portland City datum. | | | | | | | | | | | Total N | umber | of Piles To Da | ıte: | 43 | |
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| g. | Test Pile | | | | | | | | | | | | | | | |
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| CLIENT RIVERWALK, LLC. FIELD REP B. STEINERT | | | | | | | | | | | | | | rage | 3 01 / | |
|--|----------|----------------|-------------|--|------------------------------|-------------|------|----------|----------|------------------|---------------|----------|--------------|-------------------------|--|--|
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| 80 see add. remarks, final driving on 6726 81 see add. remarks, final driving on 6726 98 see add. remarks, final driving on 6726 99 see add. remarks, final driving on 6726 100 see add. remarks, final driving on 6726 116 see add. remarks, final driving on 6726 117 see add. remarks, final driving on 6726 118 see add. remarks, final driving on 6726 119 see add. remarks, final driving on 6726 110 see add. remarks, final driving on 6726 1110 see add. | | | | | | | | | ļ | | | | | see add. remarks, final | driving on 6/26 | |
| 81 see add. remarks, final driving on 6726 98 see add. remarks, final driving on 6726 99 see add. remarks, final driving on 6726 100 see add. remarks, final driving on 6726 116 see add. remarks, final driving on 6726 117 see add. remarks, final driving on 6726 118 see add. remarks, final driving on 6726 119 see add. remarks, final driving on 6726 110 see add. remarks, final driving on 6726 1110 see add. remarks. final driving on 6726 1110 see add | | | | | | | | | | | | | | see add. remarks, final | driving on 6/26 | |
| 97 98 99 99 90 90 90 90 90 90 90 90 90 90 90 | | | | | | | | | | | | | | see add. remarks, final | driving on 6/26 | |
| 98 see add. remarks, final driving on 6726 100 see add. remarks, final driving on 6726 116 see add. remarks, final driving on 6726 117 see add. remarks, final driving on 6726 119 see add. remarks, final driving on 6726 110 see add. remarks, final driving on 6726 119 see add. remarks, final driving on 6726 110 see add. remarks, final driving on 6726 1110 see add. remarks, final driving on 6726 110 see add. remarks, final driving on 6726 1110 see add. remarks. Final driving on 6726 1110 see | | | | ļ | | | | ļ | | | | ļ | | see add. remarks, final | driving on 6/26 | |
| 99 see add. remarks, final driving on 6/26 116 see add. remarks, final driving on 6/26 117 see add. remarks, final driving on 6/26 119 see add. remarks, final driving on 6/26 110 see add. remarks, final driving on 6/26 1110 see add. remarks, final driving on 6/26 1111 see add. remarks final driving on 6/26 1111 | | | | | | | | | ļ | ļ | <u> </u> | | | see add. remarks, final | driving on 6/26 | |
| 100 116 117 118 119 119 119 119 119 110 110 1114.7 10tal Length of Piles Driven Today Total Length of Piles Driven To Date 2197.9 Total Length of Piles Driven To Date 2312.7 Remarks: a. Rejected b. Added due to mislocated pile c. Added due to design change 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. | | | | | | | | | | | | | | see add. remarks, final | driving on 6/26 | |
| Total Length of Piles Driven Today: 114.7 Total Length of Piles Driven Today: 2312.7 Total Length of Piles Driven To Date: 2312.7 Total Length of Piles Driven To Date: 2312.7 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: Total Number of Piles Driven Today: 2 Total Number of Piles Driven Today: 2 Total Number of Piles Driven Today: 2 Total Number of Piles To Date: 45 Total Number of Piles To Date: 47 Total Number of Piles To Date: 48 Total Number of Piles To Date: 48 Total Number of Piles To Date: 47 Total Number of Piles To Date: 47 Total Number of Piles To Date: 48 Total Number of Piles To Date: 48 Total Number of Piles To Date: 48 Total Number of Piles To Date: 49 Total Number of | | | | | | | | | | | | | | see add. remarks, final | driving on 6/26 | |
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| 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 Total Number of Piles Driven Today: 1. Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. Total Number of Piles To Date: 45 Total Number of Piles To Date: 47 | | Total Le | ngth of Pil | es Driven F | reviously | 2197.9 | | Addit | ional re | marks ove did | : I not ac | hieve c | apacity at | the end of initial | | |
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| c. Added due to broken pile d. Added due to design change e. Deleted due to design change f. Broken g. Test Pile Total Number of Piles Driven Today: 1. Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. Total Number of Piles To Date: 47 Lelevations are in feet and reference Portland City datum. | | • | mislocated | l nile | | | | All nil | ec drive | n with | cteel d | rivina s | hoe | | | |
| d. Added due to design change e. Deleted due to design change f. Broken g. Test Pile Total Number of Piles Driven Today: 1. Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. Total Number of Piles: 45 Total Number of Piles To Date: 47 2. Elevations are in feet and reference Portland City datum. | | | | - | | | | All pli | es arre | JII WIUI | sicei u | IVIIIg 5 | 1100. | | | |
| e. Deleted due to design change f. Broken g. Test Pile Total Number of Piles Driven Today: 2 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. Total Number of Piles: 45 Total Number of Piles To Date: 47 2. Elevations are in feet and reference Portland City datum. | | | - | | | | | | | | | | · . | | | |
| g. Test Pile Total Number of Piles Driven Today: 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. | e. | Deleted due to | design ch | ange | | | | | | | | | | | | |
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| 1. Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. Total Number of Piles: 45 Total Number of Piles To Date: 47 2. Elevations are in feet and reference Portland City datum. | Notes | | | | | | | | | | 10 | tai Nun | iber of Pile | es Driven Today: _ | 2 | |
| Owen Haskell, Inc. Total Number of Piles To Date: 47 2. Elevations are in feet and reference Portland City datum. | 1. | Pay lengths in | | | | | osed | | | | | Prev | ious total | Number of Piles: | 45 | |
| 2. Elevations are in feet and reference Portland City datum. | • | | | | | | | | | | | Tota | 1 Number | of Piles To Date | 47 | |
| | | | | reference | Portland C | City datum. | | | | | | 1014 | 101110Cl | orring to Daic. | | |
| Registered Engineer | , | | 1 | | • | • | | | | | | | | | | |
| Registered Engineer | | | | | | | | | | | | | | | | |
| | | Reg | gistered Er | ngineer | | | | | | | | | | | | |



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| Page | 4 | of | 7 |

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| PROJEC | | | | | KING GARAC | ЭE | | | | 1 | &A FIL | | 30322-0 | | | |
| LOCATI | | | LAND, M | | | | | | | PROJECT MGR W. CHADBOURN | | | | | NE | |
| CLIENT | | - | RWALK, I | | | | | | | FIELD REP B. STEINERT | | | | | | |
| | INTRACTOR | | LEDGEWOOD CONSTRUCTION | | | | | | | | ATE | | 6/13/200 | <u>71ر</u> | | |
| PILE CO | NTRACTOR | G. DC | G. DONALDSON CONSTRUCTION WFR NO. | | | | | | | | • | 4 | | | | |
| PILE | S: | <u>-</u> | | | HAMMER: | | | | | | | | | | | |
| | | STEEL H- | PILE | | Туре | Ju | nttan H | HK 9A | | | | Blows pe | r min. | 40-10 |)0 | |
| Si | | | 12x53 | 1 Supplied | Cushion | | onocasi | MC 90 | 04P | | | Ram Wei | ght (lbs) | 19,80 | | |
| De | sign Capacity | | 90 ton | S | Rated Ene | ergy | | 25, | 000 | ft-lbs | | Fall (in) | | 18 | | |
| | Pile | | Elevation | | Pay | | | Bl | ows Pe | r Inch | | | | | | |
| Pile No. | Length | Тор | Cut-off | Tip | Length (ft) | | | Fina | l 6 in. | | | Ave.* | | Remai | rks | |
| 60 | 60.58 | 17.80 | 13.43 | -42.78 | 56.2 | 11 | 12 | 13 | 14<0.5" | | | | refusal | | | |
| 140 | | ļ | | | | | | | | | | | see add. rem | narks, final di | riving o | n 6/27 |
| 141 | 60.58 | 32.47 | 13.72 | -28.11 | 41.8 | 6 | 9 | 9 | 14 | 15 | 10<0.5" | | refusal | | | |
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| | Tota | l Length o | f Piles Driv | en Today: | 98.0 | | *Reau | ired Mi | inimum | : | <u>. </u> | avg. (ner | Contractor | 's WEAP) | | _ |
| | | | es Driven l | | | | | | | _ | <u> </u> | | | · · · · · · · · · · · · · · · · · · · | | |
| | Total | Length of | Piles Drive | n To Date: | 2410.7 | | | | marks | | | | | | | |
| | | | | | | | | | | | | | the end of | | | |
| Rema | rks: Rejected | | | | | | driving | g. Exca | vation | or pile | splice i | s required | to continu | e driving. | | |
| | Added due to | mislocated | l pile | | | | All nil | es drive | en with | steel d | riving s | hoe. | | | | |
| | Added due to | | | | | | p | | *** ****** | | | | | | | |
| | Added due to | | | | | | | | | | | | | | | |
| | Deleted due to | design ch | ange | | | | | | | | | | | | | |
| | Broken Test Pile | | | | | | | | | | | | | | | |
| g. | 1 est 1 ne | | | | | | | | | То | tal Nun | iber of Pil | es Driven ? | Todav: | 2 | |
| Notes: | | | | | | | | | | -0 | | | | , | <u>=</u> | — |
| 1. | Pay lengths in | | | | | osed | | | | | Prev | ious total | Number of | f Piles: _ | 47 | <u> </u> |
| cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. | | | | | | | | | | | Tota | l Number | of Piles To | Date: _ | 49 |) |
| 2. | Elevations are | in feet an | d reference | Portland C | ity datum. | | | | | | | | | | | |
| | ~// | | | | | | | | | | | | | | | |
| _ | Re | gistered Er | ngineer | | | | | | | | | | | | | |
| | 3.0, | J | J | | | | | | | | | | | | | |



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| PROJECT | | OCEA | OCEAN GATEWAY PARKING GARAGE | | | | | | | | | E NO. | 30322-030 | | |
| LOCATI | ON | PORT | LAND, M | AINE | | | | | | PROJECT MGR | | | W. CHADBOURNE | | |
| CLIENT | | RIVE | RIVERWALK, LLC. | | | | | | | | | EP | B. STEINERT | | |
| GEN. CO | ONTRACTOR | LEDG | LEDGEWOOD CONSTRUCTION | | | | | | | | TE | | 6/13/2007 | | |
| PILE CO | NTRACTOR | G. DO | G. DONALDSON CONSTRUCTION | | | | | | | | FR NO | | 4 | | |
| DILE | <u> </u> | | | | HAMMER: | | | | | | | | | | |
| PILES: Type STEEL H-PILE | | | | Type | Ju | nttan H | нк 9а | | | | Blows per | r min. 40-100 |) | | |
| Siz | · | | 4x102 | 31.4 | Cushion Monocast MC 904P | | | | | Ram Weight (lbs) 19,800 | | | | | |
| Design Capacity 170 | | | 70 ton | S | Rated Ene | rgy | | 79, | 801 | ft-lbs | | Fall (in) | 30 | | |
| | Pile | | Elevation | | Pay | Γ | | Ble | ows Pe | r Inch | | | | ··· | |
| Pile No. | Length | Тор | Cut-off | Tip | Length (ft) | Final 6 in. | | | | | | Ave.* | Remarl | ks | |
| 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 | | |
| | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | |
| | | _ | of Piles Driv | • | | | *Requ | ired Mi | nimum | : | | avg. (per | Contractor's WEAP) | | |
| | | _ | les Driven I Piles Drive | • | 2410.7 3273.3 | | Additional remarks: | | | | | | | | |
| | 10001 | Longui or | I IICS DIIVO | 11 10 Date | 5275.5 | 1 . | All piles driven with steel driving shoe. | | | | | | | | _ |
| Rema | rks: | | | | | , | The part of the same of the sa | | | | | | | | _ |
| a. | Rejected | | | | | | | | | | | | | | _ |
| | Added due to | | | | | | | | | | | | | | _ |
| | Added due to | - | | | | | | | | | | | | | _ |
| | Added due to Deleted due to | | | | | | | | | · · · · · · · · · · · · · · · · · · · | | | | | _ |
| | Broken | , | | | | , | | | | | | | | | _ |
| g. | Test Pile | | | | | | | | | | | | | | |
| | | | | | | | | | | Tot | al Num | ber of Pil | es Driven Today: | 16 | _ |
| Notes: | | سد فحمدناه | 1: | | haaad an maan. | | | | | | Decer | iona total | Mumbar of Bilas. | 40 | |
| 1. | Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by | | | | | | | | | | rrev | ious total | Number of Piles: | 49 | _ |
| Owen Haskell, Inc. | | | | | | | | | | | Tota | l Number | of Piles To Date: | 65 | |
| 2. | Elevations are | | d reference | Portland C | City datum. | | | | | | | | | | _ |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | Reg | gistered Er | igineer | | | | | | | | | | | | |



| | | | | D 11 | HUITO | | | A. 11 | | | | 101 | Page 6 of | 7 |
|----------|--|-------------|--------------|-------------|-----------------|---------------------|---|--------------|-------------|--|---------------|-------------|---|---|
| PROJEC | T | OCEA | N GATEV | KING GARAC | GE | | | Н | &A FII | E NO. | 30322-030 | | | |
| LOCATI | ION | PORT | LAND, M. | AINE | | | | PR | OJEC | T MGR | W. CHADBOURNE | | | |
| CLIENT | ı | RIVE | RWALK, I | LC. | | | | FI | ELD R | EP | B. STEINERT | | | |
| GEN. CO | ONTRACTOR | LEDG | EWOOD (| CONSTRU | ICTION | | | | | D.A | TE | | 6/14/2007 | |
| PILE CO | NTRACTOR | G. DC | NALDSO | N CONST | RUCTION | | | | | | FR NO | | 4 | |
| PILE | | | | | HAMMER: | | | | | | | | | |
| | | STEEL H- | | Souther. | Type Cushion | • • | | | | | | Blows per | | |
| Size | | | HP 14x102 | | | | onocas | | | | Ram Wei | - · · — — — | | |
| De | sign Capacity | 200120 | 170 tons | | | Rated Energy 79,801 | | | | | | Fall (in) | 30 | |
| | Pile | | | | | | | | ows Pe | r Inch | | | | |
| Pile No. | Length | Тор | Cut-off | Tip | Length (ft) | | ī | Fina | l 6 in. | 1 | 1 | Ave.* | Remarks | |
| 52 | | | | | | | | | | | | <u> </u> | see add. remarks, final driving on 6/1: | |
| 53 | | | | | | - | | - | | | | | see add. remarks, final driving on 6/15 | |
| 54 | | | | | | | | | | | | | see add. remarks, final driving on 6/15 | |
| 55 | | | | | <u> </u> | | | | | | ļ | | see add. remarks, final driving on 6/13 | |
| 56 | | | | | | | | | | | | | see add. remarks, final driving on 6/13 | |
| 57 | | | | | | | | | | | | | see add. remarks, final driving on 6/13 | |
| 58 | | | | | <u> </u> | | | | | | | | see add. remarks, final driving on 6/13 | |
| 59 | 60.55 | 25.06 | 11.55 | 24.50 | 46.6 | | | | | | | | see add. remarks, final driving on 6/15 | 5 |
| 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 | 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 | 10<0.5" | | . | | | | | 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 | |
| | Tota | 1 Length o | f Piles Driv | en Today | 493.4 | <u> </u> | *Peau | ired M | l inimum | <u>. </u> | 9 | ava (ner | Contractor's WEAD) | |
| | | _ | es Driven I | | 3273.3 | | *Required Minimum: 9 avg. (per Contractor's WEAP) | | | | | | | |
| | | | Piles Drive | | 3766.7 | 1 | Additional remarks: | | | | | | | |
| | | | | • | | • | Piles listed above did not achieve capacity at the end of initial | | | | | | | |
| Rema | | | | | | | driving. Excavation or pile splice is required to continue driving. | | | | | | | |
| | Rejected Added due to | miclocoted | l nila | | | | All piles driven with steel driving shoe. | | | | | | | |
| | Added due to | | - | | | | All pli | es unv | sii Wiui | Sieei ui | iving 5 | 1106. | * | — |
| | Added due to | _ | | | | | | | | | | | | _ |
| e. | e. Deleted due to design change | | | | | | | | | | | | | _ |
| | Broken | | | | | | | | | | | | | |
| g. | Test Pile | | | | | | | | | Т- | 41 NT | .h | a Daine Tadam 11 | |
| Notes: | ! | | | | | | | | | 10 | iai Nuii | ider of Pil | es Driven Today: 11 | - |
| | Pay lengths indicated are preliminary and are based on proposed cut-off elevations and as-built elevation data provided by | | | | | | | | | | Prev | rious total | Number of Piles: 65 | _ |
| 2. | Owen Haskell, Inc. 2. Elevations are in feet and reference Portland City datum. | | | | | | | | | | Tota | l Number | of Piles To Date: 76 | _ |
| 2. | رس | D | | | | | | | | | | | | |
| _ | Re | gistered Er | ngineer | | | | | | | | | | | |



| Page | 7 | of | 7 |
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| | | | | | | | | | | | | | rage / 01 / | | |
|--|---------------------|---|-------------------------|--------------------|--|----------|---|---------|-------------------|---|---------|-------------|--------------------------------------|--|--|
| PROJECT | | OCEAN GATEWAY PARKING GARAGE | | | | | | | | | A FIL | E NO. | 30322-030 | | |
| LOCATI | ON | PORT | PORTLAND, MAINE | | | | | | | | | T MGR | W. CHADBOURNE | | |
| CLIENT | | RIVE | RIVERWALK, LLC. | | | | | | | | | EP | B. STEINERT | | |
| GEN. CO | NTRACTOR | LEDG | LEDGEWOOD CONSTRUCTION | | | | | | | | | | 6/15/2007 | | |
| PILE CO | NTRACTOR | G. DONALDSON CONSTRUCTION | | | | | | | | WI | R NO | | 4 | | |
| PILES Tyj Siz | pe | *************************************** | PILE 4x102 70 ton | er i regenderen er | HAMMER: Type Junttan HHK 9A Cushion Monocast MC 904P Rated Energy 79,801 | | | | | Blows per Ram Weig ft-lbs Fall (in) | | | | | |
| | | | | | | <u> </u> | | | | | | | | | |
| D. 11 . B. 1 . | Pile | T | Elevation Cut-off | Tin | Pay | | | | ows Pe l 6 in. | r Inch | | Ave.* | Remarks | | |
| Pile No. | Length 60.79 | Top 17.43 | 14.76 | Tip -43.36 | Length (ft) 58.1 | 7 | 8 | 10 | 13 | 10<0.5" | | Ave. | refusal | | |
| 52 | | 17.43 | 14.76 | -43.52 | 58.3 | 10 | 9 | 13 | 12 | 13 | 16 | 12 | retusat | | |
| 53 | 61.17 | | 14.68 | -43.74 | 58.4 | 5 | 8 | 7 | 8 | 19 | 10<0.5" | 12 | refusal after excavation around pile | | |
| 54 | 60.75 | 17.01 | 14.89 | -42.98 | 57.9 | 8 | 10 | 11 | 14 | 10<0.5" | 10~0.3 | | refusal after excavation around pile | | |
| 55 | 60.79 60.75 | 17.81 16.97 | 14.72 | -42.98 | 58.5 | 6 | 7 | 8 | 12 | 15 | 10<0.5" | | refusal after excavation around pile | | |
| 56 57 | 60.75 | 17.53 | 14.72 | -43.22 | 58.0 | 7 | 11 | 12 | 15 | 10<0.5" | 10~0.3 | | refusal after excavation around pile | | |
| 58 | 60.79 | 16.50 | 14.75 | -44.29 | 59.0 | 4 | 6 | 11 | 15 | 12 | 10<0.5" | | refusal after excavation around pile | | |
| 59 | 60.75 | 16.92 | 14.75 | -43.83 | 58.6 | 4 | 6 | 7 | 12 | 17 | 10<0.5" | | refusal after excavation around pile | | |
| 84 | 60.58 | 26.37 | 12.51 | -34.21 | 46.7 | 12 | 17 | 10<0.5" | 12 | 1, | 10<0.5 | | refusal after excavation around pile | | |
| 85 | 60.75 | 21.98 | 12.56 | -34.21 | 51.3 | 9 | 10 | 9 | 10 | 12 | 12 | 10 | icusar arter excevation around pric | | |
| 87 | 60.63 | 21.50 | 12.51 | -39.13 | 51.6 | 10 | 12 | 13 | 11 | 11 | 11 | 11 | | | |
| 67 | 00.03 | 21.50 | 12.51 | -39.13 | 31.0 | 10 | 12 | 1.5 | - | 11 | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| | _ | - | | | | | | | | | | | | | |
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| | | | | | | | | | | | | | | | |
| | | <u> </u> | | | | | | | | | | .,- | | | |
| | | | | | | | | | | | | | | | |
| | Tota | l Length c | f Piles Driv | en Today: | 616.6 | | *Requ | ired Mi | inimun | 1: ! | 9 | avg. (per | Contractor's WEAP) | | |
| | Total Le | ngth of Pil | les Driven I | Previously | 3766.7 | | • | | | | | | | | |
| | Total | Length of | Piles Drive | n To Date: | 4383.3 | | Additional remarks: | | | | | | | | |
| _ | • | | | | | | All piles driven with steel driving shoe. | | | | | | | | |
| Rema | rks: Rejected | | | | | | | | | | | | | | |
| | Added due to | mislocated | d pile | | | | | | | | | | | | |
| | Added due to | | | | | | | | | | | | | | |
| | Added due to | - | _ | | | | | | | | | | | | |
| e. Deleted due to design change | | | | | | | | | | | | | | | |
| | Broken Test Pile | | | | | | | | | | | | | | |
| g. | I est File | | | | | | | | | То | tal Nun | nber of Pil | les Driven Today:11 | | |
| Notes: | | | | | | | | | | | | | · | | |
| 1. Pay lengths indicated are preliminary and are based on proposed | | | | | | | | | | | Prev | ious total | Number of Piles: 76 | | |
| cut-off elevations and as-built elevation data provided by Owen Haskell, Inc. | | | | | | | | | | | Tota | ıl Number | of Piles To Date:87 | | |
| 2. | Elevations are | | d reference | Portland (| City datum. | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| _ | D^ | gistered E | ngineer | | • | | | | | | | | | | |
| | Ke | Protesten Cl | ngmeei | | | | | | | | | | | | |



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).

Date of Photographs: JUNE 2007

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