HALEY & ALDRICH

WEEKLY FIELD REPORT

Project	OCEAN GATEWAY PARKING GARAGE	**Report No.**	9
Location	PORTLAND, MAINE	**Period From**	16 July 2007
		To	20 July 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, July 16, 2007 (75 degrees, sunny at 0700)

1. G. Donaldson cutoff piles at design elevations (surveyed by Ledgewood) at the following column locations: A-1, B-1, D-3.1, E-2.8, E-3 and E-3.1. Additional cutoff will be required for piles located at column A-1 in order to reach the design cutoff elevation.
2. Shaw Bros. provided a "box-out" for the underslab drain running west of column E-3 (see Figure 1) with invert elevation at El. 12.67.
3. Shaw Bros. conducted excavations for pile caps located at columns B-1 and D-1 with a CAT 320C excavator (see Figure 1). The areas were excavated approximately 3-in. below the proposed bottom of pile cap level, El. 12.25 and El. 11.75, respectively. The excavated soils consisted of fill and naturally deposited marine clay. The soil was loaded into dump trucks and hauled off site. A 3-in. thick lift of 1½-in. crushed stone was placed on the exposed marine clay subgrade in order to minimize disturbance to subgrade soils during placement of concrete forms and reinforcing steel.
4. Shaw Bros. conducted excavations for grade beams connecting pile caps at the following column locations: C-1 to D-1, D-1 to E-1, D-3 to E-3, E-1.9/2.1 to E-2.8 and E-2.8 to E-3 with a CAT 320C excavator (see Figure 1). The areas were excavated approximately 3-in. below the proposed bottom of grade beam level (varies). The excavated material consisted of in-situ fill material and/or naturally deposited marine clay. The excavated material was loaded into dump trucks and hauled off site. An approximate 3-in. thick lift of 1½-in. crushed stone or granular fill imported to the site from Shaw Bros. Dayton Pit was placed on the exposed subgrade in order to minimize disturbance during placement of concrete forms and reinforcing steel.

Tuesday, July 17, 2007 (75 degrees, cloudy at 0615)

1. G. Donaldson cutoff piles at design elevations (surveyed by Ledgewood) at the following column locations: A-1, C-1, C-3, C-3.1, D-1, D-1.9/2.1, D-2.8, and D-3. Additional cutoff will be required for piles located at column C-3 in order to reach the design cutoff elevation.
2. Shaw Bros. conducted excavation for pile cap located at column A-1 with a CAT 320C excavator (see Figure 1). The area was excavated down to El. 13, approximately 4-in. below the proposed bottom of pile cap level. A 4-in. thick lift of 1½-in. crushed stone was placed on the exposed marine clay subgrade in order to minimize disturbance to subgrade soils during placement of concrete forms and reinforcing steel. The excavated soils consisted of fill and naturally deposited marine clay. The soil was loaded into dump trucks and hauled off site.
3. Shaw Bros. conducted excavations for grade beams connecting pile caps at the following column locations: A-1 to B-1, B-1 to C-1 and D-1 to D-1.9/2.1 with a CAT 320C excavator (see Figure 1). The areas were excavated approximately 3-in. below the proposed bottom of grade beam level (varies). The excavated material consisted of naturally deposited marine clay. The excavated material was loaded into dump trucks and hauled off site. An approximate 3-in. thick lift of granular fill imported to the site from Shaw Bros. Dayton Pit was placed on the exposed subgrade in order to minimize disturbance during placement of concrete forms and reinforcing steel.
4. Shaw Bros. began excavating to subgrade level south of column line D; between column lines 1 and 1.9/2.1 with a CAT 320C excavator outfitted with a smooth bucket attachment (see Figure 1 and photographs). The excavated material consisted of in-situ fill soils and was loaded into dump trucks and hauled off site. The exposed subgrade consisted of naturally deposited, olive gray marine clay. A thin lift (2 to 3 in.) of granular fill imported to the site from Shaw Bros. Dayton Pit was placed over the exposed subgrade.

Wednesday, July 18, 2007 (70 degrees, raining at 0630)

1. Shaw Bros. continued importing granular fill to the site from Dayton Pit.
2. Shaw Bros. excavated grade beam connecting pile caps located at column C-1.9/2.1 and D-1.9/2.1 with a CAT 320C excavator (see Figure 1). The area was excavated approximately 3-in. below the proposed bottom of grade beam level. The excavated material consisted of in-situ fill and naturally deposited marine clay. The excavated material was loaded into dump trucks and hauled off site. An approximate 3-in. thick lift of ¾-in. crushed stone was placed on the exposed subgrade in order to minimize disturbance during placement of concrete forms and reinforcing steel.
3. Shaw Bros. excavated for the pile cap located at column C-1.9/2.1 with a CAT 320C excavator (see Figure 1). The area was excavated down to El. 10.4, approximately 3-in. below the proposed bottom of pile cap level. A 3-in. thick lift of 1½-in. crushed stone was placed on the exposed marine clay subgrade in order to minimize disturbance to subgrade soils during placement of concrete forms and reinforcing steel. The excavated soils consisted of fill and naturally deposited marine clay. The soil was loaded into dump trucks and hauled off site. Five truck loads of excavated material were taken to Commercial Paving & Recycling in Scarborough, Maine for disposal.
4. Shaw Bros. began excavating to pavement subgrade level in the area between column lines B, D, 1 and 1.9/2.1 with a CAT 320C excavator outfitted with a smooth bucket attachment (see Figure 1 and photographs). The subgrade level varies from El. 14.30 at column line D-1.9/2.1 to El. 16.98 at column line A-1. The area was overexcavated by approximately 3-in. and replaced with a 3-in. thick layer of granular fill imported to the site from Shaw Bros. Dayton Pit in order to protect the clay subgrade during construction. The excavated material consisted of in-situ fill and naturally deposited marine clay. The soil was loaded into dump trucks and was hauled off site.

Thursday, July 19, 2007 (70 degrees, cloudy at 0630)

1. Shaw Bros. continued excavating to pavement subgrade level in the area between column lines B, D, 1 and 1.9/2.1 with a CAT 320C excavator outfitted with a smooth bucket attachment (see Figure 1 and photographs). The subgrade level varies from El. 14.30 at column line D-1.9/2.1 to El. 16.98 at column line B-1. The area was overexcavated by approximately 3-in. and replaced with a 3-in. thick layer of granular fill imported to the site from Shaw Bros. Dayton Pit in order to protect the clay subgrade during construction. The excavated material consisted of in-situ fill and naturally deposited marine clay. The soil was loaded into dump trucks and was hauled off site.
2. Shaw Bros. excavated grade beam connecting pile caps located at column C-1 and C-1.9/2.1 with a CAT 320C excavator outfitted with a smooth bucket attachment (see Figure 1). The area was excavated approximately 3-in. below the proposed bottom of grade beam level. The excavated material consisted of naturally deposited marine clay. The excavated material was loaded into dump trucks and hauled off site. An approximate 3-in. thick lift of ¾-in. crushed stone was placed on the exposed subgrade in order to minimize disturbance during placement of concrete forms and reinforcing steel.
3. Shaw Bros. began excavating for pile cap located at column B-1.9/2.1 with a CAT 320C excavator (see Figure 1). The excavated soils consisted of fill and naturally deposited marine clay. The soil was loaded into dump trucks and hauled off site.

Friday, July 20, 2007 (75 degrees, raining at 0630)

1. Shaw Bros. completed excavation for pile cap located at column B-1.9/2.1 with a CAT 320C excavator (see Figure 1). The area was excavated down to El. 12.25, approximately 3-in. below the proposed bottom of pile cap

level. The excavated soils consisted of fill and naturally deposited marine clay. The soil was loaded into dump trucks and hauled off site. A 3-in. thick lift of 1½-in. crushed stone was placed on the exposed marine clay subgrade in order to minimize disturbance to subgrade soils during placement of concrete forms and reinforcing steel.

II. FIELD REPRESENTATIVE'S ACTIVITIES:

General

1. Haley & Aldrich Field Representative performed full-time monitoring of construction activities from Monday, July 16 through Friday, July 20 and documented the activities noted above and shown on the attached figures.
2. Discussed activities daily with contractors (Ledgewood, Shaw Bros., and G. Donaldson).
3. Took digital photographs of construction activities. Select photographs are provided in the attachment, additional photographs can be provided under separate transmittal upon request.

Tuesday, July 17, 2007

1. Field Representative spoke with Bob Parsons (Ledgewood) regarding survey of the reference points established along the top of the steel sheet piles that are part of the support of excavation system west of column line 1. Mr. Parsons indicated that the reference points were surveyed by CCB (concrete contractor) and that none of the points had moved more than 1/8-in. Field Representative asked Mr. Parsons to provide a copy of the survey results.

Wednesday, July 18, 2007

1. Field Representative attended site utility meeting at the Gilbane office with the following parties: Ledgewood, Gilbane, Shaw Bros., Reed & Reed, Inc., Woodard & Curran, Penta Corporation, Portland Water District, Verizon, Central Maine Power and the City of Portland regarding all utility improvements in the area to feed both the Ocean Gateway Garage and Watermark projects.
2. Field Representative inspected excavation to subgrade level in the area described under Item No. 4 on Wednesday. The subgrade consisted of naturally deposited, olive gray marine clay. The subgrade appeared firm/stable prior to the placement of the granular fill protective layer. Field Representative judged that the subgrade was acceptable for additional fill placement.

Thursday, July 19, 2007

1. Field Representative inspected excavation to subgrade level in the area described under Item No. 1 on Thursday. The subgrade consisted of naturally deposited, olive gray marine clay. The subgrade appeared firm/stable prior to the placement of the granular fill protective layer. Field Representative judged that the subgrade was acceptable for additional fill placement.

ATTACHMENTS:
1. Foundation Plan (Figure 1)
2. Photograph Summary (1 page)

HALEY & ALDRICH

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

Field Representative(s)	**Total Weekly Time**
B. Steinert	43.50

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)

Haley & Aldrich, Inc.

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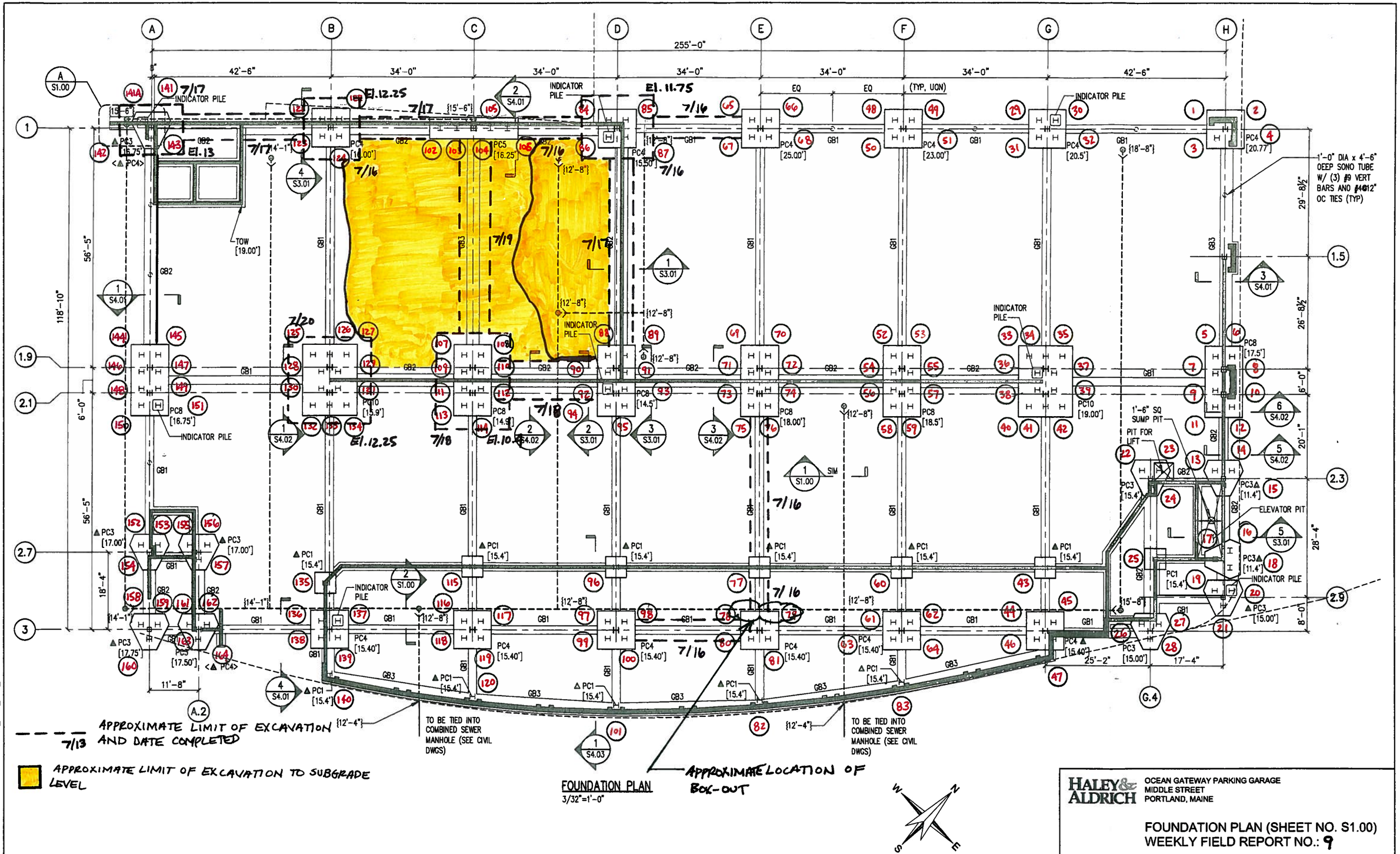

FOUNDATION PLAN
3/32"=1'-0"

HALEY & ALDRICH
OCEAN GATEWAY PARKING GARAGE
MIDDLE STREET
PORTLAND, MAINE

FOUNDATION PLAN (SHEET NO. S1.00)
WEEKLY FIELD REPORT NO.: 9

SCALE: AS SHOWN
APRIL 2007

FIGURE 1

Photograph 1. Excavation to subgrade level south of column line D with exposed marine clay subgrade, looking south (7/19/07).

Photograph 2. Excavation of pile cap located at column line C-1.9/2.1 with granular fill subgrade protective layer visible to the right, looking south (7/18/07).