



SITE WORK DAILY FIELD REPORT

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/03/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sun & Windy

CONTRACTOR: Turner Construction Co.

75 °F

PREVIOUS DATE ON SITE:

Time on-site at 10.5 hrs, 36 mi travel, Tolls: 2.00

Nuc. Densometer - 1 day


AREA 'A'

Lower Parking lot: Pike industries paved 340 tons of 19mm grading 'B' asphalt. A Cat AP 1055d paver was used to place asphalt. Cat CB 534 and Hamm HD120 vibratory rollers were used to compact asphalt. Pike also used an Ingersoll Rand PT-240R rubber tire compactor to "compact and seal" the asphalt binder. Migeul Gonzalez, Pike's QC Tech. on site for quality control. I witnessed Pike taking 3 cores from locations determined by me. Thickness results exceed the 2 inch minimum specification requirement. Bulk densities will be determined and results will be faxed to our office. Initial in-place densities with Pike's meter indicated that the compaction met the project specifications of 92%. (results and test locations attached)

Upper lot: Gorham Sand & Gravel continued to construct concrete block retaining wall 1. One course of block was set from Sta. 3+06 to 4+22. A cat 320c excavator used to lift and set blocks and Cat 924G loader used to move and feed materials to block crew. A heavy Bomag plate compactor used to compact gravel along the inside of the wall. A 10 ton Cat vibratory roller use to compact material outside 5' zone on inside of wall. I met with Haley and Aldrich onsite representative, Chris Helstrom. It was determined that he would finish observations on retaining wall 1.

AREA 'C'

Gorham Sand & Gravel worked on temporary water main by installing fire hydrant. Cat 320D excavator used to dig and place soils. A Bomag heavy plate compactor used to compact soil. A soil sample of the sand from Mighty Street pit in Gorham was taken for gradation and proctor. Compaction tests were taken, but results couldn't be determined. (no proctor).


George Morrill

Prepared By


Matthew Grady

Reviewed By

Pike Industries, Inc.
Quality Control Dept.
District # 2

557-14
800-696-9181

Date : 5/4/2010

Q/C tech: Miguel Gonzalez

Agency Project No. : N/A
Project Location : Portland Jetport
Pike Project No. : 20304

Mix Type : MDOT 403.207 50 GYR 19.0 mm (3/4") Intermediate EF
Mix Code : 491

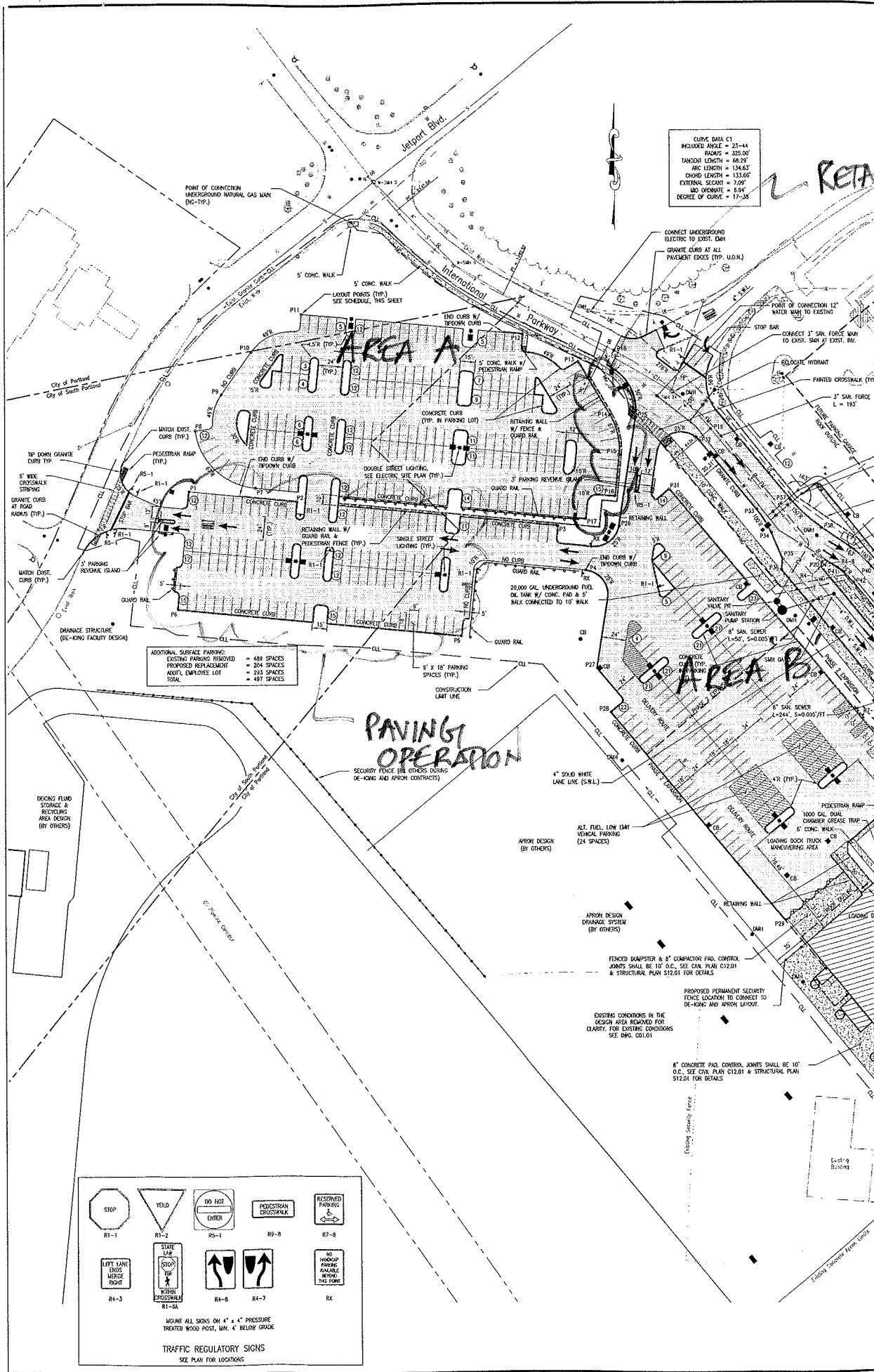
Date cut : 5/3/2010
Date placed : 5/3/2010

Q/C Field Density

core #	1	2	3					
Date placed :	5/3/2010	5/3/2010	5/3/2010					
Lane station offset depth	1 12' From L 2 1/4"	5 63' From L 2 3/8"	1 3' From L 2"					
in air	1932.4	2270.9	1746.2					
in H2O	1112.1	1315.6	996.6					
SSD	1933.2	2272.5	1748.2					
volume	821.1	956.9	751.6	0	0	0	0	0
bulk	2.353	2.373	2.323	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
T-209	2.478	2.478	2.478	2.478	2.478	2.478	2.478	2.478
% compacted	95.0%	95.8%	93.8%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Average	94.8%							
AASHTO T-209								
Flask & Sample	2564.4	2574.9						
Flask	0.0	0.0						
(A) Sample	2564.4	2574.9						
(D) Flask	1203.7	1311.0						
(E) Flask & Sample & H2O	<u>2734.2</u>	<u>2845.9</u>						
A/(A+D-E)	2.480	2.476						

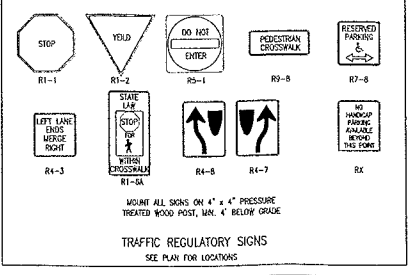
Notes: RED = first weight

JET PORT EXPANSION
 574-1A
 5-3-10
 GSM



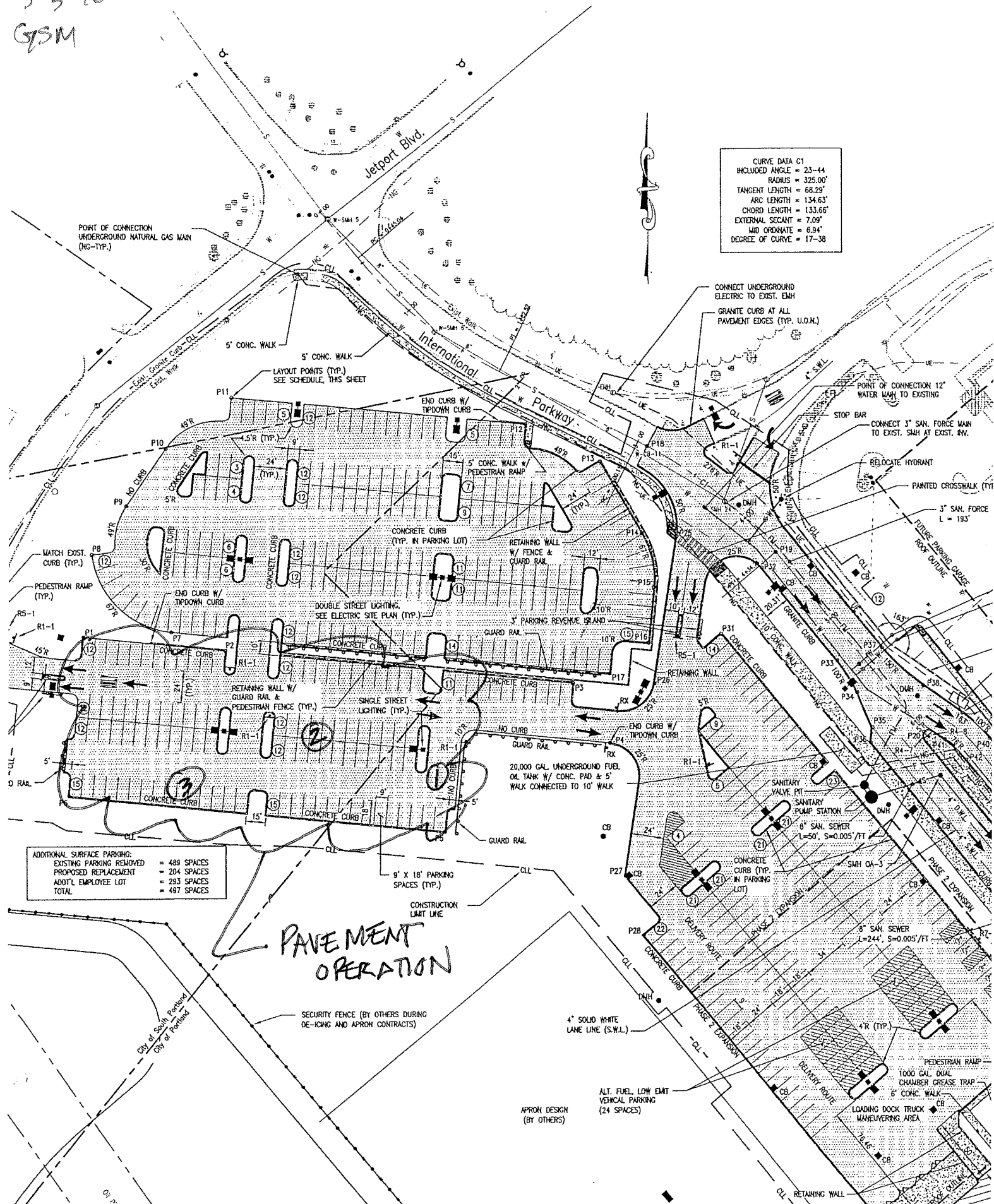
CURVE DATA C1
 INCLUDED ANGLE = 25-44
 RADIUS = 325.00'
 TANGENT LENGTH = 68.29'
 ARC LENGTH = 136.65'
 CHORD LENGTH = 131.65'
 EXTERNAL SECANT = 7.09'
 MID OSGNATE = 6.94'
 DEGREE OF CURVE = 17-38

ADDITIONAL SURFACE PARKING
 EXISTING PARKING PROVIDED = 489 SPACES
 PROPOSED REPLACEMENT ADULT EMPLOYEE LOT = 204 SPACES
 TOTAL = 693 SPACES



5-3-10

GSM



CURVE DATA C1	
INCLUDED ANGLE	= 23-44
RADIUS	= 325.00'
TANGENT LENGTH	= 68.29'
ARC LENGTH	= 134.63'
CHORD LENGTH	= 133.66'
EXTERNAL SECANT	= 7.09'
MID ORDINATE	= 6.94'
DEGREE OF CURVE	= 17-38

ADDITIONAL SURFACE PARKING:	
EXISTING PARKING REMOVED	= 489 SPACES
PROPOSED REPLACEMENT	= 204 SPACES
ADDT'L EMPLOYEE LOT	= 293 SPACES
TOTAL	= 497 SPACES

PAVEMENT OPERATION

City of Gulf Breeze
City of Panama

SECURITY FENCE (BY OTHERS DURING DE-ICING AND APRON CONTRACTS)

4" SOLID WHITE LANE LINE (S.W.L.)

ALT. FUEL LOW EMIT VEHICAL PARKING (24 SPACES)

PEDESTRIAN RAMP
1000 GAL DUAL CHAMBER GREASE TRAP
6" CONC. WALK
LOADING DOCK TRUCK MANEUVERING AREA

8" SAN SEWER
L=244', S=0.005'/FT

8" SAN SEWER
L=50', S=0.005'/FT

SMH 0A-3

JETPORT EXPANSION

574-14
5-3-10
GSM

TEMPORARY WATER MAIN (AREA 'C')

SHEET NOTES

Portland International
Jetport
1001 Westbrook Street
Portland, Maine 04102

2020 K Street, NW
Suite 300
Washington, DC 20006
Telephone 202.773.5500
Facsimile 202.872.9387

Gensler

nest ASSOCIATES, INC.
engineers • architects • surveyors • construction managers



Drainage Structure Schedule

DESC.	RM	HW. IN.	HW. IN.	HW. IN.	HW. OUT
A-69	57.31	48.74(24")	54.28(4")	48.74(18")	49.74(24")
A-70	58.53	51.08(18")	52.63(4")	51.48(15")	50.68(18")
A-71	57.60	-	-	-	51.60(15")
A-72-A	58.19	51.11(15")	51.68(4")	-	51.16(15")
A-72-B	58.08	51.01(15")	51.68(8")	-	51.01(15")
A-73	58.16	51.16	-	-	51.26
A-74	58.13	53.73	-	-	51.48
A-76	59.48	50.48	-	-	50.78
A-107A	57.94	53.94	53.24	-	53.14
A-107	58.57	53.35	53.35	-	53.55
A-108	61.93	56.15	54.30	-	54.30
A-109	61.82	54.50	54.64	-	54.37
A-110	63.57	56.97	-	-	56.67
A-111	63.90	-	-	-	57.99
A-112A	63.79	58.79	-	-	56.99
A-112	64.18	57.89	57.60	57.60	57.50
A-113	65.29	-	-	-	57.68
A-114	64.13	57.97	-	-	57.82
A-115	63.58	58.31	-	-	58.01
A-116	62.89	58.55	59.10(0)	-	58.30
A-117	65.22	-	-	-	-
A-118	68.33	-	-	-	59.17
A-119	65.67	60.76	-	-	61.71
A-120	66.20	62.28	62.49	-	62.28
A-121	67.45	-	-	-	63.65
A-122	66.50	62.82	62.89	-	62.85
A-123	58.23	55.07	-	-	53.93
A-124	60.97	55.21	55.56	57.90(0)	55.61
A-125	61.09	55.61	55.91	56.24(0)	55.87
A-126	60.92	55.02	-	-	55.12
A-133	61.21	55.21	-	-	55.21
A-134	61.31	-	-	-	55.00
B-54A	70.71	67.03	66.53	67.63(2)	66.63
B-54	70.35	66.23	66.22	67.00(0)	65.85
B-63	70.38	64.03	-	-	63.93
B-65	70.24	66.82	67.00(0)	-	66.78
B-66	70.14	67.34(18")	-	-	66.99
P-4	63.1	56.4(18")	50.0	-	42.5
P-3	63.2	55.6	-	-	55.5
P-2	63.0	-	-	-	56.0
P-1	63.4	-	-	-	58.0
W-20-4	63.68	57.43	-	-	57.38
W-20-11	77.06	73.01(0)	-	-	71.61
W-20-12	77.01	71.05	73.75(0)	-	71.01
W-20-13	72.50	68.36	68.60(0)	-	67.56
W-20-14	72.49	68.56	68.50(0)	-	68.43
W-200-4	73.56	-	-	-	68.45
W-200-3	81.49	-	-	-	68.43
W-20-16	71.88	68.63	-	-	68.43

Sanitary Structure Schedule

DESC.	RM	HW. IN.	HW. IN.	HW. IN.	HW. OUT
SMH 23	76.33	65.66	-	-	65.55
SMH 24	?	?	70.7	-	?
SMH 25	70.61	?	62.43	?	?
SMH 26	70.25	61.75	-	-	61.80
SMH 27	65.00	?	-	-	55.0E

GENERAL NOTES

- EXISTING CONDITIONS ARE BASED ON A TOPOGRAPHIC SURVEY BY GOOD DEEDS, INC. DATED JULY 2008. DATA BASED ON USGS BAK WITH ELEVATION (WVD) 59.158 (WVD) 1929 AND LOCATED ON THE EAST FACE OF OLD ADMINISTRATION BUILDING, WHICH NOW HOUSES THE CIVIL AIR PATROL AND MAINE AVIATION CORPS. ADDITIONAL INFORMATION BASED ON A TOPOGRAPHIC SURVEY COMPLETED BY GURFANE-HENRY SURVEYING, DATED SPRING 2008. WATER 2008. SURVEY 2007. EXISTING PHASE 1 PARKING GARAGE RECORD DRAWING DATA. A PHASE 2 PARKING GARAGE DESIGN DRAWING.
- ELEVATIONS ARE BASED UPON MGS BENCH MARK 093C, STATIONED 1121 1955, SET VERTICALLY ON THE EAST FACE OF THE CONCRETE FOUNDATION OF THE MAINE AVIATION BUILDING, 60 FEET SOUTH OF THE NORTHEAST CORNER OF THE ORIGINAL BUILDING AND 1.5 FEET ABOVE GRADE. PUBLISHED ELEVATION IS 63.58 FEET WVD 1929.
- THE EXISTING FLAGPOLES AND SIGN LOCATED WEST OF THE EXISTING TERMINAL BUILDING SHALL BE REMOVED AND RELOCATED AS DIRECTED BY THE OWNER.
- WITHIN THE CONSTRUCTION LIMIT LINES (CLL), THERE ARE VARIOUS EXISTING SITE ELEMENTS INCLUDING UTILITIES, WHICH MAY REQUIRE REMOVAL, RECONSTRUCTION OR RELOCATION AS A RESULT OF THE PROPOSED WORK OF THIS CONTRACT. IF IT IS NECESSARY UPON THE CONTRACTOR TO REVIEW ALL CONTRACT DOCUMENTS INCLUDING REVIEW OF REFERENCE PLANS OF EXISTING FACILITIES AND FUTURE PHASES OF RELATED ADJACENT PROJECTS AVAILABLE FROM THE OWNER TO CLEARLY UNDERSTAND AND DETERMINE THE INTENDED SCOPE OF WORK.
- ALL PAYMENT WITHIN THE CONSTRUCTION LIMITS MAY BE REMOVED AND TAKEN OFFSITE TO BE PROCESSED BY SITE CONSTRUCTION AND RE-USED AS REGULAR CRUSH IN THE BASE MATERIALS FOR PARKING AREAS AS APPROVED BY ENGINEER.
- ITEMS OUTSIDE CONSTRUCTION LIMIT LINE WILL BE REMOVED BY OTHERS UNDER A SEPARATE CONTRACT.
- THE REMOVAL OF ANY UTILITY SHALL NOT BEGIN PRIOR TO THE COORDINATION WITH EACH RESPECTIVE UTILITY AGENCY.
- ALL EXISTING SITE SPACING WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED AND RECONSTRUCTED BY CONSTRUCTION AND REINSTALLED OR REPLACED AS SPECIFIED ON THE PLANS OR AS DIRECTED BY THE OWNER OR OWNER'S REPRESENTATIVE.
- ALL EXISTING GRASSY AREAS REMOVED WITHIN THE CONSTRUCTION LIMITS SHALL REMAIN THE PROPERTY OF THE CITY OF PORTLAND AND SHALL BE REVEGETATED AS DIRECTED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REMOVE AND LEGALLY DISPOSE OF ALL DEMOLITION MATERIALS, INCLUDING BUT NOT LIMITED TO, SITE LIGHTS AND BASES, PRECAST CONCRETE STRUCTURES, EXCAVATION TREES AND BRUSH, GROUBRACK, ETC., IN CONFORMANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
- THE CONTRACTOR SHALL NOT BEGIN DEMOLITION PRIOR TO IMPLEMENTATION OF ALL TEMPORARY EROSION AND SEDIMENT CONTROL BMP'S AS SPECIFIED ON DRAWING C1205 OF THE CONSTRUCTION DRAWINGS.

Rev.	Date	Revised Description	By	Check
1	07/11/08	SCHEMATIC DESIGN	W/JN	AWK
2	09/22/08	DESIGN DEVELOPMENT	W/JN	AWK
3	12/03/08	75% CONSTRUCTION DOCUMENTS	W/JN	AWK
4	01/23/09	50% CONSTRUCTION DOCUMENTS	W/JN	AWK
5	10/26/09	ISSUED FOR PERMIT	W/JN	FEM

Project Name: PAVN Terminal Encasement
 Project Number: 02-035-000
 CAD File Name: J:\533010\1\SHEETS\C01.01.DWG
 Description: EXISTING CONDITIONS PLAN
 Scale: 1" = 40'
 North Arrow: [Symbol] Ref. North
C01.01
 ©2009 Gensler



SITE WORK DAILY FIELD REPORT

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/04/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sun & Showers

CONTRACTOR: Turner Construction Co.

72 °F

PREVIOUS DATE ON SITE:

Time on-site at 11.0 hrs, 12 mi travel, Tolls: 0.0

Nuc. Densometer - 1 day

AREA 'A'

Upper lot: Gorham Sand & Gravel continued to construct concrete block retaining wall 1. Haley and Aldrich onsite representative, Chris Helstrom continued to monitor construction.

AREA 'B'

Gorham Sand & Gravel (GSG) continued to install 36" drain pipe between DMH-OA22 & DMH-OA23. GSG used a Komatsu 400LC excavator to excavate trench; Cat 320D excavator used to move materials and assist the Komatsu. Cat D5G dozer used to backfill pipe. Volvo 8400 10 ton vibratory roller and a Bomag heavy plate wacker were used to compact sand as it was backfilled in the trench. A total of (4) 20' sections of pipe were installed. Pipe was placed on 6" to 12" of 1 1/2" crushed stone. 3/4 crushed stone was placed along sides of the pipe and to 12" above the pipe, a. Sand from Mighty Street pit in Gorham was used as backfill. 6 passes with the 10 ton roller was preformed. 5 Density tests were preformed and met the 92% compaction requirement. Density results and locations are attached.

AREA 'C'

No earth work in area.

GSM

George Morrill

Prepared By

Matthew J. Grady

Matthew Grady

Reviewed By

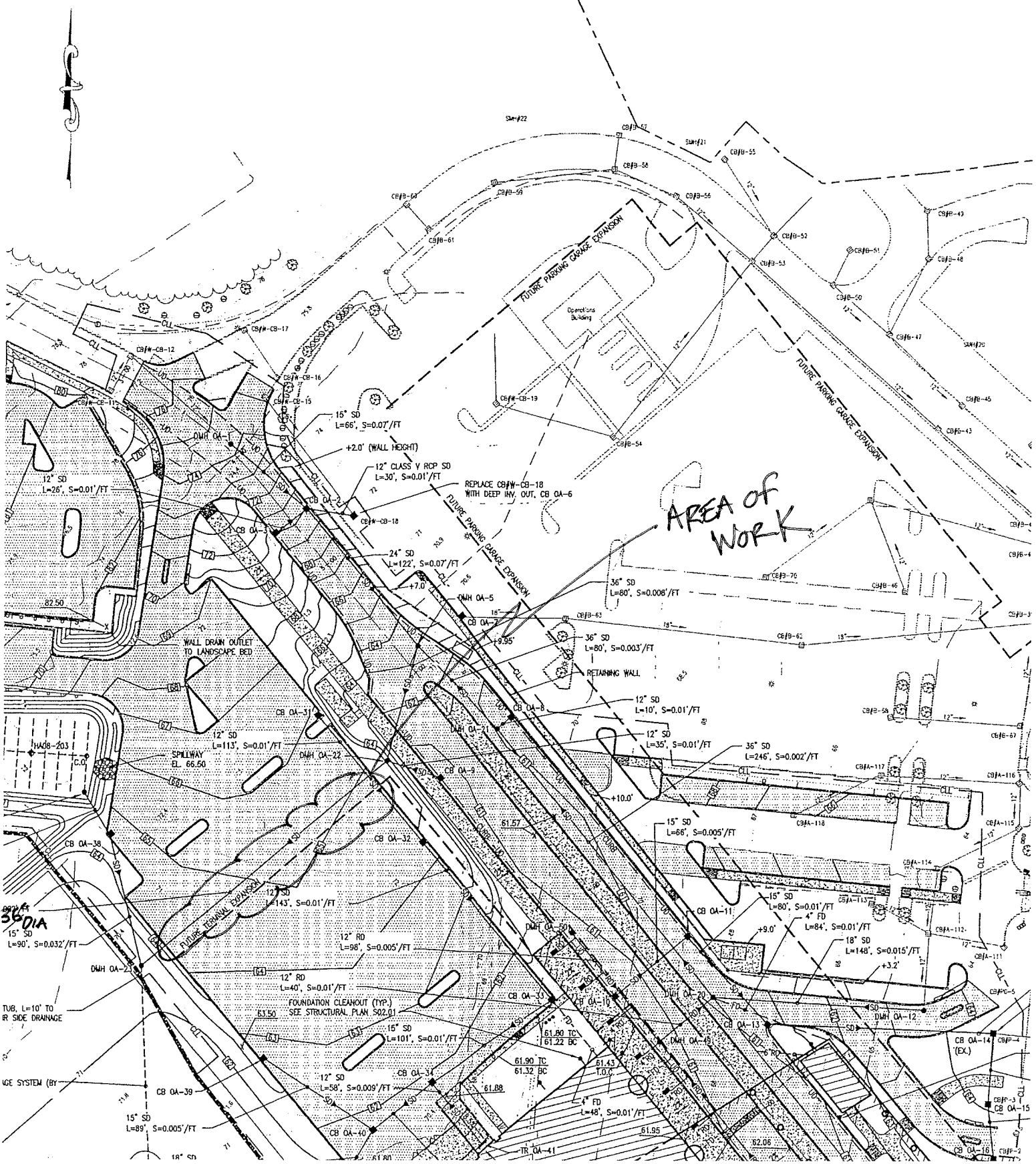
557-14

36" DIA DRAINAGE PIPE

5-4-10

(AREA 'B')

GSM





**SITE WORK
DAILY FIELD REPORT**

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/05/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sunny

CONTRACTOR: Turner Construction Co.

70 °F

PREVIOUS DATE ON SITE:

Time on-site at 8.0 hrs, 12 mi travel, Tolls: 0.0

Nuc. Densometer - 1 day

AREA 'A'

Upper lot: GSG continued to construct concrete block retaining wall 1. One course of block was set from Sta. 3+06 to 4+22. Haley and Aldrich onsite representative, Chris Helstrom continued to monitor wall construction.

AREA 'B'

GSG continued to install 36" drain pipe between DMH-OA22 & DMH-OA23. (2) 20' sections were installed. GSG used a Komatsu 400LC to excavate and backfill trench. A CAT 320 excavator assisted setting trench box and backfill operations. A CAT D5 dozer used to spread sand along the trench. A Volvo 8400 10 ton vibratory roller and a Bomag heavy walk behind plate compactor used to compact sand. 12" of 1 ½ crushed stone used to bed pipe. ¾ crushed stone used along the sides of pipe to 12" over the top. Mighty Street sand from Gorham used as backfill. 5 compaction tests taken on the sand and results met or exceed the 92% compaction requirement. See attached results for location, elevation, compaction results.

GSM

George Morrill
Prepared By

Matthew J. Grady

Matthew Grady
Reviewed By



SITE WORK DAILY FIELD REPORT

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/05/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sunny

CONTRACTOR: Turner Construction Co.

77 °F

PREVIOUS DATE ON SITE:

Time on-site at 7.75 hrs, 7 mi travel, Tolls: \$0.00
Nuc. Densometer – See GSM's daily

AREA 'A'

Upper lot: Gorham Sand & Gravel continued to construct concrete block retaining wall 1. Haley and Aldrich onsite representative, Chris Helstrom continued to monitor construction.

AREA 'B'

Gorham Sand & Gravel (GSG) continued to install 36" drain pipe between DMH-OA22 & DMH-OA23. GSG used a Komatsu 400LC excavator to excavate trench; Cat 320D excavator used to move materials and assist the Komatsu. Cat D5G dozer used to backfill pipe. Volvo 8400 10 ton vibratory roller was used to compact sand as it was backfilled in the trench. A total of two (2) 20' sections of pipe were installed. Pipe was placed on 6" to 12" of 1 1/2" crushed stone. 3/4 crushed stone was placed along sides of the pipe and to 12" above the pipe. Sand from Mighty Street pit in Gorham was used as backfill (Lab No. 11194). 4 Density tests were performed and met the 95% compaction requirement. Density results and locations are attached.

AREA 'C'

No earth work in area.

MJK

Michael Kramlich

Prepared By

Matthew J. Grady

Matthew Grady

Reviewed By

R. W. Gillespie & Associates 86 Industrial Park Rd., Suite 4, Saco, ME 04072- (207)286-8008

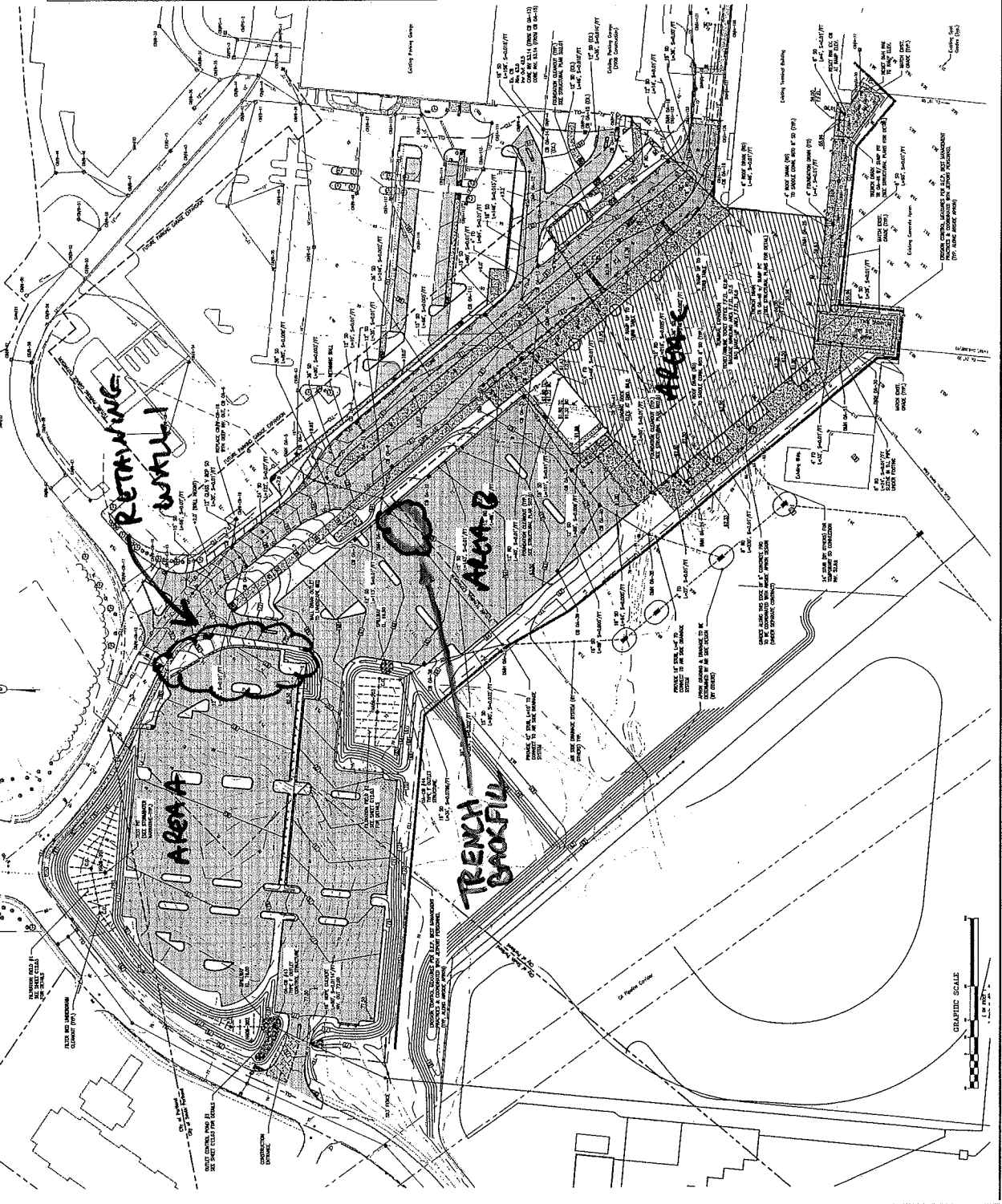
Note: MJK received project orientation with GSM on this day.

**PORTLAND INTERNATIONAL JETPORT
TERMINAL EXPANSION PROJECT
PROJECT NO. 557-14
DATE: 5/15/2010
TECHNOLOGIST: HSK**

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	5/15/2010	HSK	
2	ISSUED FOR PERMIT	5/15/2010	HSK	
3	ISSUED FOR PERMIT	5/15/2010	HSK	
4	ISSUED FOR PERMIT	5/15/2010	HSK	
5	ISSUED FOR PERMIT	5/15/2010	HSK	
6	ISSUED FOR PERMIT	5/15/2010	HSK	
7	ISSUED FOR PERMIT	5/15/2010	HSK	
8	ISSUED FOR PERMIT	5/15/2010	HSK	
9	ISSUED FOR PERMIT	5/15/2010	HSK	
10	ISSUED FOR PERMIT	5/15/2010	HSK	
11	ISSUED FOR PERMIT	5/15/2010	HSK	
12	ISSUED FOR PERMIT	5/15/2010	HSK	
13	ISSUED FOR PERMIT	5/15/2010	HSK	
14	ISSUED FOR PERMIT	5/15/2010	HSK	
15	ISSUED FOR PERMIT	5/15/2010	HSK	
16	ISSUED FOR PERMIT	5/15/2010	HSK	
17	ISSUED FOR PERMIT	5/15/2010	HSK	
18	ISSUED FOR PERMIT	5/15/2010	HSK	
19	ISSUED FOR PERMIT	5/15/2010	HSK	
20	ISSUED FOR PERMIT	5/15/2010	HSK	

GENERAL NOTES

1. ALL CIVIL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION (M.D.T.) SPECIFICATIONS FOR HIGHWAY AND BRIDGE CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
5. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL RESOURCES.
7. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
11. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL RESOURCES.
13. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
15. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES.
17. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND RESTORATION OF ALL ENVIRONMENTAL RESOURCES.
19. THE CONTRACTOR SHALL MAINTAIN ADEQUATE ACCESS TO ALL ADJACENT PROPERTIES AND UTILITIES AT ALL TIMES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.





**SITE WORK
DAILY FIELD REPORT**

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/06/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sun & Showers

CONTRACTOR: Turner Construction Co.

72 °F

PREVIOUS DATE ON SITE: 05/05/2010

Time on-site at 11.0 hrs, 12 mi travel, Tolls: 0.0
Nuc. Densometer – 1 day (L500)

AREA 'A'

Upper lot: Gorham Sand & Gravel continued to construct concrete block retaining wall

AREA 'B'

Gorham Sand & Gravel (GSG) continued to backfill above 36" drain pipe between DMH OA-22 & DMH OA-23. GSG used a Komatsu 400LC excavator to excavate trench. Cat D5G dozer used to backfill pipe. DMH OA-22 was put in place before noon, with in-place drain line tied in. Volvo 8400 10 ton vibratory roller and a Bomag heavy plate whacker were used to compact sand as it was backfilled in the trench. Sand from Mighty Street pit in Gorham was used as backfill. 6 passes with the 10 ton roller were performed. 6 Density tests were performed and met the appropriate 92% of maximum density. Density results and locations are attached.

AREA 'C'

No earth work in area.

MJK

Michael Kramlich

Prepared By

Matthew J. Grady

Matthew Grady

Reviewed By

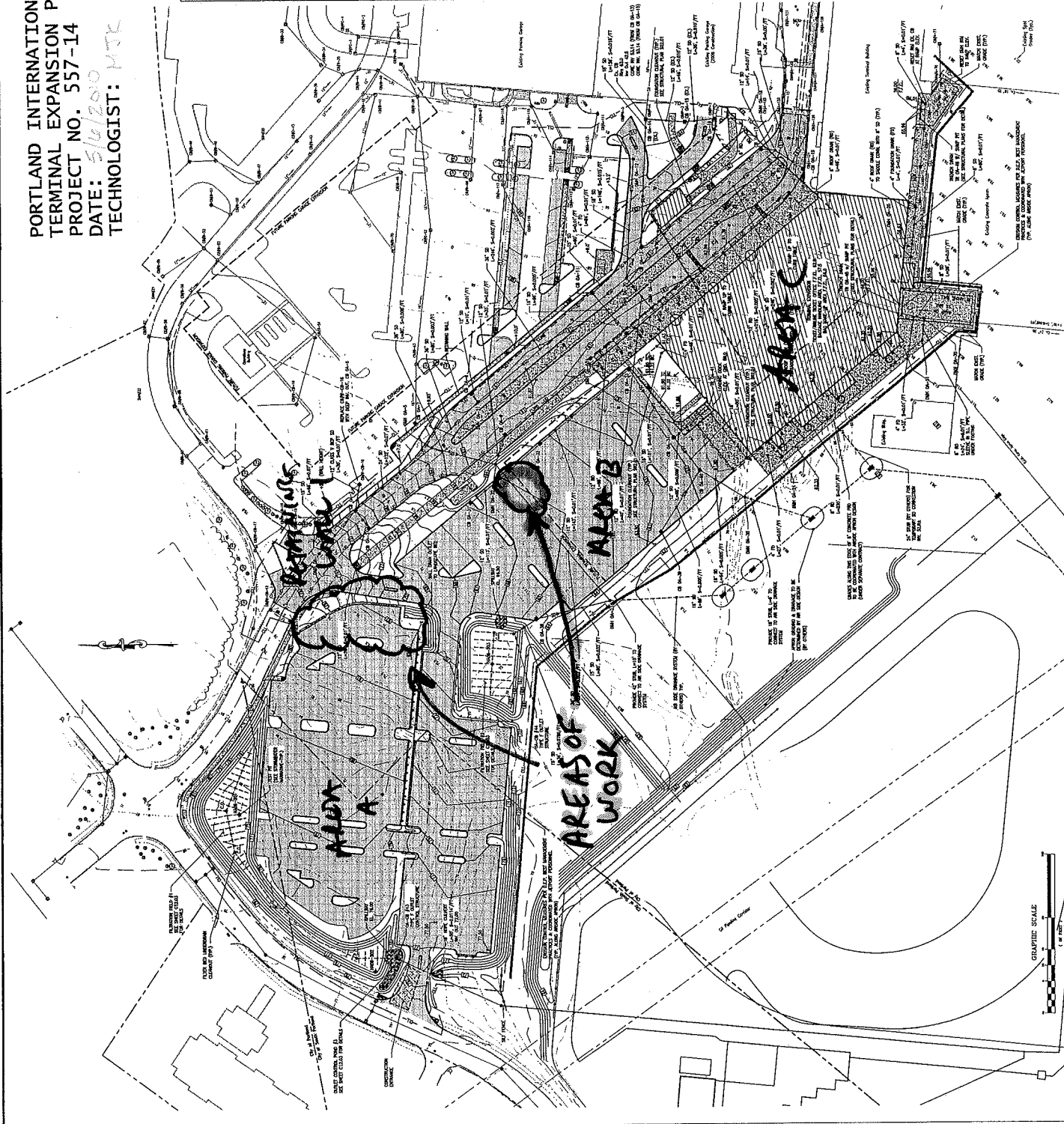
1	DATE	DESCRIPTION
2	10/1/80	ISSUED FOR PERMIT
3	10/1/80	ISSUED FOR PERMIT
4	10/1/80	ISSUED FOR PERMIT
5	10/1/80	ISSUED FOR PERMIT

**PORTLAND INTERNATIONAL JETPORT
TERMINAL EXPANSION PROJECT
PROJECT NO. 557-14
DATE: 5/16/2000
TECHNOLOGIST: MKK**

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR PERMIT	10/1/80		
2	ISSUED FOR PERMIT	10/1/80		
3	ISSUED FOR PERMIT	10/1/80		
4	ISSUED FOR PERMIT	10/1/80		
5	ISSUED FOR PERMIT	10/1/80		
6	ISSUED FOR PERMIT	10/1/80		
7	ISSUED FOR PERMIT	10/1/80		
8	ISSUED FOR PERMIT	10/1/80		
9	ISSUED FOR PERMIT	10/1/80		
10	ISSUED FOR PERMIT	10/1/80		
11	ISSUED FOR PERMIT	10/1/80		
12	ISSUED FOR PERMIT	10/1/80		
13	ISSUED FOR PERMIT	10/1/80		
14	ISSUED FOR PERMIT	10/1/80		
15	ISSUED FOR PERMIT	10/1/80		
16	ISSUED FOR PERMIT	10/1/80		
17	ISSUED FOR PERMIT	10/1/80		
18	ISSUED FOR PERMIT	10/1/80		
19	ISSUED FOR PERMIT	10/1/80		
20	ISSUED FOR PERMIT	10/1/80		
21	ISSUED FOR PERMIT	10/1/80		
22	ISSUED FOR PERMIT	10/1/80		
23	ISSUED FOR PERMIT	10/1/80		
24	ISSUED FOR PERMIT	10/1/80		
25	ISSUED FOR PERMIT	10/1/80		
26	ISSUED FOR PERMIT	10/1/80		
27	ISSUED FOR PERMIT	10/1/80		
28	ISSUED FOR PERMIT	10/1/80		
29	ISSUED FOR PERMIT	10/1/80		
30	ISSUED FOR PERMIT	10/1/80		
31	ISSUED FOR PERMIT	10/1/80		
32	ISSUED FOR PERMIT	10/1/80		
33	ISSUED FOR PERMIT	10/1/80		
34	ISSUED FOR PERMIT	10/1/80		
35	ISSUED FOR PERMIT	10/1/80		
36	ISSUED FOR PERMIT	10/1/80		
37	ISSUED FOR PERMIT	10/1/80		
38	ISSUED FOR PERMIT	10/1/80		
39	ISSUED FOR PERMIT	10/1/80		
40	ISSUED FOR PERMIT	10/1/80		
41	ISSUED FOR PERMIT	10/1/80		
42	ISSUED FOR PERMIT	10/1/80		
43	ISSUED FOR PERMIT	10/1/80		
44	ISSUED FOR PERMIT	10/1/80		
45	ISSUED FOR PERMIT	10/1/80		
46	ISSUED FOR PERMIT	10/1/80		
47	ISSUED FOR PERMIT	10/1/80		
48	ISSUED FOR PERMIT	10/1/80		
49	ISSUED FOR PERMIT	10/1/80		
50	ISSUED FOR PERMIT	10/1/80		

GENERAL NOTES

1. ALL WORK SHALL BE IN ACCORDANCE WITH THE PORTLAND INTERNATIONAL JETPORT DESIGN MANUAL, VOLUME 1, PART 1, SECTION 1.01.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PORTLAND INTERNATIONAL JETPORT AUTHORITY.
3. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE.
5. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PORTLAND INTERNATIONAL JETPORT AUTHORITY.
7. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE.
9. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PORTLAND INTERNATIONAL JETPORT AUTHORITY.
11. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE.
13. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PORTLAND INTERNATIONAL JETPORT AUTHORITY.
15. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE.
17. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE PORTLAND INTERNATIONAL JETPORT AUTHORITY.
19. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND STRUCTURES AT ALL TIMES.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES FROM DAMAGE.





**SITE WORK
DAILY FIELD REPORT**

PROJECT: Terminal Enhancement at the Portland International Jetport

DATE: 05/06/2010

PROJECT LOCATION: Portland, Maine

PROJECT NO.: 557-14

CLIENT: City of Portland

WEATHER: Sun & Showers

CONTRACTOR: Turner Construction Co.

72 °F

PREVIOUS DATE ON SITE:

Time on-site at 2.0 hrs, 20 mi travel, Tolls: 0.0
Nuc. Densometer – 1/2 day (CPN 6969)

AREA 'A'

Upper lot: Gorham Sand & Gravel continued to construct concrete block retaining wall

AREA 'B'

Relieved Mike to cover in-place density tests for the remainder of the day.

Gorham Sand & Gravel (GSG) continued to backfill above 36" drain pipe between DMH OA-22 & DMH OA-23. GSG used a Komatsu 400LC excavator to excavate trench. Cat D5G dozer used to backfill pipe. DMH OA-22 was put in place before noon, with in-place drain line tied in. Volvo 8400 10 ton vibratory roller and a Bomag heavy plate whacker were used to compact sand as it was backfilled in the trench. Sand from Mighty Street pit in Gorham was used as backfill. 6 passes with the 10 ton roller were performed. 3 Density tests were performed and met the appropriate 92% of maximum density. Density results are attached.

AREA 'C'

No earth work in area.

MCS

Marco Stone

Prepared By

Matthew J. Grady

Matthew Grady

Reviewed By



SITE WORK DAILY FIELD REPORT

PROJECT: Terminal Enhancement at the Portland International Jetport
DATE: 05/07/2010
PROJECT LOCATION: Portland, Maine PROJECT NO.: 557-14
CLIENT: City of Portland WEATHER: Sunny
CONTRACTOR: Turner Construction Co. 72 °F
PREVIOUS DATE ON SITE: 05/06/2010

Time on-site at 8.5 hrs, 8 mi travel, Tolls: 0.0
Nuc. Densometer - 1 day (L 500)

AREA 'A'

Upper lot: Gorham Sand & Gravel (GSG) continued to construct concrete block retaining wall. Haley and Aldrich onsite representative, Chris Helstrom arrived around lunch time to inspect backfill. At GSG's request, I took several density readings on backfill material behind retaining wall. Due to low moisture, in-place densities were below the required 95% of maximum density. GSG was notified, but as of 3:30pm no further efforts had been made to compact soil. Follow up would be made on Monday 5/10/2010.

AREA 'B'

Gorham Sand & Gravel used a Komatsu 400LC excavator to excavate excess material from parking lot area while a Cat D5G dozer was used to bring area to subgrade level.

AREA 'C'

Gorham Sand & Gravel used a Cat 345C to excavate a trench for a 24" temporary drainage line while a Cat 320D backfilled along behind the pipe crew. A Bomag plate whacker was used to compact fill material. No densities were taken due to the temporary nature of the pipe and the common fill material used in backfilling.

Michael Kramlich

Prepared By

Matthew Grady

Reviewed By