



**GORRILL
PALMER**

DAILY FIELD OBSERVATION REPORT

Project: Route 1 Roadway Improvements

Client: Town of Cumberland

GP Field Rep: Asher Anderson (AJA),

Weather: Rain

Time onsite: 7:00 am – 9:45 am (AJA), 12:30 pm – 1:30 pm (AJA)

GPCEI Project No: 1636

Visit Date: March 27, 2017

Report Date: March 27, 2017

Temp. Range: 32-37°F

Shaw Brothers:

Personnel – Supervisor: Josh Fairweather(JF), 3 laborers, 1- Dozer Operator, 1- Excavator Operator, 2 Flaggers (Sub)

Equipment – 1- Komatsu PC 360 Excavator, 1- John Deere 450H Dozer, 1- Cat roller, 3- Trucks

Distribution: File, Bill Shane, Chris Bolduc

Work in Progress

- Crew performed 350' LF of box cutting in the left lane beginning at STA 144+80 and ending at STA 141+30. Crew also placed and compacted base gravel in the box cut.

Discussions/Observation

- 7:00 am - AJA on site. Crew was mobilizing to the roadway to begin excavation in the left lane on the northern end of the project.
- 7:30 am – JF requested approval to deviate from the cross section detail where the gravel depth transfers from 12" depth to 18" depth. The deviation would be a uniform slope from the bottom of the 12" gravel on the ditch side of the road to the bottom of the 18" gravel toward the centerline. AJA approved this construction method, but made clear the additional gravel needed to make this condition would be at the expense of the contractor.
- 8:00 am – First truck on site, pavement removal began.
- 8:30 am – JF requested approval to excavate material at the northern end of the box cut perpendicular to the center line of the road as a ramp to accommodate equipment access to the box cut, and eliminate an immediate transfer between base materials. AJA approved this condition.
- 9:00 am – Box cutting revealed 8"-10" of existing pavement at the fog line, and 4" of existing pavement in the shoulder. This pavement was on an approximately 4" deep layer of Macadam. There was approximately 6"-8" of gravel below the Macadam layer. Below the gravel was a course sand layer. The sand was exposed for the full width of the box cut. 260' of curb was removed which existed under the rail of the guardrail. The curb ended at a riprap outfall on the northern end of the excavation.
- 9:15 am – JF requested approval to use ¾" crushed gravel to shim while fine grading. AJA approved this condition provided there would be no additional cost.
- 9:45 am – AJA off site.
- 12:00 pm – JF contacted AJA to inform him the crew would be ending the day early due to the weather.
- 12:30 pm – AJA on site. Crew was placing the final loads of gravel to fill the 350 LF excavation completed. AJA and JF discussed pay items and agree that the work completed are paid under Common Excavation (203.2) and Gravel (304.1). These items are paid at plan quantities.
- 1:30 pm – AJA off site.

Schedule of Work

- Pavement removal and box cutting to resume on 3/28/17.

Visitors on Site

- None at this time

Concerns/Questions

- None

Follow up Required

- None

Prepared By: Asher Anderson

Reviewed By: Doug Reynolds

If there are any discrepancies, please notify the sender immediately



Removing existing pavement in the left lane, looking south.



Removing existing gravel and base material in the left lane, looking south.



Cross section of existing base materials in the left lane.



Road base gravel compaction in the left lane, looking north.