

Date: July 11, 2011

Observer(s): Martin Fisher
Contracting Officer(s): Alan Schmidt

DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
DAILY OBSERVATION REPORT

SITE(S): Nason Creek Lower White Pine Reconnection Project

LOCATION: Nason Creek near Merrit, WA

CONTRACT NO: Reclamation Contract R13PC10014, Task Order R13PD1005 [Task 1]

CONTRACTOR: Hurst Construction LLC

CONTRACTOR REP: Matt Boone, crew foreman

TEMPERATURE: low = lower 50's, high = mid 80's

WEATHER: sunny

SHIFT HOURS: 6:30AM to 6:30PM

SAFETY: No injuries occurred. No interference with BNSF operation of the railroad occurred.

DESCRIPTION OF WORK AS PER-BID ITEM:

Bid Item 6, *Install Access Road*: Work during the previous days had completed the footprint of the access road to the full distance shown on the plans, the access road was not to full height at all locations but it had been completed to a functional height so that the entire length was now accessible to construction vehicles. Two days prior, the culvert extensions had been installed. Due to lower than anticipated flow through the culverts, the 48" diameter extensions shown on the plans were substituted with 36" diameter extensions which simplified construction because the extensions could be inserted into the existing culverts and no connecting joint had to be fabricated. After installation, the extensions were easily conveying all flow with capacity for additional flow in the event of a significant rainfall event (the installation of the extensions was not observed by Martin Fisher, only the finished result was). The previous day the area for Geofoam Lightweight Fill (GLF) between STA 100+00 and 100+75 had been brought to the correct elevation for the bottom of the GLF, leveled, and compacted with a walk behind mechanical compactor. At approximately 4:00PM, the area for GLF between STA 100+75 and 101+00 was brought to the correct elevation, leveled, and compacted.

Bid Item 7, *Geofoam Lightweight Fill*: During the previous day, a representative from Insulfoam, the GLF supplier, met with the Hurst crew and discussed proper handling, cutting, and installation of the material. Work during the previous day included placing the lowest layer of blocks from STA 100+00 to approximately STA 100+40 and establishing the pattern of block laying for subsequent layers. Work on July 11, 2013 included placing GLF blocks on all three layers out to approximately 101+00.

Bid Item 9, *Floating Silt Curtain*: The floating silt curtain had been installed previously and was functioning well today, providing a barrier that kept a majority of turbidity generated by earthwork activities out of the active channel flow that passes through the culverts and into Nason Creek.

PERTINENT CONVERSATIONS WITH THE CONTRACTOR & OTHER ISSUES:

On multiple occasions, Martin Fisher, Alan Schmidt, and Matt Boone discussed orientation of the GLF blocks along the railroad embankment. The railroad embankment does not have an even side slope and does not have a straight alignment. Removal of embankment fill to create an evenly sloped and straight alignment could compromise the integrity of the fill. Therefore the GLF blocks needed to be adjusted/angled to fit against the railroad embankment.

FUTURE SCHEDULE:

Work on the following day will focus on completing the GLF.

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DAILY PHOTO LOG

PHOTO ID NUMBER AND DESCRIPTION:



Photo 1 – Two of the Three Culvert Extensions, and Floating Silt Curtain



Photo 2 – Preparation of Gravel Fill for Geofoam Lightweight Fill blocks



Photo 3 – Geofoam Lightweight Fill Completed to STA 100+56

DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
DELIVERABLES

ELECTRONIC COPY OF THIS FORM SUBMITTED DAILY BY EMAIL TO THE FOLLOWING:

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