



October 12, 2010

Sean Sheldrake  
U.S. Environmental Protection Agency, Region 10  
1200 Sixth Avenue, Suite 900  
Mailstop ECL-115  
Seattle, WA 98101-3140

**Subject: Terminal 4 Removal Action – Wheeler Bay Bank Repairs  
Construction Weekly Progress Report for October 1 through 8, 2010**

Dear Sean:

This weekly status report contains information related to the implementation of the Terminal 4 Removal Action – Wheeler Bay Bank Repairs as required by the Administrative Order on Consent (AOC) between the Port of Portland (Port) and the U.S. Environmental Protection Agency (USEPA) signed on October 2, 2003. The reporting period covered by this letter is October 1 to 8, 2010.

## **SIGNIFICANT DEVELOPMENTS**

- Mobilization and construction work began

## **CONSTRUCTION ACTIVITIES PERFORMED**

- Mobilization of NEI to the site
- Erosion control measures were implemented (silt fences installed at the bottom of the slope)
- Existing woody debris was removed and stockpiled
- Habitat mix was removed from the surface of the existing rip rap in areas where additional rip rap will be placed
- NEI begins to bring Class 700 rip rap and select fill to the site
- Demarcation fabric replaced where missing
- NEI begins placing Class 700 rip rap to grade (from roughly station 0+30 to 2+00)
- NEI begins placing select fill to grade (from roughly station 0+30 to 2+00)

## **PROBLEMS ENCOUNTERED AND PROPOSED SOLUTIONS**

- None

## **MONITORING ACTIVITIES PERFORMED**

- Visual observations of erosion control measures and Wheeler Bay surface water. Erosion control structure working as designed. No turbidity evidence within Wheeler Bay.

## **SUMMARY OF MONITORING DATA COLLECTED AND RECEIVED**

- None

## **SCHEDULE OF ACTIVITIES TO BE PERFORMED DURING NEXT REPORTING PERIOD**

- No construction activities at the site are anticipated during the week of October 11<sup>th</sup>. The search for top soil will continue.

If you have any questions, please call me at (503) 415-6676.

Sincerely,



Kelly Madalinski  
Environmental Project Manager  
Port of Portland

### **Attachments:**

- Attachment A: Port of Portland Daily Construction Reports
- Attachment B: NEI Daily Construction and Quality Control Reports

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**ATTACHMENT A**  
**PORT OF PORTLAND DAILY CONSTRUCTION REPORTS**



PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027  
 CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)  
 DAY OF WEEK & DATE: Friday, October 1, 2010 REPORT NO. 1  
 WEATHER Cloudy to partly sunny TEMPERATURE 65-70 degrees F

**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****CHASP Overview Meeting:**

1-NEI principal  
 1-project manager  
 1-superintendent  
 1-laborer

**Construction Activities:**

1-superintendent  
 1-laborer  
 1-truck driver

**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**

1-Chevrolet HD pickup (OR XZC998)  
 1-Ford Service truck (OR 512701)  
 1-Hitachi 160LC Excavator (N833)/mobilized to work area only—not used for construction activities

**CHRONOLOGICAL ACCOUNT OF DAY'S WORK:**

07:00 Arrive on site—deliver project documents to T4 administration building

07:30 phone call to Bruce Craven (KM)  
 NEI arrives on site

08:00-

09:00 Walk project site with NEI staff (Jeff Hargens, Carl Johnson, and laborer)

09:00-

10:30 NEI conducts CHASP overview and safety kickoff meeting/walk work site with attendees:

Ingmar Saul (PMX)  
 Carl Johnson (NEI)  
 Sheila McConnell (PMX)  
 Jeff Hargens (NEI)  
 Philip Hansen (NEI)

"Red"-laborer (NEI)  
 Roger Anderson (POP)  
 Kelly Madalinski (POP)  
 Tim Stone (AQ/POP)

10:30-

12:15 NEI begins mobilization and site preparation  
 Begin layout of work area and installation of silt fence downgradient of work area  
 EPA oversight observing work (Ingmar Saul)

12:00-

12:30 Tim Stone phone conversation with Bruce Craven (KM)

12:30 inform Carl Johnson (NEI) of logistical coordination requirements for rail crossing

12:15-

12:45 NEI lunch break

12:45-

13:00 NEI moves Hitachi 160LC across rail at crossing using planks to protect rails (completed during non-operational train hours)



PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027  
CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)  
DAY OF WEEK & DATE: Friday, October 1, 2010 REPORT NO. 1  
WEATHER Cloudy to partly sunny TEMPERATURE 65-70 degrees F

13:00-

14:00 Walk construction site with John Durst (POP). Phone call from John Durst to Bruce Craven (KM) confirming understanding of rail crossing logistics.

13:00-

15:45 NEI digging approx. 6-inch deep anchor trench for silt fence and installing silt fence and backfilling anchor trench (Photo 1 and Photo 2).

Completed installation of approx. 400 L.F. of silt fencing.

EPA contractor on site observing installation (Ingmar Saul).

16:00 Anchor QEA, Parametrix, and NEI off site.

PHOTO 1



PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027

CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)

DAY OF WEEK & DATE: Friday, October 1, 2010 REPORT NO. 1

WEATHER Cloudy to partly sunny TEMPERATURE 65-70 degrees F



PHOTO 2





PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027  
CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)  
DAY OF WEEK & DATE: Friday, October 1, 2010 REPORT NO. 1  
WEATHER Cloudy to partly sunny TEMPERATURE 65-70 degrees F

NAHRS: NATESTS PERFORMED: None**PHONE LOG:**

07:30—attempt to reach Bruce Craven(KM) regarding clarification of rail crossing access times and logistics  
12:00—receive return call from Bruce Craven(KM); Bruce reiterates that the tracks cannot be crossed outside of the hours of 03:00-07:30, 11:30-13:00, and 17:00-18:00 on days of active rail operations. Bruce indicates that special exceptions can be coordinated through the Terminal Manager (Bruce Craven or Jeff Bean), but it will take some time and should be only used as an option when absolutely necessary.



PORT OF PORTLAND

DAILY DIARY

PAGE 5 OF 5

PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027

CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)

DAY OF WEEK & DATE: Friday, October 1, 2010 REPORT NO. 1

WEATHER Cloudy to partly sunny TEMPERATURE 65-70 degrees F

SITE PHOTOS/VIDEOS TAKEN:

1-installation of silt fence in progress

2-completed silt fence installation along  
shoreline/downgradient of construction  
area

\*Multiple pre-construction condition  
photos not attached to this document.

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:

None

INSPECTOR Timothy J. Stone HRS 9.0 DATE 10/1/10  
(signature on hardcopy)





PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027  
 CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)  
 DAY OF WEEK & DATE: Monday, October 4, 2010 REPORT NO. 2  
 WEATHER Cloudy, light rain, and occasional sun breaks TEMPERATURE 55-62 degrees F

**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Weekly Construction Meeting:**

1-project manager  
1-superintendent

**Construction Activities:**

1-superintendent  
1-laborer

**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):**

1-Chevrolet HD pickup (OR XZC998)/on site 5 hours  
1-Ford Service truck (OR 512701)/on site 9 hours  
1-Hitachi 160LC Excavator (N833)/8 hours

**CHRONOLOGICAL ACCOUNT OF DAY'S WORK:**

07:00-

08:00 2-NEI and 1-PMX staff travel to T6 for TWIC Escort training and credentials.

08:00-

08:30 mobilize HITACHI 160LC down slope to work area

08:30-

11:15 NEI removing naturally occurring woody debris from 0+00 to 0+300 (approximate) and stockpiling wood above erosion control from approx. 3+00 to 3+50.

NEI utilizing demolition saw to cut chains from 2 log jams installed during initial construction operations. Logs from the constructed log jams stockpiled separately for eventual reinstallation.

09:30-

11:00 Weekly contractor construction meeting. Attendees:

Carl Johnson (NEI)	Roger Anderson (POP)
Jeff Hargens (NEI)	Kelly Madalinski (POP)
Tim Stone (AQ/POP)	John Durst (POP)
Marcel Hermans (POP)	Tom Condon (POP)
Bruce Craven (KM)	John Verduin (AQ)
Phillip Bales (POP)	Mary Green (POP)
Utility locator (POP)	

11:15-

12:00 Weekly progress meeting with EPA.

Roger Anderson (POP)	Kelly Madalinski (POP)
Tim Stone (AQ/POP)	John Durst (POP)
Marcel Hermans (POP)	John Verduin (AQ)
Ingmar Saul (PMX)	

11:15-

12:30 NEI clearing habitat mix from surface of rip rap between 0+00 and 0+75 (approx.)

12:15 NEI notified that they should attempt to segregate 1 ½-inch minus crushed rock being cleared from above rip rap/below habitat mixture. During reinstallation contractor will attempt to place this material first and cover with available



PROJECT Terminal 4, Wheeler Bay Bank Repairs CONTRACT NO. 10D015/820027  
 CONTRACTOR Northwest Earthmovers SUPERINTENDENT Carl Johnson (NEI)  
 DAY OF WEEK & DATE: Monday, October 4, 2010 REPORT NO. 2  
 WEATHER Cloudy, light rain, and occasional sun breaks TEMPERATURE 55-62 degrees F

habitat mixture.

12:30-

13:00 NEI lunch break.

13:00-

15:30 NEI removes rip rap from 0+75 to 2+90 (approx.) and places large woody debris to protect silt fence from rip rap rolling down the slope during tomorrow's anticipated material unloading activities.

15:30 POP receives notification from Bruce Craven (email) that there will be no rail activity on 10/5/10. NEI notified.

15:30-

16:00 NEI moves 160LC excavator to top of slope. NEI clean up and shutdown.

16:00 Anchor QEA, Parametrix, and NEI off site.

NA

HRS: NA

TESTS PERFORMED: None

**PHONE LOG:**

12:05 Tim Stone to John Verduin: discuss implication of 1 1/2-inch minus crushed rock identified in rip rap, beneath habitat mixture. Contractor will be instructed to attempt to segregate and place beneath habitat mix during repair work.

**SITE PHOTOS/VIDEOS TAKEN:**

(attached below)

1- naturally occurring woody debris stockpiled

2-logs removed from 2 constructed log jams stockpiled

3-clearing habitat mixture and exposing existing rip rap surface

4- completed removal of habitat mixture and exposure of rip rap

\*other photos of construction activities available but not attached to this document.

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

None

INSPECTOR

Timothy J. Stone

HRS 8.5

DATE 10/4/10

(signature on hardcopy)



PHOTO 1



PHOTO 2





PHOTO 3







PHOTO 4







<b>PROJECT</b>	Terminal 4, Wheeler Bay Bank Repairs			<b>CONTRACT NO.</b>	10D015/820027			
<b>CONTRACTOR</b>	Northwest Earthmovers			<b>SUPERINTENDENT</b>	Carl Johnson (NEI)			
<b>DAY OF WEEK &amp; DATE:</b>	Tuesday, October 5, 2010			<b>REPORT NO.</b>	3			
<b>WEATHER</b>	Partly cloudy(AM), Sunny(PM), Northwest wind 5-15 mph			<b>TEMPERATURE</b>	<u>55-65 degrees F</u>			
<b>NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:</b>			<b>MAJOR EQUIPMENT ON JOB (Size/capacity and hours):</b>					
<b>Construction Activities:</b> 1-superintendent/equipment operator			1-Ford Service truck (OR 512701)/9 hours 1-Hitachi 160LC Excavator (N833)/8 hours 1-Cat IT28G (N710)/3 hours 3-steel plates (8' x 16')					
<b><u>CHRONOLOGICAL ACCOUNT OF DAY'S WORK:</u></b>								
07:00 NEI(1), AQ/POP(1), and PMX(1) staff on site								
07:00- 07:30 mobilize HITACHI 160LC down slope to work area; and prepare to receive rock shipments								
07:40 NEI begins receiving import of Class 700 rip rap and select fill from CEMEX. Rip rap being dumped down access path then transferred with HIT 160LC excavator to footprint of repair starting at station 0-30.								
NEI stockpiling select fill upgradient of security fence > 25' from railroad track								
NEI building base layer, but not completing to finish grade as a means of clearing dump area.								
10:00 dumping of 4 loads of Class 700 onto slope has resulted in exposure of demarcation fencing. Large rocks embedding into the topsoil and mulch on access path when dropping on ground from truck. Attempts to recover these rocks have resulted in snagging and exposing remnants of demarcation fencing.								
10:30 Jeff Hargens (NEI) on site. Discuss options to prevent further impact to the topsoil and demarcation marker. NEI will deliver 3-8'x16' steel sheets to act as a material slide for the riprap.								
11:20 NEI receives final load of select fill material. Total for 10/5 = 3 tandem loads/98.86 ton								
12:20- 12:50 NEI Lunch Break NEI has completed placement rip rap base layer from 0-30 to 0+40 (approx.)								
12:50 NEI resumes receiving of Class 700 rip rap and placement of rip rap base layer at approx. 0+40								
13:30 NEI receives CAT IT28G(N710) loader and 3 steel plates (8' x 16') and installs the plates to protect surface of access path on slope from rip rap as it is moved down the slope.								
14:00- 15:45 NEI continues to receive import of Class 700 rip rap; and placement of base layer of rip rap within footprint of repair area NEI has completed placement of Class 700 rip rap base layer from approx. station 0-30 to 0+75								



15:45-

16:00 NEI moves HITACHI 160LC to top of bank for refueling.

16:00 Parametrix and NEI off site.

16:15-

17:00 Roger Anderson on site to review boundaries of repair and rip rap placement; and verify contractor layout with Tim Stone.

**Persons on site 10/5:**

Tim Stone(AQ/POP), Carl Johnson (NEI), Jeff Hargens (NEI), Truck Driver (NEI), 3-truck drivers (CEMEX), Ingmar Saul (PMX), Roger Anderson (POP)

**Material delivery summary as of 10/5:**

	<b>Delivered 10/5 (tons)</b>	<b>Delivery Verification Method</b>	<b>Preceding Delivered Total (tons)</b>	<b>Total Delivered for Project (tons)</b>
Select Fill	98.86	Scale ticket	0	98.86
Class 700 RR	190.28	Scale ticket	0	190.28

NA

HRS:

NA

**TESTS PERFORMED:** None**PHONE LOG:**

11:05 Phone call from Tim Stone to Roger Anderson. Set up time to observe contractor layout and confirm footprint of rip rap placement area.

14:10 Phone call from Tim Stone to Bruce Craven. Discuss Kinder Morgan train operation schedule for upcoming days. Current schedule: operation to begin at 17:00 on 10/5; resuming at 07:00 on 10/6 (Wednesday) with possible downtime after 12:00 on 10/6; and full operation day on 10/7 (Thursday). Tentatively no operations on 10/8 (Friday).

**SITE PHOTOS/VIDEOS TAKEN:**

(attached below)

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

1- Class 700 rip rap import unloading to slope

2- Top-of-bank stockpile of Class 700 and select fill

3- In place base layer of Class 700

4- End-of-day Class 700 placement progress

\*other photos of construction activities available but not attached to this document.

None



INSPECTOR	Timothy J. Stone	HRS	10.0	DATE	10/5/10
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(signature on hardcopy)

PHOTO 1



PHOTO 2





PHOTO 3







PHOTO 4







<b>PROJECT</b>	Terminal 4, Wheeler Bay Bank Repairs			<b>CONTRACT NO.</b>	10D015/820027			
<b>CONTRACTOR</b>	Northwest Earthmovers			<b>SUPERINTENDENT</b>	Carl Johnson (NEI)			
<b>DAY OF WEEK &amp; DATE:</b>	<b>Wednesday, October 6, 2010</b>			<b>REPORT NO.</b>	<b>4</b>			
<b>WEATHER</b>	Clear, Northwest wind 5-15 mph			<b>TEMPERATURE</b>	L:60 H:80 degrees F			
<b>NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:</b>			<b>MAJOR EQUIPMENT ON JOB (Size/capacity and hours):</b>					
<b>Construction Activities:</b> 1-superintendent/equipment operator 1-operator/laborer			1-Ford Service truck (OR 512701)/10 hours 1-Chevrolet HD pickup (OR XZC998)/8 hours 1-Hitachi 160LC Excavator (N833)/10 hours 1-Cat IT28G (N710)/10 hours 4-steel plates (8' x 16')/10 hours					
<b><u>CHRONOLOGICAL ACCOUNT OF DAY'S WORK:</u></b>								
07:00 NEI(1), AQ/POP(1), and PMX(1) staff on site  07:00- 07:30 mobilize HITACHI 160LC down slope to work area  NEI continues placing rip rap base layer beginning at approximately station 0+75  NEI transferring select fill from stockpile at top of slope with loader to excavator and bottom of slope; and placing select fill base layer at upgradient extent of rip rap base layer beginning at approximately station 0+00 (Photo 1)  08:30- 09:30 Jeff Hargens (NEI) on site to walk construction footprint layout and confirm design objectives.  09:30 NEI operator/laborer on site  10:00 NEI continues transferring select fill from stockpile at top of slope to excavator at toe of slope Excavator at toe of slope and placing select fill at upgradient extent of rip rap base layer (Photo 3).  11:30 NEI begins receiving CL 700 import (single truck on approx. 1.5-hour rounds).  12:00 NEI lunch break  NEI has completed placement of rip rap base layer from approximately station 0-30 to 1+00  NEI has completed placement of select fill filter layer at upgradient edge of rip rap base layer from approximately station 0+00 to 1+00  12:30 NEI receives delivery of 1 steel sheet (8' x 16')  12:30 NEI moving CL 700 from stockpile at top of slope to base of slope.  NEI begins moving rip rap to 0+00 and begins building rip rap slope to grade including approx. 2' bench at elevation 16.5 feet which overlies select fill base layer. NEI using laser level to verify elevation as slope is constructed.								



NEI will need to place base layer of select fill at transition to existing slope (station 0-30 to 0+00) before placing rip rap to complete the transition (Photo 2).

12:30 Continuing to receive CL 700 imports.

16:00 NEI operator/laborer off site  
EPA oversight (PMX) off site

16:45 NEI moves excavator to top of slope.

17:00 NEI superintendent/operator off site  
AQ/POP inspector off site

**Summary of contractor progress:**

Rip rap base layer completed from approximately station 0-30 to 1+25

Select fill base layer completed from approximately station 0+00 to 1+25

Rip rap slope and 2-foot bench at elevation 16.5 completed from approximately station 0+00 to 1+00

**Persons on site 10/6/10:**

Tim Stone(AQ/POP), Carl Johnson (NEI), Jeff Hargens (NEI), Truck Driver (NEI), Operator/laborer (NEI),1-truck driver(CEMEX), Ingmar Saul (PMX), John Durst (POP), Tom Peterson (POP), Philipp Bales (POP)

**Material delivery summary as of 10/6/10 (end-of-day):**

	Delivered 10/6 (tons)	Delivery Verification Method	Preceding Delivered Total (tons)	Total Delivered for Project (tons)
Select Fill	0	Scale ticket	98.86	98.86
Class 700 RR	59.22	Scale ticket	190.28	249.50

	NA	HRS:	NA
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**TESTS PERFORMED:** None

**PHONE LOG:**

16:00 Tim Stone to Bruce Craven. Coordinate logistics of moving rock imports across tracks during train operation on 10/7/10.

**SITE PHOTOS/VIDEOS TAKEN:**

(attached below)

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

- 1- placement of select fill base layer
- 2- transition to existing grade from approx. station 0+00 to 0-30
- 3- base layer of select fill placed upgradient of base layer of rip rap
- 4- rip rap slope and 2-foot bench constructed to

None



elevation 16.5					
*other photos of construction activities available but not attached to this document. Photos will be transmitted to Mary Green and she will make them available on the Port system.					
INSPECTOR	Timothy J. Stone	HRS	10.0	DATE	10/5/10

(signature on hardcopy)

PHOTO 1







PHOTO 2



PHOTO 3





PHOTO 4







<b>PROJECT</b>	Terminal 4, Wheeler Bay Bank Repairs			<b>CONTRACT NO.</b>	10D015/820027			
<b>CONTRACTOR</b>	Northwest Earthmovers			<b>SUPERINTENDENT</b>	Carl Johnson (NEI)			
<b>DAY OF WEEK &amp; DATE:</b>	Thursday, October 7, 2010			<b>REPORT NO.</b>	5			
<b>WEATHER</b>	Clear, Southeast wind 5-15 mph			<b>TEMPERATURE</b>	L:58 H:70 degrees F			
<b>NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:</b>			<b>MAJOR EQUIPMENT ON JOB (Size/capacity and hours):</b>					
<b>Construction Activities:</b> 1-superintendent/equipment operator 1-operator/laborer			1-Ford Service truck (OR 512701)/10 hours 1-Chevrolet HD pickup (OR XZC998)/10 hours 1-Hitachi 160LC Excavator (N833)/10 hours 1-Cat IT28G (N710)/10 hours 4-steel plates (8' x 16')/10 hours					
<b><u>CHRONOLOGICAL ACCOUNT OF DAY'S WORK:</u></b>								
07:00 NEI(2), AQ/POP(1), and PMX(1) staff on site								
07:15 Tim Stone contacts Jim Farrell (KM) to coordinate import-truck crossings at the rail during KM active operations NEI begins placing base layer of select fill from approximately station 0+00 to 0-30 and creating transition to existing shoreline								
07:30 NEI moving stockpile material down slope with loader and transferring to excavator for placement Placing rip rap from approximately 0+00 to 0-30 to meet grade at transition to existing shoreline (Photo 1) Tim Stone coordinates with KM foreman to facilitate crossing of rails with import material during KM operations								
08:00 NEI begins receiving imports from CEMEX (select fill and CL 700) NEI continues moving material down slope and placing with excavator NEI placing rip rap from 0+00 to 1+00 to complete a continuous grade in the rip rap surface—filling voids and bellies that remained after building rip rap to design grade								
09:00-								
12:30 NEI continuing construction of rip rap to finish grade beginning at 1+00 moving toward KM terminal NEI placing base layer of rip rap and base layer of select fill from 1+25 to 2+00								
12:30 NEI lunch break								
13:00-								
16:00 NEI continues placing rip rap to grade from 1+00 to 2+00 NEI placing select fill upgradient of 2-foot rip rap bench at elevation 16.5 NEI continues receiving imports of select fill and CL 700 rip rap								
15:30 EPA oversight (PMX) off site								
16:00 Jeff Hargens on site—observe site progress with Tim Stone and Carl Johnson								
16:30 NEI moves excavator to top of slope and to staging area.								
17:00 NEI project manager(1), superintendent/operator(1), and operator/laborer(1) off site AQ/POP inspector off site								
<b><u>Summary of contractor progress:</u></b>								
Rip rap base layer completed from approximately station 0-30 to 2+00								
Select fill base layer completed from approximately station 0-30 to 2+00								



Rip rap slope and 2-foot bench at elevation 16.5 completed from approximately station 0-30 to 2+00  
 Select fill layer upgradient of 2-foot rip rap bench completed from approximately station 0-30 to 2+00

**Persons on site 10/7/10:**

Tim Stone(AQ/POP), Carl Johnson (NEI), Jeff Hargens (NEI), Operator/laborer (NEI), 4-truck drivers(CEMEX), Ingmar Saul (PMX), John Durst (POP), Loralie Sinnen (POP)

**Material delivery summary as of 10/7/10 (end-of-day):**

	Delivered 10/7 (tons)	Delivery Verification Method	Preceding Delivered Total (tons)	Total Delivered for Project (tons)
Select Fill	64.02	Scale ticket	98.86	162.88
Class 700 RR	177.98	Scale ticket	249.50	427.48

NA

HRS:

NA

**TESTS PERFORMED:** None**PHONE LOG:**

16:00 Tim Stone to Jim Farrell (KM). Coordinate logistics of moving rock imports across tracks during train operation on 10/7/10.

**SITE PHOTOS/VIDEOS TAKEN:**

(attached below)

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

None

1- placed rip rap from 0-30 to 0+00 at transition to existing grade

2- placed select fill above rip rap from 0-30 to 0+00 at transition to existing grade

3- placing select fill above rip rap at approximately station 1+50

4- condition placed rip rap and select fill from approximately station 0+75 to 0-30

\*other photos of construction activities available but not attached to this document. Photos will be transmitted to Mary Green and she will make them available on the Port system.

INSPECTOR	Timothy J. Stone	HRS	10.0	DATE	10/7/10

(signature on hardcopy)





PHOTO 1



PHOTO 2





PHOTO 3



PHOTO 4





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**ATTACHMENT B**  
**NEI DAILY CONSTRUCTION AND QUALITY CONTROL REPORTS**

Form designed by TRC, 1-29-97, SBMTLTRX.XLS

<b>Submittal Type:</b> <input checked="" type="checkbox"/> One <input type="checkbox"/> Material Description <input type="checkbox"/> Shop Drawing <input type="checkbox"/> O&M Manual <input checked="" type="checkbox"/> Specification <input type="checkbox"/> Calculations <input type="checkbox"/> Warranty <input type="checkbox"/> Change Order <input type="checkbox"/> Other _____	<b>Submittal No.</b>	<b>Port Project Name</b>		<b>Port Business Unit:</b>	<b>Port EAN</b>	 <b>Port of Portland</b>
	11.0	Terminal 4 Wheeler Bay Bank Repairs		820027	2010D015	
	<b>Submitted By (name of person)</b>		<b>General Contractor</b>		<b>Contractor Job No.</b>	
	Philip Hansen (Estimating Dept.)		Northwest Earthmovers, Inc.		#1019	
	<b>Port Drawing Reference</b>		Sub-Contractor:			
	<b>Drawing No.</b>	<b>Sht. No.</b>	<b>Material Supplier:</b>			
			<b>Primary Consultant</b>			
			Anchor QEA			



Transmittal Routing ("From" > "To")	Copies	Attention (destination name)	Date Sent	Date Rec'd	Date Due
Contractor > Port Const.	1	John Durst	10/4/10		
Port Const. > Consultant		Roger Anderson			
Consultant > Sub-Consultant		Anchor QEA			
Sub-Consultant > Consultant					
Consultant > Port Engineering					
Port Const. > Port Engineering		Roger Anderson			
Consultant > Port Const.					
Port Engineering > Port Const.		John Durst			
Port Const. > Contractor		Northwest Earthmovers			
Port Const. > TRC		TRC Specialist			

[illegible]

CONTRACTOR/CONSULTANT NOTES: (submitted electronically per job site meeting 10/4 direction)	TRC USE ONLY		PORT NOTES:		SUBJECT TO ALL CONTRACT REQUIREMENTS A = PROCEED B = CORRECT AS NOTED & PROCEED C = REVISE AND RESUBMIT INFO = FOR INFORMATION ONLY
			<input type="checkbox"/> File		
			<input type="checkbox"/> Tim Stone		
	Date Rec'd At TRC:		<input type="checkbox"/>		
	Index No:				
	Document Quality:				
	OK	Resubmit			



Job Name: T4 Wheeler Bay Bank Repair Contract #87460 NEI Job # 1019  
Date: 10/1/10 Weather: Cloudy

NEI Job # 1019

Weather: Cloudy

ii) INSTALLED  
IN GOOD  
CONDITION

Other: None

Sick or Injured Endangereed Species: None

Harbor Water Observation: 1205 mg/l

Machine	Visible Leaks?	Repairs ?	Comments
N 833 Hit. 160	None	None	Was delivered today, we didn't use

☐ Airborne Dust / Contaminants      ☐ Spilled Material  
☐ Disturbance of Demarcation Layer      ☐ Equipment Lock out / Tag out

Tim Stone met with Kinder Morgan and we can only cross R/R tracks between non-working hours, I talked to Mr. Hargens and he said it would be discussed at Mondays meeting

I FOLLOWED UP WITH TIM AND JANE  
BY PHONE IN THE AFTERNOON

[illegible]

### 6 Work Performed (Description & Quality Observations):

Describe work Performed: Orientation meeting, and  
we install by hand 370' of orange silt fence

Quantity  
OK

## Measurement Worksheet

This image shows a full page of blank graph paper. The grid consists of small, equal-sized squares formed by thin black lines. There are approximately 20 columns and 20 rows of squares across the entire page. The background is white, and the lines are evenly spaced both horizontally and vertically.

## 7 Material Volumes & Quantities: (& Quality Observations)

370 orange silt fence

**8 Non-Conformance Identified & Corrective Action:**

Materials: None

Workmanship: None

Prepared By:

09

REMOVED 10/4/10  
[Signature]

## Daily Construction & Quality Control

Job Name: T4 Wheeler Bay Bank Repair

Contract #87460

NEI Job # 1019

Date: 10/4/10

Weather: Cloudy, some lite shower PM

**1 Inspection of Erosion Control:** (state condition & describe any maintenance steps taken)

Silt Fence: Good ✓

Construction Entrance: Not need at this time

Other: None

**2 Inspection of Site:** (state condition & describe any maintenance steps taken)

Sick or Injured Endangereed Species: None

Harbor Water Observation: Normal ✓

**3 Equipment Inspection:**

Machine	Visible Leaks?	Repairs ?	Comments
N833 Hit-160	None	None	running good ✓

**4 Hazard Conditions:** None

- ☐ Airborne Dust / Contaminants  
☐ Disturbance of Demarcation Layer

☐ Spilled Material  
☐ Equipment Lock out / Tag out

**5 Communications w/ Visitors, Inspectors, or Subs:**

I asked Tim & Kelly if we could place woody debris below silt fence they said we should keep it in work area and we did

Tim & Ingmar were on site all day they looked at existing rip-rap and said it looked OK for new rip-rap placement

We will start hauling select fill & rip-rap tomorrow, Kinder Morgan's train will be shut down

LABOR			EQUIPMENT		
Description	Activity	Hrs	Description	Activity	Hrs
Mike Madison	remove chains trees	1 1/2	N833 Hit. 160	remove wood & fish	mix 2 1/2
" "	Obtain escort card	1			
Carl Johnson	Obtain escort card	1	N833 Hit. 160	removed wood & fish	5 1/2
" "	Monday Portmeeting	1 1/2		fish mix	



### 6 Work Performed (Description & Quality Observations):

Describe work Performed: We removed wood debris, cut chains  
on log bundles, we cleaned off fish mix preparing existing  
rip-rap for new placement of rock

## Measurement Worksheet

This image shows a full page of blank graph paper. The grid consists of small, equal-sized squares formed by thin black lines. There are 20 columns and 20 rows of squares, creating a total of 400 square units. The paper is otherwise completely empty, with no margins, text, or other markings.

## 7 Material Volumes & Quantities: (& Quality Observations)

None

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**8 Non-Conformance Identified & Corrective Action:**

Materials: *None*

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Workmanship:

\_\_\_\_\_

Prepared By:



Revised  
All

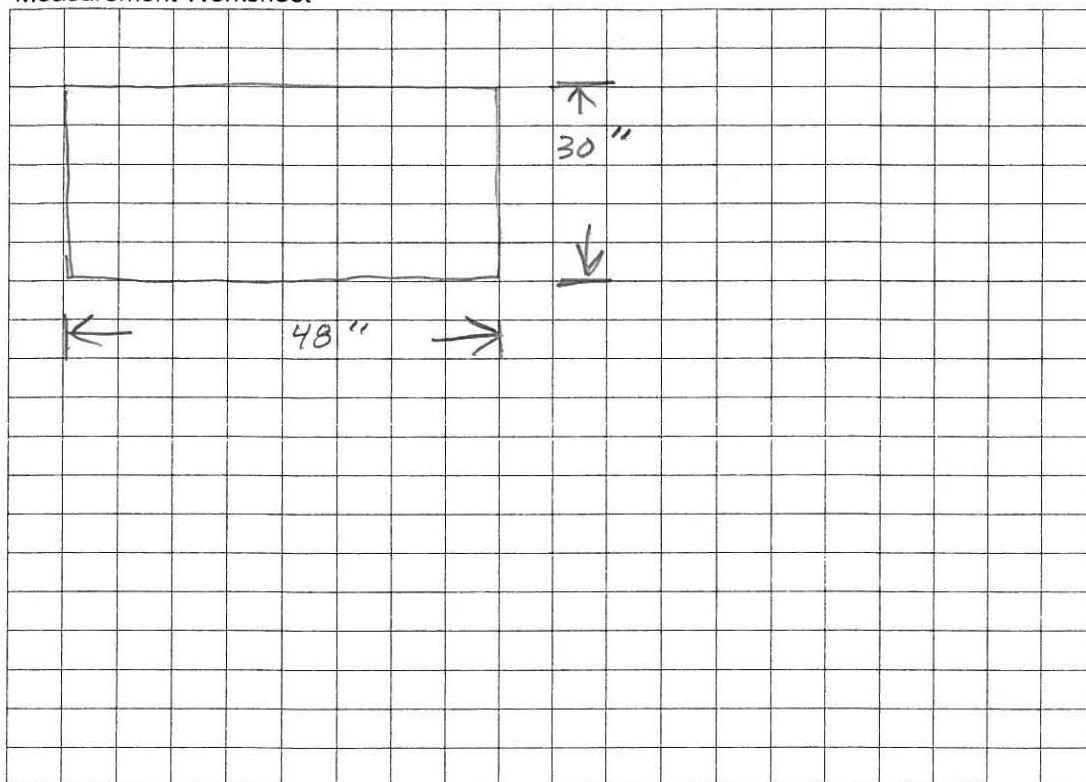


## 6 Work Performed (Description & Quality Observations):

Describe work Performed: We started receiving rock from Cemex, we started packing & placing rip-rap at Warhead, we placed steel sheets on slope where dump rip-rap, and repair small demarcation section

Measurement Worksheet

Demarcation  
Repair



## 7 Material Volumes & Quantities: (& Quality Observations)

3 transfer lds delivered by Cemex 98.86 total tons of Select fill  
13 solo lds delivered by Cemex 190.28 total tons of Class 700 rip-rap

No rock delivery tomorrow Kinder Morgan are running the train

## 8 Non-Conformance Identified & Corrective Action:

Materials: None

Workmanship: None

Prepared By: CJ

Reviewed

LDH



## Daily Construction & Quality Control

Job Name: T4 Wheeler Bay Bank Repair

Contract #87460

NEI Job # 1019

Date: 10/6/10

Weather: Sunny

### 1 Inspection of Erosion Control: (state condition & describe any maintenance steps taken)

Silt Fence: Good ✓

Construction Entrance: Not needed

Other: None

### 2 Inspection of Site: (state condition & describe any maintenance steps taken)

Sick or Injured Endangered Species: None ✓

Harbor Water Observation: Normal

### 3 Equipment Inspection:

Machine	Visible Leaks?	Repairs ?	Comments
NB33 Hit. 160	None	None	running normal ✓
N710 CAT It 28	None	None	running normal ✓

### 4 Hazard Conditions: None

- ☐ Airborne Dust / Contaminants  
☐ Disturbance of Demarcation Layer

- ☐ Spilled Material  
☐ Equipment Lock out / Tag out

### 5 Communications w/ Visitors, Inspectors, or Subs:

Tim Sr & Jeff H. & I talked about building full rip-rap & select fill section to - 20, and we talked about rip-rap & select fill overrun to make work area look like cross sections

LABOR			EQUIPMENT		
Description	Activity	Hrs	Description	Activity	Hrs
Mike Madison	✓ grade rip-rap	1	N710 CAT It 28	pack rip-rap	3 1/2
" "			" " " "	pack select fill	1
Carl Johnson			NB33 Hit. 160	place rip-rap	7 1/2
" "			" " " "	place select fill	1

### 6 Work Performed (Description & Quality Observations):

Describe work Performed: We packed & placed rip-rap & select fill. We placed 1 more steel sheet on dumping slope, we had 1 solo hauling rip-rap  $\frac{1}{2}$  day train was shut down from 11:30 on

## Measurement Worksheet

[illegible]

### 7 Material Volumes & Quantities: (& Quality Observations)

4 solo lds rip-rap delivered by Cemex 59.22 total tons

### 8 Non-Conformance Identified & Corrective Action:

Materials: Name

Workmanship: None

Prepared By:

9

## Daily Construction & Quality Control

Job Name: T4 Wheeler Bay Bank Repair

Contract #87460

NEI Job # 1019

Date: 10/7/10

Weather: Cloudy

**1 Inspection of Erosion Control:** (state condition & describe any maintenance steps taken)

Silt Fence: Good ✓

Construction Entrance: Not needed

Other: None

**2 Inspection of Site:** (state condition & describe any maintenance steps taken)

Sick or Injured Endangered Species: None ✓

Harbor Water Observation: Normal ✓

**3 Equipment Inspection:**

Machine	Visible Leaks?	Repairs ?	Comments
NB33 Hit. 160	<u>None</u>	<u>None</u>	<u>running good</u> ✓
N710 CAT IT2B	<u>None</u>	<u>None</u>	<u>running good</u> ✓

**4 Hazard Conditions:** None

- ☐ Airborne Dust / Contaminants  
☐ Disturbance of Demarcation Layer

- ☐ Spilled Material  
☐ Equipment Lock out / Tag out

**5 Communications w/ Visitors, Inspectors, or Subs:**

Tim S. & Ingmar were onsite all day

TALKED TO TIM S. AND INGMAR THAT WE  
WOULD NOT BE WORKING FRIDAY AND MONDAY  
WAITING FOR TOPSOIL APPROVAL AND/OR ADOPT  
MATERIAL.

LABOR			EQUIPMENT		
Description	Activity	Hrs	Description	Activity	Hrs
Mike Madison	✓ grade, shovel select	1	N710 CAT IT2B	pack select fill	2
	escort Rock truck	1	" " " "	pack rip-rap	5
Carl Johnson			NB33 Hit. 160	place & pack rip-rap	6
" "			" " "	place & pack select	3



### 6 Work Performed (Description & Quality Observations):

Describe work Performed: Placed & pack rip-rap & select fills, ✓  
grade top of rip-rap at 16<sup>50</sup>, and placed approx. 12" of  
select fill on back side of rip-rap

## Measurement Worksheet

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### 7 Material Volumes & Quantities: (& Quality Observations)

12 solo 1ds rip-rap delivered by Cemex 177.98 total tons  
2 Transfer 1ds select fill delivered by Cemex 64.02 total tons

**8 Non-Conformance Identified & Corrective Action:**

Materials: *None*

Workmanship: None

Prepared By:

Reviewed  
Lad