

DAILY OBSERVATION REPORT

Job No.: 415-2328-007 Phase: 003C Task: RQ01 Report No. 1
Project: Wheeler Bay Shoreline Stabilization Slope Repair
Owner: Port of Portland Page 1 of 1
Contractor: Northwest Earthmovers, Inc. Date: October 1, 2010
Contractor's Rep./Title: Jeff Hargens, Project Manager Day: Friday
Weather A.M.: 60 °F P.M.: 70 °F Site Conditions: (**Good**) (Fair) (Poor) Overcast, dry, slight breeze, warm

Location and Type of Work: Terminal 4, Wheeler Bay

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):

Carl Johnsen, NEI

Mike Madison, NEI

1-Hitachi 160 Track hoe, 2-NEI work trucks

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):

Installed sediment fence and no new work were started.

Work Completed:

Completed installing sediment fence along shore line.

Discrepancies Noted: (Nonconformance Report #____)

Discussions with Contractor (include orders given and received):

Possible issue with Kinder Morgan's rail line and in use working hours of that line may effect NEI's ability of crossing the

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress—Description (include Extra Work Report Form):

Items for Office Action:

Visitors: John Durst, POP; stopped by the site.

Notes:

Onsite for start up safety meeting; Roger Anderson, POP; Kelly Madalinski, POP; Sheila McConnel, PMX; Ingmar Saul, PMX; Tim Stone, Anchor; Philip Hansen, NEI; Jeff Hargens, NEI; Carl Johnsen, NEI; Mike Madison, NEI;

Ingmar Saul, R.G.

Signature

Daily Observation Report



Onsite field meeting after tailgate safety meeting.



Installation of sediment fence.



Delivery of Hitachi 160 track hoe to the site.



Overview of work area.

DAILY OBSERVATION REPORT

Job No.:	415-2328-007	Phase:	003C	Task:	RQ01	Report No.	2
Project:	Wheeler Bay Shoreline Stabilization Slope Repair						
Owner:	Port of Portland					Page	1 of 1
Contractor:	Northwest Earthmovers, Inc.					Date:	October 4, 2010
Contractor's Rep./Title:	Jeff Hargens, Project Manager					Day:	Monday
Weather A.M.:	55	°F	P.M.:	65	°F	Site Conditions: (Good) (Fair) (Poor)	
						Overcast, partly sunny, drizzly, cool	

Location and Type of Work: Terminal 4, Wheeler Bay

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 Carl Johnson, NEI
 Mike Madison, NEI
 1-Hitachi 160 Track hoe, 2-NEI work trucks

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):
 No new work was started.

Work Completed:
 Completed removing all woody debris out of work area, removed existing habitat layer and exposing underlying rip rap.

Discrepancies Noted: (Nonconformance Report #____)

Discussions with Contractor (include orders given and received):
 Kinder Morgan will not be operating the rail line tomorrow so NEI will be bringing in half of the required rip rap and some select fill.

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress—Description (include Extra Work Report Form):

Items for Office Action:

Visitors: Kelly Madalinski, POP; stopped by the site. Jeff Hargens, NEI; stopped by the site after contractors meeting.
 Tim Stone on site as Port Inspector.

Notes:

 Weekly construction meeting; Roger Anderson, POP; Kelly Madalinski, POP; John Durst, POP; Marcel Hermans, POP; Ingmar Saul, PMX; Tim Stone, Anchor; John Verduin, Anchor, by phone.

Ingmar Saul, R.G.

Signature

Daily Observation Report



Moving track hoe down existing grade to work area.



Removing woody debris out of work area.



Cutting and removing woody debris anchor chains.



Removing habitat layer and exposing underlying rip rap.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>3</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 5, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Tuesday</u>		
Weather A.M.: <u>50</u> °F	P.M.: <u>68</u> °F	Site Conditions: (Good) (Fair) (Poor)	
Overcast-Sunny, Dry, slight breeze, no dust			
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):			
Carl Johnson, NEI 1-Hitachi 160 track hoe			
Tim Stone, Anchor, Port Inspector 1-CAT IT28G front loader			
3-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):			
Moving delivered rip rap to work area from 0-30 to 0+75, approximately.			
Work Completed:			
13 loads of rip rap were delivered to the site (total of 190.28 tons)			
3 loads of select fill was delivered by truck and transfer (total of 6 loads and 97 tons)			
Repaired demarcation fencing where it had been washed away or torn.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors:			
Jeff Hargens, NEI.			
Notes:			
Kinder Morgan will be back to work tomorrow and using the rail line.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Repairing demarcation fencing.



Delivery of select fill material.



Delivery of rip rap material.



Steel sheets were placed on existing grade to keep it from being torn apart when the rip rap is being delivered.

Daily Observation Report



Delivery of rip rap onto steel sheets.



New piece of equipment brought to the site.



Initial placement of rip rap from 0+30 to 0+75.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>4</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 6, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Wednesday</u>		
Weather A.M.: <u>55</u> °F	P.M.: <u>70</u> °F	Site Conditions: (Good) (Fair) (Poor) <u>Clear, Sunny, Dry,</u>	
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment): Carl Johnson, NEI 1-Hitachi 160 track hoe 2-NEI work trucks Mike Madison, NEI 1-CAT IT28G front loader Tim Stone, Anchor, Port Inspector 4-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions): Moving delivered rip rap to work area from 0+75 to 1+35, approximately. Moving select fill to work area, placing from 0-30 to 1+00, approximately. Placing rip rap on top of select fill.			
Work Completed: 4 loads of rip rap delivered (59.22 tons). NEI brought 1 additional steel sheet.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Jeff Hargens, NEI; John Durst, POP; Tom Peterson, POP; Philipp Bails, POP;			
Notes: Kinder Morgan finished loading their current ship by midmorning. The rail line was not being used for the rest of the day. NEI ordered trucks to deliver rip rap. Cemex was only able to send one truck but that truck made 4 trips.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Transferring the select fill from the loader to the track hoe for placement.



Placing the select fill above the rip rap as shown on the cross-section detail.



Placing the rip rap on top of the select fill as shown on the cross-section detail.



Checking rip rap elevation at 16.5 feet.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>5</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 7, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Thursday</u>		
Weather A.M.: <u>58</u> °F	P.M.: <u>68</u> °F	Site Conditions: (Good) (Fair) (Poor)	
<u>Overcast, Dry, Cool,</u>			
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment): Carl Johnson, NEI 1-Hitachi 160 track hoe 2-NEI work trucks Mike Madison, NEI 1-CAT IT28G front loader Tim Stone, Anchor, Port Inspector 4-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions): Moving delivered rip rap to work area from 1+35 to 2+25, approximately. Moving select fill to work area, placing from 1+00 to 2+25, approximately. Placing rip rap on top of select fill.			
Work Completed: 12 loads of rip rap delivered (177.98 tons). 4 loads of select fill delivered (truck and transfer) (64.02 tons).			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Jeff Hargens, NEI; Rodger Anderson, POP; John Durst, POP;			
Notes: Kinder Morgan should finish loading the current ship tonight or tomorrow. Then Kinder Morgan will be shut down while the Port is working on the dock.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Modified rip rap delivery shoot.



Completed rip rap from 0+00 to 0-30. Tying rip rap into existing rip rap.



Rip rap has been place to 2+25 and checking for elevation at 16.5 feet.



Rip rap and select fill has been completed to cross-section detail.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>6</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 11, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Monday</u>		
Weather A.M.: <u>50</u> °F	P.M.: <u>60</u> °F	Site Conditions: (Good) (Fair) (Poor)	
Dry, Partly Sunny.			

Location and Type of Work: T4 Wheeler Bay Shore Line Restoration

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 1-Hitachi 160 track hoe
 1-CAT IT28G front loader
 4-steel sheets

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):

Work Completed:
 No work crews worked Friday ,10/8, or Monday, 10/11.
 Regularly scheduled construction meeting took place at 1115 as a conference call.

Discussions with Contractor (include orders given and received):

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress–Description (include Extra Work Report Form):

Items for Office Action:

Visitors:

Notes:
 No work crews working. Waiting for top soil approval and delivery of large woody debris (logs).
 Attending weekly construction meeting by phone: John Durst, POP; Rodger Anderson, POP; Marcel Hermans, POP; Tim Stone, Anchor; Ken Fellows, PMX; Ingmar Saul, PMX;

Ingmar Saul, R.G.

Signature

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Job No.:	415-2328-007	Phase:	003C	Task:	RQ01	Report No.	7
Project:	Terminal 4 Wheeler Bay Shore Line Restoration						
Owner:	Port of Portland					Page	1 of 1
Contractor:	Northwest Earthmovers Inc.					Date:	October 13, 2010
Contractor's Rep./Title:	Jeff Hargens, Project Manager					Day:	Wednesday
Weather A.M.:	45 °F	P.M.:	70 °F	Site Conditions: (Good) (Fair) (Poor)		Sunny, Dry, Slight Breeze	
Location and Type of Work: T4 Wheeler Bay Shore Line Restoration							
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):							
Carl Johnson, NEI		1-Hitachi 160 track hoe		1-NEI work trucks			
		1-CAT IT28G front loader					
Tim Stone, Anchor, Port Inspector		4-steel sheets					
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):							
No work crews working on Tuesday 10/12.							
Placed large woody debris end to end from 3+50 to 6+70, approximately.							
Work Completed:							
Two loads of large woody debris were delivered to the site for a total of 10 logs.							
Placed survey steaks from 3+00 to 7+00, approximately, at the 15 ft elevation.							
Removed salvaged driftwood from work area from 3+00 to 7+00, approximately.							
Removed the habitat layer exposing the former rip rap from 2+60 to 3+15, approximately.							
Discussions with Contractor (include orders given and received):							
The 300 ft chain that was delivered was galvanized contractor checking submittal for approved product. Chain will have to be replaced with a non-galvanized chain.							
Discussed anchor detail of large woody debris and placement of stainless steal cable and swagged end in relation to the ground surface.							
Any Cause for Dispute, Change Orders, or Delays, and Reasons:							
Extra Work in Progress—Description (include Extra Work Report Form):							
Items for Office Action:							
Visitors:							
Jeff Hargens, NEI; and Philipp Bails, POP;							
Notes:							
Kinder Morgan is shut down this week while the Port is working on their pier.							
No work crews worked on Tuesday, 10/12.							
300 ft of ¾ inch chain was delivered, but it is galvanized, it will need to be exchanged with non-galvanized.							
68 anchors and all related items were brought out to the site by NEI.							

Ingmar Saul, R.G.

Signature

Daily Observation Report



Delivery of large woody debris (LWD).



Cleared away exiting driftwood from work area, approximately 3+00 to 7+00.



Removing habitat layer and exposing existing riprap at approximately 2+60 to 3+20.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>8</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 14, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Thursday</u>		
Weather A.M.: <u>48</u> °F	P.M.: <u>67</u> °F	Site Conditions: (Good) (Fair) (Poor)	
Foggy, Sunny, Dry,			
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):			
Carl Johnson, NEI	1-Hitachi 160 track hoe	1-NEI work truck	
Mike Madison, NEI	1-CAT IT28G front loader	1-end dump	
Tim Stone, Anchor, Port Inspector	4-steel sheets		
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):			
Tried installing the first large woody debris anchors but the method that NEI was using did not work. NEI will have a new method of installation tomorrow.			
Work Completed:			
Two loads of large woody debris were delivered to the site for a total of 8 logs.			
9 rolls of Coir Fabric were delivered to the site.			
Exchanged the Hitachi 160 track hoe out the sample model Hitachi 160 track hoe. The new track hoe can be fitted with the hoe compaction plate. The compaction plate is how the anchors will be driven into the ground.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors:			
Notes:			
NEI will be working tomorrow. They plan on delivering more large woody debris and installing anchors.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Exchanging track hoes with one that can be fitted with a hoe pack (compacting plate).



Welding a piece of pipe to the bottom of the hoe pack. This is how NEI will install the anchors for the large woody debris.



Installing the first anchor for the large woody debris.



Looking south, from the site, to the St. Johns Bridge in the early morning.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>9</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 15, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Friday</u>		
Weather A.M.: <u>48</u> °F	P.M.: <u>65</u> °F	Site Conditions: (Good) (Fair) (Poor)	
		<u>Foggy, Sunny, Wet, Slight Breeze</u>	

Location and Type of Work: T4 Wheeler Bay Shore Line Restoration

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 Carl Johnson, NEI 1-Hitachi 160 track hoe 1-NEI work truck
 Mike Madison, NEI 1-CAT IT28G front loader 1-end dump
 Tim Stone, Anchor, Port Inspector 4-steel sheets

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):
 The solid steal 2 inch rod that was used to drive the anchors into the ground was not strong enough to keep from bending and only one anchor was driven before the rod bent. What NEI will do know is drive a pilot hole first before driving the anchor into the ground. NEI fabricated a 3 inch pilot hole rod at the site. After driving the first pilot hole the weld holding the pilot hole rod broke on the hoe pack and no more anchors could be set. NEI will redesign the welds on the hoe pack over the weekend and be ready to go on Monday.

Work Completed:
 2 loads of large woody debris were delivered to the site for a total of 11 logs. The total number of logs delivered to the site is 29.

Discussions with Contractor (include orders given and received):

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress—Description (include Extra Work Report Form):

Items for Office Action:

Visitors:
 Jeff Hargens, NEI;

Notes:
 Rained last night.
 Work will start at 0730 on Monday since it is still dark at 0700.

Ingmar Saul, R.G.

Signature

Daily Observation Report



Two inch solid steel rod that will be used to drive the Manta Ray anchors into the ground.



The two inch steel rod fits into the Manta Ray anchor.



Driving the Manta Ray anchor and threaded rod into the ground.



The subsurface material was considerably denser in areas and while driving the Manta Ray anchor it bent the two inch steel rod.

Daily Observation Report



Fabricating a point on a three inch steel pipe. This pipe will be used to create a pilot hole for the Manta Ray anchor to be inserted into and then driven to the desired depth.



Driving pilot hole for the Manta Ray anchor.



All the large woody debris has now been delivered to the site.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>10</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 18, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Monday</u>		
Weather A.M.: <u>41</u> °F	P.M.: <u>65</u> °F	Site Conditions: (Good) (Fair) (Poor)	
		<u>Sunny, Dry, Slight Breeze</u>	

Location and Type of Work: T4 Wheeler Bay Shore Line Restoration

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 Carl Johnson, NEI 1-Hitachi 160 track hoe 2-NEI work truck
 Mike Madison, NEI 1-CAT IT28G front loader
 Tim Stone, Anchor, Port Inspector 4-steel sheets

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):
 NEI drove all pilot holes for the anchors being placed from approximately 3+00 to 7+00. Then they went back and drove the anchors for 5 of the large woody debris and installed the ¾ inch plain steel chain and fastened the chain to the ½ inch stainless steel cable, which is part of the anchor assembly, with a ¾ inch plain shackle. NEI bent the 2 inch solid steel rod that they are using to drive the anchors into the ground so a new steel rod will be fabricate for tomorrow.

Work Completed:

Discussions with Contractor (include orders given and received):

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress–Description (include Extra Work Report Form):

Items for Office Action:

Visitors:
 John Durst, POP; Marcel Hermans, POP; Jeff Hargens, NEI; Kelly Madalinski, POP;

Notes:

 Weekly construction meeting at 1115. Attending were John Durst, POP; Kelly Madalinski, POP; Tim Stone, Anchor; Ingmar Saul, PMX; on the phone where Ken Fellows, PMX; John Verduin, Anchor.

Ingmar Saul, R.G.

Signature

Daily Observation Report



Driving pilot holes for the Manta Ray anchors.



Driving the Manta Ray anchor through the pilot hole and into the ground.

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Setting the Manta Ray anchor by pulling on the stainless steel cable until.



Assembling the $\frac{3}{4}$ inch chain and shackle and fastening the stainless steel cable around the shackle.

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Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>11</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 19, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Tuesday</u>		
Weather A.M.: <u>53</u> °F	P.M.: <u>70</u> °F	Site Conditions: (Good) (Fair) (Poor) <u>Sunny, Dry,</u>	
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment): Carl Johnson, NEI 1-Hitachi 160 track hoe 1-NEI work truck Mike Madison, NEI 1-CAT IT28G front loader Tim Stone, Anchor, Port Inspector 4-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions): Laying coir fabric, staking, and stapling in place from approximately 0-10 to 2+25.			
Work Completed: Completed placement and anchoring of large woody debris from approximately 3+60 to 7+00.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Rodger Anderson, POP; Jeff Hargens, NEI; Sheila McConnell, PMX;			
Notes: Sheila McConnell, CIH, made a surprise site visit to check the health and safety procedures of the contractor. The contractor will not be working at the site tomorrow. Contractor is waiting for the approval of the top soil before heading back out to the site.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Continuing to drive Manta Ray anchors for large woody debris.



Measuring the large woody debris for accurate length of chain.

Daily Observation Report



Connecting the length of chain to the Manta Ray anchor via the stainless steel cable.



Large woody debris anchored at the 15 foot elevation.



Rolling out the coir fabric and staking into place.



Completed placement of the coir fabric from approximately 0-10 to 2+25.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>12</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 21, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Thursday</u>		
Weather A.M.: <u>50</u> °F	P.M.: <u>60</u> °F	Site Conditions: (Good) (Fair) (Poor) <u>Partly Sunny, Dry,</u>	
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment): Carl Johnson, NEI 1-Hitachi 160 track hoe 1-NEI work truck Mike Madison, NEI 1-CAT IT28G front loader Tim Stone, Anchor, Port Inspector 4-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions): Driving pilot holes for the Manta Ray anchors starting at 0-10 to 1+00. Completed 12 pilot holes.			
Work Completed: 2 truck and transfer loads of top soil were delivered for 50 yards. Completed coir fabric and topsoil repair from 3+50 to 7+00 at approximately the 16 foot elevation.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Jeff Hargens, NEI; John Howland, PMX; John Durst, POP; Philipp Bails, POP;			
Notes: The contractor did not work on Wednesday 10/20.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Delivery of top soil to the site.



Placement of top soil on existing scarp and coir fabric from approximately 0-10 to 12+25.



Placement of coir fabric and top soil to repair the damaged coir fabric from 3+50 to 7+00.



Driving pilot holes for Manta Ray anchors from 0-10 to 1+00.

DAILY OBSERVATION REPORT

Job No.:	415-2328-007	Phase:	003C	Task:	RQ01	Report No.	13
Project:	Wheeler Bay Shoreline Stabilization Slope Repair						
Owner:	Port of Portland				Page	1	of 1
Contractor:	Northwest Earthmovers				Date:	October 22, 2010	
Contractor's Rep./Title:	Jeff Hargens, Project Manager				Day:	Friday	
Weather A.M.:	53	°F	P.M.:	58	°F	Site Conditions: (Good) (Fair) (Poor)	Good

Location and Type of Work: Terminal 4, Wheeler Bay bank stabilization

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 Carl Johnson (NEI); Mike (NEI); Tim Stone (Anchor) 1 Hitachi 160 track hoe; 1 CAT IT28G front loader; 1 NEI support truck

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):
 NEI arrived onsite at about 06:30; performed maintenance on track hoe; finished maintenance and began work at approximately 07:45; Installed anchor bolts, staked and stapled fabric cover along down-slope side, and place large woody debris end to end north of the access road; completed work for the day at approximately 15:45.

Work Completed:
 Completed advancing anchor bolt pilot holes north of the access road; installed and set approximately 20 anchor bolts; installed wooden stakes and steel staples along down-slope site of fabric cover (NEI will complete staking and stapling after the large woody debris is placed and secured); positioned 5 logs and moved the rest for positioning on Monday.

Discrepancies Noted: (Nonconformance Report #_____)

Discussions with Contractor (include orders given and received):

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress--Description (include Extra Work Report Form):

Items for Office Action:

Visitors: Roger Anderson (POP); Jeff Hargens (NEI)

Notes:

John Howland, R.G.

Signature

Daily Observation Report



Driving Manta Ray anchors at approximately 0+00.



Placement of stakes into Coir fabric along 0+00 to 2+50.



Moving large woody debris in preparation for placement.



Placement of large woody debris along 0+00 to 2+50.

DAILY OBSERVATION REPORT

Job No.:	415-2328-007	Phase:	003C	Task:	RQ01	Report No.	14
Project:	Wheeler Bay Shoreline Stabilization Slope Repair						
Owner:	Port of Portland				Page	1 of 1	
Contractor:	Northwest Earthmovers				Date:	October 25, 2010	
Contractor's Rep./Title:	Jeff Hargens, Project Manager				Day:	Monday	
Weather A.M.:	48	°F	P.M.:	51	°F	Site Conditions: (Good) (Fair) (Poor)	Good

Location and Type of Work: Terminal 4, Wheeler Bay bank stabilization

Number and Classification of Contractors, Men, and Equipment (include condition of equipment):
 Carl Johnson (NEI); Mike (NEI); Tim Stone (Anchor) 1 Hitachi 160 track hoe; 1 CAT IT28G front loader; 1 NEI support
 Mike Roper/Jeremy Haines (NEI) truck
 John Casterly and 5-man crew (Casterly Landscaping) 1 landscapers support truck with horse trailer containing plants

Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):
 Began work at approximately 07:30; silt fence damaged over weekend due to heavy rain; continued driving wooden stakes into fabric; began chaining large woody debris to anchor bolts; landscaping crew arrived at about 10:30 and began planting at the south end of project; continued rip rapping; I left site at about 14:30.

Work Completed:
 Repaired silt fence, completed driving wooden stakes through fabric at north end of project; chained woody debris to anchor cables at north end of project; landscaping crew began planting plants at south end of project; NEI completed rip rap along base of access road between top of bank and shoreline, and placed select fill material above top edge of rip rap.

Discrepancies Noted: (Nonconformance Report #____)

Discussions with Contractor (include orders given and received):

Any Cause for Dispute, Change Orders, or Delays, and Reasons:

Extra Work in Progress—Description (include Extra Work Report Form):

Items for Office Action:

Visitors: Roger Anderson, Kelly Madalinski and Marcel Hermans (POP); Jeff Hargens (NEI)

Notes:

 Attended Monday construction meeting.

John Howland, R.G.

Signature

Daily Observation Report



Heavy rains brought runoff and sediment from the hillside down to the sediment fence.



Trail of runoff from the hillside.



Removing the excess sediment from next to the sediment fence.



Repaired and reinforced sediment fence for any future runoff.

Daily Observation Report



Using a gas powered hand held auger to dig the holes for the plants.



Newly planted trees above the large woody debris.



Completing riprap from approximately 2+50 to 2+80.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>15</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 26, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Tuesday</u>		
Weather A.M.: <u>52</u> °F	P.M.: <u>59</u> °F	Site Conditions: (Good) (Fair) (Poor) <u>Overcast, off & on drizzles, wet, muddy</u>	
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment): Carl Johnson, NEI 1-Hitachi 160 track hoe 1-NEI work truck Mike Madison, NEI 1-CAT IT28G front loader Casterly Landscaping - 6 man crew, 3 work trucks, 1 horse trailer Mike Roper, NEI Tim Stone, Anchor, Port Inspector 4-steel sheets			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions): Continuing to drive Manta Ray anchors, placing large woody debris, and chaining large woody debris to anchors. Landscapers are finishing planting all the trees from 0-10 to 2+50 and from 2+80 to 7+00. Placing salvaged driftwood downslope of anchored large woody debris from approximately 4+00 to 7+00.			
Work Completed: 1 truck and transfer loads of top soil were delivered for a total of 25 yards.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Jeff Hargens, NEI; Rodger Anderson, POP;			
Notes:			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Placing select fill and Coir fabric along the base of the access ramp.



Preparing Coir fabric for the planting of new trees.



Completed row of trees planted above the large woody debris.



Completed triangle section of large woody debris at approximately 0+30.

Daily Observation Report



Chains anchoring the large woody debris on the triangle configuration.



Placement of salvaged driftwood downslope of anchored large woody debris from approximately 4+00 to 7+00.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>16</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 27, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Wednesday</u>		
Weather A.M.: <u>52</u> °F	P.M.: <u>62</u> °F	Site Conditions: (Good) (Fair) (Poor)	
		<u>Partly Sunny, Dry, afternoon wind</u>	
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):			
Carl Johnson, NEI	1-Hitachi 160 track hoe	1-NEI work truck	
Mike Madison, NEI	1-CAT IT28G front loader		
Mike Roper, NEI	Tim Stone, Anchor, Port Inspector	4-steel sheets	
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):			
<p>Work Completed:</p> <p>Delivery of 2 rolls of Jute Mat arrived.</p> <p>Completed placement of habitat layer onto toe of newly installed riprap from approximately 0-10 to 2+80. Placement of salvaged driftwood at toe of riprap and downslope of anchored large woody debris, from approximately 0-10 to 7+00. Restored access ramp to original grade and added topsoil, coir fabric, jute mat, and sediment fencing.</p>			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress—Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors: Jeff Hargens, NEI;			
Notes:			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Removing sediment fencing.



Placing habitat layer at toe of newly placed riprap at approximately 0+80.



Removing track hoe from work area for the last time.



Placing Coir fabric on access ramp.

Daily Observation Report



Installing sediment fence on access ramp above Coir fabric.



Placing Jute Mat on access ramp from elevation 20 feet to top of slope.



Finishing restoration to access ramp at top of slope.



Over view of work area from 0-10 to 7+00.

DAILY OBSERVATION REPORT

Job No.: <u>415-2328-007</u>	Phase: <u>003C</u>	Task: <u>RQ01</u>	Report No. <u>17</u>
Project: <u>Terminal 4 Wheeler Bay Shore Line Restoration</u>			
Owner: <u>Port of Portland</u>	Page <u>1</u> of <u>1</u>		
Contractor: <u>Northwest Earthmovers Inc.</u>	Date: <u>October 28, 2010</u>		
Contractor's Rep./Title: <u>Jeff Hargens, Project Manager</u>	Day: <u>Thursday</u>		
Weather A.M.: <u>52</u> °F	P.M.: <u>62</u> °F	Site Conditions: (Good) (Fair) (Poor)	
Overcast, raining, cool, muddy,			
Location and Type of Work: <u>T4 Wheeler Bay Shore Line Restoration</u>			
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):			
Carl Johnson, NEI 1-NEI work truck			
Mike Madison, NEI 1-CAT IT28G front loader			
Tim Stone, Anchor, Port Inspector Casterly Landscaping – 6 man crew, 3-vehicles			
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):			
The Hitachi track hoe was removed from the site and the 4 steel sheets were removed from the site on Tuesday.			
Cleaning up beach from litter and debris.			
Work Completed:			
1 additional rolls of Jute Mat was delivered.			
2 loads of bark dust were delivered for a total of 50 cubic yards. The bark dust was applied from 0-10 to 7+00 and between the elevations of 15 and 20 feet, approximately, with a minimum depth of 4 inches.			
Landscapers finished planting the remainder of the trees in the access ramp area.			
An additional 50 feet of chain was delivered to finish chaining the large woody debris to the anchors.			
Discussions with Contractor (include orders given and received):			
Any Cause for Dispute, Change Orders, or Delays, and Reasons:			
Extra Work in Progress–Description (include Extra Work Report Form):			
Items for Office Action:			
Visitors:			
Jeff Hargens, NEI; Ken Fellows, PMX; Kelly Madalinski; POP;			
Notes:			
Ken Fellows was on site to perform the final inspection for EPA.			

Ingmar Saul, R.G.

Signature

Daily Observation Report



Landscapers preparing access ramp for planting trees.



Trees planted on the lower section of the access ramp.



Top section of access ramp planted with trees.



Bark dust being applied to existing and newly planted trees between 15 and 20 foot elevation.

Daily Observation Report



Newly planted trees and applied bark dust on the access ramp.

DAILY OBSERVATION REPORT

Job No.:	415-2328-007	Phase:	003C	Task:	RQ01	Report No.	18
Project:	Terminal 4 Wheeler Bay Shore Line Restoration						
Owner:	Port of Portland					Page	1 of 1
Contractor:	Northwest Earthmovers Inc.					Date:	October 29, 2010
Contractor's Rep./Title:	Jeff Hargens, Project Manager					Day:	Friday
Weather A.M.:	45	°F	P.M.:	55	°F	Site Conditions: (Good) (Fair) (Poor)	
						Overcast, foggy, cool, muddy, wet	
Location and Type of Work: T4 Wheeler Bay Shore Line Restoration							
Number and Classification of Contractors, Men, and Equipment (include condition of equipment):							
Carl Johnson, NEI 1-NEI work truck							
1-CAT IT28G front loader							
Tim Stone, Anchor, Port Inspector							
Work in Progress (include report of operations, materials received and condition, work start/stop time, and any unusual conditions):							
Delivery of 18 lbs of grass seed for hydro seeding the access ramp.							
Work Completed:							
Completed hydroseeding access ramp.							
The CAT IT28G front loader was removed from the site and all other equipment and supplies.							
Discussions with Contractor (include orders given and received):							
Any Cause for Dispute, Change Orders, or Delays, and Reasons:							
Extra Work in Progress—Description (include Extra Work Report Form):							
Items for Office Action:							
Visitors:							
Jeff Hargens, NEI; Kelly Madalinski; POP; Rodger Anderson, POP; Lyel Larsen, POP; Philip Hansen, NEI;							
Notes:							
The Port performed their final inspection of the job site with the contractor.							

Ingmar Saul, R.G.

Signature

Daily Observation Report



Application of hydroseed on access ramp.



Overview of completed work area.



Close up of work area from 0+00 to 3+00, approximately.



Close up of work area from 2+50 to 6+00, approximately.

Daily Observation Report



Parallel look at work area from 0+00 to 4+00, approximately.



Parallel look at work area from 3+00 to 7+00, approximately.



Staging area cleaned up and back bladed above work site.