

DOGM, Daily Construction Progress Report

White Oak Road Reclamation Project C/0070001 PO 560 52000000001

NTP issued July 14, 2014. Expected contract completion date 9/15/2014

Date: August 5, 2014 M **T** W Th F S

Crew Size: 3 Supervisor: Dave Hansen Hours: 7 to 5pm

Crew Names: Dave, Troy, Santiago

Equipment: Bobcat, Track Hoe and mini-excavator

General description of work performed, equipment/material deliveries, etc:

Troy and Dave worked Friday and Saturday (Aug 1 & 2) excavating soil from the bowl area.

Seven tons of hay were delivered to the site today (14, 1/2 ton bales). The track hoe and mini-hoe were operating at the top of the road. Santiago was busting asphalt and moving it to the cut with the mini-excavator. Dave was covering the concrete and asphalt material with material from the outslope with the track hoe. Troy was moving the 1/2 ton bales along the road with the bobcat. Santiago will begin spreading straw and pocking Terrace A this afternoon.

We discussed the approach to removing culvert C1 and the bowl culvert C4. We discussed pocking and placement of straw prior to pocking. We discussed crushing the asphalt along road R1 just below Terrace A. We discussed the placement of the ATV track in relation to the fill over the asphalt/concrete.

Problems/delays and proposed or actual resolution. DOGM action required? **Yes** No

The trench for the water crossing at the bowl keeps caving in. Dave is concerned that excavation of the culvert C1 further up canyon will have the same difficulty. C1 is approximately 10 - 15 ft below the surface and exists about 30 ft. downslope from the road. After its removal, a channel will be constructed on replaced fill in the location where the culvert was removed. Dave suggests using the same treatment as at the bowl for culvert C1. That is leave the culvert in tack and functioning and build a drainage across the road to handle flows should the culvert ever become plugged. The lack of cohesion in the soil is mentioned in the Morrison Knudsen (1987) design/report. The potential for erosion is evident in every location where culverts discharge along the road. In those locations deep trenches have been formed. The argument for removing the culvert would be to get good compaction below the constructed drainageway to eliminate the potential for piping and water entering the fill as the culvert decays. Another argument for keeping the culvert would be to gain fill for use in burying asphalt and concrete along the road. Pictures of the C1 culvert location are attached.

Sediment control (a straw bales) in two locations at the bottom of the road near the gate was requested.

Visitors & purpose: Amanda Daniels and Steve Demczak, provided their professional opinion

Temp: 20 30 40 50 **60** 70 80 90 100 Comments:

Sky: fair pc mc cldy ovrkst **rain** snow

Ground: dry **wet** **muddy** snow ___" frozen

Project is approximately ___ on schedule ___ **1** days behind schedule ___ days ahead of schedule

Inspector: Priscilla Burton



Amanda is near the road. C1 outlet location is marked by the arrow.



The bowl excavation, 8/4/2014.