



# INSPECTOR'S DAILY REPORT

City of Lake Forest Park - Staunton Cove Short Plat

Daily Information	
Inspector's Name:	Michael Maranan <span style="float: right;">Date: 10/10/2016</span>
Inspector's Shift Hours:	8 a.m. to 5 p.m. - Periodic
Weather:	a.m.: 45±°F, mostly cloudy p.m.: 57±°F, mostly sunny
Prime Contractor:	Universal Land Construction Company
Representative & Title:	Mike Johnson, Project Manager
Contractor's Work Activity	
Location of Work:	Site Frontage (18623 40th Place NE)
Description of Work:	Construction of Offsite Storm Drainage Conveyance System

Inspection			
Time	What was inspected?	In Conformance?	Comments / Action
-	Storm drainage	-	<ul style="list-style-type: none"> <li>The 48-inch diameter type-2 structure for CB-8 was installed.</li> <li>The constructed storm line is comprised of 12-inch ribbed PVC pipes.</li> <li>The storm line depicted on the approved plans was modified horizontally due to conflicts with the existing utilities within the right-of-way - see 10/5/2016 report.</li> </ul>

Inspection	
Diary	
Time	Discussion
8:00 AM - 6:10 PM	<p>Approximate time of arrival on site was 8:00 AM. Craig Thompson (foreman, Universal Land) with six other workers removing the temporary steel plates over the roadway. Besides his crew, there were two 3<sup>rd</sup>-party flaggers on each end of the traffic-controlled section of the street. One stick of pipe was already in place.</p> <p>The following equipment were used for the storm drainage construction and temporary roadside restoration:</p> <ul style="list-style-type: none"> <li>Deere 225D track hoe</li> <li>Deere 135G track hoe with compaction plate attachment</li> <li>Deere 544K loader</li> <li>Dump truck</li> <li>Ingersoll Rand DD24 double-drum roller</li> </ul> <p>The Deere 470G track hoe was also used on site to load dirt pile for the dump trucks for haul-off. A Deere 310 SE backhoe loader was also used later for street cleanup.</p> <p>The following were observed:</p> <p>9:30 AM - The next stick of storm drainage pipe was already in place. Bedding was also placed. - The loader added crushed rock over the on-site construction route (TESC BMP C107).</p> <p>11:10 AM - Two more stick of pipe were placed, with the surrounding bedding material.</p>



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- Both trench walls within the pipe zone, midway from the last installed stick, kept sloughing off. Contractor added extra bedding material to replace the sloughed off material. Excavation for CB-8 followed.

12:30 PM - East wall observed sloughing off of the CB-8 excavation.

1:00 PM - **TESC concern:** The City's building official drove by and observed how the site has been tracking mud all over the street. Even though TESC BMP C107 had just been maintained as well as the construction entrance, it was noted how the dump trucks coming into and out of the site still drove over muddy areas where stockpile material for haul-off was/used to be located. Shortly after the building official had left, the sweeper truck arrived to address the issue.

2:00 PM - The base structure for CB-8 was finally placed - continued slough-off was the problem. The slough-off extended past the pavement and up to the top of roadside ditch. The existing water main nearby was exposed because of this.

- An approximately 8-foot spool connected CB-8 to the already installed CB-4.

- CB is a 48-inch diameter type-2 structure, as depicted on the approved plans.

2:40 PM - The rest of the structure's sections were placed (three 3-foot risers and top). Backfill and compaction behind the trench boxes in place was observed.

- The representative from Earth Solutions NW (Samuel Suruda, field technician) arrived to test for compaction - no area was available for testing.

- The top midsection of the structure had an exterior crack located on the bottom south surface - grout was applied.

3:00 PM - The backhoe loader was used to clean the street.

4:00 PM - The sweeper truck arrived and cleaned the street.

4:20 PM - **Traffic control concern:** at the south end, one southbound car was only past the work area when the northbound multiple-car traffic was flagged to proceed. There was one motorist who used the car horn and the delay was only minimal.

5:00 PM - Backfill was typically crushed rock over the existing pavement. For the roadside where the slough-off occurred, a mixture of pea gravel and crushed rock was applied, which is acceptable.

- Grading rings were not grouted over the top of structure. Grout work shall be done on the inside wall.

6:00 PM - Temporary asphalt patching was done.

- Inspector left the site.

The following TESC items have been noted:

1. **Discharge:** No discharge.

Approximate amount of precipitation since last inspection: 1.22 inches\*

Approximate amount of precipitation in the past 24 hours: 0.2 inch\*

\* Based on nearby rain gauge as recorded by King County.

2. **Construction Entrance:** OK.

3. **Perimeter protection:** OK.

4. **Tree protection:** OK.

5. **Silt fence:** OK.

6. **Inlet protection:** Inlet protection was provided to catch basins near the work area - OK.

7. **Stabilization of exposed soils:** Stockpiles were covered in plastic, and exposed areas have been hydroseeded - OK.

8. **Dust control:** OK.



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9. **Source control:** Sweeper truck performed street maintenance multiple times during the day; crushed rock was added over the construction route - OK.

The storm drainage pipes used were 12-inch diameter ribbed PVC pipes as per the approved materials submittal. These pipes comply with the 2009 King County Washington Surface Water Design Manual as adopted by the City of Lake Forest Park.

Pea gravel was used as pipe bedding material and structure base material; crushed rock was used as trench backfill material for the roadway. Both the bedding and trench backfill materials used today were compliant with the 2016 Standard Specifications for Road, Bridge and Municipal Construction by WSDOT. Proper depth and cover within the pipe zone were also per the WSDOT Standard Plan B-55.20-00.

The flaggers, traffic signs and devices appear to use the WSDOT Plan Reference No. TC1; however, the work area on the southbound lane was closer to middle of the road, and so the northbound lane used for the two-way traffic was pushed further west onto the paved shoulder. The only concern observed with the incoming traffic were a few speeding motorists.

*Michael Maranan*

(Inspector's Printed Name)

Signature

*10/10/2016*

Date

Subject: Storm Drainage Construction

Location: 40<sup>th</sup> Place NE, north of the NE 186<sup>th</sup> Street intersection

Comment:

- (1) The sloughed-off wall east of the CB-8 excavation extended past the pavement.
- (2) Besides the pick holes and around the connecting pipe ends, grout was applied over the cracked midsection of CB-8.



(1)



(2)