

CAP CONSTRUCTION REPORT

Pasco Landfill – Zone B Cap Installation Pasco, Washington

Submitted to:

Washington Department of Ecology

Eastern Regional Office 4601 N. Monroe Street Spokane, Washington 99205-1295

Prepared for:

Bayer CropScience

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December 23, 2013

4-61M-107051/Phase 2



December 23, 2013 4-61M-107051/Phase 2

Washington Department of Ecology Eastern Regional Office 4601 N. Monroe Street Spokane, Washington 99205-1295

Attention: Mr. Chuck Gruenenfelder

Subject: Final Cap Construction Report Pasco Landfill – Zone B Cap Installation Pasco, Washington

Dear Mr. Gruenenfelder:

AMEC Environment & Infrastructure, Inc. (AMEC) is pleased to present this Revised Final Cap Construction Report (CCR) detailing the construction activities and final as-built design of the work conducted at the above referenced site between May 20 and June 20, 2013. All associated field documentation has been included in the appendices of this report. The Zone B Cap Monitoring & Maintenance Plan also is included as an appendix to this report.

On behalf of Bayer CropScience (BCS), AMEC submitted the draft CCR to the Washington Department of Ecology (Ecology) on October 27 and 30, 2013. In a letter dated November 12, 2013, Ecology responded with conditional approval of the CCR (November 12 Letter), contingent upon BCS/AMEC addressing Ecology's minor comments from the November 12 Letter in a revised final version of the document. This revised final version of the CCR incorporates BCS/AMEC responses to Ecology comments.

As requested by Ecology, BCS will conduct physical removal of tumbleweed growing on the Zone B cap in spring 2014. BCS expects that tumbleweed growth will be significantly less in future years because the cap will not be irrigated. BCS does believe that some tumbleweed growth on the cap is unavoidable unless adjacent landowners implement tumbleweed controls.

Cap Construction Report Pasco Zone B



We appreciate Ecology's timely review of the draft CCR that was submitted in October. If you have any questions regarding this revised final CCR, please call Sean Gormley at (503) 639-3400.

Sincerely,

AMEC Environment & Infrastructure, Inc.

REVIEWED BY:

Paul Stull, PE Associate Engineer

Sean Gormley, EAC, CHMM Senior Associate/Project Manager

Attachments: Cap Construction Report

PS/lp

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TABLE OF CONTENTS

Page

1.0	INTRO	DUCTIO	ON	1
2.0	2.1	Site De	D escription story	2
3.0	PROJE	CT TE	AM AND ORGANIZATION	3
4.0	HEALT	H AND	SAFETY	3
5.0	5.1 5.2 5.3 5.4	Schedu 5.1.1 Addition Cap Co 5.3.1 5.3.2 5.3.3 5.3.4 5.3.5 5.3.6 5.3.7 5.3.8 Air Mor	RUCTION	4466678112223
6.0			ND DOCUMENTATION 14 Daily Safety Meetings and Tailgate Reports 14 Daily Field Reports 14 Daily Photograph Logs 14 Cap Monitoring & Maintenance Plan 14	4 5 5
7.0	EQUIP	MENT	CONTAMINATION AND REMEDIATION WASTE MANAGEMENT 1	5
8.0	CONCL	USION	۷1؛	5
REFEF	RENCES	S	1 ⁻	7
LIMITA	TIONS.			9

TABLES

Table 1:	Compaction Testing	8
Table 2:	Summary of Seam Test Results	11
Table 3:	Deviations from Cap Design and Installation Plan	14
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FIGURES

- Figure 1 Site Location
- Figure 2 Site Layout
- Figure 3-A Compaction Testing, May 31, 2013
- Figure 3-B Compaction Testing, June 4, 2013
- Figure 3-C Compaction Testing, June 5,, 2013

APPENDICES

- Appendix A As-Built Drawings
- Appendix B Daily Tailgate / Inspection Report
- Appendix C Daily Field Reports
- Appendix D Photograph Log
- Appendix E Weight Ticket Summaries
- Appendix F Daily Dust Monitoring Report
- Appendix G Structural Fill Analytical Report
- Appendix H Cap Monitoring and Maintenance Plan

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CAP CONSTRUCTION REPORT Pasco Landfill – Zone B Landfill Cap Pasco, Washington

1.0 INTRODUCTION

AMEC Environment & Infrastructure, Inc. (AMEC) has prepared this Cap Construction Report to document the details and final construction layout of the new Pasco Landfill – Zone B Cap (Cap), which was constructed at Zone B (Site, Figure 1) between May 20 and June 20, 2013. The Site, a former herbicide manufacturing waste drum storage area and interim landfill, is part of the Pasco Landfill Superfund Site. The implemented Cap successfully addressed identified environmental risk concerns associated with the SIte. This document includes a narrative of the Cap construction work and the following appendices: as-built drawings (Appendix A), daily tailgate and inspection reports (Appendix B), daily field reports (Appendix C), photograph logs (Appendix D), weight ticket summaries (Appendix E), daily dust monitoring reports (Appendix F), structural fill analytical results (Appendix G); and Cap Monitoring and Maintenance Plan (Appendix H).

2.0 BACKGROUND

On behalf of Bayer CropScience (BCS), AMEC submitted the Draft Final Interim Remedial Action Work Plan for the Pasco Zone B Resource Conservation and Recovery Act (RCRA) Cap (Zone B RAWP) to the Washington Department of Ecology (Ecology) on March 5, 2013. The Zone B RAWP was approved by Ecology in an email dated March 7, 2013, and the final document was submitted to Ecology on March 13, 2013.

Construction of the RCRA Cap was conducted as an independent remedial action pursuant to the standards and provisions set forth in WAC 173 340-515 (Ecology, 2013). Ecology Enforcement Order DE 00TCPER-1325 (2000) identifies Ecology as the lead agency for the Pasco Landfill Site. Therefore, cleanup actions are conducted under the authority of the Washington Model Toxics Control Act (MTCA), Chapter 70.105D Revised Code of Washington (RCW) and accompanying regulations, Chapter 173-340 Washington Administrative Code (WAC).

The Zone B RAWP and the associated design plans were developed in accordance with the Remedial Design/Remedial Action (RD/RA) Handbook (United States Environmental Protection Agency [EPA], 1995) and Final Covers on Hazardous Waste Landfills and Surface Impoundments (EPA, 1989) as guidance documents.



2.1 SITE DESCRIPTION

The Site is located at the former Pasco Landfill which is located on the eastern end of Pasco, Washington and north of US Highway 12 on the edge of an agricultural zone (see Figure 1). Zone B is located northeast of the current Pasco Transfer Station on the Pasco Landfill site (Figure 2). Prior to Cap construction, the Site consisted of an enclosed former landfill with a 12-mil high density polyethylene (HDPE) liner overlying the former drum area and a 6-mil polyethylene (poly) cover over a large shallow excavated area around the south, southwest, and southeastern sides of the former drum area (Figure 2, Site Plan). The soils excavated from this shallow excavation were placed in a large stockpile along the southern end of the drum liner area. The poly covers were maintained with sand bags, and were periodically repaired due to damage caused by wind and ultraviolet (UV) degradation. The purpose of the Cap construction was to provide a long-term (RCRA-compliant) cover for the former drum area, outlying shallow excavation areas, including several recently identified discrete locations.

2.2 SITE HISTORY

Between approximately 5,200 and 5,400 drums of herbicide manufacturing wastes from the manufacture of 2,4-D and MCPA herbicides were disposed of at the former Zone B repository cell by Resource Recovery Corporation (RRC) from December 1972 through October 1973 (Burlington, 1993; PSC, 1998 and 1999). At the time that this waste was disposed in the Zone B repository cell, the facility was approved by the Benton-Franklin District Health Department (BFDHD) for management of industrial wastes (BFDHD, 1972).

A polyethylene cap and a soil cover of unknown thickness were reportedly placed over Zone B in 1976 (Philip Services Corp [PCS], 1998), and a soil cover, approximately 2 feet thick, was placed over Zone B circa 1980 (PSC 1998). All drums were removed from Zone B as an interim remedial action in 2002 (URS, 2002), along with visually impacted soil within the former repository cell and visually impacted soil on the floor of the cell. An interim cover (12-mil polyethylene cap) was also installed during the 2002 interim remedial action.

Sampling events were conducted at Zone B in 2005, 2009, 2010, and 2012; details of these events and the sampling results are provided in the various AMEC-authored documents listed in the reference section of this report. The Zone B Cap was originally planned for installation in 2010 (AMEC, 2010), but was delayed due to discovery of residual contamination during the initial excavation phase of cap installation. The residual contamination was delineated during sampling events in 2012 (AMEC, 2012) and the size of the Cap was subsequently enlarged to ensure that residual contamination would be included under the Cap.

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3.0 PROJECT TEAM AND ORGANIZATION

The construction project team consisted of the following organizations and companies:

- BCS Responsible Party.
- *Ecology* Regulatory Agency Oversight.
- *AMEC* Project Management, Design, Engineering, Contract Administration, and Construction Oversight.
- Anderson Environmental Contracting (AEC) General civil contractor, who was selected to construct the new Cap.
- Northwest Linings and Geotextile Products, Inc. (NWL) Geomembrane and Geosynthetic Clay Liner (GCL) vendor and installer.
- Intermountain Testing (IMT) Material testing laboratory, who provided field compaction testing.
- *Wildlands* Hydroseeding vendor and applicator, who assisted in recommending native seed mix that would survive application during the summer months.
- *T&C Construction* AEC-subcontracted construction surveyors that provided grade elevation survey support during construction; also installed elevation control points for contractor use.
- *DSE, Inc.* AMEC-subcontracted quality control surveyor that provided final Site survey to confirm compliance with final Cap design; also conducted the initial Site survey that was used to design the Cap and installed the local pins for survey control points.
- *Rick's Custom Fencing (RCF)* Installed the new perimeter metal cyclone fence and gate. A short section of fencing along the eastern edge of the original Cap area was salvaged and the new fence was tied into this fence by RCF.
- *Freestone (Eric Jensen)* Freestone provided on-site support and the subsequent irrigation work to establish the vegetation layer over the Cap surface.

4.0 HEALTH AND SAFETY

AMEC and the general contractor (AEC) both prepared health and safety plans to cover the work tasks of their respective personnel. Several hazards are associated with a construction project of this scope. The majority of the potential site hazards were associated with dump truck traffic (importing materials) and working construction equipment around workers on the Cap. Direct eye contact between equipment operators and workers was required when the two were simultaneously inside a contact zone. All subcontractors were briefed on the work site safety issues and they conducted themselves accordingly. In order to address the daily and changing

3



safety challenges at the Site, AMEC led daily safety "tailgate" meetings with all members of AEC and its subcontractors. Personnel that arrived after a daily safety meeting were directed to review the daily safety meeting with AMEC's on-site engineer prior to entering the Site. Copies of the tailgate meeting roster and daily safety concerns are included in Appendix B.

AMEC, AEC, and all subcontractors conducted the Site construction activities without a loss-time event or near-miss incident. No safety violations or associated shutdowns were identified during the entire period of Site construction.

5.0 CAP CONSTRUCTION

The following sections discuss the various elements of the Cap construction work and related details.

5.1 SCHEDULE

Based upon anticipated work scope activities and material availability, the construction schedule was estimated to be approximately five weeks. Site preparation work began on May 20, 2013. The Cap construction was completed, with the exception of the irrigation system, on June 20, 2013. The irrigation system was completed the following week and irrigation of the hydroseeded areas was initiated. Site irrigation was conducted for several weeks (through August 30, 2013) to ensure that the hydroseeding material was able to become adequately established during the summer months. Daily field reports are included in Appendix C. Daily photograph logs are included in Appendix D.

5.1.1 Site Preparation

Prior to the construction of the new Cap, several tasks were performed to prepare the Site for construction. These tasks included the following:

- Fence Demolition The original Cap area was enclosed with a standard chain link fence that was located within the new Cap construction zone. The fencing was removed using a trackhoe and placed in piles or directly into a dump truck. The majority of the posts were initially installed via direct-push and, to remove, were pulled directly up and out of the ground. All of the fencing material was loaded onto the contractor's dump trucks and taken to a local metal recycling facility. Bases of fence posts were decontaminated prior to recycling as a conservative measure.
- 2. *Stockpile Area Preparation* The contractor prepared two locations for stockpiling imported materials. These were located to the west and southwest of the Cap. A construction road

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looped around the western stockpile area and along the northern side of the southwestern stockpile area. The contractor utilized these areas to stockpile the perimeter rock, sand, structural fill, and topsoil. Different types of imported materials were adequately segregated during the construction process.

- 3. Roadway Improvements Prior to receiving delivered materials via dump trucks, the contractor improved the existing roads by watering and compaction. The first few loads of structural fill were applied to the loop roadway (around the western stockpile) to improve that area for truck traffic. During the project, the contractor would routinely wet and compact these roadways and the Site's main roadway to control dust and minimize impacts to the roads by the dump truck traffic.
- 4. Grubbing and Debris clearing Prior to Site preparation and construction activities, a significant amount of garbage, vegetation, and general debris material had accumulated within the new Cap construction zone. During the removal of the original Site fence, the contractor recovered these materials and after segregating out the recycled fencing, it was removed to the adjacent transfer facility for disposal. Upon completion of this work, the Site was relatively free of all unwanted debris material.
- 5. Survey Control Points In order to maintain elevation control of the Site during construction and grading work, the contractor subcontracted a surveyor to install grade control points around the Site to provide fixed known elevation points for construction reference. On May 29, T&C Construction (Tim Scott) shot preliminary grades and installed elevation control points at locations outside the Cap construction zone to ensure they could be utilized throughout the project. The surveyor used the original surveyor's control pins as the basis for the vertical and horizontal control points, which maintained consistency between AMEC's design survey, prior survey work, and the construction grading survey. The survey work throughout this project has been consistent and based upon original survey control pins on the property.
- 6. Temporary Construction Fence Installation The contractor installed metal T-bar posts and fixed standard orange temporary construction fencing around the outer perimeter of the construction site (well away from the edge of the zone where contaminants were present) to provide a clear visual barrier to site access and keep windblown debris out of the construction zone. This construction fence was inspected daily and repairs or modifications were made to it, as needed. At completion of Cap construction, the temporary fence was removed; the T-bars were recycled and the fencing was disposed of at the adjacent transfer facility.



The majority of site preparation work was conducted during May 20 and 21, 2013. For additional details regarding these activities, please reference these dates in appendix materials. After the Site preparation was completed, the contractor began receiving construction materials and initiating the installation of the Cap.

5.2 ADDITIONAL EXCAVATION AREAS

Prior to the placement of any Cap materials or geosynthetics, five additional excavation areas (AE-1 to AE-5) were measured out, delineated with paint, and excavated by AEC. Refer to drawing C-2 in Appendix A and the Photograph Logs in Appendix D for a layout of the excavated areas. All of the excavation areas were located along the edge of the existing shallow excavation area and were excavated to a depth of 5-feet below ground surface. All of the material excavated from these areas was placed around the central stockpile in the center of the Cap construction zone. After the soils were excavated, the structural fill (G-layer material) was backfilled and compacted into each shallow cavity. All of the excavated material was covered with 12-mil poly cover and held down with sand bags and structure fill pockets.

5.3 CAP CONSTRUCTION

The Cap construction consists of several layers of discrete materials that were installed in accordance with EPA cap design requirements and AMEC's design documents. This section describes each of those layers and their construction. Refer to the construction as-builts in Appendix A for a surveyed layout of the materials and Cap construction.

5.3.1 Original 12-mil HDPE Liner and Temporary Poly Cover

After the 2002 drum removal, a 12-mil HDPE liner was installed over the original Zone B drum cell. During subsequent explorations, a large shallow excavation area was produced and the excavated material was placed at the south end of the Zone B drum cell. The entire excavation area and stockpile were covered with a series of poly covers with a variable thickness of about 6 mil. Sandbags were placed over the poly covers and original HDPE liner to prevent wind damage and hold them in place. AMEC provided routine inspections and repairs of these covers, as necessary. In order to minimize any contact between the material under the liner and poly covers, AMEC's design required that the liner and covers remain in place and be covered with the structural fill material. The contractor was required to use care and maintain a minimum of 12 inches of compacted structural fill cover over the original cover to alleviate damage or movement.

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6



5.3.2 Structural Fill

The largest fill component installed in the new Cap was the structural fill material. This material consisted of a ³/₄-inch minus clean crushed rock type material and was provided by Connel Sand & Gravel (quarry located on northern edge of Pasco, Washington – north of airport). The EPA requires a minimum of 1-foot vertical thickness of this material under the geomembrane and GCL layers. In order to develop the required grade (specify minimum grade) and accommodate this minimum thickness throughout the Cap, several areas required significant additional structural fill. Throughout the placement of this material, the contractor wet the material and compacted it to maintain dust control and achieve the desired compaction density. The structural fill was designed to extend only out to the edge of the Cap and not to the edge of the Liner Extension. Refer to the construction as-built documents in Appendix A for detail on the structural fill.

5.3.2.1 Preconstruction Material Testing

AEC collected two composite samples of the structural fill and tested them for petroleum hydrocarbons (NWTPH), volatile organic compounds (EPA Method 8260), semi-volatile organic compounds (EPA Method 8270), and metals (RCRA 8 Metals) using appropriate regulatory protocols. The analytical tests were performed by Friedman and Bruya, Inc. laboratory in Seattle, WA (results provided in Appendix G). The results of these tests indicated that no elevated concentrations of any of these constituents were present in the composite samples. AMEC approved the application of the material after receiving these results. The composite sample was also tested for gradation at IMT labs and found to be acceptable for installation.

5.3.2.2 Placement and Compaction

The fill material was placed out onto the new Cap with a loader until entry points with the minimum separation was established to allow for direct placement from the vendor's dump trucks. The material was placed in maximum lifts of 12-inches vertical and compacted with a flat self-propelled roller to achieve the minimum required compaction of 90 percent (%).

The contractor subcontracted IMT to provide field compaction testing with a nuclear density testing gauge. Compaction testing conducted by IMT is provided in Table 1 below.



Date of Compaction Testing	Number and Area of Tests	Range of Compaction Results
May 31, 2013	16 locations 8 in the morning and 8 in the evening	91 to 103%
June 4, 2013	16 locations (primarily on the northern end) 8 in the morning and 8 in the evening	91 to 100.5%
June 5, 2013	8 locations (all on the western side of the Cap)	92 to 99.9%

Table 1: Compaction Testing

NOTE: All measurements at or exceeding 100% compaction of the standard unit are considered to be at or near 100% achievable compaction. Refer to the Compaction Testing figures (Figures 3-A through 3-C) for the results of the respective test locations.

Based upon the compaction tests conducted at 40 locations across the Cap, all of the G-layer surface test locations met or exceeded the minimum compaction requirements. The compaction test results confirmed that the surface of the structural fill layer would provide the required base for the geosynthetic and overlying layers.

5.3.2.3 Survey

The contractor used a laser building level system to shoot elevations during installation of this material to determine when adequate elevations had been achieved. The contractor's surveyor, T&C Construction (Tim Scott), installed the elevation points prior to G-layer completion and provided multiple construction control points. Based upon the field surveys and these control points, the G-layer and subsequent layers complied with the final AMEC design for the Cap. Some field adjustments were made to the grading design to improve slopes and minimize excessive fill in certain areas. All of these grading changes were discussed with Ecology in the field prior to implementation and verbally approved by Ecology. The changes complied with grading requirements and were successfully constructed by AEC, and are reflected in the attached as-built drawings. DSE & Associates conducted the final quality control survey on June 17th, 2013. This survey was the final and as-built survey for the Cap. The results of this survey were used to prepare the final as-built drawing set.

5.3.3 Geosynthetic Liner System

The geosynthetic liner system consisted of two primary elements with four separate poly materials. All of the geosynthetic materials were designed to extend beyond the edge of Cap to the edge of the Liner extension to provide additional protection from lateral movement of infiltrating water to soils underlying the Cap. The two primary elements are the following:

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8



- A) Cap Liner The Cap liner consists of the 40-mil HDPE geomembrane and the underlying GCL protection layer.
 - a. Geomembrane All of the geomembrane sheets consisted of 23 feet wide by 760 feet long HDPE 40-mil Microspike/Smooth (top side textured) rolls. Five welding cords were also supplied with the Geomembrane for heat-fusion welding of the panels and all destructive testing patches. NW Linings mounted a roll mechanism on a telehandler and used it to roll out the Geomembrane panels. Refer to the photograph logs in Appendix D for pictures depicting this process.
 - b. GCL All of the GCL material consisted of 150 feet long by 15 feet wide rolls of Cetco LO-Bentomat DN (double non-woven) granular clay liner . The GCL is a clay impregnated geotextile material designed to pad and protect the geomembrane from underlying threats of puncture. Twelve bags of bentonite chips were provided with these rolls to provide seals between the GCL mats where they were overlain. A minimum overlay of 6-inches of GCL mats was provided at all sides where GCL mats were connected. These rolls were rolled out in the same fashion as the geomembrane rolls. The stockpiled GCL rolls, located at the Site from the 2010 construction phase, were deemed unusable by the vendor (NW Linings) and were replaced by new material.
- B) Cap Topsoil Base A geotextile layer is placed between the 1-foot thick sand layer, which overlies the Cap Liner, and the top soil layer to maintain separation between these layers. Orange poly construction fencing is placed over the geotextile to provide a clear visual warning of any excavation work that may occur at the Site in the future that further excavation will damage the underlying Cap Liner.

Refer to the next section for details concerning the Liner installation and testing work. Also refer to the daily field reports (Appendix C) for the details and quantities of the imported geosynthetic materials.

5.3.3.1 Stockpiled Geosynthetic Liner Material Inspection

The 2010 Cap construction project was stalled due to excavation explorations and lack of delineating data. The Cap was not installed in 2010, but the liner materials (GCL and geomembrane rolls) were stored at the Pasco Landfill Site near Zone B. AMEC attempted to keep these materials covered and in good order for potential reuse in the final Cap construction. On May 23, 2013, NWL's representative (Richard Kamienski) inspected the stockpiled GCL and geomembrane rolls. Mr. Kamienski determined that all 13 of the GCL rolls were unfit for use at the Cap but that both of the geomembrane rolls were in acceptable condition. The two geomembrane

9



roll numbers were 823341-10 and 823345-10 (40 mil HDPE Microspike/Smooth – with a combined total of 34,960 square feet) and were the same type of 40-mil geomembrane ordered to cover the rest of the Cap.

In order to alleviate needless landfill waste, AMEC directed AEC to roll all 13 of the unfit GCL rolls out onto the Cap prior to structural fill (G-layer) placement. Applying the unfit GCL under the structural fill provides some benefit to long-term cap stability by providing an increased level of underlying protection. On May 28, 2013, AEC rolled out all 13 rolls of unfit GCL on the northwest corner of the new Cap over an area outside of the excavation zone and beyond the limit of known contamination. All of the rolls were covered by several feet of fill, beginning with structural fill, which passed density testing.

5.3.3.2 Geosynthetic Liner System Installation

The Liner System was installed in two parts. First the GCL layer was placed and sealed with bentonite chips. Then the geomembrane panels was rolled out directly over the GCL layer. All of the panels were heat-fusion welded together with a continuous double seam along the entire edge of the panels. This provided double seams throughout and a suitable pressure chamber to confirm integrity of the seals.

5.3.3.3 Geomembrane Testing

All of the seams and patches required to complete the installation of the Cap geomembrane cover were pressure tested in accordance with standard industry practices and manufacturer requirements. All of the seams consisted of a double heat-fusion weld to provide redundant sealing protection between HDPE panels and to provide a void chamber that could be pressure tested to confirm the integrity of both welds. The pressure test was conducted by sealing both ends of the seam with heat tools and clamps, then piercing the space with a pressure needle and filling the void with compressed air to a pressure of approximately 30 pounds per square inch (psi) for a period of 5 minutes, generally. A weld would be considered successful (i.e., pass the test) if it held the 30 psi pressure level with no significant change during the test period. Table 2 below lists the tests that were conducted on the independent panel seams.



Date	Seam #	Start	End	Result
June 8, 2013	S-1	30 psi @ 10:55	30 psi @ 11:00	Approved
	S-2	30 psi @ 12:52	30 psi @ 12:57	Approved
	S-3	30 psi @ 17:25	30 psi @ 17:29	Approved
	S-4	30 psi @ 17:27	30 psi @ 17:32	Approved
June 9, 2013	S-5	30 psi @ 11:48	30 psi @ 11:53	Approved
	S-6	30 psi @ 11:50	30 psi @ 11:55	Approved
	S-7	30 psi @ 13:54	30 psi @ 13:59	Approved
June 10, 2013	S-8	30 psi @ 9:35	30 psi @ 9:42	Approved
	S-9	30 psi @ 18:30	30 psi @ 18:35	Approved
June 11, 2013	S-10	30 psi @ 10:10	30 psi @ 10:15	Approved
	S-11	30 psi @ 12:00	30 psi @ 12:05	Approved
	S-12	30 psi @ 14:51	30 psi @ 14:56	Approved
	S-13	30 psi @ 15:00	30 psi @ 15:05	Approved

Table 2: Summary of Seam Test Results

NOTE: The seam number always joins the panel of the same number and the panel of the next number.

5.3.4 Sand Drainage Layer

A 1-foot thick compacted sand layer was installed between the Cap Liner element and the Cap Topsoil Base element, per EPA requirements and AMEC's design. The sand was a concrete sand type (typical silica sand passing about 85% through a No. 8 sieve and passing about 3% through a No. 50 sieve) and was provided by Central PreMix (Pasco, Washington). The function of this layer is to drain any water from the topsoil down to the geomembrane where it will be directed to the perimeter rock swales and down to the infiltration basin. No alterations to the installation of this layer were made in the field. This material was also tested in the same manner as the structural fill (Section 5.3.2.1). No unacceptable concentrations of tested compounds were identified in the imported sand materials.

5.3.5 Topsoil and Seeding

The final and top layer of the Cap construction consists of a 2-foot compacted layer of imported topsoil that is indicative of the native soils in the region. The topsoil was provided by Mahaffey Enterprises, Inc. (Kennewick, Washington plant). AMEC and the contractor worked with Wildlands (hydroseeding vendor) to ensure that the provided topsoil and hydroseed mix was adequate to provide a suitable base for establishment during the summer months. Two components of the proposed hydroseed mix were found to be impossible to procure due to seed shortages, so AMEC proposed an alternative mix that was approved by Ecology in an email dated June 5, 2013.

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11



5.3.6 Erosion Protection Rock

The Cap was designed with a liner extension around the entire perimeter of the edge of the Cap. Both the topsoil and sand layers taper out within this extension area. All of the geosynthetic materials are extended out to the end of the liner extension, where the topsoil and sand layers taper out. Overlying the outer end of the extension is a layer of larger clean crushed rock used to provide easy drainage, erosion protection, and an access roadway around the Cap. The erosion protection rock consists of a 1.5- to 3-inch clean crushed quarry spalls provided by Central PreMix. The erosion protection rock was placed around the outer perimeter of the liner extension with a minimum thickness of approximately 9 inches. The remaining rock was installed in the center of the northern and southern ends of the new topsoil layer to provide solid entry and exit points from the top of the Cap if vehicle access is needed. This rock was installed and compacted using the roller and construction equipment. No compaction testing of these materials was conducted due to its size, physical properties, and method of installation.

5.3.7 New Perimeter Fence

During the final stages of the Cap installation and placement of the erosion protection rock, RCF arrived and began the installation of the new permanent perimeter fence. The fence consisted of 6-foot-high metal cyclone fencing with three strands of barb wire along the top. A single entry point consisting of a pair of 5-foot 6-inch wide swing gates was installed near the southeast corner of the Site perimeter, beyond the edge of the liner extension. All of the posts except for the corners and the gate posts were driven directly into the ground by pneumatic drivers near the end of the project.

The corner and gate posts for the permanent fencing were installed at the beginning of the project before installation of the G-layer material using an auger and secured with concrete. Although not expected to be contaminated, all of the soils generated by the auger were placed on the existing 6-mil poly cover and covered with the structural fill (G-layer) material. The equipment was rinsed and decontaminated in the Cap wash basin (see Section 7.0 below) before departure from the Site.

5.3.8 Final Quality Control Survey

AMEC subcontracted DSE to conduct a final quality control survey after AEC deemed the Cap grading work to be completed. The results of the quality control survey indicated that the final installed grading work, as approved by Ecology in the field, complied with EPA cap regulations. An as-built of the Cap topography is provided on drawing C-3 in Appendix A, and representative cross sections are provided on drawing C-5.

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5.4 AIR MONITORING

Due to the potential for dust and airborne particles to create a hazard during construction, AEC was directed to water down the Site and compact it in lifts not exceeding 12-inches (vertically) to minimize airborne potential. In order to quantifiably confirm the success of the dust control measures, AMEC collected dust level data approximately hourly during the working hours each day. AMEC used a DustTrak Model 8520 – Unit TSI-1, to collect the high reading, low reading, and average readings at each sample location. The unit was activated during each sampling event then allowed to settle down so real time data could be collected. During damp periods or after any precipitation, dust readings were not collected due to the nearly absent dust. The permissible exposure limit for the respirable fraction of airborne particulate matter is 5 milligrams per cubic meter (mg/m³) (WAC 296-62-07510). At no time was this maximum threshold exceeded during the construction period. Details are provided in the Daily Dust Monitoring Reports in Appendix F.

5.5 DEVIATIONS FROM CAP DESIGN

During the course of the field construction activities, several deviations to the original design and specifications were discussed or realized during the period of construction. The deviations to the original design and specifications that were approved by AMEC and Ecology are listed in the table below.



Date Approved	Description of Deviation
May 21, 2013	AMEC identifies that the markers for excavation AE-4 were slightly offset from their actual design positions along the edge of the eastern fence. AMEC only found that the only markers not accurately positioned were those for AE-4. AMEC confirmed this with the other AE locations and other survey markers and adjusted it to the final location along the eastern site fence. AMEC discussed this change with Ecology and this was verbally approved by Ecology in the field.
May 22, 2013	AMEC approved the use of piles of structural fill to assist the sand bags in holding down the new 12-mil poly cover over the soil stockpiles excavated from AE-1, AE-2, and AE-3. Structural fill was placed over this material to assist in holding down the covers.
May 23, 2013	AMEC determines that two components of the proposed seed mix specified in the RAWP are not available due to seed shortages. AMEC initiates discussions with AEC and their vendor Wildlands to determine an alternate seed mix.
May 24, 2013	AMEC confirms that the deviation between the drawings and the specifications require perimeter erosion control rock of 1- to 3-inch diameter clean crushed rock instead of 6-inch diameter clean crushed rock shown on the plans.
May 28, 2013	AEC requests using the structural fill material for the entire G-Layer since the material that has been placed is compacting well as a competent smooth surface.
June 4, 2013	AMEC and AEC discuss the slope of some of the Cap's perimeter grades where excess structural fill material is to be placed, per design. AMEC determines that these slopes can be reduced by reducing the amount of material while still complying with EPA cap requirements. AMEC stresses that the critical elevations around the Cap must be maintained but that some can be adjusted to improve slope stability. AMEC discusses this concept with Ecology in the field and Ecology verbally approves this design deviation during the site visit

Table 3: Deviations from Cap Design and Installation Plan

In addition, a few minor adjustments were conducted during the course of construction but do not warrant discussion since they did not impact the design or specifications in a significant manner. For example, the use and application of a small volume (specify) of excess perimeter erosion protection rock on top of the northern and southern vehicle access points in order to provide additional stabilization and protection during vehicle operation adjacent to the cap.

6.0 MEETINGS AND DOCUMENTATION

AMEC documented the progress of construction and the safety management and meetings throughout the course of the field work. The following sections address the manner in which AMEC documented the field activities.

6.1.1 Daily Safety Meetings and Tailgate Reports

Construction safety during this project was paramount. There were a few but serious potential hazards that existed throughout the project that consisted mainly of the use of large construction equipment and frequent dump trucks entering and exiting the site. At the beginning of each day, AMEC led daily "tailgate" safety meetings where these hazards were openly discussed with all site workers. When Ecology managers, vendors, or additional site workers entered the site, AMEC

AMEC Environment & Infrastructure, Inc.



immediately conducted a safety meeting with them to ensure they were briefed on the existing safety hazards. A log of the daily tailgate safety meetings is included in Appendix B.

6.1.2 Daily Field Reports

AMEC continually logged the progress of the Cap construction and noted significant events or issues. The information that was included on the daily field reports included time and work conducted, material arrival information, task list, deviations, health and safety issues, notes and comments, testing results, and logging of contractor/vendor time on site. At the conclusion of each day, the field report was completed electronically and submitted to the AMEC project manager for distribution to the client and Ecology managers via email. The daily field reports have been included in Appendix C.

6.1.3 Daily Photograph Logs

AMEC photo-documented the Cap construction work on daily basis. Selected photographs were placed in a daily photograph log with descriptions of the work and progress shown in the respective photographs. The photograph logs provide a clear chronological history of the work conducted at the site. The daily photograph logs are included in Appendix D.

6.1.4 Cap Monitoring & Maintenance Plan

This construction report was prepared to document all of the field activities and pertinent construction information that can be utilized as a reference of the Cap installation work performed. A Cap Monitoring & Maintenance Plan (CMMP) has been prepared to provide ongoing support of the completed Cap. The CMMP is provided in Appendix H.

7.0 EQUIPMENT CONTAMINATION AND REMEDIATION WASTE MANAGEMENT

All soils and other potentially contaminated materials were incorporated under the G-layer of the cap. A wash basin was constructed at the base of the G-layer to allow equipment decontamination during site preparation and excavation of contaminated soils. The wash basin was constructed with a geomembrane liner so all water was captured, and the collected water was left to naturally dry out in the sun prior to being covered by the G-layer materials. No potentially contaminated waste materials were generated or contacted once construction of the G-layer began.

8.0 CONCLUSION

This Cap Construction Report has documented the field activities and associated work conducted at the Pasco Landfill – Zone B Cap between May 20 and June 20, 2013. The Cap construction effort was successfully completed without a single safety issue. It is the opinion of AMEC that the

AMEC Environment & Infrastructure, Inc.



final constructed Cap substantially complies with the intent of the purpose of the Cap, plans, specification, and EPA design requirements and should function properly with typical inspections and maintenance activities. These maintenance activities are detailed in the CMMP in Appendix H.

Following the completion of the construction work at the site, regular irrigation of the site was conducted to ensure successful growth of the hydroseeded areas. Significant and successful growth of vegetation can be seen at the site. This vegetation will provide additional stabilization of the Cap surface from rainfall and wind erosion, and will be monitored during the next growing season to ensure that vegetated layer becomes fully established.



REFERENCES

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Ecology, 2013. RE: Pasco Landfill NPL Site Independent Remedial Actions at Zone B, February 12, 2013.



LIMITATIONS

This report was prepared exclusively for Bayer CropScience by AMEC Environment & Infrastructure, Inc. The quality of information, conclusions, and estimates contained herein is consistent with the level of effort involved in AMEC services and based on: i) information available at the time of preparation, ii) data supplied by outside sources, and iii) the assumptions, conditions, and qualifications set forth in this report. This Cap Construction Report is intended to be used by Bayer CropScience for Zone B of the Pasco Sanitary Landfill, Pasco, Washington only, subject to the terms and conditions of its contract with AMEC. Any other use of, or reliance on, this report by any third party is at that party's sole risk.



FIGURES

PASCO LANDFILL ZONE B PASCO, WASHINGTON



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APPENDIX A

As-Built Drawings



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·	PROPERTY BOUNDARY
	EDGE OF CAP
	EDGE OF LINER EXTENSION

INFILTRATION AREA = 13,293 FT²

CAP FOOTPRINT = 55,256 FT²

LINER FOOTPRINT = 77,210 FT²

CAP CORNER POSITIONS						
CORNER ID	CORNER ID EASTING NORTHING					
А	2007096.095	337633.736				
В	2007083.972	337768.6163				
С	2007148.855	337857.7879				
D	2007267.504	337869.4125				
E 2007338.387 337800.8899						
F	2007338.848	337613.9354				
G	2007295.909	337615.015				
WASHINGTON ST	ATE PLANE SOUTH	US FEET; NAD 83				

FENCE CORNER POSITIONS					
CORNER ID	EASTING	NORTHING			
1	2007066.481	337611.7179			
2	2007051.451	337797.1016			
3	2007132.105	337906.4597			
4*	2007286.692	337932.7127			
5*	2007314.294	337937.4002			
6*	2007361.641	337895.5366			
7*	2007359.298	337580.837			
8* 2007293.32 337450.0546					
9* 2007286.718 337450.628					
10	2007181.681	337459.7506			
11	2007125.248	337534.1942			
12	2007118.007	337543.7461			
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EDGE OF LINER CORNER POSITIONS				
CORNER ID	EASTING	NORTHING		
L-1	2007070.303	337626.4464		
L-2	2007056.586	337795.6401		
L-3	2007134.931	337901.8681		
L-4	2007249.04	337921.2469		
L-5	2007346.269	337830.9116		
L-6	2007349.615	337784.0416		
L-7	2007348.441	337603.6911		
WASHINGTON ST	ATE PLANE SOUTH	US FEET; NAD 83		







(TYPICAL)	 NOTES: 1. THE OUTER PERIMETER OF THE CAP S SLOPES NO GREATER THAN 3:1. THE PROTECTION BASE SHALL NOT EXCEED OF 6:1. 2. A LAYER OF ORANGE POLY TEMPORAL CONSTRUCTION FENCING SHALL BE LAD DIRECTLY OVER THE TOP OF THE GEOTO ACT AS A VISUAL BARRIER FOR AN EXCAVATION WORK TO MITIGATE DAM THE GEOMEMBRANE. THIS VISUAL BR MATERIAL SHALL COVER THE ENTIRE ATHE GEOMEMBRANCE AND GCL. THE POLY FENCING SHALL BE PLACED IN R NO LESS THAN 6" OF OVERLAPPING BE ROWS. 3. EDGE OF CAP - THE EXTENT OF THE CARCRA C COVER SYSTEM WHICH EXTENT THE ENTIRE AREA REQUIRING THE CARON SITE SAMPLING WORK. 	EROSION D A SLOPE RY AID DOWN DTEXTILE Y FUTURE AGE OF EAK AREA OF ORANGE OWS WITH ETWEEN OMPLIANT NDS OVER
PMN PMN PMN PMN PMN PMN PMN PMN	MATERIAL LIST: A - NATIVE GRASS SPECIES (HYDROSEEDE CONSTRUCTION) B - TOPSOIL LAYER C - GEOTEXTILE LAYER WITH VISUAL BARR CONSTRUCTION ORANGE POLY FENCE) OVERLYING GEOTEXTILE D - SAND DRAINAGE MATERIAL E - LAYFIELD EL6140 GEOMEMBRANE OR E F - LAYFIELD GCL OR EQUIVALENT BARRIEL G - NATIVE SOIL / GENERAL CLEAN FILL H - EXISTING SOILS UNDER EXISTING POLY I - NATIVE SURROUNDING SOILS J - 1" to 3" CLEAN CRUSHED ROCK EROSION PROTECTION BASE K - 3/4" MINUS CRUSHED ROCK L- CONCRETE	IER (TEMP QUIVALENT R
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APPENDIX B

Daily Tailgate / Inspection Report

DAILY TAILGA	TE / INSPEC	TION F	REPO	DR	T		0			
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PROJECT NAME: Pasco L	andfill Cap Project - Ca	ap Construction	on Projec		_		Environment & Infrastructure, Inc.			
Project No: 4-61M-1	7376 SW Durham Road									
Site Location: Pasco,	e Location: Pasco, Washington Page: 1 of									
Arrival: 8:30 AM	rival: 8:30 AM Departure:									
AMEC Field Rep. (Initial): PDS AMEC Project Manager (Initials): SG Fax: 503-620										
Safety Topics										
1) Set-up/Mobizo 2) Fence cutting - 3) Garbage clean-	e - equipment du	iving abo	ut / t.	affi	C	Cpay	attention to traffic)			
2) Fence cutting -	cutting equipmen	t to rema	se la	++	Fenc	ing	(proper PPE)			
3) Garbage dean-	up - use proper	glaves 1	PPE		_	2				
4)	1 1 1	5								
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		Arrival			PP	E				
Name (Print)	Company	Time	sso	A	B	C D	Signature 🦳			
Paul Stull, PE	AMEC E & I	8:30AM				X	Jult			
Sean Gormley	AMEC E & I	N/A								
Robin Johnston	AMEC E & I	NIA				_				
Steve Anderson	AEC									
Rod Rea	AEC	9:15				X	Ma			
Noah Brandt	AEC	12:45				X	MARA			
Archie Smith	AEC						, , , , , , , , , , , , , , , , , , , ,			
Curt Lichtenstein	AEC						20			
Brian Johnson	AEC	7.15				X	Bonn Smor			
Dan Namock	AEC	9:15				" a	· Continue			
Robert Anderson	AEC	9.15				X	8 Att Charles			
		1.0					- enarge a			
		1					<u>_</u>			
		1								
						_				
INSPECTION LOG:		· · ·								
		11	1 7	1	- case-	1	d.			
	YES NO Notes:	1.11	1	2 (b	000	1 1	containment			
Fire Extinguisher Kit(s):	YES / NO Notes:	All equip	quent	has	in	dividu	al extinguishers			
Secondary Containment K	it(s) for Fueling: YE	S/NO	Notes:	F	ibe	rglass	s tray for under fueling			
General Notes: Spill	Kits I large	drum kit				0				
	2 5-ga	11 1 1	kits							
	ga	Ducie /	NUS							

DAILY TAILGA	TE / INSPEC	TION F	REPO	ORT		amec
PROJECT NAME: Pasco L	OINCL					
Project No: 4-61M-1 Site Location: Pasco, Arrival: 6:00 Am AMEC Field Rep. (Initial):	Environment & Infrastructure, Inc. 7376 SW Durham Road Portland, Oregon 97224 Phone: 503-639-3400 Fax: 503-620-7892					
Safety Topics	PDS AMEC	Project Man		/		
	11.4 1		£1			
1) <u>fleat Stress</u>	Warminol day-	CI (G	<u>тен</u> І.		1	- <i>L</i>
2) Nock truck tra	affic - watch t	br trattic	, Kee	p eve	2 conto	ac /
3) Excavator grubbin	19/ Fence vemoral -	direct e	ve con	ntact,	watel	boom
1) Heat Stress - 2) Rock truck from 3) Excavator grubbin 4) Dust contral - m	rater truck / trailer	on main	road			
5)			-			
		Arrival			PE	Binnet
Name (Print)	Company	Time	SSO	AB	CD	Signature
Paul Stull, PE	AMEC E & I AMEC E & I	6:00AM			×	for the
Sean Gormley Robin Johnston						r
Steve Anderson					╂──┼──	
Rod Rea	AEC	600			X	1/3/2_
Noah Brandt	AEC	-600				MAN
Archie Smith	AEC	eve			$\vdash \land$	11100
Curt Lichtenstein	AEC					
Brian Johnson	AEC	6:00				Brian Shine
Dan Namock	AEC	6:00			$\overline{\tau}$	67 11.
Robert Anderson	AEC	6:00				RATIN
		0.00				Charlen and
						· · · · · · · · · · · · · · · · · · ·
				Ì		
					N	
INSPECTION LOG:						
Spill Containment Kit(s): (YES NO Notes:	1 drum	kit /	26	ncket	kits
Fire Extinguisher Kit(s): (YES) NO Notes:		1	1	/	excavator
Secondary Containment K			Notes:		rylass	
General Notes:				1.19	31325	
						\

DAILY TAILGA	TE / INSPEC	TION F	REPC	DRT		0	
DDO JECT NAME: Doood	andfill Can Project	Constructio	n Droigo	+	1	amec	
PROJECT NAME: Pasco I			n <u>Projec</u>	<u> </u>		Environment & Infrastructure, Inc.	
Project No: 4-61M-1	0705-1 P-02 Date:	May 2	2, 201	3		7376 SW Durham Road	
Site Location: Pasco,	Washington Page:	705-1 P-02 Date: May 22, 2013 Vashington Page: 1 of I					
Arrival: 6:00 Am		Departure: 18:00					
AMEC Field Rep. (Initial):	PDS AMEC I	Project Man	ager (Ini	tials):	SG	Fax: 503-620-7892	
Safety Topics		D.D.F.	1 1		L	/	
1) Digging in impact 2) Truck/equipme 3) Demo work -	ed zones - proper	r IPE an	d dec	ontam	ina lion	procedures	
2) Iruck/equipme	ent trattic - Du	mp trucks	, CVen	, truc	ks, he	eavy equipment	
3) Demo work -	watch step and	debris					
4)							
5)							
		Arrival			PE		
Name (Print)	Company	Time	SSO	A B	CD	Signature	
Paul Stull, PE		6:00An				formen	
Sean Gormley Robin Johnston	AMEC E & I AMEC E & I				<u> </u>		
Steve Anderson	AIVIECE & T			_			
Rod Rea	ALC	600				M	
Noah Brandt	AEC	60				White HE	
Archie Smith	AEC	0				The st	
Curt Lichtenstein	AEC					1	
Brian Johnson	AEC	1000				Buch Shim	
Dan Namock	AEC	600				Sucon tohm	
Robert Anderson	AEC	- 600 - 600				DALLEY	
						(Least fin and	
						<u> </u>	
INSPECTION LOG:		1		12	A start		
Spill Containment Kit(s): (YES / NO Notes:	1 drum	kit /	2 bu	cleet k	cits	
Fire Extinguisher Kit(s):							
Secondary Containment K	it(a) for Euclines		Notes:		1 1		
					d du	ing fueling /greasing	
General Notes: <u>AE</u>	E wore dust ma efilling work.	sks dur	ing wi	ndy y	periods	lexcavation and	
bac	cfilling work.		\				
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DAILY TAILGA	TE / INSPEC	TION F	REPO	DRT		
	andfill Com Project. Co	Construction				ameco
PROJECT NAME: Pasco L	andfill Cap Project - Ca	ip Constructio	n Projec	Ct		Environment & Infrastructure, Inc.
	0705-1 P-02 Date:	May	24, 2	013		7376 SW Durham Road
Site Location: Pasco,	Washington Page:	1 of 7	1			Portland, Oregon 97224
Arrival: <u>6: c</u> AMEC Field Rep. (Initial):	E A	ure:  2:	35			Phone: 503-639-3400
	PDS AMEC	Project Man	ager (In	itials):	SG	Fax: 503-620-7892
Safety Topics	E. L	11	0		, ,	1.10
<ol> <li>Gravel grading /</li> <li>Fence installation</li> <li>Old cyclone fem</li> </ol>	Louipment - W.	atch ont	tor g	nipmen	t and	trattic
2) Fence installation	on One man a	nger and t	wo ma	n crew	Cwatc	th out for crew)
3) Old cyclone fen	ce removal - E	excavator to	o remo	ve and	move	to dury truck
4)						
5)						
		Arrival			E E	Ciana a funda
Name (Print)	Company	Time	SSO	A B	C D	Signature
Paul Stull, PE		6:00 AM			×	failater
Sean Gormley	AMEC E & I AMEC E & I					
Robin Johnston						
Steve Anderson	AEC AEC	7366:0	0			. mater
Rod Rea Noah Brandt	AEC	6:00 AM				MARTIR
	AEC	6.00 19			r	PP NOS NIS
Archie Smith			_			Â
Curt Lichtenstein	AEC	GOO AM			V	a not
Brian Johnson	AEC				X	Bay Man-
Dan Namock	AEC AEC	6:00 M			X	Man LAGT
Robert Anderson		6:00/11			X	a fut (pp)
						(
INSPECTION LOG:						
		11	12	1 1	1. In I	
Spill Containment Kit(s):(	B				t kits	
Fire Extinguisher Kit(s):	YES / NO Notes:	in t	trucks	1 equi	pment	
Secondary Containment K	it(s) for Fueling: YE	S/NO	Notes:	Us	ed for	r equipment fueling
General Notes:						5
						·

Project No:4-61M-1Site Location:Pasco,Arrival:7:30AMEC Field Rep. (Initial):	Environment & Infrastructure, Inc 7376 SW Durham Road Portland, Oregon 97224 Phone: 503-639-3400 Fax: 503-620-7892						
Safety Topics 1) <u>Equipment/Gra 2) Debris (garbage</u> 3) 4) 5)		Project Mar atch ont all mate				SG - / <del> </del>	
	Compony	Arrival Time	sso	A	PPE B C		Signaturo
Name (Print) Paul Stull, PE	Company AMEC E & I	7:30	350				Signature
Sean Gormley	AMEC E & I	7.50				<u></u>	fmultis
Robin Johnston	AMEC E & I			╏──┼		+	
Steve Anderson	AEC						
Rod Rea	AEC	730		╏─┼		~	MOL
Noah Brandt	AEC	7:30		┠╌┼	+	X	WRA D
Archie Smith	AEC	1-20		╏─┼		-	TI AT NO
Curt Lichtenstein	AEC			┠─┼		+	
Brian Johnson	AEC	7:50				V	R. AA
Dan Namock	AEC	-				~	Buon Styne +
Robert Anderson	AEC	7:30				X	Bet And
INSPECTION LOG:							
Fire Extinguisher Kit(s): Secondary Containment K	6 11 / 11 -	in eq.	Notes:	+/	truc	1	
General Notes: Gra	ding of "G" la	yer and	debris	reme	oval		

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DAILY TAILGA	TE / INSPEC			)R1				
DALLITALOA		mont			Sestin 1		amec	
PROJECT NAME: Pasco L	andfill Cap Project - Ca	p Construction	on Projec	ot			Environment & Infrastructure, Inc.	
Ducto of No. 4 CdM 4	Project No: 4-61M-10705-1 P-02 Date: May 30, 2013							
Project No: 4-61M-1 Site Location: Pasco,	Washington <b>Bage</b> :	7376 SW Durham Road Portland, Oregon 97224						
Arrival: 7:00	Depart	Date:         May 30, 2013           Vashington         Page:         1 of         1           Departure:         7:00						
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	ager (In	itials):	S	G	Phone: 503-639-3400 Fax: 503-620-7892	
Safety Topics						-		
1) Gravel truck de 2) Construction equip	liveries - watch ou	it for tru	ick tra	affic				
2) <u>Construction equip</u>	ment-							
21						_		
4)								
5)								
		Arrival			PPE	1		
Name (Print)	Company	Time	SSO	AE	3 C	D	Signature	
Paul Stull, PE Sean Gormley	AMEC E & I AMEC E & I	7:00				X	fin the	
Robin Johnston	AMEC E & I							
Steve Anderson	AEC							
Rod Rea	AEC	700				8	ma	
Noah Brandt	AEC	700				Ň	PARES NB	
Archie Smith	AEC							
Curt Lichtenstein	AEC						00	
Brian Johnson	AEC	7:00				Х	Brien Chrises	
Dan Namock	AEC	7:00				X	Dan Rangh	
Robert Anderson	AEC	7:00				X	Robert Anguo	
						L		
					_			
					_			
INSPECTION LOG:	a for an and the	17.40.2	REFE	-				
Spill Containment Kit(s):(	YES)/ NO Notes:	1 drum	kit /	2	huck	o †	kita	
Fire Extinguisher Kit(s):	YES / NO Notes:	<u>  dram</u> On tr S)/ NO	ucks /	a. I Da	nent	-		
Secondary Containment K	it(s) for Eueling:	<u></u>	Notes:	El		/	-	
			10103.	110	ergn	حدد	7/ay	
General Notes:								

DAILY TAILGA	TE / INSPEC	TION	REP	ORT					
		·	C. Stranger			amec			
PROJECT NAME: Pasco I	_andfill Cap Project - Ca	ap Constructi	ion Proje	ct					
Project No: 4-61M-1	0705-1 P-02 Date:		74			Environment & Infrastructure, I 7376 SW Durham Ro			
		Portland, Oregon 972							
Arrival: 7:00		705-1 P-02         Date:         May 3\$, 2013           /ashington         Page:         1         of         1           Departure:         17:00         1         1							
AMEC Field Rep. (Initial):		Project Mai		nitials):	SG	Phone: 503-639-34 Fax: 503-620-78			
Safety Topics			-						
1) Gravel delivery 2) Construction E 3) <u>Sust control</u> -	trucks - watch	out for	trucks						
2) (motuation E	anioment - eve	contact.	/ Aroipi	V PPE	5				
3) A tractic	the life		FF						
	Water down sire			-					
4)									
5)									
Nome (Drint)	0.0000	Arrival			PE	0: market (			
Name (Print)	Company	Time	SSO	A B	C D	Signature			
Paul Stull, PE	AMEC E & I	7:00				pm Still			
Sean Gormley	AMEC E & I		L						
Robin Johnston	AMEC E & I		<b> </b>						
Steve Anderson	AEC					2 1 1			
Rod Rea	AEC	700			L d	1/19			
Noah Brandt	AEC	70-0			×	MTZ NB			
Archie Smith	AEC								
Curt Lichtenstein	AEC								
Brian Johnson	AEC	7:00			X,	Bren Ano			
Dan Namock	AEC	7:00			R	San Namol.			
Robert Anderson	AEC	700			X	Colet A and			
Leo Perales	IMT	7:15			+	C CUMP 100			
					+ +				
NEDECTION		_							
NSPECTION LOG:									
Spill Containment Kit(s): (	$\sim$	l dru	m/ 2	? buck	et kin	-s			
ire Extinguisher Kit(s):(	YES / NO Notes:	On equ	ipment a	1 truck	\$				
Secondary Containment K	it(s) for Fueling: (YE	<u>Or equ</u> S) NO	Notes:	F	beralasi	0.64			
General Notes:					- Aller				
JETTELATINUTES.									

DAILY TAILGA	TE / INSPEC		REPO	OF	RL		2000		
DDO JECT NAME: Doood	andfill Can Project	n Constructio	Droio	-			amec		
PROJECT NAME: Pasco I	_andfill Cap Project - Ca		on Proje	Cl			Environment & Infrastructure, Inc.		
Project No: 4-61M-1	7376 SW Durham Road								
Site Location: Pasco,									
Arrival: 8:00	Phone: 503-639-3400								
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	ager (In	itial	s):	SG	Fax: 503-620-7892		
Safety Topics					1	/			
1) <u>Grave (Sand</u> 2) <u>Construction Equi</u> 3) <u>Heat - wear</u>	lopsoil trucks-	lots of	tratti	<u> </u>	o da	<u>, (wa</u>	tch out)		
2) Construction Equi	pment - Visual c	onnection	when	clo	se't	v equ	ipment		
3) Heat - wear p	protection / sunscr	ean and	keep	np	<u> </u>	uids _			
4)									
5)									
Name (Print)	Company	Arrival Time	SSO	A	PP B	C D	Signature		
Paul Stull, PE	AMEC E & I	8:00				X	then Alt A		
Sean Gormley	AMEC E & I								
Robin Johnston	AMEC E & I								
Steve Anderson	AEC						- Pi		
Rod Rea	AEC	8:00							
Noah Brandt	AEC	700				X	PHO NB		
Archie Smith	AEC								
Curt Lichtenstein	AEC						- jA		
Brian Johnson	AEC	6:00				X	Buan Amo		
Dan Namock	AEC								
Robert Anderson	AEC	220				X	Conto and		
TIM SCOTT	T&C Const	1120				X	Jen Scott		
Bennet Gerba	ACC	8:40 pm				_X	man		
							¥		
						_			
INSPECTION LOG:									
Spill Containment Kit(s): (	YES / NO Notes:	1 drun	1 kit ,		2 /	ucke T	t kits		
Fire Extinguisher Kit(s):	YES / NO Notes:								
Secondary Containment K	it(s) for Fueling: (YES	) / NO	Notes:		Fib	evglass	tray and pads		
General Notes:									
				_					

DAILY TAILGA	TE / INSPEC		REPO	ORT		0
DDO ISOT NAME. Doord	andfill Can Draigat	n Constructio	Droio	a.h.		amec
PROJECT NAME: Pascol	_andfill Cap Project - Ca	ip Construction	on Projec			Environment & Infrastructure, Inc.
	0705-1 P-02 Date:		, 2013			7376 SW Durham Road
		1 of				Portland, Oregon 97224
Arrival: 7:00 AMEC Field Rep. (Initial):	Depart PDS AMEC	ure: Project Man	7:15		SG	Phone: 503-639-3400 Fax: 503-620-7892
	FDS AWEC	Project Mai	ayer (in	itiais).	30	T ax. 505-020-7692
Safety Topics		1 1. (6				
1) Delivery trucks - 2) Construction Equi 3) Heat - Hot we	Watch out for fr	uck Wattic		1 4		
2) Construction Equi	pment - watch on	t for AE	( <u>cons</u>	Truction	equi	ршент
	ther => use sunse	creen and	drink	water		
4)						
5)						
Name (Print)	Company	Arrival Time	sso	A B	E C D	∕∕Signatture
Paul Stull, PE	AMEC E & I	7:00	330			
Sean Gormley	AMEC E & I	7.0-				prive
Robin Johnston	AMEC E & I					
Steve Anderson	AEC					
Rod Rea	AEC	700			T	199
Noah Brandt	AEC	700			X	MABONB
Archie Smith	AEC	_/				
Curt Lichtenstein	AEC				-	
Brian Johnson	AEC	7:00			×	Kara (haa
Dan Namock	AEC	/				Duce per W
Robert Anderson	AEC	1200				Br. Aller
Bennet Gerba	AEC	7:00		┠╌┼╶┾	- A	A CHAR
Leo Perales	IMT	8:30				Con den
	TRIND ASSOCIATES	12:45				MART
LOKE MILLER	TRIAD 4550(.	12:45			$-\overline{x}$	Le ni
	THE TSOC ,				-iz	The MAL
					-	
		<u> </u>				
INSPECTION LOG:		201.0.	1.1927	and an in		A MAT AND IN COMPANY AND
Spill Containment Kit(s): (	YES / NO Notes:	1 1	kit 1	Zbu	. had	bits
			<u>~ [477</u>	_ bu	<u>CKET</u>	K(1)
Fire Extinguisher Kit(s):	C E			E.I		
Secondary Containment K			Notes:	Fiberg	1455 -	tray with pads
General Notes: <u>IM</u>	T tech ou-site	in mornin	g and	atterno	201.	/

DAILY TAILGA	TE / INSPEC	TION F	REPO	ORT		2000
PROJECT NAME: Pasco	andfill Can Project - Cr	an Constructio	n Proje	ct		amec
PROJECT NAME: Pasco	Landini Cap Project - Ca					Environment & Infrastructure, Inc.
Project No: 4-61M-1	0705-1 P-02 Date:	June	5,20	013		7376 SW Durham Road
	Washington Page:	1_of_1	,	_		Portland, Oregon 97224
Arrival: 7:00	Depar		7:05	<u></u>		Phone: 503-639-3400 Fax: 503-620-7892
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	ager (in	iitiais):	SG	Fax: 503-620-7892
Safety Topics		1 1 4	Na	111		11 st
1) Truck traffic 2) Equipment use 3) Heat - Drink o	- Watch out for	truck 1	ATTIC /	/ delive	vies 1	/
2) <u>Equipment use</u>	e - Koller, water	rtruck, bu	ll dozer	trackho	e, 10	or all working
3) Heat - Drink o	Hen, sunscreen, u	watch out	for ea	ch other		
4)					_	
5)						
		Arrival		PPE	_	
Name (Print)	Company	Time	SSO	AB	C D	Signature
Paul Stull, PE	AMEC E & I	7:00			$\times$	full in
Sean Gormley	AMEC E & I					r
Robin Johnston	AMEC E & I					
Steve Anderson	AEC	7.12				,
Rod Rea	AEC	700			K.	Polo
Noah Brandt	AEC	700				MA BONB
Archie Smith	AEC					
Curt Lichtenstein	AEC					
Brian Johnson	AEC	7:00			X	Suco of Makon
Dan Namock	AEC					
Robert Anderson	AEC	-7:00			-X	Copite/Cham-
Bennet Gerba	AEC	7:00			X	The Car
Nicole hucero	ABC_	7:00			X	CAS DO
JEFF SAVAGE	TRIAD ASSOC.	9:20			X	Maple B
LUKE MILLER	TRIAD ASSOC.	9:20			X	Lab in
					_	
				┠──┼──┾┉		
						L
INSPECTION LOG:						
		Drum 1	$k_i t /$	2 bu	ckef	kits
Fire Extinguisher Kit(s): (	YES / NO Notes				_	
Secondary Containment K	(it(s) for Fueling: (YE	S/ NO	Notes:	Fibe.	glass	tray and pads
General Notes:				~		/ /
			_			
			_			

Arrival: 7:00 AMEC Field Rep. (Initial):	7376 SW Durha Portland, Oregon Phone: 503-63 Fax: 503-62						
Safety Topics 1) <u>Truck fraffic - b</u> 2) <u>Equipment work</u> 3) <u>Heat - drink offe</u> 4) 5)	-be aware of so -be aware/exe mand use prote	il/topsoil contact etion/wate	truc with r. heac	k i oller	traft , b. Her	C: <u>(</u> ull do <del>2</del>	er, excavator, loado
		Arrival			PP		
Name (Print)	Company	Time	SSO	Α	В	C D	Signature
Paul Stull, PE	AMEC E & I AMEC E & I	7:00					Jenne -
Sean Gormley						_	·
Robin Johnston	AMEC E & I						
Steve Anderson	AEC						19
Rod Rea	AEC	700					le l
Noah Brandt	AEC	700				X	TAPD-
Archie Smith	AEC						
Curt Lichtenstein	AEC						$\rho$ $\rho$
Brian Johnson	AEC	7:00				<u> </u>	Brun Am
Dan Namock	AEC	_					-AAA
Robert Anderson	AEC	7,00					Sout the
Junn Coerba	AEC	7:00				X	Conton
						_	
				_			
						_	
INSPECTION LOG:							

DAILY TAILGA	TE / INSPEC	TION F	REP	OF	RT			
							amec	
PROJECT NAME: Pasco L	andfill Cap Project - Ca	ap Constructio	on Proje	ct	_			
Project No: 4-61M-1	0705-1 P-02 Date:	June 7	, 201	3			Environment & Infrastructure, Inc. 7376 SW Durham Road	
	Washington Page:		/	<u> </u>			Portland, Oregon 97224	
Arrival: 6:45	Depar	Departure: /8:00						
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	ager (In	itial	s):	SG	Fax: 503-620-7892	
Safety Topics		1 / 1	/			;		
1) Iruck trattic -	Watch out for	sand to	0.56;1 (	<u>del</u>	iser,	1 fru	cks ft equipment - exe contact	
2) Construction Eq.	ipment - Koller	loader, ti	rack hu	e <u>,</u> a	and t	forkli	tt equipment - eve contact	
3) Heat - Drink, co	verup, use sunse	veen as 1	iecessa	ry				
(4)			_					
5)								
Name (Print)	Company	Arrival Time	sso	A	PP B	E C D	Signature	
Paul Stull, PE	AMEC E & I	6:45	330	⊢				
Sean Gormley	AMEC E & I	0.13		$\vdash$			and the	
Robin Johnston	AMEC E & I				$\vdash$			
Steve Anderson	AEC							
Rod Rea	AEC	645-		┝─		4	E MAG	
Noah Brandt	AEC	61			$ \vdash  $			
Archie Smith	AEC							
Curt Lichtenstein	AEC							
Brian Johnson	AEC			┢				
Dan Namock	AEC							
Robert Anderson	AEC						<u> </u>	
a l	AEC	6.45	X					
Howardon England	M/III	GIC DU	$\Delta$			$-\frac{1}{x}$	The andra Canting	
Matolin CRUZ	IV IN I	1:15PM					Matolio CRUZ	
1/14/0/11// UNV2		1 • 1 - 2 - 7 - 14				$\neg \land$	- Marono CROZ	
INSPECTION LOG:	the star strains to a	支援が行う方		39		Q12121		
Spill Containment Kit(s): 🤇	YES) / NO Notes:	1 the dr	um ki	t /	12	- bu	cket kits	
Fire Extinguisher Kit(s):		In truc						
		20110		<u>e 91</u>	<u>npm</u>	en i		
Secondary Containment K		5)/ NO	Notes:	1	tibe	rglass	tray and absorpent pads	
General Notes:				_	_			
				_				

DAILY TAILGA					т		
DAILT TAILOA							amec
PROJECT NAME: Pasco L	andfill Cap Project - Ca	ap Constructio	n Proje	ct		-	Unice
							Environment & Infrastructure, Inc.
	0705-1 P-02 Date:	June 1 of 1	_8, 2	2013			7376 SW Durham Road Portland, Oregon 97224
Site Location: Pasco, Arrival: 6:00A			:00	_			Phone: 503-639-3400
AMEC Field Rep. (Initial):		Project Man		itials	s): S	G	Fax: 503-620-7892
Safety Topics							
1) Construction Equi	pment - eye con	tact and	be	(a/e	ful	to	avoid
2) Heat - watch	out for each o	ther and	Nink	of	fen		
3) Liner equipment	- rolls and ex	uipment a	re he	avi	and	(0	avoid uld roll over someous
4)				/			
5)			_				
		Arrival			PPE		
Name (Print)	Company	Time	SSO	A	ВС	D	Signature
Paul Stull, PE	AMEC E & I	6:00				$\succ$	four fall
Sean Gormley	AMEC E & I						
Robin Johnston	AMEC E & I						
Steve Anderson	AEC						
Rod Rea	AEC	600				7	Ma
Noah Brandt	AEC					<u> </u>	
Archie Smith	AEC						
Curt Lichtenstein	AEC			┞──┤			
Brian Johnson	AEC						
Dan Namock	AEC			┡─┤		X	In Marak
Robert Anderson	AEC			┞─┤			nh i ci i
Filejandro Santana	NWI	6:00 Au				X	Hejancho > zutana
BunnelCruzA	NWL	G: OO AM				X	Planet Gright
1 Convator - Sr	NWC	6:00 AM				X	mark
MAISES	NWC	G: ODAM				X	(JUZ
Arturo Rebollo	NW.L	6:00 AM				IХ	
Matolio CRUZ	NWG	6:00 AM		┨─┤		Х	Natolio CRUZ.
Bennet Gerly	AEC.	Giocan	$\aleph$			*	the f
Mike Greenwoord	Arc	8:10		┨──┼		X	Mile (veenussor)
DAUID HOOK	AEC	8:10		┫↓		X	Daniel Hoale
		8:10					
INCRECTION LOC							
INSPECTION LOG:		. /	1 /			/	
Spill Containment Kit(s):		-7	<u>k:</u> †	/	<u>2 bui</u>	<u>c Ke</u>	t kits
	YES)/ NO Notes:		nipmen	~			
Secondary Containment K	it(s) for Fueling: (YE	S) NO	Notes:	Fi	bergla	55 -	tray and pads
General Notes:					-		/ /
				_			
				_			
							<b>_</b>

PROJECT NAME: Pasco L		State State		1741	100		amec
Project No: 4-61M-1	0705-1 P-02 Date: Washington Page	June : 1 of	9, 2 «				Environment & Infrastructure, Inc. 7376 SW Durham Road Portland, Oregon 97224 Phone: 503-639-3400
AMEC Field Rep. (Initial):		C Project Man	ager (Ir	itials)	: S	G	Fax: 503-620-7892
Safety Topics		and NWL s when hand	const sing he	tructio	ols and	~ ipi 1 1	ment - watch out leve con iner ther luse sunscreen
1) Weather Chear	<u>Neep nxorat</u>	ee and wa	Ten o	1/_ 70	eal	4 0	THER TUSE SUNSCIEBY
4)							
5)							
Name (Print)	Company	Arrival Time	SSO		PPE 3 C	D	Signature
Paul Stull, PE	AMEC E & I	6:00				X	July
Sean Gormley	AMEC E & I						
Robin Johnston	AMEC E & I						
Steve Anderson	AEC						
Rod Rea	AEC	600				0	Pa
Noah Brandt	AEC						
Archie Smith	AEC						
Curt Lichtenstein	AEC						
Brian Johnson	AEC						
Dan Namock	AEC	6:00				Х	Jan Kandah
Robert Anderson	AEC						
Mile Greenwood	Aec	600				X	Mike Greenwood
Bennet Gerba	ACC	6:00				$\times$	At Ca
DAVID, HOOK	AEC.	6:00				X	Daniel Hooly
Fle ancho Sayana	NUL_	7:00				X	Hejancho Santana
Runnel Cart	INWL	7:00 Am				$\times$	Muar cult A
Mains Gun	NWC	7:00AM				Х	/ Our
Matolio CROZ	NW L	7:00AM				$\times$	MOTO CRUZ
(surardo Salad	NG	-7:00Ar	1			X	a Pr.
AFTURD Rebollo	NWL	7:00AM				$\times ($	Carrier Con
INSPECTION LOG:	Contraction of the second						
Spill Containment Kit(s): (	YES / NO Notes	: I drum k	at/z	buc	ket.	ko	45
	-	: In equip		/truc	ks		
Secondary Containment K	it(s) for Fueling: (Y	ES / NO '	Notes:	Fi	bergla	51.	tray and pads
General Notes:							
						_	

DAILY TAILGA	TE / INSPEC	CTION F	REP	ORT		amec®			
PROJECT NAME: Pasco L	andfill Cap Project - Ca	ap Constructio	on Proje	ct		onice			
			7	<u> </u>		Environment & Infrastructure, Inc. 7376 SW Durham Road			
	roject No:4-61M-10705-1 P-02Date: $\overline{J_{ane}   D_{, 2} 0 3}$ ite Location:Pasco, WashingtonPage:1of $\overline{I_{e:s}}$ rrival:6:00 AnDeparture:18:45								
Arrival: 6:00 Ar	Portland, Oregon 97224 Phone: 503-639-3400								
AMEC Field Rep. (Initial):		Project Man	ager (In	nitials):	SG	Fax: 503-620-7892			
Safety Topics						Roller / Dump Truck			
1) Construction Equi	pment - Eye con	tact and k	le awa	ire of u	vorker	d ground workers			
2) Heat - Hydrate	often watch pac	h other to	sr he	ut stres	5				
3) Truck traffic -	Watch out for a	Inmo truck	and	SCL dei	livery				
4) Hot tools - h	lear gloves and be	aware hos	L tools	on li	ner an	d avound workers			
5)									
		Arrival		PP					
Name (Print)	Company	Time	SSO	A B	C D	Signature			
Paul Stull, PE	AMEC E & I	6:00AA		▋┤┤		Jan de			
Sean Gormley	AMEC E & I			▋┤┤					
Robin Johnston	AMEC E & I			┠─┤─┤					
Steve Anderson	AEC								
Rod Rea	AEC	600				10 pa			
Noah Brandt	AEC					· /			
Archie Smith	AEC								
Curt Lichtenstein	AEC								
Brian Johnson	AEC								
Dan Namock	AEC	6:00			$\mathbb{K}$	Jan Nancosk			
Robert Anderson	AEC								
Bennet berby	AEC	6:00	$\times$			Dr. Co-			
DAUD HOOK	AFC	6:00			K	Dans that			
Mike Grenn	Acc	600			X	Mike Count,			
Ileiandro Santana	MUL	7:00			X	Heingdro Sanfana			
Malss Our	NWL	7:00			X	1 CHUZ			
Matolip GROZ	NW4	7:00 AM			X	Natolio CRUZ			
Runnel (hzA	NWL.	7:00 Am			X	Hunh a EM			
Mercando Saloud	NW	7:00AM			$\times$	11-2-			
Arturo Rebull6	NWL	7:00 AM			$\prec$	10 Augustin			
Joren Schmidt	Ecology	10:45			x	Alter and			
ChuckGrvenentelle	Ecology	10:45			Х	C. Awenenfella			
INSPECTION LOG:		ACA. L.	CU1977		1				
Spill Containment Kit(s);	YES / NO Notes	: I drum	kit /	Zbu	cket	kits			
	YES NO Notes			,	1 ,	ic ks			
Secondary Containment K		ŝ / NO	Notes:		1	trays and pads			
General Notes:			110100.		1925				
					_				

roject No: 4-61M-10 ite Location: Pasco, W rrival: 6:00 A MEC Field Rep. (Initial): afety Topics ) Heat - Keep hyd ) Construction Equ ) Truck traffic - 1 ) Hot tools - HPDE )	PDS AMEC	1 of / rture: Project Man		itials):	SG	7376 SW Durham Road Portland, Oregon 97224 Phone: 503-639-3400 Fax: 503-620-7892
afety Topics ) Heat - Keep hydi ) Construction Equ ) Truck traffic - 1 ) Hot tools - HPDE						
) Heat - Keep hydr ) Construction Equ ) Truck traffic - 1 ) Hot tools - HPDE	rated and water <u>nipment - Ma</u> <u>lerimeter rock t</u> <u>E welding tools</u>	intain eye intain eye	vorkers	for	, /	
) Construction Equ ) Truck traffic - 1 ) Hot tools - HPDE )	nipment - Ma Perimeter rock t Welding tools	intain eye ruck delin	/	100	heats	stress
) Truck traffic - 1 ) Hot tools - HPDE )	Perimeter rock t welding tools	ruck delin	CONTO	ct an	d wate	ch out for
) Hot tools - HPDE	Welding tools		Ievies -	- Wat	ch an	+ for trucks
)	Weiching Tobis_	are hot - w	ear al	DUP(	04	
/	9		<u>gre</u>	~~5		
	-	Arrival		F	PE	
Name (Print)	Company	Time	SSO	A B		Signature
Paul Stull, PE	AMEC E & I	6:00			$\lambda$	for the
Sean Gormley	AMEC E & I					
Robin Johnston	AMEC E & I					
Steve Anderson	AEC					
Rod Rea	AEC	600			8	Me
Noah Brandt	AEC				+ $+$	
Archie Smith	AEC				<u> </u>	
Curt Lichtenstein	AEC				+	
Brian Johnson	AEC					
Dan Namock Robert Anderson	AEC	6,00				Jan Hamork
20	AEC	6.00				A Contraction
Yennet Gerry	ACC				+	mile Grenwood
Mike Girenvord DAVID HOOK	Aec	6:00				
$\mathbf{P}$	AEC	6:00			+5	Dame Host
Runnel (NU2		7:00 Am				A MARCING FI
analia Santana	MUIT	7:00			Î	Meren for Sain la
MADE GIN	NWL	7:00				Ring and a second
Inturo Reballo	NWL	7:00			ŤŹ	August
Matolio CRVZ	NWL	7:00 AM				Vatolio TRUZ
SPECTION LOG:	0					
pill Containment Kit(s): ( Y	ES / NO Notes	: Jrum ki	+ / .	z bu	cket	kits
	ES / NO Notes		,			
		<u> </u>	Notes:		<u>/                                     </u>	tray and pads
econdary Containment Kit	(s) for ruening: Vi		notes:	170	er glast	Tray and pacis
eneral Notes:						

DAILY TAILGA	TE / INSPEC	TION F	REPO	ORT		
						amec
PROJECT NAME: Pasco L	andfill Cap Project - Ca.	p Construction	on Proje	ct		Environment & Infrastructure, Inc.
Project No: 4-61M-1	0705-1 P-02 Date:	June	e /2, c	2.013		7376 SW Durham Road
Site Location: Pasco,	Washington Page:	1 of	1			Portland, Oregon 97224
Arrival: 6:00 AM	Depart		8:00			Phone: 503-639-3400
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	ager (In	itials):	SG	Fax: 503-620-7892
Safety Topics					,	
1) Construction E	Equipment - Eye	contact	with	oper	rators_	(toader/bulldozer (DT/TH)
2) Truck traffic -	" Rock deliveries	during	the .	day	watch	out
3) Heat - Keep A	udvated and w.	tch each	other	for	heat s	(toader/bulldozer(bT/TH) out
4)						
5)						
		Arrival			PPE	
Name (Print)	Company	Time	SSO	AE	3 C D	Signature
Paul Stull, PE	AMEC E & I	6:00				Part All
Sean Gormley						
Robin Johnston	AMEC E & I					
Steve Anderson Rod Rea	AEC AEC	Gera		+	+	nza
Noah Brandt	AEC	600			X	appending
Archie Smith	AEC	000			+	
Curt Lichtenstein	AEC			╏─┼─		
Brian Johnson	AEC	6:00				Brien Sthis
Dan Namock	AEC	6:00			$\sim$	Can Remark
Robert Anderson	AEC	600			X	Rentlind
Prennot Get.	AEC	6:00			X	- June -
d -						
		ļ				
					+ +	<u> </u>
INSPECTION LOG:						
Spill Containment Kit(s);	YES NO Notes:	1 drym	kit,	/ Z	Butak	bucket
	YES / NO Notes:					
Secondary Containment K	$\bigcirc$	SV NO	Notes:	Fib	explace	tray + pads
General Notes:				1 1 20		1. a.V. 1. pro
						<b></b> _
			_			

DAILY TAILGA	TE / INSP	ECTION	REP	ORT		
						amec
PROJECT NAME: Pasco I	_andfill Cap Project	t - Cap Constructi	on Proje	ct		
		ate: June	13, 2			Environment & Infrastructure, Inc.
		7376 SW Durham Road Portland, Oregon 97224				
Arrival: 6:00		age: 1 of	Phone: 503-639-3400			
AMEC Field Rep. (Initial):	PDS AI	Fax: 503-620-7892				
Safety Topics	-			_		
1) Construction Equip 2) Truck traffic - 3) Heat - Keep hy	ment - Eye	contact and	watch	1 out	for la	ader/trackhoe/DT/BA
2) Truck traffic -	Watch out y	for vock deliv	ery truc	ks/tv	nilers	
3) Heat - Keep hu	drated and w	ratch each oth	her for	heat	stress.	
4)						
5)						
		Arrival			PPE	
Name (Print)	Company	Time	SSO	A B	C D	Signature
Paul Stull, PE	AMECE&			-	$+$ $\times$	fin tell
Sean Gormley	AMECE&					
Robin Johnston	AMEC E &	·		┠╌├─	+	
Steve Anderson	AEC	600	<b> </b>	╏─┼──		
Rod Rea	AEC	-	—			MAR IR
Noah Brandt	AEC	600	<b> </b>		a	PAREND
Archie Smith	AEC					
Curt Lichtenstein	AEC					
Brian Johnson	AEC	6:00	$\times$			Reser Conthant
Dan Namock	AEC	6:00			X	a lange
Robert Anderson	AEC	600	¥		$\top \times$	Roleit Com
Bunner Gerba	, AEC	6:00	the second		X-	
William Boyd	Ricks Fenci					1 dece
Ran Fitzgowald	Ricks Fence	ng 9:40 - 1 8:40				Kan Jalel
sar 1 cquat a	micros cours				+	and the second
					+ +	
				┠─┼─	+	
					+ $+$	
					<u> </u>	
					┥ ├──	
INSPECTION LOG:		Set days from the	- Aller	-		
Spill Containment Kit(s):	VES / NO NO	otes: <u>I drum</u>	kit /	z b.	ncket 1	kits
Fire Extinguisher Kit(s):	YES / NO NO	otes: <u>Tu tru</u>	cks an	d equ	ipment	
Secondary Containment K	it(s) for Fueling:	(YES) NO	Notes:	Fib	ev gluss	tray and pads
General Notes:						
Jeneral NUL83.					_	

DAILY TAILGA	TE / INSPEC			ORT	,	
Drale i Trale Ora						amec
PROJECT NAME: Pasco L	andfill Cap Project - Ca	p Construction	on Projec	ot		
Drojoot No: 4 61M 1	0705-1 P-02 Date:				_	Environment & Infrastructure, Inc. 7376 SW Durham Road
		June 1 of	19, 20	15		Portland, Oregon 97224
Arrival: 5:004			2:35			Phone: 503-639-3400
AMEC Field Rep. (Initial):		Project Man		itials):	SG	Fax: 503-620-7892
Safety Topics					-	
1) Heat - Keep hy	idrated and watch	each oth	er for	heat	stress	f dunp truck, trackhoe,
2) Construction Eq	mipment - Keep a	eye contac	fand	be au	vare o	f dunp truck, trackhoe,
3)	Nater	truck, 10	ader,	bullde	zer	
4)					_	
5)						
		Arrival			PE	
Name (Print)	Company	Time	SSO	A B	C D	Signature
Paul Stull, PE	AMEC E & I AMEC E & I	5:00				port the )
Sean Gormley Robin Johnston	AMEC E & I				$\left  \right $	ŕ
Steve Anderson	AREC					
Rod Rea	AEC	500				M
Noah Brandt	AEC	500				APRONB
Archie Smith	AEC					
Curt Lichtenstein	AEC					
Brian Johnson	AEC	5:00	X			Bug Somo
Dan Namock	AEC	5:00			X	Dan, Jewoch
Robert Anderson	AEC	500			X	Colert Char
2m Ca	ALC	5:00				Benne Gerbe
					┨	
INSPECTION LOG:						
Spill Containment Kit(s):	YES / NO Notes:	Drumk	(i + /	2 10	icke +	kits
Fire Extinguisher Kit(s):	YES NO Notes:	In to	incles.	and e	29 цірто	ut
Secondary Containment K	it(s) for Fueling: (YE	Ŝ) NO	Notes:	Fibe	ralass	tray and pads
General Notes:	- 100 - 1					

					r	
DAILY TAILGA	TE / INSPEC	TION	KEP(	JK		amore
PROJECT NAME: Pasco l	andfill Can Project - Ca	n Constructio	on Proje	ct		amec
FROJECT NAME. FASCOL	anunii Cap Floject - Ca	p construction		51		Environment & Infrastructure, Inc.
Project No: 4-61M-1	0705-1 P-02 Date:	Jyne	17. Z	013		7376 SW Durham Road
	Washington Page:	1 of j				Portland, Oregon 97224
Arrival: 8:00	Depart	ure: /४	3:20			Phone: 503-639-3400
AMEC Field Rep. (Initial):	PDS AMEC	Project Man	nager (In	itials)	: SG	Fax: 503-620-7892
Safety Topics						
1) Fence installation	- Wear proper +	PPE for in	ustall a	tion	work	
2) Construction Equ	ripment - Keep es	re contact	with	opera	tors of	loader, BD, DT, WT
1) Fence installation 2) <u>Construction</u> Equ 3) <u>Heat - Keep</u>	hydrated and wat	ch each	o they	for	heat	stress
4)						
5)						
<u> </u>		Arrival	г <u> </u>		PPE	
Name (Print)	Company	Time	sso		B C D	Signature
Paul Stull, PE	AMEC E & I	8:00			X	for M
Sean Gormley	AMEC E & I					
Robin Johnston	AMEC E & I					
Steve Anderson	AEC				_	
Rod Rea	AEC	pao			$\rightarrow$	mpt 1
Noah Brandt	AEC	Ů.				0
Archie Smith	AEC					
Curt Lichtenstein	AEC					
Brian Johnson	AEC					
Dan Namock	AEC					
Robert Anderson	AEC	8:00	<b>1</b>		L	Report Sin et-
Bennet Gerbe	AEC.	8:00	4			
Alilian Baud	Ricks Fence	5:40				2
William Boyd Churles 2 YPh	RILKO FINGE	8:40				Chatter 21000
BRAND CINE	RICKS FEWER	11:00				but the
BRANDOW GLOUIST ET DEWILDE	DGG	2:00				1 AD PL RO
VI VILV (OUP						allone
INSPECTION LOG:	A CHARTENESS	241111	11.5	2.3.5		
Spill Containment Kit(s):	YES / NO Notes:	1 drum	kit/	2	bucket	kits
	(YES / NO Notes:				1	
<b>e</b> ( )	$\sim$	-	ncks / e	0 1	,	
Secondary Containment K	it(s) for Fueling: YE	S) / NO	Notes:	Fib	erglass	tray and pads
General Notes:					<u> </u>	· /
			_			

			22-25-1-			amec
PROJECT NAME:       Pasco L         Project No:       4-61M-1         Site Location:       Pasco,         Arrival:       6:00 Å         AMEC Field Rep. (Initial):	Environment & Infrastructure, Inc. 7376 SW Durham Road Portland, Oregon 97224 Phone: 503-639-3400 Fax: 503-620-7892					
Safety Topics 1) <u>Construction Eq.</u> 2) <u>Heat - Keep hyd</u> 3) <u>Fencing Installa</u> 4)	nipment - Keop Inted and watch, tion - Use proper	<u>eve conta</u> ont for e. PPE for	ach ot insta	ther for the	trucks for heat work	Bulldozor, trackhoe, WT <u>f stress</u> (gloves, eye gear, etc.)
5) Name (Print)	Company	Arrival Time	SSO	F A B	PE CD	/Signature/
Paul Stull, PE	AMEC E & I	6:00			X	prise
Sean Gormley	AMEC E & I					
Robin Johnston	AMEC E & I					
Steve Anderson	AEC					2.5
Rod Rea	AEC	600				Ma
Noah Brandt	AEC					
Archie Smith	AEC					
Curt Lichtenstein	AEC					
Brian Johnson	AEC					
Dan Namock	AEC					
Robert Anderson	AEC	6,00			T	Cout and
Denne+Gerba	AEC	6:00	X			Tale de
William Boyd	Ricks Fence	7:25				2
Charles 2 X66	RILKS Fence	7:25	NH.		X	Charle Scher
ED DEWILDR	DSE	9:00			X	6-1Wellow
BEANDIN GOULER	LICRES FEARLE	12:45			X	here the
Anthony Wykoreld	Rick's Fending	4:40			X	HM Ma
INSPECTION LOG:						
-	$\leq$			_	uncket	kits
Fire Extinguisher Kit(s):	YES NO Notes:					
Secondary Containment K	it(s) for Fueling: (YE	Ś)/ NO	Notes:	Fibe	ergluss +	ray and pads
General Notes:						
			_			

DAILY TAILGA	TE / INSPEC		REPO	ORT	2.42				
Brall Trale Or						amec			
PROJECT NAME: Pasco I	andfill Cap Project - Ca	p Constructio	on Proje	ct		Grifee			
						Environment & Infrastructure, Inc. 7376 SW Durham Road			
	AMEC Field Rep. (Initial): PDS AMEC Project Manager (Initials): SG								
Safety Topics									
1) <u>Construction Equipm</u> 2) <u>Trucks - Fencing</u> 3) <u>Hand Tools - Wear</u>	ent - Eve contact	and give a	space t	o bull	dozer	water truck, exercise			
2) Trucks - Fencina	nd hydroseeding t	ruck traffic	look	out for	each	o ther			
3) Hand Tools - Ward	lavas and alla	and when	Zucente	d and	1 450	tools properly			
4)	gibres and eve g	Car Whon	<i>arreede</i>	<u>u 410</u>		<u> </u>			
·									
5)		Arrival		PP					
Name (Print)	Company	Time	sso	<u> </u>		Signature			
Paul Stull, PE	AMEC E & I	7:00			X	forfore			
Sean Gormley	AMEC E & I								
Robin Johnston	AMEC E & I								
Steve Anderson	AEC								
Rod Rea	AEC	700			4	MA			
Noah Brandt	AEC								
Archie Smith	AEC								
Curt Lichtenstein	AEC								
Brian Johnson	AEC								
Dan Namock	AEC	7:00			Ľ	Den Monort			
Robert Anderson	AEC								
Bennet Gerb	AEC	7:00	$\times$		×	Print			
Steve Webb	WLI	7:50			X	Sally			
Ivan Centendes.	W.L.T.	7:50			$\times$	HAC.			
William Boyd	Ricks fine	7:50			X				
Charles Z-Y6K	Ricks Ferre	7:50			$\times$	Charle Zoph			
FRANKUN GOULIS	Ricks FEWCE	1:50			$\times$	polit-fl			
C. Grvenen felder	ECOLOGY	10:15			$\times$	C. Genenfellen			
J. Schmidt	Ecology	10:15			×	A Ada A			
1 Bullian.	Ricks Fence	11':30			$\times$	Huxala			
A Wake la	Rick's Feuling	12:40			X	AMUR			
						VI			
INSPECTION LOG:			86-82	1348					
Spill Containment Kit(s):	YES /(NO) Notes:	No fu	eling i	/transfe	or to r	4			
• • • • • •	YES / NO Notes:								
Secondary Containment K		S /(NO)	Notes:	.1 (	neling	Itransfer to day			
	<u> </u>				<u></u>	/			
General Notes:									
			_						

Project No:4-61M-10705-1 P-02Date:June 20, 2013Site Location:Pasco, WashingtonPage:1ofArrival:7: 55 AMDeparture:16:15AMEC Field Rep. (Initial):PDSAMEC Project Manager (Initials):SG							Environment & Infrastructure 7376 SW Durham F Portland, Oregon 97 Phone: 503-639-3 Fax: 503-620-7	
Safety Topics		1 Tojeot Indi	uger (m					
1) Fencing installation	- wear proper PPE/	gloves for w	ork					
2)		~						
3)								
4)								
5)								
		Arrival			PPE			
Name (Print)	Company	Time	SSO	Α	B C	) D	Signature	
Paul Stull, PE	AMEC E & I	7:55		$ \vdash $			for the -	
Sean Gormley	AMEC E & I			+ +				
Robin Johnston Steve Anderson	AMEC E & I AEC			$\vdash$		_		
Rod Rea	AEC AEC			╉╍╌┼				
Noah Brandt	AEC			+	+			
Archie Smith	AEC							
Curt Lichtenstein	AEC				-			
Brian Johnson	AEC					<u> </u>		
Dan Namock	AEC					-		
Robert Anderson	AEC							
William Boyd	Ricks Fence	8:15				X	2-24	
Charles Zyph	RICKT FRAce	8!15				X	Charle 3appl	
Betwoon Gourt Eric Jensen	Ricks FEMRE	11:45		+	_	$\times$	Bull for	
Eric Jensen	2.7	10:00		┠──┼			had	
						_		
						+		
INSPECTION LOG:								
Spill Containment Kit(s):	YES / (NO) Notes:	No	fuelin	٩				
Fire Extinguisher Kit(s):	YES / NO Notes:	On truc		-				
Secondary Containment K		s / (NO)	Notes:	N	o fu	o l'in	9	
	ly one truck with							
	y one muck with	VICKS LENC	ing crev	~ 01	L	10 04	Y	



## APPENDIX C

Daily Field Reports

DAILY	FIELD REPORT		0
			amec
PROJECT N	NAME: Pasco Landfill Cap P	roject - Cap Construction Project	
	Pasco, Washington		Environment and
Project No:		Date: May 20, 2013	Infrastructure, Inc.
Site Location	on: Pasco Landfill, Wash.	Page: 1 of 2	7376 SW Durham Road
Arrival:	8:30	Departure: 17:00	Portland, Oregon 97224
	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
	ily Weather Conditions:	Sunny and mild - 70s to 80s	Fax: 503-620-7892
	PORT NOTES		
Time:	Field Notes:		
8:30	Arrival at the site. Inspected t	he site and took some pre-construction pictures.	AEC excavator on-site
9:00 9:15	Talked with Eric Jensen prior t AEC arrives at the site (3-mer	to AEC arriving. ) with crew truck, watering trailer, dump truck.	Conducted tailgate safety mtg
10:10 10:20	Conducted some dust monitor AEC starts watering with traile	ing of north and south sides of the site. AEC pro	epping for dust control work.
11:00	AEC begins site grubbing by r	emoving tumbleweeds and garbage from west s	ide of the site.
12:00	1st AEC dump truck load leav	es the site with grubbing material for transfer sta	tion.
12:40	2nd AEC work truck (2 men) a	rrives at the site with work trailer.	
12:45	Conducted safety tailgate mee	eting with new AEC arrivals.	
13:05	Porta-potty arrives at the site i	s placed in the Northwest corner of the site.	
14:00		he T-bars for the new orange perimeter construc	
14:30		ves the site with grubbing material for transfer sta clone fence along the western side of the site (no	
15:00		l lab results for "G" fill material (8260, 8270, RCF the site. AEC confirms with rock company that	,
15:15		es the site with grubbing material for transfer sta	ition.
16:10		es the site with grubbing material for transfer sta	
16:20 16:30		ng the western side of the site has been removed n of the perimeter orange construction fence alor	
10.30		the SE and NW corners of the cyclone fencing.	ig the south and western
16:35	AEC concludes work for the d		
16:45	AMEC and AEC QCM conduc	t end of day inspection of the site and discuss th	e work for tomorrow.
17:00	AMEC departs the site and loc	ke the outer gate	
17.00		no me uller yale.	

DAILY	FIELD	REPOR	RT				0
							amec
PROJECT N			ap Project - Ca	n Const	uction Project		onec
FRUJECT				p Consti	uction Project		
		co, Washing				-	Environment and
Project No:		0705-1 P-02			May 20, 201	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Wa	sh. Page:	2 of	2		7376 SW Durham Road
Arrival:	8:3	30 AM	Departur	e:	5:00	PM	Portland, Oregon 97224
AMEC Field	Rep. (Initial):	PDS	6 AMEC Pr	oject M	anager (Initials)	: SG	Phone: 503-639-3400
Average Dai	ly Weather Co	onditions:	S	unny an	d mild - 70s to 80	Ds	Fax: 503-620-7892
				-			
FIELD BE	PORT NOT	FS					
Time:	Field Notes (						
Time.		continueu)	•				
Task List							
	ad tumblawa	ade from ec	outh and west	side of	sito		
,	d cyclone fend			Side UI	5110.		
					uth and west side		
	ntrol with wate			iong sou	in and west side	5.	
	III OI WIIII Wale		y main roau				
5) 6)							
7)							
Changes to	o Plans or Sp	pecification	าร				
1) None	-						
,							
2)							
,							
3)							
,							
Health and	-						
Near Misses	NONE						
Accidents	NONE						
Action	N/A						
Notes and	Commonto						
Notes and							
1) Rock is	schedule to sta	art arriving to	omorrow.				
<ol><li>Water tr</li></ol>	uck and front e	end loader/b	ulldozer arriving	g tomorr	OW.		
Cont	ractor	Arrival	Doporturo	011	of Porconnol	Total Hou	rs Labor Man-Hours
	ractor	Arrival	Departure	uly	of Personnel		
	EC	8:30	16:45		3	8:15	01:00:45
Al	EC	12:40	16:45		2	4:05	00:08:10
			$\vdash$			0:00	00:00:00
						0:00	00:00:00
Contractor's	Rep. (Initials)				AEC La	bor Hours Tot	<b>al =</b> 01:08:55

DAILY	FIELD REPORT		0
			amec
PROJECT N	AME: Pasco Landfill Cap Pr	oject - Cap Construction Project	
	Pasco, Washington		Environment and
Project No:		Date: May 21, 2013	Infrastructure, Inc.
Site Location	,	Page: 1 of 2	7376 SW Durham Road
Arrival:	6:00	Departure: 18:00	Portland, Oregon 97224
		AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions: A	M - Clear/sunny/mild PM - Dry/Cloudy/raining	Fax: 503-620-7892
	PORT NOTES		
Time:	Field Notes:		
6:00	Arrival at the site. Inspected th	he site and took some pre-construction pictures.	
6:10	Conducted safety tailgate meet		
6:25	AEC fills water trailer and begin		
6:50	AEC starts grubbing SW corne	r inside the original cyclone fence	
7:00	AMEC/AEC begin to mark out	the AE excavations with paint	
7:10		es for transfer station with grubbing materials - A	EC grubbing south end
7:30		ge perimeter construction fencing on east/north	sides.
7:55	2nd AEC dump truck load leave	es for transfer station with grubbing materials	
8:15	1st load of imported rock arrive	es (from Connelll Sand and Gravel)	
8:55		es for transfer station with grubbing materials	
9:00		I between AE-1 and AE-2 over liner area in shall	
9:10		cyclone fencing along south side / AEC/AMEC n	
9:25 9:41		yer rock) arrives - dropped between AE-1 and A yer rock) arrives - dropped between AE-1 and A	
9:50		yer rock) arrives - dropped between AE-1 and A	
		,	/
10:15		yer rock) arrives - dropped between AE-1 and A	
10:40		yer rock) arrives - dropped between AE-1 and A	
10:55	/th load of imported rock (G lag	yer rock) arrives - dropped at road area near GC	L Stockpile
11:00	Job site trailer arrives / AEC loa	ading fencing and scrap metal into dump truck fo	or recycling
11:10		yer rock) arrives - dropped at road area near GC	
11:20	AEC dump truck leaves to recy		
11:25		yer rock) arrives - dropped near GCL stockpile	
11:35 11:42		ayer rock) arrives - dropped near GCL stockpile ayer rock) arrives / AEC moves yellow container	out of construction zono
11:55		ayer rock) arrives / AEC moves yellow container ayer rock) arrives / AEC building rock road betw	
12:20		ayer rock) arrives / Orange fencing marking laye	
12:30		ayer rock) arrives / AEC trackhoe removing NW/	NE corner of cyclone fencin
12:45 12:50	16th load of imported rock (G la	ayer rock) arrives / AEC dump truck returns	
12.00			
13:00		ayer rock) arrives / AEC load their dump truck w	
13:10		ayer rock) arrives / AEC begins dropping rock be	etween AE-1/2
13:20 13:30	AEC drops second load of rock 19th load of imported rock (G la	(from dump truck between AE-1/2 / Rain stops	
13:30		ayer rock) arrives AEC drops load at corner of a	AF-4/5
13:50		ayer rock) arrives / AEC drops load at corner of a	
			-
14:00		layer rock) arrives / AEC drops load at corner of	
14:10 14:20		ayer rock) arrives / AEC drops load at corner of	
14:20 14:30		ayer rock) arrives / AEC drops load at corner of a ayer rock) arrives / AEC drops load at corner of a	
14:45		ayer rock) arrives / AEC drops load at corner of a	

DAILY	FIELD R	EPOF	RT				Q
							amec
PROJECT N	AME: Pasco	Landfill Ca	an Project - Ca	n Const	ruction Project		unce
		, Washingt					Environment and
Project No:	4-61M-107	-	Date:		May 21, 2013	3	Infrastructure, Inc.
Site Locatio		andfill, Was		2 of	2		7376 SW Durham Road
Arrival:	6:00		Departu			PM	Portland, Oregon 97224
	Rep. (Initial):	PDS			anager (Initials):		Phone: 503-639-3400
	ly Weather Cor			-	nild PM - Dry/Clor		Fax: 503-620-7892
<u> </u>	,			,	<u> </u>	<u> </u>	
FIELD RE	PORT NOTES	S					
Time:	Field Notes (co						
15:00				) arrives	/ AEC drops load	at corner of AE	-4/5 with front loader
15:20							-4/5 with front loader
15:35							-4/5 with front loader
15:40			• •				-4/5 / OCF installed N sid
15:45	31st load of imp	oorted rock	(G layer rock)	) arrives	AEC drops load	at corner of AE	-4/5 / OCF installed N side
16:10	32nd load of im	norted rock	k (G laver rock	) arrivos	/ AEC drops load	lat corner of Al	E-4/5 / Water truck arrives
16:15							E-4/5 / OCF installed N sid
16:20							-4/5 / OCF installed N side
					·		
18:00	Site closed dow	n and insp	ection made a	and gate	locked. AMEC ar	nd AEC departe	ed
Task List							
	ustom Fencing a	arrived to d	iscuss the wo	rk			
,	vations marked						
3)							
4)							
5)							
6) 7)							
7)							
•	o Plans or Spe	ecification	ıs				
1) None							
0)							
2)							
3)							
0)							
Lleelth and	Cofoty						
Health and Near Misses							
Near Wisses	NONE						
Accidents	NONE						
Action	N/A						
Notes and	Comments						
	vations marked	out					
		out					
2)							
Cont	ractor	Arrival	Departure	Otv	of Personnel	Total Hours	Labor Man-Hours
	EC	6:00	18:00	Gity	5	12:00	02:12:00
		0.00	.0.00		~	0:00	00:00:00
						0:00	00:00:00
						0:00	00:00:00
Contractor's	Rep. (Initials)				Contractor Lab	or Hours Tota	l = 02:12:00

Project No:       4-61M-10705-1 P-02       Date:       May 22, 2013       Infra         Site Location:       Pasco Landfill, Wash.       Page:       1       of       2       7376 SW         Arrival:       6:00       Departure:       18:00       Portland, C       Phone:       Factor         Awerage Daily Weather Conditions:       Windy, cloudy, light rain in afternoon       Factor       Factor       Factor         FIELD REPORT NOTES       Time:       Field Notes:       Field Notes:       Factor       Factor       Factor         6:00       Arrival at the site.       Inspected the site and took some pre-construction pictures.       AEC excavat       Factor         6:00       Arrival at the site.       Inspected the site and took some pre-construction pictures.       AEC excavat         6:10       Conducted safety tailgate meeting.       AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit       7:00         6:45       AEC moving gravel along the east road to prep for excavation of AE-3       7:30       AEC preps crew and equipment to start excavation of AE-3         7:50       AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che         8:15       Rental bulldozer is delivered.	vironment and astructure, Inc. Durham Road Dregon 97224 503-639-3400 503-620-7892 tor on-site						
PROJECT NAME:       Pasco Landfill Cap Project - Cap Construction Project       Emproject         Project No:       4-61M-10705-1 P-02       Date:       May 22, 2013         Site Location:       Pasco Landfill, Wash.       Page:       1 of 2         Arrival:       6:00       Departure:       18:00         AMEC Field Rep. (Initial):       PDS       AMEC Project Manager (Initials):       SG         Average Daily Weather Conditions:       Windy, cloudy, light rain in afternoon       Fax:         FIELD REPORT NOTES       Time:       Field Notes:         6:00       Arrival at the site. Inspected the site and took some pre-construction pictures. AEC excavat 6:10       Conducted safety tailgate meeting.         6:30       AEC preps for work / fueling and greasing equipment       6:45       AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit         7:00       AEC spreading gravel along the east road to prep for excavation of AE-3       7:30         7:50       AEC preps crew and equipment to start excavation of AE-3       7:50         7:50       AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che         8:15       Rental bulldozer is delivered.	vironment and astructure, Inc. Durham Road Dregon 97224 503-639-3400 503-620-7892 tor on-site						
Pasco, Washington       Em         Project No:       4-61M-10705-1 P-02       Date:       May 22, 2013       May 22, 2013         Site Location:       Pasco Landfill, Wash.       Page:       1 of       2       7376 SW         Arrival:       6:00       Departure:       18:00       Portland, O       Phone:         Awerage Daily Weather Conditions:       Windy, cloudy, light rain in afternoon       Fax:       Fax:         FIELD REPORT NOTES       Time:       Field Notes:       Field Notes:       Fax:         6:00       Arrival at the site.       Inspected the site and took some pre-construction pictures.       AEC excavat         6:10       Conducted safety tailgate meeting.       AEC preps for work / fueling and greasing equipment       AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit         7:00       AEC spreading gravel along the east road to prep for excavation of AE-3       7:30       AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che         8:15       Rental bulldozer is delivered.       Rental bulldozer is delivered.       Provented.	astructure, Inc. Durham Road Dregon 97224 503-639-3400 503-620-7892 tor on-site						
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Site Location:       Pasco Landfill, Wash.       Page:       1       of       2       7376 SW         Arrival:       6:00       Departure:       18:00       Portland, C         AMEC Field Rep. (Initial):       PDS       AMEC Project Manager (Initials):       SG       Portland, C         Average Daily Weather Conditions:       Windy, cloudy, light rain in afternoon       Fax:         FIELD REPORT NOTES       Time:       Field Notes:       Field Notes:         6:00       Arrival at the site. Inspected the site and took some pre-construction pictures. AEC excavat       6:10       Conducted safety tailgate meeting.         6:30       AEC preps for work / fueling and greasing equipment       6:45       AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit         7:00       AEC spreading gravel along the east road to prep for excavation of AE-3       7:30       AEC preps crew and equipment to start excavation of AE-3         7:50       AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che       8:15         8:15       Rental bulldozer is delivered.       1	Durham Road Dregon 97224 503-639-3400 503-620-7892 tor on-site						
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Average Daily Weather Conditions:       Windy, cloudy, light rain in afternoon       Fax:         FIELD REPORT NOTES       Field Notes:       Field Notes:         6:00       Arrival at the site. Inspected the site and took some pre-construction pictures. AEC excavat Conducted safety tailgate meeting.       6:10       Conducted safety tailgate meeting.         6:30       AEC preps for work / fueling and greasing equipment       6:45       AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit         7:00       AEC spreading gravel along the east road to prep for excavation of AE-3         7:30       AEC preps crew and equipment to start excavation of AE-3         7:50       AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che         8:15       Rental bulldozer is delivered.	503-620-7892 tor on-site						
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<ul> <li>6:00 Arrival at the site. Inspected the site and took some pre-construction pictures. AEC excavat</li> <li>6:10 Conducted safety tailgate meeting.</li> <li>6:30 AEC preps for work / fueling and greasing equipment</li> <li>6:45 AEC moving gravel from stockpile (up by GCL roles) down to the SE corner / west side of sit</li> <li>7:00 AEC spreading gravel along the east road to prep for excavation of AE-3</li> <li>7:30 AEC preps crew and equipment to start excavation of AE-3</li> <li>7:50 AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che</li> <li>8:15 Rental bulldozer is delivered.</li> </ul>							
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<ul> <li>7:00 AEC spreading gravel along the east road to prep for excavation of AE-3</li> <li>7:30 AEC preps crew and equipment to start excavation of AE-3</li> <li>7:50 AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che</li> <li>8:15 Rental bulldozer is delivered.</li> </ul>							
<ul> <li>7:30 AEC preps crew and equipment to start excavation of AE-3</li> <li>7:50 AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che</li> <li>8:15 Rental bulldozer is delivered.</li> </ul>							
<ul> <li>7:30 AEC preps crew and equipment to start excavation of AE-3</li> <li>7:50 AEC begins excavation of AE-3 / they marked the trackhoe bucket with a "4-ft" depth for che</li> <li>8:15 Rental bulldozer is delivered.</li> </ul>							
8:15 Rental bulldozer is delivered.							
	cking depth.						
9:00 AEC completes exception of AE-3 down to the 4-ft loval and bagins to got up decan area							
Gravel starts to arrive.							
9:40 Bucket decontamination completed and begins to excavate final "5th" foot of AE-3 excavation							
Dust control (wetting) of AE-3 excavated soils.							
10:10 Excavation of AE-3 to 5-ft depth nearly done.							
10:20 AEC completes excavatin of AE-3 and begins backfilling and compacting AE-3 with gravel							
	AEC uses the bulldozer near AE-1 and AE-2 to spread gravel out for excavation pad over existing site liner.						
	AEC completes the backfilling and compacting AE-3						
12:35 AEC begins excavation of AE-2 / AEC continues dust control of AE-3 stockpile.							
13:00 AEC completes excavation of AE-2 down to 4-ft / starts to excavation of AE-1							
13:30 AEC completes excavation of AE-1 down to 4-ft / begins to decontaminate trackhoe bucket							
13:40 AEC begins 5th foot excavation of AE-1							
13:55 AEC completes final 5th foot excavation of AE-1 / begins the 5th foot excavation of AE-2.							
14:00 AEC begins to backfill and compact AE-1							
14:10 AEC begins to backfill and compact AE-2 / AE-1 half backfilled / AEC begins to spread out e	xcavated soils						
16:15 AEC completes the backfilling and compaction of AE 1 and AE 0 and encoding of AE 1/0 at	ocknilled seile						
16:15 AEC completes the backfilling and compaction of AE-1 and AE-2 and spreading of AE-1/2 str 16:20 AEC starts to cover AE-1 and AE-2 stockpiled soils / decontaminating trackhoe bucket	ockpileu solis.						
16:40 AEC starts to cover AE-3 stockpiled soils / decontaining tracking bucket							
17:20 AEC completes covering AE-1/AE-2/AE-3 soils and begins the installation of orange construct	ction fencing						
17:30 AEC completes orange construction fencing installation and conducts some road compaction	n with roller.						
18:00 AMEC and AEC departs the site and locks the outer gate.							

DAILY F	FIELD R	EPOF	RT			0
						amec
PROJECT NA	ME: Pasco	Landfill Ca	ap Project - Ca	p Construction Project	t	
	Pasco,	Washingt	on			Environment and
Project No:	4-61M-107			May 22, 2	2013	Infrastructure, Inc.
Site Location:	Pasco La	ndfill, Was	sh. Page:	2 of 2		7376 SW Durham Road
Arrival:	6:00		Departur		00 PM	Portland, Oregon 97224
AMEC Field R		PDS		oject Manager (Initia		Phone: 503-639-3400
Average Daily				y, cloudy, light rain in a	-	Fax: 503-620-7892
Average Bally	Treather Gon			y, oloddy, nght rain in c		1 4X. 000 020 7002
FIELD REP		2				
	ield Notes (co					
		/ittiliucu/.				
Task List						
	and backfilled	AE 1/2/2	aroac			
,			and covered w	ith 12 mil linor		
2) Flacement 3)	I OI EXCAVALEU	materials	and covered w			
3) 4)						
4) 5)						
6)						
7)						
Changes to I	-					
1) AMEC aut	horizes the use	e of clean	gravel piles to	help hold down AE-1,	AE-2, and AE-3 so	il covers.
2)						
3)						
Health and S	afoty					
Near Misses N						
near misses	ONE					
Accidents N						
Accidents						
Action N	/A					
ACTION	/A					
Notes and Co	omments					
1) Site is read	dv for excavati	on of AE-4	and AE-5 to h	be conducted on May 2	23, 2013	
	ay for oxearan				_0, _0.0	
2) Road alon	a western side	is improv	ed with gravel t	to allow for dump truck	k dropping gravel	
	g mootorn olde		ou margraror		a opping graven	
		_	· - ·			
Contra		Arrival	Departure	Qty of Personnel		
AEC	;	6:00	18:00	3	12:00	01:12:00
					0:00	00:00:00
					0:00	00:00:00
					0:00	00:00:00
Contractor's Re	ep. (Initials)			Contractor	Labor Hours Tota	= 01:12:00

DAILY	<b>FIELD REPORT</b>		0				
			amec				
PROJECT N	AME: Pasco Landfill Cap Pr	oject - Cap Construction Project	Unice				
	Pasco, Washington		Environment and				
Project No:	4-61M-10705-1 P-02	Date: May 23, 2013	Infrastructure, Inc.				
Site Locatio	n: Pasco Landfill, Wash.	Page: 1 of 2	7376 SW Durham Road				
Arrival:	5:30	Departure: 18:00	Portland, Oregon 97224				
AMEC Field	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400				
Average Dai	ly Weather Conditions:	Windy, cloudy, light rain in afternoon	Fax: 503-620-7892				
FIELD RE	PORT NOTES						
Time:	Field Notes:						
5:30		lucts the safety tailgate meeting					
5:45	AEC preps for work / fueling an						
5:55	AEC watering the roads / movi	ng gravel from stockpile area by old GCL to area	a between AE-1 and AE-2.				
6.10	AEC beging prophing for even	(otion work at AE 4 (north and)					
6:10 6:20	AEC starts excavating AE-4 at	vation work at AE-4 (north end).					
0.20	AEC Starts excavating AE-4 at	the north end of the area.					
7:20	AEC stops moving gravel / stat	rts work on improving the loop road for gravel de	eliveries				
8:15	Gravel delivery trucks begin ar	riving (four trucks dedicated to the site today)					
8:45		AE-4 down to 4-ft bgs / starts spreading excavat	red soils from AE-4				
8:50	AEC begins excavation down t						
8:55		ng gravel at area between AE-1 and AE-2.					
9:30	AEC completes digging AE-5 down to 4-ft bgs / AEC decontaminates the bucket from the trackhoe						
9:50	AEC begins excavating the final 5th foot bgs in AE-5.						
10:00		wn to final 5th foot bgs in AE-5 and starts to bac	kfill and compact AE-5.				
10:15	AEC (Nicole L.) arrives at the s						
10:20	Wash. Dept. of Ecology reps (	Chuck / Jeremy) arrive. Discussed site work wit	h them.				
44.45	15 NW Liners (Richard) arrives at the site to inspect stockniled geomembrane and GO						
11:45	NW Liners (Richard) arrives at the site to inspect stockpiled geomembrane and GCL.						
12:10	The two Wash Dept of Ecolor	av rens depart the site					
12:20	The two Wash. Dept. of Ecology reps depart the site. AEC completes the backfilling and compaction of AE-5 and continues to work on the the loop road.						
	AEC completes the backhing and compaction of AE-5 and continues to work on the the loop road. AEC begins to excavate the 5th foot bgs from AE-4 and is stockpiling gravel for backfill.						
12:45	AEC begins to backfill the sout						
13:20	AEC finishes the final 5th foot	of excavation of soils (AE-4) while continuing to	backfill and compact AE-4				
15:45	AEC decontaminates the bulld	oze (used to spread AE-4/5 soils) / AEC (Nicole)	) departs the site				
16:00		g AE-4 and AE-5 excavation soils (surrounding	,				
16:15		s for the AE-4 and AE-5 soils / Hertz arrives to r	epair the dozer.				
16:50	AEC completes the backfilling	and compaction of AE-5.					
17:50	AEC completes covering the A	E-4 an AE-5 soils with 12-mil tarp. Starts install	ing OCE around the site				
17.50	ALO completes covering the A		ing oor around the site.				
18:00	Hertz repair truck/tech departs	the site an AEC completes the installation of the	e OCF.				
18:05	AMEC and AEC departs the si						
-		Ğ					
			דר			•	
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DAILT	FIELD	REPOR	KI			Soome	
	D	1 1011 0		De la di Declari		amec	
PROJECT N				p Construction Project			
Duele et Neu		co, Washingt		May 00, 0010		Environment and	
Project No:		10705-1 P-02		May 23, 2013	3	Infrastructure, Inc.	
Site Locatio		Landfill, Was		2 of 2		7376 SW Durham Road	
Arrival:		:30 AM	Departu			Portland, Oregon 97224	
AMEC Field				roject Manager (Initials):		Phone: 503-639-3400	
Average Dai	ly weather C	conditions:	Wind	y, cloudy, light rain in after	rnoon	Fax: 503-620-7892	
		-50					
FIELD REI							
Time:	Field Notes	(continued):					
_							
Task List							
,	ed and backfi	illed areas AE	-4 and AE-5.				
2) Placeme	ent of excavat	ted materials	and covered w	rith 12-mil liner.			
			for the AE soils	3.			
	ed to receive	gravel from tr	ucks.				
5)							
6)							
7)							
Changes to	Plans or S	pecification	າຣ				
•		•		nt mix of grass seeds since	e specified mix	is not available locally	
		oseeding rep.			- op - on		
2)	g to the hyper	eeeeeg.ep.					
_,							
3)							
,							
Health and	Safety						
Near Misses							
near misses	NONE						
Accidents							
Accidents	NONE						
Action	N/A						
Notes and							
<ol> <li>All excav</li> </ol>	vation areas h	have been exe	cavated and ba	ackfilled/compacted			
2) All AE-4	and AE-5 so	ils have been	covered with 7	12-mil tarp and covered wi	ith gravel arou	nd the base of the "hump"	
Conti	ractor	Arrival	Departure	Qty of Personnel	Total Hour	s Labor Man-Hours	
	EC	5:30	18:00	5	12:30	02:14:30	
AEC (N		10:15	15:45	1	5:30	00:05:30	
- (**	,				0:00	00:00:00	
		1			0:00	00:00:00	
Contractor's	Rep. (Initials)			Contractor Lab	or Hours Tot		

DAILY	FIELD REPORT	•	0			
			amec			
PROJECT N	IAME: Pasco Landfill Cap F	Project - Cap Construction Project				
	Pasco, Washington		Environment and			
Project No:	4-61M-10705-1 P-02	Date: May 24, 2013	Infrastructure, Inc.			
Site Locatio	on: Pasco Landfill, Wash.	Page: 1 of 2	7376 SW Durham Road			
Arrival:	6:00	Departure: 12:30	Portland, Oregon 97224			
	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400			
Average Da	ily Weather Conditions:	Windy, cloudy, light rain in afternoon	Fax: 503-620-7892			
FIELD RE	PORT NOTES					
Time:	Field Notes:					
6:00	Arrival at the site AMEC con	ducto the sofety tailante mention				
6:15	AEC preps for work / fueling a	ducts the safety tailgate meeting				
6:30		om upper stockpile area (by GCL rolls)				
6:45		ning cyclone fencing along northern end of site.				
0110						
7:20		e fencing scrap to metal recycling at Schnitzer ste				
7:25		AE-1/2 and finishes moving upper gravel stockpile	)			
7:30		yclone fencing to scrap metal recycling				
7:40		ecking crew (2 men) arrives to install corner post				
	AMEC gives them a safety tai	Igate meeting then shows them the locations and	markers for the fence posts			
8:00	Rick's Custom Economa starts	with fence post installation work (NW corner of n	ow porimotor fonco)			
8:00		terial) begins to arrive (only two trucks today)	ew perimeter fence)			
8:35		ad of cyclone fencing for scrap metal recycling.				
0.00						
9:30	AEC loads/leaves with 3rd load of cyclone fencing for scrap metal recycling.					
10:45	AEC begins to collect fence post auger soils for placement around "hump" and under 12mil liner					
11:10		y / AEC spreads out last gravel around "hump" / p	places collected fence post			
11:20	soils under 12-mil liner near N	IW corner of "hump". range construction fencing) for closing up site.				
11:20	AEC/AMEC end of day inspec					
11:35	AEC crew departs the site.	sion of the site.				
11:45		bull dozer and bring in new one. Current one is h	naving mechanical problems			
12:00		completes post installation work and departs site.				
12:10	Hertz rental departs the site.					
12:30	AMEC locks up and departs t	he site.				
1	1					

DAILY	FIELD	REPOF	RT			0
						amec
PROJECT N	AME: Pas	co Landfill Ca	p Project - Ca	p Construction Project		
	Pas	co, Washingto				Environment and
Project No:	4-61M-1	0705-1 P-02	Date:	May 24, 201	3	Infrastructure, Inc.
Site Locatio		Landfill, Was		2 of 2		7376 SW Durham Road
Arrival:		00 AM	Departu			Portland, Oregon 97224
	Rep. (Initial)			roject Manager (Initials)		Phone: 503-639-3400
Average Dai	ly Weather C	conditions:	Wind	y, cloudy, light rain in afte	ernoon	Fax: 503-620-7892
FIELD RE						
Time:	Field Notes	(continued):				
Task List						
	ractor installa	tion of new pe	erimeter fence	corner posts.		
			d drops off nev			
			rel to cap area			
			eading it arou			
			mil liner from			
6)	-					
7)						
Changes to	Plans or S	pecification	IS			
-		-		tion rock is 1" to 3" diame	eter clean crushe	d rock (as in specs) and
				rms AEC (Rod) of this cla		
2)						
,						
3)						
Health and	Safety					
Near Misses						
Accidents	NONE					
Action	N/A					
Notes and	Comments					
1)	Comments					
1)						
2)						
_,						
<b>A</b> -		<b>.</b>			<b>T</b> . · · · ·	1 - h - 44 - 11
	ractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AL	EC	6:00	11:35	5	5:35	01:03:55
					0:00	00:00:00 00:00:00
<u> </u>					0:00	00:00:00
Contractor's	Rep. (Initials)			Contractor La	bor Hours Total	
John actor S	i icp. (iiiiliais)				oor nours roldi	- 01.00.00

DAILY	FIELD REPORT		0
			amec
PROJECT N	•	roject - Cap Construction Project	
	Pasco, Washington		Environment and
Project No:		Date: May 28, 2013	Infrastructure, Inc.
Site Locatio	,	Page: 1 of 2	7376 SW Durham Road
Arrival:	7:30 I Rep. (Initial): PDS	Departure:     16:40       AMEC Project Manager (Initials):     SG	Portland, Oregon 97224 Phone: 503-639-3400
		ight breeze, partly cloudy, mild temp (60 to 70s)	Fax: 503-620-7892
<u> </u>	•		1 dx. 000 020 7002
FIELD RE Time:	PORT NOTES		
Time.			
7:30		ducts the safety tailgate meeting	
7:45	AEC preps for work / fueling a	nd greasing equipment	
8:00	AEC begins compacting and w	vatering main road prior to gravel delivery trucks	arriving.
8:10		AEC dump truck for disposal at transfer station	
8:15	Gravel delivery trucks begin a	riving at the site	
9:00	AEC loads old GCL (not deem	ed acceptable by NW Linings) into AEC dump tru	uck for transport to cap site.
9:35		GCL rolls onto area along west side of original ca	
11:05	AEC begins to collect empty of	Id sandbags/debris garbage into AEC dump truck	(
11:35		isposal of debris at transfer station.	,
10.05			
12:05 12:10		e entire "Hump" with G layer gravel (approximate old GCL rolls on NW corner of site / begins to rol	
12:30		original cap liner with G layer gravel. AEC is wet	
14:30		last (13 rolls of GCL) old GCL roll onto the NW c	
15:45 15:50		site. AEC foreman (Rod R.) remains with AMEC f LGP bull dozer and to pick up standard bull doz	
16:20 16:30 16:40		arts the site. AEC begins to install the OCF in op OCF. AMEC and AEC inspect the site at end of e and lock the gate.	

DAILY FIELD	REPOR	RT			0
				ē	amec
PROJECT NAME: Pas	sco Landfill Ca	ap Project - Ca	ap Construction Project	~	
Pas	sco, Washingt	ton			Environment and
Project No: 4-61M-	10705-1 P-02	Date:	May 28, 2013	3	Infrastructure, Inc.
Site Location: Pasco	o Landfill, Was	sh. Page:	2 of 2	7	376 SW Durham Road
Arrival: 7	:30 AM	Departu	re: 4:40 F	PM P	ortland, Oregon 97224
AMEC Field Rep. (Initial	): PDS	S AMEC P	roject Manager (Initials):	SG	Phone: 503-639-3400
Average Daily Weather	Conditions:	Light breez	e, partly cloudy, mild temp	(60 to 70s)	Fax: 503-620-7892
FIELD REPORT NO	ſES				
Time: Field Notes	(continued):				
Task List					
			layer gravel over the cap.		
<ol><li>Hertz rental recovers</li></ol>					
			ground (base of G layer) of	on NW corner of the	ne site.
4) Collection of debris a			al at transfer station.		
5) Installation of OCF at	the end of th	e work day.			
6) 7)					
7)					
Changes to Plans or S	Specification	ns			
1) AMEC discusses the	use of existin	g G layer mate	erials for entire G layer zor	ne. Material is con	mpacting well and
	e for entire G	layer. Materia	al must meet compaction to	esting requiremen	ts.
2)					
3)					
Health and Safety					
Near Misses NONE					
Accidents NONE					
Action N/A					
Notes and Comments					
1)					
2)					
-)					
<b>A</b> -			A: 15 ·	I <b></b>	
Contractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC	7:30	15:45	4	8:15	01:09:00
AEC (foreman)	7:30	16:40	1	9:10	00:09:10
	<b></b>	ļ		0:00	00:00:00
• · · · •	ــــــ			0:00	00:00:00
Contractor's Rep. (Initials	)		Contractor Lab	or Hours Total =	. 01:18:10

DAILY	FIELD REPORT		0
			amec
PROJECT N	AME: Pasco Landfill Cap Pr	oject - Cap Construction Project	onice
	Pasco, Washington		Environment and
Project No:	4-61M-10705-1 P-02	Date: May 29, 2013	Infrastructure, Inc.
Site Locatio	on: Pasco Landfill, Wash.	Page: 1 of 2	7376 SW Durham Road
Arrival:	7:00	Departure: 16:40	Portland, Oregon 97224
	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions: AN	I rain and cool / PM dry and cool (hard rain later)	Fax: 503-620-7892
FIELD RE	PORT NOTES		
Time:	Field Notes:		
7:00	Arrival at the site AMEC cons	lusts the approximation of F	and AEC's surveyor
7:00	AEC preps for work / fueling a	lucts the safety tailgate meeting. AEC crew of 5	and AEC's surveyor.
7:40		iction work of remaining stockpiled G-layer mater	rial from vesterdav
		es for G-layer and locks into northern and souther	
8:10	Gravel delivery trucks begin to	arrive.	
9:40	AEC grades and compacts roa	dway area / morning rain stops.	
10:20	Department of Ecology arrives	(Jeremy and Chuck)	
10:20	Safety tailgate meeting with D		
10:35		n) arrives at the site and AMEC conduct safety to	ailgate with Steve.
11:10 11:20		ravel delivery trucks will be working at the site too	day
11:55	AEC president departs	edule discussion with AMEC (DOE will be back w	ith more people next
11.00	Thursday during liner installation		
12:00	DOE personnel depart the site	/ Eric Jensen conducts the Monthly Site Inspecti	on.
12:25		ng out the G-layer grading stakes and perimeter	
14:15	Two additional gravel delivery	trucks arrive.	
15:40		g and Geotechnical (IMT) arrives at the site to co A-layer. Conduct safety tailgate for single IMT wo	
	Results: AE-1 = 105% AE-2 = 99.5%	Compaction rated against 100% compa G-layer material.	action of protor sample of
	AE-3 = 97%	·	
	AE-4 = North er AE-5 = 102%	Id =93% South end = 98%	
		density tests were taken of entire G-layer mater ". All tests met or exceeded 90% compaction rec	
15:45	AEC calls off 3 of its crew (dep morning stockpile.	parts) / final labor is using roller to compact while	final deliveries drop
16:15 16:20 16:35 16:45 16:50	AEC stops compaction of G-la		elican starts fueling

DAILY	FIELD	REPO	RT			0
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PROJECT N	AME: Pas	co Landfill C	ap Project - Ca	p Construction Project	v	
	Pas	co, Washing	ton			Environment and
Project No:		10705-1 P-02		May 29, 201	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Wa	sh. Page:	2 of 2		376 SW Durham Road
Arrival:		:00 AM	Departur			ortland, Oregon 97224
	Rep. (Initial)			roject Manager (Initials)		Phone: 503-639-3400
	ly Weather C			cool / PM dry and cool (ha		Fax: 503-620-7892
g•	· · · · · · · · ·					
FIELD BEI	PORT NOT	FS				
	Field Notes		:			
		(,	-			
Task List						
	to deliver si	nread wet a	nd compact G	layer gravel over the cap.		
			and of the day.	layer graver over the cap.		
				o, and grading stakes for	G-laver	
				l at transfer station.	a layer	
	on of OCF at					
	sen conducts		•			
7)			·			
Changes to	Plans or S	posificatio	nc			
				to inability to get required	mix locally	
I) ANEC W	orking on rev	ised hydrose		to mapping to get required	mix locally.	
2)						
2)						
3)						
0)						
	<u> </u>					
Health and						
Near Misses	NONE					
Assidants						
Accidents	NONE					
Action	N/A					
Action	N/A					
Notes and	Comments					
1)						
2)						
Contr	ractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (3 m		7:00	15:45	3	8:45	01:02:15
AEC (3 m AEC (2 m		7:00	16:50	2	9:50	00:19:40
Tim Scott		7:00	12:25	1	5:25	00:05:25
IIII Scott		15:40	16:15	1	0:35	00:00:35
	Rep. (Initials)		10.10		or Hours Total =	

DAILY	FIELD REPORT		0
			ameco
PROJECT	NAME: Pasco Landfill Cap P	roject - Cap Construction Project	unce
	Pasco, Washington	, , ,	Environment and
Project No:		Date: May 30, 2013	Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:	7:00	Departure: 17:00	Portland, Oregon 97224
AMEC Field	I Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions: AN	I rain and cool / PM dry and cool (hard rain later)	Fax: 503-620-7892
FIELD RE	PORT NOTES		
Time:	Field Notes:		
7:00		ducts the safety tailgate meeting. AEC crew of 5	and AEC's surveyor.
7:15 7:30	AEC preps for work / fueling a	ng/watering gravel stockpiles from end of the prio	r dav
7.50	ALC begins grading/compacting	ly watering graver stockpiles norn end of the pho	luay
8:25	Gravel delivery trucks begin to	arrive.	
9:00	AEC sends one worker on app	pointment run	
10:20		ry truck has a problem with hydraulic dump mech e gravel from the bed. Other driver fixes the prob	
13:00	AEC worker returns to the site		
14:20	AEC lines out the perimeter sw and Edge of CAP (EOC).	vales on the NW and NE corners of the site betw	een the Edge of Liner (EOL
14:40	AEC begins construction grad	ng/wetting/compaction of NE swale (between EC	DL and EOC).
16:30 16:35 16:40	Last gravel delivery truck arriv	the NE swale / AEC begins installation of open set es / AEC completes installation of OCF e / AMEC conducts end of day site inspection	ection of OCF
17:00	AMEC and AEC (1-crew - Roc	I R) lock up and depart the site.	

DAILY	FIELD	REPOR	RT			0
					2	mec
PROJECT NA	ME Pas	co Landfill Ca	an Project - Ca	p Construction Project	0	
		co, Washingt				Environment and
Project No:		0705-1 P-02		May 20, 201	2	
				May 30, 201		Infrastructure, Inc.
Site Location		Landfill, Was		2 of 2		376 SW Durham Road
Arrival:		00 AM	Departu			ortland, Oregon 97224
AMEC Field I				roject Manager (Initials)		Phone: 503-639-3400
Average Dail	y Weather C	conditions:	AM rain and	cool / PM dry and cool (ha	ard rain later)	Fax: 503-620-7892
FIELD REP						
Time:	Field Notes	(continued):				
Task List						
1) Continue	to deliver, sp	oread, wet, a	nd compact G	layer gravel over the cap.		
				E corners of the site		
		the end of the				
			,			
5)						
6)						
4) 5) 6) 7)						
Changes to		•				
1) AMEC wo	orking on rev	rised hydrose	eding mix due	to inability to get required	mix locally.	
2)						
3)						
Health and	Safaty					
Near Misses						
Near Misses	NONE					
Accidente						
Accidents	NONE					
Action	N/A					
Notes and C	Comments					
	Johnnents					
1)						
•						
2)						
Contra	actor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (3 m		7:00	16:40	3	9:40	01:05:00
AEC (3 m		7:00	9:00		2:00	01:05:00
AEC (1 m		13:00	16:40 17:00	<u> </u>	3:40 10:00	00:03:40
AEC (1 m	,	7:00	17.00	•		00:10:00
Contractor's F	Rep. (Initials)			Contractor Lab	oor Hours Total =	01:20:40

DAILY	FIELD REPORT				0
					amec ^o
PROJECT N		roject - Cap Construc	ction Projec	t	
<b>_</b>	Pasco, Washington				Environment and
Project No:	4-61M-10705-1 P-02	Date:	May 31,	2013	Infrastructure, Inc.
Site Locatio	,	Page: 1 of 2		17.00	7376 SW Durham Road
Arrival:	7:00 Rep. (Initial): PDS	Departure: AMEC Project Man		17:00 als): S	Portland, Oregon 97224 G Phone: 503-639-3400
		AM - clear/sunny / PN	- ·	-	
Ť	•		n olcai, st	unity, ngin win	
FIELD RE Time:	PORT NOTES				
7:00	Arrival at the site. AMEC cond	ducts the safety tailor	ate meetinc	a. AEC crew c	of 5
7:15 7:20 7:35		nd greasing equipments of the second structure of the	ent / IMT te ockpile / IN	ch arrives (giv 1T tech begins	e him safety tailgate) for testing compaction density testing.
	Point 1 = 100 %	Point 5	5 - 94	5.7 %	Refer to attached map for
	Point $2 = 97.0 \%$	Point 6			the approximate locations
	Point 3 = 96.3 %	Point 7		3.9 %	of the compaction tests.
	Point 4 = 92.0 %	Point 8	3 = 92	2.7 %	All points pass testing.
8:05	Gravel delivery trucks begin to	arrive / AEC begins	work grub	oing NW swale	e area.
11:05	AEC refuels trackhoe / pauses	s on NW swale work			
11:10 11:15	AEC grubs liner extension are AEC refuels bulldozer		original lin	er.	
12:15	AEC (2 man crew) departs the	e site			
14:00	Porta-potty vac-truck arrives to	o service the unit. / W	later truck	is down due to	o mechanical issue
14:30 14:45	Hertz repair truck arrives / Tra Hertz repair truck departs - Wa	ckhoe completes abo	out 90% of	NW swale wo	
15:45 15:55	AEC sets up and begins loadii IMT tech arrives for afternoon		and garbag	e into the AEC	C dump truck.
16:05 16:25	IMT tech begins compaction te IMT tech concludes afternoon				
	Point A = 95 %	Point E =	96.6	%	Refer to attached map for the
	Point B = 98.6 %	Point F =	94.5		approximated locations of the
	Point C = 91.0 % Point D = 97.3 %	Point G = Point H =	95 103		afternoon compaction tests. All points pass testing.
16:40 16:45	Last gravel delivery truck for th AMEC conducts site inspectio		te.		
17:00					
17:00	AMEC / AEC lock up gate and	i depart the site.			

DAILY	FIELD	REPOR	RT			0
						amec
PROJECT N	AME: Pas	co Landfill Ca	ap Project - Ca	p Construction Project		
	Pas	co, Washingt	ion			Environment and
Project No:	4-61M-1	10705-1 P-02	Date:	May 31, 2013	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Was	sh. Page:	2 of 2		7376 SW Durham Road
Arrival:	7:	:00 AM	Departu	r <b>e:</b> 5:00 F	PM	Portland, Oregon 97224
AMEC Field	Rep. (Initial)	: PDS		roject Manager (Initials):		Phone: 503-639-3400
	ly Weather C			/sunny / PM - clear, sunny		Fax: 503-620-7892
				·		
FIELD REI	PORT NOT	ES				
Time:	Field Notes	(continued):				
Task List						
	to deliver s	pread wet a	nd compact G	layer gravel over the cap.		
				IW and NE corners and no	orthern end of th	e site
		the end of the				
			nt G-layer area	as		
			EC dump truck			
6)		Ū	·			
7)						
Changes to	Plans or S	pecification	19			
				to inability to get required	mix locally	
		iseu nyulose		to mapping to get required	This locally.	
2)						
_)						
3)						
- /						
	O e f e te c					
Health and	-					
Near Misses	NONE					
	NONE					
Accidents	NONE					
Action	N/A					
Action	N/A					
Notes and	Comments					
1)						
.,						
2)						
,						
<b>^</b> -				Ohu a ( D	<b>T</b>	1 - h - 14 - 11
Contr		Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (3 m	,	7:00	17:00	3	10:00	01:06:00
AEC (2 m	nan crew)	7:00	12:15	2	5:15	00:10:30
					0:00	00:00:00
-				-	0:00	00:00:00
Contractor's	Rep. (Initials)			Contractor Lab	or Hours Total	= 01:16:30

DAILY	FIELD REPORT		2000
		releast Oan Oanstruction Duciast	amec
PROJECT I	· · · · ·	roject - Cap Construction Project	En ironment and
Duele et Ne	Pasco, Washington	Data: huma 0, 0010	Environment and
Project No:		Date:         June 3, 2013	Infrastructure, Inc.
Site Locatio	,	Page: 1 of 2	7376 SW Durham Road
Arrival:	8:00	Departure: 17:00	Portland, Oregon 97224
	I Rep. (Initial): PDS hily Weather Conditions:	AMEC Project Manager (Initials): SG AM - clear/sunny / PM - clear, sunny, light wind	Phone: 503-639-3400
<u> </u>	•	AM - clear/sunny / PM - clear, sunny, light wind	Fax: 503-620-7892
	PORT NOTES		
Time:	Field Notes:		
8:00	Arrival at the site AMEC cond	ducts the safety tailgate meeting. AEC crew of 4	
8:10		livery trucks start arriving. Sand and topsoil are t	eing stockpiled (see photo)
8:15		he day (fueling, greasing, moving equipment)	U I I I I I I I I I I I I I I I I I I I
8:20		compacting G-layer piles, building sand stockpile	in inside of "loop", and
	building stockpile of topsoil jus	st SW of the SW corner of the liner extension.	-
9:30	AEC conducts some additiona	I work on the NW swale areas.	
11:45	AEC conduct some additional	work on the NE swale area.	
13:20	AEC surveyor (Tim Scott) arriv	ves at the site to provide updated grading control	points / safety tailgate
14:40	AEC (1 man) operator arrives	at the site. AMEC conducts safety tailgate.	
16:25	AEC begins final grading work	for the day and prepares the sand/topsoil stockp	iles for next morning
16:35		F / Surveyor (Tim Scott) departs site	5
16:45	Last gravel delivery truck for the		
16:50	AEC completes the installation	n of OCF	
17:00	AMEC / AEC lock up gate and	I depart the site.	

DAILY	FIELD	REPOR	RT			0
			••			amec
			<u> </u>		C	JUICC
PROJECT N				p Construction Project		
		co, Washingt				Environment and
Project No:	4-61M-1	0705-1 P-02	Date:	June 3, 20 ⁻	13	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Was	sh. Page:	2 of 2	7	7376 SW Durham Road
Arrival:	8:	00 AM	Departu	re: 5:00	PM P	ortland, Oregon 97224
AMEC Field	Rep. (Initial)	: PDS		roject Manager (Initials		Phone: 503-639-3400
Average Dai				/sunny / PM - clear, sunr		Fax: 503-620-7892
	,			<b>, , , , , , , , , ,</b>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
FIELD REP		EC				
Time:	Field Notes	(continued):				
Task List						
1) Continue	e to deliver, si	oread, wet, a	nd compact G	layer gravel over the cap	).	
				on NW and NE corners a		the site
	on of OCF at					
			rade control p	oints.		
			n-site stockpile			
6)						
7)						
Changes to	Diana ar S	nonification				
Changes to				to inchility to not require	م سنب ام ممالير	
1) AMEC w	orking on rev	lisea nyarose	eaing mix aue	to inability to get require	d mix locally.	
				for geomsynthetics as lo		suction in the bid that
	nds to the re	duction in tes	ting and the te	ests comply with ASTM s	landards.	
3)						
Health and	Safety					
Near Misses						
Near Misses	NONE					
Accidents	NONF					
Accidents						
Action	N/A					
Notes and (	Comments					
1)						
2)						
<u> </u>		A 1	Derrent		Tatall	Lahar Mar II
Contr		Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (4 m		7:00	17:00	4	10:00	01:16:00
AEC (1 m	nan crew)	14:40	17:00	1	2:20	00:02:20
					0:00	00:00:00
					0:00	00:00:00
Contractor's I	Rep. (Initials)			Contractor La	bor Hours Total =	01:18:20

DAILY	FIELD REP	ORT				9
						amec
PROJECT N		•	oject - Cap Constru	ction Project		
	Pasco, Was	<u> </u>	_			Environment and
Project No:	4-61M-10705-		Date:	June 4, 2013		Infrastructure, Inc.
Site Locatio	,		0	2		7376 SW Durham Road
Arrival:	7:00 Rep. (Initial):		Departure: AMEC Project Ma	17:15	SG	Portland, Oregon 97224 Phone: 503-639-3400
	ly Weather Conditio			/ PM - clear, sunny,		Fax: 503-620-7892
, , , , , , , , , , , , , , , , , , ,	•	-	, ,	· · · · · · · · · · · · · · · · · · ·		
	PORT NOTES Field Notes:					
7:00	Arrival at the site. A					
7:05	AEC preps for the da Sand and topsoil true			pment, charge water	truck	
7:15	AEC begins grading,			ver stockpiles from r	orior dav	
		0	·	,	,	
8:15 8:30	G-layer gravel trucks IMT technician arrive			lgate - tech begins c	ompaction	n density testing
	Results of testing:	Point A =	= 97.3%	Point E =	95.7%	
	i locallo el locally	Point B =		Point F =	94.8%	
		Point C =		Point G =	97.0%	
		Point D =	= 98.0%	Point H =	100.5%	
	All compaction tests	oass. Ref	er to map for appro	eximate locations of t	ests (con	ducted in recent lifts).
8:55	IMT technician conclu	udes tests	and departs.			
9:35 9:55	Pelican Fuel arrives a Pelican Fuel departs		s fueling equipment	and trucks		
12:40	Triad arrives on-site	AMEC co	onducts safety tailga	ate / Triad begins su	rvey of ne	w well elevations.
14:10 14:30	Triad completes work AMEC sends AEC re				v to compl	lete the work
16:20 16:30	Last G-layer delivery IMT technician arrive					
	Results of testing:	Point 1 =	94.0%	Point 5 =	91.0%	
	nesults of testing.	Point 1 =		Point $5 =$ Point $6 =$	97.0% 97.0%	
		Point 3 =		Point 7 =	96.0%	
		Point 4 =	93.0%	Point 8 =	98.0%	
	All compaction tests	oass. Ref	er to map for appro	eximate locations of t	ests (con	ducted in recent lifts).
16:45	IMT technician conclu	udes tests	and departs.			
17:00 17:05 17:15	AEC concludes the g AEC crew departs th AMEC departs site a	e site / AN	IEC conducts end of			DCF installation

DAILY	FIELD	REPOR	RT			N N
						amec
PROJECT N		co Landfill Ca	p Project - Ca	o Construction Project		onice
FILODECTIN		co, Washingt				Environment and
Droiget No.		0705-1 P-02	Date:	lune ( 001	0	
Project No:				June 4, 201	3	Infrastructure, Inc.
Site Locatio		Landfill, Was		2 of 2		7376 SW Durham Road
Arrival:		00 AM	Departur			Portland, Oregon 97224
	Rep. (Initial)			oject Manager (Initials)		Phone: 503-639-3400
Average Da	ly Weather C	onditions:	AIVI - CIE	ar/sunny / PM - clear, su	unny, not	Fax: 503-620-7892
		<b>E0</b>				
	PORT NOT					
Time:	Field Notes	(continued):				
Task List						
				ayer gravel over the cap		
	of ridge peak					
	on of OCF at			f two now walls		
				f two new wells		
	es of sand and	lopson for o	n-site stockpile	S		
6) 7)						
	Plans or S					
1) AMEC s	ubmits revise	d hydroseedi	ng mix to vende	or due to inability to get i	nitial mix locally	
a)						
2) AMEC a	pproves slight	t change in g	-layer grading t	o lower some of the stee	eper slopes on the	he g-layer to make the
				changes are being made		
				ompliant with EPA cap th	lickness require	ments. Field
observa	lions and surv	ey work has	been conducte	d to ensure compliance.		
Health and	Safety					
Near Misses						
Accidents	NONE					
Action	N/A					
Notes and	Comments					
	oonnento					
1)						
2)						
-)						
					-	
	ractor	Arrival	Departure	Qty of Personnel	Total Hours	
AEC (5 n	nan crew)	7:00	17:05	5	10:05	02:02:25
					0:00	00:00:00
					0:00	00:00:00
					0:00	00:00:00
Contractor's	Rep. (Initials)			Contractor La	bor Hours Tota	ll = 02:02:25

						amec
PROJECT			ect - Cap Const	truction Project		
	Pasco, Wa					Environment an
Project No			ate:	June 5, 201	3	Infrastructure, Inc
Site Locati			age: 1 of	2		7376 SW Durham Roa
Arrival:	7:00		eparture:	17:0		Portland, Oregon 9722
	d Rep. (Initial):			lanager (Initials)		Phone: 503-639-340
Average Da	aily Weather Condition	ons:	AM - clear/sunr	ny / PM - clear, su	inny, hot	Fax: 503-620-789
FIELD RE	EPORT NOTES					
Time:	Field Notes:					
7:00	Arrival at the site. A		te the cafety ta	ilanto montina A	EC crow of 5	1 (Nicolo)
7:05	AEC preps for the d					
7.00	Sand and topsoil tru			alphioni, onargo i		
7:15	AEC (Nicole) condu	Ų	U U			
8:13	G-layer gravel truck	s begin delive	eries / AEC beg	ins grading, wate	ring, compact	ion, and stockpile loading
9:20	Triad (Surveyors) ar	rives on the s	site - AMEC co	nducts safety tailo	ate briefing -	Triad begins well survey
9:30	Triad completes sur					
9:55	AEC - Nicole depart					
10.15						
10:15	Hertz repair truck ar	rives at the s	ite to repair bul	I dozer that is exp	eriencing prol	blems.
11:05	AEC begins grubbin	g and grading	g work in infiltra	ation basin after m	noving OCF ba	ack to southern edge of ne
	perimeter fencing.	0 0 0	-		0	0
12:05	AEC pauses on grul	bbing and gra	iding work in in	filtraiton basin / A	EC orders fina	al 12 loads of G-layer grav
13:20	Hertz arrives and de	livers replace	ment hulldoze	r		
13:45	Hertz departs the sit					
14:10	Last G-layer deliver					
14:35						s of plastic welding cord.
14:50	AEC begins to off lo	ad the geome	embrane rolls fi	rom the flatbed tru	uck with the tr	ackhoe.
15:05	AEC concludes the	off loading of	geomembrane	rolls from the true	ck and places	them SW of the SE corne
10.00	of the edge of liner		goomoniorario			
15:20	NW Linings flatbed		the site.			
10.15				te la contra de la la con		and a second second second
16;15	IMT technician arriv	es - AMEC CO	onducts safety	taligate - tech beg	lins compactio	on density testing
	Results of testing:	Point A =	96.0%	Point E =	95.0%	
	Ŭ	Point B =	94.0%	Point F =	99.0%	
		Point C =	96.0%	Point G =	96.0%	
		Point D =	92.0%	Point H =	99.9%	
	All compaction tests	pass. Refer	to map for app	proximate location	s of tests (cor	nducted in recent lifts).
16:30	IMT technician conc	ludas tasts a	nd denarts			
16:40	Final sand/topsoil de					
16:50	AEC concludes the				er and begins	OCF installation
					-	
17:00	AEC departs the site			of day inspection		
17:05	AMEC departs the s	site and locks	the gate.			

DAILY	FIELD	REPO	RT			0
						amec
PROJECT N	AME: Pas	co Landfill C	an Proiect - Car	Construction Project		Unec
		co, Washing				Environment and
Project No:		0705-1 P-02		June 5, 201	13	Infrastructure, Inc.
Site Locatio		Landfill, Wa		2 of 2		7376 SW Durham Road
Arrival:		00 AM	Departure		PM	Portland, Oregon 97224
	Rep. (Initial)			oject Manager (Initials		Phone: 503-639-3400
	ily Weather C			ar/sunny / PM - clear, si	-	Fax: 503-620-7892
	•			· · · ·		
FIELD RE	PORT NOT	ES				
Time:	<b>Field Notes</b>	(continued)				
	Delivered Ro	olls of new Ge	eomembrane fro	om NW Linings		
		_				
	Roll #	Туре			( )	gth (ft) Area (SF)
	822334-13 822335-13		ospike/Smooth ospike/Smooth		23 ## 23 ##	17480 17480
	822336-13		spike/Smooth		23 ##	17480
	022000 10				otal Area of Ne	
	Also includes	s 5-rolls of pla	astic welding co	rd		
Task List						
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installation</li> </ol>	g and grading on of OCF at	work in infilt the end of th	ration basin e work day.	ayer gravel over the cap f two new wells (comple		
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad suition</li> <li>Deliverie</li> <li>Delivery</li> </ol>	g and grading on of OCF at rveyor work fo es of sand and	work in infilt the end of th or elevations d topsoil for c	ration basin le work day. and locations of on-site stockpiles	f two new wells (comple	etes survey work	
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> </ol> 7) Changes to	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 o Plans or S	work in infilt the end of th or elevations d topsoil for c 0-mil geome	ration basin le work day. and locations of n-site stockpiles mbrane and 5 c	f two new wells (comple	etes survey work	
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad suu</li> <li>Deliverie</li> <li>Delivery</li> <li>Delivery</li> </ol> Changes to	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AM	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sui</li> <li>Deliverie</li> <li>Delivery</li> </ol> <b>Changes to</b> <ol> <li>Ecology</li> </ol>	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AM approves AM	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad surfice</li> <li>Deliverie</li> <li>Delivery</li> <li>Thanges to</li> <li>Ecology</li> <li>Ecology</li> </ol>	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AM approves AM	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad surfice</li> <li>Deliverie</li> <li>Delivery</li> <li>Thanges to</li> <li>Ecology</li> <li>Ecology</li> </ol>	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AM approves AM	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad surfice</li> <li>Deliverie</li> <li>Delivery</li> <li>Thanges to</li> <li>Ecology</li> <li>Ecology</li> </ol>	g and grading on of OCF at rveyor work for s of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> <li>Delivery</li> <li>Ecology</li> <li>Ecology</li> </ol> Health and Near Misses Accidents	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>Plans or S</b> approves AN approves AN <b>Safety</b> NONE	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad surfield</li> <li>Deliverie</li> <li>Delivery</li> <li>Delivery</li> <li>Ecology</li> <li>Ecology</li> <li>Health and</li> <li>Near Misses</li> <li>Accidents</li> </ol>	g and grading on of OCF at rveyor work for s of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to The second secon	g and grading on of OCF at rveyor work for s of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sui</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to The cology Ecology Health and Near Misses Accidents Action Notes and 1)	g and grading on of OCF at rveyor work for s of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c <b>ns</b> hydroseed mix.	f two new wells (comple s oils of plastic welding co	etes survey worl	k)
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> </ol> <b>Changes to</b> (1) Ecology 2) Ecology <b>Health and</b> Near Misses Accidents Action Notes and 1) 2)	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves Alv approves Alv NONE NONE NONE N/A <b>Comments</b>	work in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h IEC's adjustn	ration basin le work day. and locations of on-site stockpiles mbrane and 5 constraints nydroseed mix. ments to the G-la	f two new wells (comple s oils of plastic welding co ayer grading in order to	etes survey work	k) for sand layer installation.
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sui</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to 1) Ecology 2) Ecology Health and Near Misses Accidents Action Notes and 1) 2) Continue	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW NONE NONE NONE N/A <b>Comments</b>	vork in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h IEC's adjustn	ration basin le work day. and locations of on-site stockpiles mbrane and 5 constraints nydroseed mix. nents to the G-la	f two new wells (comple s oils of plastic welding co ayer grading in order to	etes survey work ord. improve slopes	k) for sand layer installation.
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to 1) Ecology 2) Ecology Health and Near Misses Accidents Accidents 1) 1) 2) Contract of the second sec	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE NONE NONE	vork in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h IEC's adjustn	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c ns nydroseed mix. nents to the G-la	f two new wells (comple s oils of plastic welding co ayer grading in order to	etes survey work ord. improve slopes Total Hour 10:00	k) for sand layer installation.
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sui</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to 1) Ecology 2) Ecology Health and Near Misses Accidents Action Notes and 1) 2) Continue	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE NONE NONE	vork in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h IEC's adjustn	ration basin le work day. and locations of on-site stockpiles mbrane and 5 constraints nydroseed mix. nents to the G-la	f two new wells (complete soils of plastic welding co ayer grading in order to	etes survey work ord. improve slopes	k) for sand layer installation.
<ol> <li>Continue</li> <li>Grubbing</li> <li>Installati</li> <li>Triad sur</li> <li>Deliverie</li> <li>Delivery</li> </ol> Changes to 1) Ecology 2) Ecology Health and Near Misses Accidents Action Notes and 1) 2) Contribute AEC (5 m)	g and grading on of OCF at rveyor work for es of sand and of 3 rolls of 4 <b>D Plans or S</b> approves AW approves AW <b>Safety</b> NONE NONE NONE NONE	vork in infilt the end of th or elevations d topsoil for c 0-mil geome pecification IEC revised h IEC's adjustn	ration basin le work day. and locations of on-site stockpiles mbrane and 5 c ns nydroseed mix. nents to the G-la	f two new wells (complete soils of plastic welding co ayer grading in order to	etes survey work ord. improve slopes Total Hour 10:00 2:55	k) for sand layer installation.

DAILY	FIELD REPORT				0
					amec
PROJECT N	IAME: Pasco Landfill Cap P	oject - Cap	Construction Pro	ject	onice
	Pasco, Washington				Environment and
Project No:	4-61M-10705-1 P-02	Date:	June	6, 2013	Infrastructure, Inc.
Site Locatio	n: Pasco Landfill, Wash.	Page: 1	of 2		7376 SW Durham Road
Arrival:	7:00	Departure:		16:40	Portland, Oregon 97224
AMEC Field	Rep. (Initial): PDS	AMEC Proj	ject Manager (In	itials): SO	A Phone: 503-639-3400
Average Da	ily Weather Conditions:	AM - clear	r/sunny / PM - cle	ear, sunny, hot	Fax: 503-620-7892
	PORT NOTES				
Time:	Field Notes:				
7:00	Arrival at the site. AMEC cond	ducts the saf	ety tailgate meet	ing. AEC crew of	f 5
7:05	Sand and topsoil trucks begin				
7:15	AEC preps for the day - begins	s managing s	sand/topsoil stoc	kpiles and smootl	hing out the G-layer cap
8:00	AEC dump truck loaded with a	orbogo dona	arta tha aita far th	a transfor station	for diapopol
8:00 8:15	AEC dump truck loaded with g AEC dump truck returns from				lor disposal
0.10			Station	F	Roll #
9:20	AMEC conducts visual invento	ry of two orig	ginal geomembra		323341-10
	Both appear to be textured like	the three n	ew rolls and sam	e thickness. 8	323345-10
10:05	AEC begins grading out SE co	rner of betw	een the EOC (ec	lge of cap) and E	OL (edge of liner)
12:30	AEC concludes the compactio	n/waterina/a	rading or the CA	P area and SE/E	corner and swale area
12:30	AEC sends crew of 3 departs				
13:00	AEC loader maintains the inco	ming sand a	nd topsoil loads	and stockpiles	
14:40	The geosynthetic (sand and to	psoil barrier)	deliver truck arr	ives with 20 rolls	of geosynthetic
15:05	AEC off loads all 20 rolls of ge	osynthetic:	Roll #	Roll #	Roll #
15.05		osynthetic.	110110476	110110440	110117652
			110110459	110110439	110110437
			110110480	110110457	110110435
			110110456	110110434	110110430
			110110468	110110438	110110476
			110110478	110117646	110117653
			110110479	110110441	
15:12	Geosynthetic delivery truck de	parts the site	Э.		
10.00		مالا ماسم مسلم الم			
16:30 16:35	Final sand/topsoil delivery truc AEC completes installation of				
16:35	AMEC departs the site and loc				le end of day inspection.
10.40	AMEG departs the site and loc	ns lite yale.			

DAILY	FIELD	REPOR	RT			0
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PROJECT N	AME: Pas	co Landfill Ca	an Project - Ca	p Construction Project	et.	Uncc
		co, Washingt			01	Environment and
Draigat No.		10705-1 P-02		luno 6	2012	Infrastructure, Inc.
Project No:				June 6,	2013	
Site Locatio		Landfill, Was		2 of 2	(0. D) (	7376 SW Durham Road
Arrival:		:00 AM	Departu		:40 PM	Portland, Oregon 97224
AMEC Field				roject Manager (Initi	-	Phone: 503-639-3400
Average Dai	ly Weather C	Conditions:	AM - cle	ear/sunny / PM - clea	r, sunny, hot	Fax: 503-620-7892
FIELD RE						
Time:	Field Notes	(continued):				
	Originl Rolls	of new Geom	nembrane from	n NW Linings (reporte	d specs)	
	Roll #	Туре		Thickness (mil)	Width (ft) Leng	gth (ft) Area (SF)
	823341-10		spike/Smooth	40	23 ##	17480
	823345-10		spike/Smooth	40	23 ##	17480
	0200.0.10		00000		Total Area of Net	
				Tot	al Area of 5 rolls o	onsite = 87400 SF
Task List						
<ol> <li>Complet</li> <li>Installati</li> <li>Delivery</li> <li>Complet</li> <li>Complet</li> </ol>	e grubbing an on of OCF at of 20 rolls of e grading wo	nd grading of the end of the geosynthetics	SE corner of C e work day. s (barrier betw ern side of the	op of g-layer and prep CAP area and infiltrati een sand and topsoil area between EOC a	on basin layers)	geomembrane layers
1) 2)						
l la altha an d	Cofote					
Health and						
Near Misses	NONE					
Accidents						
Accidents	NONE					
Action	N/A					
Notes and	Comments					
1)						
2)						
Cont	ractor	Arrival	Departure	Qty of Personne	el Total Hour	rs Labor Man-Hours
	nan crew)	7:00	16:35	2	9:35	00:19:10
AEC (3 n	,	7:00	12:40	3	5:40	00:17:00
(011					0:00	00:00:00
		1			0:00	00:00:00
Contractor's	Rep. (Initials)	)		Contractor	r Labor Hours Tot	al = 01:12:10

DAILY	FIELD REPORT			amec ^o
PROJECT	NAME: Pasco Landfill Can P	roject - Cap Construction Pr	roiect	dillec
	Pasco, Washington		0,001	Environment and
Project No		Date: June	e 7, 2013	Infrastructure, Inc.
Site Locati		Page: 1 of 2	, _0.0	7376 SW Durham Road
Arrival:	6:45	Departure:	18:00	Portland, Oregon 97224
AMEC Field	d Rep. (Initial): PDS	AMEC Project Manager (		Phone: 503-639-3400
		M - clear/sunny / PM - clear,	•	Fax: 503-620-7892
FIELD RE	EPORT NOTES			
Time:	Field Notes:			
6:45 6:50	Arrival at the site. AMEC cond AEC preps for day / moves sc			
7:35 7:40 7:50	Sand and topsoil trucks begin NW Linings (NWL) telehandle NWL delivery truck departs	0	e site and off loads tel	ehandler
8:10 8:20 8:35	AEC marks out the Edge of Li AEC marks out the X and Y-a AEC completes marking out the terms of term	xis offsets for the corners of	the Edge of Cap (EO	C) with posts.
10:30	Ecology arrives - AMEC gives	summary briefing/safety tai	lgate with Chuck and	Jeremy about work progres
12:05	Ecology departs the site.			
13:15	NWL crew (2 men - foreman A AMEC conducts safety tailgate	e with NWL crew.		
13:45	NWL discusses the liner/GCL eastern side of the CAP from approval.			
13:55	NWL requests some loads of	sand from AEC stockpile to	fill their empty sandba	ags (approximately 1,000).
14:10	Porta-Potty vac truck arrives a	and services unit.		
14:30	NWL crew departs the site.			
14:40	Hertz rental arrives with LGP L Last sand/topsoil truck departs			na aita ataakailaa
14:45	Last sand/topsoil truck departs	s the site. This is the linal s	and/topsoli truck for tr	le site stockplies
15:05 15:10	NWL crew returns to the site. 1st GCL delivery truck arrives	and off loads 13 rolls of GC	L and 12 50-lb bags c	of bentonite:
	GCL Roll # Roll Weight	(lb) GCL Roll #	Roll Weight (lb)	Standards for Rolls
	00002669 2825	00002665	2760	Length = $150$ -ft
	00002684 2795	00002654	2670	Width = 15-ft
	00002676 2800	00002663	2800	
	00002671 2810	00002653	2710	Lot# =201322LO
	00002672 2785	00002662	2810	Type = DN
	00002667 2775	00002661 00002670	2745 2765	Cetco LO Bentomat
15:25	AEC begins to off load the GC	CL rolls and bentonite bags f	rom truck	
16:00 16:05	GCL delivery truck departs the AEC departs the site (2-man c			
17:45	AMEC conducts end of day sit	te inspection		
18:00	AMEC / NWL crew depart the	site and lock the gate.		

DAILY	FIELD	REPOR	RT			0
		_				amec
PROJECT N	AME: Pas	co Landfill Ca	ap Project - Ca	ap Construction Project		unce
		co, Washingt				Environment and
Project No:		10705-1 P-02		June 7, 2013	3	Infrastructure, Inc.
Site Locatio		Landfill, Was		2 of 2		7376 SW Durham Road
Arrival:		:45 AM	Departu		PM	Portland, Oregon 97224
AMEC Field				roject Manager (Initials):		Phone: 503-639-3400
Average Dai				sunny / PM - clear, sunny, I		Fax: 503-620-7892
g•	,					
FIELD RE	PORT NOT	FS				
		(continued):				
inite.		(continueu).				
Task List						
	t boundaries	of the EOI				
			or the EOC co	orners		
			and - final deliv			
			ags from delive			
	laking sandb		age non cont			
6)	U	0				
7)						
Changes to	Plane or S	pecification	20			
-		-		nange in the orientation of	the liner on the	opstorn side of the
				mitted from approval. NW		
2)		s a reviseu lay				nng a change.
2)						
Health and						
Near Misses	NONE					
Accidents	NONE					
A	N1/A					
Action	N/A					
Notes and	Comments					
1)						
- /						
2)						
,						
0	a a ha u	A	Denerit		Tatal Use	Labor Mar Llav
Contr		Arrival	Departure	Qty of Personnel	Total Hours	
AEC (2 m	,	6:45	16:05	2	9:20	00:18:40
NWL (2 n	,	13:15	14:30	2	1:15	00:02:30
NWL (2 n	nan crew)	15:05	18:00	2	2:55	00:05:50
<u> </u>	<b>D</b>				0:00	00:00:00
Contractor's	Rep. (Initials)			Contractor Lab	or Hours Tota	= 01:03:00

DAILY	/ FIELD REPORT		aman
		valuet. One Operativation Duringt	amec
PROJECT	•	roject - Cap Construction Project	En ironmont one
Duele et Nie	Pasco, Washington	Bata base 0.0010	Environment and
Project No		Date: June 8, 2013	Infrastructure, Inc.
Site Locati	,	Page: 1 of 2	7376 SW Durham Road
Arrival:	6:00	Departure: 18:00	Portland, Oregon 97224
	d Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	aily Weather Conditions:	AM - clear/sunny/warm / PM - clear, sunny, hot	Fax: 503-620-7892
FIELD RE	EPORT NOTES		
Time:	Field Notes:		
6:00		ducts the safety tailgate meeting. AEC crew of 2	/ INWL Crew of 6
6:10		trailer / builds roll out frame for telehandler	
6:55	NWL has ist GCL foil loaded	and prepares to installon west side of site	
7:20	NWL begins installation of 2nd	d roll of GCI	
7:20		I roll of GCL / AEC compacting SE corner of site	
1.40			
8:10	AEC crew (3) arrives at the sit	e / AEC and AMEC shoot grades on east side of	the site.
8:20	NWL mounts 4th roll of GCL of	5	
8:30		roll of GCL / AEC working on grading work on S	E corner of CAP
8:40		roll of GCL / AEC working on grading work on S	
8:55		roll of GCL / AEC working on grading work on S	
9:10		roll of GCL / AEC working on grading work on S	E corner of CAP
9:15	2nd GCL delivery truck arrives		
9:30		roll of GCL / AEC begins off-loading GCL rolls fr	om truck
9:45	NWL begins rolling out 1st ge	omembrane roll of panel P-1	
10:00	NWI begins heating seams a	nd placing bentonite between GCL panels / GCL	dolivory truck doparts
10:35		P-2 with 1st roll of geomembrane / 11:05 - NWL i	
10.00	NWE begins rolling out parter		
11:25	NWL begins installation of 9th	roll of GCL / AEC begins off-loading GCL rolls fr	om truck
11:30		r welds on seams S-1 (Panel 1 and 2) and S-2 (F	
			<i>,</i>
13:15	NWL begins installation of 10t	h roll of GCL / AEC begins installing sand over th	ne approved geomembrane
13:25	NWL patches small section of	weld on S-2 that did not hold pressure (retested	and passed)
13:45	NWL begins installation of 111	h roll of GCL	
14:25	NWL begins installation of 12t		
14:55	NWL begins installation of 13	n roll of GCL	
15:10	NWL begins installation of 14	h roll of GCI	
15:40		pmembrane panel P-4 with second roll of geomer	mbrane
15:50		ange Construction Fencing (OCF) material on Ge	
10.00			
16:20	NWL starts welding seam S-3	(panels P-3 and P-4)	
16:25	NWL starts installation geome		
16:50	NWL starts welding seam S-4		
17:00	AEC - 2 crew depart the site		
17:20		rt the site / NWL completes seam weld S-4	
17:25	NWL begins test of seams S-	3 and S-4	
17:35	NWL moves equipment	haging alta increation	
17:50	NWL departs the site / AMEC	begins site inspection.	
18:00	AMEC departs the site and lo	cks the gate.	
10.00		site the gate.	

	FIELD	REPO	<u> </u>			man	
			- During to O	O	· •	ameco	
PROJECT				Construction Pro	lect		
Droiget No.		co, Washing 0705-1 P-02		luna	3, 2013	Environment an	
Project No:		Infrastructure, Inc					
Site Locatio		7376 SW Durham Roa					
Arrival:		DO AM			6:00 PM	Portland, Oregon 9722	
	Rep. (Initial):			oject Manager (In			
Average Da	ily Weather C	onations:	AIM - Clear/S	sunny/warm / PM -	clear, sunny, not	Fax: 503-620-789	
	PORT NOT						
ime:	Field Notes (	continued)	:				
	Weld Test Re						
				psi @ 11:00 = Al			
				psi @ 12:57 = Al			
	Air test of sea	ım S-3: 30 բ ւm S-4: 30 բ	osi @ 17:25 - 30 osi @ 17:27 - 30	psi @ 17:29 = Al psi @ 17:32 = Al	PROVED		
				si @ 11:20 - 30 p			
	- This wa	s the small s	section of the no	orthern end of sea	m S-1 that require	ed a patch and was retested	
GCL	GCL Roll #	Roll We	iaht (lb)	GCL Roll #	Roll Weight (lb	) Standards for Rolls	
Delivery	00002674	2790	3 ( )	00002683	2795	Length = 150-ft	
/anifest	00002675	2800		00002685	2770	Width = $15$ -ft	
	00002677	2800		00002686	2800		
	00002678	2785		00002688	2825	Lot# =201322LO	
	00002680	2775		00002689	2790	Type = DN	
	00002681	2820		00002690	2790		
	00002682	2795		00002691	2845	Cetco LO Bentomat	
2) AEC lay 3) NWL ro	acing and grad /ing out Geo-Fa Illing out GCL a	abric and OC	CF	welding/testing so	eams between pa	nels	
+)							
Health and							
Health and							
Health and	NONE						
Health and Near Misses	NONE						
Health and Near Misses Accidents	NONE						
Health and lear Misses Accidents Action	NONE NONE N/A						
Health and lear Misses Accidents Action Notes and	NONE						
Health and Near Misses Accidents Action Notes and	NONE NONE N/A						
Health and Near Misses Accidents Action Notes and	NONE NONE N/A						
Health and Near Misses Accidents Action Notes and	NONE NONE N/A						
Health and Near Misses Accidents Action Notes and	NONE NONE N/A	Arrival	Departure	Qty of Person	nel   Total H	ours Labor Man-Hours	
Health and Near Misses Accidents Action Notes and 1) 2) Cont	NONE NONE N/A Comments	<b>Arrival</b> 6:00	<b>Departure</b> 17:00	Qty of Person 2	nel Total H		
Action Notes and 1) 2) Cont AEC (5 1	NONE NONE N/A Comments			2 6		0 00:22:00	
Health and Near Misses Accidents Action Notes and 1) 2) Cont AEC (5 1 NWL (6	NONE NONE N/A Comments	6:00	17:00	2	11:0 11:5 9:10	00         00:22:00           i0         02:23:00           0         01:03:30	
Health and Near Misses Accidents Action Notes and 1) 2) Cont AEC (5 NWL (6	NONE NONE N/A Comments	6:00 6:00	17:00 17:50	2 6	11:0 11:5	00 00:22:00 00 02:23:00 00 01:03:30	

DAILY	FIELD REPORT		ameco
PROJECT N	AME: Dagag Landfill Can D	roject - Cap Construction Project	amec
PROJECT N	Pasco, Washington	loject - Cap Construction Project	Environment and
Project No:	4-61M-10705-1 P-02	Date: June 9, 2013	Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:	6:45	Departure: 18:00	Portland, Oregon 97224
-	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
		A - clear/sunny / PM - clear, sunny, hot late wind	Fax: 503-620-7892
<b>.</b>	•		1 4X. 000 020 7002
Time:	PORT NOTES		
Time.	Field Notes.		
6:00	Arrival at the site. AMEC cond	ducts the safety tailgate meeting. AEC crew of 5	- Bennett is now AEC SSO
6:10		panding sand layer over geomembrane panels a	
7:00		site and AMEC gives safety tailgate.	
7:20		roll #14 / AEC continues to drop and grade sand	
7:30		I #15 and cuts out test sample DS-2 on seam S-4	·
7:45	AEC begins laying out Geo-Fa		
7:50		I #16 / AEC sends 1 man for ice and water and si	
7:55	NWL completes patch and vac	cuum tests patch for DS-2 sample. Patch for DS-	2 APPROVED.
8:05	NWL starts laving out GCL rol	I #17 / AEC begins grading topsoil over new OCF	:
8:20		I #18 / AEC begins loading sand and topsoil over	
8:30		I #19 / AEC grading out new topsoil	
8:45		#20 / AEC grading out new topsoil	
9:00		I #21 / AEC grading out new topsoil	
9:20		I #22 / AEC grading out new topsoil	
9:35		I #23 / AEC grading out new topsoil	
9:50	NWL starts laying out GCL rol	l #24 and final roll of day (5 panels) / AEC man re	eturns - continues grading
10:00	NWL begins set up to start rol	ling out geomembrane (3rd new roll)	
10:20		the geomembrane / AEC rolling out Geo-Fabric a	and OCF over sand laver
10:35		5 (between P-5 and P-6) / AEC rolling out Geo-Fa	
10:40		embrane / AEC rolling out Geo-Fabric and OCF	
10:55	NWL rolls out P-8 of the geom	embrane / AEC rolling out Geo-Fabric and OCF	over sand laver / grades TP
			eren etalle haj en kiĝi alebe en
11:10	NWL completes welding seam	S-5 and starts pressure test / NWL gets about 5	0% of 8th panel with roll out
11:15	NWL starts welding seam S-6	/ Starts roll out of remainder of P-8 (geomembrai	ne) with remaining roll
11:35	NWL completes welding S-6 /	NWL preps for the butt weld for panel P-8.	
11:45	NWL conducts air tests for sea	ams S-5 and S-6	
12:00	NWL crew departs for lunch /	AEC continues to placing/grading sand and topso	nil lavers
12:00	AEC break for lunch	o continues to placing/grading sand and topse	
12:45		/ 13:00 - AEC crew ends lunch break	
13:10		le DS-3 cut out of seam S-6 (P6/7) / NWL welds I	
13:15		(P-7/8) / AEC continues placing sand and topsoil	
13:35	NWL tests patch for sample D		
13:45	NWL begins air test of seam S	5-7	
14:10	AEC begins filling conduces b	etween FOL and FOC in western swele	
14:10		etween EOL and EOC in western swale C starts laying out Geo-Fabric and OCF and tops	oil over sand laver
. 1.00			S. Stor Sand layor
17:45	AMEC conducts end of day sit	e inspection / AEC crew of 5 departs	
18:00	AMEC departs the site and loc	ks the gate.	

	<b>FIELD R</b>	EPOF	RT			0
						əmec
PROJECT N	AME: Pasco	Landfill Ca	p Project - Cap	Construction Project		JIIICC
	Pasco,	Washingt	on			Environment an
Project No:	4-61M-107		Date:	June 9, 2013	3	Infrastructure, Inc
Site Locatio	n: Pasco La	andfill, Was	sh. Page:	2 of 2		7376 SW Durham Roa
Arrival:	6:45		Departure	e: 6:00 F	PM	Portland, Oregon 9722
AMEC Field	Rep. (Initial):	PDS		oject Manager (Initials)	SG	Phone: 503-639-340
	ly Weather Cor	ditions:		nny / PM - clear, sunny,		Fax: 503-620-789
	PORT NOTES Field Notes (co	-				
inte.	Field Notes (co	Jillinueu).				
	Weld Tests:					
	Air test of seam	S-5: 30 p	si @ 11:48 - 30	psi @ 11:53 = APPRO\	/ED	
				psi @ 11:55 = APPRO\		
	Air test of seam	S-7: 30 p	si @ 13:54 - 30	psi @ 13:59 = APPRO\	/ED	
	Air test of seam	BS-8A: 3	0 psi @ 13:18 -	30 psi @ 13:23 = APPF	OVED	
ask List						
) AEC Pla	cing and grading	n sand and	tonsoil lavers			
	ng out Geo-Fab					
	cing sand in wes					
				welding/testing seams b	etween panels	
5)				Wolding/tooting boarno c	otwoon pariolo	
S)						
7)						
hanges to	Plans or Spe	cification	06			
				nal design - NO CHANGI	=	
		coordance	with their origin		-	
I) INVV⊑WII						
,						
,						
2) Health and	Safety					
2) Health and	Safety					
2) Health and Near Misses	Safety NONE					
2) Health and Near Misses	Safety					
2) Health and Jear Misses Accidents	Safety NONE NONE					
2) Health and Jear Misses Accidents	Safety NONE					
2) Health and Iear Misses Accidents Action	Safety NONE NONE N/A					
2) Health and Jear Misses Accidents Action Notes and (	Safety NONE NONE N/A					
2) Health and Jear Misses Accidents Action Notes and (	Safety NONE NONE N/A					
Health and Near Misses Accidents Action Notes and (	Safety NONE NONE N/A					
Health and Iear Misses Accidents Action Notes and (	Safety NONE NONE N/A					
Health and lear Misses Accidents Action Notes and (	Safety NONE NONE N/A Comments	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
P P Health and lear Misses Accidents Action Notes and ( ) 2) Contr	Safety NONE NONE N/A Comments	<b>Arrival</b> 6:00	Departure 17:55	Oty of Personnel	Total Hours	
P P P P P P P P P P P P P P P P P P P	Safety NONE NONE N/A Comments	6:00	17:55	5	11:55	02:11:35
2) Health and Jear Misses Accidents Action Notes and ( 1) 2) Contr	Safety NONE NONE N/A Comments				11:55 7:30	02:11:35 01:21:00
P P P P P P P P P P P P P P P P P P P	Safety NONE NONE N/A Comments	6:00	17:55	5	11:55	02:11:35

	FIELD REPORT		ameco
PROJECT I	NAME: Pasco Landfill Cap P	roject - Cap Construction Project	onec
	Pasco, Washington		Environment and
Project No:		Date: June 10, 2013	Infrastructure, Inc.
Site Location		Page: 1 of 2	7376 SW Durham Road
Arrival:	6:00	<b>Departure:</b> 18:45	Portland, Oregon 97224
	I Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
	ily Weather Conditions:	AM - clear/sunny / PM - clear, sunny, hot	Fax: 503-620-7892
<u> </u>	•		1 42. 000 020 7002
FIELD RE Time:	PORT NOTES		
Time.	Fleid Notes.		
6:00	Arrival at the site. AMEC con	ducts the safety tailgate meeting. AEC crew of 5	
6:10	AEC preps for day		
6:25	AEC begins placing sand and	topsoil layers.	
6:45	NWL crew (6 men) arrives on	-site and AMEC gives safety tailgate.	
7.10	NIM/L starts louing out CCL ro	U #05 / AFC continues to place and grade tensoil	and acred laware
7:10 7:25		II #25 / AEC continues to place and grade topsoil II #26 / AEC rolling out Geo-Fabric and OCF over	
7:25		ives (small amount of sand was remaining after d	
7:40	-	II #27 / AEC rolling out Geo-Fabric and OCF over	,
8:10		ut geomembrane roll #4 (first of original two rolls)	
8:20		mbrane panel P-9 / AEC grading sand and topsoil	l layers + rolling OCF + GF
8:40		ns fueling trucks and equipment	
8:45	NWL begins welding seam S-	8 (between P-8/P-9)	
9:15	NWI completes welding sean	n S-8 / AEC continues grading sand and topsoil	
9:35	NWL begins pressure test of \$		
9:45		le DS-4 cut out of seam S-8 (P8/9) / starts installi	ng patch/ Pelican departs
10.10		of DC 4 notable ADDDOV/ED. Cond approved an	was half of panal D.O.
10:10 10:35		of DS-4 patch - APPROVED - Sand approved act MEC conducts safety tailgate and summary briefing	
10:45		for GCL delivery) / AEC works on NW swale area	
			a canang
11:55	Ecology departs the site		
12:10	First delivery truck of perimeter	er rock arrives (places rock stockpile in area just e	east of topsoil pile
13:30	AEC breaks for lunch		
14:00	AEC returns from lunch / NWI	crew returns from break / AEC continues sand/t	opsoil placing and grading
14:40	GCL delivery truck arrives with		opeen plaeing and graamg
15.00	A E C starte off loading C C I de	Niver truck with treakbase (NIM), starts placing C	
15:00 15:15		elivery truck with trackhoe / NWL starts placing G CL delivery truck / GCL delivery truck departs	GE 1011 # 28
15:20		#29 / AEC placing and grading sand and topsoil la	avers
15:35		#30 / AEC placing and grading sand and topsoil la	
15:55		#31 / AEC placing and grading sand and topsoil la	
16:10		#32 / AEC placing and grading sand and topsoil la	
16:25		#33 / AEC placing and grading sand and topsoil la	ayers
16:30	AEC departs the site (5 crew)		
16:50	NW L starts placing GCL roll	+34 (only partial use of roll)	
17:00	NWL preparing to roll out geo	membrane panel P-10 from GM roll #4	
17:05	Last perimeter rock delivery tr		
17:25		(between P-9 and P-10 of geomembrane)	

DAILY	FIELD	REPOF	RT				
						d	mec [©]
PROJECT N	AME: Pase	co Landfill Ca	ap Project - Caj	o Construction Projec	t	-	
	Pase	co, Washingt	on				Environment an
Project No:	4-61M-1	0705-1 P-02	Date:	June 10,	2013		Infrastructure, Ind
Site Locatio	n: Pasco	Landfill, Was	sh. Page:	2 of 2		73	76 SW Durham Roa
Arrival:	6:0	00 AM	Departur	<b>e:</b> 63	45 PM	Por	tland, Oregon 9722
AMEC Field	Rep. (Initial):	: PDS	AMEC Pr	oject Manager (Initi	<b>als):</b> S	G F	hone: 503-639-340
Average Dai	ly Weather C	onditions:	AM - cle	ear/sunny / PM - clear	, sunny, hot		Fax: 503-620-789
	PORT NOT						
	Field Notes ( NWL tests se						
				ducts site inspection			
			d locks the gate				
10.10			a looke the gat				
	Weld Tests:						
				psi @ 9:42 = APPRC			
	Air test of sea	am S-9: 30 p	osi @ 18:30 - 3	0 psi @ 18:35 = APP	ROVED		
ask List							
			l topsoil layers				
	ing out Geo-F						
	cing sand in w						
				d welding/testing sear			
			d and final GCL	_ delivery - AEC off lo	ads the truck	tor NWI	
<ol><li>Sand and</li></ol>		al dalivariaa					
	d perimeter ro	ock deliveries					
<b>)</b>	•						
GCL Delive	ery Summary	y					
GCL Delive	ery Summary	<b>y</b> Roll	# Weig	ht (lb) Roll #	Weight (lb)	Roll #	Weight (lb)
G <b>CL Delive</b> Cetco LO-Be	ery Summary	<b>y</b> Roll 000	# Weig 02651 270	ht (lb) Roll # 00 00002658	Weight (lb) 2800	Roll # 00002668	3 2815
r) <b>GCL Delive</b> Cetco LO-Be Type: DN	ery Summary entomat DN	<b>y</b> Roll 000 000	# Weig 02651 270 02652 270	ht (lb) Roll # 00 00002658 05 00002659	Weight (lb) 2800 2735	Roll # 00002668 00002673	3 2815 3 2820
) GCL Delive Cetco LO-Be - ype: DN .ot #: 20132	ry Summary ntomat DN 22LO	y Roll 000 000 000	# Weig 02651 270 02652 270 02655 266	ht (lb) Roll # 00 00002658 05 00002659 60 00002660	Weight (lb) 2800 2735 2730	Roll # 00002668 00002673 00002673	3     2815       3     2820       9     2800
) GCL Delive Cetco LO-Be Type: DN .ot #: 20132	ry Summary ntomat DN 22LO	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673	3     2815       3     2820       3     2800
) <b>GCL Delive</b> Cetco LO-Be Type: DN ot #: 20132 Il rolls = 150	ery Summary entomat DN 22LO 2-ft x 15-ft	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
) <b>GCL Delive</b> Cetco LO-Be ype: DN ot #: 20132 Il rolls = 150 Health and	ry Summary entomat DN 22LO D-ft x 15-ft Safety	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
T) GCL Delive Cetco LO-Be Type: DN Lot #: 20132 All rolls = 150 Health and Jear Misses	Pry Summary entomat DN 22LO 0-ft x 15-ft Safety NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       9     2800
7) GCL Delive Cetco LO-Be Fype: DN Lot #: 20132 All rolls = 150 Health and	Pry Summary entomat DN 22LO 0-ft x 15-ft Safety NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       9     2800
7) GCL Delive Cetco LO-Be Fype: DN Lot #: 20132 All rolls = 150 Health and Near Misses	Pry Summary entomat DN 22LO 0-ft x 15-ft Safety NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       9     2800
Type: DN Cot #: 20132 All rolls = 150 Health and Lear Misses Accidents	ery Summary entomat DN 22LO 2-ft x 15-ft Safety NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3 2815 3 2820 9 2800
) GCL Delive Cetco LO-Be Type: DN tot #: 20132 Ull rolls = 150 Health and Hear Misses Accidents	ry Summary entomat DN 22LO 0-ft x 15-ft <b>Safety</b> NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
) GCL Delive Cetco LO-Be Type: DN tot #: 20132 Ull rolls = 150 Health and Hear Misses Accidents	ery Summary entomat DN 22LO 2-ft x 15-ft Safety NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
Type: DN Cotco LO-Be Type: DN ot #: 20132 All rolls = 150 Health and lear Misses Accidents Accidents Action	ry Summary entomat DN 22LO 0-ft x 15-ft <b>Safety</b> NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       9     2800
T) GCL Delive Cetco LO-Be Type: DN ot #: 20132 All rolls = 150 Health and lear Misses Accidents Accidents Notes and ( )	ry Summary entomat DN 22LO 0-ft x 15-ft <b>Safety</b> NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
GCL Delive Cetco LO-Be Cype: DN ot #: 20132 All rolls = 150 Health and lear Misses Accidents Accidents Notes and (	ry Summary entomat DN 22LO 0-ft x 15-ft <b>Safety</b> NONE NONE	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265	ht (lb) Roll # 00 00002658 05 00002659 60 00002660 60 00002664	Weight (lb) 2800 2735 2730 2835	Roll # 00002668 00002673 00002673	3     2815       3     2820       3     2800
) ACL Delive Detco LO-Be Type: DN ot #: 20132 Il rolls = 150 Health and lear Misses Accidents Action lotes and ( ) )	ry Summary entomat DN 22LO 2-ft x 15-ft NONE NONE N/A Comments	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265 02657 269	ht (lb) Roll # 00 0002658 05 00002659 00 00002660 00 00002664 00 00002666	Weight (lb) 2800 2735 2730 2835 2820	Roll # 00002668 00002675 00002687	3 2815 3 2820 9 2800 7 2775
) <b>GCL Delive</b> Cetco LO-Be Type: DN ot #: 20132 Ill rolls = 150 <b>Health and</b> <b>Hear Misses</b> Accidents Accidents Action Notes and ( ) () () () () () () () () ()	ry Summary entomat DN 22LO 0-ft x 15-ft NONE NONE N/A Comments	y Roll 000 000 000 000	# Weig 02651 270 02652 270 02655 266 02656 265 02657 269	ht (lb) Roll # 00 0002658 05 00002659 00 00002660 00 00002664 00 00002666	Weight (Ib) 2800 2735 2730 2835 2820	Roll # 00002673 00002673 00002683	3 2815 3 2820 9 2800 7 2775
	ry Summary entomat DN 22LO 0-ft x 15-ft NONE NONE NONE N/A Comments	y Roll 000 000 000 000 000 000 000	#         Weig           02651         270           02652         270           02655         266           02656         265           02657         269	ht (lb) Roll # 00 0002658 05 00002659 00 00002664 00 00002666 00 00000000000000000000000000000000	Weight (lb) 2800 2735 2730 2835 2820 	Roll # 00002663 00002675 00002687	3 2815 3 2820 9 2800 7 2775 <b></b>
GCL Delive Cetco LO-Be Cype: DN ot #: 20132 All rolls = 150 Health and lear Misses Accidents Accidents Action Notes and ( ) 2) Contr AEC (5 m NWL (6 m	ry Summary entomat DN 22LO 0-ft x 15-ft NONE NONE NONE N/A Comments	y Roll 000 000 000 000 000 000 000 000 000	#         Weig           02651         270           02652         266           02655         266           02657         269             Departure           16:30           10:45	ht (lb) Roll # 00 0002658 05 00002659 00 00002664 00 00002666 00 00000000000000000000000000000000	Weight (lb) 2800 2735 2730 2835 2820	Roll # 00002665 00002675 00002687	3 2815 3 2820 9 2800 7 2775 <b>Labor Man-Hours</b> 02:04:30 01:00:00
GCL Delive Cetco LO-Be Cype: DN ot #: 20132 All rolls = 150 Health and lear Misses Accidents Accidents Notes and ( ) 2) Contr AEC (5 m	ry Summary entomat DN 22LO 0-ft x 15-ft NONE NONE NONE N/A Comments	y Roll 000 000 000 000 000 000 000	#         Weig           02651         270           02652         270           02655         266           02656         265           02657         269	ht (lb) Roll # 00 0002658 05 00002659 00 00002664 00 00002666 00 00000000000000000000000000000000	Weight (lb) 2800 2735 2730 2835 2820	Roll # 00002665 00002675 00002687 00002687 00002687 00002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 300002687 300002687 30000267 300002687 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 3000000000000000000000000000000000000	3 2815 3 2820 9 2800 7 2775
Cetco LO-Be Cetco LO-Be Cype: DN Lot #: 20132 All rolls = 150 Health and Iear Misses Accidents Accidents Action Notes and (1) 2) Contr AEC (5 m NWL (6 m NWL (5 m	ry Summary entomat DN 22LO 0-ft x 15-ft NONE NONE NONE N/A Comments	y Roll 000 000 000 000 000 000 000 000 000	#         Weig           02651         270           02652         266           02655         266           02657         269             Departure           16:30           10:45	ht (lb) Roll # 00 0002658 05 00002660 00 00002664 00 00002666 00 00000000000000000000000000000000	Weight (lb) 2800 2735 2730 2835 2820	Roll # 00002668 00002675 00002687 00002687 00002687 00002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30002687 30000267 300002687 30000267 300002687 300002687 300002687 300002687 300002687 300002687 300002687 300002687 300002687 30000267 300002687 30000267 300002687 30000267 30000267 30000267 300002687 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 30000267 3000000000000000000000000000000000000	3 2815 3 2820 9 2800 7 2775 <b>Labor Man-Hour</b> 02:04:30 01:00:00

DAILY	FIELD REPORT		amec ^o
PROJECT		Project - Cap Construction Project	amec
FNOJECT	Pasco, Washington	Toject - Cap Construction Project	Environment and
Project No		Date: June 11, 2013	Infrastructure, Inc.
Site Locati		Page: 1 of 2	7376 SW Durham Road
	,		
Arrival:	6:00	Departure: 18:30	Portland, Oregon 97224
	d Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	aily Weather Conditions:	AM - clear/windy / PM - clear, sunny, hot	Fax: 503-620-7892
	PORT NOTES		
Time:	Field Notes:		
6:00	Arrival at the site. AMEC con	ducts the safety tailgate meeting. AEC crew of 5	
6:10	AEC preps for day		
6:30		d topsoil layer work / perimeter rock prep on the w	vest side
6:50	NWL arrives / safety tailgate (		
7:10	NWL starts to roll out remained		1010
7:20		II #35 / AEC grading and loading sand / topsoil lay	
7:30		II #36 / AEC grading and loading sand / topsoil lay II #37 / AEC grading and loading sand / topsoil lay	
7:40 7:55	, ,	II #37 / AEC grading and loading sand / topsoil lay II #38 / AEC grading and loading sand/topsoil laye	
7:55	NWL starts laying out GCL ro	ii #38 / AEC grading and loading sand/topsoli laye	rs BS-13A cul/seam weide
8:10	NWL starts laying out GCL ro	II #39 / AEC grading and loading sand / topsoil lay	ers / Geofabric and OCF
8:25		II #40 / AEC grading and loading sand/topsoil lave	
8:45		TALLATION - One extra full roll of GCL left over	
8:50		omembrane panel P-11 using roll #5 (original)	
8:55		oller (departs at 9:10 with roller on trailer)	
9:15	Eirst porimotor orosion protoc	tion rock delivery truck arrives	
9:25		pmembrane panel P-12 using roll #5 (original) and	starts welding seam S-10
9:55	NWL completes weld of S-10		Starts weiding Seam O To
10:20		5 (P-10/11) / Completes welding patch at 10:30	
10:45	Fixed tear in P-10 / 10:50 - N	WL starts pulling panel P-12 / 11:15 - NWL welds	butt seam BS-12A (N end)
11:20	NWL starts welding seam S-1	1 (between P-11 and P-12 of geomembrane)	
11:30	NWL starts rolling out geome		
11:50	NW completes seam weld S-		
10.05			
12:05	NWL departs for lunch		
12:45	NWL returns from lunch		
13:00	AEC sends 2 crew home		
13:10		2 (between P-12 and P-13 of geomembrane)	
13:20	NWL lays out the northern en		
13:45	NWL completes welding sear		
13:55		nel P-14 / starts welding BS-14A butt weld (only s	mall part of last roll left)
14.00	NIMI starts welding DO 11D /	Einishaa walding PC 144	
14:00 14:05	NWL starts welding BS-14B /		
14:05 14:15	NWL starts welding BS-14C /	3 (Between panels P-14 and P-14) / finishes weld	ling BS 140
14:15	NWL finishes welding seam S		
15:25	NWL cuts out DS-6 test samp		
16.00	NIMI completes work for day	and boging site cleanup	
16:30 16:45	NWL completes work for day AEC crew (3) departs the site		
10.43	ALO GIEW (3) departs the Sile		
	1		

DAILY	FIELD	REPOR	RT			Same
			<u> </u>			amec
PROJECT				Construction Project		
		co, Washingt				Environment and
Project No:		10705-1 P-02		June 11, 201	3	Infrastructure, Inc
Site Locati		Landfill, Was		2 of 2		7376 SW Durham Road
Arrival:		:00 AM	Departure			Portland, Oregon 9722
	d Rep. (Initial)			oject Manager (Initials)		Phone: 503-639-3400
Average Da	aily Weather C	conditions:	AIVI - CIE	ar/windy / PM - clear, su	nny, not	Fax: 503-620-789
FIELD RE	PORT NOT	ES				
Fime:		(continued):				
18:20				ucts site inspection		
18:30	AMEC depar	rts the site an	d locks the gate	).		
	Weld Tests:		nci @ 10.10 0	30 psi @ 10:15 = APPRC		
				80 psi @ 10:15 = APPRC		
				30 psi @ 14:56 = APPRC		
				80 psi @ 15:05 = APPRC		
	Air test of BS	6-14A: 41 psi	@ 15:38 - 41 p	osi @ 15:43 = APPROVE	Ð	
				osi @ 15:33 = APPROVE		
	Air test of BS	6-14C: 40 ps	i @ 15:46 - 40 p	osi @ 15:52 = APPROVE	D	
2) Health and lear Misse	SNONE	pecification	15			
	NONE					
Accidents						
Accidents Action	N/A					
Action	N/A Comments					
Action Notes and	Comments	Arrival	Departure	Qty of Personnel	Total Hour	s Labor Man-Hours
Action Notes and 1) 2) Con	Comments	Arrival 6:00	Departure	Qty of Personnel	Total Hour 7:00	
Action Notes and 1) 2) Con AEC (5	Comments	<b>Arrival</b> 6:00 6:50	<b>Departure</b> 13:00 18:20	Qty of Personnel 5 6	<b>Total Hour</b> 7:00 11:30	s Labor Man-Hours 01:11:00 02:21:00
Action Notes and 1) 2) Con AEC (5 NWL (6	Comments tractor man crew)	6:00	13:00	5	7:00	01:11:00
Action Notes and ) 2) Con AEC (5 NWL (6	tractor man crew) man crew)	6:00 6:50	13:00 18:20	5	7:00 11:30	01:11:00 02:21:00

	FIELD REPORT		•
DAILT	FIELD REPORT		ameco
PROJECT N	AME: Pasco Landfill Can P	roject - Cap Construction Project	amec
INCOLOTI	Pasco, Washington		Environment and
Project No:		Date: June 12, 2013	Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:	6:00	Departure: 18:00	Portland, Oregon 97224
	I Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions:	AM - clear/sunny / PM - clear, warm, light wind	Fax: 503-620-7892
FIELD RE	PORT NOTES		
Time:	Field Notes:		
6:00	AMEC / AEC arrival at the aite	e (crew 6) / conduct safety tailgate and discuss the	a work for the day
6:15	AEC prep equipment and fuel		e work for the day
6:25		ading sand and topsoil layers and installing Geo-F	abric and OCF rolls
8:30	Perimeter rock delivery trucks	begin to arrive at the site	
11:30	AEC sets up builder's level an	d shoots critical grade points to gauge the grade	after topsoil placement
15:50	AEC begins placing materials	along EOC perimeter to grade out between EOC	and EOL on W/NW swale
16:10		pric in the W/NW swales for rock coverage and g	
16:15		t of the sand layer over the entire CAP (to all EOC	C boundaries).
16:35	The last perimeter rock deliver	ry truck departs the site.	
17:20 17:55		quipment diesel fuel and schedules Pelican Fueli AMEC conducts end of day site inspection	ng delivery for next day AM
18:00	AMEC and AEC depart the sit	e and lock the gate.	
	•		

DAILY	FIELD	REPOF	RT			0
					2	amec
PROJECT N	AME · Pas	co Landfill Ca	an Project - Ca	p Construction Project	<b>_</b>	JIICC
		co, Washingt				Environment and
Broject No.		10705-1 P-02	Date:	luno 12, 201	2	Infrastructure, Inc.
Project No: Site Locatio				June 12, 201		7376 SW Durham Road
		Landfill, Was		2 of 2		
Arrival:		:00 AM	Departu			Portland, Oregon 97224
	Rep. (Initial)			roject Manager (Initials)		Phone: 503-639-3400
Average Da	ily Weather C	conditions:	AM - clear	/sunny / PM - clear, warm	, light wind	Fax: 503-620-7892
	PORT NOT					
Time:		(continued):				
		(00.111100)				
Task List						
1) Placeme	ent of sand ar	id topsoil laye	rs			
			over top of sa	and layer		
			t some critical			
	of perimeter					
	of sand and t	opsoil layers				
	and material	placement ar	nd Geo-Fabric	into western and northwe	stern swales (be	tween EOC and EOL)
7)						
Changes to	o Plans or S	popification	20			
-		pecification	15			
1) NONE						
2)						
2)						
	Osfatu					
Health and Near Misses						
Near Misses	NONE					
Accidents	NONE					
Action	N/A					
Notes and	Comments					
		iaal aradaa in	the contex of t	he CAD have adaptive to the	islances of me	tarial based upon
				he CAP have adequate the	licknesses of ma	tenal based upon
	becaut autres	DY ALC SUIVE	eyor and AEC	s laser builder's level.		
2)						
_	-	<b>.</b>	· - ·	••••	<b>—</b> • • · ·	
	ractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (6 n	nan crew)	6:00	18:00	6	12:00	03:00:00
					0:00	00:00:00
					0:00	00:00:00
					0:00	00:00:00
Contractor's	Rep. (Initials)			Contractor Lat	oor Hours Total	= 03:00:00

DAILY	FIELD REPORT		0
			ameco
PROJECT N		roject - Cap Construction Project	
Ducie et No.	Pasco, Washington	Deter lune 10, 0010	Environment and
Project No: Site Location		Date:         June 13, 2013           Page:         1         of         2	Infrastructure, Inc. 7376 SW Durham Road
Arrival:	6:00	Departure: 18:00	Portland, Oregon 97224
	I Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions:	AM - clear/sunny / PM - clear, warm, light wind	Fax: 503-620-7892
FIELD RE	PORT NOTES		
Time:	Field Notes:		
6:00	AMEC / AEC arrival at the aite	(arow 6) ( conduct cofety toilgots and discuss the	a work for the day
6:00		(crew 6) / conduct safety tailgate and discuss the ng/greasing equipment for the day	e work for the day
6:35		er swales / management of stockpiles / watering s	site and roads
7:35	AEC begins laying out Geo-Fa	bric and OCF on eastern end of CAP and gradin	g sand and topsoil layers
8:15	AEC begins placement of peri	meter rock on the southern end of the western sv	vale.
8:20	AEC begins to shoot some gra	ades to confirm elevation of EOC contours.	
8:30 8:35		2 crew) to view site prior to starting work on next	Monday morning.
8:55	Pelican Fuel arrives to fuel eq Rick's Custom Fence arrives (		
9:10	Pelican Fuel departs the site a		
11:30	AEC placing and grading perir	neter rock in W/NW swale and grading/placing sa	and/topsoil on eastern EOC.
14:10	AEC shooting additional grade	es along southern EOC to confirm elevations and	prepare for final grading.
15:45		the eastern and northeastern swales and perime	
17:40 17:55	AEC ceases work and puts av AEC departs the site.	vay equipment / AMEC starts end of day site insp	pection
18:00	AMEC departs the site and loc	ck the gate.	
	L		

DAILY						
	FIELD	REPOF	<b>R</b> T			0
			• •			mode
				<u> </u>	C	amec
PROJECT N				p Construction Project		
	Pase	co, Washingt				Environment and
Project No:	4-61M-1	0705-1 P-02	Date:	June 13, 201	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Was	sh. Page:	2 of 2	7	376 SW Durham Road
Arrival:		00 AM	Departur			ortland, Oregon 97224
	Rep. (Initial)			oject Manager (Initials)		Phone: 503-639-3400
	ly Weather C			sunny / PM - clear, warm		Fax: 503-620-7892
Average Dai	ly weather C	onullions.	Aivi - cieai/	Sullity / Fivi - Clear, walli	i, light wind	Tax. 303-020-7092
	PORT NOT					
Time:	Field Notes	(continued):	ı •			
Task List						
	ent of sand an					
<ol><li>Installati</li></ol>	on of Geo-Fal	oric and OCF	over top of sa	nd layer		
	rades with bui	lder's level a	t some critical	points along eastern, sou	thern, and northe	rn EOC.
	of sand and to			, <b>.</b>	,	
			motor rock in M	/ / NW / N swale areas.		
				/ NW / N Swale aleas.		
	very for equip			fan en stande al anti-al an Ad	e se al es s	
7) Rick's C	ustom Fencing	j observing t	ne site for the	fence work starting on M	onday.	
Changes to	Plans or S	pecification	15			
		poomoation				
-	·					
1) NONE						
1) NONE						
-						
1) NONE						
1) NONE						
1) NONE						
1) NONE 2)						
1) NONE 2) Health and	Safety					
1) NONE 2)	Safety					
1) NONE 2) Health and	Safety					
1) NONE 2) Health and	Safety NONE					
1) NONE 2) Health and Near Misses	Safety NONE					
1) NONE 2) Health and Near Misses	Safety NONE					
1) NONE 2) Health and Near Misses Accidents	Safety NONE NONE					
1) NONE 2) Health and Near Misses	Safety NONE					
1) NONE 2) Health and Near Misses Accidents Action	Safety NONE NONE N/A					
1) NONE 2) Health and Near Misses Accidents Action Notes and	Safety NONE NONE N/A Comments		D alguation 100			
<ol> <li>NONE</li> <li>Health and</li> <li>Near Misses</li> <li>Accidents</li> <li>Action</li> <li>Notes and</li> <li>AEC use</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey			0.52-ft to shoot EOC grad	des on eastern and	d southern sides. This
<ol> <li>NONE</li> <li>Health and</li> <li>Near Misses</li> <li>Accidents</li> <li>Action</li> <li>Notes and (1)</li> <li>AEC use pin is loc</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout	th of the new	SE corner of t	he new perimeter fence.		
<ol> <li>NONE</li> <li>NONE</li> <li>Health and</li> <li>Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s	th of the new	SE corner of t			
<ol> <li>NONE</li> <li>NONE</li> <li>Health and</li> <li>Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout	th of the new	SE corner of t	he new perimeter fence.		
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>Notes and ( pin is loc 2) AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	th of the new survey hub ac	SE corner of the second	he new perimeter fence. r @ elevation 416.72-ft to	o shoot EOC grade	es on northern and
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	h of the new urvey hub ad Arrival	SE corner of t djacent to traile	he new perimeter fence. r @ elevation 416.72-ft to Qty of Personnel	o shoot EOC grade	es on northern and
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>Notes and ( pin is loc 2) AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	th of the new survey hub ac	SE corner of the second	he new perimeter fence. r @ elevation 416.72-ft to	o shoot EOC grade	es on northern and Labor Man-Hours 02:23:30
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	h of the new urvey hub ad Arrival	SE corner of t djacent to traile	he new perimeter fence. r @ elevation 416.72-ft to Qty of Personnel	o shoot EOC grade	es on northern and
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	h of the new urvey hub ad Arrival	SE corner of t djacent to traile	he new perimeter fence. r @ elevation 416.72-ft to Qty of Personnel	Total Hours	es on northern and Labor Man-Hours 02:23:30
<ol> <li>NONE</li> <li>NONE</li> <li>Health and Near Misses</li> <li>Accidents</li> <li>Accidents</li> <li>Action</li> <li>AEC use pin is loc</li> <li>AEC use northwes</li> </ol>	Safety NONE NONE N/A Comments ed DSE survey cated just sout ed Tim Scott s stern sides.	h of the new urvey hub ad Arrival	SE corner of t djacent to traile	he new perimeter fence. r @ elevation 416.72-ft to Qty of Personnel	Total Hours 11:55 0:00	Labor Man-Hours 02:23:30 00:00:00

DAILY	FIELD REPORT		0
	-		amec
PROJECT N	IAME: Pasco Landfill Cap Pr	roject - Cap Construction Project	Unice
	Pasco, Washington		Environment and
Project No:	4-61M-10705-1 P-02	Date: June 14, 2013	Infrastructure, Inc.
Site Locatio	n: Pasco Landfill, Wash.	Page: 1 of 2	7376 SW Durham Road
Arrival:	5:00	Departure: 12:35	Portland, Oregon 97224
	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
Average Da	ily Weather Conditions:	AM - clear/sunny/some wind	Fax: 503-620-7892
FIELD RE	PORT NOTES		
Time:	Field Notes:		
5:00 5:10 5:30	AEC prep equipment and fueli AEC begins the following work 1) Grading outer edge of t 2) Placing sand/Geo-Fabr 3) Watering roadways and	he southern EOC/EOL zone for prep for perimete ic/rock in the North and NE swale areas	er rock
9:30 9:45 9:50	AEC grading out the southern	n swale - sanding, geo-fabric, and perimeter rock edge of the CAP (EOC to EOL) zone rades to confirm elevations at corners of the EO	
10:05	AEC bulldozer placing/grading	perimeter rock in Eastern swale	
12:00 12:10 12:15 12:25 12:35	AEC completes perimeter rock AEC departs the site. Abe septic service arrives to s Abe septic service departs the AMEC departs the site and loc	site.	ter swales

					1	
DAILY	FIELD	REPOR	RT			0
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PROJECT N	AME: Pas	co Landfill Ca	ap Project - Ca	p Construction Project		
		co, Washingt				Environment and
Project No:	4-61M-1	0705-1 P-02	Date:	June 14, 201	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Was	sh. Page:	2 of 2		7376 SW Durham Road
Arrival:		00 AM	Departur	r <b>e:</b> 12:35	PM	Portland, Oregon 97224
AMEC Field	Rep. (Initial)	: PDS		roject Manager (Initials)	: SG	Phone: 503-639-3400
	ly Weather C			M - clear/sunny/some with		Fax: 503-620-7892
	-					
FIELD RE	PORT NOT	ES				
Time:	Field Notes	(continued):	:			
Task List						
	ent of final sar	nd and topsoi	llavers			
			Fover top of sa	and laver		
				points along CAP perime	ter and internal	pinch points
	of sand and t					
			meter rock in N	IE / E / S swales		
	nal grading of					
7)						
Changes to	Plans or S	pecificatio	ns			
1) NONE		poomouto				
I) NONE						
2)						
_,						
Health and	Safaty					
Health and						
Near misses	NONE					
Accidents						
Accidents						
Action	N/A					
Notes and	Comments					
1)						
2)						
Cont	ractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
AEC (6 m		6:00	12:10	6	6:10	01:13:00
		0.00	12.10	0	0:00	00:00:00
			+ +		0:00	00:00:00
			1 1		0:00	00:00:00
Contractor's	Rep. (Initials)	L		Contractor La	bor Hours Tota	

DAILY	FIELD REPORT		Q			
			amec			
PROJECT N	IAME: Pasco Landfill Cap P	Project - Cap Construction Project	Uncc			
	Pasco, Washington		Environment and			
Project No:	4-61M-10705-1 P-02	Date: June 17, 2013	Infrastructure, Inc.			
Site Locatio		Page: 1 of 2	7376 SW Durham Road			
Arrival:	8:00	Departure: 18:45	Portland, Oregon 97224			
AMEC Field	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400			
Average Da	ily Weather Conditions:	AM - Cloudy/ cool PM - Cloudy / cool	Fax: 503-620-7892			
FIFI D BF	PORT NOTES					
Time:	Field Notes:					
8:00		ailgate meeting / Prep for equipment (grease / fue	ling)			
8:15		th of perimeter rock along southern EOL.				
8:40 8:50	Rick Custom Fence fence cre Rick Custom Fence fence cre					
6.50	Rick Custom Fence lence cre	w park and begin work.				
9:00	AEC loader begins to drop roo	ck on the North peak of the EOC/EOL to build veh	icle access point on N end.			
9:10	AEC completing grading work					
9:20	AEC laying out the geo-fabric	and perimeter road on SW corner of EOC/EOL				
10:15		n access road onto cap with rock				
10:20 10:55		crap metal around site for disposal / recycle g posts / problem with driver machine @ 12:30 (g	o for parts)			
10.55		g posts / problem with driver machine @ 12.50 (g				
12:00	AEC finishes loading scrap m	etal and leaves with the trailer				
13:10		take Porta-potty - Departs @ 13:20				
13:55	Rick's Custom Fence returns	with larger pneumatic driver for posts				
14:15	DSE ourvover (Ed DoWildo) a	urrives for QC survey/LLA work - conduct safety ta	ilanto			
14:15	DSE surveyor set up on north		ligate			
14:40	AEC continuing to load garba					
14:45		ster swale - continues with LLA survey (14:55)				
15:10	AEC dump truck leaves for tra					
15:30 15:35	AEC dump truck returns from					
15.35	AEC starts laying out gravel ir	reaster swale				
16:45	AEC completes laying out gra	vel in easter swale				
15:10	AEC departs the site.					
10-10	Dialda Quatam Essaya da	the second for the sheet which have a state				
18:10 18:15		tes work for the day - driving posts the site / AMEC begins site inspection				
18:20	AMEC departs the site and lo					
10.20						
	1					
	FIELD	RFPOR	ЗТ			0
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			Droiget Ca	Departmention Drainat	0	IIIEC -
PROJECT N				ap Construction Project		
Durlant Mar		co, Washingt		17 001		Environment and
Project No:		0705-1 P-02		June 17, 201		Infrastructure, Inc.
Site Locatio		Landfill, Was		2 of 2		376 SW Durham Road
Arrival:		00 AM	Departu			ortland, Oregon 97224
	Rep. (Initial)			roject Manager (Initials):		Phone: 503-639-3400
Average Dai	ly Weather C	onditions:	AM - 0	Cloudy/ cool PM - Cloudy	/ cool	Fax: 503-620-7892
	PORT NOT					
Time:	Field Notes	(continued):				
Teak						
Task List	· • •					
	on of the fend					
	on of gravel a	long outer pe	erimeter in the	SW and eastern swales		
3)						
4)						
5)						
6)						
7)						
Changes to	Plans or S	necification	าร			
1) NONE	/ iune en e	poondance				
1) 100.12						
2)						
<i>_</i> )						
· · · · · · · ·	~ / .					
Health and						
Near Misses	NONE					
Accidents						
Accidents	NONE					
Action	N/A					
Notes and	Comments					
1)						
2)						
Cont	ractor	Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
			-			
AEC (6 m		8:00	15:10	6	7:10	01:19:00
RICK'S CUS	tom Fence	8:40	18:15	2	9:35	00:19:10
					0:00	00:00:00 00:00:00
Contractor's	Rep. (Initials)			Contractor Lab	or Hours Total =	02:14:10

	FIELD REPO	RT	•
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PROJECT N		Cap Project - Cap Construction Project	anec
FILODECTIN	Pasco, Washin		Environment and
Project No:			Infrastructure, Inc.
Site Locatio			7376 SW Durham Road
Arrival:	6:00	<b>Departure:</b> 18:45	Portland, Oregon 97224
		OS AMEC Project Manager (Initials):	SG Phone: 503-639-3400
	ily Weather Conditions		
<b>,</b>	PORT NOTES		
Time:	Field Notes:		
Thine.			
6:00	AEC / AMEC arrival / sa	fety tailgate meeting / Prep for equipment (g	rease / fuel) - (3 crew)
6:10		or the day / discusses the work	
6:30	AEC watering roadways	and edges of cap / finish raking on CAP	
7.00	AFC uses buildener to a	a final/finals availant	
7:00 7:20	AEC uses bulldozer to c Rick's Custom Fencing		
7:50		starts post install on west side of fence perim	neter
7.00	Thore educion Tonoling		
9:00	AEC grading out stockp	le areas / roadway	
9:30	Pelican Fuel arrives and	fuels truck tanks and equipment (Departs 9	:50AM)
12:00	Rental flatbed arrives to		
12:10 12:20	Rental flatbed depart fro AMEC / AEC walk site	m site with telenandler	
12:20		nstalls top posts on the fence	
12:30		or departure / AEC conducts finishing work a	around the site
12:45		adds 1 crew for site (3 total)	around the site
13:30	AEC truck / trailer depar		
14:00 14:25	Job trailer truck arrives a Job trailer truck departs		
15.00			
15:00		ondut finish grading work around CAP perim	ieter / staging area
15:05 15:40	AEC arrives to pick up t AEC rips surface of infil		
15:50		r work / Conducts stockpile area / entry wate	erina
10.00			
16:40	Rick's Custom Fencing	adds 4th worker to crew / safety tailgate	
17:00	AEC completes work - c	eparts site (3 crew)	
18:40		tarted pulling fence in SE corner/ almost cor	
18:45	Rick's Custom Fencing	departs (4-crew) / AMEC completes inspection	ons and depart /locks the gate

	FIELD		т			•
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PROJECT N				p Construction Project		Environment and
Droiget No.		co, Washingt	7	lune 10, 001	0	Environment and
Project No:		0705-1 P-02		June 18, 201	3	Infrastructure, Inc.
Site Locatio		Landfill, Was		2 of 2	<b>D</b> 14	7376 SW Durham Road
Arrival:		00 AM	Departur			Portland, Oregon 97224
	Rep. (Initial)			oject Manager (Initials)		Phone: 503-639-3400
Average Dai	ly Weather C	onditions:	AN	I and PM - Cloudy and c	001	Fax: 503-620-7892
		F0				
	PORT NOT					
Time:	Field Notes	(continued):				
Task List						
	on of fencing					
	sh work of pe					
	er taken away		<b>;</b>			
,	dler removed					
	khoe remove	d form the si	te			
6)						
7)						
Changes to	Plans or S	pecification	าร			
1) NONE			-			
.,						
2)						
_)						
	<u> </u>					
Health and						
Near Misses	NONE					
Accidents	NONE					
Action	N/A					
Notes and	Comments					
1)						
•)						
2)						
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Contr		Arrival	Departure	Qty of Personnel	Total Hours	
AEC (3 m		6:00	17:00	3	11:00	01:09:00
Rick's Cus		7:20	18:45	2	11:25	00:22:50
AEC (1 m		13:30	17:00	1	3:30	00:03:30
Rick's Cus	tom Fence	16:40	18:45	1	2:05	00:02:05
Contractor's	Rep (Initials)			Contractor La	hor Houre Tota	02:13:25

	FIELD REPORT		•
			ameco
PROJECT N	IAME: Pasco Landfill Cap Pr	roject - Cap Construction Project	diliec
	Pasco, Washington		Environment and
Project No:	4-61M-10705-1 P-02	Date: June 19, 2013	Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:	7:00	<b>Departure:</b> 18:55	Portland, Oregon 97224
	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
		M - Cloudy damp & cool/PM - Damp, light rain	Fax: 503-620-7892
	PORT NOTES		
Time:	Field Notes:		
7:00	AEC / AMEC arrival / safety ta		
7:10		the day / prepping equipment for the day / Start	loading excavator for remova
7:30 7:45	AEC meeting Wildlands rep to Wildlands crew (2) and Rick's		
7.45		(5) arrive / salety tallgate	
8:00	Wildlands / Rick's set up for w	ork	
8:10	Wildlands starts hydroseeding		
8:15	AEC semi-trackhoe trailer dep	arts	
8:30	Wildlands leaves for more wat		
8:45		vdroseeding north area of CAP, TS stockpile are	
8:50	AEC rips more of the infiltration	n basin / finishes grades perimeter rock after Wil	dland work
9:10	Wildlands completes westside	of CAP / goes to fill for loop area	
9:30	Wildlands starts hydroseeding		
9:50	Wildlands completes work and		
10:00	AEC dump truck departs (1 cre		
10:15	Ecology arrives (Chuck / Jerer	ny) / safety tailgate / discuss work	
11:30	Biok's Custom Espaina adds 1	arow / acfaty tailacta	
11:40	Rick's Custom Fencing adds 1 Ecology departs	crew / sarety tangate	
11.40	Leology departs		
12:10	AEC crew departs (1) with van	+water trailer	
12:40		(1) more crew arrives/safety tailgate	
14:10	Rick's Custom Fencing installing	ng barb wires and ties	
18:45	Rick's Custom Fencing starts t	o demob / AMEC conducts inspection	
15:55	Rick's Custom Fencing / AME		
	1		

DAILY			ЭТ			•
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			<u> </u>		C	JIII C
PROJECT NA				p Construction Project		
Due is at No		co, Washingt		hurs 10, 001		Environment and
Project No:		0705-1 P-02		June 19, 201		Infrastructure, Inc.
Site Location		Landfill, Was		2 of 2		7376 SW Durham Road
Arrival:		DO AM	Departur			ortland, Oregon 97224
AMEC Field F				r <b>oject Manager (Initials):</b> ly damp & cool/PM - Dam		Phone: 503-639-3400 Fax: 503-620-7892
Average Daily	y weather C	onditions:	AM - Cloud	iy damp & cool/Pixi - Dam	o, light rain	Fax: 503-620-7892
		E0				
FIELD REP Time:	Field Notes					
rime: r	Field Notes	(continued):	•			
Task List						
	ala iliana tiana inf					
	obilization of					
	nstallation co					
	eding of site b	y wildiarius				
4) 5)						
6)						
7)						
Changes to	Plans or S	pecification	ns			
1) NONE						
2)						
Health and S						
Near Misses	NONE					
Accidents	NONE					
A						
Action	N/A					
Notes and C	Comments					
1)						
- /						
2)						
2)						
	ator	Arrival	Donorture	Oty of Personnal	Total Hours	
Contra		Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
Contra AEC (1 ma	an crew)	7:00	12:10	3	5:10	00:15:30
Contra AEC (1 ma AEC (1 ma	an crew) an crew)	7:00 7:00	12:10 10:00	3 2	5:10 3:00	00:15:30 00:06:00
Contra AEC (1 ma	an crew) an crew) an crew)	7:00	12:10	3	5:10	00:15:30

	FIELD REPORT		0
			amec
PROJECT N	AME: Pasco Landfill Cap P	roject - Cap Construction Project	onec
	Pasco, Washington		Environment and
Project No:		Date: June 20, 2013	Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:	7:55	Departure: 16:15	Portland, Oregon 97224
AMEC Field	Rep. (Initial): PDS	AMEC Project Manager (Initials): SG	Phone: 503-639-3400
		1 - Cloudy, cool, windy / PM - Cloudy, cool, windy	
	PORT NOTES		
Time:	Field Notes:		
	riela notes.		
7:55	AMEC arrival at the site		
8:10	a) Re-work old east fence	rrives (3) in one truck to complete fencing installa / install barb wire / install gates s and takes Gator (departs at 8:20)	ation work
8:15	Safety tailgate for Rick's Custo	om Fencing crew	
10:00		gate on piping supplies for CAP f the perimeter rock access road with tools and m	aterials
11:45	Ricks Custom Fence second t Conduct safety tailgate for new	ruck (1 crew) arrives with gates and starts gate ir v crew	ostallation
14:15 14:30	Rick's Custom Fencing starts Flatbed arrives to recover the	installation of gates bulldozer / gate installation complete	
15:35	Rick's CF - 1 crew departs in c	one truck	
16:10 16:15		work and departs / AMEC conducts end of final ir c Jensen who is working on irrigation installation	spection

DAILY	FIELD	REPOR	RT			0
					2	amec
PROJECT N	AME: Pas	co Landfill Ca	ap Project - Ca	ap Construction Project		
	Pas	co, Washingt	ton			Environment and
Project No:		10705-1 P-02		June 20, 201	3	Infrastructure, Inc.
Site Locatio	n: Pasco	Landfill, Wa	sh. Page:	2 of 2		7376 SW Durham Road
Arrival:		:55 AM	Departu	re: 4:15 F		Portland, Oregon 97224
AMEC Field				roject Manager (Initials):		Phone: 503-639-3400
Average Dai				, cool, windy / PM - Cloudy		Fax: 503-620-7892
	,			, ,	, , - <b>,</b>	
FIELD REI	PORT NOT	ES				
	Field Notes					
		(	-			
Task List						
1) Complet	ion of fencing	ı work - instal	lation of gate a	and cleanup and barb wire		
			rigation syster			
3) Remova	l of final equip		<b>3,</b>			
	e inspection					
5)						
6)						
7)						
	Diama ar C					
-	Plans or S	pecification	ns			
1) NONE						
2)						
2)						
Health and						
Near Misses	NONE					
Accidents	NONE					
Action	N/A					
Notes and	Comments					
1)						
1)						
2)						
<i>_</i> )						
		1	•			
Contr		Arrival	Departure	Qty of Personnel	Total Hours	Labor Man-Hours
Rick's Cus	tom Fence	8:10	16:10	3	8:00	01:00:00
Rick's Cus	tom Fence	11:45	15:35	2	3:50	00:07:40
Eric J	ensen	10:00	16:15	1	6:15	00:06:15
				0	0:00	00:00:00
Contractor's	Rep. (Initials)	-	-	Contractor Lab	or Hours Total	= 01:13:55



# APPENDIX D

Photograph Log



# APPENDIX E

Weight Ticket Summaries

# 13-038 - Weight Tickets

Vendor	Loads	Total Weight	BTD Vendor
Connell Sand & Gravel - Fill	489	15,049.60	15,049.60
Central PreMix - Concrete Sand	174	5,209.60	5,209.60
Central PreMix - Quarry Spalls	32	1,070.06	875.07
Mahaffey - Top Soil	192	5,853.94	
Total:	887	20,259.20	

10,379.03	CY G Class Material	1.45	904 ton	623 CY - Credit
9,755.59	BILLABLE G Class Material			
3,858.96	CY Orainage	1.35		
583.38	CY Rock	1.5		
4,037.20	CY Vegetative	1.45		

### Connell Sand & Gravel - 13-038

1         S/1/1011         S011280         97,940         64,120         3.04         2231           1         S/1/1011         S011250         17,950         57,950         9.150         9.16           1         S/1/1011         S011250         15,560         57,950         9.168         2731           1         S/1/1011         S011240         156,460         77,960         54,460         73.3           1         S/1/1011         S011240         156,460         77,960         54,460         73.3           1         S/1/1011         S011241         94,460         77,960         64,460         31.34         2731           1         S/1/1011         S011241         194,460         77,960         64,460         31.24         2731           1         S/1/1011         S011251         19,300         33,400         15,56         2731           1         S/1/1011         S011251         19,300         31,300         75,50         2731           1         S/1/1011         S011245         19,460         17,560         31,420         26,460         2731           1         S/1/1011         S011245         19,460         17,560         31,420 </th <th>Lond Count</th> <th>Date</th> <th>Tickat #</th> <th>Yotal Welght Pounds</th> <th>Tare Weight Pounds</th> <th>Nei Welght Pounds</th> <th>Total Weight In Tons</th> <th>Invoice Number</th> <th>Holes</th>	Lond Count	Date	Tickat #	Yotal Welght Pounds	Tare Weight Pounds	Nei Welght Pounds	Total Weight In Tons	Invoice Number	Holes
J. J	1	5/11/2013	54011266	98,080	37,960	60,120	30.06	27291	
1         SPI1250         105.00         17.950         67.00         21.65         2731           1         S71/701         S011250         15.800         77.950         54.000         27.00           1         S71/701         S011250         15.800         77.950         54.000         27.00           1         S71/701         S011250         10.900         77.960         64.00         31.44         2721           1         S71/7015         S011250         10.900         77.960         64.00         31.44         2721           1         S71/7015         S011250         10.900         77.960         64.00         31.72         2728           1         S71/7015         S011271         91.000         77.960         53.100         25.90         2728           1         S71/7015         S011371         91.000         77.900         53.100         26.00         2728           1         S71/7015         S011375         92.000         75.000         33.400         26.00         2728           1         S71/7015         S011376         10.94.00         33.400         53.100         26.00         2728           1         S71/7015	,	5/21/2013	54011262		97,960				
S/1/2001         94001/200         95/800         17/800         91/800         20/80         27/81           S/1/1001         5401/202         100,460         71/800         81,480         17.99         27231           S/1/1001         5401/202         100,460         71/80         81,480         17.99         27231           S/1/1001         5401/202         100,490         71/80         81,480         17.99         27231           S/1/1001         5401/201         81,490         71/80         64,640         17.940         81,440         27241           S/1/1001         5401/201         81,490         71/80         51,400         27291         27291           S/1/1001         5401/201         81,400         71/80         51,400         27391         27391           S/1/1001         5401/201         81,400         71/80         51,400         27391         2731           S/1/1001         5401/201         541/201         81,400         71/80         7234         84.64         2731           S/1/1001         5401/201         81,400         81,400         81,400         81,400         7231           S/1/1001         5401/201         81,400         81,400					0.0000000000000000000000000000000000000				
sylup         sylup <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>									
S/12/003         5401.282         100.440         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17.400         17	-								
Sylvab         Sylvab<	-					Second Control of the second sec			
1         5/1/103         500,28         7,560         6/480         33.44         7781           1         5/1/103         500,280         7,560         64,560         31.44         77231           1         5/1/103         500,1281         80,400         7,560         64,580         30.44         27231           1         5/1/1031         601,1297         81,300         7,550         54,310         27.59         2731           1         5/1/1031         641,1297         81,300         7,500         54,310         27.59         2731           1         5/1/1031         641,130         9,240         7,500         54,310         27.59         2731           1         5/1/1031         541,130         9,840         7,500         51,380         26.66         27231           1         5/1/1031         541,140         18,340         64,840         32.64         27231           1         5/1/1031         541,140         18,340         54,840         64,840         32.64         27231           1         5/1/1031         541,150         9,840         51,40         64,840         32.64         27231           1         5/1/1031         <	-								
Structure         Structure <thstructure< th=""> <thstructure< th=""> <ths< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></ths<></thstructure<></thstructure<>									
1         \$\frac{1}{2} \frac{1}{2}									
1         5/12/2013         5001137         90,360         77,360         87,860         75,460         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,360         75,370         75,311 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									
J         SULUCION         SULUCION <thsulucion< th="">         SULUCION         SUL</thsulucion<>									
1         5/10/2013         501,00         7,200         7,200         22,33         27,331           1         5/11/2013         501,136         91,060         7,500         5,510         2,677         27,331           1         5/11/2013         501,136         91,060         7,500         5,130         2,646         27,331           1         5/71/2013         501,131         9,740         7,730         5,738         2,646         27,331           1         5/71/2013         501,156         10,340         3,140         6,746         2,733           1         5/71/2013         501,156         10,340         3,140         6,466         3,148         2,244         2733           1         5/71/2013         501,156         10,340         3,140         6,466         3,148         2,247         2733           1         5/71/2013         501,130         9,460         3,140         6,476         3,18         2,231           1         5/71/2013         501,130         9,760         3,140         6,470         3,18         2,231           1         5/71/2013         501,130         9,740         3,140         5,540         2,318									
5/12/2013         501130         92,700         75,500         55,700         27,89         27,81           1         5/12/2013         5011321         90,650         77,500         53,800         26,66         27,81           1         5/12/2013         5011321         90,650         77,500         53,800         26,66         27,81           1         5/12/2013         5011341         93,800         77,500         53,800         26,46         27,81           1         5/12/2013         5011341         10,840         33,440         62,780         22,44         27,81           1         5/12/2013         5011340         10,940         33,440         61,750         27,831           1         5/12/2013         5011341         10,9400         81,400         63,840         21,87         27,331           1         5/12/2013         5011345         10,9400         81,400         63,840         21,87         27,331           1         5/12/2013         5011345         10,240         81,400         63,840         21,87         27,331           1         5/12/2013         501135         10,240         81,400         63,840         21,87         27,331									
1         \$f1/2013         \$401136         91,400         77,500         \$7,500         77,700         7731           1         \$f7/2013         \$4011324         96,50         77,500         57,360         26,64         7231           1         \$f7/2013         \$4011324         98,780         77,500         57,869         28,44         7231           1         \$f7/27013         \$4011326         103,428         35,140         67,869         23,44         7231           1         \$f7/27013         \$4011326         103,428         35,140         67,869         32,84         7231           1         \$f7/27013         \$4011326         103,428         35,140         67,76         37,84         32,87         7231           1         \$f7/27013         \$4011326         103,60         35,140         37,460         36,77         7231           1         \$f7/27013         \$4011326         103,60         35,140         32,77         7231           1         \$f7/27013         \$4011326         103,60         35,140         36,76         3231           1         \$f7/27013         \$611267         104,80         37,400         43,76         36,76         7231	-								
1         5/10/101         501/121         9/100         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300         7/300 <t< td=""><td>1</td><td></td><td></td><td></td><td>37,500</td><td>53,540</td><td>26.77</td><td>27281</td><td></td></t<>	1				37,500	53,540	26.77	27281	
1         5/10/101         540(12)         9,780         7,500         57,88         7,84         7,231           1         5/12/031         5401361         10,482         81,140         65,780         32,64         2733           1         5/12/031         5401326         10,482         81,140         64,840         32,18         2733           1         5/12/031         5401326         10,480         81,440         64,840         32,18         2733           1         5/12/031         5401326         93,640         81,440         59,640         20,77         2733           1         5/12/031         5401326         93,640         31,440         63,640         20,67         2733           1         5/12/031         5401326         94,40         31,440         64,100         20,50         2733           1         5/12/031         5401326         94,40         31,440         64,100         20,50         2733           1         5/12/031         5401325         92,350         37,450         43,490         31,64         7233           1         5/12/031         5401325         92,350         37,450         43,490         31,64         27231 <td></td> <td></td> <td>54011237</td> <td>09,620</td> <td>37,500</td> <td>52,120</td> <td>26.06</td> <td>27231</td> <td></td>			54011237	09,620	37,500	52,120	26.06	27231	
1         \$7,17(2)         \$40,1241         91,800         77,800         \$2,899         26,44         2731           1         \$7,17(2)         \$40,1260         10,420         31,140         65,789         32,44         2731           1         \$7,17(2)         \$40,1250         10,550         31,46         64,569         32,54         2731           1         \$7,17(2)         \$40,1250         10,500         31,46         64,569         32,54         2731           1         \$7,17(2)         \$40,1280         10,400         81,46         63,764         31,82         2731           1         \$7,17(2)         \$40,1230         10,240         11,46         63,764         31,82         2731           1         \$7,17(2)         \$40,1230         93,400         31,400         31,42         2731           1         \$7,17(2)         \$40,1230         93,400         37,400         64,120         2731           1         \$7,17(2)         \$40,1230         93,600         77,400         54,600         30,40         2731           1         \$7,17(2)         \$40,1230         93,600         77,400         54,600         20,41         2731           1 <td>1</td> <td>5/21/2013</td> <td>54011234</td> <td>90,860</td> <td>37,500</td> <td>53,360</td> <td>26.68</td> <td>27231</td> <td></td>	1	5/21/2013	54011234	90,860	37,500	53,360	26.68	27231	
5/1/001         5011265         103420         91,40         65,289         92,64         2731           1         5/1/001         5011365         103,500         81,40         64,360         91,88         2731           1         5/1/001         5011365         102,500         81,40         64,360         91,88         2731           1         5/1/001         5011362         102,600         81,40         65,760         10,88         2731           1         5/1/001         5011360         97,660         81,40         65,100         20,87         27331           1         5/1/001         5011361         10,580         81,40         64,100         21,88         27331           1         5/1/001         5011367         102,400         81,40         64,100         21,88         27331           1         5/1/001         5011367         91,400         7/400         61,600         21,88         27331           1         5/1/001         8011375         91,400         7/400         61,600         21,88         27331           1         5/1/001         8011375         91,00         7/400         80,00         21,00         2731         2731	1	\$/21/2013	54011231	94,780	37,500	57,280	28.64	27231	
5/1/2013         5011250         103,400         19,140         6,5280         31,44         21,281           1         5/1/2013         5011352         19,440         31,440         61,400         30,75         27331           1         5/1/2013         5011342         10,400         81,440         65,740         31,88         2772         2731           1         5/1/2013         5011342         10,580         81,440         65,740         31,98         2772         2731           1         5/1/2013         5011323         10,580         81,440         56,100         20,95         2731           1         5/1/2013         5011327         16,240         81,140         56,100         20,95         2731           1         5/1/2013         5011327         16,240         81,140         56,100         20,95         2731           1         5/1/2013         5011325         19,240         62,600         31,31         2731           1         5/1/2013         5011327         19,240         19,240         31,04         2731           1         5/1/2013         501132         19,240         19,240         31,04         2731           1	L	5/21/2013	54011241	92,360	37,500	53,880			
S/L/0.00         SOL1355         D2,500         B1,40         6,450         B2,18         D2,18         D2,75         Z721           1         S/L/001         SOL1344         B5,460         B1,400         S7,400         Z6,77         Z721           1         S/L/001         SOL1344         D1,900         B1,400         S7,400         Z6,77         Z721           1         S/L/001         SOL1325         D1,900         B1,400         S7,400         Z723           1         S/L/001         SOL1325         D2,240         B1,400         S7,400         Z723           1         S/L/001         SOL1325         S02,200         Z7420         S1,510         Z231           1         S/L/201         SOL1255         S02,00         Z7,420         S1,500         Z721           1         S/L/201         SOL1261         S5,000         Z7,420         S1,500         Z721           1         S/L/201         SOL127         S5,000         Z7,420         S1,500         Z721           1         S/L/201         SOL127         S5,000         Z7,420         S1,400         Z721           1         S/L/201         SOL127         S5,000         Z723	1	5/21/2013	54011265	103,420	39,140	65,280			
5/1/2013         50/1/2013         59/400         50/1/201         50/1/2013           1         5/1/2013         50/13/40         55/400         81,400         65,7400         31,810         57,4700           1         5/1/2013         50/13/201         50/13/201         50/13/201         27331           1         5/1/2013         50/13/201         101,890         81,400         65,400         21,957         27331           1         5/1/2013         50/13/201         102,240         81,140         56,100         20,957         27331           1         5/1/2013         50/13/20         90,240         31,410         56,100         20,815         27331           1         5/1/2013         50/13/20         90,200         7/420         65,100         30,415         27331           1         5/1/2013         50/13/20         97,420         56,200         31,415         27331           1         5/1/2013         50/13/20         7/420         56,200         31,415         27331           1         5/1/2013         50/13/20         7/420         56,200         20,12         2731           1         5/1/2013         50/13/20         50/120         7/420 <td>:</td> <td>5/21/2013</td> <td>54011260</td> <td></td> <td>39,140</td> <td>65,280</td> <td></td> <td></td> <td></td>	:	5/21/2013	54011260		39,140	65,280			
54/1/0.01         5011346         95,460         37,340         26,72         27231           1         57/1/0.01         5011340         97,860         81,40         65,760         31,87         27231           1         57/1/0.01         5011325         101,860         81,40         65,160         21,95         27331           1         57/1/0.01         5011325         102,240         81,40         64,100         21,95         27331           1         57/1/0.01         5011325         99,260         37,420         65,190         21,85         27331           1         57/1/0.01         5011325         99,260         37,420         65,190         21,64         27231           1         57/1/0.01         5011325         99,260         37,420         55,190         21,16         27231           1         57/1/0.01         5011325         99,260         37,420         57,600         21,16         27231           1         57/1/0.01         5011325         99,260         37,420         57,600         21,10         27231           1         57/1/0.01         50,11235         99,120         97,420         58,900         20,301         22311 <t< td=""><td>1</td><td>5/21/2013</td><td>54011256</td><td>102,500</td><td></td><td></td><td></td><td></td><td></td></t<>	1	5/21/2013	54011256	102,500					
5/11/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
5/12/2013         5/011260         97,660         81,40         55,40         27,7         27231           1         5/12/2013         5/011252         102,260         81,40         64,100         32,62         27234           1         5/12/2013         5/011261         102,260         81,40         64,100         32,65         27234           1         5/12/2013         5/011261         109,400         7/420         61,700         30,64         27234           1         5/12/2013         5/011261         199,200         7/420         62,600         31,64         27234           1         5/12/2013         5/011261         199,200         37/420         55,400         33,64         27234           1         5/12/2013         5/011261         59,400         37/420         55,400         33,64         27234           1         5/12/2013         5/011262         59,400         37,120         58,000         36,00         2733           1         5/12/2013         5/011262         59,400         37,120         58,000         36,00         2733           1         5/12/2013         5/011262         59,400         37,120         58,400         2733									
\$7,12,203         \$0,1236         10,260         8,140         64,100         32,65         2733           1         \$7,12,033         \$0,1327         10,240         8,140         50,100         32,65         2733           1         \$7,12,033         \$0,01263         99,000         37,420         64,750         30,76         2733           1         \$7,12,033         \$0,01255         99,200         37,420         62,800         31,45         2733           1         \$7,12,033         \$0,01231         99,000         37,420         62,800         31,45         2733           1         \$7,12,033         \$0,01247         95,800         37,420         55,200         28,19         2733           1         \$7,12,033         \$0,01238         95,440         37,420         55,200         28,19         2733           1         \$7,12,033         \$0,1232         90,300         37,120         55,200         28,13         2733           1         \$7,27,033         \$0,1232         90,300         37,120         56,200         28,13         2733           1         \$7,27,033         \$0,1232         90,300         37,120         56,200         28,13         2733		and the second							
5/12/2013         50011282         10,2/40         91,400         64,100         22,63         2728,           1         5/12/2013         5001268         99,400         7/470         61,700         30,69         2728,           1         5/12/2013         5001258         99,200         7/470         61,500         31,64         2728,           1         5/12/2013         5001261         99,200         37,470         62,609         31,64         2728,           1         5/12/2013         5001267         95,800         37,470         56,700         28,10         2728,           1         5/12/2013         5001285         95,400         37,470         55,400         27,83         2728,           1         5/12/2013         5001285         95,400         37,470         55,400         27,33         2723,           1         5/12/2013         5001285         95,400         37,170         55,200         28,63         2723,           1         5/12/2013         5001285         95,400         37,170         55,200         28,63         2723,           1         5/12/2013         5001285         91,300         37,170         54,200         20,31         2233									
5/12/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013         5/01/2013 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
4/21/2013         4/011259         90,400         97,420         61,720         D0.64         27281           5/71/2013         4011255         90,200         37,420         62,590         31.35         27281           1         5/71/2013         40011251         99,500         37,420         62,649         31.04         27281           1         5/71/2013         40011251         99,500         37,420         56,240         20.19         27381           1         5/71/2013         54011381         94,840         37,420         56,240         20.10         27281           1         5/71/2013         54011383         95,440         37,420         56,000         20.01         27281           1         5/71/2013         54011272         10,120         37,120         58,000         20.01         27281           1         5/72/2013         54011272         93,180         37,120         57,270         86.40         27211           1         5/72/2013         54011276         97,180         37,120         2721         20.11         27231           1         5/72/2013         54011272         97,140         67,120         80.12         27231 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>									
\$/21/2013         \$4011259         \$97,400         \$4,540         \$37,470         \$2231           1         \$71/2013         \$4011255         \$97,200         \$7,470         \$6,640         \$1,155         22231           1         \$71/2013         \$4011375         \$95,00         \$7,470         \$6,640         \$1,45         2231           1         \$71/2013         \$4011375         \$95,460         \$7,470         \$5,670         2216           1         \$71/2013         \$4011375         \$95,460         \$7,470         \$5,660         25,03         27231           1         \$71/2013         \$4011272         \$0,120         \$7,170         \$5,640         24,73         27231           1         \$72/2013         \$4011272         \$0,120         \$7,120         \$5,640         24,14         27331           1         \$72/2013         \$4011282         \$9,490         \$7,120         \$5,640         24,14         27331           1         \$72/2013         \$4011282         \$9,490         \$7,120         \$5,640         24,14         27331           1         \$72/2013         \$4011282         \$9,490         \$7,120         \$5,460         24,12         27331           1 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									
1         5/17/2013         5001255         907201         37,400         60,500         31,44         27231           1         5/17/2013         5001247         95,500         37,400         56,800         28,800         27231           1         5/17/2013         5001247         95,600         37,400         56,800         28,10         27231           1         5/17/2013         5001225         95,480         37,420         57,460         28,13         27231           1         5/17/2013         5001225         95,480         37,420         55,460         28,13         27231           1         5/17/2013         500122         90,100         37,120         55,400         28,13         27231           1         5/27/2013         5001284         94,400         37,120         57,270         28,640         27231           1         5/27/2013         5001284         94,540         37,120         57,270         28,640         27231           1         5/27/2013         5001282         94,540         37,120         56,660         28,33         27231           1         5/27/2013         5001282         94,710         57,600         28,00         27231 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									
1         5/2/2013         5001243         99.500         37,420         62,099         31,44         27231           1         5/21/2013         5001243         93,620         37,420         56,200         28.10         27231           1         5/21/2013         5001243         93,620         37,420         50,600         28.03         27231           1         5/21/2013         5001223         54,840         37,420         50,000         28.03         27231           1         5/21/2013         5001222         90,160         37,120         56,200         28.03         27231           1         5/21/2013         5001280         94,340         37,120         56,240         28.13         27231           1         5/21/2013         5001280         94,340         37,120         56,240         20.21         27331           1         5/21/2013         5001280         94,340         37,120         57,460         20.21         27331           1         5/21/2013         5001280         97,140         57,460         20.31         27331           1         5/21/2013         5001280         95,200         37,120         57,600         20.01         27331									
1         5/31/2013         50011247         95,000         37,420         56,200         28,10         27231           1         5/11/2013         50011287         93,620         37,420         57,600         28,73         27231           1         5/11/2013         50011287         95,480         37,420         53,050         28,73         27231           1         5/11/2013         50011287         95,480         37,420         53,060         28,73         27231           1         5/27/2013         5001272         95,190         37,120         53,000         28,50         27231           1         5/27/2013         5001280         94,540         37,120         53,020         28,13         27231           1         5/27/2013         5001384         94,440         97,120         64,220         20,21         2731           1         5/27/2013         5001382         94,560         37,120         54,460         29,24         27231           1         5/27/2013         5001380         95,20         37,120         54,460         20,30         27231           1         5/27/2013         5001390         95,20         37,120         54,000         20,30 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>									
\$71/203         \$4011243         \$9,820         \$7,420         \$6,700         28.10         27231           \$571/203         \$4011235         \$5,460         \$7,420         \$8,050         23.03         27331           1         \$571/203         \$4011235         \$5,460         \$7,420         \$8,050         23.03         27331           1         \$5727033         \$4011272         100,160         \$7,120         \$6,240         81.37         27231           1         \$5727033         \$4011272         92,840         \$7,120         \$6,240         82.14         27231           1         \$5727033         \$4011282         94,940         \$7,120         \$5,460         28.33         27231           1         \$5727033         \$4011282         94,940         \$7,120         \$7,460         20.24         27231           1         \$5727033         \$4011285         92,520         37,120         \$7,460         29.24         27231           1         \$5727033         \$4011285         92,520         37,120         \$7,460         20.32         27231           1         \$5727033         \$4011285         92,520         37,120         \$7,460         28.95         27231									
s         Synthesis         Synthesis         Synthesis         Synthesis         Synthesis         Synthesis         Synthesis           1         Synthesis									
1         \$71/2013         \$4011235         \$5,440         \$7,420         \$5,060         23.03         27231           1         \$7,172013         \$4011272         \$0,160         \$7,170         \$5,000         86,50         27231           1         \$7,272013         \$4011277         \$7,180         \$7,170         \$5,040         88,18         27231           1         \$7,272013         \$4011277         \$7,800         \$6,170         80,18         27231           1         \$7,272013         \$4011282         \$9,890         \$7,120         \$6,460         20.23         27231           1         \$7,272013         \$4011282         \$9,490         \$7,120         \$5,460         20.23         27231           1         \$7,272013         \$4011282         \$9,490         \$7,120         \$6,400         31.27         27,241           1         \$7,272013         \$4011382         \$9,500         \$7,120         \$6,400         31.27         27231           1         \$7,272013         \$4011382         \$9,500         \$7,120         \$6,400         31.27         27231           1         \$7,272013         \$4011377         \$7,400         \$1,400         30.09         7233									
1         \$7/120         50/140         37/120         5/240         31.37         27231           1         \$7/27013         54011272         90,120         37,120         56,060         28.31         27331           1         \$7/27013         54011272         90,120         37,120         56,680         28.31         27331           1         \$7/27013         54011280         94,340         37,120         56,320         30.64         27231           1         \$7/27013         54011280         97,540         37,120         66,320         30.21         27331           1         \$7/27013         54011292         97,540         37,120         55,460         27.231           1         \$7/27013         5401129         97,140         37,660         28.00         27331           1         \$7/27013         54011305         95,520         37,120         67,400         31.20         27231           1         \$7/27013         54011305         95,520         37,120         61,400         30.70         27231           1         \$7/27013         5401130         102,840         38,300         61,900         30.70         27231           1									
5         5/27/2013         5001272         90.100         97.120         53.000         26.50         27.31           1         5/22/2013         5401.120         93.900         37.120         57.226         28.61         27.231           1         5/22/2013         5401.120         94.940         97.120         65.920         28.61         27.231           1         5/22/2013         5401.129         97.540         37.120         64.920         30.21         27.31           1         5/22/2013         5401.129         97.540         37.120         56.400         22.40         27.231           1         5/22/2013         5401.129         97.140         37.120         56.400         27.24         27.231           1         5/22/2013         5401.130         95.200         37.120         65.400         28.50         27.231           1         5/22/2013         5401.1312         95.500         37.120         61.400         30.90         27.231           1         5/22/2013         5401.126         100.280         98.300         61.900         30.97         77.231           1         5/22/2013         5401.1281         102.860         38.300         57.5400							31.37	27291	
1         \$/2/2013         \$4011280         \$9,440         \$7,120         \$7,230         \$8,41         \$7231           1         \$722/7013         \$4011298         \$7,540         \$7,120         \$6,420         \$0.21         \$2231           1         \$5/22/2013         \$4011292         \$9,990         \$7,120         \$7,860         \$28.93         \$2231           1         \$5/22/2013         \$4011292         \$9,990         \$7,120         \$5,8400         \$224         \$2731           1         \$5/22/2013         \$4011299         \$7,140         \$7,120         \$6,400         \$10.1         \$7731           1         \$5/22/2013         \$4011299         \$7,140         \$7,120         \$6,400         \$10.1         \$7731           1         \$5/22/2013         \$4011121         \$9,520         \$7,120         \$7,600         \$1.20         \$7731           1         \$5/27/013         \$401127         \$7,460         \$8,300         \$5,100         \$2.7731           1         \$5/22/013         \$401127         \$7,440         \$8,300         \$5,100         \$2.7731           1         \$5/27/013         \$4011281         \$2.90         \$3,300         \$6,400         \$2.77231	1						26.50	27231	
1         \$727,0013         \$4011208         \$97,540         37,120         64,320         30,24         \$7231           1         \$7227,013         \$4011208         \$97,540         37,120         64,420         30,21         27331           1         \$727,7013         \$4011792         \$9,4990         \$77,120         \$5,460         \$72,31           2         \$727,7013         \$4011795         \$9,710         \$7,120         \$6,400         30,120         \$7231           3         \$727,7013         \$4011305         \$9,520         \$7,120         \$6,400         31,20         \$7231           4         \$727,013         \$4011305         \$9,520         \$7,120         \$6,400         30,20         \$7731           4         \$727,013         \$40113106         \$9,520         \$7,120         \$6,400         30,20         \$7,500         28,35         \$7231           4         \$727,013         \$4011277         \$7,440         \$8,300         \$7,540         28,77         \$7231           5         \$727,013         \$4011277         \$7,440         \$8,300         \$6,100         39,277         \$7231           1         \$727,013         \$4011277         \$7,440         \$8,300	1	5/22/2013	54011276	93,380	37,120	56,260	28.13	27233	
1         5/21/2013         5011/208         97,540         37,120         60,120         30,21         27231           1         5/21/2013         5011/292         94,990         37,120         57,860         29,32         27231           1         5/21/2013         5011/299         97,140         37,120         60,020         80,01         27231           1         5/21/2013         5011/205         94,220         37,120         62,400         31.20         27231           1         5/21/2013         54011/305         99,520         37,120         62,400         31.20         27231           1         5/21/2013         54011/306         95,500         37,120         62,400         30,70         27231           1         5/21/2013         54011/275         95,540         38,300         61,900         30,70         27231           1         5/21/2013         54011/275         95,440         38,300         61,900         30,77         72231           1         5/21/2013         54011/27         9,440         38,300         61,910         30,84         27231           1         5/21/2013         54011/27         9,440         38,300         61,910	1	5/22/2013	54011280	94,340	37,120	57,220	28.61	27231	
5/21/2013         54011292         94,990         87,120         57,863         28,93         27231           1         5/21/2013         54011296         95,660         87,120         55,480         22,24         22231           1         5/21/2013         54011295         97,140         57,500         28,60         277331           1         5/21/2013         54011305         99,520         37,120         67,600         31,20         27231           1         5/21/2013         54011305         99,520         37,120         67,600         30,70         27231           1         5/21/2013         54011327         98,520         37,120         61,900         30,70         27231           1         5/21/2013         54011277         95,846         36,300         57,540         28,77         27231           1         5/21/2013         54011277         97,446         38,300         62,910         31,44         27231           1         5/21/2013         54011287         102,840         38,300         63,120         35,47         27231           1         5/21/2013         54011287         103,440         38,300         63,400         31,46         27231	1	5/22/2013	54011284	5B,440	37,120	61,370	30.65		
1         5/22/2013         54013796         95,600         37,320         50,460         92,24         27231           1         5/22/2013         50011299         97,140         37,120         67,020         0.0.0         27731           1         5/22/2013         54011805         99,520         37,120         67,400         31.20         27731           1         5/22/2013         54011805         99,520         37,120         67,400         31.20         27731           1         5/22/2013         54011805         99,520         37,120         61,400         30,70         27231           1         5/22/2013         54011829         100,280         38,300         61,900         30.99         27231           1         5/22/2013         54011277         95,040         38,300         64,540         23.27         27231           1         5/22/2013         54011287         103,620         38,300         64,540         32.27         27231           1         5/22/2013         54011287         103,620         38,300         64,640         30.22         27231           1         5/22/2013         54011287         103,820         64,640         32.21	1	5/22/2013	54011208	97,540	37,120	60,420			
5         5/22/2013         54011299         97,140         57,120         60,020         90,01         2731           1         5/22/2013         54011062         94,270         47,120         57,600         28.40         27231           1         5/22/2013         54011065         99,520         37,120         57,900         28.95         27231           1         5/22/2013         54011806         95,020         37,120         57,900         28.95         27231           1         5/22/2013         54011826         96,300         61,900         30,70         27231           1         5/22/2013         54011277         97,440         38,300         59,140         28.77         27231           1         5/22/2013         54011281         100,840         38,300         64,540         22.77         27231           1         5/22/2013         54011283         100,840         38,300         64,160         30,36         27231           1         5/22/2013         54011283         101,620         38,300         64,160         33,47         27231           1         5/22/2013         54011303         101,240         38,300         66,160         33,47									
1       5/22/2013       54011302       94,720       47,120       57,600       28,80       27/231         1       5/22/2013       54011305       99,520       37,120       57,000       28,55       27231         1       5/22/2013       54011308       99,520       37,120       51,000       30,70       27231         1       5/22/2013       54011269       100,280       38,300       57,510       20,77       77231         1       5/22/2013       54011277       97,440       38,300       59,100       29,57       27231         1       5/22/2013       54011281       100,840       38,300       64,540       31,64       27231         1       5/22/2013       54011281       100,840       38,300       61,60       30,58       27231         1       5/22/2013       54011283       100,620       38,300       61,60       30,58       27231         1       5/22/2013       54011283       100,620       38,300       66,440       33,47       27231         1       5/22/2013       54011303       104,740       38,300       66,440       33,22       77231         1       5/22/2013       54011306       102,820		5/22/2013	54011796						
1       5/21/2013       54011305       99,520       37,120       67,400       31.20       27231         4       5/21/2013       54011308       95,520       37,120       57,900       28.05       77231         1       5/21/2013       54011269       100,280       38,300       61,900       30,99       27231         1       5/22/2013       54011277       97,440       38,300       59,100       29,57       27231         1       5/22/2013       54011281       100,240       38,300       64,510       22,77       77231         1       5/22/2013       54011281       100,340       38,300       64,640       30.58       27231         1       5/22/2013       54011289       90,460       38,300       64,200       81.44       27231         1       5/22/2013       54011281       100,240       38,300       65,400       33.47       27231         1       5/22/2013       54011300       102,640       38,300       66,440       33.22       27231         1       5/22/2013       54011300       102,640       38,300       66,440       33.22       27231         1       5/22/2013       54011300       102,640									
1         5/2/2013         54011308         95,020         37,120         57,900         28.05         27231           1         5/22/2013         54011312         98,520         47,120         61,400         30.70         77231           1         5/22/2013         54011273         95,840         36,300         57,540         28.77         77231           1         5/22/2013         54011277         97,440         38,300         64,550         22.77         77231           1         5/22/2013         54011285         100,380         38,300         64,2680         91.04         27233           1         5/22/2013         54011285         100,380         38,300         63,312         91.46         27231           1         5/22/2013         54011297         105,240         38,300         64,940         32.47         27231           1         5/22/2013         54011301         104,640         38,300         64,940         32.47         27231           1         5/22/2013         54011301         104,640         38,300         64,940         32.25         77231           1         5/22/2013         54011301         104,640         38,300         65,020									
1         5/2/2013         54011362         98,520         37,120         61,400         30,70         27231           1         5/22/2013         54011269         100,280         38,300         61,900         30,70         27231           1         5/22/2013         54011277         97,440         38,300         57,540         27,7         72731           1         5/22/2013         54011281         102,440         38,300         64,540         32,27         27231           1         5/22/2013         54011285         100,380         98,300         64,540         32,27         27231           1         5/22/2013         54011285         100,380         98,300         63,130         31.66         27231           1         5/22/2013         54011293         101,620         38,300         64,340         32,17         27231           1         5/22/2013         54011300         102,640         38,300         64,340         32,17         27231           1         5/22/2013         54011300         102,640         38,300         66,440         30.22         27231           1         5/22/2013         54011301         104,640         91,300         65,500									
1         5/22/2013         54011269         100,280         38,300         61,900         20,99         27231           1         5/22/2013         54011275         95,640         38,300         57,540         28,77         77231           1         5/22/2013         54011277         97,440         38,300         64,540         22,57         27231           1         5/22/2013         54011287         100,380         96,300         62,080         81.04         27231           1         5/22/2013         54011287         100,380         98,300         63,320         31.66         27231           1         5/22/2013         54011297         105,240         38,300         66,940         33.47         27231           1         5/22/2013         54011303         104,740         38,300         66,440         32.27         77231           1         5/22/2013         54011303         104,740         38,300         66,340         32.27         77231           1         5/22/2013         54011316         104,640         98,300         65,300         33.19         27231           1         5/22/2013         5401128         77,720         77,600         59,900									
1         5/22/2013         54011275         95,040         36,300         57,540         28,77         77231           1         5/22/2013         54011277         97,440         58,300         59,140         28,57         27231           1         5/22/2013         54011286         100,320         38,300         64,540         32.27         27233           1         5/22/2013         54011286         100,320         38,300         61,160         30.58         77231           1         5/22/2013         54011289         99,460         98,300         61,160         30.58         77231           1         5/22/2013         54011300         102,640         98,300         64,40         32.17         77231           1         5/22/2013         54011300         102,640         98,300         64,40         32.27         77231           1         5/22/2013         54011300         104,740         38,300         66,440         33.22         77231           1         5/22/2013         54011306         103,300         98,300         65,020         32.51         77231           1         5/22/2013         54011301         104,640         39,300         65,020									
1         5/22/2013         54011277         97,440         38,300         59,140         29,57         27231           1         5/22/2013         54011281         102,440         38,300         64,540         32,27         27231           1         5/22/2013         54011286         100,380         98,300         62,080         31.04         27231           1         5/22/2013         54011293         201,620         38,300         63,320         31.66         27231           1         5/22/2013         54011300         102,640         38,300         66,440         33.47         27231           1         5/22/2013         54011300         102,640         38,300         66,440         33.22         27231           1         5/22/2013         54011300         102,640         38,300         66,440         33.22         27231           1         5/22/2013         54011300         104,640         39,300         65,300         33.19         27231           1         5/22/2013         54011301         104,640         39,300         65,020         32.51         27231           1         5/22/2013         54011271         97,720         37,800         55,020		· · · · · · · · · · · · · · · · · · ·							
1         5/22/2013         54011281         102,040         38,900         64,540         32,27         27231           1         5/22/2013         54011785         100,380         66,900         62,080         #1.04         27231           1         5/22/2013         54011293         101,620         38,300         61,160         30.58         27231           1         5/22/2013         54011297         103,240         38,300         66,940         38,47         27231           1         5/22/2013         54011300         102,640         38,300         66,940         33,22         27231           1         5/22/2013         54011303         104,740         38,300         66,440         33,22         27231           1         5/22/2013         54011306         102,640         38,300         66,440         33,22         27231           1         5/22/2013         54011310         104,640         39,300         66,440         33,22         27231           1         5/27/2013         54011310         104,640         39,300         66,040         33,19         27231           1         5/27/2013         54011271         172,720         37,800         50,020									
1         5/22/2013         54011286         100,380         98,900         62,080         91.04         27233           1         5/22/2013         54011293         101,620         38,800         61,160         30.58         27231           1         5/22/2013         54011293         101,620         38,300         65,940         38,47         27231           1         5/22/2013         54011307         100,2640         38,300         66,440         32,27         27231           1         5/22/2013         54011303         104,740         38,300         66,440         33,22         27231           1         5/22/2013         54011306         102,640         98,300         65,300         32,25         77231           1         5/22/2013         54011306         102,640         98,300         65,300         32,25         77231           1         5/22/2013         54011310         104,640         98,300         65,500         32,25         77231           1         5/22/2013         54011274         103,320         39,300         65,500         32,51         27231           1         5/22/2013         54011274         103,320         37,800         59,760									
1         5/22/2013         54011289         99,460         38,800         61,160         30.58         27231           1         5/22/2013         54011293         101,620         38,300         63,320         31.66         27231           1         5/22/2013         54011297         105,240         38,300         66,940         33.47         27231           1         5/22/2013         54011303         102,640         98,300         66,440         33.22         27231           1         5/22/2013         54011306         102,640         98,300         66,440         33.22         27231           1         5/22/2013         54011306         102,640         98,300         65,300         33.19         27231           1         5/22/2013         54011310         104,600         98,300         65,300         31.19         27231           1         5/22/2013         54011275         97,860         37,800         59,920         29.96         27231           1         5/22/2013         54011275         95,520         37,800         57,720         28.66         27231           1         5/22/2013         54011283         97,880         37,800         59,660									
1         5/22/2013         54011293         101,620         38,300         63,320         31.66         27231           1         5/22/2013         54011297         109,240         38,300         66,940         33.47         27231           1         5/22/2013         54011300         102,640         38,300         64,340         32.17         27231           1         5/22/2013         54011303         104,740         38,300         66,440         33.22         77231           1         5/22/2013         54011306         102,640         98,300         66,340         33.19         27231           1         5/22/2013         54011310         104,680         98,300         65,380         33.19         27231           1         5/27/2013         54011316         103,820         38,300         65,920         32.51         27231           1         5/27/2013         54011276         97,780         37,800         50,920         29.56         27231           1         5/22/2013         54011276         94,560         37,800         56,760         26.30         27231           1         5/22/2013         54011287         77,500         37,800         59,960									
1         5/22/2013         54011297         105/240         38,300         66,940         33,47         27231           1         5/22/2013         54011300         102,640         98,300         64,340         32,17         77231           1         5/22/2013         54011303         104,740         38,300         66,440         32,22         27231           1         5/22/2013         54011310         104,740         38,300         66,440         32,22         77231           1         5/22/2013         54011310         104,640         98,300         65,500         32,15         77231           1         5/22/2013         54011314         103,320         38,300         65,500         32,51         27231           1         5/22/2013         54011271         97,720         37,800         50,920         29,66         27231           1         5/22/2013         54011275         95,520         37,800         56,760         28,36         27231           1         5/22/2013         54011276         94,560         37,800         59,960         29,98         27231           1         5/22/2013         54011207         97,710         37,800         59,960									
1         5/27/2013         54011900         102,640         96,300         64,340         32,17         27231           1         5/22/2013         54011303         104,740         38,300         66,440         33,22         27231           1         5/22/2013         54011306         102,840         98,300         66,440         33,22         27231           1         5/22/2013         54011310         104,640         98,300         65,300         32,15         27231           1         5/27/2013         54011314         103,320         39,300         65,500         32,51         27231           1         5/22/2013         54011276         97,860         37,800         59,920         29,96         27231           1         5/22/2013         54011275         97,720         37,800         59,920         29,96         27231           1         5/22/2013         54011275         97,850         37,800         57,720         28,86         27231           1         5/22/2013         54011283         97,880         37,800         59,760         29,98         27231           1         5/22/2013         54011291         98,950         37,800         59,760									
1       5/22/2013       54011303       104,740       38,300       66,440       33.22       27231         1       5/22/2013       54011306       102,800       90,300       64,500       52.25       77231         1       5/27/2013       54011310       104,600       90,300       65,380       33.19       27231         1       5/27/2013       54011314       103,320       39,300       65,000       30.03       27231         1       5/27/2013       54011268       97,860       37,800       59,920       29.96       27231         1       5/27/2013       54011275       95,520       37,800       59,920       29.96       27231         1       5/27/2013       54011275       95,520       37,800       56,769       28.86       27231         1       5/27/2013       54011275       95,520       37,800       59,860       29.98       27231         1       5/27/2013       54011283       97,880       37,800       59,660       29.98       27231         1       5/27/2013       54011284       97,880       37,800       59,760       29.98       27231         1       5/27/2013       54011295       95,850						1			
1       5/22/2013       54011306       103,800       90,200       64,500       32.25       77231         1       5/27/2013       54011310       104,680       90,300       65,300       33.19       77231         1       5/27/2013       54011314       103,320       39,300       65,020       32.51       27231         1       5/27/2013       54011271       97,720       37,800       60,060       30.03       27231         1       5/22/2013       54011275       95,520       37,800       59,920       79.96       27231         1       5/22/2013       54011275       95,520       37,800       57,720       28.86       27231         1       5/22/2013       54011283       97,680       37,800       56,769       26.30       27231         1       5/22/2013       54011283       97,680       37,800       59,860       29,98       27231         1       5/22/2013       54011291       96,860       37,800       50,700       28.39       27231         1       5/22/2013       54011295       94,589       37,800       56,700       28.39       27231         1       5/22/2013       54011301       97,802									
1       5/72/2013       \$4011310       104,680       90,300       66,380       33.19       27231         1       5/72/2013       \$4011310       103,320       38,300       65,020       32.51       27231         1       5/22/2013       \$4011268       97,860       37,800       50,020       30.33       27231         1       5/22/2013       \$4011275       97,720       \$7,800       50,920       79.56       27231         1       5/22/2013       \$4011275       95,520       37,800       57,720       28.46       27231         1       5/22/2013       \$4011276       94,560       37,800       56,760       26.30       7731         1       5/22/2013       \$4011287       77,750       37,800       59,960       29.98       27731         1       5/22/2013       \$4011287       77,750       37,800       60,720       30.13       27231         1       5/22/2013       \$4011295       94,580       37,800       56,700       28.39       27231         1       5/22/2013       54011295       94,580       37,800       56,700       28.39       27231         1       5/22/2013       54011294       95,850								77291	
1         5/27/2013         54011314         103,320         38,300         65,020         92,51         27231           1         5/72/7013         54011276         97,860         87,809         60,060         30.03         27233           1         5/22/2013         54011275         97,720         97,800         59,920         29.96         27231           1         5/22/2013         54011275         95,520         37,800         57,770         28.86         27231           1         5/22/2013         54011276         94,560         37,800         56,760         28.98         27231           1         5/22/2013         54011276         94,560         37,800         59,660         29.94         27231           1         5/22/2013         54011287         97,780         37,800         59,960         29.98         27231           1         5/22/2013         54011291         98,965         37,800         56,700         28.39         27231           1         5/22/2013         54011295         94,580         37,800         56,700         28.39         27231           1         5/22/2013         54011298         96,850         37,800         56,700         <							33.19		
1         5/22/2013         54011271         97,720         97,800         59,920         29.96         27231           1         5/22/2013         54011275         95,520         37,800         57,720         28.86         27231           1         5/22/2013         54011275         95,520         37,800         57,720         28.86         27231           1         5/22/2013         54011283         97,880         37,800         59,950         29.98         27731           1         5/22/2013         54011287         97,750         37,800         59,950         29.98         27731           1         5/22/2013         54011291         98,060         37,800         59,950         29.98         27231           1         5/22/2013         54011295         94,580         37,800         56,700         28.39         27231           1         5/22/2013         54011294         96,860         37,800         56,700         28.39         27231           1         5/22/2013         54011294         96,860         37,800         56,000         29.53         37231           1         5/22/2013         54011301         97,820         37,800         60,020 <t< td=""><td>1</td><td>5/27/2013</td><td>54011914</td><td>103,320</td><td>38,300</td><td>65,020</td><td>32.51</td><td>27231</td><td></td></t<>	1	5/27/2013	54011914	103,320	38,300	65,020	32.51	27231	
1         5/22/2013         54011275         95,520         37,800         57,720         28,86         27231           1         5/22/2013         54011276         04,560         37,800         56,760         26,30         27731           1         5/22/2013         54011283         97,680         37,800         59,860         29,94         27231           1         5/22/2013         54011287         97,680         37,800         59,960         29,98         27731           1         5/22/2013         54011291         96,560         37,800         60,720         30.13         27231           1         5/22/2013         54011295         94,580         37,800         56,700         28.39         27231           1         5/22/2013         54011294         95,860         37,800         56,700         28.39         27231           1         5/22/2013         54011294         95,860         37,800         56,700         28.39         27231           1         5/22/2013         54011301         97,020         37,800         56,020         30.01         27231           1         5/22/2013         54011304         96,560         37,800         58,660 <t< td=""><td>1</td><td>5/22/2013</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	1	5/22/2013							
1         5/22/2013         54011276         94,560         37,800         56,760         28,30         7723.           1         5/22/2013         54011283         97,800         37,800         59,860         29,94         2723.           1         5/22/2013         54011283         97,800         37,800         59,960         29,94         2723.           1         5/22/2013         54011291         97,710         37,800         60,250         30.13         2723.           1         5/22/2013         54011295         94,580         37,800         56,700         28.39         27231.           1         5/22/2013         54011298         96,850         37,800         56,700         28.39         27231.           1         5/22/2013         54011298         96,850         37,800         56,700         28.39         27231.           1         5/22/2013         54011304         97,420         37,800         60,020         30.01         27231.           1         5/22/2013         54011304         96,850         37,800         58,860         29,43         27231.           1         5/22/2013         54011304         96,850         37,800         58,860	1	5/22/2013							
1         5/22/2013         54011283         97,680         37,800         59,860         29,94         27231           1         5/12/2013         54011287         97,750         37,800         59,960         29,98         27731           1         5/22/2013         54011291         98,060         37,800         50,260         30.13         27231           1         5/22/2013         54011295         98,050         37,800         56,700         28.39         27231           1         5/22/2013         54011298         96,850         37,800         59,060         29.53         27231           1         5/22/2013         54011301         97,620         37,800         60,020         30.01         27231           1         5/22/2013         54011304         97,620         37,800         60,020         30.01         27231           1         5/22/2013         54011304         95,650         37,800         58,860         29.43         27231           3         5/22/2013         54011304         95,820         37,800         58,860         26.70         7731           3         5/22/2013         5401307         91,200         37,800         58,400									
1         5/22/2013         54011287         97,760         37,800         59,960         29,98         27731           1         5/22/2013         54011291         98,060         17,800         60,260         30.13         27231           1         5/22/2013         54011295         99,580         37,800         56,700         28.39         27231           1         5/22/2013         54011298         96,850         37,800         59,060         29.53         27231           1         5/22/2013         54011301         97,820         37,800         60,020         30.01         27231           1         5/22/2013         54011304         96,850         37,800         60,020         30.01         27231           1         5/22/2013         54011304         96,850         37,800         50,012         30.01         27231           1         5/22/2013         54011307         91,200         37,800         58,600         29.43         27231           1         5/22/2013         54011307         91,200         37,800         58,400         26.70         77231           1         5/22/2013         5401311         97,220         17,800         59,420 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>									
1         5/22/2013         54011291         98,080         13,800         60,260         30.13         27231           1         5/22/2013         54011295         94,580         57,800         56,700         28.39         27281           1         5/22/2013         54011296         96,860         37,800         59,060         29.53         77231           1         5/22/2013         54011301         97,820         37,800         60,020         30.01         27281           1         5/22/2013         54011301         97,820         37,800         58,860         29.43         27231           1         5/22/2013         54011304         96,560         37,800         58,860         29.43         27231           1         5/22/2013         54011307         91,200         37,800         58,860         29.43         27231           1         5/22/2013         54011307         91,200         37,800         58,460         26.70         77231           1         5/22/2013         5401311         97,220         17,800         59,420         29.71         27231									
L         5/22/2013         54011295         94,580         57,800         56,700         28.39         27231           1         5/22/2013         54011293         96,860         37,800         59,060         29.53         27231           1         5/22/2013         54011301         97,620         37,800         60,020         30.01         27231           1         5/22/2013         54011304         97,620         37,800         58,860         29.43         27231           1         5/22/2013         54011304         96,650         37,800         58,860         29.43         27231           3         5/22/2013         54011307         91,200         37,400         58,460         26.70         7731           1         5/22/2013         5401311         97,220         17,800         59,420         29.71         27231									
1         5/22/2013         54011298         96,850         37,800         59,060         29.53         27231           1         5/22/2013         54011301         97,820         37,800         60,020         30.01         27231           1         5/22/2013         54011304         97,820         37,800         58,860         29.43         27231           1         5/22/2013         54011304         96,550         37,800         58,860         29.43         27231           1         5/22/2013         54011307         91,200         37,800         58,860         26.70         77231           1         5/22/2013         5401311         97,220         17,800         59,420         29.71         27231									
1         5/22/2013         54011301         97,020         37,800         60,020         30,01         27231           1         5/22/2013         54011304         96,650         37,800         58,860         29,43         27231           1         5/22/2013         54011304         96,650         37,800         58,860         29,43         27231           1         5/22/2013         54011307         91,200         37,800         53,400         26.70         77233           1         5/22/2013         5401311         97,220         17,800         59,420         29.71         27231				104 B 101 C					
1         5/22/2013         54011304         95,550         37,000         58,860         29,43         27231           1         5/22/2013         54011307         91,200         37,800         53,400         26.70         77233           1         5/22/2013         5401311         97,220         17,800         59,420         29.71         27231									
1 5/22/2013 54011307 91,200 37,800 53,400 26.70 77231 1 5/22/2013 5401311 97,220 97,800 \$9,420 29.71 27231									
1 5/22/2013 54011311 97,220 17,800 59,420 29.71 27231									
a manager and a substance and a									
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3	5/22/2013	54011274	93,820	97,980	\$5,840	27.92	27231
2	5/27/2013	54011278	101,160	37,980	63,100	81.59	27231
1	5/22/2013	54011282	107,860	37,980	64,890	57.44	27231
1	5/22/2013	54011286	101,220	37,980	63,240	31.62	27231
ī	5/22/2013	54011290	101,900	37,980	63,920	31.96	27231
,						32.91	27231
	5/22/2013	54011294	105,800	37,980	\$5,820		
7	5/22/2013	54011309	101,460	37,980	63,480	31.74	27231
1	5/22/2018	54011913	105,300	37,980	67,320	33.66	27231
1	5/23/2013	54011919	98,580	37,680	50,900	90.4S	27231
7	5/23/2013	54011922	105,260	27,680	67,580	33.79	27231
3	5/23/2013	54011326	102,140	37,680	E4,460	92.23	27231
1.	5/23/2013	54011330	102,780	37,680	55,100	32.55	27231
1	5/23/2013	54011035	102.000	37,680	6-1,400	32.20	27231
1	5/23/2013	54011339	104,340	37,680	66,660	33.33	27291
1	5/23/2013	54011343	104,320	37,680	66,640	33.32	27231
ŝ	5/23/2013	54011347	104.720	37,680	67,040	33.52	27231
						33.56	27231
1	5/23/2019	54011351	104,800	37,600	67,120		
1	5/23/2013	54011355	102,220	37,680	64,540	37.27	27231
1	5/23/2013	5401135B	104,080	37,690	66,400	33.20	27231
2	5/23/2013	54011316	90,900	37,350	\$3,540	26,77	27231
1	5/23/2013	54011320	95,660	37,360	58,300	29.35	27231
1	\$/23/2013	54011924	99,100	37,360	61,740	30.87	27231
1	\$/23/2013	54011328	00,060	37,360	61,500	30.75	27231
1	5/23/2013	54011392	99,260	37,360	61,900	30.95	27231
1 I	5/23/2015	54011396	99.520	37,360	62,160	31.09	27231
1	5/23/2013	54011841	99,780	37,360	62,420	31.21	27231
î	5/23/2013	54011345	99,460	37,360	62,100	31.05	27231
					and the second se		27231
)	\$/23/2013	54011349	99.040	37,360	60,680	30.34	
1	5/23/2013	54011353	97,560	37,360	50,200	30,10	27231
ŝ	\$/23/2013	54011917	102,760	38,260	64,500	32.25	27231
۱	5/23/2013	54011321	100,140	38,260	61,880	30.94	27231
1	5/23/2013	54011325	104,280	38,260	56,020	39.01	27231
1	5/23/2013	54011329	104,540	38,260	66,280	33.14	27231
1	5/23/2013	54011333	104,040	38,260	65,780	32.89	27231
1	5/23/2013	\$4011337	104,900	38,260	66,640	33.32	27231
1	5/23/2019	\$4011340	104,740	18,200	55,400	33 24	27231
L.	5/23/2013	54011344	101,220	38,260	52.960	31.48	27231
1	5/73/2013	54011348	101,390	39,260	63,120	31,56	27291
1	5/23/2013	54011352	101,460	38,260	63,200	31.60	27231
1	5/23/2013	\$4011356	102,460	38,260	84,200	32.10	27291
1	5/23/2013	\$4011915	89,860	37,800	52,060	26.03	27231
1	5/23/2013	54011318	89,700	37,800	51,900	25,95	2/241
1	5/23/2013	\$4011323	99,600	37,800	61,800	30.90	27231
1	5/23/2013	54013327	81,540	37,800	\$3,740	26.87	27231
1	5/23/2013	54011331	99,720	37,800	\$1,920	30.96	27231
1	5/23/2013	54011334	93,720	37,800	55,420	27.71	27231
1	5/23/7013	54011330	93,220	37,800	55,420	27.71	27231
1	5/23/2013	54011342	97,380	37,800	54,580	27.29	27231
ĩ	5/23/2013	54011346	94,320	37,800	56,520	28.26	277.31
i						28.13	27231
	5/23/2013	54011350	24,060	37,800	56,260		
1 I	5/23/2013	54011954	91,460	37,800	\$3,660	26.83	27231
3	5/23/2013	54011357	92,820	37,800	55,020	27.51	27231
1	5/24/2013	54011359	101,400	37,820	63,500	31.79	27231
1	5/24/2013	\$4011361	1.01,180	37,820	63,360	31.68	27231
1	5/24/2013	54011363	99,680	37,820	61,860	30.93	27231
1	5/24/2013	54011365	100,220	37,820	62,400	51.20	27231
1	5/24/2013	54011367	100,660	37,820	52,840	31.42	27231
1	5/24/2013	54011360	93,680	\$7,700	55,980	27.99	27291
1	5/24/2013	\$4011362	90,420	37,700	52,720	26.36	27231
1	5/24/2013	54011364	90,620	37,700	52,920	26.46	27233
						29.90	27231
1	5/24/2013	54011366 54011368	97,660	37,700	59,960	28,72	27231
			95,140	37,700	57,4-10		
L	5/28/2013	54011371	99,820	37,080	62,740	31 37	27231
1	5/28/2013	54011975	98,050	37,080	60,980	30.49	27231
1	5/28/2013	54011379	99,860	37,060	62,780	91,39	27231
L	5/28/2013	54011383	99,440	37,080	62,360	31.18	27231
1	5/78/2013	54011390	102,880	97,080	65,800	32,90	27231
1	5/28/2013	54013394	97,580	97,060	60,500	30,25	27231
1	5/28/2013	54011398	97,960	37,080	60,780	30,39	27291
î.	5/28/2013	\$4011402	91,640	37,080	62,560	31.28	27231
1	5/28/2013	54011406	94,860	37,080	61,700	30.89	27231
	5/28/2013	54011411	99,160	37,080	62,000	31.04	27231
1							
1	5/28/2013	54011415	100,360	17,080	63,280	31.64	27231
1	5/28/2013	54011372	104,080	30,200	65,880	32.94	27231
1	5/28/2011	54011376	103, 540	38,200	65,140	32.57	27231
1	\$/28/7013	94011380	104,320	38,200	66,120	33,06	27231
1	5/28/2013	54011384	105,040	39,208	66,840	33.42	27231
1	5/28/2013	54011589	104,920	30,200	66,720	33.36	27231
1	\$/28/2010	54011393	101,400	38,200	63,200	31.60	27231
1	5/28/2013	54011397	101,580	30,200	63,380	31.69	27291
1	5/28/2013	54011401	104,120	38,200	65,920	32.96	27231
	5/28/2013	54011405	100,620	38,200	62,420	31,21	27231
1						A	
1 1	5/25/2013	54011409	105,040	30,200	66,840	33.42	27231

L	\$/28/2013	54011413	104,050	90,200	65,860	32.93	27231
1	5/28/2013	54011417	104,060	30,200	65,860	32.93	27231
1	5/28/2013	\$4011369	96,020	38,400	57,620	28.81	27291
í	5/28/2013	54011373	93,100	39,400	\$4,700	27.35	27231
1	5/28/2013	54011377	94,820	38,400	56,420	28 21	27231
1	5/28/2013	54011381	94,860	39,400	56,460	28.23	27231
1	5/28/2013	\$4011305	93,420	38,400	\$5,020	27.51	27231
i	5/28/2013	54011397	95,120	58,400	56,720	28.36	27231
		\$4011391		98,400	56,500	28.25	27231
1	\$/28/2013		94,900			27.50	27231
1	5/28/2013	54011895	93,400	58,400	55,000		
1	5/28/2013	54011399	95,370	39,400	56,920	28.46	27231
1	5/28/2013	54011599	93,400	38,400	55,000	27.50	27231
1	5/28/2019	54011407	04,420	38,400	55,070	28.61	27231
1	\$/28/2013	54011410	94,980	38,400	\$6,580	28.29	27231
1	5/28/2013	54011414	96,200	38,400	57,800	28.90	27291
1	5/28/2013	54011370	103,560	17,520	66,040	33.02	27231
1	S/28/2013	54011374	99,420	37,520	61,900	30.95	27231
)	5/20/2013	54011378	104,020	37,520	56,500	33.25	27231
3	5/20/2013	54011382	103,860	37,520	65,360	33.19	27231
1	5/28/2013	54011386	102,220	37,520	64,700	32.35	27231
1	5/28/2013	54011388	104,160	37,520	55,640	33.32	27231
1	5/28/2013	54011392	100,580	37,520	63,060	31.55	27231
1	5/28/2013	\$4011396	104,340	37,520	65,820	33.41	27231
1	5/28/2013	54011400	103,180	37,520	15.660	32.89	27231
1	5/28/2013	54011404	104,220	37,520	66,700	33.35	27231
1	5/28/2013	54011408	102,300	37,520	64,780	12 39	27231
1	5/28/2013	54011417	102,580	37,520	65,060	32.53	27231
3	5/28/2013	54011416	163,790	37,520	66,260	33.13	27231
ž	5/29/2013	54011419	92,600	37,920	54,680	27.34	27231
ĩ	5/29/2013	\$4011423	90,720	37,920	52,800	26.40	27231
÷	5/29/2013	54011427	91,660	37,920	\$3,740	26.87	27231
1		54011431		37,920	52,960	26.48	27231
	5/29/2013		90,860				27231
1	5/29/2013	54012435	92,0BO	37,920	53,160	26.58	
1	5/29/2019	\$4011439	91,300	37,920	53, 1BO	26.69	27231
1	5/29/2013	54011443	90,100	37,920	52,1B0	26.09	27231
1	5/29/2013	54011447	97,740	97,920	59,820	29.91	27231
J.	5/29/2013	54011451	90,600	37,920	52,600	26.34	27231
1	5/29/2013	54011456	94,640	37,920	56,720	28.36	27291
1	5/29/2013	54011461	97,620	37,920	59,700	29.85	27231
1	5/29/2013	54011465	97,000	37,920	59,080	29.54	27231
1	5/29/2013	54011469	97,980	37,920	60,060	30.03	27231
4	5/29/2013	54011421	101,140	38,240	62,900	31.65	27291
1	5/29/2013	54011425	99,340	38,240	61,100	30,55	27231
1	5/29/2013	54011429	100,300	38,240	62,060	31.03	27231
1	5/29/2013	54031433	100,120	38,240	61,880	30.94	27231
1	5/29/2013	54011437	104,560	38,240	66,320	33.16	27131
٤	5/29/2013	54011441	103,200	38,240	64,960	32.48	27231
1	5/29/2013	54011445	99,600	38,240	61.360	30.68	27231
1	5/29/2013	54011449	100,320	38,240	67,000	31.04	27231
1	5/29/2013	54011454	97,320	38,240	59,080	29,54	27231
1	5/29/2013	54011459	100,100	38,240	61,860	30.93	27231
i	5/29/2019	54011463	99,160	39,240	60,920	30.46	27231
1	5/29/2013	54011466	101,660	38,240	69,420	31.71	27231
1	5/29/2013	54011418	100,140	97,740	62,400	31.20	27231
	5/29/2013	54011422	97,160	37,740	59,420	29.71	27231
ŝ	5/29/2013	54011426	104,360	37,740	66,620	33.31	27231
				37,740	67,340	31.17	27231
L .	5/29/2013	54011430	100,080	•		33.17	17231
1	5/29/2013	54011434	100,080	37,740	52,340	32.97	27231
1	5/29/2013	54011438	103,680	37,740	65,940		27231
1	5/29/2019	54011442	100,880	37,740	63,140	31,57	27233
3	5/29/2013	54011446	99,070	97,740	61,780	30.64	27231
4	\$/29/2013	\$4011450	102,280	37,740	64,540	32.27	
L	5/29/2013	\$4011455	104,840	37,740	67,100	33,55	27231
1	5/29/2013	\$40114GO	104,000	37,740	66,260	99.13	2/231
3	5/29/2013	54011464	103,000	37,740	65,260	32.63	27231
3	5/29/2013	54011468	102,520	37,740	54,7E0	92.99	27231
1	5/29/2013	54011453	104,700	41,240	63,460	91.73	27231
1	5/29/2013	54011458	1120,660	41,240	59,420	29.71	2/231
3	5/29/2019	54011467	104,600	41,240	69,360	31.66	27231
í	5/29/2013	\$4011420	96,240	37,360	50,820	29,44	27231
1	5/29/2013	54011424	95,020	37,360	\$7,660	28.83	27231
t	5/29/2013	5401142A	97,420	37,360	60,060	30.03	27231
t.	5/29/2013	54011432	97,180	37,360	39,820	29.91	27231
1	5/20/2013	56011436	101,540	37,360	64,180	32.09	27231
j.	5/29/2013	54011440	101,160	37,960	63,800	31,90	27231
,	5/29/2013	54011444	98,740	37,360	61,380	30.68	27231
j.	\$/29/2013	50011448	98,480	37,360	61,170	30.56	27231
1	5/29/2013	34011452	97,640	37,960	60,280	30.14	27231
i	5/29/2013	54011457	100,470	37,360	63,060	31.53	27231
j	5/29/2013	\$4011462	97,189	37,360	59,820	29,91	27231
í	5/30/2013	54D11479	101,300	38,200	63,100	31.55	27231
1	5/30/2013	54011478	103,960	30,200	65,760	37.88	2/231
1	5/30/2013	50011489	100,140	38,700	85,940	32.97	27234
•	21 2012013		Conf Carr	30,100			4.64

1	5/30/2013	54011478	104,640	98,200 38,200	86,440	33,61	27281
1 1	5/30/2013 5/30/2013	54011493 54011498	105,420	38,700	67,220	32.22	27231
1	5/30/2013	54011503	104,200	38,200	66,080	33.04	27231
1	5/30/2013	54011509	104,140	38,700	65,940	32.97	27231
3	5/30/2013	54011513	103,628	30,200	65,420	32.75	27231
1	5/30/2013	54011518	102,900	39,200	64,700	32.35	27231
1 L	5/30/2013	54011471	96,880	37,020	59,860	29.93	27291
1	5/30/2013	54011476	96,860	37,020	\$9,840	29.92	27291
1	5/30/2013	54011481	101,100	37,020	64,160	32.08	27231
3	5/30/2013	54011486	98,680	37,020	61,660	30.63	27231
נ	5/30/2013	54011491 54011496	100,440	37,020	63,420	91.71 91.75	27231 27241
1	5/30/2013 5/30/2013	54011501	100,526	37,020	63,500	31.45	27231
3	5/30/2013	54011506	103,140	37,020	66,120	33.06	27231
1	5/30/2011	54011311	100,800	37,020	63,700	31.09	27231
3	5/30/2013	54011516	100,250	37,020	53,260	33.63	27231
J	5/30/2018	54011521	97,280	97,020	60,260	30.19	27231
1	5/30/2013	54011470	101,760	38,020	53,740	91.87	27231
L	5/30/2013	54031475	99,260	38,020	61,240	30.62	27231
L	5/30/2013	54011480	L04,720	38,020	65,200	33.35	27231
1	5/30/2013	54031485	102,500	30,020	64,480	32.24	27231
1	S/30/2013	51011489	103,480	38,020	65,460	32.73	2773)
1	\$/30/2013	54011494	104,16D	30,020	66,140	33.07	27231
Ŧ	5/30/2013	54011499	100,180	28,020	112,150	31.00	27291
L .	5/30/2013	54011504	109,520	36,020	85,500	32.75	27231
1	5/30/2013	\$4011509	100,440	38,070	62,420	31.21	27291 27231
1	5/30/2013	54011514 54011519	103,160	38,020	65,140	92.57	27231
i i	5/30/2013	54011523	102,120	98,020	64,100	32.05	27231
	5/30/2013	54011526	103,120 104,100	38,020 38,020	65,100 66,080	33.04	27231
ı i	5/30/2013	54011472	98,480	42,420	56,060	28.03	27231
1	5/30/2013	54011477	98,040	42,020	55,620	27.81	27231
1	5/30/2013	54011482	89,400	42,420	56,980	28.49	27731
ì	5/30/2013	54011487	98,900	42,420	56,480	28.24	27231
1	5/30/2013	54011492	105,160	42,420	67,740	31.37	27231
l.	5/30/2013	54011497	104,800	47,420	62,380	31.19	27231
1	5/30/2013	54011502	104,300	42,420	61,880	30.94	27231
1	5/30/2013	54011507	102,540	42,420	60,120	30,05	27291
3	5/30/2013	94011512	104,720	42,420	62,300	31.15	27231
ì	5/30/2013	54011517	100,540	42,420	59,120	29.05	27231
1	5/30/2013	54011517	101,200	42,420	58,780	29.39	27231
1	5/30/2013	54011535	102,300	42,420	59,880	29.94	27231
1	5/30/2013	54011474	94,380	37,740	56,640	26.32	27231
1 1	5/30/2013	54011479	93,280	87,740	\$5,540	27.77	27231 27231
1	5/30/2013 5/30/2013	54011484 54011490	92,140	37,740	54,400 55,860	27 20 27.93	27231
1	5/30/2013	\$4011495	96,940	88,200	58,740	29.37	27231
i	5/30/2013	54011500	94,000	37,740	56,200	28.13	27231
ì	5/30/2013	\$4011505	95,440	37,740	57,700	28.85	27231
1	5/30/2013	54011510	92,760	37,740	\$5,020	27.51	27231
1	5/30/2013	54011515	94,340	37,740	56,600	28.30	27231
1	5/30/2013	\$4011520	93,860	37,740	56,120	28.05	27231
ł	5/30/2013	\$4011524	94,820	37,740	\$7.080	28.54	27231
T	5/90/2013	54011500	95,940	37,740	58,200	29.10	27231
1	5/81/2013	\$4011537	98,160	37,380	60,780	30,39	27291
7	5/31/2013	54011541	100,400	97,880	63,020	31.51	27231
L	5/31/2019	54011546	99,660	37,360	62,280	31.14	27231
L	5/91/2013	54011551	100,140	37,380	67,760	31,38	27231 27231
1 I	5/31/2013 5/31/2013	54011556 54011561	97,360 96,780	97,380 37,380	59,980 61,400	29.99	27231
1	5/31/2013	54011566	97,380	37,250	60,000	30.00	27231
Ĺ	5/31/2013	54031571	97,680	37,380	60,390	30.15	27231
1	5/31/2019	54011576	103,760	37,380	GS,UBO	12.94	27231
1	5/31/2013	54011581	101,860	37,380	64,480	32.24	27231
I	5/31/2013	54011530	104,940	38,180	66,760	33,38	27231
1	5/31/2013	54011534	101,080	38,180	62,900	31.45	27231
1	5/31/2013	54011538	103,520	38,180	65,340	32.67	27231
1	5/91/2013	54011542	104,700	30,180	66,520	33.26	27231
1	5/31/7013	54031547	103,020	3B,180	54,840	32.42	27231
1	5/31/2013	54011552	103,920	30,160	65,740	32.07	27231
1	5/31/2013	50011557	102,600	30,180	64,420	32.21	27231
1	5/31/2013	54011562	104,620	38,100	65,440	33.22	27231
1	5/31/2019	54011567	107,740	38,180	64,560	32.28	27231
1	5./20/2013	54011572	104,1120	DB,180	65,840	32.92	27231
L 1	5/31/2013	54011577	101,480	30,180 36,180	63,800	31.65	27233
1	5/31/2013	54011582	104,320	37,660	57,760	13,80	27231
1	5/31/2013	54011544	102,060	37,660	64,400	32 20	27231
3	5/31/2013	54011549	102,000	17,660	67,240	38.62	27231
1	3/81/2019	54011554	103,240	37,660	55,460	37.74	27231
1	5/31/2013	54011559	102,900	37,660	65,240	32.62	27231
	5/31/2013	54011564	103,200	37,660	65,540	32.77	27231
1	2/21/2012	D.H. O.L. Barrens	103,203	37,000	the state of the s	and the second s	

2	5/31/2013	\$4011569	104,540	37,650	66,880	33.44	27231
3	\$/31/2013	54011574	101,040	37,660	63,380	31.69	27231
1	5/33/2033	SAU11579	102,160	37,660	64,500	32.25	27231
2	5/31/2013	54011584	102,720	37,660	65,060	32,53	27231
2	5/33/2013	54011587	97,820	37,650	60,160	30.08	27231
L.	5/91/2013	54011529	96,560	37,720	58,840	29.42	27231
1	5/31/2011	54011531	\$7,540	37,720	59,020	29,91	27231
1	\$/31/2013	54011535	97,360	37,720	59,660	29.83	27231
1	\$/31/2013	\$4011539	95,140	37.720	57,420	28.71	27231
Ł	5/31/2013	54011543	94,760	37,720	57,040	20.52	27291
t	5/31/2013	54011549	95,900	97,720	58,150	29.09	27231
1	\$/33/2013	54011559	96,740	37,720	\$9,020	29.51	27291
1	\$/31/2013	54011558	94,460	37,720	56,740	28.37	27231
1	5/31/2013	54011563	96,260	37,720	58,540	29.27	27231
1	5/31/2013	\$4011568	93,300	37,720	55,580	27.79	27231
ł	\$/31/2013	54011578	95,340	17,720	57,620	28.81	27231
1	5/31/2013	54011578	95,060	37,720	\$7,340	28.67	27231
د	5/31/2013	\$4011583	95,540	37,720	57,820	28.91	27231
1	5/31/2013	54011586	93,060	37,723	55,340	27.67	27231
1	5/31/2013	54011529	102,500	43,800	60,700	30.35	27231
1	5/31/2013	54011532	101,540	41,800	59,740	29.87	27231
1	5/31/2013	54011536	103,540	41,800	61,740	30,87	27231
1	5/31/2013	54011540	107,660	41,800	60,860	30,43	27231
1	\$/31/2013	54011545	101,160	41,800	61,360	30.68	27231
1	5/31/2013	54011550	105,160	41,800	63,360	31,68	27231
۱.	5/31/2013	\$4011555	103,240	41,600	61,440	10.72	27231
í	5/31/2013	54011560	104,240	41,800	62,440	31.72	27231
1	5/31/2013	\$4011565	102,160	41,800	60 360	30.18	27231
,	5/31/2013	\$4011570	102,280	41,800	60,480	30.74	27291
1	5/31/2013	54011575	103,920	41,800	67,120	31.66	27231
1	5/31/2013	\$4011500	102,680	41,600	60,880	30.44	27231
I.	5/31/2013	\$4011585	103,850	41,800	62,080	31.04	27791
1	6/3/2013	54011590	97,660	37,060	60,600	30.30	27231
1	6/3/2013	54011595	99,920	37,050	62,860	31.43	27231
1	6/3/2013	54011600	99,420	37,060	62,360	31,18	27231
1	6/3/2013	54011605	100,920	37,050	63,860	31.93	27231
1	6/3/2013	54011510	100,080	37,060	63,020	31.51	27231
1	6/3/2013	54011015	99,060	37,060	62,000	31.00	27231
1	6/3/2013	54011620	99,240	37,060	62,180	31.09	27231
1	6/3/2013	54011824	100,600	37,050	63,540	31.77	27231
1	6/3/2013	54011628	100,020	37,060	62,960	31,48	27291
1	6/3/2013	\$4011633	101,940	37,060	64,880	32.44	27231
l	6/3/2013	54011592	104,200	38,160	65,040	33.02	27231
1	6/3/2013	54011597	103,900	38,160	65,740	32.87	27231
1	6/3/2013	54011602	104,520	38,160	65,360	33.38	27231
1	6/3/2013	54011607	105,240	38,160	67,080	33,54	27231
1	6/3/2013	54011612	103,700	38,160	65,540	32.77	27231
1	G/3/2013	\$4011617	102,980	38,150	64,820	32.41	27231
ι	6/3/2013	54011621	100,540	38,160	62,380	91.19	27231
3	6/3/2013	54011626	104,000	38,160	65,840	32.92	27231
1	6/3/2013	54011630	104,680	38,160	66,320	33,26	27231
1	6/3/2013	54011634	103,150	38,160	65,020	32.51	27231
1 - E	6/3/2013	\$4011637	305,320	38,1GO	67,160	33.58	27231
1	6/3/2019	\$4011580	103,320	37,560	65,660	32,83	27231
1	6/3/2013	54011593	102,440	37,660	64,780	32.19	27231
Y.	6/3/2013	54011590	105,000	37,560	67,340	33.67	27231
T	6/3/2013	54011603	104,480	37,660	66,820	39.41	27231
I.	6/3/2013	54011600	104,240	37,660	66,580	33.29	27231
i	6/3/2013	54011614	103,340	37,660	65,680	32.54	27231
1	6/3/2013	54011591	104,500	41,000	62,700	31,35	27231
1	6/3/2013	\$4011596	103,280	41,800	61,480	30.74	27231
1	6/3/2013	54011601	101,420	41,800	59,620	29.81	27231
7	6/3/2013	54011606	102,760	41,800	60,960	3G.4B	27231
ì	6/3/2013	\$4011611	103,660	41,800	61,880	30.93	27231
1	6/3/2013	540,11610	100,200	41,800	58,400	29.20	27231
i	6/3/2013	54011619	103,140	41,800	61,340	30.67	27231
3	6/3/2013	54011623	103,480	41,800	61,680	30,84	27231
វ	6/3/2013	54011627	104,520	41,500	62,720	32.36	777.31
1	6/9/2013	54011631	102,960	41,800	61,150	30,58	27231
1	6/3/2013	54011635	102,320	41,800	60,520	30.26	27231
1	G/3/2013	54011589	94,800	37,720	57,090	28.54	27231
1	6/3/2013	54011594	96,740	37,720	59,020	29.51	27291
1	6/3/2013	54011590	95,240	36,160	57,050	28.54	27231
1	6/3/2013	54011604	96,500	37,720	58,780	29,30	27231
1	G/3/2013	54011608	96,980	37,720	59,260	29.63	27231
X	6/3/2013	54011619	94,900	37,720	57,100	28.59	27231
1	6/3/2013	54011618	94,320	37,720	56,600	28,10	27231
	6/3/2013	54011622	94,250	37,720	56,540	26.27	27231
1				37,720	56,540	30,32	27231
1	6/3/2013	54011625	94,3(2)			20.04	7772.
1	6/3/2013	54011629	95,600	37,720	57,880	28.94	27231
1 1	6/3/2013 6/3/2013	54011629 54011637	95,600 96,340	37,720 37,720	57,880 58,620	29.31	27231
1	6/3/2013	54011629	95,600	37,720	57,880		

3	6/4/2019	54011648	99,100	37,440	61,660	30.83	27231
- F	6/4/2013	54011651	30,650	37,440	61,220	30.61	27231
3	6/4/2013	54011654	99,260	37,440	61,820	30.91	27231
1	6/4/2013	\$4011658	90,000	97,440	60,560	30.28	27231
1	6/4/2013	54011662	98,760	37,440	61,320	30.66	27231
ĩ	6/4/2013	54011696	99,820	37,440	62,390	31.15	27231
1	6/4/2013	54011670	98,640	37,440	61,200	30.60	27231
1	6/4/2013	54011674	97,850	37,440	60,420	30.21	27231
i	6/4/2013		96,360	37,740	59,240	29.62	27231
		54011644				29.07	27231
1	6/4/2013	54011647	95,880	37,740	50,140		27231
3	6/4/2013	54011549	96,420	97,740	58,680	29.34	
L.	6/4/2013	54011652	95,880	37,740	58,140	29.07	27231
ł	6/4/2013	54031655	25,360	37,740	57,620	28.81	27291
T	6/4/2013	54011659	96,120	37,740	50,380	26.19	27231
L.	6/4/2013	54011653	95,360	37,74D	57,620	28.81	27231
T	6/4/2013	54011667	96,860	37,740	59,120	29.56	27231
1	6/4/2013	54011671	95,860	37,740	58,120	29.00	27231
1	6/4/2013	54011675	95,820	37,740	58,080	29.04	27231
L	6/4/2013	54011678	95,620	37,740	57,580	28,94	27231
L	6/4/2013	54011639	102,460	41,520	60,940	30.47	2,7231
1	6/4/2013	54011641	103,280	41,520	61,760	30.88	27291
1	6/4/2013	54011643	102,320	41,520	60,500	30,40	27231
1	6/4/2013	54011645	103,960	41,520	62,440	31.22	27231
1	6/4/2013	54011650	101,800	43,520	60,280	30.14	27231
ì	6/4/2013	54011653	101,240	43,520	59,720	29.86	27231
1	6/4/2013	54011657	102,300	41,520	50,580	30.79	27231
	1. S. M.	54011661		41,520	51,400	30.70	27231
ı	6/4/2013		102,920				27231
ì	6/4/2013	54011655	104,440	41,520	62,920	31,46	
1	6/4/2013	54011668	101,940	41,520	60,420	30.21	27231
1	6/4/2013	54011675	103,000	41,320	51,480	30.74	27231
L.	6/4/2013	54011676	101,400	41,520	59,880	29.94	27231
1	6/4/2013	54011640	104,540	38,140	66,400	33.20	27231
I	6/4/2013	54011642	1.04,660	30,140	66,520	59.26	27231
1	6/4/2013	54011646	104,760	38,140	55,620	33,31	27231
T	6/4/2013	54011656	105,220	38,140	67,080	33.54	27231
ι	6/4/2013	54011660	105,180	38,140	57,040	33.52	27231
1	6/4/2013	\$4011664	103,000	39,140	65,760	32.98	27231
ı	6/4/2013	54011669	104,880	38,140	66,740	33.37	27231
1	6/4/2013	54011673	1.02,540	38,140	54,400	32.20	27231
1	6/4/2013	\$4011677	103,960	38,140	65,820	32.91	27231
ì	6/5/2013	54011680	94,480	37,800	\$6,680	28.34	27231
1	6/5/2013	\$4011084	96,960	37,800	59,160	29.5B	27231
			98,420	37,600	60,620	30.31	27231
1	6/5/2013	54011688				29.51	27231
3	6/5/2013	54011692	97,020	37,80D	59,220		27231
1	6/5/2013	54011696	97,040	37,600	59,240	29.62	
7	6/5/2013	54011700	09,080	37,800	61,280	30.64	27231
Ł	6/5/2013	54011704	96,220	37,800	58,420	29.21	27231
ı	6/5/2013	54011700	97,040	37,800	59,240	29.62	27231
1	6/5/2013	54011717	96,840	37,800	59,040	29.57	27231
1	6/5/2013	54011716	96,800	37,800	59,000	29.50	27231
1	6/5/2013	54011681	103,780	38,140	65,640	32.82	27231
1	6/5/2013	54011686	105,020	38,140	66,090	33.44	27231
ì	6/5/2013	54011690	102,640	30,140	64,500	32.25	27231
1	6/5/2013	54011694	103,180	38,140	65,040	32.52	27291
3	6/5/2013	54011698	104,100	30,140	65,960	32.98	27231
1	6/5/2013	54011702	101,520	38,140	63,380	31.69	27231
1	6/5/2013	\$4011705	102,980	38,140	64,840	32.42	27231
1	6/5/2013	54011710	102,220	38,140	64,080	32.04	27231
1	6/5/2013	54011714	103,980	39,140	65,840	32.92	27231
ī	6/5/2013	54011682	103,540	37,180	66,360	33.18	27231
1	6/5/2013	54011665	98,840	37,180	61,660	20,83	27231
					61,700	30,85	27231
1	6/5/2013	54011669	98,880	37,180			27231
1	6/5/2013	54011693	101,080	37,1RO	63,900	31,95	
1	6/5/2013	54011697	100,060	37,180	62,880	31,44	27231
1	6/5/2013	54011701	90,380	37,180	61,200	30,60	27271
)	6/5/2013	5-1012705	99,120	37,180	60,940	30.47	27231
1	6/5/2013	54011709	100,400	37,100	63,220	31.61	27231
1	6/5/2013	54011719	97,880	37,180	60,700	30.35	27231
1	6/5/2013	54011717	97,380	37,100	60,100	30.05	27231
1	6/5/2013	54011079	100,100	37,600	62,420	91.23	27231
1	6/5/2013	54011693	104,900	37,680	67,220	33.61	2729 L
ĩ	6/5/2013	54011587	105,500	37,680	67,820	33.91	27231
5	6/5/2013	54013691	104,420	37,660	66,740	33.37	27231
ì	6/5/2013	54011695	105,340	37,800	67,660	39.83	27231
1	6/5/2013	54011699	105,020	37,680	67,340	33.67	27231
ĵ	6/5/2013	54011703	105,420	37,690	67,740	33.87	27231
1	6/5/2013	54011707	102,460	37,680	54,780	32.39	27231
-	67 57 2013		• • April 199				

ł	6/5/2013	54011711	102,320	37,580	64,640	92.92	27233
1	5/5/2013	54011715	100,920	37,680	63,240	94,62	277.91

489	15,049.60

### Central Pre-Mix Concrete Co - 13-038 Concrete ASTM

Load Count	Date	Ticket #	Total Weight Pounds	Tara Welght Pounds	Net Weight Pounds	Total Weight in Tons	Invoke Number	Natas
38	6/3/2013					1,147.99	16-1828747	
39	6/4/2013					1,186.33	16-1829270	
35	6/5/2013					1,047.11	16-1829652	
32	6/6/2019					959.69	26-1830512	
24	6/7/2013					716.25	10-1831146	
6	6/10/2013					152.23	16-1831913	

174	5,209.60
Total Loads	Total Tons

# Control Pre-Mix Concrete Co - 13-030 Quarry Spails

Luad Count	Dale	Tickot #	Totol Weight Pound≤	Tare Weight Pounds	Net Weight Pounds	Total Weight In Tons	lavo(ca Number	Noles
2	6/10/2013					95.25	16-1831913	
2	6/11/2013					31.62	16-1892777	
24	6/12/2013					748,20	16-1828747	
6	6/18/2013					194.99	16-1836216	

32	1,070.05
'fotal Loads	Total Tons

# Maholfoy Enterprises - 13-038

oad Count	Date	Nicket #	Tatal Weight Pounds	Fare Weight Pounds	Net Weight Pounds	Total Weight To Tons	Involce Number	Note
1	6/3/2013	Truck 222	91,780	34,880	56,900	28.45		
3	6/3/2013	Truck 222	94,580	34,980	59,700	29.85		
1	5/3/2013	Truck 222	93,100	34,880	50,220	29.11		
3	6/3/2013	Truck 222	96,060	34,880	61,180	30.59		
1	6/3/2013	Truck 222	A8,960	34,880	54,080	27.04		
1	6/3/2013	Truck 222	94,760	34,880	59,880	28.94		
1	6/3/2013	Truck 222	98,440	34,880	63,560	31.78		
1	6/3/2013	Truck 222	74,340	34,880	35,960	19.73		
1	6/1/2013	Truck 82	95,750	41,720	54,560	27.28		
1	6/3/2013	Truck 02	94,840	41,220	53,620	26.9)		
1	6/3/2013	Truck 82	105,500	41,220	64,280	32.14		
1	5/3/2013	Truck 82	102,700	41,220	61,480	30.74		
1	6/3/2013	Truck 82	108,400	41,220	67,180	33,59		
1	6/3/2013	Truck B2	107,360	41,220	66,140	33.07		
1	6/3/2013	Fruck 03	109,660	41,740	67,920	33.96		
	6/3/2013	Truck 83	107,860	41,740	56,120			
1	6/3/2013	Truck 83	108,100	41,740	66,360	33.18		
1	6/3/2013	Truck 83	112,300	41,740	70,560	32,98		
	6/3/2013	Truck 83	107,700	41,740	65,960			
1	6/3/2013	Truck 83	96,160	41,740	54,420	27.21		
1	6/3/2013	Truck 233	94,700	98,440	56,940	28,17		
1	6/3/2013	Truck 233	E6,340	38,440	47,900	23.95		
1	6/3/2013	Truck 233	96,340	38,440		28.95		
1	6/3/2013	Truck 233	96,220	38,440	57,780	28.85		
1	6/3/2013	Truck 233	95,080	38,440	57,640	28,82		
1	6/3/2013	Truck 233	97,200	38,440	59,760 65,400	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
1 J	6/3/2013 6/3/2013	Truck 220 Truck 220	103,820 92,760	38,420	54,340	32.70 27.17		
J 1		Truck 220			67,140	33.57		
1	6/3/2013 6/3/2013	Truck 220	105,560	38,420	65,100	32.55		
1	· · · · · · · · · · · · · · · · · · ·	Truck 220			67,680	33.84		
1.	6/3/2013	Truck 220	105,100	38,420	59,120	29.56		
). 1	6/3/2013	Truck 220	97,540		60,100	30.05		
1	6/3/2013	Truck 11	98,520	38,420	56,100	33,05		
1	6/3/2013	Truck 13	106,720	40,620	66,440	33.22		
1	6/3/2013 6/3/2013	Truck 11	107,060	40,620	64,800	32,40		
1		Truck 11		40,620	66,540	33,27		
1	6/3/2013	Truck 11	107,160		65,360	32.68		
1	6/3/2013 6/3/2013	Truck 11	105,980 104,900	40,620	64,280	32.14		
1	6/4/2013	Fruck 7	96,120	40,020	56,100	28.05		
1	6/4/2013	Truck 11	104,420	40,620	63,800	31,90		
1	6/4/2013	Truck 11	103,440	40,620	62,820	31.41		
1	6/4/2013	Truck 11	102,050	40,670	61,440	30,72		
I	6/4/2013	Truck 11	102,740	40,620	62,120	31.06		
1	6/4/2013	Truck 11	100,300	40,620	59,680	29,84		
1	6/4/2013	Truck 13	102,660	40,620	57,010	31.02		
1	6/4/2013	Truck 82	102,780	41,220	61,560	30.78		
1	6/4/2013	Truck 92	99,040	41,220	\$7,820	28.91		
î	6/4/2013	Truck 82	102,220	41,220	51,000	30.50		
1	6/4/2013	Truck 82	100,280	41,220	59,060	29.53		
1	6/4/2013	Truck 82	106,640	41,220	65,420	32.71		
1	6/4/2013	Truck 82	105,300	41,220	64,030	32.04		
i	6/4/2013	Truck 92	100,540	41,220	59,320	29.66		
i	6/4/2013	Truck 63	105,550	41,740	53,820	31 91		
1 1	6/4/2013	Truck 83	100,540	41,740	58,900	29.45		
1	6/4/2013	Truck 83	107,870	41,740	56,080	33.04		
i	5/4/2013	Truck 83	104,540	41,740	62,800	31.40		
1	6/4/2013	Truck 83	107,600	41,740	65,860	32.93		
Ĺ	6/4/2013	Truck 83	107,460	41,740	65,720	32.86		
1	6/4/2013	Truck 83	105,240	41,740	63,500	31.75		
1	6/4/2013	Truck 220	102,520	30,420	64,100	37.05		
1	6/4/2013	Truck 220	94,020	30,420	55,600	27.80		
	5/4/2013	Truck 220	98,020	38,420	\$9,600	29.80		
1	6/4/2013	Fruck 220	18,900	38,420	60,480	30,24		
ĩ	6/4/2013	Timek 220	100,080	35,420	61,660	10,83		
1 1	6/4/2013	Truck 220	97,060	38,420	54,000	29.32		
1	6/4/2013	Turste 2203	98,180	38,420	59,760	29.88		
i	6/4/2013	Truck 220	100,860	33,420	62,440	31.22		
1	6/4/2013	Truck 222	87,300	34,880	52,420	26,21		
, 1	6/4/2013	Treats 2:28	90,7150	34,880	55,880	27.94		
î	\$/4/2013	Truck 223	88,520	14,430	53,640	216, 82		
i	5/4 2013	Fruck 223	89,520	34,850	54,640	27.32		
i.	6/4/2013	Truck 222	91,300	14,850	56,420	20,21		
Ĺ	6/4/2013	Truck 22%	94, 360	94,030	59,480	29.74		
ĩ	6/4/2013	Truck 22.5	85,500	34,850	99,620	25.31		
i	6/4/2013	Truck 222	51,044	34,580	55,160	28.08		

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1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	6/4/2013 6/4/2013 6/4/2013 6/4/2013 6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 233 Truck 233 Truck 233 Truck 233 Truck 233 Truck 233 Truck 7 Truck 7 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	96,480 96,180 94,760 93,300 93,20 102,740 99,420 103,280 107,740 107,720 103,880 106,580 98,680 105,360 105,360 103,340 105,360 103,340	38,440 30,440 30,440 38,440 38,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220	58,040 57,740 56,320 59,580 59,680 62,720 59,400 62,660 66,620 66,620 67,100 63,180 65,960 58,060 64,140 63,160 63,160 62,720	29.02 28,87 28,16 25,47 27,18 29,84 31,36 29,70 31,33 33,41 33,55 31,59 32,98 29,03 32,07 31,58 91,36
	6/4/2013 6/4/2013 6/4/2013 6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 233 Truck 233 Truck 233 Truck 233 Truck 233 Truck 7 Truck 7 Truck 11 Truck 22 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	96,180 94,760 89,300 93,320 102,740 99,420 103,280 107,720 103,800 106,580 105,360 105,360 105,360 105,360 105,360 105,360 105,360	30,440 30,440 30,440 30,440 30,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,520 40,520 41,220 41,220	57,740 55,320 59,580 59,680 62,720 59,400 62,660 62,660 66,820 67,100 63,180 65,960 58,660 64,140 63,160 62,720	28.87 28.16 25.47 27.18 29.70 31.33 33.41 33.55 31.59 32.98 29.03 32.07 31.58 91.36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/4/2013 6/4/2013 6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 293 Truck 233 Truck 233 Truck 233 Truck 7 Truck 1 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	94,760 85,300 92,800 98,320 102,740 99,420 103,280 107,740 103,800 106,580 98,680 105,360 105,360 105,360 103,540 105,850 103,840 105,850	38,440 38,440 38,440 38,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220	56,320 50,940 54,360 62,720 59,400 62,660 65,820 67,100 63,180 65,960 58,660 58,660 58,660 58,660 58,160 63,160 63,160	28.16 25.47 27.18 29.70 31.33 33.41 33.55 31.59 32.98 29.03 32.07 31.59 91.36
J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J       J <t< td=""><td>6/4/2013 6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013</td><td>Truck 233 Forek 233 Truck 7 Truck 7 Truck 11 Truck 11 Fruck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 12 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83</td><td>92,800 98,220 102,740 103,280 107,440 107,720 103,600 106,580 98,680 105,360 103,540 105,360 103,540 105,850 103,540</td><td>38,440 38,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220</td><td>54,360 59,680 62,720 59,400 62,660 66,620 67,100 63,180 65,960 58,060 58,060 64,140 63,160 62,720</td><td>27,18 29,84 31.36 29,70 31.33 33,41 33,55 31.59 32,98 29,03 32,98 29,03 32,07 31.58 91.36</td></t<>	6/4/2013 6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 233 Forek 233 Truck 7 Truck 7 Truck 11 Truck 11 Fruck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 12 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	92,800 98,220 102,740 103,280 107,440 107,720 103,600 106,580 98,680 105,360 103,540 105,360 103,540 105,850 103,540	38,440 38,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220	54,360 59,680 62,720 59,400 62,660 66,620 67,100 63,180 65,960 58,060 58,060 64,140 63,160 62,720	27,18 29,84 31.36 29,70 31.33 33,41 33,55 31.59 32,98 29,03 32,98 29,03 32,07 31.58 91.36
) 1 1 1 1 1 1 1 1 1 1 1 1 1	6/4/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 233 Truck 7 Truck 7 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	98,320 102,740 99,420 103,280 107,440 107,720 103,800 106,580 105,360 105,360 103,340 105,360 103,540 103,540 105,950 147,950	30,440 40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220	59,680 62,720 59,400 62,660 66,620 67,100 63,180 65,560 58,060 64,140 63,160 62,720	29,84 31,36 29,70 31,33 33,41 93,55 31,59 92,98 29,03 32,07 91,36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 7 Truck 7 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	102,740 99,420 103,280 107,440 107,720 103,800 105,900 98,680 105,360 104,380 103,940 105,950 147,950	40,020 40,020 40,620 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220	62,720 59,400 62,660 66,820 67,100 63,180 65,960 58,660 64,140 63,160 63,160 62,720	31.36 29.70 31.33 33.41 33.55 31.59 32.98 29.03 32.07 31.38 91.36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 7 Frack 11 Frack 11 Frack 11 Frack 11 Frack 11 Frack 11 Frack 11 Frack 82 Frack 82 Frack 82 Frack 82 Frack 82 Frack 82 Frack 83	99,420 103,280 107,740 103,800 106,500 98,680 105,360 105,360 103,540 103,540 103,540 103,540 103,540 103,540 105,850	40,020 40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220 41,220 41,220	59,400 62,660 66,820 67,100 63,180 55,960 58,060 58,060 54,140 63,160 62,720	29.70 31.33 33.41 33.55 31.59 32.98 29.03 32.07 31.58 91.36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	103,280 107,740 103,200 106,500 96,680 105,360 103,340 103,540 103,650 103,650 103,650	40,620 40,620 40,620 40,620 40,620 40,620 41,220 41,220 41,220 41,220	62,660 66,820 67,100 63,180 65,960 58,060 64,140 63,160 62,720	31.33 33.41 33.55 31.59 32.98 29.03 32.07 31.38 91.36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83	107,440 107,720 103,800 106,580 98,680 105,360 103,540 103,540 105,850 147,950 102,320	40,620 40,620 40,620 40,620 40,620 41,220 41,220 41,220 41,220	66,820 67,100 63,180 65,960 58,060 64,140 63,160 62,720	33,41 33,55 31,59 32,98 29,03 32,07 31,38 91,36
1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       2       1       2       1       2       1       2       1       1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Fruck 11 Fruck 11 Fruck 11 Fruck 11 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 83	107,720 103,800 106,500 105,360 105,360 103,340 105,950 147,950 102,320	40,620 40,620 40,620 41,220 41,220 41,220 41,220 41,220	67,100 63,180 55,560 58,060 64,140 63,160 62,720	33,55 31,59 32,98 29,03 32,07 31,38 31,36
1 1 1 1 1 1 1 1 1 1 1 1 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Yruck 11 Fruck 11 Fruck 11 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 82 Fruck 83 Fruck 83	103,800 106,500 98,680 105,360 104,380 103,640 105,860 147,950 102,320	40,620 40,620 41,220 41,220 41,220 41,220 41,220	63,180 55,560 58,060 64,140 63,160 62,720	31.59 32,98 29,03 32,07 31,38 31,36
2 3 3 1 1 1 2 3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 11 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	98,680 105,360 103,380 103,940 105,860 147,960 102,320	40,620 41,220 41,220 41,220 41,220	58,060 64,140 63,160 62,720	29.03 32.07 31.58 91.36
). ) 1 1 1 1 2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	105,360 104,380 103,940 105,860 107,960 107,960	41,220 41,220 41,220 41,220	54,140 53,160 52,720	32.07 31.50 91.36
) , , , , , , , , , , , , ,	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	104,380 103,540 105,850 147,950 102,320	41,220 41,220 41,220	63,160 62,720	31.58 91.36
3 1 1 2 3 3 4 3 4 3 1 3 3 3 3 3 3 3 3 3 3 3 3 3	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	103,940 105,850 147,950 102,320	41,220 41,220	62,720	91.36
1 1 2 2 3 1 1 2 2 3 2 2 3 1 2 1 2 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 82 Truck 82 Truck 83 Truck 83	195,860 147,960 192,320	41,220		
1 1 2 3 3 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 82 Truck 83 Truck 83	107,950 102,320		01,010	
1 2 3 1 1 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 82 Truck 83 Truck 83	102,320	41,220	55,740	33,37
) ) 1 1 1 1 1 1 1 1 2 1 2 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013 6/5/2013	Truck 83		41,220	61,100	30.55
) 1 1 3 3 3 2 3 3 3 3 1 1	6/5/2013 6/5/2013 6/5/2013 6/5/2013		109,900	41,740	\$8,160	34.08
1 1 1 2 3 3 2 3 3 3 3 5 1 1 2	6/5/2013 6/5/2013 6/5/2013	Truck na	105,820	41,740	54,080	32.04
1 1 1 1 1 1 2 1 3 1 2 1 1 2	6/5/2013 6/5/2013		104,320	41,740	62,580	31,29
ב ג ג ג ג ג ג ג ג ג ג ג ג ג ג ג ג ג ג ג	6/5/2013	Truck 83	109,480	41,740	\$7,740	33.87
1 2 2 3 2 3 2 2 3 2 3 3 3	and the second sec	Truck 83	111,800	11,740	70,050	35.03
2 2 3 2 2 3 2 2 2 2 2 3		Truck 83 Truck 83	107,440	41,740	65,700 64,460	32.85
1 2 3 1 2 1 1	6/5/2013	Truck 220	99,180	38,420	50,760	30.30
3 3 2 1 1	6/5/2013	Truck 220	100.860	38,420	52.440	31.22
1 2 1 1	6/5/2013	Truck 220	101,780	38,420	53,360	31,68
3 1 1	6/5/2013	Truck 220	99,320	38,420	\$0,900	30.45
1	6/5/2013	Truck 270	103,680	38,420	65,260	32.63
1	6/5/2013	Truck 220	101,980	38,420	63,560	31.78
	6/5/2013 6/5/2013	Truck 220 Truck 220	104,840 101,820	38,420 38,420	56,420 63,400	33.21 31.70
	6/5/2013	Track 222	85,780	34,880	50,900	25.45
1	6/5/2013	Fruck 222	90,180	34,880	55,300	27.65
1	6/5/2013	Truck 272	95,020	34,880	60,140	30.07
1	5/5/2013	Truck 222	90,300	34,880	55,420	27.71
1	6/5/2013	Truck 272	89,840	34,880	54,960	27.48
1	6/5/2013	Truck 222	90,360	94,880	55,480	27.74
1	6/5/2013 6/5/2013	Truck 222 Truck 222	91,240 89,740	34,680	56,360 \$4,860	28.10
1	6/5/2013	Truck 272	86,300	34,880	51,420	25.71
1	6/5/2013	Truck 233	93,120	38,440	54,680	27.34
t	6/5/2013	Truck 283	97,820	36,440	59,380	29.69
۲.	6/5/2013	Truck 233	97,120	38,440	58,680	29.84
1	6/5/2013	Truck 233	96,400	38,440	57,960	28.98
1	6/5/2013	Truck 293	93,400	30,440	54,960	27.48
).	6/5/2013 6/5/2013	Truck 233 Truck 233	99,080 94,660	38,440	60,640 56,220	30.32
ĩ	6/6/2013	Truck 11	100,600	40,620	59,980	20.99
,	6/6/2013	Truck 11	103,320	40,620	62,700	31.35
- K	6/6/2013	Truck 11	103,480	40,620	62,860	31.49
د	6/6/2013	Truck 11	103,780	40,620	63,160	31,58
1	6/6/2013	Truck 11	104,400	40,620	63,780	31.89
1	6/6/2013	Truck 11	105,940	40,620	65,320	37.60
1 1	6/6/2013 6/6/2013	Truck 11 Truck 67	106,440 102,520	45,300	65,820 57,220	32,91 28.61
1	6/6/2013	Truck 67	109,760	45,300	64,460	32.23
3	6/6/2013	Truck 67	110,380	45,300	65,080	32.54
1	6/6/2013	Truck 67	111,040	45,300	65,740	32.87
1	6/6/2013	Truck 67	111,300	45,300	65,000	33,00
1	6/6/2013	Truck 82	100,520	41,220	59,300	29.65
1 1	6/6/2013 6/6/2013	Truck 02	103,340	41,220	62,120	31.06
1 I	6/5/2013	Truck 82 Truck 82	105,260	41,220	\$4,040 \$4,080	32.04
ĩ	6/6/2013	Duck 82	106,540	41,220	65,320	32.66
1	6/6/2013	Truck 02	109,060	41,220	67,840	33.92
1	6/6/2013	Truck 220	99,740	38,420	61,320	30.66
1	6/6/2013	Truck 220	101,220	38,420	62,800	31.40
1	6/6/2013	Truck 220	103,340	38,420	64,920	32.46
3	6/6/2013	Truck 220	103,860	36,420	65,440	32.72
1 1	5/6/2013 6/6/2013	Truck 220 Truck 220	104,700	38,420	66,280 66,080	33.14 34.44
1	6/6/2013	Truck 220	110,160	30,420	71,740	35.87
1	6/6/2013	Truck 222	88,240	34,880	53,360	26.60
1					1	11. Com
1	6/6/2013 6/6/2013	Truck 222 Truck 222	90, 160 91,420	34,880 34,880	55,280 56,540	27.64

1	6/6/2013	Truck 222	92,160	34,880	\$7,200	28.64
1	6/6/2013	Truck 222	93,620	34,880	59,740	29,97
1	6/6/2013	Truck 222	93,640	34,880	\$8,760	29.38
1	6/6/2013	Truck 222	95,200	34,880	60,320	30,16
1	6/6/2013	Truck 222	95,460	34,830	50,580	30.29
٦	6/6/2013	Truck 253	95,240	38,440	56,800	28.40
1	6/6/2013	Truck 283	35,340	38,440	56,900	28.45
د	6/6/2013	Truck 233	95,660	38,410	57,420	28.71
1	6/6/2013	Truck 233	96,160	38,440	57,720	28.86
1	6/6/2013	Truck 233	96,260	38,440	57,820	28.91
1	6/6/2013	Truck 233	97,100	38,440	58,660	29.33
1	6/6/2013	Truck 233	99,440	39,440	61,000	30,50
3	6/7/2013	Truck 11	103,980	40,620	63,360	31.68
1	6/7/2013	Truck 11	103,620	40,620	63,000	31.50
1	6/7/2013	Truck 11	100,340	40,620	67,720	33.06
3	5/7/2013	Truck 11	101,320	40,620	60,700	30.35
1	6/7/2013	Truck 11	105,020	40,620	64,400	32.20
1	6/7/2013	Truck 67	100,080	45,300	54,780	27.39
1	6/7/2013	Truck 67	107,620	45,300	62,320	31.10
1	6/7/2013	Truck 67	106,140	45,300	60,840	30,42
ł	6/7/2013	Truck 67	107,660	45,300	62,360	31.18
1	8/7/2013	Truck 67	103,360	45,300	58,060	29.03
1	6/7/2013	Truck 67	108,700	45,300	51,400	31.70
1	6/7/2013	Truck 68	77,920	45,300	32,620	16.31
•	5/7/2013	fruck 82	105,720	41,220	64,500	32.25
T	6/7/2013	Truck 82	103,940	41,220	62,720	31.36
1	6/7/2013	Truck 82	105,720	41,220	64,500	32.25
1	6/7/2013	Truck 82	104,600	41,230	63,380	31.69
1	6/1/2013	Truck 82	105,000	41,220	63,780	31.89
1	6/7/2013	Truck 82	104,120	41,220	62,900	31.45
1	6/7/2013	Truck 220	105,540	38,420	67,120	33.56
1	6/7/2013	Truck 220	104,100	38,420	65,680	32.84
1	6/7/2013	fruck 220	102,920	38,420	64,500	32.25
1	5/7/2013	Truck 220	102,820	38,420	64,400	32.20
3	6/7/2013	Truck 220	102,620	38,420	64,200	32.10

5,853.94



# APPENDIX F

Daily Dust Monitoring Report

				ran tas	and the second second	ЭМ	eco
			ect - Cap Construction P				
	J Equipment:		ustTrak Model 8520 - Un				nvironment ar
roject No			Date: May 20, 2	2013			astructure, In
ite Locati			Page: 1 of				Durham Roa
rrival:	8: 30 AM		Departure: 17:00				Oregon 9722 503-639-340
MEC FIEL	d Rep. (Initial): P	DS	AMEC Project Manage	r (initials):	SG		503-639-340
	aily Weather Condition	15: > v	nn. / / mild ( fo -80)	we plant to a strategy with the	in the state of the second	Γαλ.	an sig ta ya sa sa ta ya na
					ding (mg/n		Exceedance
Time	Location at Site		Current Activity	Minimum		n Average	
9:00	South	Prep	( Pre-setup	0.008	0.016	0.012	NO
9:10	North	<b>↓</b>	+ /	0.010	0.020	0.015	NO
10:30	South	Stag	ing (road watering	0.012	0.040	0.26	20
10:35	North	4		0.010	0.120	0.077	NO
11:50	South	Brush	removal I road water	0.011	1.020	0.216	NO
11:55	North	4	/ +	0.012	0.080	0.044	No
13:05	South	Brush	removal / loading	0.007	0.019	0.010	20
13:10	North	4	/ +	0.049	0.108	0.069	No
14:35	South	1	/ /	0.000	0.033	0.016	NO
14:40	North		/ +	0.007	0.149	0.043	NO
13:35	South		/Fonce Removal / loading		0.204	0.052	NO
15,40 .	North	1	+ / +	0.006	0.03/	0.011	NO
16:40	South	Work	done - Departure	0.007	0.034	0.017	NO
16:45	North	1		0.009	0.088	0.02/	NO
0.12					0.000	0.021	
			·				
		<u> </u>					
OTES:	Date Instrument Calib	orated:	February 2013		Total Exc	eedances:	0

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DALLY DUST INFORMEREPORT         ROJECT NAME: Pasco Landfill Cap Project - Cap Construction Project         information Page: 1 of 1         Information Page: 1	A BULLEN	11月1日,1月1日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日	A CONTRACTOR OF STREET	Rightforsat	North Y		
Monitoring Equipment:         DustTrak Model 8520 - Unit TSI-1         Environment an Infrastructure, In Transforment an Infrastructure, Intransforment an Infrastructure, Intransforment an Infrastructure, Intransforment an Infrastructure, Intransforment and Infrastructure, Intransforment a	PROJECT	NAME: Pasco Landfill	Cap Project - Cap Construction P	roiect	A WHITE AND THE AND A SHORE AND AND A SHORE AND AND A SHORE AND AND A SHORE AND AND AND AND A SHORE AND		
Project No:       4-61M-10706-1 P-02       Date:       May, 21, 2013       Infrastructure, In Infrastructure, Infrastruct						E	nvironment and
Bite Location:         Pasco, Washington         Page:         1 of 7 i         T         T           AMEC Field Rep. (Initial):         DOS         AMEC Project Manager (Initials):         SG         Pontand, Crogon 9722           AMEC Field Rep. (Initial):         DOS         AMEC Project Manager (Initials):         SG           Time         Location at Site         Current Activity         Minimum Maximum Average         (YES / NO)           6130         North         Site start-up / prep         0.017         0.047         0.037         NO           7130         North         Grabbing South add /trading         0.047         0.112         NO           71:50         North         Grabbing South add /trading         0.027         0.167         0.037         NO           71:50         North         Crould on formation         0.024         0.167         0.037         NO           71:00         South         Crould on formation         0.024         0.167         0.037         NO           71:00         South         Crould on formation         0.024         0.166         0.037         NO           70:00         South         Crould on formation         0.024         0.120         0.17         0.027         0.017						Infi	rastructure, Inc
NMEC Field Rep. (initial):         PDS         AMEC Project Manager (initial):         SG         Phone: 603-639-340           Varage Daily Weather Conditions:         C (ex., summy - m) d / hert 70-70         Reading (mg/m ³ )         Fax: 503-820-780           Time         Location at Site         Current Activity         Reading (mg/m ³ )         Exceedance           6:30         Santh         4         4         0<017						7376 SW	/ Durham Road
Average Daily Weather Conditions: $C_{1247}$ , summy - mild / hef 70-80         Fax: 503-620-789           Time         Location at Site         Current Activity         Minimum Maximum Average         Exceedance           6:30         North         Site start-up / rep         0.019         0.04%         0.037         NO           6:35         Sauth $\pm$ / $\pm$ 0.019         0.04%         0.037         NO           7:55         Sauth $\pm$ / $\pm$ 0.017         0.102         0.031         NO           7:05         North         Grauel day / maina         0.024         0.1467         NO           9:05         Sauth $\pm$ / $\pm$ 0.031         0.237         NO           10:00         North         1         / $\pm$ 0.036         1.230         0.179         NO           10:05         North         1         / $\pm$ 0.053         0.221         0.125         NO           10:05         Sauth $\pm$ / $\pm$ 0.013         0.427         0.113         NO           10:05         North         1         / $\pm$ 0.012         0.202         0.128         NO </td <td>Arrival:</td> <td></td> <td>Departure: 18:00</td> <td></td> <td></td> <td></td> <td></td>	Arrival:		Departure: 18:00				
Time         Location at Site         Current Activity         Reading (mg/m^3)         Exceedance           6:30         North         Site start-up / pep         0.019         0.046         0.027         NO           6:35         Sarth         \$\$\phi\$         \$\$\phi\$         \$\$\phi\$         0.019         0.047         0.027         NO           7:50         North         Grabbing saft side / tading         0.017         0.102         0.057         NO           7:55         Sarth         \$\$\phi\$							
Time         Location at Site         Current Activity         Minimum         Maximum         Average         (YES / NO)           6:35         Sawth         \$\$\psymbol{te}\$ show \$\$\psymbol{these}\$ show \$\$\psymbol{these}\$ \$\$\psymbol{these}\$ \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	Average Da	aily Weather Condition	s: Clear, sunny - mild	1 hot 70	- 80	_Fax:	503-620-7892
Time         Location at Site         Current Activity         Minimum         Maximum         Average         (YES / NO)           6:35         Sawth         \$\$\psymbol{te}\$ show \$\$\psymbol{these}\$ show \$\$\psymbol{these}\$ \$\$\psymbol{these}\$ \$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	afallangi Taladar (anjangin gerantikan) adik	an the state of th	and the second	Read	dina (ma/n	n^3)	Exceedance
6:30       North       Site start-up / rep       0.019       0.046       0.021       NO         6:35       Sauth       4       / 4       0.017       0.024       NO         7:50       North       Gradbing Suth Side / fanding       0.047       0.112       NO         7:50       South       4       / 4       0.017       0.102       0.051       NO         7:05       South       4       / 4       0.024       0.167       0.102       0.051       NO         9:05       South       4       / 4       0.031       0.204       0.061       NO         10:00       North       1       / 1       0.036       1.230       0.179       NO         10:05       South       4       / 4       0.031       0.427       0.113       NO         10:05       North       1       1       0.013       0.427       0.113       NO         10:05       South       4       4       0.013       0.427       0.113       NO         10:05       Morth       1       1       0.013       0.427       0.113       NO         11:00       South       4       4       0.010 </th <th>Time</th> <th>Location at Site</th> <th>Current Activity</th> <th></th> <th></th> <th></th> <th></th>	Time	Location at Site	Current Activity				
6:35       Senth       t       / t       0.017       0.027       0.027       NO         7:50       North       Group bing Sorth side / trading       0.017       0.027       0.012       NO         7:50       North       Group bing Sorth side / trading       0.017       0.027       0.018       0.017       0.021       NO         7:05       North       Group bing Sorth side / trading       0.024       0.196       0.057       NO         9:05       North       1       1       0.031       0.224       0.196       0.067       NO         10:05       South       1       1       0.032       0.852       0.120       ND         10:05       South       1       1       0.017       0.027       0.101       NO         10:05       South       1       1       0.013       0.227       0.110       NO         10:05       South       1       1       0.012       0.021       0.222       NO         10:05       South       1       1       1       0.012       0.012       0.012       NO         12:00       Morth       1       1       0.012       0.021       NO       NO<				0.019			
7: 50       No.+th       Gradbing Sorth side / trading       0.045       0.467       0.112       NO         7: 55       Son,th       +       /       /       0.017       0.102       0.051       NO         9: 05       North       Gravel de formating       0.024       0.196       0.037       NO         9: 05       Son,th       +       /       0.031       0.204       0.067       NO         10: 05       Son,th       +       /       0.032       0.224       0.071       NO         10: 05       Son,th       +       /       0.032       0.325       0.120       NO         10: 05       Son,th       +       /       0.013       0.427       0.112       NO         10: 05       Son,th       +       +       0.021       0.227       0.125       NO         11: 20       Morth       +       +       0.021       0.029       NO       NO         14: 25       Son,th       +       +       +       0.021       0.039       0.021       NO         12: 00       North       +       +       +       0.016       0.071       0.021       NO         14:	-						NO
71 SS       South       y       y       y       0.017       0.102       0.051       ND         91 05       North       y       y       0.024       0.192       0.0351       ND         91 05       South       y       y       0.024       0.192       0.061       ND         91 05       South       y       y       0.024       0.192       0.061       ND         10 05       South       y       y       0.036       1.230       0.177       ND         10 05       South       y       y       0.052       0.852       0.125       ND         10 05       South       y       y       0.0013       0.427       0.113       ND         10 05       South       y       y       0.0013       0.427       0.125       ND         12 00       Morth       y       y       0.0013       0.221       0.125       ND         14:20       South       y       y       0.012       0.022       0.101       ND         14:20       South       y       y       0.012       0.021       0.021       ND         15:40       North       y <td< td=""><td></td><td></td><td></td><td></td><td>·</td><td></td><td>No</td></td<>					·		No
9:05       Nurth       Gravel day/moving       0.024       0.196       0.075       NO         9:05       South       1       1       0.031       0.204       0.061       NO         10:00       North       1       1       0.036       1.230       0.179       NO         10:05       South       1       1       0.036       1.230       0.179       NO         10:05       South       1       1       0.036       0.227       0.120       ND         10:05       South       1       1       0.013       0.227       0.113       NO         10:05       South       1       1       0.013       0.227       0.113       NO         12:00       Morth       1       1       0.013       0.227       0.110       NO         14:20       North       1       1       0.010       0.007       0.021       0.202       NO         14:25       South       1       1       0.010       0.094       0.021       NO         16:10       North       1       1       0.010       0.028       0.017       NO         16:10       South       1       1<							
1:10       South       1       4       0.031       0.204       0.061       NO         10:00       North       1       1       0.036       1.230       0.177       NO         10:05       South       1       1       0.036       1.230       0.177       NO         10:05       South       1       1       0.052       0.852       0.120       ND         10:05       South       1       1       0.014       0.375       0.071       NO         10:05       South       1       1       0.013       0.427       0.113       NO         11:00       South       1       1       0.013       0.427       0.113       NO         12:00       Morth       1       1       0.021       0.202       0.015       ND         12:00       Morth       1       1       0.012       0.032       0.015       ND         14:20       North       1       1       0.012       0.024       NO         15:40       North       1       1       0.012       0.027       NO         16:55       North       1       1       0.015       0.045       0.01			(royal do a / maxima				
10:00       North       /       0.036       1.230       0.179       NO         10:55       Sorth       /       0.052       0.852       0.120       NO         10:55       North       /       0.011       0.012       0.875       0.071       NO         10:00       Sorth       /       0.013       0.427       0.112       NO         11:00       Sorth       -       0.013       0.427       0.113       NO         12:00       Morth       Building pd       0.021       0.202       0.110       NO         14:25       Sorth       +       +       0.012       0.024       NO         14:25       Sorth       +       +       0.012       0.027       NO         15:40       North       1       1       0.016       0.071       0.021       NO         15:40       North       1       0.016       0.071       0.024       NO         16:55       North       1       1       0.016       0.017       NO         17:00       Sorth       +       +       0.022       0.025       0.017       NO         18:10       Sorth       +		-	+ / +				
10:05       Sorth       1       0       0.052       0.852       0.120       ND         10:55       North       1       0       0.014       0.395       0.071       NO         11:00       Sorth       1       0       0.013       0.427       0.113       NO         12:00       Morth       1       0       0.013       0.427       0.113       NO         12:00       Morth       1       0.021       0.022       0.110       NO         12:05       Sorth       1       4       4       0.021       0.022       0.110       NO         14:25       Sorth       1       5E correr       0.007       0.021       0.027       NO         15:40       North       1       0.016       0.071       0.021       NO       NO         15:40       North       1       0.016       0.071       0.021       NO       NO         16:55       North       1       1       0.016       0.022       0.025       0.017       NO         18:05       North       1       1       0.022       0.028       0.014       NO         18:10       Sorth       1							
10:55       North       /       0.014       0.295       0.071       NO         11:00       South       F       0.013       0.427       0.13       NO         12:00       Morth       Building pd       0.083       0.221       0.125       NO         12:00       Morth       F       0.021       0.202       0.110       NO         12:02       South       F       0.021       0.202       0.110       NO         14:20       North       F       0.021       0.022       0.021       NO         15:40       North       F       I       0.010       0.099       0.021       NO         15:40       North       F       I       0.011       0.094       0.021       NO         16:55       North       F       F       0.016       0.071       0.036       NO         17:00       South       F       F       0.007       0.028       0.014       NO         18:10       South       F       F       0.010       0.028       0.014       NO         18:10       South       F       F       F       F       F       F       F							
11:00       South       Image: Control of the second secon							
12:00       North       Bailding pd       0.083       0.221       0.125       NO         12:05       South       +       +       0.021       0.202       0.101       NO         14:20       North       -       Secore       0.097       0.097       0.097       0.021       NO         14:25       South       +       +       +       0.012       0.097       0.021       NO         15:40       North       -       -       0.012       0.017       0.021       NO         15:40       North       -       -       0.016       0.071       0.021       NO         16:55       North       +       +       +       0.012       0.025       0.012       NO         17:00       South       +       +       +       0.012       0.025       0.012       NO         18:05       North       +       +       +       0.022       0.025       0.014       NO         18:10       South       +       +       0.010       0.028       0.014       NO         18:10       South       +       +       -       -       -       -       - <tr< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr<>							
12:05       South       +       0.021       0.202       0.110       NO         14:20       North       1       SE correr       0.009       0.0935       0.015       NO         14:25       South       +       +       0.012       0.094       0.029       NO         15:40       +       +       +       0.012       0.094       0.029       NO         15:40       North       1       1       0.011       0.094       0.029       NO         16:55       North       +       +       +       0.015       0.094       0.021       NO         16:55       North       +       +       +       0.015       0.094       NO       NO         17:00       South       +       +       +       0.022       0.085       0.042       NO         18:05       North       +       +       +       0.010       0.028       0.014       NO         18:10       South       +       +       0.010       0.028       0.014       NO         18:10       South       +       -       -       -       -       -       -       -       -       -							
14:20       North       Seconder       0.009       0.012       0.015       NO         14:25       South       I       Seconder       0.001       0.012       0.015       NO         15:40       North       I       I       I       0.011       0.017       0.021       NO         15:40       North       I       I       0.011       0.017       0.021       NO         16:55       North       I       I       0.016       0.071       0.021       NO         16:55       North       I       I       0.015       0.022       0.085       0.042       NO         18:05       North       I       I       0.007       0.028       0.017       NO         18:10       South       I       I       0.007       0.028       0.014       ADD         18:10       South       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I<			Inclosing pro				
14:25       Sin th       Image: Sin th			1   SF compart				
15:40       North       1       0.011       0.094       0.029       No         16:55       South       1       0.016       0.071       0.021       NO         17:00       South       1       0.015       0.094       0.029       NO         17:00       South       1       1       0.015       0.091       0.036       NO         17:00       South       1       1       0.015       0.091       0.036       NO         18:05       North       Departure       0.007       0.025       0.014       NO         18:10       South       1       1       0.007       0.028       0.014       NO         18:10       South       1       1       1       1       1       1       1       1         18:10       South       1       1       1       1       1       1       1       1         18:10       South       1       1       1       1       1       1       1         18:10       South       1       1       1       1       1       1       1       1       1       1       1       1       1       1							
16: 45       South       +       +       +       0.016       0.071       0.021       NO         16: 55       North       1       1       0.015       0.091       0.036       NO         17:00       South       +       +       +       +       0.022       0.085       0.042       NO         18:05       North       beparture       0.007       0.025       0.017       No         18:10       South       +       +       +       0.010       0.028       0.014       MO         18:10       South       +       +       +       0.010       0.028       0.014       MO         18:10       South       +       +       +       0.010       0.028       0.014       MO         18:10       South       +       +       +       -       0.010       0.028       0.014       MO         18:10       South       +       +       +       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -       -							
16:55       North       0.015       0.071       0.036       NO         17:00       South       1       1       0.015       0.071       0.036       NO         18:05       North       1       1       1       0.015       0.017       NO         18:05       North       1       1       1       0.007       0.025       0.017       NO         18:10       South       1       1       1       0.010       0.028       0.014       MO         18:10       South       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1							
17:00       South       Image: function of the second seco						-	
If: 05       No.4h       Departure       0.007       0.025       0.017       NO         I8: 10       Senth       I       I       0.010       0.028       0.014       NO         I8: 10       Senth       I       I       0.010       0.028       0.014       NO         I8: 10       Senth       I       I       I       I       I       I       I         I8: 10       Senth       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I       I							
18:10       South       4       4       5.010       0.028       0.014       N6         10       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1       1<			· · ·			_	
Image: Analysis of the second secon							
	78. ( -		· · · · · · · · · · · · · · · · · · ·				,
					-		
	OTES:	Date Instrument Calib	rated: February 2013		Total Exc	eedances:	0
		= are more amone outp					

#### DAILY DUST MONITORING REPORT amed PROJECT NAME: Pasco Landfill Cap Project - Cap Construction Project DustTrak Model 8520 - Unit TSI-1 Monitoring Equipment: Environment and 4-61M-10705-1 P-02 Project No: Date: May 22, 2013 Infrastructure, Inc. Site Location: Pasco, Washington Page: 7376 SW Durham Road 1 of Portland, Oregon 97224 Arrival: 6:00 AM Departure: 18:00 PDS SG Phone: 503-639-3400 AMEC Field Rep. (Initial): AMEC Project Manager (Initials): Average Daily Weather Conditions: Fax: 503-620-7892 Windy ( cloud, Reading (mg/m^3) Exceedance Location at Site Minimum Maximum Average Time **Current Activity** (YES / NO) 6:00 North 0.004 0.054 NO Prop for work 0.022 0.030 NO South 0.060 6:05 <del>1</del> 0.007 North 0.012 0.082 0.036 NO 7:15 Moving gravel South 0.010 NO / Exc. AE-3 0.040 7:20 0.068 1 North 0.016 0.092 0.041 NO 8:10 ₽ South Ł 0.048 0.024 NO 0.020 8:15 NO North 0.011 0.080 0.032 9:30 9:35 L + 0.007 0.106 0.070 NO South 10:45 North Bokking AE-3 0.017 0.208 0.091 NO 0.136 0.048 NO South ≁ 0.010 10:50 0.026 No 12:00 North 0.004 0.112 South ≁ ₽ $\mathbf{4}$ 0.053 NO 0.003 0.257 12:05 North NO 13:15 / Excu. AE-1/2 0.005 0.044 0.028 ₽ ≁ NO 0.018 0.092 0.053 13:20 South ≁ 1 Backfillig AFT-2 No 0.020 14:30 North 0.005 0.05Z 0.035 NO 0.008 0.078 14:40 South ₽ 1 ₽ 4 Ф 15:20 North 1 0.008 0.110 0.030 NO South ₽ NO 41 0.014 0.172 0.061 15:25 ≁ 20 North 7 16:15 0.001 0.101 0.015 ND 16:20 South 0.009 0.125 0.030 ≁ 17:30 North Site shutdown 0.012 0.048 0.026 ND 0,007 0.039 NO 7:35 South 0.018 4 Ł NOTES: Date Instrument Calibrated: February 2013 Total Exceedances: $\bigcirc$ excavated materials and backfill material. AEC uses water truck to wet

Markey M	an and the second second					ЭM	
		Cap Pro	ect - Cap Construction P	roject			
	Equipment:		ustTrak Model 8520 - Un				nvironmei
Project No			Date: May 23, 20	13			astructur
Site Locati		gton	Page: 1 of ( Departure: 15:05	,		7376 SW Portland,	
Arrival:	5:30 AM	DS	Departure: 18:05 AMEC Project Manage		SG		503-639
	aily Weather Condition		Aild / Cloudy to clea				503-620
Average De	antes and a state of the second state of the s	Cuel , -> Cre <u>shqu</u> alah		en e	antiperspectation of the subject of the second s	"不够成""这些比如他的感觉	S. F. Station Street Contraction
Time	Location at Site		Current Activity	Minimum	ding (mg/m Maximum	n^3) NAverage	Exceed (YES /
5:50	North	frepo	ing for work	0.001	0.009	0.002	NU
5:50	Sonth	1 ¹		0.005	0.021	0.011	NC
6:50	North	Exc. o	F AE-4 / Moving Gravel		0.006	0,002	NC
6:55	South	4	/ +	0.002	0.008	0.003	Ň
8:10	Northwest	1		0.002	0.00 6	0.003	NC
8:15	Southeast	4		0.005	0.018	0.008	NC
9:30	Northwest	Ex .	FAE-5/	0.009	0.301	0.085	Na
9:35	Southeast	4		0.003	0.241	0.070	NC
10:50	Northwet		11 AE-5/	0.002	0.078	0.044	NC
10:55	Southeast		+ / +	0.005	0.098	0.064	NC
12:00	Northwest	1		0.003	0.056	0.020	NO
12:05	Southecst			0,003	0.008	0.004	NO
13:15	Northwest	Excover	te AE-4 / +	0.006	0.042	0.008	NC
13:20	Southeast		+ (+	0.004	0.029	0.011	NC
14:15	Northwest	Back	AE-4/	0.007	0.108	0.039	Na
14:20	Southeast	4		0.006	0.283	0.028	NO
15:20	Northwest	1		0.008	0.108	0.040	N
15:25	Southeast	4	1 +	0.005	0.049	0.011	N
16:50	Northwest		/ N/A	0.003	0.101	0.047	Ν
16:55	Southeast	4	1 +	0.006	0.157	0.016	N
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		<b>-</b>					
	· · · · · · · · · · · · · · · · · · ·						
NOTES:	Date Instrument Calib	rated:	February 2013		Total Exc	eedances:	0

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		Cap Project - Cap Construction I				こし
	Equipment:	DustTrak Model 8520 - UI			E	nvironment and
Project No			4,2013			astructure, Inc
Site Locati			1	_		/ Durham Roa
Arrival:	Gioo AM	Departure: (2:	35			Oregon 9722
AMEC Fiel	d Rep. (Initial): Pl	OS AMEC Project Manag	er (Initials):	SG		503-639-340
	aily Weather Conditions			4.	Fax:	503-620-789
nie połni statiliczko w do i star drity bez	anna an dhe nematara ann a' Nord thairtairte an ann an ann an ann an ann an ann an a	建酸合合 化合金器 计标志器 中容章 带的过去式和快速 医标识化 法标志分析 人名英法尔 医白红的 人名克雷加斯	ter sellis z etimet et este etabli	ling (mg/	⊶ <u>∞∞≈≈≈≈≈∞∞∞</u> ≠≈ ~~∧?\	Exceedance
Time	Location at Site	Current Activity			m Average	
6:30	North			0.022		NO
6:35	Sonth	Prepping for work		0.018		NO
	North			0.088		NO
7:50	Sonth			0.074		NO
9:05	North	+ + + + +		0.108		NO
9:10	South		0.004	0.122		NO
10:10	Northwest		0.003	0.091	·	NO
10:10	Sontheast		0.002	0.168		NO
11:20	Northwest		0.004	0.12		NO
11:25	Southeast		0.009	0.08		NO
	North		0.002	0.026		NO
12:30	Bowth	Departure	0.004	0.04		N0
12:35	Low TY	+	0.007	0.04	0.016	
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		<b>_</b>				
			<b>-</b>			
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IOTES:	Date Instrument Calibred	tated: February 2013	3	Total Ex	ceedances:	0

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	NAME: Pasco Landfill						
	g Equipment:	DustTrak Mode				E	nvironment an
Project No			May 28	, 2013			astructure, Inc
Site Locati			of (				/ Durham Roa
Arrival:	7:30 AM	Departure:	16:40				Oregon 9722
		DS AMEC Proje		r (Initials):	SG		503-639-340
Average D	aily Weather Condition	s: Ary, cloud,	wild			Fax:	503-620-789
and it with a family of with the short of the	uninseleisen her inner minister zuls zur einen zul auf eine sicher sichen ministeren zu der einen alle der eine	ane en la Francisca de la constante de la constante de la seconda de la seconda de la seconda de la seconda de La seconda de la seconda de la constante de la seconda d	ತ್ತಿ ಪರಿವರ್ಷಕ್ರಿ ತಂಕೆ ಕೊರೆ ರಾಗಿರೆ ಕೊ	Read	ling (mg/	m^3)	Exceedance
Time	Location at Site	Current Act	ivity	Minimum		m Average	(YES / NO)
7:45	North	Site preparat	-	0.003		8 0.012	NO
7:50	South	t t	<u></u>	0,004	0.02		NO
8:50	Worth	Grading ( Truc	k traffic	0.008	0.142		NO
8:55	South		<u> </u>	0.003	0.104		NO
10:00	North		•	0.002	0.384	_	20
10:05	South_		. 🕈	0.00 4	0.284		NO
11:20	North		•		0.101		04 64
11:25				0.008	0.08	-	N0 N0
	Sonth		r 1	0.007			
12:20	North			0.003	0.030		NO
12125	South		*	0.007	0.040		NO
13:25	North			0.005	0.088	0.031	No
13:30	South	+ / +	4	0.003	0.062	0.025	NO
14:20	Northwest			0.011	0.051	0.018	NO
14:25	Southeast	* / +	*	0.008	0.038	0.016	NO
15:30	Northwest		1	0.005	0.048	0.023	NO
15:35	Southeast	<u>+ / +</u>	4	0.002	0.022		NO
16:30	North		1	0.004	0.040	0.017	NO
16:35	South	+ / +	+	0.006	0.0 キ	0.027	NO
		-	_				
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						_	
OTES:	Date Instrument Calib	ratadı Esh	ruon/ 2012		Total Fre	andances	
0169:	Date instrument Callb	rateu: Feb	ruary 2013		Total EX	ceedances:	0

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		Cap Project - Cap Construction				
	g Equipment:	DustTrak Model 8520 - U				nvironment an
Project No			29,2023			rastructure, In
Site Locati						/ Durham Roa
Arrival:	7:00	Departure: 16:50				Oregon 9722
AMEC Fiel		DS AMEC Project Manag	<u>er (Initials):</u>	SG		503-639-340
Average D	aily Weather Conditions	5: AM Rainy coo / PM Dry	cool lightu	<u>in d</u>	Fax:	503-620-789
2.22.2.4.29.2.22 April 2.000 a frame of 10.000 (10.000)	and and the residence and an and a set of the	an a	T Read	ding (mg		Exceedance
Time	Location at Site	Current Activity	Minimum		im Average	
14:00	Northwest	Grading / Gravel deliver,		0.04		NO
14:05	Southeast	+ ( + +	0.003	0.132		NO
19:03 15:10	Null the		0.006	0.109		- νõ
	Northwest_					- <u>100</u> - <u>100</u>
15:15	Southeast	<u>↓</u> <u>↓</u> <u>↓</u>	0.004	0.090		_
16:20	North		0.008	0.348		NO
16:25	South	4 / 4 4	0.007	1.070	0.075	NO
					_	
OTES			L	Tatal F		
OTES:	Date Instrument Calibr	rated: February 2013		I otal Ex	ceedances:	0
		AM due to steady r 35 for half hour. No		1		

		ITORING REPOR		State a Mathine were	am	eco
sufferently, states over 1, 234 feet Desity	NAME: Pasco Landfill	Cap Project - Cap Construction P			diii	EC
	Equipment:	DustTrak Model 8520 - Un			F	nvironment and
Project No						astructure, Inc
Site Locati			,			/ Durham Road
Arrival:	7:00	Departure: 17:0	0			Oregon 97224
		DS AMEC Project Manage		SG		503-639-3400
Average Da	aily Weather Condition				Fax:	503-620-7892
r verste die statistike werdende	and a second trade of the second s	angalan in ita mananjanin ngi 🧰 mananga dalam na sagang dapanén m	心学 皮生人 "确实以后来你 袋 <u>做</u> 起了啊吗?"	ding (mg/	m^3)	Exceedance
Time	Location at Site	Current Activity	Minimum		m Average	
7:20	No.th	Site Prep	0.003	0.020		NO
7:25	South		0.004	0.031		NO
8:30	North	Gravel delivery / Grading	0.006	0.086	0.038	NO
8:35	Sonth	+ + + +	0.011	0.125		NO
9:25	North	Gravel delivery / Watering	0.007	0.103		NO
9:30	Sonth	+ + / +	0.008	0.150		NO
10:35	Northwest	Grave I delivery 1 Grading	0.003	0.024		NO
10:40	Southeast	4 4 4	0.002	0.151	0.009	NO
11:25	Northwest		0.006	0.084		NO
//:30	Sontheast	* */*	0.004	0.191	0.050	σN
12:25	Nor thiwes F		0.006	0.107	0.041	NO
12:30	Southeast	+ + / +	0.007	0.098		NO
13:35	Northwest		0.005	0.159		NO
13:40	Southeast	* */ *	0.004	0.111	0.038	NO
14:50	Northwest		0.004	2.780	0.029	NO
14:55	Southeast	+ +/ +	0.008	1.041	0.035	NO
16:05	Northwest		0.003	1.250	0.039	NO
16:ID	Southeast	+ + + +	0.005	0.810	0.078	WO
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						_
IOTEO.	Dete Instrument Or III	Fahruary 0040		Total Fr		-
IOTES:	Date Instrument Calib	rated: February 2013		I OTAL EX	ceedances:	0

		ITORING REPOR			am	eco
		Cap Project - Cap Construction P		P##公告任1.94至1988年		
	Equipment:	DustTrak Model 8520 - Un			E	nvironment and
Project No:	4-61M-10705-1	P-02 Date: May 31, 2	013		Infi	astructure, Inc
Site Locati	on: Pasco, Washin	gton Page: 1 of \'				/ Durham Road
Arrival:	7:00	Departure: /ア:の				Oregon 97224
		DS AMEC Project Manage		SG		503-639-3400
Average Da	aily Weather Condition	s: Sunny, clea, 60	-70:		Fax:	503-620-7892
	and an	the stand works. And we as the state which a set of the state state of the state state of the state state.	Read	ding (mg/r	n^3)	Exceedance
Time	Location at Site	Current Activity	Minimum		n Average	
7,30	North	Site Prep/Grading	0.002	0.029	0.011	No
<b>T</b> -35	South		0.003	0.035		NO
8:40	North	Gravel delivery / Grading	0.004	0.419	0.049	NO
8:45	South	+ + / +	0.003	0.102	0.023	NO
9:50	North		0.005	0.136	0.031	NO
9:55	South	4 / 4	0.00Z	0.078	0.027	NO
11:00	North		6.003	0.093	0.028	No
11:05	South	* * / *	0.006	0.068	0.03+	NO
12:00	North		0.008	0.162		NO
12:05	South	* * / 1	0.004	0.105	0.047	NO
13:00	North		0.003	0.944		NO
13:05	South	* * / *	0.004	0,201	_	No
14:10	North		0.004	1.590	0.036	No
14:15	South		0.006	0.483		NO
15:10	North		0.005	0,206	0.044	NO
15:15	South_		0.007	0.163		No
6:20	North		0,006	0.80	0.061	N
16: 25	South	**/ *	0.008	1.68D	0.218	NO
<u> •</u>	200111		0.200	7.080	0.0.0	
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OTES:	Date Instrument Calib	rotodi Eobricom 2012		Total Eve	oodoncoo	~
IOIE9:	Date instrument Calib	rated: February 2013		TOTALEXC	eedances:	0

		ITORING REPOR	т			
				14451.¥	am	
PROJECT	NAME: Pasco Landfill	Cap Project - Cap Construction F	Project	a film and all controls		
Monitoring	Equipment:	DustTrak Model 8520 - Ur	nit TSI-1		E	nvironment and
Project No:			2013			rastructure, Inc.
Site Locati						/ Durham Road
Arrival:	8:00 Am	Departure: (7,00				Oregon 97224
AMEC Field		DS AMEC Project Manage	er (Initials):	SG		503-639-3400
Average Da		s: AM - sunny /clear		et al-light to the galactic	Fax.	503-620-7892
				ng (mg/		Exceedance
Time	Location at Site	Current Activity			m Average	
8:20	Northwest	Material Delivery Gracing		0.121	0.029	NO
8:25	Southeast	+ 4 +		0.083		NO
9:20	Nor thwest		- · ·	0.805		NO
9:25	Southeast	* * / +		5. 194	0.038	NO
10:30	North			2.224		NO
10:35	South	* * / *		0.898		NO
11:30	North			).1Z3		No_
11:35	Sonth	+ + +		<u>2.467</u>		NO
12:40	North			0.087		NO
12:45	South	+ + / +		9.095		No
13:40	North			3.870		No
13:45	South	+ + / +		0,809		NO
14:35	North			3./90		NO
14:40	Sonth	¥ / k *		0.834		NO
16:00	North			<u> 2.640</u>		NO
16:05	South_	+ + / +	0.014 0	0.379	10.071	NO
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	Data Instrument Online	L Cohrison 2010		otal Ess	handanses	~
NOTES:	Date Instrument Calib	rated: February 2013		otal EXC	ceedances:	0

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California da calendaria en la				am	ρ
		Cap Project - Cap Construction F			
Monitoring	Equipment:	DustTrak Model 8520 - Ur	it TSI-1	] Е	nvironment an
Project No:			4,2013		rastructure, Inc
Site Location	on: Pasco, Washing				V Durham Road
Arrival:	7.00 AM	Departure: 17:			Oregon 9722
AMEC Field		DS AMEC Project Manage			503-639-340
Average Da	aily Weather Conditions	s: AM-sunny clear war	m / PM-Sumy Hot	Fax:	503-620-789
an a			Reading (m		Exceedance
Time	Location at Site	Current Activity	Minimum Maxim	um Average	(YES / NO)
7:30	North	Material Delivery / Grading	0.004 0.17	8 0.035	No
7:35	South	* * / +	0.00 Z 0.08	9 0.021	NO
8:35	North		0.007 0.33	1 0.043	NO
8:40	South	* * / +	0.005 0.10	Z 0.030	NÒ
9:30	North		0.006 0.29	4 0.044	NO
9:35	South	+ + / +	0.006 0.08		6U
10:40	North		0.00 8 0.38		NO
10:45	South	+ + / +	0.004 0.13	3 0.044	NO
11:40	North		0.009 0.41	12 0.110	NO
11:45	South	1 + / +	0.005 0.10	7 0.033	NO
12:55	North		0.006 0.56	5 0.129	NO
13:00	South	* * / *	0.006 0.04		No
14:05	North		0.006 0.27	6 0.036	NO
14:10	South	* * / +	0.004 0.14	1 0.031	NO
15:15	North		0.008 0.2	50 0.091	NO
15:20	South	* * / +	0.005 0.09	770.029	No
16:20	North		0.007 0.06		. NO
16:25	South	+ + / +	0.004 0.05	51 0.011	NΟ
	_				
IOTES:	Date Instrument Calib	rated: February 2013	Total E	xceedances:	0
					-

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	<b>DUST MON</b>							200	
								am	ec
	NAME: Pasco Landfill								
	Equipment:		ustTrak Mo						nvironment ar
roject No			Date:		une s	5# 2013			astructure, In / Durham Roa
rrival:	on: Pasco, Washin	gton				100			Oregon 9722
		DS	Departure	<u>);</u> Diact N	17	: ۵۶ r (Initials):	SG		503-639-340
	aily Weather Condition	<u>s: (]-</u>	ANECFIC		/ PM -				503-620-789
	aily Weather Condition		V SUNAY	ne ana dia a	An in Straither	249AY 401	an in the second se	in the state of the second	and the set of the second second second
						Read	ding (mg	/m^3)	Exceedanc
Time	Location at Site		Current A					um Average	
7:40	North		ial Delivery	<u>/ G</u>	rading	0.008	0.19		ND
7:45	South	4	<u></u>	/	ŧ	0.004	0.07		NO
8:50	North			<u>/</u>	1	0.002	0.47		NO
8:55	South	*		/	4	0.008	0.113		No
10:00	North_				1	0.006	0.04		NO
10:05	South		* (	<u> </u>	*	0.003	0.03		NO
11:00	North			<u> </u>	<u> </u>	0.011	0.163		NÒ
11:05	South	*	\$ /		≯	0.009	0.03		NO
12:15	Noth			/	·	0.013	0.83		NO
12:20	South	¥	₩,		1	0.007	0.085		NO
13:20	North			/	[	0.010	0.22		NO
3:25	South	₩	*	/	4	0.007	0.017		NO
14:30	North			/		0.009	0.099		NO
14:35	South	*	♦	/ 1	ቃ	0.005	0.078		NO
15:30	North			<u> </u>	1	0.012	0.051		NO
15:35	South	+	* /	· .	*	0.006	0.038		NO
16:30	North		/		<u> </u>	0.011	0.090		ND
16:35	South	*	_ ≯_ ∕	<u> </u>	₽	0.003	0.03	6 0.016	N O
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OTES:	Date Instrument Calib	rated:	F	ebruar	ry 2013		Total Ex	ceedances:	$\cap$
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	<u>' DUST MON</u>				am		
		Cap Project - Cap Construction	Project	n Velo vyť vitelovenios			
	Equipment:	DustTrak Model 8520 - U			E	nvironment and	
Project No		P-02 Date: June	Date: June 6, 2013			Infrastructure, Inc	
Site Locati	on: Pasco, Washin	gton Page: 1 of I	Page: 1 of /			7376 SW Durham Road	
Arrival:	7:00					Portland, Oregon 97224	
AMEC Field		DS AMEC Project Manag	AMEC Project Manager (Initials): SG			Phone: 503-639-340	
Average Da	aily Weather Condition	S: AM - Sunny warm / PM	1-Sunny Ho	+	Fax: 503-620-78		
Cardon and the factor of the second of the second	ananan manan dan karang sa karang dan karang Karang dan karang dan ka	in Manufatori - a ante en al construction de la marte de la construction de la construction de la construction In Manufatori - a construction de la	Read	Reading (mg		Exceedance	
Time	Location at Site	Current Activity			um Average	(YES / NO)	
8:00	North	Grading / Mater. Delivery	0.026	0.04	8 0.035	NO	
8:05	South	+ 1/ + + /	0.012	0.07	1 0.038	NO	
9:10	North		0.014	0.11	7 0.043	NO	
9:15	South	* / + +	0.016	0.09	3 0.030	NO	
10:10	N+h		0.011	0.10		No	
10:15	South	* / + +	0.008	0.13		NO	
(1:20	North		0.004	0.35		ND	
11:25	South	* / * *	0.005	0.14		NO	
12:25	North		0.007	0.235		NO	
12:30	South	* / * +	0.015	0.548		ND ND	
12:35	North		0.008	0.078		No	
13:40	South	+ / + +	0.009	0.098		ND	
14:35	North		0.009	0.02		NO	
14:40	South	* / * *	0.003	0.02		NO	
16:00	North		0.007	0.04		NO	
16:05	South	+/++	0.011	0.08	2 0.029	NO	
		· · · · · · · · · · · · · · · · · · ·					
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				-			
	<del>_</del>						
NOTES:	Date Instrument Calib	rated: February 201	3 1	Total E	xceedances:	0	

Project No:4-61M-10705-1 P-02DSite Location:Pasco, WashingtonPasco, WashingtonPasco, WashingtonArrival: $6:45$ AMDAMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:AM-CTimeLocation at SiteCu $7:20$ NorthSite N $7:25$ South $4$ $8:40$ NorthMateria $8:45$ South $4$ $9:35$ North $4$ $9:40$ South $4$	t - Cap Construction F Trak Model 8520 - Ur ate: June 7, age: 1 of 1 eparture: (8 MEC Project Manage lear and warm / Pro- urrent Activity Prep work	Project nit TSI-1 2013 :00 er (Initials): M - H.o.t ]a:	SG te wind ding (mg/n	Ei Infr 7376 SW Portland, Phone: Fax: <b>n^3)</b> <b>Average</b> 0.008 0.011 0.009 0.006 0.012	nvironment and rastructure, Inc / Durham Road Oregon 97224 503-639-3400 503-620-7892 Exceedance	
Monitoring Equipment:DustProject No:4-61M-10705-1 P-02DSite Location:Pasco, WashingtonPasco, WashingtonArrival: $6:45$ AMDAMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:Am- CTimeLocation at SiteCu $\overline{7}$ 20NorthSite f $\overline{7}$ 20NorthSite f $\overline{7}$ 25South $\pm$ 8:40NorthMateria8:45South $\pm$ 9:35North $\pm$ 9:40South $\pm$	Trak Model 8520 - Ur ate: June 7, age: 1 of 1 eparture: (8 MEC Project Manage lear and warm / Pr ment Activity urrent Activity Prep work J H Delivery I	$\begin{array}{c} \text{nit TSI-1} \\ 2 \text{ or } 3 \\ \hline \\ 2 \text{ or } 3 \\ \hline \\ er (Initials): \\ \hline \\ M - H_0 + \\ \hline \\ er (Initials): \\ \hline \\ M - H_0 + \\ \hline \\ er (Initials): \\ \hline \\ er (Initials): \\ \hline \\ Read \\ \hline \\ 0.003 \\ \hline \\ 0.003 \\ \hline \\ 0.004 \\ \hline \\ 0.004 \\ \hline \end{array}$	SG te vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Ei Infr 7376 SW Portland, Phone: Fax: <b>n^3)</b> <b>Average</b> 0.008 0.011 0.009 0.006 0.012	nvironment and rastructure, Inc / Durham Road Oregon 97224 503-639-3400 503-620-7892 Exceedance (YES / NO) 人の 人の 人の 人の	
Project No:4-61M-10705-1 P-02DSite Location:Pasco, WashingtonPiArrival: $6:45$ AMDAMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:AM-CTimeLocation at SiteCu $7:20$ NorthSite N $7:25$ South $4$ $8:40$ NorthMateria $8:45$ South $4$ $9:45$ South $4$ $9:40$ South $4$	ate: June 7, age: 1 of 1 eparture: 18 MEC Project Manage lear and warm / Pro- urrent Activity Prep work 1 belivery 1	2 013 er (Initials): $M - H_0 +  _{a}$ Read Minimum 0.003 0.003 0.004 0.005 0.003 0.004 0.003 0.004 0.004	e vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Infr 7376 SW Portland, Phone: Fax: <b>A Average</b> 0.008 0.011 0.009 0.006 0.012	rastructure, Inc / Durham Road Oregon 97224 503-639-3400 503-620-7892 Exceedance (YES / NO) 人の 人の 人の 人の	
Site Location:Pasco, WashingtonPriArrival:6:45 AMDAMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:AM-CTimeLocation at SiteCu7:20NorthSite N7:25South+8:40NorthMateria8:45South+9:35North+9:40South+	age: 1 of 1 eparture: (8 MEC Project Manage lear and warm / Pro- urrent Activity Prep work 1 belivery 1	$\begin{array}{c} 0 \\ er (Initials): \\ M - H_0 + \frac{1}{4} \\ \hline \\ Read \\ \hline \\ Minimum \\ 0.003 \\ 0.003 \\ 0.003 \\ 0.004 \\ 0.005 \\ 0.003 \\ 0.004 \\ 0.004 \\ 0.004 \\ 0.004 \\ 0.006 \end{array}$	e vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	7376 SW Portland, Phone: Fax: <b>n^3)</b> <b>n Average</b> 0.008 0.011 0.009 0.009 0.006 0.012	/ Durham Road Oregon 97224 503-639-3400 503-620-7892 <b>Exceedance</b> (YES / NO) <i>ND</i> <i>ND</i> <i>ND</i> <i>ND</i> <i>ND</i> <i>ND</i>	
Arrival:6:45 AMDAMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:AM-CTimeLocation at SiteCu7:20NorthSite f7:25South+8:40NorthMateria8:45South+9:35North+9:40South+	age: 1 of 1 eparture: (8 MEC Project Manage lear and warm / fi wrrent Activity Prep work 1 belivery to 1	$\begin{array}{c} 0 \\ er (Initials): \\ M - H_0 + \frac{1}{4} \\ \hline \\ Read \\ \hline \\ Minimum \\ 0.003 \\ 0.003 \\ 0.003 \\ 0.004 \\ 0.005 \\ 0.003 \\ 0.004 \\ 0.004 \\ 0.004 \\ 0.004 \\ 0.006 \end{array}$	e vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Portland, Phone: Fax: <b>n^3)</b> <b>n Average</b> 0.008 0.011 0.009 0.006 0.012	Oregon 97224 503-639-3400 503-620-7892 Exceedance (YES / NO) ハンロ ハンロ ハンロ ハンロ ハンロ	
AMEC Field Rep. (Initial):PDSAAverage Daily Weather Conditions:Am- cTimeLocation at SiteCu7:20NorthSite f7:25South+8:40NorthMateria8:40North+9:35North+9:40South+	MEC Project Manage lear and warm / Pr urrent Activity Prep work H H   Delivery H	er (Initials): $M - H_0 +$ $accordsolve         Read       Minimum         0.003 0.003 0.003 0.004 0.005 0.004 0.003 0.004 0.004 0.004 0.004 0.004 0.004 0.004 $	e vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Phone: Fax: <b>n^3)</b> <b>n Average</b> 0.008 0.011 0.009 0.006 0.006 0.012	503-639-3400 503-620-7892 Exceedance (YES / NO) ハロ ハロ ハロ ハロ ハロ ハロ	
Average Daily Weather Conditions: Am- CTimeLocation at SiteCu7:20NorthSite H7:25South+8:40NorthMateria8:45South+9:35North+9:40South+	lear and warm / Pi urrent Activity Prep work J H   Delivery +	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	e vind ding (mg/n Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Fax: <b>n^3)</b> <b>Average</b> 0.008 0.011 0.009 0.006 0.012	503-620-7892 Exceedance (YES / NO) ハンロ ハンロ ハンロ ハンロ ハンロ ハンロ ハンロ ハンロ	
Average Daily Weather Conditions: Am- CTimeLocation at SiteCu7:20NorthSite H7:25South+8:40NorthMateria8:45South+9:35North+9:40South+	lear and warm / Pi urrent Activity Prep work J H   Delivery +	$   \begin{array}{c cccccccccccccccccccccccccccccccccc$	ding (mg/n Maximun 0.0/9 0.023 0.031 0.025 0.018 0.026	n^3) n Average 0.008 0.011 0.010 0.009 0.006 0.012	Exceedance (YES / NO) NO NO NO	
TimeLocation at SiteClip7:20NorthSite P7:25South+8:40NorthMatoria8:45South+9:35North+9:40South+	urrent Activity Prep work J H Delivery +	Read           Minimum           0.003           0.003           0.003           0.003           0.003           0.003           0.003           0.003           0.003           0.004           0.003           0.003           0.004           0.003           0.004           0.004           0.004	ding (mg/n Maximun 0.0/9 0.023 0.031 0.025 0.018 0.026	Average 0.008 0.011 0.010 0.009 0.006 0.012	(YES / NO) <i>NO</i> <i>NO</i> <i>NO</i>	
Fr 20NorthSite IFr 25South+8:40NorthMateria8:45South+9:35North+9:40South+	Prep work J H   Delivery +	Minimum 0.003 0.003 0.004 0.005 0.003 0.004 0.004 0.006	Maximun 0.019 0.023 0.031 0.025 0.018 0.026	Average 0.008 0.011 0.010 0.009 0.006 0.012	(YES / NO) <i>NO</i> <i>NO</i> <i>NO</i>	
Fr 20NorthSite IFr 25South+8:40NorthMateria8:45South+9:35North+9:40South+	Prep work J H   Delivery +	0.003 0.003 0.004 0.005 0.003 0.004 0.004 0.004	0.019 0.023 0.031 0.025 0.018 0.026	0.008 0.011 0.010 0.009 0.006 0.012	NO NO NO	
7:25 South + 8:40 North Materia 8:45 South + 9:35 North + 9:40 South +	l Delivery t=	0.003 0.004 0.005 0.003 0.004 0.004	0.023 0.031 0.025 0.018 0.026	0.011 0.010 0.009 0.006 0.012	NO NO NO	
8:40 North Materia 8:45 South + 9:35 North + 9:40 South +	l Delivery to	0.004 0.005 0.003 0.004 0.006	0.031 0.025 0.018 0.026	0.010 0.009 0.006 0.012	NO	
8:45 South + 9:35 North   9:40 South +	_+>	0.005 0.003 0.004 0.006	0.025 0.018 0.026	0.009 0.006 0.012	NO	
9:35 North 9:40 South		0.003 0.004 0.006	0.018 0.026	0.006 0.012		
9:40 South +		0.004 0.006	0.026	0.0/2	NO	
		0.006				
ULIAGE AL LA			0.088		NO	
11:00 North	<b></b>	0.009	0.0.0	0.029	NO	
11:05 South +		/	0.098		NO	
(2:10 Worth		0.011	0.119	0.039	NO	
12:15 South	<b></b>	0.008	0.083	0.025	NO	
13:30 North	¥	0.003	0.062		NO	
13:35 South \$		0.007	0.083	0.022	NO	
14:30 North 1		0.010	0.101	0.040	NO	
14:35 South \$		0.005	0.061	0.029	NO	
	•				NO	
	<b>J</b> .	0.013	0.322			
15:45 South	4 5	0.007	0.116	0.046	NO	
16:45 North Filling		0.011	0.034	0.021	No	
16:50 South 1	<u> </u>	0.008	0.031	0.016	NO	
17.35 North		0.009	0.191	0.049	NO	
17:40 South +	* *	0.010	0.234	0.053	NO	
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I I I I I I I I I I I I I I I I I I I	February 2013		Total Exce	eedances:	6	
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Case indo Apr. 2011 Independent Carl Market Arabit		2007 And the contraction of the state of the contraction of the Mathematical State of Sciences			dll	ec-
	g Equipment:	Cap Project - Cap Construction P DustTrak Model 8520 - Un				
Project No						nvironment and rastructure, Inc
Site Locat			2013			/ Durham Road
Arrival:	6:00 AM	Departure: 18:0	ð			Oregon 97224
		DS AMEC Project Manage		SG		503-639-3400
Average D	aily Weather Condition	s: AM - Clear warm / PM-	Sunny ho			503-620-7892
y a bala na na mangalita ka katao na a	ataloga pangang kana kana kana kana kana kana kan	an terre Silini generalisensi para presi dine i surgi i Sugi kan maha projesi da e	THE SHERE AND A THE AREA SHERE	ding (mg		Exceedance
Time	Location at Site	Current Activity			um Average	
6:40	North	Site Prep	0.008	0.029		NO
6:45	South	4 4	0.009	0.035		NO
7:45	North	Rolling out GCL Rolls		0.056		NO
7:50	South	4 4 4 4	0.010	0.042		NO
9:00	North		0.009	1.340		NO
9:05	South	+ + + +	0.016	1.050		0V
10:10	North		0.011	0.21		NO
10:15	South	+ + + +	0.006	0.14		NO
11:30	North	Rolling Geos / Sand Gmdin	0.008	0.08:	3 0.049	NO
11:35	South	+ + + + +	0.009	0.05	• • •	NO
12:40	North	* ~ / 1	0.016	0.140		NO
12:45	South		0.005	0.07	3 0.036	NO
14:00	North		0,004	0.06	0 0.0 ZZ	NO
14:05	South	+ + +	0.009	0.09	9 0.025	NO
15:20	North		0.007	0.122		ND
15:25	South	* */ * *	0.006	0.101		NO
16:30	North		0.00 5	0.07		NO
16:35	South	++/++	0.008	0.113		NO
17:30	North	Testing Gesmembrane	0.00 9	0.24		NO
17:35	South		0-00 4	0.13	2 0.047	NO
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OTES:	Date Instrument Calib	rated: February 2013		Total Ex	ceedances:	0
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		Cap Project - Cap Construction P		· 2011年1月1日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日日		
	Equipment:	DustTrak Model 8520 - Uni			Er	vironment and
Project No:		P-02 Date: June 9,	2013		Infr	astructure, Inc
Site Location		gton Page: 1 of )				Durham Road
Arrival:	6:00 A M	Departure: (B:00				Oregon 9722
MEC Field		DS AMEC Project Manage	r (Initials):	SG		503-639-340
verage Da	aily Weather Condition	s: AM - Sunny dear warm / P.	<u>m Hot cle</u>	ar_	Fax:	503-620-789
<b>國著 编制的</b> 的现在分词 的现在分词 的复数分词	<b>er tal transmis vite o</b> r <u>sontin</u> ez kolta monala e a formar a forma de transmis. Antes antes		Read	ling (mg	/m^3)	Exceedance
Time	Location at Site	Current Activity	Minimum		ım Average	(YES / NO)
6:45	North	Site Prep/Grading Sand	0.007		2 0.018	NO
6:50	South	+ + / + +	0.008	0.02	3 0.013	NO
8:00	North	Liner work / Sand / TP layer	0.014	0.035	- 0.021	NÒ
8:05	South	+ + / + +	0.010	0.028	0.016	NO
9:15	North		0.007	0.541		NO
9:20	South	+ + / + +	0.006	0. 24 9		NO
10:15	North		0.009	0.050		No
10:20	South	* * / + +	0.005	0.04		NO
11:30	North		0.007	0-085		No
11:35	South	* * / + +	0.004	0-120		NO
12:40	North		0.008	0.189		ND
12:45	South	+ + / + +	0.012	0-37		NO
13:50	North		0.007	0.22		NO
(3:55	South	++/++	0.006	0.173		NO
15:00	North	Sand / Topsoil Grading	0.007	0.098		NO
15:05	South	+ / + +	0.009	0.57		NO
16:10	North		0.005	0.086		NO
16:15	South	+ / + +	0.008	0.135		NO
17:20	North		0.0[]	0.48		NO
17:25	South	+ / + +	0.069	0.349	0.068	NO
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	Date Instrument Calib	rated: February 2013		Total Ex	ceedances:	
IOTES:	Date instrument Callb	rebluary 2013		I ULAI EX	ceeuances:	0

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for the state of t	make density with a density	Cap Project - Cap Construction	Project	200.115.004		
	Equipment:	DustTrak Model 8520 - U			E	nvironment an
Project No	4-61M-10705-1	P-02 Date: June	10, 2013			rastructure, Ind
Site Locati						/ Durham Roa
Arrival:	6:00 Am		:45			Oregon 9722
MEC Fiel		DS AMEC Project Manag	er (Initials):	SG		503-639-340
Average Da	ally Weather Condition	s: AM- Clear warm / PM	- Clear Hot	wind	Fax:	503-620-789
			Rea	ding (mg/n	າ^3)	Exceedance
Time	Location at Site	Current Activity	Minimum	Maximun	n Average	(YES / NO)
6:50	North	Grading & Material Moving	0.003	0.063	0.021	NO
6:55	South	* / + + '	0.007	0.089	0.028	NO
8:00	Worth	Liner work / Grading Work	•	0.153	0.040	NO
8:05	South	+ / +	0.005	0.246	0.053	No
9:10	North		0.006	0.301	0.061	ND
9:15	South	+ / +	0.009	0.812	0.103	NO
10:30	North		0.011	0.350	0.061	NO
10:35	South	* / *	0.006	0.120	0.029	NO
11:25	North		0.008	0.091	0.024	NO
11:30	South	* / +	0.014	0.445	0.098	NO
12:30	North	Grading Work	0.009	0.163	0.040	NO
12:35	Sonth	<b>→ + − −</b>	0.006	0.075	0.026	NO
13:40	North		0.008	0.155	0.038	NO
13:45	South	<u>+ +</u>	0.009	0,230	0.045	NO
12:40	North		0.013	0.365	0.061	NO
14:45	Sout	* *	0.011	0.205		NO
15:40	North	Liner Work		0.385	0.082	NO
15:45	South	+ +/ + +	0.008	0.179	0.061	NO
16:40	North	liner World	0.004	0.039	0.016	NO
16:45	South	1 4	0.005	0.033	0.014	No
<u> 7:50</u>  7:55	No-th South	-	0.006			NO NO
17.35	<u></u>		0.003	0.040	10.013	<u> </u>
	- Setting and Section and					-
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OTES:	Date Instrument Calib	rated: February 2013		Total Exc	eedances:	0

DAILY	<b>DUST MONI</b>	TORING REPOR	<u></u>			<u> </u>
					am	eco
		Cap Project - Cap Construction				
	Equipment:	DustTrak Model 8520 - U				nvironment and
Project No			2013			astructure, Inc
Site Locati						Durham Road
Arrival:	6:00 AM	Departure: 18.				Oregon 97224
AMEC Field	d Rep. (Initial): PI	DS AMEC Project Manag	jer (Initials):	SG		503-639-3400 503-620-7892
Average Da	ally Weather Conditions	5: AM - Cloudy windy warm [ F	M- Clear W	ind V	.XBT	003-020-7892
			Read	ling (mg/r		Exceedance
Time	Location at Site	Current Activity	Minimum	Maximun	n Average	(YES / NO)
6:45	North	Grading Sund/TS	0,007	0.198	0.06Z	20
6:50	South	+ /+	0.005	0,241	0.078	NÒ
7:50	So North	Liner Work / Grading	0.009	0.431	0,099	64
7:55	South	+ / +	0.012	0.509	0.108	NO
9:00	North		0.015	0,732	0.135	N0
9:05	South	+ / +	0.010	0.527	0.101	64
10:10	North		510.0	0.683	0.137	NO
10:15	South	+ / +	0.009	0.470	0.091	NO
11:20	North		0.019	0.289	0.083	NO
11:25	South	7 / 4	0.016	6.401	0.098	NO
Z: 45	North		0.01	0.334	0.113	NO
12:50	South	+ / +	0.014	0.384	0.068	NO
14:00	North		0.021	0.511	0,121	NO
14:05	South	+ / +	0.007	0.438	0.094	NO
15:00	North		0.008	0.422	0.088	NO
15:05	South	+ / +	0.005	0.370	0.069	NO
16:10	North		0.013	0.410	0.128	NO
16:15	South	* / *	0.012	0.512	0.135	NO
17:10	North	Gradin Clean-up	0.010	0.098	0.035	NO
17:15	Sonth	*	0.008	0.124	0.045	NO
18:20	North		0.010	0.168	0,053	N0
18.25	South	*	0.013	0.090	0.041	NO
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IOTES:	Date Instrument Calibr	rated: February 201	3	Total Exc	eedances:	0
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entitled in a case with which the contract of the second					]]]	ec-
		Sup rioject - Sup Sonstruction r				
	Equipment:	DustTrak Model 8520 - Un				nvironment an
Project No:			2,2013			rastructure, Ind
Site Locati	on: Pasco, Washin రైలిం					/ Durham Roa
Arrival:		Departure: 18:00 DS AMEC Project Manage		SG		Oregon 9722 503-639-340
AWIEC FIEL		s: Am - (lear/warm   PM - (				503-639-340
		S. AFT - ( [EM / WAFM ] FFT - (	<u>lear warn</u>	119 March	「 QA. (1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	ter to see the regarded of the assertable loop
				ding (mg/m		Exceedance
Time	Location at Site	Current Activity	Minimum		Average	(YES / NO) NO
6:30	North	Grading Sand / Rock	0.005	0.201	0.048	00
6:40	South		0.010	0.113	0.036	NO
8:00	North	Grading Sand / Rock Del.	0.03	0.182	0.038	NO
8:15	South		0.021	0.168	0.048	
10:05	North		0.013	0.170	0.051	ND
10:10	South	4 4	0.010	0.158	0.041	No
12:30	North		0.012	0.205	0.047	Nð
12:35	South	* / *	0.009	0.149	0.039	NO
13:50	North		0.018	0.160	0.052	NO
14.00	South	+ / +	0.015	0.289	0.061	NO
15:00	North		0.016	0.231	0.068	No
15:05	South	¥ / ¥	0.019	0.186	0.057	NÒ
16:00	North		0.020	0.129	0.036	NÒ
16:10	South	* / +	0.011	0.133	0.040	NO
17:05	North		0.006	0.115	0.031	NO
17:10	South	* / *	0.009	0.122	0.039	N0
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IOTES:	Date Instrument Calib	rated: February 2013	·	Total Exce	edances:	0
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		Cap Project - Cap Construction P				
Project No	Equipment: 4-61M-10705-1	DustTrak Model 8520 - Uni				nvironment and rastructure, Inc
Site Locati			, 2013			/ Durham Road
Arrival:	6:00AM	Departure: / 8:00				Oregon 9722
		DS AMEC Project Manage		SG		503-639-340
Average Da	aily Weather Condition		м.			503-620-7892
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Time	Location at Site	Current Activity	Read	ding (mg/r Maximur	n^3) n Average	Exceedance (YES / NO)
6:30	North	Site work Prep	0.004	0.035	0.0/ Z.	NO
6:35	South	+ + +	0.006	0.028	0.010	NO
7:45	North	Grading / Material Move	0.008	0.102	0.03/	NO
7:50	South	L / L J	0.007	0.088	0.028	NO
9:00	North		0.010	0.090	0.029	NO
9:05	South		0.011	0.063	0.022	NO
11:05	Nouth		0.004	0.060	0.024	NO
11:15	South		0.007	0.084	0.040	NO VO
(2:30	North		0.007	0.087	0.038	NO
12:35	South		0.013	0.115	0.051	NO
13:50	North			0.103	0.047	NO
13:55	South	+ /++	0.003	0.068	0.047	NO
5:00	North			0.052		NO
15:05	South	+	0.007	0.061	0.029	NO
16:30	North		0.006	0.073		NO
16:35	South			0.098	0.0.34	NO
17:40	North		0.011	0.092	0.027	NO
17:45	South	* / + +	0.007	0.085	0.021	No
17.13	Soura		0.00+	0.0 35	950.0	ρυ
				. –		
IOTES:	Date Instrument Calib	rated: February 2013		Total Exc	eedances:	0
0120.					ocuano 63.	0_

				a finis in the states	am	eco
	NAME: Pasco Landfill (	Cap Project - Cap Construction		道路行动建筑		こし
Monitoring	Equipment:	DustTrak Model 8520 -			Er	nvironment and
Project No:						astructure, Inc
Site Locatio			/			/ Durham Road
Arrival:	5:00	Departure: 12	35			Oregon 97224
AMEC Field	I Rep. (Initial): Pl	DS AMEC Project Mana	ger (Initials):	SG		503-639-3400
Average Da	aily Weather Conditions	s: AM - Clear, warm,	windy	and the second second second second second	Fax:	<u>503-62</u> 0-7892
a parta ana ang ang ang ang ang ang ang ang an	an guilt ann an an an an ann an an an a' an mhair an	an an a that the state of the		ding (mg	/m^3)	Exceedance
Time	Location at Site	Current Activity	Minimum	Maxim	um Average	(YES / NO)
5:30	North	Prop for Work	0.003	0.020	0.011	NO
5:35	South	+ +	0.005	0.022		No
6:50	North	Grading Site	0.011	0.12	5 0.051	No
6:55	South	+ + +	0.010	0.10	3 0.041	NO
8:10	North		0.009	0.09		NO
8:15	SoHh	4 4	0.011	0.085		NO
9:30	North		0.006	0.060		NO
9.35	South	* *	0.008	0.07		NO
10:45	North		0.008	0.05		No
10:50	South	* *	0.005	0.083		NO
12:00	North		0.009	0.09		64
Z:05	South	★ →	0.005	0.09	0 0.034	6U
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-						
					_	
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		· · · · · · · · · · · · · · · · · · ·				
IOTES:	Date Instrument Calib	rated: February 20	13	Total Ex	ceedances:	0

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					am	eco
PROJECT	NAME: Pasco Landfill (	Cap Project - Cap Construction P		al at roat		
	Equipment:	DustTrak Model 8520 - Un	it TSI-1		E	nvironment and
Project No:			7,2013		Infi	astructure, Inc.
Site Location			17 2013			/ Durham Road
Arrival:	8:00AM	Departure: / 🦿 : 2	20			Oregon 97224
		DS AMEC Project Manage	r (Initials):	SG		503-639-3400
		s: AM - Clear, warm wind PM		<del>f</del>	Fax:	503-620-7892
AND STOPPING & AMANY ON AND ST	医骨囊病 黄叶 常不知,小孩们们还能没有这些 钱 点了小儿?"此兄兄次不同的说道:"你的	enter al la companya de la companya	12. 14. 14. <u>1997</u> × 14.1 数据的数据的数据数据数据	when we the the state of the	anger of here and her A A A A A A A A A A A A A A A A A A A	医水杨林曼托四部水道 带指导进行到断点
Time	Location at Site	Current Activity		ng (mg/		Exceedance
		Current Activity			m Average	
8:40	North	Fence Work/Rock Work		0.0 68	0.028	NO
8:45		+ - +		2.071		NO
9:45	North				0.024	NO
9:50	South	* / +		0.069		NO
11:00	North			0.088		NO
11:05	South	4 / *	0.009 0	).092	0.037	00
12:15	North		0.011 0	0.090	0.040	NO
12:20	South	* / *	0.006 0	0.072	2 0.036	No
3:30	North			.067		NO
13:35	South	* / +			0.043	NO
15:00	North				0.032	NO
15:05	South				0.028	NO
16:15	North		0.010 0	092	0.040	NO
16:20	South				4 0.024	NO
7:30	North			0.041		- NO
	South			).037	-	/0
7:35		* / *	0.000 0	).034	0.014	
	-					
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					_	
				_		
NOTES:	Date Instrument Calib	rated: February 2013	To	otal Exc	ceedances:	()

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		Cap Project - Cap Construction		`		
	Equipment:	DustTrak Model 8520 - U				nvironment a
Project No:			18,2013			astructure, In
Site Locatio						/ Durham Roa
Arrival:	6:00 AM		8:45			Oregon 9722
AMEC FIELD		DS AMEC Project Manag	er (Initials):	SG		503-639-340
Average Da		s: AM - Cloudy cool [ F	<u>M - cloudy u</u>	Jarm	rax.	503-620-78
	_			ing (mg/n		Exceedanc
Time	Location at Site	Current Activity	Minimum		-	
6:20	North	Sute Prep		0.041	0.019	NO
6:30	South	+ +	0.00 6	0.045		NO
7:50	North	Finish Grading / Fencie	0.004	0.078	0.029	NO
8:00	South	+ 7 + -		0.102	0.040	NO
9:30	North		0.006	0.111	0.039	20
9:35	South			2.069	0.026	NO
0:50	North			0.099		NO
10:55	South			0.048		NO
12:20	North			0.066		NO
12:25	Serth				0.043	NO
14:00	SI-FL		<u> </u>	D, 168		NO
14:05	South			D.190	0.058	NO
16:00				0.185		NO
	North South			0.048	0.013	NO
16705						
17:30	North			0.040	0.012	NO NO
17:40	Surth		0.005 0	0.060	0.015	100
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			<b></b>			
IOTES:	Date Instrument Calibr	rated: February 2013	3 1	Total Exc	eedances:	Ø

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DAILY	<b>/ DUST MONI</b>	TORING REPOR	Г			
				NO WARD	2m	eco
			lighe i ghear 2012 (1920)		0111	てし
		Cap Project - Cap Construction P				
	Equipment:	DustTrak Model 8520 - Un				nvironment and
Project No			013			frastructure, Inc.
Site Locati		pton Page: 1 of				V Durham Road
Arrival:	7:00 AM	Departure: 8:	55		Portland	, Oregon 97224
AMEC Fiel	d Rep. (Initial): PI	DS AMEC Project Manage	r (Initials):	SG	Phone	: 503-639-3400
Average Da	aily Weather Conditions	: AM - Damp, cloudy, cool P	M-Cloudy	ool light	rin Fax	: 503-620-7892
and the second s	and a grant course in the second s	an a	2. 1	and deviates, three standard and the	shoogle hatsorbe tolk of 2xy runn scale 3000 hats	teriterskina hai-maansestationer op demonskildere
					g/m^3)	Exceedance
Time	Location at Site	Current Activity	Minimum	Maxim	um Average	(YES / NO)
		Nomitoring				
		Monit				
		h a to				
		D'a e				
		0 Auring				
	· · · · ·	Rain				
		ham?				
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		└─── <b>│</b>				
	-					
NOTES:	Date Instrument Calibr	rated: February 2013		Total E	xceedances	
NR						
- ) haine C	sound	b dust monitoring in AM.				
2) Light	rain in late atter	noon				

See this where the second second	ใสมพัฒน์เสร็จได้ส่วงคะ เป็นสุดที่สารประสบใหญ่และที่สุดทางสมารณณา และ เป็นสารประสารสำนักและสารประสารปร		alaran and heller a structure such that a such the second	La Stand the second	and the state of the		
	NAME: Pasco Landfill	Can Broi	oot - Con Construction I	Droject		am	EC ~
	Equipment:		ustTrak Model 8520 - Ur			F	nvironment and
Project No:			Date: June 20				astructure, Inc
Site Locati			Page: 1 of				/ Durham Road
Arrival:	7:55 AM	-	Departure: )6:/	5			Oregon 97224
			AMEC Project Manage		SG		503-639-3400
Average Da	aily Weather Condition	S: 4M -	Cloudy/cool/windy PM	1 - Cloudy, coo	, some	min Fax:	503-620-7892
Lefficientifien C. Chafer (1964-449) - Brit And	egalitetikon pito - épisetit to - 15 víl anno datodaránadas	ANDER PERMISSION .	entre for a second solution of the second solution of the form the second solution of the	Read	ding (mg	/m^3)	Exceedance
Time	Location at Site		Current Activity	Minimum		um Average	(YES / NO)
8:30	North	Fenci	ng install	0.010	0.198	0.052	NO
8:35	South	4		0.014	0.25		NO
9:40	North			0.012	0.861	10=	NO
9:45	South	*	4	0.009	0.66		NO
10:55	North		/ Iwigation Fast		0.75		NO
11:00	South	+	* / *	0.004	0.34		NO
12:00	North			0.012	0.170		NO
12:05	South	*	4/4	0.007	0.20	,	NO
13:30	North			0.007	0.18		ND
13:35	South	· ~	4 \ 4	0.006	0.15		NO
14:20	North			0.003	0.06		NO
14:25	Sorth	*	· · · ·	0.009	0.07	9 0.029	No No
15:50	North			0.007	0.06		ND ND
15:55	South	*	* / *	0.005	0.05	70.025	NU
		+					
					<u> </u>		
			_				
IOTES:	Date Instrument Calib	rated.	February 2013		Total E	ceedances:	0
101L0,	Date matrument Callb	aleu.	1 601001 2010				- $O$ $-$



#### APPENDIX G

Structural Fill Analytical Report

#### DRAFT

Date of Report: 05/20/13 Date Received: 05/15/13 Project: Pasco 13-038, F&BI 305281 Date Extracted: 05/16/13 Date Analyzed: 05/16/13

#### RESULTS FROM THE ANALYSIS OF SOIL SAMPLES FOR GASOLINE, DIESEL AND HEAVY OIL BY NWTPH-HCID Results Reported as Not Detected (ND) or Detected (D)

#### THE DATA PROVIDED BELOW WAS PERFORMED PER THE GUIDELINES ESTABLISHED BY THE WASHINGTON DEPARTMENT OF ECOLOGY AND WERE NOT DESIGNED TO PROVIDE INFORMATION WITH REGARDS TO THE ACTUAL IDENTIFICATION OF ANY MATERIAL PRESENT

<u>Sample ID</u> Laboratory ID	<u>Gasoline</u>	<u>Diesel</u>	<u>Heavy Oil</u>	Surrogate <u>(% Recovery)</u> (Limit 48-168)
Stock-1 305281-01	ND	ND	ND	101
Stock-2 305281-02	ND	ND	ND	98
Method Blank ^{03-916 MB}	ND	ND	ND	100

ND - Material not detected at or above 20 mg/kg gas, 50 mg/kg diesel and 250 mg/kg heavy oil.

# Analysis For Total Metals By EPA Method 200.8

Client ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Stock -1 05/15/13 05/17/13 05/17/13 Soil mg/kg (ppm	)	Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environmental Pasco 13-038, F&BI 305281 305281-01 305281-01.061 ICPMS1 AP
			Lower	Upper
Internal Standard:		% Recovery:	Limit:	Limit:
Germanium		90	60	125
Indium		75	60	125
Holmium		88	60	125
		Concentration		
Analyte:		mg/kg (ppm)		
Chromium		1.97		
Arsenic		3.24		
Selenium		<1		
Silver		<1		
Cadmium		<1		
Barium		80.3		

3.15

Lead

# Analysis For Total Metals By EPA Method 200.8

Client ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Stock-2 05/15/13 05/17/13 05/17/13 Soil mg/kg (ppm)		Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environmental Pasco 13-038, F&BI 305281 305281-02 305281-02.062 ICPMS1 AP
			Lower	Upper
Internal Standard:		% Recovery:	Limit:	Limit:
Germanium		93	60	125
Indium		79	60	125
Holmium		93	60	125
		Concentration		
Analyte:		mg/kg (ppm)		
Chromium		1.67		
Arsenic		3.20		
Selenium		<1		
Silver		<1		
Cadmium		<1		
Barium		79.4		

3.16

Lead

# Analysis For Total Metals By EPA Method 200.8

Client ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Method Blank 05/15/13 05/16/13 05/17/13 Soil mg/kg (ppm)	Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environmental Pasco 13-038, F&BI 305281 I3-262 mb I3-262 mb.015 ICPMS1 AP
		Lower	Upper
Internal Standard:	% Recovery:	Limit:	Limit:
Germanium	88	60	125
Indium	92	60	125
Holmium	95	60	125
	Concentration		
Analyte:	mg/kg (ppm)		
Chromium	<1		
Arsenic	<1		
Selenium	<1		
Silver	<1		
Cadmium	<1		

<1

<1

Barium Lead Date of Report: 05/20/13 Date Received: 05/15/13 Project: Pasco 13-038, F&BI 305281 Date Extracted: 05/17/13 Date Analyzed: 05/17/13

#### RESULTS FROM THE ANALYSIS OF SOIL SAMPLES FOR TOTAL MERCURY USING EPA METHOD 1631E

Results Reported on a Dry Weight Basis Results Reported as mg/kg (ppm)

<u>Total Mercury</u>
<0.1
<0.1

Method Blank <0.1

<b>J</b>		J			
Client Sample ID:	Stock-1		Client:	Anderson Environme	ntal
Date Received:	05/15/13		Project:	Pasco 13-038, F&BI 3	05281
Date Extracted:	05/17/13		Lab ID:	305281-01	
Date Analyzed:	05/17/13		Data File:	051710.D	
Matrix:	Soil		Instrument:	GCMS4	
Units:	mg/kg (ppi	n)	Operator:	JS	
			- -		
<b>G</b>		04 <b>D</b>	Lower	Upper	
Surrogates:	14	% Recovery:	Limit:	Limit:	
1,2-Dichloroethane	-d4	99	59	116	
Toluene-d8		94	51	121	
4-Bromofluorobenz	ene	97	32	146	
		Concentration			Concentration
Compounds:		mg/kg (ppm)	Compou	nds:	mg/kg (ppm)
-	.1		-		
Dichlorodifluorome	ethane	< 0.5		loropropane	< 0.05
Chloromethane		< 0.5		oroethene	< 0.025
Vinyl chloride		< 0.05		ochloromethane	< 0.05
Bromomethane		< 0.5		omoethane (EDB)	< 0.05
Chloroethane	_	<0.5	Chlorobe		< 0.05
Trichlorofluoromet	hane	<0.5	Ethylber		< 0.05
Acetone		<0.5		etrachloroethane	< 0.05
1,1-Dichloroethene		< 0.05	m,p-Xyle		< 0.1
Methylene chloride		<0.5	o-Xylene	<u>)</u>	< 0.05
Methyl t-butyl ethe	er (MTBE)	< 0.05	Styrene		< 0.05
trans-1,2-Dichloroe	ethene	< 0.05	Isopropy	lbenzene	< 0.05
1,1-Dichloroethane		< 0.05	Bromofo	rm	< 0.05
2,2-Dichloropropan	e	< 0.05	n-Propyl	benzene	< 0.05
cis-1,2-Dichloroeth	ene	< 0.05	Bromobe	enzene	< 0.05
Chloroform		< 0.05	1,3,5-Tri	methylbenzene	< 0.05
2-Butanone (MEK)		< 0.5	1,1,2,2-T	etrachloroethane	< 0.05
1,2-Dichloroethane	(EDC)	< 0.05	1,2,3-Tri	chloropropane	< 0.05
1,1,1-Trichloroetha	ne	< 0.05	2-Chloro	otoluene	< 0.05
1,1-Dichloropropen	e	< 0.05	4-Chloro	otoluene	< 0.05
Carbon tetrachlorie	de	< 0.05	tert-But	ylbenzene	< 0.05
Benzene		< 0.03	1,2,4-Tri	methylbenzene	< 0.05
Trichloroethene		< 0.03	sec-Buty	lbenzene	< 0.05
1,2-Dichloropropan	e	< 0.05	p-Isopro	pyltoluene	< 0.05
Bromodichlorometh	nane	< 0.05	1,3-Dich	lorobenzene	< 0.05
Dibromomethane		< 0.05	1,4-Dich	lorobenzene	< 0.05
4-Methyl-2-pentan	one	< 0.5	1,2-Dich	lorobenzene	< 0.05
cis-1,3-Dichloropro		< 0.05		omo-3-chloropropane	< 0.5
Toluene	-	< 0.05		chlorobenzene	< 0.25
trans-1,3-Dichlorop	oropene	< 0.05		orobutadiene	< 0.25
1,1,2-Trichloroetha		< 0.05	Naphtha		< 0.05
2-Hexanone		<0.5	-	chlorobenzene	< 0.25

# Analysis For Volatile Compounds By EPA Method 8260C

5		1 5			
Client Sample ID:	Stock-2		Client:	Anderson Environme	ntal
Date Received:	05/15/13		Project:	Pasco 13-038, F&BI 3	05281
Date Extracted:	05/17/13		Lab ID:	305281-02	
Date Analyzed:	05/17/13		Data File:	051712.D	
Matrix:	Soil		Instrument:	GCMS4	
Units:	mg/kg (ppr	n)	Operator:	JS	
			- T	TT	
C		0/ <b>D</b>	Lower	Upper	
Surrogates:	14	% Recovery:	Limit:	Limit:	
1,2-Dichloroethane	-04	97	59	116	
Toluene-d8		94	51	121	
4-Bromofluorobenz	ene	96	32	146	
		Concentration			Concentration
Compounds:		mg/kg (ppm)	Compou	nds:	mg/kg (ppm)
-	.1		-		
Dichlorodifluorome	thane	< 0.5		loropropane	< 0.05
Chloromethane		< 0.5		loroethene	< 0.025
Vinyl chloride		< 0.05		ochloromethane	< 0.05
Bromomethane		< 0.5		omoethane (EDB)	< 0.05
Chloroethane		< 0.5	Chlorobe		< 0.05
Trichlorofluoromet	hane	< 0.5	Ethylber		< 0.05
Acetone		< 0.5		etrachloroethane	< 0.05
1,1-Dichloroethene		< 0.05	m,p-Xyle		< 0.1
Methylene chloride		<0.5	o-Xylene	<u>)</u>	< 0.05
Methyl t-butyl ethe		< 0.05	Styrene		< 0.05
trans-1,2-Dichloroe	ethene	< 0.05		lbenzene	< 0.05
1,1-Dichloroethane		< 0.05	Bromofo		< 0.05
2,2-Dichloropropan		< 0.05		lbenzene	< 0.05
cis-1,2-Dichloroethe	ene	< 0.05	Bromob		< 0.05
Chloroform		< 0.05		imethylbenzene	< 0.05
2-Butanone (MEK)		<0.5		etrachloroethane	< 0.05
1,2-Dichloroethane		< 0.05		ichloropropane	< 0.05
1,1,1-Trichloroetha		< 0.05	2-Chloro		< 0.05
1,1-Dichloropropen		< 0.05	4-Chloro		< 0.05
Carbon tetrachloric	de	< 0.05		ylbenzene	< 0.05
Benzene		< 0.03		imethylbenzene	< 0.05
Trichloroethene		< 0.03		lbenzene	< 0.05
1,2-Dichloropropan		< 0.05		pyltoluene	< 0.05
Bromodichlorometh	nane	< 0.05		lorobenzene	< 0.05
Dibromomethane		< 0.05		lorobenzene	< 0.05
4-Methyl-2-pentan		<0.5		lorobenzene	< 0.05
cis-1,3-Dichloropro	pene	< 0.05		omo-3-chloropropane	<0.5
Toluene		< 0.05		ichlorobenzene	< 0.25
trans-1,3-Dichlorop		< 0.05		orobutadiene	< 0.25
1,1,2-Trichloroetha	ne	< 0.05	Naphtha		< 0.05
2-Hexanone		<0.5	1,2,3-Tri	ichlorobenzene	<0.25

# Analysis For Volatile Compounds By EPA Method 8260C

Client Sample ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Method Bla 05/15/13 05/17/13 05/17/13 Soil mg/kg (ppn		Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environmer Pasco 13-038, F&BI 3 03-0896 mb 051709.D GCMS4 JS	
Surrogates: 1,2-Dichloroethane Toluene-d8 4-Bromofluorobenz		% Recovery: 100 94 95	Lower Limit: 59 51 32	Upper Limit: 116 121 146	
Compounds:		Concentration mg/kg (ppm)	Compour	nds:	Concentration mg/kg (ppm)
Dichlorodifluorome Chloromethane Vinyl chloride Bromomethane Chloroethane Trichlorofluoromet Acetone 1,1-Dichloroethene Methylene chloride Methyl t-butyl ethe trans-1,2-Dichloroethane 2,2-Dichloroethane 2,2-Dichloroethane 2-Butanone (MEK) 1,2-Dichloroethane 1,1-Trichloroethane 1,1-Dichloropropen Carbon tetrachlorid Benzene Trichloroethene 1,2-Dichloropropan Bromodichlorometh Dibromomethane 4-Methyl-2-pentane cis-1,3-Dichloroprop Toluene	hane er (MTBE) ethene e ene (EDC) ne e de ane pene	$\begin{array}{c} < 0.5 \\ < 0.5 \\ < 0.05 \\ < 0.5 \\ < 0.5 \\ < 0.5 \\ < 0.5 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.03 \\ < 0.03 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < $	Tetrachl Dibromo 1,2-Dibro Chlorobe Ethylber 1,1,1,2-T m,p-Xyle o-Xylene Styrene Isopropy Bromofo n-Propyl Bromobe 1,3,5-Tri 1,1,2,2-T 1,2,3-Tri 2-Chloro 4-Chloro tert-But 1,2,4-Tri sec-Buty p-Isopro 1,3-Dich 1,2-Dich 1,2-Dibro 1,2,4-Tri	nzene etrachloroethane ene vlbenzene rm benzene enzene methylbenzene etrachloroethane chloropropane otoluene ylbenzene methylbenzene vlbenzene pyltoluene lorobenzene lorobenzene omo-3-chloropropane chlorobenzene	$\begin{array}{c} < 0.05 \\ < 0.025 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.05 \\ < 0.25 \end{array}$
trans-1,3-Dichlorop 1,1,2-Trichloroetha 2-Hexanone		$< 0.05 \\ < 0.05 \\ < 0.5$	Naphtha	orobutadiene alene chlorobenzene	<0.25 <0.05 <0.25

# Analysis For Volatile Compounds By EPA Method 8260C

Client Sample ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Stock-1 05/15/13 05/17/13 05/17/13 Soil mg/kg (ppm)	1 0	Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environme Pasco 13-038, F&BI 3 305281-01 1/5 051708.D GCMS8 VM	
Surrogates: 2-Fluorophenol Phenol-d6 Nitrobenzene-d5 2-Fluorobiphenyl 2,4,6-Tribromopher Terphenyl-d14		6 Recovery: 94 92 101 102 109 117	Lower Limit: 56 54 31 47 35 64	Upper Limit: 115 113 164 133 141 125	
Compounds:		ncentration g/kg (ppm)	Compou	nds:	Concentration mg/kg (ppm)
Phenol Bis(2-chloroethyl) e 2-Chlorophenol 1,3-Dichlorobenzen 1,4-Dichlorobenzen 1,2-Dichlorobenzen Benzyl alcohol Bis(2-chloroisoprop 2-Methylphenol Hexachloroethane N-Nitroso-di-n-prop 3-Methylphenol + 4 Nitrobenzene Isophorone 2-Nitrophenol 2,4-Dimethylphenol Benzoic acid Bis(2-chloroethoxy) 2,4-Dichlorophenol 1,2,4-Trichlorobenz Naphthalene Hexachlorobutadieu 4-Chloro-3-methylp 2-Methylnaphthaleu Hexachlorocycloper 2,4,6-Trichlorophenol	ther e e e yl) ether oylamine -Methylphenol I methane ene ne henol me ntadiene		3-Nitroa Acenaph 2,4-Dinit Dibenzof 2,4-Dinit 4-Nitrop Diethyl p Fluorene 4-Chloro N-Nitros 4-Nitroa 4,6-Dinit 4-Bromo Hexachl Phenant Anthrac Carbazo Di-n-but Fluorant Pyrene Benzyl b Benz(a)a Chrysen Bis(2-eth Di-n-octy Benzo(a)	niline thene trophenol furan trotoluene henol phthalate e phenyl phenyl ether sodiphenylamine niline tro-2-methylphenol phenyl phenyl ether orobenzene lorophenol hrene ene le yl phthalate thene putyl phthalate anthracene le nulline phenyl phthalate phenyl phthalate	$ \begin{array}{c} <3\\ <0.03\\ <0.9\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03$
2-Chloronaphthale 2-Nitroaniline Dimethyl phthalate Acenaphthylene 2,6-Dinitrotoluene		<0.03 <0.03 <0.03 <0.03 <0.03	Indeno(1 Dibenz(a	)fluoranthene l,2,3-cd)pyrene a,h)anthracene h,i)perylene	<0.03 <0.03 <0.03 <0.03

# Analysis For Semivolatile Compounds By EPA Method 8270D

Client Sample ID: Date Received: Date Extracted: Date Analyzed: Matrix: Units:	Stock-2 05/15/13 05/17/13 05/17/13 Soil mg/kg (ppm)	1 0	Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environme Pasco 13-038, F&BI 3 305281-02 1/5 051710.D GCMS8 VM	
Surrogates: 2-Fluorophenol Phenol-d6 Nitrobenzene-d5 2-Fluorobiphenyl 2,4,6-Tribromopher Terphenyl-d14		5 Recovery: 92 91 101 99 105 110	Lower Limit: 56 54 31 47 35 64	Upper Limit: 115 113 164 133 141 125	
Compounds:		ncentration g/kg (ppm)	Compou	nds:	Concentration mg/kg (ppm)
Phenol Bis(2-chloroethyl) e 2-Chlorophenol 1,3-Dichlorobenzen 1,4-Dichlorobenzen 1,2-Dichlorobenzen Benzyl alcohol Bis(2-chloroisoprop 2-Methylphenol Hexachloroethane N-Nitroso-di-n-prop 3-Methylphenol + 4 Nitrobenzene Isophorone 2-Nitrophenol 2,4-Dimethylphenol Benzoic acid Bis(2-chloroethoxy) 2,4-Dichlorophenol 1,2,4-Trichlorobenz Naphthalene Hexachlorobutadie 4-Chloro-3-methylp 2-Methylnaphthale Hexachlorocycloper 2,4,6-Trichlorophenol	ther e e e yl) ether oylamine -Methylphenol I methane ene ne henol me ntadiene	$< 0.3 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < 0.03 \\ < $	3-Nitroa Acenaph 2,4-Dinit Dibenzof 2,4-Dinit 4-Nitrop Diethyl p Fluorene 4-Chloro N-Nitroa 4,6-Dinit 4-Bromo Hexachl Pentachl Phenant Anthrac Carbazo Di-n-but Fluorant Pyrene Benzyl b Benz(a)a Chrysen Bis(2-eth Di-n-octy Benzo(a)	niline thene trophenol furan trotoluene henol phthalate e phenyl phenyl ether sodiphenylamine niline tro-2-methylphenol phenyl phenyl ether orobenzene lorophenol hrene ene le yl phthalate thene putyl phthalate anthracene le nulline phenyl phthalate phenyl phthalate	$ \begin{array}{c} <3\\ <0.03\\ <0.9\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03\\ <0.03$
2-Chloronaphthale 2-Nitroaniline Dimethyl phthalate Acenaphthylene 2,6-Dinitrotoluene		<0.03 <0.03 <0.03 <0.03 <0.03	Indeno(1 Dibenz(a	)fluoranthene l,2,3-cd)pyrene a,h)anthracene h,i)perylene	<0.03 <0.03 <0.03 <0.03

# Analysis For Semivolatile Compounds By EPA Method 8270D

Date Received:05/15Date Extracted:05/17Date Analyzed:05/17Matrix:Soil	/13	Client: Project: Lab ID: Data File: Instrument: Operator:	Anderson Environme Pasco 13-038, F&BI 3 03-0921 mb2 1/5 051707.D GCMS8 VM	
Surrogates: 2-Fluorophenol Phenol-d6 Nitrobenzene-d5 2-Fluorobiphenyl 2,4,6-Tribromophenol Terphenyl-d14	% Recovery: 99 97 106 107 116 117	Lower Limit: 56 54 31 47 35 64	Upper Limit: 115 113 164 133 141 125	
Compounds:	Concentration mg/kg (ppm)	Compou	nds:	Concentration mg/kg (ppm)
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#### **APPENDIX H**

Cap Monitoring & Maintenance Plan



# REVISED FINAL CAP MONITORING AND MAINTENANCE PLAN FOR THE PASCO LANDFILL ZONE B CAP

Pasco Landfill

Pasco, Washington

Prepared for:

#### Washington Department of Ecology

Eastern Regional Office 4601 N. Monroe Street Spokane, Washington 99205-1295

Submitted on behalf of:

#### **Bayer CropScience**

2 T.W. Alexander Drive PO Box 12014 Research Triangle Park, NC 27709

Prepared by:

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7376 SW Durham Road Portland, Oregon 97224 (503) 639-3400

December 2013

Project No. 4-61M-107051/Phase 2



## TABLE OF CONTENTS

#### Page

1.0	INTRO	DUCTION	1
2.0	PURPO	DSE	1
3.0	CAP C	ONSTRUCTION	1
4.0	MAINT	ENANCE ISSUES	4
5.0	MONIT 5.1 5.2	ORING AND MAINTENANCE         Monitoring Plan         5.1.1       Cap Surface Monitoring         5.1.2       Cap Surface Surveys         5.1.3       Drainage System Monitoring         5.1.4       Monitoring of the Perimeter Fence and Gates         Maintenance       5.2.1         5.2.2       Unscheduled Maintenance	5688999
6.0	REPOI 6.1 6.2 6.3	RTING AND RECORDS MANAGEMENT       1         Monitoring and maintenance Reports       1         Regulatory Reporting Requirements       1         Records Management       1	0 0
LIMITA	TIONS		3

#### **TABLE**

Table 1:	Monitoring Frequency	6	3
			-

#### **ATTACHMENTS**

Attachment 1 Cap Monitoring and Maintenance Form



## CAP MONITORING AND MAINTENANCE PLAN FOR THE PASCO LANDFILL ZONE B CAP

Pasco, Washington

#### 1.0 INTRODUCTION

On behalf of Bayer CropScience (BCS), AMEC Environment & Infrastructure Inc. (AMEC) has prepared this revised final Cap Monitoring and Maintenance Plan (CMMP) for the Pasco Landfill Zone B cover system (Cap). In spring 2013, the Cap was installed to reduce the threat that residual chemical constituents in soil beneath and adjacent to the former drum repository area may pose to human health or the environment by fulfilling the following objectives:

- 1. Providing a physical surface barrier between soil within cell B and potential human or ecological receptors (minimization of risk by elimination of the "direct contact" exposure pathway);
- 2. Reducing stormwater infiltration into cell B and, thereby, reducing the potential for mobilization of residual chemical constituents; and
- 3. Providing engineering and institutional controls to limit access to Zone B.

#### 2.0 PURPOSE

The purpose of this document is to establish a monitoring and maintenance program to monitor and provide for the long-term performance of the Cap. An important design criterion was reducing long-term maintenance. Even with this intent, there are a few critical components that require monitoring and may require short-term maintenance. Therefore, this program distinguishes between short-term and long-term monitoring and maintenance requirements. Additionally, this document distinguishes between scheduled maintenance (tasks performed at regular intervals), non-regularly scheduled maintenance (tasks that are periodically required but not needed regularly), and unscheduled maintenance (such as emergency repair). This planned monitoring and maintenance program describes the means and methods to ensure that the Cap elements continue to function properly, with scheduled and non-regularly scheduled maintenance tasks that will reduce the need for unscheduled maintenance.

## 3.0 CAP CONSTRUCTION

The Cap was constructed between May 20 and June 20, 2013, by AMEC and Anderson Environmental Contracting (AEC, Kelso, Washington). The Cap was designed and installed in

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accordance with Resource Conservation and Recovery Act (RCRA) Subtitle C cap requirements. See the Cap Construction Report (CCR) for Cap design and installation detail. This CMMP is Appendix H of the CCR. The Cap is composed of the following components, layered from the top to the base of the new Cap.

- Topsoil / Vegetation Layer The top 2 vertical feet of the Cap consist of a Topsoil Layer indicative of the native organic bearing soils of the region and were imported to the site to ensure the successful establishment of native vegetation and grasses. The Topsoil Layer covers the entire Cap with the 2-feet thickness and tapers out to the edges where the erosion protection rock is installed beyond the Cap. Wildlands provided the hydroseeding equipment and mix that was applied to the entire Cap and some surrounding areas (infiltration basin and surrounding work areas). Irrigation support was provided during summer 2013 to aid in the grass establishment and growth.
- Orange Construction Fencing An orange construction fencing (OCF) visual barrier was installed below the Topsoil layer to provide an initial visual indicator that this area should not be excavated. This 4-feet-high fencing material, rolled out on its side, provides complete coverage of the Cap, and extends out to the edge of liner.
- GeoFabric A standard geosynthetic GeoFabric was installed below the OCF to allow water to pass into the sand layer below while keeping the fines in the overlying Topsoil layer. The GeoFabric material covers the entire Cap out to the edge of the liner.
- 4. Sand Layer A 1-foot vertical layer of concrete sand (typical silica sand passing about 85% through a No. 8 sieve and passing about 3% through a No. 50 sieve) was installed below the GeoFabric layer to provide a permeable drainage layer between the Topsoil layer and the impermeable Geomembrane. The Sand Layer extends throughout the Cap at the minimum thickness of 1-foot vertical, and tapers out across the area between the edge of the Cap and edge of the liner.
- 5. Geomembrane The impermeable component of the Cap is the Geomembrane, which is another geosynthetic material. The Geomembrane consists of panels of HDPE 40-mil Microspike/Smooth (top side textured) rolls of 23 feet wide by 760 feet long. All of the panels were fusion-welded together in accordance with manufacturer specifications, producing double seams around all of the connecting panels. All of these seams were pressure tested at static pressures at 30 pounds per square inch (psi) and found to hold the pressure for a minimum period of 5 minutes. The geomembrane was installed over the entire Cap and out to the edges of the liner area (to the outer edge of the erosion protection rock). The Geomembrane was extended this far to provide additional protection over the Cap to mitigate lateral spreading of infiltrating precipitation.

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- 6. Geosynthetic Clay Liner The Geomembrane was placed onto a layer of geosynthetic clay liner (GCL). The GCL layer consisted of Cetco LO-Bentomat DN (double non-woven) granular clay liner, with each roll being 150 feet long by 15 feet wide. Numerous rolls of GCL were rolled out over the entire Cap and edge of liner area, and all rolls were overlapped (a minimum overlap of 6-inches) to ensure complete coverage in accordance with manufacturer requirements. All overlapping seams were dressed with additional bentonite chips between the rolls and heat treated to fuse the rolls together.
- 7. Structural Layer The largest layer/component installed in the new Cap was the structural fill material. This material consists of a ¾-inch minus clean crushed rock type material. The EPA requires a minimum of 1-foot vertical thickness of this material under the geomembrane and GCL layers. In order to develop the required grade and accommodate this minimum thickness throughout the Cap, several areas required several more feet of structural fill. During placement of the structural fill, the contractor wetted and compacted it to maintain dust control and achieve the desired compaction density. All field-density testing results were above the minimum compaction density of 90% of the proctor sample for this material, and thus determined to be adequate. The structural fill was designed to extend only out to the edge of the Cap and not to the edge of the liner extension.
- 8. Original Cap / Cover Area Prior to the installation of the current Cap, a portion of the Site was covered with a 12-mil high-density polyethylene (HDPE) liner. This area consisted of the original Zone B Drum Cell. During subsequent explorations, a large shallow excavation area was produced and the excavated materials were placed in the center of this area on the south end of the Zone B Drum Cell. This entire excavation area and stockpile, located in the center of the excavation and along the southern edge of the original HDPE liner, were covered with a set of poly covers with a variable thickness of approximately 6 mil. Sandbags were placed on this poly cover and original HDPE liner to prevent wind damage and hold them in place. AMEC provided routine inspections and repairs of these covers, as necessary. In order to minimize any contact between the material under the liner and poly covers, AMEC's design required that all of these liners and covers remain in place and be covered with the structure fill materials. This material and grade are below the structural fill material layer.

Please review to the Cap As-Built drawings (Appendix A of CCR) for the surveyed final layout of the constructed Cap. No drainage piping or leachate collection system was installed in this Cap.



## 4.0 MAINTENANCE ISSUES

Due to the predominantly static nature of this landfill Cap and the lack of a leachate collection system, typical of many caps, the maintenance issues are relatively confined to the following natural and anthropogenic origins:

- 1. Natural Damage or wear to the Cap can occur from the following natural impacts:
  - a. Wind / Rain Erosion The surface of the Cap is critical to maintain since it normally suffers the greatest impacts of weathering and the sun. Erosion and degradation can wear down the Cap surface if proper maintenance is not conducted. Erosion can lead to thinning of the slopes, potential slides on steep slopes, and silting in drainage areas.
  - b. Vegetation Degradation Vegetation is important in maintaining the surface of the Cap and protecting it from erosion. Drought conditions, disease, or animal damage are potential impacts that can damage or degrade the vegetation cover on the Cap.
  - c. Burrowing Animals The primary barrier the Cap provides over the soils is the geomembrane layer. Despite the several feet of topsoil, sand layers, geofabric, and OCF materials overlying the geomembrane, it is possible that burrowing animals could dig down to the geomembrane and breach it.
  - Material Wear If the surface layer is degraded and the underlying materials are exposed, it is possible that they could suffer permanent damage or wear from ultraviolet (UV) exposure (geosynthetics) and erosion (sand layer blown or washed away). The perimeter fencing will also degrade over time due to weathering and wind damage, and will need repairs or replacement at a future time.
  - e. Earthquake If an earthquake, slide, or other geotechnical event occurs that significantly moves or damages the Cap by differential movement of the Cap layers or geosynthetics, and causes a breach or other significant structural damage to the Cap system, repairs will be required.
- 2. Anthropogenic Damage or wear to the Cap can be caused by people via the following:
  - a. Vandalism Vandalism to the perimeter fencing or rough driving on the surface of the Cap can degrade or damage the Cap and require repairs.
  - b. Road Wear The Cap was designed with a perimeter protection rock drainage around the Cap that was engineered to serve as an access roadway, with entry and exit points at the north and south ends of the Cap.



Additional events or interactions at the site may adversely impact the Cap, but were not considered significant enough to list as a viable concern. The prescribed monitoring and maintenance program described below will result in minimization of risk to the Cap.

#### 5.0 MONITORING AND MAINTENANCE

The following sections provide guidance for the personnel responsible for monitoring and maintaining the Cap and the Zone B Site.

Field personnel will gather and convey information regarding the current site conditions and functionality of the Cap components to engineering staff and management for evaluation. Monitoring tasks include, but may not be limited to:

- Visual observations, with written records logged in field notebooks or on specific forms;
- Photo-documentation with a still camera or video recorder; and
- Conducting a performance topographic survey of the site, by a licensed surveyor, to confirm current grade/condition of the Cap.

The Cap monitoring is intended to occur at regular intervals; however, the frequency may be varied to adapt to unexpected conditions or significant changes.

Regularly scheduled maintenance tasks are to provide for the continued performance and function of the Cap design, and non-regularly scheduled maintenance tasks are to restore the Cap function to its designed purpose.

## 5.1 MONITORING PLAN

The Cap components to be monitored are described in this section. The monitoring frequency of the Cap components is provided in Table 1. Results of the monitoring events will be recorded on Monitoring and Maintenance Forms (Attachment 1), and will be included in quarterly Monitoring and Maintenance Reports (described in Section 6).



Cap Component	Quarterly ¹	As Needed
Cap Surface	Х	
Cap Surface Survey		х
Erosion Protection Rock	Х	
Drainage System	Х	
Fence and Gates	Х	

#### Table 1: Monitoring Frequency

Notes:

¹ Short-term monitoring frequency for the first 2 years after installation. After two years, inspections will occur on a semiannual basis.

#### 5.1.1 Cap Surface Monitoring

Routine monitoring of the Cap surface and surrounding area provides information regarding the overall performance of Cap components. Key times for monitoring are after the last frost in spring and in early fall. Monitoring events at these times offer a good opportunity to observe vegetation and erosion conditions and to implement repairs, if necessary.

Cap monitoring observations are to be recorded on the Monitoring and Maintenance Form in Attachment 1. Visual monitoring is to be performed in a manner that allows for observation of the entire Cap. A serpentine walkover pattern, with no greater than 10 feet between passes, across the surface is recommended. Monitoring staff are to look for the following indications that the integrity and function of the Cap may be compromised:

- Poor health of the vegetation, or significant changes (absence or large die-off) in the vegetation coverage;
- Subsidence, surface grade (soil tensile) "cracking", or changes to final grading;
- The presence or evidence of standing water or ice on the surface of the Cap;
- Erosion of, or rill development in, topsoil on the Cap;
- Erosion of the surrounding property that affects, or may eventually affect the Cap;
- Soil sliding or sloughing into the perimeter rock layer; and
- Holes, mounds, or other evidence of burrowing animals.

Growth density of native vegetation (grasses) varies. Assessment of the general health of the vegetation must take this into consideration. Comparison of the density to local native density may be an indicator of the relative health of the vegetation. Excessive or lagging grass growth and/or

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the presence of new types of plants (i.e., shrubs, vines, trees, brush, etc.) must be reported. Tumbleweed density will be monitored, and control measures such as physical removal will be required if levels increase and threaten establishment or continued growth of the desired native grasses and forbs. In order to make a reasonable comparison with prior visual monitoring events, the monitoring staff shall take, at a minimum, digital photographs of the Cap from all four sides from a distance sufficient to show the entire Cap and fenced area. Prior monitoring event photographs shall be chronologically ordered in a report binder. The report binder shall consistently be used in the field to allow for a uniform comparison of past Cap conditions with the current conditions.

Subsidence is an important issue for the integrity of the Cap; therefore, monitoring staff are to perform visual observations quarterly for the first 2 years after installation. This short-term frequency will allow for the timely correction of issues prior to the emergence of problems. Monitoring staff are to pay special attention to the condition of the grades, the formation of depressions, and to the presence or evidence of pooled water or ice, which may indicate an area of subsidence. As with the other information gathered during monitoring events, evidence of subsidence is to be documented for inclusion in quarterly Monitoring and Maintenance Reports. Additionally, timely notification of the engineering staff or management is to be made if there is confirmed or suspected subsidence. Visual evidence of subsidence, depression, or rise in the Cap grade shall be documented with digital photographs. The photographs shall be taken up close and from a distance (and annotated) in order to show the location of the issue. The approximate dimensions of the subsidence, depression, or rise (length, width, depth) shall be measured and recorded in the field.

When monitoring the Cap surface for evidence of erosion, special attention is to be given in areas where water may converge or concentrate and at points along slopes where runoff water volume or velocity may increase. Soil accumulation in the Erosion Protection Rock along the perimeter may be an indication of erosion by water or by wind. The type of erosion and its severity may be evaluated by the type of material (i.e., gravel, sand, silt, clay) and the depositional pattern. Therefore, observation of soil deposition within the Erosion Protection Rock should be photodocumented (with location information), and drawn/diagrammed in the monitoring event binder with a written description.

Burrowing animals may cause damage to the Cap by burrowing through the geotextile fabric, the geomembrane, and the GCL layers. Burrowing may also initiate surface or subsurface erosion by water or wind. Monitoring staff are to be aware of, and able to identify, burrows and signs of burrowing animals. Timely notification of the engineering staff or management is to be made if



evidence of burrowing is observed. If evidence of burrowing animals is observed, proper steps need to be taken to alleviate the presence of these animals.

## 5.1.2 Cap Surface Surveys

A baseline survey was conducted at the completion of the Cap installation. Future surveys will be conducted at the discretion of the project manager and Washington Department of Ecology (Ecology) if future evidence of potential subsidence or Cap deformation is observed. The surveyor utilized the two existing survey monuments as survey base-points, and designated a set of ten points to represent a series of points that can be used for comparison in future surveys. The surveyor will be required to prepare a table after each survey, which will allow comparison of the data obtained to previous survey data, and to provide for a drawing of the area with contour lines at 1-foot intervals. The resulting data and drawings are to be included in the quarterly Monitoring and Maintenance Report, if applicable.

## 5.1.3 Drainage System Monitoring

An important component of the Cap system is the sand drainage layer. The function of the sand drainage layer is to remove water that infiltrates through the overlying soil cover. The drainage layer is made of a 1-foot thick layer of sand, abutted at the Cap edges by drainage channels containing crushed rock. The drainage system outlet is to be monitored for damage due to animals, and evidence of localized erosion patterns.

A visual inspection of the infiltration pond shall also be conducted during site visits to ensure that any significant sediment deposition or excessive vegetation growth has occurred. If either of these issues is identified, remedial efforts will be implemented to keep the infiltration basin open and properly graded to accept runoff.

## 5.1.4 Monitoring of the Perimeter Fence and Gates

The fence and gates will be monitored quarterly for the first two years, and biannually thereafter. Deficiencies to be noted during the fence monitoring include, but are not limited to:

- Inoperative gates or gate locks,
- Rust and deterioration of the fence,
- Breaks in or damage to the chain link,
- Loose or missing barbed wire,
- Frost jacking or heaving of fence posts,



- Vandalism or cuts in the fencing or posts,
- Holes, burrowing or tunneling in the soil directly below the fence, and
- Lack of warning signs, or imminent failure of sign components.

## 5.2 **MAINTENANCE**

The following sections present recommended procedures for coordinating and performing nonregularly scheduled and unscheduled maintenance. Regularly scheduled maintenance should not be needed. Maintenance will be coordinated by the Owner or the Owner's representative and should not be initiated without written approval

## 5.2.1 Non-Regularly Scheduled Maintenance

Vegetation is initially expected to require non-regularly scheduled maintenance. Short-term irrigation was conducted during the 2013 summer season after hydroseeding to promote growth of the vegetative cover. To promote adequate establishment of the vegetation cover, isolated reseeding during the first 2 or 3 years of growth may be required, and areas may need to be reseeded or repaired due to damage from natural events. If vegetation is observed within the infiltration basin, action may need to be taken to remove the vegetation. Approach or service roads that afford access to Zone B may need occasional maintenance. Initiation of all maintenance should be through observations made during the monitoring process, and coordination of the activity should be accomplished with input from management.

## 5.2.2 Unscheduled Maintenance

To limit unscheduled maintenance, strategy planning and contingency planning is appropriate. The cost of a necessary repair can often be reduced through early problem identification, and the timely notification of management. A detailed list of seed mix specifications, top soil specifications, piping supplies and geosynthetics (geotextile, geomembrane, and GCL materials), and supplier contact information, is included as an attachment to this CMMP, and should be kept with the field monitoring binder to expedite acquisition of these materials. Any maintenance activities required based on inspections must be reported to Ecology before or as soon as practicable after the maintenance activity is completed.

Evidence of poor growth of native grasses and forbs may require additional maintenance including spot reseeding, application of fertilizer, or watering under prolonged drought conditions during the first 2 to 3 years after cap construction. Tumbleweed and other invasive non-native species may require control measures until native grasses are sufficiently established to inhibit their growth. Need for control measures will be considered after spring inspections, and physical removal will be

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performed if non-native species threaten establishment or continued growth of intended species on the vegetated layer of the cap. It is currently anticipated that one round of tumbleweed removal will be conducted in spring 2014, and tumbleweed density will be monitored during routine quarterly inspections starting after the removal.

## 6.0 REPORTING AND RECORDS MANAGEMENT

Reporting requirements for this CMMP include an annual report submitted to the Ecology. This report is described later in this section. Anomalies or nonroutine required maintenance activities must be reported to BCS and Ecology as soon as practicable after being noted.

#### 6.1 MONITORING AND MAINTENANCE REPORTS

Based on the monitoring frequency provided in Table 1 (quarterly for the first 2 years, and semiannually thereafter), the monitoring event personnel will complete Monitoring and Maintenance Reports (Attachment 1) documenting the results of the monitoring events as prescribed in this plan, and the status of any maintenance performed during the reporting period. The reports will be submitted to BCS. BCS, the engineering staff, and management will evaluate the monitoring event reports and produce a maintenance schedule for coordination of the maintenance and repairs. Monitoring reports and associated documentation (photographs, vendor receipts, costs, emails, etc.) shall be placed in a monitoring event binder in chronological order.

## 6.2 **REGULATORY REPORTING REQUIREMENTS**

Reports for submittal to Ecology will include copies of completed monitoring reports, the photographic log, a brief summary of the condition of the Cap components, and a description of any repairs performed. The reports shall be submitted to Ecology in late September on an annual basis with a brief summary letter.

## 6.3 RECORDS MANAGEMENT

Copies of the following documents will accompany monitoring personnel during site visits:

- A copy of this document;
- Prior photographs (for site visual comparisons);
- As-built construction plans and final photographs; and
- Prior field monitoring reports/forms.

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Documentation for operations and maintenance will consist of routine field forms, photographic logs, maintenance and repair reports, regulatory correspondence, and all associated documents concerning repairs or work at the site. Details that need to be included in the routine forms are listed below:

- Field Reports The field reports will be the standard baseline inspection work at the site and will be conducted on a quarterly basis for the first two years after cap construction, and on a semiannual basis thereafter. The field reports will document, at a minimum, the following information:
  - a. Date, time (arrival and departure), name(s) of field personnel, company name.
  - b. A map of the entire Cap area with perimeter fence so maintenance/repair issues can be identified and noted on the map.
  - c. Section for listing any signs of visible wear or damage on the Cap, including vegetation die off, erosion, damage, etc.
  - d. Section listing the elevation points on the Cap and along the perimeter fencing (datum points) and the measured current elevations. This data can be compared to past data to determine if settling is occurring and where if any.
  - e. Section detailing any observations concerning burrowing animals location on the site, potentially type of animal, size of damage, and extent of damage at each location.
  - f. A general notes section to provide the field personnel a location to discuss any other topics or issues identified during the visit that are not covered on any of the standard field forms.
  - g. Fence Inspection the field personnel will inspect the entire perimeter fence, gates, and barbed wire for maintenance issues or repair. Any issues observed will be located and marked on the field form map and a description of each location prepared. The description should include the nature of the issue, extent, and recommended remedy. Photographs of each issue should be taken to show the damage and location of the damage.
  - h. Roadway Inspection the field personnel will inspect the access roadway, site loop road, interior access road, Cap perimeter road, and Cap access points. The field report should include a section that documents any erosion, damage, or degradation of the roadways with the location, nature, and extent of the issue. Photographic documentation should be used to show the extent of the issue and its location. The report should also include a recommendation for remedy and next course of action.



- 2. Emergency Repairs Documentation of any emergency repair should always be conducted in a proper fashion in a safe manner. All repairs will be documented in the same manner as detailed in the Maintenance and Repair Log below (6).
- 3. Photograph Log A photograph log should be maintained in chronological order with photographs and descriptions/notes of each. Each visit should include at a minimum four pictures taken at the same location to use as a consistent basis for site comparison. If repair or maintenance issues are observed, clear digital photographs of each issue should be taken to document the issue. The photograph log should be kept in a binder and electronically in PDF and jpg file formats with the inspection date on the file name.
- Maintenance and Repair Log A maintenance and repair log should be kept to chronologically document the ongoing and past repairs and work conducted at the Cap. Each event should be documented daily to include the following details:
  - a. Date, time of work (arrival and departure), inspection personnel, vendor, or contractor name, and size of crew.
  - b. Record of health and safety meeting/plan and any safety incidents during the work.
  - c. Description of work conducted during the day including materials and equipment used and the location of the work.
  - d. Any testing results of the maintenance or repair work.
  - e. Any changes to the work scope due to unforeseen conditions and how the change was approved and implemented.
  - f. Any other additional information that is pertinent to the work and requires documentation, including photo-documentation.
- 5. Regulatory Correspondence A binder of regulatory correspondence should be kept to chronologically record all interactions with the regulatory agency to help provide information on the ongoing perspective of the regulatory agency (Ecology, EPA, etc....as necessary). These include letters, faxes, emails, and telephone logs. All of these documents should also be scanned to PDF and electronically kept with filenames that include the correspondence date.

This documentation is intended to be a minimum requirement to properly keep track of the activities, inspections, observations, and repairs implemented at the Site.



## LIMITATIONS

This plan was prepared exclusively for Bayer CropScience by AMEC Environment & Infrastructure, Inc. (AMEC). This Cap Monitoring and Maintenance Plan is intended to be used by Bayer CropScience for Zone B of the Pasco Landfill in Pasco, Washington only, subject to the terms and conditions of its contract with AMEC. Any other use of, or reliance on, this report by any third party is at that party's sole risk.



#### ATTACHMENT 1

Cap Monitoring and Maintenance Forms

# Cap Monitoring Form

SITE NAME: SITE LOCATION:	Pasco Land Pasco, Was		-			Environment &
Project No:	4-61M-107	_		]		Infrastructure, Inc.
Site Location:	Pasco Lanc	lfill, W	ash.	Date:		7376 SW Durham Road
Arrival:				Departure:		Portland, Oregon 97224
AMEC Field Rep. (r	name):			AMEC Project Manag	ger (Initials): SG	Phone: 503-639-3400
Weather Condition	s:			•		Fax: 503-620-7892
COVER SYST	EM					
Evidence of:	Yes	No		describe evidence a hotos (log on Page 3		enance or repair, and
Erosion						
Settlement						
Depressions						
Rises						
Rills						
Rutting						
Potholes						
Standing Water						
Ice						
Surface Cracks						
Other						
Comments:						

#### **Cap Monitoring Form** amec SITE NAME: Pasco Landfill Zone B Cap SITE SECURITY / ACCESS If yes, describe evidence and needed maintenance or repair, and Evidence of: Yes No take photos (log on Page 3): Inoperative Gates/Locks Damage/Rust/Deterioration to Chain-link Fence or Barbed Wire Frost-Jacking or Heaving of Fence Posts Vandalism to Fence or Posts Penetrations or Tunneling Below Fence Human Encroachment (trash, fire pits, tire/footprints, etc) Missing or Damaged Site Signage Deterioration of or Damage to Road Other

Comments:

## **OTHER**

Evidence of:	Yes	No	<i>If yes, describe evidence and needed maintenance or repair, and take photos (log on Page 3):</i>
Erosion or Other Activity on Surrounding Properties that may Affect Cap Function or Stormwater Infiltration			
Vegetation Growth in Infiltration Basin			
Damage to Approach or Service Road			
Other			
Comments:			

Сар	Monitoring	Form

#### SITE NAME:

Pasco Landfill Zone B Cap

## PHOTOGRAPH LOG

Photo No.	Description
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	



CAP M	AINTENANCE /	REPAIR LOG	amec [®]
SITE NAME:		ЗСар	
SITE LOCAT Project No:	FION:         Pasco, Washington           4-61M-10705-1 P-02	Date:	Environment & Infrastructure, Inc.
Site Locatio		Page: 1 of 2	7376 SW Durham Road
Arrival:		Departure:	Portland, Oregon 97224
	Rep. (Initial):		SG Phone: 503-639-3400
Average Dai	ly Weather Conditions: AM		Fax: 503-620-7892
Descriptic	on of Maintenance / Repa	air Task:	
•	·		
FIELD RE	PORT NOTES		
Time:	Field Notes:		

# CAP MAINTENANCE / REPAIR LOG

SITE NA			
	CATION: Pasco, Washing		Environment &
Project			Infrastructure, Inc.
Site Loo	cation: Pasco Landfill, Wa	¥	7376 SW Durham Road
Arrival:		Departure:	Portland, Oregon 97224
	Field Rep. (Initial):	AMEC Project Manager	
Average	e Daily Weather Conditions:	AM - PM	I- Fax: 503-620-7892
Equipn	nent Used	Material Information	
Testing	g / Results		
Change	es/Deviations to Work Pla	n	
1)			
	er Name:	Approv	ver Signature
2)			
Approvo	er Name:	Approv	ver Signature
Health	and Safety		
Near Mi			
Accide	nts		
Actio	n		
Hoalth	and Safety Tailgate		
	s Identified:	Hazard Miti	ination
1)	sidentined.	1)	igation
2)		2)	
3)		3)	
4)		4)	
Time	Company	Name	Signature

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