

**Hamre, John G.**

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**From:** Fahn, Patrick J.  
**Sent:** Tuesday, October 14, 2008 8:14 AM  
**To:** Hamre, John G.  
**Subject:** FW: PSC CASE NUMBER PU-06-421  
**Attachments:** South Spread Report 10-9-08 PU-06-421.pdf

John - please docket in 06-421 from KLJ and then forward to Commissioners, PUD and Legal

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600 E Boulevard  
Bismarck ND 58505-0480  
Fax: (701) 328-2410

-----Original Message-----

**From:** Dave Opdahl [<mailto:dave.opdahl@kljeng.com>]  
**Sent:** Tuesday, October 14, 2008 8:02 AM  
**To:** Fahn, Patrick J.  
**Cc:** Mark Anderson  
**Subject:** PSC CASE NUMBER PU-06-421

Please disregard my previous e-mail and the attachment sent yesterday at 5:11 PM. I neglected to include all of the pages.

The attached report is complete.

Sorry for the inconvenience.

David Opdahl  
Engineering Technician  
Municipal Group  
Kadrmass Lee & Jackson, Inc.  
701-845-4980

PSC CASE NUMBER: PU-06-421

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DAILY REPORT

Job Site: SOUTH SPREAD

Date: 10-9-08

Location and  
Operations Observed:

MP 146.2 TO 148.3 INSTALLING  
DE-WATERING DRAIN TILE. BORING  
UNDER I-94.

General Notes:

ACTING ON COMPLAINTS/COMMENTS FROM  
KLIEN'S & STARKE'S, I LIMITED MY INSPECTIONS  
TO ACTIVITIES AROUND I-94.

RAMONA KLIEN HAD SPOKEN TO MARK ANDERSON  
ABOUT THE AMOUNT OF TOPSOIL BEING  
STRIPPED. SHE SAID THAT THE FILE OF  
TOPSOIL WAS MUCH SMALLER THAN WHAT WAS  
STRIPPED FROM OTHER PROPERTY. UPON  
INSPECTION, I OBSERVED THAT A STRIP APPROX-  
IMATELY 15' WIDE AND 12" DEEP HAD  
BEEN STRIPPED IN ORDER TO TRENCH  
FOR A DEWATERING TILE. THE

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DAILY REPORT (Cont.)

Date 10-9-08

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REMAINDER OF THE EASEMENT HAD  
NOT YET BEEN STRIPPED.

AT MP 146 (±) A CREW WAS WORKING ON  
INSTALLING PUMPING EQUIPMENT.

AT MP 147.2 A CREW WAS BORING UNDER  
I-94. THE FOREMAN TOLD ME THAT  
ALL THEY WERE GOING TO DO WAS  
"SHOOT" UNDER INTERSTATE AND LEAVE  
THE ROD IN PLACE FOR ANOTHER CREW.

NEAR MP 146.5 A STOCKPILE OF PIPE  
WAS INSPECTED. RICHARD STARKE WAS  
CONCERNED THAT THE EXPOSURE OF THE  
PIPE WAS CAUSING RUST AND AFFECTING  
THE THICKNESS OF THE PIPE.

ACCORDING TO UNIVERSAL ENSCO (RACER HUTCHENS)  
THE INTERIOR OF THE PIPE IS INSPECTED,  
CLEANED AND PURGED PRIOR TO COMMISSION.

THESE PROCESSES INCLUDE A MECHANICAL BRUSHING OF THE PIPE. HE ALSO EXPLAINED THE PROCESS FOR COATING THE EXTERIOR BARE METAL AT JOINTS. AFTER WELDING, SLAG AND SPATTER ARE REMOVED WITH A WIRE BRUSH. SANDBLASTING CLEANS THE RUST FROM THE PIPE AND PREPARES THE FACTORY APPLIED EPOXY FOR RECOATING. AFTER CLEANING, AN INITIAL "WRAP" OF EPOXY IS FIELD APPLIED PRIMARILY TO THE BARE METAL. A SECOND WRAP FOLLOWS, COVERING THE PREVIOUS WRAP AND FACTORY EPOXY.

IN ATTEMPT TO DUPLICATE THE CLEANING PROCESSES INSIDE AND OUT, I USED A DRILL WITH A STIFF WIRE BRUSH TO REMOVE THE RUST FROM THE STOCKPILED PIPE TO DETERMINE THE THICKNESS OF THE PIPE. I CHOSE TO CLEAN/MEASURE THE INVERT OF THE PIPE BECAUSE OF THE LIKELYHOOD THAT REPEATED

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DAILY REPORT (Cont.)

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OXIDATION PROCESSES HAD OCCURED.

IN ALL CASES THE STAMPED THICKNESS  
WAS 0.386". 3 LOCATIONS WERE MEASURED,  
CLEANED, AND RE-MEASURED.

	THICKNESS	THICKNESS
LOCATION 1	0.392" (INITIAL)	0.390" (POST-CLEAN)

LOCATION 2	0.397"	0.395"
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LOCATION 3	0.398"	0.395"
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ALL MEASUREMENTS WERE TAKEN WITH A  
DIGITAL CALIPER ACCURATE TO 1/2 OF ONE-  
THOUSANDTH.

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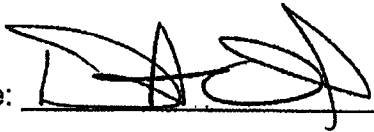
Date 10-9-08

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The following deviations from the finding of facts were found:

- NONE -

Signature:



Print Name:

DAVID O'FAHL