

UNIT LOG	1. Project Name Canyon Lake Dam Repair	2. Date Visited 09/17/10	3. Visited: Canyon Dam via Trail #525
	4. Project Area Canyon Dam	5. Date Prepared 09/20/10	6. Name and Position Marty Almquist/Monitor
7. Parties Involved			
Name		Position	
John Dayton		Hydrometrics Inc. (CCID Contracted Engineers)	
Adam Pummill & Curtis Robertson		Patterson Enterprises (Subcontractors)	
Marty Almquist		Bitterroot NF Monitor	
8. Activity Log			
Activity Reviewed	<p>Hiked into Canyon Dam, starting from trailhead about 9 AM. No signs posted at trailhead. No other vehicles at trailhead.</p> <p>The first helicopter came overhead at 10:08 when I was about 1 ½ miles in. Second came over at 10:45, 3rd at 11:00, 4th at 11:10, 5th at 11:20 and 6th at 11:30. All but one pass was pretty much overhead on the trail.</p> <p>Arrived on-site about 12:20. Bobcat and equipment/materials were positioned on north side of dam. Met John, Adam & Curtis in the process of setting up camp. R&R Conner Aviation was contracted to fly them in from the Sorenson ranch and John felt they had done a much better job with sling loads than other folks he's dealt with. R&R has contracted FS logging jobs and is familiar with noxious weed mitigation measures.</p> <p>Dome tents were being set up about 100' north in the trees where MCC camped previously. Kitchen tarp was being set up on north side of dam (appreciated use of tree-saver straps). Didn't discuss latrine - with small group & short duration, the cathole method made sense and John's been involved in multiple Canyon projects.</p> <p>John walked me around the project area. The sinkhole appeared to be about 6' in diameter and had a liner installed earlier in the summer to reinforce the upstream face. John said they intend to dig trenches on both abutments (100' on north side & 50+' on the south side) to tie a liner/bentonite layer into the previous project structure. He anticipated there was 3-4 days work. He planned to hike out Saturday to watch his son run in a marathon, and Mike Ulrich would be passing him on the trail hiking into camp.</p> <p>He then showed me the monitoring guage on top in the middle of the dam that has a sensor running down to the inlet. He said they had concreted in place a hot-water heater left in the previous work project – it 's purpose is to deflect any logs that might hit the monitoring structure if the dam is over-topped. He had been instructed to bring this out as part of the work project and we discussed "trading" for a 55-gallon drum filled with as much old (not historic value) dam-related material as possible, rather than asking them to tear out the water heater.</p> <p>We looked at a proposed spill containment area for fuel containment in the</p>		

	<p>spillway. He planned to dig a shallow hole and line it for storing fuel cans. It is located near the work vicinity and about 100' from the lake. Since the work project is short-term, this seemed a practical location with minimal ground disturbance.</p> <p>John showed me the notice he had brought up to post on site and said he had also posted the trailhead (after I had started up the trail).</p> <p>I took a number of photos, then walked around the lake to check campsites. I left the lake about 2 PM. When I got out to the trailhead, I saw the notice John had posted on the first bulleting board. There were three other vehicles at the trailhead (at least one associated with the work project) but I encountered no general public the entire day.</p>
9	Findings and/or Recommendations
Mitigation #4	<p>Avoid flying directly over trails (not accomplished) – pilot may not have been aware of mitigation, trail could be hard to see in timbered terrain and/or narrow canyon may make this mitigation unfeasible).</p>
10. Prepared By:	
Marty Almquist	