



HIGHWAY FACTORS GROUP CHAIRMAN'S
FACTUAL REPORT

Highway Attachment -ITD Work Zone Inspector

Diaries and TCM Diaries

Boise, Idaho

HWY18FH015

(156 pages)

Standard Construction Diary



Key Number	Date	Inspector's Name (Initial if Filling Out Electronically)
19289	5/31/2018	Blaine Schwendiman

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Notes

Contractor (Penhall) was at AD-111s at 8PM getting ready for the nights operation. Met with Jon Mensinger and Steve Erickson at AD-111s. They introduced me to the contractor Superintendents. TTC was in place at 10PM.

Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 4-Self Propelled Saws, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1 Self Propelled Broom, 1-6 Wheeled Dump Truck, 2-Service Trucks. Approximately 20 employees on site. Drove through the project to verify the TTC was correct and appeared to be set properly. Counted the transverse joints from Sta 0+00 to 74+00 for a total of 498. Each joint material removed from Lane 1 and half of Lane 2 for a length of 18 feet. This calculates to be 8,964 LF of traverse joint removed. Contractor stopped working at approximately 4:30AM. Traffic control removed and lanes open at 5AM.

Weather Conditions and Temperatures		Time Contractor Started Work	Time Contractor Stopped Work
Cloudy, Cool		10PM	5AM
Contractor	Chargeable Days	Date and Day of Week	
Panhall Company	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	5/31/2018 - Thursday	
Inspector's Signature		Reviewer's Signature	
Project Number	Project Location	Key Number	Diary Number
A019(289)	I-84, Five Mile to Orchard & Ramps, Boise	19289	1

Standard Construction Diary



Key Number 19289	Date 06/01/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Contractor (Penhall) was at AD-111s at 8PM getting ready for the nights operation. Spoke with Penhall, (Scott, Bob & Bruce) on the closure of the 50B and 50A off ramps for Saturday work. They told me it would be for a short duration to get the joints cleaned and reopened. I informed them that the closures would be acceptable, but stressed to them that this would be dependant on the amount of traffic at the time and duration of the closures. TTC was in place at 10PM. Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 4-Self Propelled Saws, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1 Self Propelled Broom, 1-6 Wheeled Dump Truck, 2-Service Trucks. Approximately 20 employees on site. Drove through the project to verify the TTC was correct and appeared to be set properly. Each joint material removed from Lane 1 and half of Lane 2. Contractor stopped working at approximately 4:00AM and equipment off project at 4:30AM. Traffic control removed and lanes open at 5AM.

Weather Conditions and Temperatures Cloudy, Cool		Time Contractor Started Work 10PM	Time Contractor Stopped Work 4:30AM
Contractor Panhall Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/01/2018 - Friday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 2

Standard Construction Diary



Key Number 19289	Date 06/02/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Contractor (Penhall) was at AD-111s at 8PM getting ready for the nights operation. Verified that the nights operation was to remove joint material from Lanes 2, 3, & 4 and ramps 50B and 50A. TTC was in place at 10PM. Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 5-Self Propelled Saws, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1 Self Propelled Broom, 1-6 Wheeled Dump Truck, 2-Service Trucks. Approximately 20 employees on site. Drove through the project to verify the TTC was correct and appeared to be set properly. At the initial TTC lane merges the traffic slowed but maintained moving consistently. Traffic reduced later (approximately 11:30PM) and flowed without interruption. A spawled area was identified near the taper of the off ramp (50B). Spoke with Penhall who suggested filling with epoxy. I told him that I would need to have a conversation with the engineer to determine acceptability. Off-Ramp 50B was closed at 2:15AM and reopened at 3:00AM. Off-Ramp 50A closed at 3:00AM. Traffic was light and the exit did not get reopened timely. I spoke with the contractor to get the exit opened. He communicated to the crew the need for this ramp to get reopened. The ramp was opened shortly after at 5:45AM. Counted the number of transvers joint to be 541 total. Contractor stopped working at approximately 6:30AM and equipment off project at 7:15AM. Traffic control removed and lanes open at 9AM.

Weather Conditions and Temperatures Clear, Warm		Time Contractor Started Work 10PM	Time Contractor Stopped Work 7:15AM
Contractor Panhall Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/02/2018 - Saturday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 3

Standard Construction Diary



Key Number 19289	Date 06/05-06/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Took these days off. Did not work on project.

Weather Conditions and Temperatures Clear, Warm		Time Contractor Started Work	Time Contractor Stopped Work
Contractor Panhall Company	Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/05-06/2018-Tuesday, Wednesday	
Inspector's Signature	Reviewer's Signature		
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 6

Standard Construction Diary



Key Number	Date	Inspector's Name (Initial if Filling Out Electronically)
19289	06/07/2018	Blaine Schwendiman

Notes Arrived at the office to prepare for the nights work. Met with Jon Mensinger to review the previous nights work. Appears joint sealing was not going well due to sealant machines not being setup correctly. Jon felt that the contractor did get the machines working correctly. During my conversation with Jon, the contractor called and notified us that they would not be working due to the rain causing conditions to be too wet for the scheduled operation. I remained at the office to catch up on diaries and to respond to issues with other projects.

Weather Conditions and Temperatures	Time Contractor Started Work	Time Contractor Stopped Work	
Rain, Cool			
Contractor	Chargeable Days	Date and Day of Week	
Panhall Company	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	06/07/2018-Thursday	
Inspector's Signature	Reviewer's Signature		
Project Number	Project Location	Key Number	Diary Number
A019(289)	I-84, Five Mile to Orchard & Ramps, Boise	19289	7

Standard Construction Diary



Key Number 19289	Date 06/08/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:00PM. The contractor (Penhall) was getting ready for the nights operation. Verified that the nights operation was to finish the joint seal for Lane 1 WB. TTC was in place at 10PM. Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 2-Hot Pots with sealant material, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1-6 Wheeled Dump Truck with a trailer hauling solid sealant material, 2-Service Trucks and a diesel powered air compressor. Approximately 22 employees on site. Drove through the project to verify the TTC was correct and appeared to be set properly. Traffic flowed without interruption. Identified to the contractor (Bob) that the backer rod in some areas was at the top of the joint. He stated that this was not the correct way for it to be installed and corrected the issue. Identified to the contractor (Bruce) an area that the compression seal had not been removed and a spawl area that had not had the joint cut. Contractor used a hand held power saw to cut the joints clean and installed backer rod as required. Counted the transvers joints to be 7,884 feet in length. The logitudinal joints measured for length of 18,708 feet in length. The total joint length sealed is 25,592 feet. The contractor informed me that they had stated previously that they plan to close the Milwaukee Ramp on Tuesday Night. I told him that I would inform the engineer. Contractor stopped working at approximately 5:00AM and equipment off project at 5:45AM. Traffic control removal was not to begin until 6:15AM. This being due to the contractor having concerns for the sealant getting pulled up from the joint by traffic.

Weather Conditions and Temperatures Clear, Warm		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 5:40AM
Contractor Panhall Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/08/2018-Friday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 8

Standard Construction Diary



Key Number 19289	Date 06/09/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Contractor contacted me by telephone at 6:46PM and notified me that they would not be working due to rain conditions. I did not go into the office.

Weather Conditions and Temperatures Cloudy/Rain, Cool		Time Contractor Started Work	Time Contractor Stopped Work
Contractor Panhall Company		Chargeable Days <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Date and Day of Week 06/09/2018-Saturday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 9

Standard Construction Diary



Key Number 19289	Date 06/10/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:30PM. The contractor (Penhall) was getting ready for the nights operation. Verified that the nights operation was to start the joint seal for Lane 2,3,&4 WB. TTC was in place at 10PM. Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 2-Hot Pots with sealant material, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1-6 Wheeled Dump Truck with a trailer hauling solid sealant material, 2-Service Trucks and a diesel powered air compressor. Approximately 22 employees on site. Drove through the project to verify the TTC was correct and appeared to be set properly. Traffic flowed without interruption. Verified each joint that it was clear of rocks and debris. Identified to the contractor (Bruce) some areas that the joint had not been sawed and existing seal material removed. Contractor used a hand held power saw to cut the joints clean and installed backer rod as required. Counted the transvers joints to be 10,866 feet in length. The logitudinal joints measured for length of 13,530 feet in length. The total joint length sealed is 24,396 feet. Contractor stopped work at approximately 3:30AM and equipment off project at 3:45AM. Traffic control removal begin until 3:30AM.

Weather Conditions and Temperatures Cloudy, Cool; 55 Degrees		Time Contractor Started Work	Time Contractor Stopped Work
Contractor Panhall Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/10/2018-Sunday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 10

Standard Construction Diary



Key Number 19289	Date 06/11/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:30PM. The contractor (Penhall) was getting ready for the nights operation. TTC was in place at 10PM. Contractor Equipment: 2-Truck Mounted Attenuators(TMA), 2-Hot Pots with sealant material, 1-Light Plant, 4 Pickup Trucks, 1-Porta Potty, 1-6 Wheeled Dump Truck with a trailer hauling solid sealant material, 2-Service Trucks and a diesel powered air compressor. Approximately 22 employees on site. Traffic flowed without interruption. Verified each joint that it was clear of rocks and debris. Identified to the contractor (Bruce) some areas that the joint backer rod was not deep enough in the joint. Contractor cleaned the joints as needed. Counted the transvers joints to be 8,532 feet in length. The logitudinal joints measured for length of 8,136 feet in length. Jon Mensinger measured the ramps 50A, to be 3,325 total feet and 50B, to be 1774 total feet. The total joint length sealed is 20,795 feet. Contractor stopped work at approximately 3:30AM and equipment off project at 3:45AM. Traffic control removal begin until 3:30AM.

Weather Conditions and Temperatures Clear, Cool		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 3:30AM
Contractor Panhall Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/11/2018-Monday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 11

Standard Construction Diary



Key Number 19289	Date 06/14/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

I did not work 06/12-13/18.

Arrived at AD-111s at 9:00PM. I introduced myself to the contractor (Diamond Drilling & Sawing Company) which was getting ready for the nights operation. Diamond Drilling & Sawing Company is a subcontractor to Penhall. Jon Mensinger will be covering work by Penhall. TTC was in place at 10PM. Drove through the EB TTC and verified it appeared to be in place correctly. 3 lanes closed for the nights operation. 3-Arrow Boards in place 10PM-4:30AM. Contractor Equipment: 1-Truck Mounted Attenuators(TMA)-Penhall truck & operator, 2-Saws, 1-Light Plant, 4 Pickup Trucks, 1-Rented Dump Trailer, 1-Self Propelled Broom, 1-Flat bed trailer to haul the saws. Approximately 12 employees on site. Traffic had issues the first few hours of the lane closures. Appears to be a merge hesitation. At around 12:00 AM traffic volumes reduced and flowed without interruption. The Contractor began removal of compression seal at the West end of the project in the Eastbound I84 lanes working to the east. Unable to verify but the TTC was modified to open the 184 lanes to downtown when the contractor was complete with work in that area. 1 arrow board was no longer needed. Counted the transverse joints to be 10,584 feet in length. The logitudinal joints measured for length of 15,018 feet in length. The total joint length of compression sealed removed is 25,602 feet. Contractor stopped work at approximately 3:30AM and equipment off project at 4:00AM. Traffic control removal begin at 4:00AM.

Weather Conditions and Temperatures Cloudy, Warm		Time Contractor Started Work 10PM	Time Contractor Stopped Work 4AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/14/2018-Thursday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 12

Standard Construction Diary



Key Number 19289	Date 06/15/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:30PM. Contractors preparing for the nights operation, Penhall & Diamond. Penhall is going to seal the 2 lanes of 184 to flyover structure and the Milwaukee on ramp lanes to the WB mainline at the Maple Grove Structure. Diamond Drilling & Sawing Company is a subcontractor to Penhall. They plan to continue sealant removal to the end of project, EB left two lanes, Lane 1 & 2. Lane closure was after the 184 to downtown exit. TTC was in place at 10PM. Drove through the TTC and verified it appeared to be in place correctly. 2 EB lanes closed for the nights operation. 2-Arrow Boards in place 10PM-5:30AM. Diamond Equipment: 1-Truck Mounted Attenuators(TMA)-Penhall truck & operator, 2-Saws, 1-Light Plant, 4 Pickup Trucks, 1-Rented Dump Trailer, 1-Self Propelled Broom, 1-Flat bed trailer to haul the saws. Diamond had 12 employees on site. Traffic appeared to not have issues, flowed well. The Contractor began removal of sealant material from the point ended the previous night of the Eastbound I84 lanes. Contractor stopped work at approximately 5:00AM and equipment off project at 5:17AM. Traffic control removal begin at 5:30AM.

Penhall began work at 10:30PM. Drove through the TTC which appeared to be installed correctly. Penhall equipment: 1-TMA, 2-Hot pots with sealant material, 1-Light Plant, 4-pickups, 1-porta potty, 1-6 wheeled dump truck with trailer loaded with sealant material, 2-service vehicles and a diesel powered air compressor. Penhall had 22 people on site working. Penhall completed work and was off the project at 2:30AM. Penhall informed me they plan to do joint material removal of Cole to Franklin Ramp, 184 EB to Franklin, Cole to 184 Downtown, and Exit49 (84 WB) to 184/Franklin on Saturday night. Contractor off project at 2:30AM. TTC removed after that.

Penhall sealed a total transverse joints of 5,411 Ft and a total longitudinal joints of 11,977 Ft for a total length sealed of 17,388 Ft.

Weather Conditions and Temperatures Clear, Warm; 70/53		Time Contractor Started Work 10:30/10PM	Time Contractor Stopped Work 2:30/4AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/15/2018-Friday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 13

Standard Construction Diary



Key Number 19289	Date 06/16/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:00PM. Contractors preparing for the nights operation, Penhall & Diamond. Diamond Drilling & Sawing Company is a subcontractor to Penhall. Penhall is going to remove sealant on the the following ramps & lanes; Cole to Franklin Ramp, 184 EB to Franklin, Cole to 184 Downtown, and 84 WB to 184/Franklin.

TTC setup began at 9:30.

Diamond requested to just blow out the joints and not sandblast. Confirmed with Penhall and Diamond that there are concerns that the sealant may not adgere to the joint. Diamond accepts that if sealant comes out they will clean and reseal the joints. Penhall is to obtain the test method for sealant adhesion. Monday we will identify some random locations to test the sealant adhesion.

Diamond headed out to the project at 10:08PM. Equipment is 4-pickups, 1-Izusu truck with compressor, 2-hot pots with sealant, 1-dump trailer with sealant material and 1-TMA, Penhall Truck with driver. Diamond had 12 people on site. TTC was in place at 10PM. Drove through the TTC and it appeared to be setup correctly. 3 arrowboards used for lane closures. Traffic had issues with the lane closure merges, backing traffic up, moving slow with a lot of stop and go happening. Diamond began appling joint sealant at the project beginning, EB left two lanes, Lane 1 & 2.

I was reviewing the joint sealant operation with Diamond to verify acceptability. Work appeared to be good and within acceptable tolarence. At approximately 11:30, I the contractor foreman and employee when reviewing the sealed joints heard what sounded like a gun shot. While trying to determine the cause we noticed flames to the West of us on the interstate. I drove to the beginning of the operations lane closures to verify the fires location. It appeared to be located under the Cloverdale underpass. The Boise Police had setup a road closure for WB traffic near the beginning of the lane closure EB. I spoke with an Boise Police Officer who stated that a semi had drove into several vehicles and the fuel tanks reptured and caught on fire. WB traffic was moving again at 12AM but then was stopped at 12:15AM. The contractor ask if they should keep working. I informed them to keep the operation going and would notify them if that changed. At approximately 1:55AM 3 large tow trucks headed west in the EB open lane swerved into the work zone and drove to the accident site. Diamond continued working until rain started falling which shut the sealing operation down. Contractor stopped work at approximately 6:00AM and equipment off project. Traffic control removal begin at 6:30AM. Contractor sealed as follows:

Transverse Joints: 23X12=276, 67X24=1608, 67X36=2412, 39X48=1872, 4X36=144, 32X12=384, 185X24=4440;
Totaling 11,136 Ft

Longitudinal Joints: 348X2+15=711, 1000X3=3000, 1533X4=6132, 120X3=360, 2558X2+60+467=5643;
Totaling 15,846 Ft ; Total joints sealed = 11,136+15,846 = 26,982 Ft.

Standard Construction Diary



Key Number 19289	Date 06/16/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Penhall began work at 10:15PM. Drove through the TTC which appeared to be installed correctly. 1 Arrowboard being used for the ramp closure 84WB to 184 downtown. Penhall equipment: 1-TMA, 4-self propelled saws. 1-Light Plant, 4-pickups, 1-porta potty, 1-6 wheeled dump truck, 1-self propoeled broom, 2-service vehicles. Penhall had 22 people on site working. Penhall completed work and was off the project at 6:30AM.

Weather Conditions and Temperatures Cloudy, Cool; 69/58		Time Contractor Started Work 10:15/10:08PM	Time Contractor Stopped Work 6:30/6:00AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/16/2018-Saturday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 14

Standard Construction Diary



Key Number 19289	Date 06/18/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

No work 06/17/2018 - Sunday

Arrived at AD-111s at 9:30PM. Contractors preparing for the nights operation, Penhall & Diamond. Diamond Drilling & Sawing Company is a subcontractor to Penhall. Penhall is going to place sealant on the the following lanes; 184 EB to EB 84. 2 lanes sealed.

TTC setup began at 9:30.

Penhall began work at 10:30PM. Drove through the TTC which appeared to be installed correctly. 2 Arrowboards being used for the lane closures. Penhall equipment: 1-TMA, 5-self propelled saws. 1-Light Plant, 4-pickups, 1-porta potty, 1-6 wheeled dump truck, 1-self propoeled broom, 2-service vehicles. Penhall had 22 people on site working. Met with Penhall on the roadway to determine the correct location for the removal of existing sealant. We determined that the 184WB to 84WB 2 lanes had not been ground. With review of the plans it was determined that the start location of this work is to begin at 184EB to 84EB, Flyover, left lane. This required modification of the TTC, which transitioned traffic 184 outbound to be shifted onto the Milwaukee On-Ramp. A lane closure was required on Milwaukee and a left turn lane at Franklin/Milwaukee. Penhall completed work and was off the project at 3:15AM.

Diamond headed out to the project at 10:00PM. Equipment is 4-pickups, 1-Broom, 4-Saws, 2-trailers for hauling saws, 1-Light plant, 1-porta potty, 1-dump trailer and 1-TMA, Penhall Truck with driver. Diamond had 13 people on site. TTC was in place at 10PM. Drove through the TTC and it appeared to be setup correctly. 2 arrowboards used for lane closures. Diamond began removal of existing joint sealant at the beginning of project, EB right two lanes, Lane 3 & 4. Met with Contractor (Diamond) who had questions on if the 84EB off ramp to exit 50A & 50B was to have the sealant removed. After reviewing the ramp and identifying that it had not been ground, I notified them to not remove the sealant on this ramp. Diamond coordinated with Penhall to have the traffic control extended across the 184EB flyover and removed the existing sealant from the inside 2 lanes. Contractor stopped work at approximately 3:00AM and eqipment off project. Traffic control removal begin at 4:10AM.

Weather Conditions and Temperatures Cloudy, Cool;		Time Contractor Started Work 10:00/10:10PM	Time Contractor Stopped Work 3:15/4:00AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/18/2018-Monday
Inspector's Signature		Reviewer's Signature	

Standard Construction Diary



Key Number 19289	Date 06/18/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 15
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Standard Construction Diary



Key Number 19289	Date 06/19/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:00PM. Contractors preparing for the nights operation, Penhall & Diamond. Diamond Drilling & Sawing Company is a subcontractor to Penhall. Penhall is going to place sealant on the the following lanes; 184 EB to EB 84. 2 lanes sealed and Cole Road to 84 WB on-ramp.

TTC setup began at 9:30. Drove through the TTC which appeared to be installed correctly. 2 Arrowboards being used for the lane closures.

Penhall equipment: 1-TMA, 2-Hot Pots for sealant, 1-Light Plant, 4-pickups, 1-porta potty, 1-6 wheeled dump truck with trailer hauling sealant material, 2-service vehicles, 1-Air compressor. Penhall had 22 people on site working.

Penhall completed work and was off the project at 2:30AM. Longitudinal joints = 7199 Ft, Transverse joints = 5046 Ft, for a total of 12245 Ft sealed.

Diamond headed out to the project at 10:00PM. Equipment is 4-pickups, 1-Izusu truck with compressor, 2-hot pots with sealant, 1-dump trailer with sealant material and 1-TMA, Penhall Truck with driver. Diamond had 12 people on site. TTC was in place at 10PM. Drove through the TTC and it appeared to be setup correctly. 2 arrowboards used for lane closures. Diamond began applying joint sealant at the location ended on Saturday, EB left two lanes, Lane 1 & 2. Longitudinal joints; L1=9186 Ft, L2=8738, Transverse=14136 Ft, for a total of 32060 Ft.

I reviewed the joint sealant operation. Work appeared to be good and within acceptable tolerance. Contractor stopped work at approximately 4:00AM and equipment off project. Traffic control removal begin at 4:10AM.

Weather Conditions and Temperatures Clear, Warm;		Time Contractor Started Work 10:00/10:10PM	Time Contractor Stopped Work 3:15/4:00AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/19/2018-Tuesday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 16

Standard Construction Diary



Key Number 19289	Date 06/20/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:30PM. Contractors preparing for the nights operation, Penhall & Diamond. Diamond Drilling & Sawing Company is a subcontractor to Penhall. Penhall is going to place sealant on the the following lanes/ramps; Exit 49 WB to Franklin Road, Cole Road to Franklin, and Ramp 1A.

TTC setup began at 9:30. Drove through the TTC which appeared to be installed correctly. 2 Arrowboards beginning used for the lane closures.

Penhall equipment: 1-TMA, 2-Hot Pots for sealant, 1-Light Plant, 4-pickups, 1-porta potty, 1-6 wheeled dump truck with trailer hauling sealant material, 2-service vehicles, 1-Air compressor. Penhall had 22 people on site working.

Penhall completed work and was off the project at 5:00AM. Longitudinal joints = 22512 Ft, Transverse joints = 11411 Ft, for a total of 33923 Ft sealed.

Diamond headed out to the project at 10:00PM. Equipment is 4-pickups, 1-Izusu truck with compressor, 2-hot pots with sealant, 1-dump trailer with sealant material and 1-TMA, Penhall Truck with driver and 1-porta potty. Diamond had 13 people on site. TTC was in place at 10PM. Drove through the TTC and it appeared to be setup correctly. 2 arrowboards used for lane closures. Diamond began applying joint sealant at the beginning of the EB right two lanes, Lane 2 & 3. Longitudinal joints; L2=5832 Ft, L3=5832, Transverse; 218X24=5232Ft, 182X12=2184Ft, for a total 7416 Ft. Total of joints sealed by Diamond = 19080 Ft.

I reviewed the joint sealant operation. Work appeared to be good and within acceptable tolerance. Contractor stopped work at approximately 2:30AM and equipment off project. Traffic control removal began shortly after. When work started I witnessed dark clouds to the East and West along with a lot of lightening both directions. I was concerned that the operation may get rained on, but nothing happened but to get windy at times. No rain.

Weather Conditions and Temperatures Clear, Warm, Breezy;		Time Contractor Started Work 10:00/10:00PM	Time Contractor Stopped Work 5:00/2:30AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/20/2018-Wednesday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 17

Standard Construction Diary



Key Number 19289	Date 06/21/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 9:00PM. Penhall organizing equipment and materials for transport. 1 superintendant on project to work with the subcontractor, Diamond.

TTC setup began at 9:30. Drove through the TTC setups, I84 EB lane closures, 184 Flyover-EB and Milwaukee On Ramp WB & EB. All appeared to be setup correctly. 3 Arrowboards beginning used for the lane closures.

Diamond headed out to the project at 10:15PM. Equipment is 5-pickups, 4-saws, 2-flat bed trailers, 1-dump trailer, 1-broom, 1-light plant and 1-TMA, Penhall Truck with driver and 1-porta potty. Diamond had 13 people on site. TTC was in place at 10PM. Drove through the TTC and it appeared to be setup correctly. 3 arrowboards used for lane closures. Diamond began joint sealant removal of the EB lanes, and the Flyover tiein, Lanes 4, 5 & 6 to end of project. I verified sealant removal for each joint and marked those needing additional removal with orange paint at each location.

Contractor stopped work at approximately 4:00AM and equipment off project. Traffic control removal began shortly after.

At the time Diamond arrived on the project site, some of the laborers mentioned that when pulling into the work area a vehicle followed them into the area and stopped in the workzone. They stated that the driver of one of the contractors pickups was being yelled at by the driver of the vehicle that followed them into the workzone. I did not think anything of it as I was informed that the person drove off the work site. Contractor proceeded with the nights operation to remove joint sealant. Shortly later the prime contractor, Penhall, Scott Reed, pulled into the worksite. He informed me that he had received word that the police had been contacted and were headed to the work site to obtain information in regard to the incident. At approximately 11:30PM two Idaho State Policemen arrived on the proeject. They inquired as to where to find the superintendant for Diamond. I rode with Penhalls superintendant leading the ISP officers to locate Diamonds Superintendant. We identified him operating one of the saws cutting the joints. Penhall superintendant stopped him so that the ISP could talk with him. Diamond told their veiw of the incident. ISP obtained contact information for both Penhall and Diamond. ISP notified us that they were meeting with the complaintant. ISP then left the project site. 1 ISP officer returned later and checked vehicle lisenace of the vehicles pulling the trailers hauling the saws. The officer took photos of one of these vehicles. i spoke with the officer and he stated it was a "he said-she said" situation. He asked me about the roadway work being completed. I explained to him that it was a maintenance type project. That it was to help preceerve the roadway. He then left me to speak again with the Diamond superintendant. I later spoke with Penhall and he basically said the same thing as what the ISP officer had stated.

Standard Construction Diary



Key Number 19289	Date 06/21/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Diamond continued to finish the removals and left the project at 4:00AM. I left the project at 5:00AM

Weather Conditions and Temperatures Clear, Warm ;		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 4:00AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/21/2018-Thursday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 18

Standard Construction Diary



Key Number 19289	Date 06/24/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Did not work 6/22,23/2018. Jon Mensinger covered these days for inspection.

Arrived at the office at 9:00PM. The prime contractor, Penhall, contacted me at 10:00PM and state that the ITD paint truck was striping the project and causing issues with the TTC being setup. I contacted Jerry Richards the Paint crew foreman and he was unaware that striping was happening in the section of I84EB. Jerry stated he would contact the truck and have them move off the project. I notified the contractor that the issue is being addressed at 10:15PM.

Penhall had 1 superintendant and 1 pickup on project to work with the subcontractor.

TTC setup began at 9:30. Drove through the TTC setup. All appeared to be setup correctly. 2 Arrowboards being used for the lane closures.

Diamond headed out to the project with the following: Equipment is 3-pickups, 1-hot Pot, 1-Isuzu 6 wheeled truck with air compressor, 1-light plant and 1-TMA, Penhall Truck with driver and 1-porta potty. Diamond had 1 superintendant and 3 laborers on site. Diamond began joint sealing of the remaining portions of Lanes 4, 5 & 6 to end of project. I verified sealant placement which appeared to meet specifications..

Contractor completed work at approximately 1:15AM and equipment off project. Traffic control removal began shortly after.

Traverse joints: 31X48=1488Ft, 2X36=72Ft, 7X12=84Ft for a total of 1644Ft.

Longitudinal joints: 4X467=1868Ft, 1X664=664Ft for a total of 2532Ft.

Grand total of joint length sealed; 1644Ft+2532FT=4176Ft.

Weather Conditions and Temperatures Clear, Warm ;		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 1:15AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/24/2018-Sunday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 19

Standard Construction Diary



Key Number 19289	Date 06/26/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Page _____ of _____

Notes

Arrived at AD-111s at 9:00PM.

Met with Penhall superintendent to discuss the striping operations for the project.

Interstate Barricade from Utah is the subcontractor to complete the roadway striping. Their equipment is as follows:
1-Paint Truck, 1-Pickup, 2-TMA's and 1-Box Truck for thermo-plastic placement. Altogether they had 7 people on site.

TTC began setup for the ramp closure of Cole Road to 84WB at 9:30PM.

Striping truck with crew, and box truck with crew headed out to the project at 10:00PM.

Spoke with the striping crew superintendent and informed him to paint 84EB to 184 Downtown to the first bridge structure and to include painting of the 84EB to Exit 50A & 50B. I requested the certification documentation for the paint and glass beads. Interstate stated they would get them to me

Coordinated with Penhall the location for the placement of the merge arrow thermoplastic for the merge of Cole Road to 84WB.

Anchored the steel plates for the yellow strip at the EB left shoulder under the Cole/Overland Structure. I then notified the paint truck superintendent of the location and to not put down glass beads over the steel plates. I then located the placement locations for the EB merge arrows East of the Cole/Overland structure.

At 11:35 I was informed of an accident in the area of the Cole Road/84WB on ramp. This was a Toyota Corolla and a semi. Boise Police arrived and Officer V. Moreno took the Toyota drivers statement. The Officers report number is 814037 for further information. Checked on the status for the Toyota cars removal. At 2:30 AM the Toyota was still within the lane closure area. I spoke with the driver and they stated a tow truck had been notified. The tow truck arrival they stated would be within the next 30 minutes. TTC pickup began shortly after.

4-Thermoplastic arrows were placed; 4X43=172 SqFt. thermoplastic placement completed around 3:00AM.

Striping completed this shift; Yellow: 28957Ft; White: 32621Ft(Solid) & 23840Ft(Skip), Total striping is 28957+32621+23840=85418.0Ft.

Weather Conditions and Temperatures Clear, Warm ;		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 4:00AM
Contractor Penhall/Diamond Drilling & Sawing Company		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/26/2018-Tuesday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 20

Standard Construction Diary



Key Number 19289	Date 06/27/2018	Inspector's Name (Initial if Filling Out Electronically) Blaine Schwendiman
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Notes

Arrived at AD-111s at 8:30PM.

Met with Penhall superintendent to discuss the operations for the project. I was informed that the 84 Mainlines EB & WB had completed last night.

Interstate Barricade from Utah is the subcontractor to complete the roadway striping. Their equipment is as follows:
1-Paint Truck, 1-Pickup, 2-TMA's and 1-Box Truck for thermo-plastic placement. Altogether they had 7 people on site.

TTC began setup for the lane closures on 84EB at 10:00PM. This is for the placement of merge arrows where Cole Road on ramp to EB 84. 2 Arrow boards are being used. They ran 10:00PM to 2:30AM.

Striping truck with crew, and box truck with crew headed out to the project at 10:45PM.

Spoke with the striping crew superintendent and informed him to paint over the structure of ramp 1A. I placed metal plates on ramp 1A for the white paint striping. At 2:30AM the paint truck proceeded to AD-111s for refiling of the paint containers on the paint truck. Obtained the requested certification documentation for the paint and glass beads.

The merge arrow thermoplastic placement for the lane merge of at the Cole Road to 84EB on ramp completed at 2:30AM.

Met with Interstate Barricade to measure the striping retro-reflectivity. We started at the End of project 84WB and took readings each mile, for each stripe at that particular location. All readings were higher than minimums. We then moved to 84EB. Starting at the beginning of the project we took readings each mile, for each stripe at that particular location. All readings were higher than minimums.

3-Thermoplastic arrows were placed; 3X43=129 SqFt.

Striping completed this shift; Yellow: 19013Ft; White: 39778Ft(Solid) & 4787Ft(Skip), Total striping is 19013+39778+4787=60578.0Ft.

Weather Conditions and Temperatures Clear, Warm ;		Time Contractor Started Work 10:00PM	Time Contractor Stopped Work 4:00AM
Contractor Penhall/Interstate Barricade		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 06/27/2018-Wednesday
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 21

Standard Construction Diary



Key Number 19289	Date 5/31/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall was at AD-111s at 8:00 pm getting things rounded up and ready to go. Tonight they just took out the existing seals starting a lanes 1 and 2 WB. However, the lane width is The 1 lane is 12' 1" wide and the 2 lane is 12' 2" wide. The joint at that location 0+00 is .577 inches wide. This is the yellow line joint near the median shoulder. The next joint between lanes 1 and 2 is .367 inches wide. The Transverse joint is .493 inches wide. So starting out two of the joints are too wide. Bob said we would hear about it in writing because the backer rod they have is too narrow. Plus they are going to use more sealer than they planned. At about 43+00, in the WB lane, the joint width is the same as at 0+00 WB, but the lane width is lane 1 11' 11 1/2" and lane 2 is 12' 1/2" wide. farther WB at the 74+00 the lanes are lane 1 11' 11" and the lane 2 is 12' 1" wide. This is where Blaine and I quit marking out stationing. Panhal sawed joints to sta 80+00. They got going around 11:00 pm and finished their shift at 4:15 am. Penhal had 21 people including 3 foreman. They had two TMA's and 4 saws. They used one motorized broom, 1 light plant, truck. In the 7400' there were 498 transverse joints. Specialty Construction had 4 people taking down drums, and tubular markers. Specialty had two arrow boards and two VMS.

Weather Conditions and Temperatures Coudy 55*-76* Light rain throughout the night.		Time Contractor Started Work 10:00 pm	Time Contractor Stopped Work 5:00 am
Contractor Penhall Co.		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 5/11/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 1

Standard Construction Diary



Key Number 19289	Date 6/01/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall was at AD-111s at 8:00 pm getting things rounded up and ready to go. Tonight they just took out the existing seals starting at lanes 1 and 2 WB. They have saw cut the joint between median shoulder and lane 1. This joint is 8081' long. They also saw cut all transverse joints to half of lane 2. they cut 18 transverse joint in lane 1 past the end of the longitudinal median/lane 1 joint. They have continued cutting the joint between lane 1 and lane 2. sta 828+81, this joint turns into the median lane 1 joint because of a lane end taper. I have the end of the WB cutting at MP 48.285 or WB sta 162+00. All this information was passed on to Bob and Bruce. Penhal had 22 people including 3 foreman. They had two TMA's and 4 saws. They used one motorized broom, 1 light plant, truck. In the 7400' there were 498 transverse joints. Specialty Construction had 4 people taking down drums, and tubular markers. Specialty had two arrow boards and two VMS.

Weather Conditions and Temperatures Coudy 55*-84*		Time Contractor Started Work 10:00 pm	Time Contractor Stopped Work 7:00 am
Contractor Penhall Co.		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/01/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 2

Standard Construction Diary



Key Number 19289	Date 6/04/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall was at AD-111s at 8:00 pm getting things rounded up and ready to go. Tonight they just took out the existing seals starting at the lanes coming WB from Franklin on ramp to Sta 162+00, the end of the WB grinding. They started at approx sta 121+ 80. I have the end of the WB cutting at MP 48.285 or WB sta 162+00. All this information was passed on to Bob and Bruce. Penhal had 22 people including 3 foreman. They had two TMA's and 4 saws. They used one motorized broom, 1 light plant, truck. Specialty had three arrow boards and two VMS. I was only out there to get orientated to where Penhall is because I had two days off. Blaine has been watching them.

Weather Conditions and Temperatures Coudy 55*-84*		Time Contractor Started Work 10:00 pm	Time Contractor Stopped Work 5:00 am
Contractor Penhall Co.		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/04/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 3

Standard Construction Diary



Key Number 19289	Date 6/06/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall was at AD-111s at 8:00 pm getting things rounded up and ready to go. Tonight they started the hot seal at sta 0+00 WB lanes 1 and 2. They sealed to sta 70+00 the median/lane 1 longitudinal joint and the WB lane 1 lane 2 joint. and all of the transverse joints. It started kind of rough. Tar pots were turned up too high and several messes were made. They tried cleaning up most messes but that was impossible. Penhall had 20 people plus 3 foreman. They had two TMA's and 2 tar pots. They used one light plant, 1 dump truck with tandem axel trailer and 1 service truck with tandem axel trailer with blocks of tar to feed the pots. They had a pickup pulling a 250 cfm compressor for blowing out joints. Specialty had two arrow boards and two VMS. They used six people to set up lane closures. So 2 longitudinal joints at 7,000 LF and 466 transverse joints at 12' equals 19,597 LF of sealant was used.

Weather Conditions and Temperatures Coudy 55*-84*	Time Contractor Started Work 10:00 pm	Time Contractor Stopped Work 5:00 am
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Contractor Penhall Co.	Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/06/18
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Inspector's Signature	Reviewer's Signature
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Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 4
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Standard Construction Diary



Key Number 19289	Date 6/07/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall called at 8:00 pm to say they were cancelli8ng work tonight because of wet joints. It did rain around 5:00 pm to 6:00 pm. The night before they sealed 7,000' of 2 longinitudal joints and I was told 466 transverse joints at 12' each. I went out and counted the joints myself and came up with 472 transverse joints from sta 0+00 to sta 70+00. This number is the number of transverse joints in both lanes 1 and 2. More information will be gathered on the joint numbers as lane closures go up for protection. There are different joints numbers for different lanes. However, there are 472 transverse joints in lanes 1 and 2 from sta 0+00 to Sta 70+00 WB.

Weather Conditions and Temperatures Coudy 55*-84*	Time Contractor Started Work N/A	Time Contractor Stopped Work N/A
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Contractor Penhall Co.	Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/07/18
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Inspector's Signature	Reviewer's Signature
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Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 5
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Standard Construction Diary



Key Number 19289	Date 6/12/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall gathered at the staging area around 8:00 pm. They had the freeway closed down to one lane at 10:00 pm. They sealed lanes 2, 3, and 4 from sta 72+22 WB. At first they closed exit 49 WB and sealed 22,785.00 LF of joints. These are WB Lanes 2,3,and 4 where there is a 4th lane. Some of that area is only 3 lanes wide. Penhall went to sta 120+00 WB. This is right where the connectoe out bound meets I-84 mainline. Simit was at the staging area at 9:00 pm. Penhall had 19 people and 2 supervisors tonight.

Weather Conditions and Temperatures Sunny 48*-80*		Time Contractor Started Work 8:00 pm	Time Contractor Stopped Work 5:00 am
Contractor Penhall Co.		Chargeable Days <input checked="checked" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/12/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 7

Standard Construction Diary



Key Number 19289	Date 6/13/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes
<p>Penhall gathered at the staging area around 8:00 pm. They had the freeway closed down to one lane at 10:00 pm. They sealed lanes 2, 3, and 4 from sta 120+00 WB. Penhall started tonight at sta 120+00 WB. This is right where the connector out bound meets I-84 mainline. Simit was at the staging area at 9:00 pm. Penhall had 20 people and 2 supervisors tonight. They sealed lanes 2,3, and 4 from Sta 120+00 to sta 162+ 00 WB. All in all they sealed 29,776 LF. There were two spalled areas at sta 146+15 WB, lanes 3, and 4.. Those spalls were filled with sealant. Crew worked untill 4:00 pm and traffic control took down the closures and off the road by 5:00 am. Diamond is to start east Bound tomorrow night. Bob will not be there the next few days and Bruce and Scott will be the two supervisors on site. Things went well tonight. Heavy traffic on I-184 out bound WB. That traffic slowed down by 1:30 am. Specialty had an arrow board, #3 come off a trailer hitch and Specialty had to replace that arrow board. The wrecked one is arrow board #3. so Penhall's crew didn't start work untill a quarter after 11:00 pm.</p>

Weather Conditions and Temperatures Sunny 48*-92*		Time Contractor Started Work 8:00 pm	Time Contractor Stopped Work 5:00 am
Contractor Penhall Co.		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/13/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 8

Standard Construction Diary



Key Number 19289	Date 6/14/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Penhall gathered at the staging area around 8:00 pm. They saw cut the I-184 on ramp going to Nampa. At the start of the concrete, Sta 0+00 to the end of this ramp will be sta 43+22. That right hand side longitudinal joint is 4300' long. From the gore, sta 14+85 to sta 43+22 there are 188 ea 12' transverse joints, which equals 2256'. From the gore, sta 14+85 to sta 43+22 the left hand longitudinal joint is 2837' long. At sta 0+00 the center lane of the flyover, to sta 6+25 there are 41 ea 24' transverse joints for 984'. In this same stretch there are 2 longitudinal joints which total 1250'. From sta 6+25 to sta 14+85 there are 58 ea 36' long transverse joints for 2088'. From sta 6+ 25 to sta 14+85 there are two longitudinal joints that are 860' long for a total of 1720'. From sta 14+85 to sta 24+58 there are 63 ea 24' transvers joints for 1512'. In this stretch from sta 14+85 to the flyover bridge there are 2 longitudinal joint that are 973' long for a total of 1946'. All these saw cut joints will total 18,893' of sealant to be put back in. Penhall had 20 people plus 2 supervisors. Diamond Drilling started on the east side of I-84 at mp 48.418 or sta 0+00. Diamond had 10 people plus 1 supervisor.

Weather Conditions and Temperatures Partly Cloudy 48*-75*		Time Contractor Started Work 8:00 pm	Time Contractor Stopped Work 5:00 am
Contractor Penhall Co.	Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/14/18	
Inspector's Signature	Reviewer's Signature		
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 9

Standard Construction Diary



Key Number 19289	Date 6/22/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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<p>Notes</p> <p>Penhall Is pretty much done with their part of the project. Diamond Drilling gathered at the staging area around 8:00 pm. They started on the east bound end of the flyover structure and went down to sta 125+21 in lanes 3 and 4 on I-84 EB. Diamond cut and sealed a total of 54,120 LF of crack joints. Diamond had a total of 17 people plus one Foreman. Bob, of Penhall stuck around as the Superintendent on the project Diamond did not get to the east end of the project. The end sta is 149+54. They will get this tomorrow night. I drove through the project after traffic control was done setting up. All items seemed in good shape and easy to follow. Traffic seemed to behave themselves through the lane changes and tapers.</p>

Weather Conditions and Temperatures Partly Cloudy 53*-87*		Time Contractor Started Work 8:00 pm	Time Contractor Stopped Work 7:00 am
Contractor Penhall Co.	Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/22/18	
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 10

Standard Construction Diary



Key Number 19289	Date 6/23/18	Inspector's Name (Initial if Filling Out Electronically) Jon Mensinger
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Notes

Diamond Drilling gathered at the staging area around 8:00 pm. They started on the east bound end of the flyover structure in the right hand lane. Diamond cut and sealed a total of 19,620 LF of crack joints. Diamond had a total of 17 people plus one Foreman. Bob, of Penhall stuck around as the Superintendent on the project. Diamond did Exit 50A off ramp. they also did Exit 50B off ramp, and 50B on Ramp. They also finished up lanes 3 and 4 from sta 125+21 to sta 149+54, the east end of the project in the east bound lanes. At the end of the shift I got with Gerold and Bob to confirm the footage which was done. They worked until 7:00 am. Tomorrow night they need to go back to the area by the Cloverdale structure and get a small amount they weren't able to get last week. Then they'll be done. I drove through the project after traffic control was done setting up. All items seemed in good shape and easy to follow. Traffic seemed to behave themselves through the lane changes and tapers.

Weather Conditions and Temperatures Partly Cloudy 53*-90*		Time Contractor Started Work 8:00 pm	Time Contractor Stopped Work 7:00 am
Contractor Penhall Co.		Chargeable Days <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 6/23/18
Inspector's Signature		Reviewer's Signature	
Project Number A019(289)	Project Location I-84, Five Mile to Orchard & Ramps, Boise	Key Number 19289	Diary Number 11

Standard Construction Diary



Key Number 19289	Date 9.7.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

WB LEFT LANES CLOSED FROM ABOUT 2500 FEET FROM END OF PROJECT TO THE FLYING WYE, WHICH MAY NEED TO BE EXTENDED. CONTRACTOR RESUMING GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. FIRST GRINDER IS ON PASS # 3, SECOND IS ON PASS # 5, & THE THIRD ONE IS RESUMING THE SHOULDER FEATHER. WH PACIFIC ON SITE AROUND 2:30AM TO SURVEY LANE MARKINGS & PUT DOWN TEMP MARKINGS FOR PAINT. INTERSTATE BARRICADE IS ON SITE AT 3:30AM. A GRINDER STOPPED AT 3:50 FOR CLEANING. CONTRACTOR STOPPED WORK AT 4:20AM. WB LANES OPENED BY 4:55AM.

1566' @ 50" = 725.0
 789' @ 50" = 365.28
 2297' @ 50" = 1063.43
 1948' @ 50" = 901.85
 147' @ 50" = 68.06

3123.62 SY

* 3708 LF OF SHOULDER FEATHER

Weather Conditions and Temperatures 11 PM 82°F CLOUDY 30% HUMIDITY		Time Contractor Started Work 10:15 PM	Time Contractor Stopped Work 4:20 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-7-17 THURSDAY
Project Number A019 (289)		Reviewer's Signature [Signature]	
Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 13	

Standard Construction Diary



Key Number 19289	Date 9.8.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

WB LANES (LEFT) CLOSED FROM JUST BEFORE COLE RD OVERPASS TO 2 MILES PAST. CONTRACTOR TO RESUME GRINDING. FIRST 2 GRINDERS STARTED ON THE 1st & 2nd PASS, THE THIRD GRINDER REFINED THE SHOULDER FEATHER. JASON IS ON SITE PUTTING INLET PROTECTION IN PLACE. SLIGHT AMOUNT OF RAIN AROUND 2:45AM. SPECIALTY IS ~~FINISH~~ REDUCING THE LANE CLOSURES IN EB LANES TO EXTEND WB CLOSURES TO BEGINNING OF PROJECT. INTERSTATE BARRICADES ONSITE AT 3:30AM. CONTRACTOR STOPPED WORK AT 6:20AM. WB LANES OPENED BY 7:00AM.

* 5421 LF OF SHOULDER FEATHER

$$50'' @ 5333' = 2468.98$$

$$50'' @ 5307' = 2456.94$$

$$4925.92 SY$$

Weather Conditions and Temperatures 75°F CLOUDY 44% HUMIDITY 10:30PM / 70°F 55% HUMIDITY 4:00AM CLOUDY		Time Contractor Started Work 10:20PM	Time Contractor Stopped Work 6:20AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-8-17 FRIDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 14

Standard Construction Diary



Key Number 19289	Date 9-9-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes

FIRST WB LEFT LANE CLOSED BEFORE COLE RD OVERPASS, 2ND LANE CLOSED SHORTLY AFTER OVERPASS. CONTRACTOR IS RESUMING GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. ~~THE~~ LANE CLOSURES EXTEND TO THE BEGINNING OF THE PROJECT INTERSTATE BARRICADE ON SITE AT 3:00AM. ONE OF THE GRINDERS WAS REMOVED FROM OPERATION TO BE SERVICED DUE TO IMPROPER GRINDING. THE PASS WAS HAVING SLIGHT "WAVES" OR "GROOVES" INTERMITTENTLY. CONTRACTOR SAID THE AFFECTED AREA WILL BE GRADED OVER ON MONDAY NIGHTS' GRINDING. THE GRINDER ON THE 3RD PASS WAS TAKEN OFF SITE DUE TO MECHANICAL ISSUES AT ~~THE~~ AROUND 6:45AM. CONTRACTOR STOPPED WORK AT 8:15AM. WB LANES OPENED BY 9AM.

3967' @ 50" = 1836.57
 6114' @ 50" = 2830.56
 5483' @ 50" = 2538.43
 329' @ 50" = 152.31
 690' @ 50" = 319.44
 7677.31 SY

Weather Conditions and Temperatures 74°F CLEAR 10PM / 7:30AM 59°F CLEAR		Time Contractor Started Work 10:10 PM	Time Contractor Stopped Work 8:15 AM
Contractor Pentall		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-9-17 SATURDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location [-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 15

Standard Construction Diary



Key Number 19289	Date 9.11.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes

WB LANES LEFT CLOSED STARTING BETWEEN COLE RD OVERPASS & FLYING WYE, TILL THE BEGINNING OF THE PROJECT. CONTRACTOR IS RESUMING GRINDING W/ (2) GRINDERS, (3) SLURRY TRUCKS & (1) WATER TRUCK. ONE GRINDER WAS TAKEN OFF SITE AT 2:30 AM DUE TO MECHANICAL ISSUES. THE OTHER REMAINING GRINDER HAS BEEN CONTINUING ON THE 5th PASS. INTERSTATE BARRICADE ONSITE, YET THERE IS NO PAINTING TO BE DONE THIS SHIFT. WB LANES OPENED BY 4:55 AM.

$$411' @ 50'' = 190.28$$

$$1983' @ 50'' = 918.06$$

$$1108.34 \text{ SY}$$

Weather Conditions and Temperatures 70°F CLEAR 10PM / 65°F CLEAR 3AM		Time Contractor Started Work 10:15 PM	Time Contractor Stopped Work 4:15 AM
Contractor PENHAU	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9.11.17 Monday	
Inspector's Signature 	Reviewer's Signature		
Project Number A019 (289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 16

Standard Construction Diary



Key Number 19289	Date 9-12-17	Inspector's Name (Initial if Filing Out Electronically) DAVID VAN LYDEGRAF
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Notes

WB LANES (LEFT) CLOSED FROM COLE RD OVERPASS TO BEGINNING OF PROJECT (10 PM). CONTRACTOR TO RESUME GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK. TRAFFIC CONTROL DELAYED START TIME BY ABOUT 30 MIN FROM NORMAL. BY 2 AM, THE 2ND & 3RD PASS HAS BEEN COMPLETED TO THE BEGINNING OF THE PROJECT. INTERSTATE BARRICADE ON SITE AT 3 AM. CONTRACTOR STOPPED AT 4 AM. WB LANES ARE ALL COMPLETE THROUGH 5 PASSES.

600' @ 50"	=	277.78
985' @ 50"	=	456.02
1530' @ 50"	=	708.33
2684' @ 50"	=	1219.44
		<u>2661.57</u>

★ 1945 LF OF SHOULDER FEATHER

Weather Conditions and Temperatures 93° F PARTLY CLOUDY / 71° F MOSTLY CLOUDY		3 AM 53% Hum.	Time Contractor Started Work 10:45 PM	Time Contractor Stopped Work 4:00 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-12-17 TUESDAY	
Inspector's Signature 		Reviewer's Signature		
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 17	

Standard Construction Diary



Key Number 19289	Date 9.13.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

EB LEFT LANES CLOSED 1/4 MILE BEFORE COLE RD EXIT TO FRANKLIN EXIT 1A. WH PACIFIC ONSITE SURVEYING PAVING MARKINGS (EXISTING). CONTRACTOR IS GRINDING FAST LANES W/ (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK. CONTRACTOR NOT WORKING 9/14, 9/21, 9/22. CONTRACTOR HAS AGREED TO NOT GRIND THE PORTION FROM MAPLE GROVE OVERPASS TO THE FOLLOWING BRIDGE STRUCTURE SINCE ITS CONDITIONS ARE WELL FROM PREVIOUS PROJECT'S GRINDING. INTERSTATE BARRICADE ONSITE AT 3:30 AM. CONTRACTOR STOPPED WORK AT 4:15 AM. EB LANES OPENED BY 5:00 AM.

2245' @ 100" = 2078.70
1751' @ 50" = 810.65
2667' @ 50" = 1234.72
1183' @ 100" = 1095.37

5219.44 SY

Weather Conditions and Temperatures 71° F PARTLY CLOUDY / 11 PM		Time Contractor Started Work 10:30 PM	Time Contractor Stopped Work 4:15 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9.13.17 WEDNESDAY
Inspector's Signature 		Reviewer's Signature	
Project Location A019 (289)	Project Location 1-84 FIVE MILE TO DECHARD	Key Number 19289	Diary Number 18

Standard Construction Diary



Key Number 19289	Date 9-15-17	Inspector's Name (Initial if Filing Out Electronically) DAVID VANLYDEGRAF
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Notes **LEFT**
EB^v LANES CLOSED FROM BEGINNING OF PROJECT TO MAPLE GROVE OVERPASS. CONTRACTOR TO RESUME GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. ONE OF THE GRINDERS IS DOING THE SHOULDER FEATHER. INTERSTATE BARRICADE ON SITE AROUND 4AM. PAINTERS ARE CONCERNED THAT TEMPERATURES ARE TOO LOW (4:30AM 43°F). WE TOLD THEM TO PAINT REGARDLESS OF TEMP. WH PACIFIC ON-SITE MARKING EXISTING PAVEMENT MARKINGS. CONTRACTOR STOPPED AT 6:15AM. EB LANES OPENED BY 7AM.

494' + 811' + 2295' + 1779' + 2257' + 1460' = 9096'

9096' @ 50" = 4211.1154

*** 3478' OF SHOULDER FEATHER**

Weather Conditions and Temperatures 56° F CLEAR 10PM / 43° F CLEAR (4:30AM)		Time Contractor Started Work 10:30 PM	Time Contractor Stopped Work 6:15 AM
Contractor PENHALL	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-15-17 FRIDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number A019(289)	Project Location 1-84 FIVE MILES TO ORCHARD	Key Number 19289	Diary Number 19

Standard Construction Diary



Key Number 19289	Date 9.16.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

EB CENTER LANES CLOSED FROM BEGINNING OF PROJECT TO THE SPLIT. FROM THERE, EB I-84 LEFT 2 LANES CLOSED FOR ANOTHER COUPLE THOUSAND FEET. NO CLOSURES ON I-184. CONTRACTOR GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. INTERSTATE BARRICADE IS ON SITE @ 4AM. W4 PACIFIC ON SITE AT 6AM. CONTRACTOR STOPPED AT 8:10AM, TO HAVE EB LANES OPENED BY 9AM.

$$516' + 1221' + 2018' + 3517' + 3667' + 3390' = 14329'$$

$$14329' @ 50" = \underline{\underline{6633.80 SY}}$$

Weather Conditions and Temperatures 52°F CLOUDY / 10:30pm / SAME @ 8:00 AM		Time Contractor Started Work 10:30 pm	Time Contractor Stopped Work 8:10 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9.16.17 SATURDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 20

Standard Construction Diary



Key Number 19289	Date 9-26-17	Inspector's Name (Initial if Filing Out Electronically) DAVID VAN LYDEGRAFF
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Notes

CONTRACTOR WILL BE GRINDING EB FROM THE SPLIT (1-184/1-84) TO THE POINT WHERE THE FIRST STARTED THE PROJECT. THEY WILL BE USING ~~(3)~~⁽²⁾ GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. LEFT TWO EB LANES CLOSED FROM JUST BEFORE PROJECT LIMITS TO JUST BEFORE THE 1-184 SPLIT. FROM THERE, A SPLIT OPENING ALLOWS VEHICLES TO TAKE 1-184, & THE LEFT TWO LANES GOING EB 1-84 ARE CLOSED FOR ANOTHER 4000 FT. TRAFFIC CONTROL HAD A LATE START IN WHICH IT PUSHED THE CONTRACTOR'S START TIME BACK ABOUT 1 HR. TRAFFIC CONTROL IS HAVING TO RE-SET THE TAPERED OPENING FOR 1-184, WHICH REQUIRES THE CONTRACTOR TO PULL ALL WORKERS OFF. GRINDERS DID NOT RESUME DUE TO TRAFFIC CONTROL NOT HAVING THE CAPACITY TO EFFICIENTLY CHANGE THE ENCLOSURE. EB LANES OPENED AROUND 1 AM. SPALL CREW FINISHED AT 3:15 AM W/ 30.64 SF. INTERSTATE BARRICADES BRIEFLY ONSITE, DID NO PAINTING. SPALL CREW WAS IN THE TWO RIGHT LANES WB FROM THE END OF PROJECT TO EXIT 50A, EXIT 50B WAS CLOSED. CREW WAS 4 PEOPLE + 1 SUPERINTENDENT. THEY USED A HOT CONCRETE SAW & A VACUUM TO CLEAN OUT SPALLS. EQUIPMENT: (1) TMA, (1) TRUCK W/ TRAILER W/ LIGHT & POWER, (1) FLATBED TRUCK FOR WASTE W/ AIR COMPRESSOR. WB LANES OPENED BY SAM.

Weather Conditions and Temperatures 57° F CLEAR 10pm / 3am 50° F CLEAR		Time Contractor Started Work # 3:00 PM	Time Contractor Stopped Work 3:15 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-26-17 TUESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019/289	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 192-89	Diary Number 21

Standard Construction Diary



Key Number 19289	Date 9-27-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

CONTRACTOR IS RESUMING GRINDING EB W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. KENNY SAID THEY ARE EXPECTING A SECOND GRINDING CREW TO JOIN IN ABOUT 2 WEEKS. EB LEFT LANES CLOSED FROM BEG. OF PROJECT TO 1000 FT PASSED. FROM THERE, LANES ARE ~~A~~ SPLIT ABOUT 2000 FT FROM THE I-184 SPLIT. LEFT 2 LANES ON I-84 ARE CLOSED FOR ANOTHER 3500 FT. TRAFFIC CONTROL HAS 2 PCM BOARDS TO PREPARE DRIVERS FOR LANE SPLIT FOR I-184 EXIT. SPECIALTY HAS BEEN DRIVING & MAINTAINING TRAFFIC CONTROL W/ 2 OR 3 PEOPLE. INTERSTATE BARRICADE ON SITE AT 2:15 PM TO PAINT MARKINGS. CONTRACTOR GOT 3 PASSES TIED INTO THE INITIAL STARTING POINT. THEY WILL BE GRINDING THE TWO RIGHT LANES NEXT SHIFT, GOING EB FROM THE BEG. OF PROJECT. EB LANES OPENED BY 4:35 AM.

$$3201' + 3354' + 3370' + 933' = 10,878'$$

$$10,878' @ 50" = \underline{\underline{5036.11}} SY$$

Weather Conditions and Temperatures 57° F CLEAR / 10 PM		Time Contractor Started Work 10:45 PM	Time Contractor Stopped Work 3:50 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-27-17 WEDNESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019 (289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 22

Standard Construction Diary



Key Number 19289	Date 9-28-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes (2) RIGHT
 EB LANES CLOSED FROM BEGINNING OF PROJECT TO 6000 FT PASSED.
 EXIT 50AB IS CLOSED. CONTRACTOR IS GRINDING W/ (3) GRINDERS,
 (4) SLURRY TRUCKS & (4) WATER TRUCK. CONTRACTOR IS TRYING TO
 CALIBRATE THE PROFILOGRAPH, BUT WAS HAVING POWER ISSUES.
 INTERSTATE BARRICADES ONSITE TO PAINT AROUND 2AM. EB
 LANES OPENED BY 5AM.

$$6139' + 4640' + 3953' = 14,732'$$

$$14,732' @ 50" = \underline{\underline{6820.37 SY}}$$

Weather Conditions and Temperatures 54° F CLEAR 2AM / 51° F CLEAR 5AM		Time Contractor Started Work 10:15 PM	Time Contractor Stopped Work 4:20 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-28-17 THURSDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 23

Standard Construction Diary



Key Number 19289	Date 9-29-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAE
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Notes

EB RIGHT 2 LANES CLOSED FROM BEG. OF PROJECT TO WHERE THE FLY OVER CONNECTS TO I-84. EXIT 50A/B IS CLOSED. CONTRACTOR WAS GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. ONE OF THE GRINDERS WAS POLING THE SHOULDER FEATHER. THE OTHER TWO WERE ON THE 4th & 5th PASSES. INTERSTATE BARRICADE ONSITE AROUND 1:30AM. RAIN WAS EXPECTED. PAINT TRUCK DID ABOUT 1/4th OF THEIR PAINTING ON WET SURFACE. I FOLLOWED A SLURRY TRUCK TO THE DISPOSAL SITE OFF OF GOWEN RD, THEY TOOK EXIT 57 TO GET THERE. EB LANES OPENED BY 5:15AM.

$$3947' + 3317' = 7264'$$

$$7264' @ 50" = \underline{\underline{3362.96 SY}}$$

* 2887 FT OF SHOULDER FEATHER

Weather Conditions and Temperatures 61° & CLEAR 10PM / 57° F RAIN 4AM		Time Contractor Started Work 10:10 PM	Time Contractor Stopped Work 4:30 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-29-17 FRIDAY
Inspector's Signature 		Reviewer's Signature	
Project A019 (289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 24

Standard Construction Diary



Key Number 19289	Date 9-30-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

RIGHT 2 LANES EB CLOSED FROM PROJECT BEG TO COLE RD OVERPASS. 1 LANE CLOSED FROM FLY OVER TO COLE RD OVERPASS. EXIT 50A/B CLOSED. CONTRACTOR IS GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. THERE IS A NEW SLURRY DRIVER THAT WILL TAKE OVER FOR THE CURRENT DRIVER. ONE GRINDER IS ON THE SHOULDER FEATHER, HAD TO REPLACE A DRIVE BELT. CONTRACTOR SAID THEY WILL NOT BE WORKING TOMORROW 10/1. INTERSTATE BARRICADES ONSITE AT 2:15AM. CONTRACTOR STOPPED AT 8:10AM, EB LANES OPENED BY 8:45AM.

* ADDITIONAL MEASUREMENTS NEED TAKEN FOR DAILY TOTAL OF SY GRINDERS, THEY WILL BE CALCULATED ON NEXT DAYS DIARY.

Weather Conditions and Temperatures 51° F CLEAR 10pm /		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 8:10am
Contractor Penhall	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 9-30-17 SATURDAY	
Inspector's Signature 	Reviewer's Signature		
Project Location A019 (289) 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 05	

Standard Construction Diary



Key Number 19289	Date 10-2-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

CONTRACTOR WILL BE GRINDING FROM WHERE THE WYE CONNECTS TO I-84 TO COLE RD OVERPASS SO EXIT 50B REMAINS OPEN. THEY HAVE (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK. EB LANES CLOSED FROM AFTER EXIT 50AB ON THE RIGHT SIDES, TO COLE RD OVERPASS. THE LEFT LANE ON THE WYE IS CLOSED TO THE OVERPASS AS WELL, SO THAT THE ENCLOSURE IS 3 LANES WIDE AFTER THE WYE CONNECTS TO I-84. CONTRACTOR IS HOPING TO FINISH THIS ENCLOSURE SECTION SO TOMORROW'S SHIFT WILL BE THE 2 LEFT LANES ON THE WYE, UP TO COLE RD OVERPASS. INTERSTATE BARRICADE ON SITE AT 2:15 AM. EB LANES OPENED BY 5 AM. CONTRACTOR ENCOUNTERED SOME EXPOSED REBAR WHILE GRINDING. A SIGNIFICANT DIP WAS DISCUSSED THAT WOULD NOT BE ABLE TO BE GROUND ~~DOWN~~ SMOOTH. I TOLD HIM IT WILL BE AN EXCEPTION SINCE THE SMALL CREW DIDNT FIX IT.

$$938' + 2792' = 3730' @ 41'' = 1416.02 \text{ SY}$$

$$~~938'~~ + 1452' + 1608' + 1283' + 2348' + 2836' = 9527'$$

$$9527' @ 50'' = 4410.65 \text{ SY} + 1416.02 = 5826.67 \text{ SY}$$

Weather Conditions and Temperatures 47°F 10pm PARTLY CLOUDY /		Time Contractor Started Work 10:10 PM	Time Contractor Stopped Work 4:20 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-2-17 MONDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARDS	Key Number 19289	Diary Number 20

Standard Construction Diary



Key Number 19289	Date 10-3-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

CONTRACTOR IS GRINDING FROM LEFT 2 LANES EB ON FLY OVER TO COLE RD OVERPASS. ONE LANE CLOSED ON OUTBOUND CONNECTOR WHERE IT MEETS THE FLY OVER SO THERE IS ONE LANE MERGING WITH THE ONE LANE OF TRAFFIC ENTERING FROM THE MILWAUKEE ENTRANCE. SPECIALTY HAS A "YIELD" & A "MERGE" SIGN FOR THE OUTBOUND CONNECTOR TRAFFIC LANE. JASON IS ONSITE TO INSTALL MORE INLET PROTECTORS. THE CONCRETE PANEL AFTER THE BRIDGE OVERLAY WILL NOT BE GROUND SINCE THE GRINDERS CANNOT GRIND EVENLY ON A DIAGONAL, OR UP TO THE EPOXY OVERLAY. THE FIRST RIGHT LANE IS CLOSED FROM EXIT 50A TO TIE INTO THE ENCLOSURE AFTER THE FLY OVER CONNECTS TO I-84. THERE ARE (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK, EACH HAVING THEIR OWN OPERATOR. THERE ARE 2 GUYS W/ SPECIALTY FOR TRAFFIC CONTROL/MAINTENANCE. INTERSTATE BARRICADE ONSITE AT 2:15 AM. ONE GRINDER WAS NOT PERFORMING PROPERLY, WHICH WILL NEED TO BE RE-GROUND. EB LANES OPENED BY 5 AM.

2015' 2015'
~~1577'~~ + ~~1577'~~ + 1680' + 4327' = 10,037' @ 50" = 4,616.76 SY

Weather Conditions and Temperatures 49° F CLEAR 10pm /		Time Contractor Started Work 10:15 pm	Time Contractor Stopped Work 4:20 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-3-17 TUESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 27

Standard Construction Diary



Key Number 19289	Date 10-4-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

EB LANE CLOSURES ARE SAME AS THE PREVIOUS SHIFT. CONTRACTOR WILL BE GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK. THEY WILL BE RESUMING THE PASSES FROM THE WYE TO COLE RD OVERPASS. AN ADDITIONAL LEFT LANE IS CLOSED FROM EXIT 50A3 TO COLE RD OVER PASS. SPECIALTY IS CHANGING THE ENCLOSURE AT THE END OF THE WYE SO TRAFFIC CAN MOVE OVER TO THE LEFT AS THRU TRAFFIC SINCE THE ENCLOSURE IS GOING TO BE EXTENDED AFTER COLE RD OVERPASS, WHICH WOULD TAKE AWAY THE THRU TRAFFIC LANE AFTER EXIT 50B. THERE'S A TOTAL OF 5 GUYS DOING TRAFFIC CONTROL THIS SHIFT. INTERSTATE BARRICADE ONSITE @ 2:15 AM. EB LANES OPENED BY 4:45 AM.

$1038' @ 41'' = 394.06$

$994' + 825' + 825' + 825' + 916' + 912' + 2310' + 2126' = 9733'$

$9733' @ 50'' = 4506.02 SY + 394.06 SY = \underline{\underline{4900.08 SY}}$

Weather Conditions and Temperatures 51°F CLOUDY 10pm / 48°F CLOUDY 3am		Time Contractor Started Work 10:20pm	Time Contractor Stopped Work 4:20 AM
Contractor PENHALL	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-4-17 FRI WEDNESDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number A019(289)	Project Location 1-84 FIVE MILES TO ORCHARD	Key Number 19289	Diary Number 28

Standard Construction Diary



Key Number 19289	Date 10-5-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes ²

EB² LEFT LANES ON FLY OVER CLOSED UP TO ~~THREE~~ PAST COLE RD ONRAMP. ADDITIONAL ² LANES CLOSED FROM EXIT 50 +/-. COLE RD ONRAMP WILL BE CLOSED. OUTBOUND CONNECTOR TRAFFIC IS SHIFTED TO THE VERY RIGHT LANE ON THE FLY OVER. THERE IS A BREAK IN THE ENCLOSURE TO ALLOW TRUCK TRAFFIC FROM THE FLY OVER TO MERGE LEFT. FROM THE COLE RD ON RAMP, THE WHEEL WELL DEPRESSIONS ARE SIGNIFICANT TO THE END OF THE PROJECT. GRINDERS WILL NEED TO CUT DEEPER TO REMOVE DEPRESSIONS, WHICH RESULTS IN MUCH SLOWER GRINDING. KENNY WILL BE ATTEMPTING TO USE / CALIBRATE THE PROFILOGRAPH THE ENCLOSURE EXTENDS DOWN TO THE PROJECT LIMITS. I HAVE MARKED OUT 500 FT "STATIONS" AS REFERENCE POINTS TO THE END OF PROJECT. CONTRACTOR WILL MOST LIKELY NEED TO GRIND THE 2 RIGHT LANES EB FROM COLE RD ON RAMP TO END OF PROJECT TWICE; DUE TO SEVERE WHEEL WELL DEPRESSIONS. INTERSTATE BARRICADE ONSITE AT 3:15 AM. EB LANES OPENED BY 5 AM.

$1394' @ 41'' = 529.20 SY$

$1394' \times \frac{1}{4} + 590' + 630' + 830' + 806' = 7038'$

$7038' @ 50'' = 3258.33 SY + 529.20 SY = 3787.53 SY$

Weather Conditions and Temperatures 49° F CLEAR 10pm /		Time Contractor Started Work 10:25pm	Time Contractor Stopped Work 4:10AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-5-17 THURSDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A619 (289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 29

Standard Construction Diary



Key Number 19289	Date 10.6.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes

EB LANE CLOSURE ARE THE SAME AS THE PREVIOUS SHIFT. CONTRACTOR IS GRINDING W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. ONE GRINDER IS DOING RE-GRIND ON BAD SECTIONS. A CAR WAS DRIVING THROUGH THE ENCLOSURE AT ABOUT 45 MPH, PAST ALL CONSTRUCTION EQUIPMENT. I STOPPED HER AND HAD HER SAFELY GET BACK INTO LIVE TRAFFIC. SHE SAID SHE SAW AN OPENING AND THOUGHT SHE COULD TAKE IT. CONTRACTOR WILL NOT BE GRINDING 10/8 & 10/9 (SUN & MON) DUE TO HOUR RESETS & NEEDING TO DO MAINTENANCE OF THE SLURRY PONDS. INTERSTATE BARRICADES ONSITE AT 5AM. EB LANES OPENED BY 6:50 AM.

$1046' @ 41'' = 397.09 SY$

$3221' \times 3 + 394' + 1276' = 11,333 @ 50'' = 5246.76 SY$

$5246.76 + 397.09 = \underline{\underline{5643.85 SY}}$

Weather Conditions and Temperatures 57°F CLEAR 10pm / 45°F CLEAR 6am		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 6AM
Contractor PENHALL	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10.6.17 FRIDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number 4019 (289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 30

Standard Construction Diary



Key Number 19289	Date 10-10-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes

EB LANES CLOSED FROM FLY OVER (LEFT LANES) TO END OF PROJECT, TWO RIGHT LANES FROM EB EXIT 50A/B CLOSED AND TIES INTO ENCLOSURE AT WYE CONNECTION I-84. THERE IS A BREAK IN THE ENCLOSURE TO ALLOW THRU TRAFFIC OVER SINCE THERE IS NO THRU TRAFFIC AFTER EXIT 50B. COLE RD^{EB} ONRAMP IS CLOSED. THIS GRINDING CREW HAS (3) GRINDERS, (3) SLURRY TRUCKS, (1) WATER TRUCK. THE GRINDING CREW ON EXIT 49 FRANKLIN RAMP, HAS (2) GRINDERS, (3) SLURRY TRUCKS & (1) WATER TRUCK. EXIT 49 WB IS CLOSED. FRANKLIN/CITY CENTER ONRAMP CLOSED AT COLE RD, DETOUR SIGNS IN PLACE. ONE GRINDER ON THE EB SECTION WAS TAKEN OFF AROUND 1:20AM, DUE TO POOR CUTTING. I HAVE NOTICED A LOT OF GENERAL PUBLIC CARS CUTTING THROUGH THE ENCLOSURES. ALL TRAFFIC CONTROL DEVICES ARE IN PLACE. SPECIALTY HAS AN ARROW BOARD TEMPORARILY ~~AT~~ WHERE EXIT 49 CONNECTS TO I-84 SO THE GRINDER CAN MEET UP TO THE TRANSITION AREA IN LANE 4. INTERSTATE BARRICADES ONSITE AT 2AM. ALL EB LANES OPENED BY 4:45AM, EXIT 49 BY 5AM

$$EB : 2175' @ 41'' = 825.69 SY$$

$$EB : 3206' + 1570' = 4776' @ 50'' = 2211.11 SY$$

$$EXIT 49 : 3845 \times 2 @ 50'' = 3560.19 SY$$

$$3560.19 + 825.69 + 2211.11 = \underline{\underline{6597 SY}}$$

Weather Conditions and Temperatures 55°F CLEAR 10pm		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 4:00 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-10-17 TUESDAY
Inspector's Signature 		Reviewer's Signature	
Project Location A019 (289)	1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 31

Standard Construction Diary



Key Number 19289	Date 10-11-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

EB GRINDING CREW W/ (3) GRINDERS, (4) SLURRY TRUCKS, (1) WATER TRUCK. CREW ON EXIT 49 HAS (2) GRINDERS (DIAMOND PRODUCTS PL-6000-EC) (3) SLURRY TRUCKS, & (1) WATER TRUCK. LANE CLOSURES ARE THE SAME AS THE PREVIOUS SHIFT. ONE GRINDER ON EB WILL BE WORKING ON THE COLE RD ONRAMP. JASON IS ONSITE INSTALLING INLET PROTECTION. WH PACIFIC IS ONSITE TO SAVEY EXISTING PAVEMENT MARKINGS. ONE OF THE TWO GRINDERS ON EXIT 49 WAS PULLED OFF DUE TO LOW FUEL PRESSURE (BAD PUMP). I INSTRUCTED THE CREW ON EB GRINDING TO NOT DO A SHOULDER FEATHER AFTER THE COLE RD ONRAMP SINCE ITS NOT NECESSARY, & IT SAVES ABOUT 400 FT OF TEMP. PAINT. INTERSTATE BARRICADE ONSITE. ALL LANES OPENED BY 5AM.

EB : $653' + 150' + 2340' + 2816' = 5959' @ 50'' = 2758.80 \text{ SY}$

EXIT 49: $3800' + \frac{1800'}{\cancel{3400}'} = 5600' @ 50'' = 2592.60 \text{ SY}$

$2592.60 + 2758.80 \text{ SY} = \underline{\underline{5351.4 \text{ SY}}}$

Weather Conditions and Temperatures 10pm 49° F PARTLY CLOUDY /		Time Contractor Started Work 10:05 pm	Time Contractor Stopped Work 4:00 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-11-17 WEDNESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 32

Standard Construction Diary



Key Number 19289	Date 10-14-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

CONTRACTOR WILL BE GRINDING THE EB RIGHT LANES FROM THE WYE TO EXIT 50B. EB TRAFFIC FROM THE MILWAUKEE ON RAMP IS SHIFTED OVER TO MERGE WITH OUTBOUND CITY CENTER TRAFFIC. EXIT 50A IS CLOSED, BUT NOT 50B. CONTRACTOR HAS (3) GRINDERS, (4) SLURRY TRUCKS, & (1) WATER TRUCK. WH PACIFIC ONSITE AT 10:30PM. EXIT 50A ~~IS~~ ^{IS} CLOSED AS WELL. I MARKED A SPOT WHERE GRINDING WILL RESUME ON THE LANE THAT EXIT 50A BECOMES WHERE THE WYE CONNECTS TO I-84. INTERSTATE BARRICADES ONSITE AT 1:40 AM. EB LANES OPENED BY ~~6AM~~.

$$4715' + 4295' + 3115' = 12,125' @ 49" = \underline{\underline{5501.16 \text{ SY}}}$$

Weather Conditions and Temperatures 38°F CLEAR 10pm / 35°F CLEAR 4am		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 5:00 AM
Contractor PENHALL	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-14-17 SATURDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 33

Standard Construction Diary



Key Number 19289	Date 10.15.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

TRAFFIC ENCLOSURE IS THE SAME AS THE PREVIOUS SHIFT AS CONTRACTOR IS RESUMING GRINDING EB FROM THE FLY OVER TO EXIT 50B IN THE RIGHT LANES. THERE ARE (3) GRINDERS, (4) SLURRY TRUCKS, & (1) WATER TRUCK. I NOTICED THAT THE FOG LINE ON THE FLY OVER IS ONLY ABOUT 3", INSTEAD OF THE REQUIRED 4". PENHALL GRINDING SUPERINTENDENT, KENNY, IS EXPRESSING CONCERNS THAT THE SHOULDER FEATHER SHOULD BE PAID FOR AS ADDITIONAL SY OF GRINDING. THEY HAVE EXPRESSED THAT THEY WILL NOT BE DOING MORE FEATHERING UNTIL IT IS FIGURED OUT. JASON IS ONSITE INSTALLING INLET PROTECTION ON EB EXIT 49 (FRANKLIN EXIT). WH PACIFIC IS ONSITE FOR PAINT MARKINGS. ALL LANES OPENED BY 5 AM.

4015' @ 41" = 1524.21 SY
 1392' @ 40" = 515.56 SY
~~530'~~
 1180' + 1900' x 2 + 530' x 2 = 6040' @ ~~50"~~^{48"} = 2684.44 SY

1524.21 + 515.56 + 2684.44 = 4724.21 SY

Weather Conditions and Temperatures 41°F CLEAR 11PM /		Time Contractor Started Work 10:15PM	Time Contractor Stopped Work 4:00 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10.15.17 SUNDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 34

Standard Construction Diary



Key Number 19289	Date 10.16.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAFF
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Notes

LEFT 2 LANES FROM FLY OVER ARE CLOSE UP TO A MERGE BEFORE EXIT 50A. TRAFFIC FROM EXIT 50AB MUST MERGE INTO LANE 1 FOR THRU TRAFFIC, OR EXIT AT 50A. EXIT 50B & COLE RD ONRAMP ARE CLOSED. FROM EXIT 50A TO THE PROJECT LIMIT, TRAFFIC IS LIMITED TO A SINGLE LANE ON THE LEFT. THE 2 RIGHT LANES ARE CLOSED AFTER EXIT 50AB TO TIE INTO THE ENCLOSURE WHERE THE WYE CONNECTS TO I-84. CONTRACTOR IS HOPING TO FINISH EB, & THE RAMP 50B & COLE RD ONRAMP. THEY ARE USING (3) GRINDERS, (4) SLURRY TRUCKS & (1) WATER TRUCK. NH PACIFIC ONSITE AT 11:30PM TO MARK PAVING MARKINGS. INTERSTATE BARRICADE ONSITE AT 2AM. GRINDING CREW THAT WAS DOING EXIT 49 HAS FINISHED AND WILL HELP GET THIS EB SECTION DONE THIS SHIFT. EB GRINDING WAS COMPLETED THIS SHIFT. LANES OPENED BY 5AM.

$$215' + 160' + 140' + 100' + 440' + 860' \times 2 + ~~280~~^{1945'} + 1915' + 865' + 1665' = 9165' @ 48" = 4073.33 \text{ SY}$$

$$3005' @ 41" = 1140.79 \text{ SY}$$

$$1140.79 + 4073.33 \text{ SY} = \underline{\underline{5214.12 \text{ SY}}}$$

Weather Conditions and Temperatures 42° F CLEAR 11pm / 39° F CLEAR 4am		Time Contractor Started Work 10:30pm	Time Contractor Stopped Work 4:25 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-16-17 MONDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 35

Standard Construction Diary



Key Number 19289	Date 10-17-17	Inspector's Name (Initial if Filing Out Electronically) DAVID VANLYDEGRAFF
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Notes

WB RIGHT³ LANES CLOSED FROM ORCHARD OVERPASS TO EXIT 50A
 CONTRACTOR WILL BE GRINDING W/ (5) GRINDERS, (7) SWEEP
 TRUCKS & (2) WATER TRUCKS. EXIT 50B IS CLOSED. INTERSTATE
 BARRICADES ONSITE AT 2AM, THEY SAID THEY ARE RUNNING VERY LOW
 ON YELLOW PAINT & WILL MOST LIKELY NEED TO GET MORE. THERE WILL
 NEED TO BE SOME RE-GROUND ON THE PASS ON THE LEFT OF THE
 CROWN DUE TO MISALIGNMENT. THE 2 PAINTING OPERATORS HAVE NOT BEEN
 WEARING THEIR REFLECTIVE VESTS, THEY WERE NOTIFIED ON A PREVIOUS
 SHEET. WB LANES OPENED BY 5AM.

Weather Conditions and Temperatures 43° F CLEAR 12AM /		Time Contractor Started Work 10PM	Time Contractor Stopped Work 4AM
Contractor PEN HALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-17-17 TUESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 36

Standard Construction Diary



Key Number 19289	Date 10-18-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

WB 3 RIGHT LANES CLOSED FROM ORCHARD ONRAMP TO EXIT 50A. EXIT 50B IS CLOSED. CONTRACTOR IS GRINDING W/ (5) GRINDERS, (7) SLURRY TRUCKS, & (2) WATER TRUCKS. PATRICK W/ PENHALL WAS ONSITE FOR ABOUT 45MIN TO CHECK PROGRESS. PAINT TRUCK ONSITE AT 1AM. ONE GRINDER HAS BEGUN WORKING ON EXIT 50B. CONTRACTOR IS PLANNING ON NOT WORKING TOMORROW'S SHIFT DUE TO WEATHER FORECAST, & SATURDAY'S SHIFT (BSU HOME GAME). FRIDAY'S SHIFT WILL BE RE-GRINDING THE VERY INITIAL GRIND ON EB FAST LANES. WB LANES OPENED BY 5AM.

$3400' \times 5 + 2700' \times 3 = 19,700' @ 48'' = 8755.56 \text{ SY}$

$3400' @ 41'' = 1290.74 \text{ SY}$

$1290.74 + 8755.56 = 10,046.31 \text{ SY (OVER 2 SHIFTS)}$

Weather Conditions and Temperatures 62°F CLEAR 11pm / 54°F CLEAR 4am		Time Contractor Started Work 10:00 PM	Time Contractor Stopped Work 4 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-18-17 WEDNESDAY
Project Number A019(289)		Reviewer's Signature [REDACTED]	
Project Location 1-84 FIVE MILES TO ORCHARD	Key Number 19289	Diary Number 37	

Standard Construction Diary



Key Number 19289	Date 10-20-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VANLYDEGRAF
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Notes

CONTRACTOR WILL BE RE-GRINDING THE EB LEFT 2 LANES FROM WYE TO END OF PROJECT. THEY HAVE (5) GRINDERS, (7) SLURRY TRUCKS & (2) WATER TRUCKS. LEFT LANE CLOSURES START FROM THE SPLIT TO I-184 AND CONTINUE TO THE PROJECT LIMITS, ABOUT 10,000 FT. PAINT TRUCK ON SITE AT 1:45AM. THE RE-GRIND AREA IS ABOUT 6200 FT, W/ 5 PASSES WIDE. LF TOTAL OF 6242 FT. EB LANES OPENED BY 6:30 AM.

Weather Conditions and Temperatures 45°F MOSTLY CLOUDY 10PM /		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 5:30 AM
Contractor PEN HALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-20-17 FRIDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019/289	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 38

Standard Construction Diary



Key Number 19289	Date 10.22.17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAFF
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Notes

CONTRACTOR IS GRINDING WB FROM BEFORE EXIT 50B FORWARD. THEY HAVE (5) GRINDERS, (7) SLURRY TRUCKS, & (2) WATER TRUCKS. WB RIGHT LANES CLOSED FROM ORCHARD ONRAMP TO EXIT 50A, EXIT 50B IS CLOSED. EXIT 50B HAS BEEN FINISHED GRINDING. WITH PACIFIC & INTERSTATE BARRICADES ONSITE AROUND 2AM. AT 2:30, ONE GRINDER WAS PULLED OFF DUE TO MECHANICAL ISSUES. AROUND 3AM, A HEAVY FOG CAME IN.

$2900' + 2000' + 1600' + 900' + 2700' + 1400' = 11,500'$

$11,500' @ 48" = 5111.11 SY$

$2900' @ 41" = 1100.93 SY$

$5111.11 + 1100.93 = \underline{\underline{6212.04 SY}}$

Weather Conditions and Temperatures ^{10PM} 53°F MOSTLY CLOUDY // 42°F HEAVY FOG		^{3:30 AM} Time Contractor Started Work 10:25 PM	Time Contractor Stopped Work 4:10 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10.22.17 SUNDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 39

Standard Construction Diary



Key Number 19289	Date 10-23-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

WB 3 RIGHT LANES CLOSED FROM ORCHARD ONRAMP TO EXIT 49.
 EXIT 50A IS CLOSED, THERE IS AN OPENING IN THE ENCLOSURE
 TO ALLOW TRAFFIC OUT AT EXIT 50B. CONTRACTOR IS GRINDING W/
 (5) GRINDERS, (7) SLURRY TRUCKS & (2) WATER TRUCKS W/ PACIFIC &
 INTERSTATE BARRICADES ONSITE AT 2AM. EXIT 50A HAD TO BE CUT
 TWICE TO BECOME ACCEPTABLE. THE LANE THAT GOES TO EXIT 50A
 HAD THE SHOULDER FEATHERED. WB LANES OPENED BY 5AM.

$$1487' \text{ SHOULDER FEATHER @ } 48'' = 660.89 \text{ SY}$$

$$500' + ~~500'~~ + 1400' + 1800' + 2500' + 700' + 2000' = ~~7400'~~^{8900'}$$

$$8900' @ 48'' = 3955.56 \text{ SY}$$

$$500' @ 41'' = 189.81 \text{ SY}$$

$$660.89 + 3955.56 + 189.81 = 4806.26 \text{ SY}$$

Weather Conditions and Temperatures 44°F CLEAR 11pm / 37°F CLEAR 4am		Time Contractor Started Work 10:15pm	Time Contractor Stopped Work 4:30am
Contractor Penthall	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-23-17 MONDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number A019(289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 40

Standard Construction Diary



Key Number 19289	Date 10-24-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

GRINDING CONTINUES WB IN THE 2 RIGHT LANES FROM EXIT 50A TO ~~MP~~ WHERE OUTBOUND CITY CENTER CONNECTS TO I-84. ~~AND~~ TWO GRINDERS ARE WORKING ON THE COLE RD^{WB} ONRAMP. THERE ARE (5) GRINDERS, (7) SLURRY TRUCKS & (2) WATER TRUCKS. 3 WB LANES ARE CLOSED FROM ORCHARD TO ~~MP~~ MP 48.5. COLE RD ONRAMP IS CLOSED, EXIT 49 IS CLOSED. EXITS 50A + 50B ARE OPEN AS A BREAK IN THE ENCLOSURE. JASON IS ONSITE INSTALLING INLET PROTECTORS ON THE COLE RD ONRAMP. SURVEYOR & PAINTER ONSITE AT 2AM. WB LANES OPENED BY 5AM.

$$3800' @ 41" = 1442.6 \text{ SY}$$

$$1500' + 2700' + 2200' + (3,383' \times 3) = 16,549' @ 48" = 7355.1 \text{ SY}$$

$$1442.6 + 7355.1 = \underline{\underline{8797.7 \text{ SY}}}$$

Weather Conditions and Temperatures 47°F CLEAR 10pm / 42°F CLEAR 4am		Time Contractor Started Work 12 PM	Time Contractor Stopped Work 4:10 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-24-17 TUESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 41

Standard Construction Diary



Key Number 19289	Date 10-25-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

CONTRACTOR WILL BE GRINDING WB FROM COLE RD ONRAMP FORWARD. THEY ARE USING (5) GRINDERS, (7) SLURRY TRUCKS, & (2) WATER TRUCKS. THERE ARE ONLY 4 PASS WIDTHS FROM EXIT 49 TO WHERE 1-184 CONNECTS, WHICH ONE OF THE PASSES IS ONLY 41" WIDE. CONTRACTOR SAID THEY WILL NEED TO RE-GROUND LANES 1 & 2 JUST AFTER EXIT 49 DUE TO LOW SPOTS. AROUND 12AM, SPECIALTY CLOSED 2 LEFT LANES ON 1-184 WB SO TRAFFIC WOULD HAVE TO DIVERT OVER TO THE MILWAUKEE WB RAMP, WHICH GIVES AN EXTRA LANE TO THE ENCLOSURE WHERE 1-184 CONNECTS TO 1-84. RIGHT LANES CLOSED FROM EXIT 50B TO 1/4 MILE PAST 1-184 / 1-84^{WB} CONNECTION. CONTRACTOR WILL BE TAKING THE NEXT SHIFT OFF TO RESET HOURS (10/26). NO EXITS ARE CLOSED. SURVEYORS ONSITE AT 2AM. COLE RD ONRAMP WB WAS CLOSED AT 10PM AS WELL. PAINTER ONSITE AT 2:30AM. WB LANES ALL OPENED BY 5AM.

$1500' + 2000' + 2700' = 6200' @ 48" = 2755.6 \text{ SY}$

$1000' @ 41" = 379.6 \text{ SY}$

$2755.6 + 379.6 = \underline{\underline{3135.2 \text{ SY}}}$

Weather Conditions and Temperatures 47°F CLEAR 10pm /		Time Contractor Started Work 1030pm	Time Contractor Stopped Work 4 AM
Contractor PENHALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-25-17 WEDNESDAY
Inspector's Signature 		Reviewer's Signature	
Project Number A019 (289)	Project Location 1-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 42

Standard Construction Diary



Key Number 19289	Date 10-27-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAAF
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Notes

WB 2 RIGHT LANES CLOSED FROM EXIT 49 TO PROJECT LIMITS, COLE RD ONRAMP STILL OPEN (THERE IS A BREAK IN THE ENCLOSURE). 2 LEFT LANES CLOSED FROM I-184 WB TO THE STRUCTURE OF WYE. ONE GRINDER IS WORKING THE LEFT LANE FROM THE GORE BEFORE WB I-184 SPLIT TO THE WYE STRUCTURE. CONTRACTOR HAS (5) GRINDERS, (7) SLURRY TRUCKS, & (2) WATER TRUCKS. 1130 PM, SPECIALTY CREATED A SHIFT FOR TRAFFIC ON I-184 WB GOING ONTO I-84 SO THEY SHIFT OVER TO THE LEFT LANE. TRAFFIC IS VERY SLOW MOVING AT THE ZIPPER MERGE OF I-184 / I-84. PAINTER & SURVEYOR ON SITE AT 2AM. GRINDING SHOULD BE COMPLETE IN ABOUT 2 MORE SHIFTS, PLUS THE BUMP GRINDING WORK WHICH WILL BE DETERMINED AFTER THE ROAD IS PROFILE GRAPHED. WB LANES OPENED BY 7AM

Weather Conditions and Temperatures 47° F CLEAR 10pm / 45° F CLEAR 5am		Time Contractor Started Work 10:10 PM	Time Contractor Stopped Work 6 AM
Contractor PENHALL	Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-27-17 FRIDAY	
Inspector's Signature 	Reviewer's Signature		
Project Number A019 (289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 43

Standard Construction Diary



Key Number 19289	Date 10-28-17	Inspector's Name (Initial if Filling Out Electronically) DAVID VAN LYDEGRAF
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Notes

MILWAUKEE ONRAMP IS CLOSED & ALL DETOUR SIGNS ARE IN PLACE
 RIGHT LANES ARE CLOSED ON ^{OUTBOUND} I-184 ~~WB~~ COMING UP TO THE FLY OVER, BUT
 TRAFFIC CAN STILL USE IT. RIGHT LANES ARE CLOSED ON I-84 WB
 FROM EXIT 49 TO THE PROJECT LIMITS. CONTRACTOR IS GRINDING W/
 (5) GRINDERS, (7) SURRY TRUCKS & (2) WATER TRUCKS. THEY HAVE (1)
 TMA PARKED PERPENDICULAR ON MILWAUKEE ONRAMP. OUTBOUND I-184 WB
 TRAFFIC HAS AN ACCELERATION LANE ONTO I-84 WB. PAINT TRUCK ONSITE
 AT 2AM. JASON IS ONSITE REMOVING INLET PROTECTORS. SURVEYOR ONSITE
 AT 6AM. (2) GRINDERS WERE PULLED OFF AT 7AM DUE TO LOW FUEL.
 CONTRACTOR SHOULD FINISH TONIGHT W/ AN ADDITIONAL 30 MIN TO THE
 REGULAR HOURS. ALL LANES OPENED BY 9:15AM. GRINDING IS COMPLETED
 EXCEPT FOR WHAT SECTIONS DO NOT PASS THE PROFILEGRAPH.

Weather Conditions and Temperatures 51°F CLEAR 10PM / 42°F CLEAR 5AM		Time Contractor Started Work 10:10 PM	Time Contractor Stopped Work 8:40 AM
Contractor DEN HALL		Chargeable Days <input type="checkbox"/> Yes <input type="checkbox"/> No	Date and Day of Week 10-28-17 SATURDAY
Number A019(289)	Project Location I-84 FIVE MILE TO ORCHARD	Key Number 19289	Diary Number 44

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: Concrete Rehab				Project Number: 17047	
Location(s) (Be Specific): I 84 EB, MAPLE GROVE				Flagging Roster:	
Date(s): 7 Aug 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	1)	13)
Crew: J. Popper				2)	14)
Task:				3)	15)
				4)	16)
Truck #: Rental		Trailer #:		5)	17)
Maintenance <input type="checkbox"/>	Arrow Board (A) / Message Board (M)			6)	18)
Lane Closure <input type="checkbox"/>	A/M # 15	S: 18563.5	E:	7)	19)
Lane Shift <input type="checkbox"/>	A/M #	S:	E:	8)	20)
Road Closure <input type="checkbox"/>	A/M #	S:	E:	9)	21)
Paving <input type="checkbox"/>	A/M #	S:	E:	10)	22)
Milling <input type="checkbox"/>	A/M #	S:	E:	11)	23)
Striping <input type="checkbox"/>	A/M #	S:	E:	12)	24)
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc: mob	A/M #	S:	E:	5 DRUMS	

Daily Notes (MUST include times and location within the project)

took out PCM boards to say
"LANE CLOSURES BEGIN 8-14-17"

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <i>Concrete Rehab</i>				Project Number: <i>17047</i>			
Location(s) (Be Specific): <i>EB I84</i>				Flagging Roster:			
Date(s): <i>13 Aug 2017</i>		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>		1) _____ 13)	
Crew: <i>J. ROPER TRAVIS</i>				2) _____ 14)		3) _____ 15)	
Task:				4) _____ 16)		5) _____ 17)	
Maintenance <input type="checkbox"/>		Truck # <i>TC 91</i>		6) _____ 18)		7) _____ 19)	
Lane Closure <input type="checkbox"/>		Trailer # _____		8) _____ 20)		9) _____ 21)	
Lane Shift <input type="checkbox"/>		Arrow Board (A) / Message Board (M)		10) _____ 22)		11) _____ 23)	
Road Closure <input type="checkbox"/>		A/M #	S:	E:	12) _____ 24)		Materials Purchased/Used:
Paving <input type="checkbox"/>		A/M #	S:	E:			
Milling <input type="checkbox"/>		A/M #	S:	E:			
Striping <input type="checkbox"/>		A/M #	S:	E:			
Manholes <input type="checkbox"/>		A/M #	S:	E:			
Misc: <i>mob</i>		A/M #	S:	E:			

Daily Notes (MUST include times and location within the project)

mob out 30 Drums & signs and staged everything for the closures (left lane) on Mon night. We took out

5 RWA 48x48

5 INCREASE FINES 72x36

4 SPEED ZONE ↑ 48x48

5 55 MPH 48x60

2 2LLCA 48x48

4 MR 48x48

2 END ROAD WORK 24x48

2 65 MPH 48x60

30 DRUMS

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I-84 EB & WB		Flagging Roster: n/a	
Date(s): 14 Aug 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>
Crew: J. Roper, Radio, Travis			
Task:	Truck # TC91		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4451.3	E: 4458.9
Road Closure <input type="checkbox"/>	A/M # 17	S: 0256.3	E: 0263.9
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc: Mob	A/M #	S:	E:
		Materials Purchased/Used: 125 CANOLES	

Daily Notes (MUST include times and location within the project)

- Pulled on Double Left at 950 pm. Penhall was on the Road at 1030 pm
 - Put up block signs over 65 mph
 - started to stage the WB side
- took out
- 3 RWA 48x48
 - 3 Fines 36x72
 - 2 Speed zone ↑ 48x48
 - 3 55 MPH 48x60
 - 2 Two LCA 48x48
 - 4 MR 48x48
 - 2 END 24x48
 - 2 65 MPH 48x60
 - 30 Drums
- Penhall off the Road at 345 and said we could pick up at 430 am.
 - Pulled off Lane closure at 430 and EB open at 510.
 - Moved MB to WB to read left lanes closures tonight @ 10 pm

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): WB I 84		Flagging Roster: n/a	
Date(s): 15 Aug 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ROPER, TRAVIS, RADIO			
Task:	Truck #		
Maintenance <input type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 3	S: 4557.4	E:
Road Closure <input type="checkbox"/>	A/M # 18	S: 4458.9	E: 4466.0
Paving <input type="checkbox"/>	A/M # 17	S: 0263.9	E: 0285.1
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used: 15 CANDLES	

Daily Notes (MUST include times and location within the project)

- Pulled on the Double Left for WB at 9:50 pm.
- Penhall was on the Road working by 10:10 pm.
- Fixed a couple of the signs that had bad retro and replaced them w/ good ones.
- Layed out for the last half for the Double Left for WB.
- Brought out MIB 3 for E to read "NIGHTLY LANE CLOSURES EXPECT DELAYS"
- Picked up down candles & through out the night.
- Penhall finished their last patch of the night and was off the road at 4:40 am.
- We started the pull off at 4:50 to let the spill cure as long as possible. The lane closures were completely off by 5:20 am.
- All signs ^{dropped} and PCM changed done at 6:15 am

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I84 EB AND WB		Flagging Roster: n/a	
Date(s): 16 Aug 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ROOPER, J. HOPKINS, RADIO, TRAVIS JON			
Task:	Truck #	TL 91, 97	
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5233.4	E: 5239.2
Road Closure <input type="checkbox"/>	A/M # 21	S: 8191.8	E: 8199.2
Paving <input type="checkbox"/>	A/M # 18	S: 4478.7	E: 4485.9
Milling <input type="checkbox"/>	A/M # 17	S: 0285.1	E: 291.9
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc: mob	A/M #	S:	E:
		Materials Purchased/Used: 60 DRUMS 215 CANDLES	

Daily Notes (MUST include times and location within the project)

- mob out 60 DRUMS to move Double Left up 1 mile to Finish out Left lanes for WB
- Started EB & WB Double Left At 950. with both Directions Completely set by 1030 pm.
- penhall spill crew on the Road WB @ 1010 pm but the Grinders Didn't set in until 11 pm
- mob out CANDLES so we could put a CANDLE ON EVERY SKIP
- put bases on CANDLES to double weight them
- penhall Got to the last patch WB @ 400
- WB WAS off the ROAD AT ~~410~~ 445 EB off AT ~~435~~ 530
- ~~Both Lanes pulled off by 530~~
- STRIPE crew Showed up Around 3 Am

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): T84 WB EB				Flagging Roster: n/a	
Date(s): 17 AUG 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROPER, TRAVIS, RADIO, JERRY					
Task:	Truck # TC 91, 85				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 17	S: 301.2	E: 305.4		
Road Closure <input type="checkbox"/>	A/M # 18	S: 4485.9	E: 4493.2		
Paving <input type="checkbox"/>	A/M # 21	S: 8206.1	E: 8213.1		
Milling <input type="checkbox"/>	A/M # 14	S: 5239.2	E: 5243.7		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (*MUST* include times and location within the project)

- Staged Drums for WB Double left from MAPLE GROVE over pass to five mile,
- Started pull on WB AND EB at 750 pm. WB was on at 1015 AND EB 1025 pm.
- Spall crew on the ROAD AT 1005 AND THE GRINDING CREW ON AT 1025 pm
- Spall CREW DONE AT 1245. pulled off WB AT 2am
- STRIPE CREW on site AROUND 3AM.
- Shortened the EB closure AT 245AM.
- Grind crew off AT 440 AND STRIPE crew off AT 445AM AND WE STARTED PULLING off ~~at~~ then.
- HAD EB open up AT 5:05
- All signs dropped by 530.
- moved RWA AND SPEED ZONE signs back to the start of the project EB.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I 84 EB FLYING "Y" to ORCHARD		Flagging Roster: n/a	
Date(s): 18 AUG 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ROPER, TRAVIS, RADO			
Task:	Truck # TR 91 97		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 38	S: 3770.6	E: 3779.3
Road Closure <input type="checkbox"/>	A/M # 18	S: 4493.2	E: 4501.5
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- Somehow the job was picked up so I had no canoles or Drums on site so I had to bring out 60 Drums. I was late getting Penhall on the Road. Penhall was on the Road at 11:20 pm.
- Traffic was busy EB. Not sure if it was the eclipses or just Friday night traffic.
- Penhall had 3 Grinders on the Road but one broke down AND was off the Road at 4 AM.
- WE took out another 60 Drums for WB to stage that side as well.
- Traffic DIED Down at around 1 AM.
- Stripe truck on site around 5:45.
- WE picked up the extra canole at 6:15. to help us pull off faster. Penhall off completely at 6:35 AM AND stripe truck off at 6:40 AM
- Traffic wasn't busy when we pulled off so 7 AM on Sat is a good exit off time

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I-84 between Orchard and Five Mile			Flagging Roster: n/a		
Date(s): 8/20		Day <input checked="" type="checkbox"/>	Night <input type="checkbox"/>		
Crew: D Kircher					
Task:			Truck # MG05		
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A / M #	S:	E:		
Road Closure <input type="checkbox"/>	A / M #	S:	E:		
Paving <input type="checkbox"/>	A / M #	S:	E:		
Milling <input type="checkbox"/>	A / M #	S:	E:		
Striping <input type="checkbox"/>	A / M #	S:	E:		
Manholes <input type="checkbox"/>	A / M #	S:	E:		Materials Purchased/Used:
Misc:	A / M #	S:	E:		

Daily Notes (MUST include times and location within the project)

Traffic Control Manager/Supervision - Two inspection Sunday 8/20, one A.M, one P.M. Checked all signage EB and WB I-84. Noted that all drums and tubular markers were in place on shoulder; none had been hit by traffic, moved by wind, etc. Increased Fines signs are facing - will check with TCS on that. Jobsite looks good.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84 EB "V" to ORCHARD			Flagging Roster: n/a		
Date(s): 22 Aug 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROPER, TRAVIS, RABID, SHAWN					
Task:	Truck # TC 91, 95				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5243.7	E: 5251.2		
Road Closure <input type="checkbox"/>	A/M # 17	S: 347.0	E: 353.9		
Paving <input type="checkbox"/>	A/M #	S:	E:		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc:	A/M #	S:	E:		
			Materials Purchased/Used: 50 drums 60 Drums		
			2x55 mph 48x60		

Daily Notes (MUST include times and location within the project)

- Pulled on Double left at 950 pm Traffic was not too busy EB.
- Penhall was in the lane closure at 1005
- MADE 2 55 mph for the WB I84 on Ramp onto WB I84
- Traffic DIED DOWN AROUND 1130 pm.
- Shortened up the lane closure for tomorrow by staging the drums tonight. Able to shorten it by .8 miles.
- Cont. to get signs ready for up coming Detours.
- Traffic started to build EB at 4 am.
- Stripe crew on site around 3 am.
- Penhall only had 2 Grinders on the Road tonight
- The Grinders off at 420 and the stripe crew off at 430 and we began to pick cables
- Lane open at 505 and EB traffic was getting really busy by then.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I 84 ^{EB} COLE OVERPASS to ORCHARD				Flagging Roster: n/a	
Date(s): 23 AUG 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper, Travis, Shaun					
Task:		Truck # TC 91 TC 77			
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	(A) M # 14	S: 5251.2	E: 5258.6		
Road Closure <input type="checkbox"/>	(A) M # 38	S: 3779.3	E: 3786.7		
Paving <input type="checkbox"/>	A/M #	S:	E:		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Traffic was pretty busy at 845 pm when I started to move up the signs so I could bump up the Double Left
- Started the pull on at 950 pm and Penhall was on sight at 1010 pm
- moved the 55 mph up because traffic wasn't following the speed limit. (to far from work zone). This seemed to help
- Penhall had 2 grinders going and almost finished the left 2 lanes
- Stripe crew on site around 3 am
- Shaun and I cont. to prep for the upcoming detours.
- Penhall off the road at 415 and everyone else at 430 am.
- traffic for EB was building heavier by the min. we had all lanes open at 5 am.
- All signs dropped by 6 AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 EB COLE/ORCHARD WB ORCHARD/COLE				Flagging Roster: n/a	
Date(s): 24 AUG 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROPER, RADO, TRAVIS, SHAWN					
Task:	Truck # TC 91, 77, 95				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 23	S: 4916.0	E: 4919.7		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5258.6	E: 5262.3		
Paving <input type="checkbox"/>	A/M # 16	S: 1594.7	E: 1599.7		
Milling <input type="checkbox"/>	A/M # 18	S: 4570.3	E: 4575.6		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- ROAD WAS WET FROM STORM BURST. ROAD FLOODED UNDER COLE/OVERLAND. 3 LEFT LANES W/ STANDING WATER CAUSED ACCIDENT. BPD IN LEFT LANE SO I PULLED ON DOUBLE LEFT EARLY TO PROTECT THEM.
- Penhall onsite AT 1010. THEY WERE ALMOST DONE WE EB LEFT LANES SO WE STOOD UP THE SIGNS FOR WB.
- PULLED ON WB AT 1130 PM. TRAFFIC WAS PRETTY DEAD AT THAT TIME. PULLED ON 1 MILE DOUBLE LEFT FOR Penhall. THEY STARTED GRINDING AT 1210 AM.
- Penhall FINISHED EB AT 1250 AM AND WE PULLED OFF EB AT 1 AM AND IT WAS FULLY OPEN AT 130 AM.
- Penhall had 2 GRINDERS ON WB WORKING. ~~THE~~
- THE ROAD WAS DRY BY 11 PM WITH JUST A FEW DAMP SPOTS ON THE SHOULDER.
- STRIPE CREW WAS ON SITE AT 3 AM
- Penhall WAS OFF THE ROAD AT 425

- Cont pg 2

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I 84 WB ORCHARD to FLYING "Y"			Flagging Roster: n/a		
Date(s): 25 Aug 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper, TRAVIS, RADIO, SHAWN					
Task:	Truck # TC 90, TC 77				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 23	S: 4819.7	E: 4828.6		
Road Closure <input type="checkbox"/>	A/M # 16	S: 1599.7	E: 1609.0		
Paving <input type="checkbox"/>	A/M #	S:	E:		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Pulled on Double left at 9:50 pm for WB
- SET A 1.7 mile Double Left Stopping just EAST of the FLYING "Y" Junction
- TRAFFIC WAS PRETTY BUSY FOR A FRIDAY NIGHT WB. IT DIDN'T REALLY DIE DOWN UNTIL AROUND 1 AM.
- Did some Buster maintenance while running maintenance on the lane closure (TRAVIS & SHAWN)
- I MADE THE SPECIALTY SIGNS FOR THE DETOURS AND RAMP CLOSURES.
- TRAFFIC STARTED PICKING UP AT A STEADY PACE AROUND 6 AM.
- All Equipment was off the road at 6:30 AM.
- WB fully open at 7:10 AM.
-

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 WB Orchard to I84 Junction				Flagging Roster: n/a	
Date(s): 27 Aug 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Poppe, Zaido, Shaun					
Task:	Truck # TC 91, 77, 95				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5258.6	E: 5265.9		
Road Closure <input type="checkbox"/>	A/M # 18	S: 4603.9	E: 4611.0		
Paving <input type="checkbox"/>	A/M #	S:	E:		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Pulled on Double Left at 9:50 pm. Penhall was on the road at 10:05 pm.
- Took Double Left to just east of 50^A on Ramp.
- Continue to work on signs for future work on the Grind work.
- Talked with Kenny & Steve to figure out how some of the work can be done w/out having traffic on both sides of workers.
- Traffic was pretty light tonight. Both directions.
- Penhall needs Double Left extended past 2 miles tomorrow.
- All equipment off at 5:430 am, started to pick candles. All lanes open at 4:55 am.
- All signs dropped and drive time at 5:45 am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I-84 WB ORCHARD to CONNECTOR		Flagging Roster: n/a	
Date(s): 28 Aug 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper RADIO - SHAWN			
Task:	Truck # TC 91 76 95		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4611.0	E: 4618.4
Road Closure <input type="checkbox"/>	A/M # 14	S: 5265.9	E: 5273.4
Paving <input type="checkbox"/>	A/M # 3	S:	E: 6872.7
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc: <input type="checkbox"/>	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- Pulled on Double left at 9:50 pm. Penhall on the Road at 10:10 pm
- Shortened up the lane closure by moving up the AB .6 of a mile. WE DID this at 1 AM when traffic was real light on WB
- Staggered for the WB Double left by ~~st~~ moving the Double left west. Penhall almost at the connector but has both left GRIND up to SOB off Ramp.
- Traffic was light most of the night with nothing to report on
- All equipment off the Road at 4:30 AM and Both lanes open at 5 AM.
- Turned off the EB PCM until after Labor Day weekend

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 WB EXT SDB to CONNECTOR				Flagging Roster: n/a	
Date(s): 29 Aug 2017		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>	
Crew: J. Roper, Radio, & Shaun					
Task:		Truck # TC 91 97 95			
Maintenance <input checked="" type="checkbox"/>		Trailer #			
Lane Closure <input checked="" type="checkbox"/>		Arrow Board (A) / Message Board (M)			
Lane Shift <input type="checkbox"/>		A/M # 18		S: 4618.4 E: 4625.4	
Road Closure <input type="checkbox"/>		A/M # 14		S: 5273.4 E: 5280.4	
Paving <input type="checkbox"/>		A/M #		S: E:	
Milling <input type="checkbox"/>		A/M #		S: E:	
Striping <input type="checkbox"/>		A/M #		S: E:	
Manholes <input type="checkbox"/>		A/M #		S: E:	
Misc: <input type="checkbox"/>		A/M #		S: E:	
Materials Purchased/Used:					

Daily Notes (MUST include times and location within the project)

- Started pull on for Double Left at 950 pm. HAD to move up the lane closure 1500 ft. Penhall was on the ROAD AT 1010 pm
- TRAFFIC WAS busy WB During the pull on.
- CONT to get material READY FOR NEXT WEEK
- TRAFFIC DIED DOWN AROUND MIDNIGHT.
- STRIPE CREW ON SITE AT 245 AM.
- Talked w/ STEVE (ITD) About possibly using FLAGGERS when the on Ramps are closed to help traffic. SAID HE would get back to me
- Started pull off AT 430AM when ALL Equipment WAS off the ROAD.
- Double left pulled off AT 455am AND all SIGNS DROPPED AND DRIVE time AT 545AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I 84 EB		Flagging Roster: n/a	
Date(s): 31 AUG 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper RADO			
Task:	Truck # TC 91 97		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 15	S:	E: 19147.1
Road Closure <input type="checkbox"/>	A/M #	S:	E:
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

- Penhall DIDN'T work tonight but WE NEEDED to STAGE for Tues night.
- Small CREW suppose to work from BEGINNING OF EB to just EAST of the connector.
- LOWERED the PCM for WB for the WEEKEND AND DROPPED ALL INCREASED FINES for the job.
- MADE SURE job WAS buttoned up for the LONG weekend
- Finished the last sign for the connector exit for EB.

TRAFFIC CONTROL MAINTENANCE DIARY

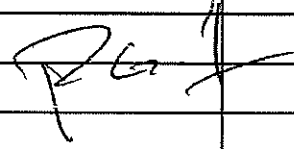
Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I-84 Mainline, EB and WB, Cloverdale to Vista		Flagging Roster: n/a	
Date(s): 9/5	Day <input checked="" type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Kircher			
Task:	Truck # MG05		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M #	S:	E:
Road Closure <input type="checkbox"/>	A / M #	S:	E:
Paving <input type="checkbox"/>	A / M #	S:	E:
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

Inspected project area on Tuesday 9/5, as I knew there was going to be no work performed that evening. Onsite 1245pm. Noted that all unused signs were laid down and pulled as far from the travel lane as possible. Noted one barrel knocked over from the shoulder taper WB; will address leaving the shoulder tapers up with the night crew. All other drums were pulled uniformly to the CIP rail. Jobsite looked good, safe, and free of hazards.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): EB & 5 mile to connector				Flagging Roster: n/a	
Date(s): to Sep 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper, Travis, Radio, Shawn					
Task:	Truck # TC 91 95				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5280.6	E: 5287.8		
Road Closure <input type="checkbox"/>	A/M # 18	S: 4625.4	E: 4632.4		
Paving <input type="checkbox"/>	A/M # 3	S: 6872.7	E: 24/7		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used: Special sign I-184 Exit 48x48	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Pulled on EB at Beginning of Project to just east of the connector at 9:50 pm. Built a cone to allow the left two lanes on the connector to stay closed but allow traffic to use the right lane on the connector to go downtown. Use special sign "I-184 Exit R" to help traffic. Also changed the sign to read "I-184 open use left lane follow signs"
- Traffic was really busy EB. It was hard to set cone point at connector. Traffic didn't die down until 1 am.
- Spill crew worked until 3:15 am and we were told to leave lane closure up until 4:30 am at which time Travis and I started to pick candles.
- EB lanes all open at 5:00 am and all signs dropped and drive time at 5:45 am.
- Didn't need 4 people tonight because the graders

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: 1-84 Five mile to ORCHARD GARDEN				Project Number: 17-047	
Location(s) (Be Specific): EB 84 5 mile to connector				Flagging Roster:	
Date(s): 6 SEP 2017		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: J. Popen Travis Radio Shawn				2)	14)
				3)	15)
				4)	16)
Task:		Truck # TR 91 95		5)	17)
Maintenance	<input checked="" type="checkbox"/>	Trailer #		6)	18)
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		7)	19)
Lane Shift	<input type="checkbox"/>	A / M #	S:	E:	8)
Road Closure	<input type="checkbox"/>	A / M #	S:	E:	9)
Paving	<input type="checkbox"/>	A / M #	S:	E:	10)
Milling	<input type="checkbox"/>	A / M #	S:	E:	11)
Striping	<input type="checkbox"/>	A / M #	S:	E:	12)
Manholes	<input type="checkbox"/>	A / M #	S:	E:	Materials Purchased/Used:
Misc:		A / M #	S:	E:	

Daily Notes (MUST include times and location within the project)

PG 2 cont

didn't work tonight. I talked with BRUCE AND STEVE to let BRUCE know how the Double Right will go AND for them to EXPECT traffic on both sides of them with a DEAD lane on ~~either~~ both sides of them as a safe Buffer AND that is the only way I can see closing lanes so they can work.

- TRAFFIC Really started to pick up at 4:30 AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): EB & WB 84				Flagging Roster: n/a	
Date(s): 7 SEP 2017		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>	
Crew: J. ROPER, JERRY, RADIA, TRAVIS, SHAWN					
Task:		Truck # 7C 91 95 9			
Maintenance <input type="checkbox"/>	Trailer #				
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4632.4	E: 4639.3		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5287.8	E: 5294.9		
Paving <input type="checkbox"/>	A/M # 37	S: 2085.3	E: 2090.7		
Milling <input type="checkbox"/>	A/M # 38	S: 3779.3	E: 3784.3		
Striping <input type="checkbox"/>	A/M # 15	S: 19147.1	E: 24/7		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc:	A/M #	S:	E:		
				Materials Purchased/Used: 4 ML 48X48	
				2 TWORLCA 48X48 20 CANDLES	

Daily Notes (MUST include times and location within the project)

- Pulled on EB AND WB Double left at 9:50 pm.
- CHANGED RCM FOR EB TO READ I-184 OPEN USE LEFT LANE FOLLOW SIGNS.
 - CREATE GORE FOR "Y"
 - Penhall Spall crew off 84 EB at 12:45 AM. Left Double Left up ~~at~~ until 2:30 AM and pulled Double Left off AND moved Drums to Right shoulder for staging Double Right for FRIDAY night. Took out 2 Two Right Lane closed ahead AND 4 ML.
 - Turned on MBIS with "nightly lane closures Expect Delat."
 - Penhall Spall crew worked on the Fly over in ASPEN lane closure
 - WB off the ROAD at 4:30 AM AND Double left picked up AND All lanes open at 5 am.
 - Traffic WAS Really busy at 10 pm EB to set the GORE at the connector.
 - TRAFFIC Doesn't Really Die Down til After midnight both ways.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <i>Ranhall</i>				Project Number: <i>17043</i>	
Location(s) (Be Specific): <i>I-84 orchard to Fivemile</i>				Flagging Roster: <i>Ø</i>	
Date(s): <i>9/8/2017 9/9/2017</i>		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: <i>Jerry T., Josh R., Travis, Sean</i>				2)	14)
Radio				3)	15)
Task: Truck # <i>Tc94, Tc91, Tc62, Tc98</i>				4)	16)
Maintenance <input checked="" type="checkbox"/> Trailer # <i>T-5</i>				5)	17)
Lane Closure <input checked="" type="checkbox"/> Arrow Board (A) / Message Board (M)				6)	18)
Lane Shift <input type="checkbox"/> A/M # <i>293</i>		S: <i>5075.3</i> E: <i>5081.2</i>		7)	19)
Road Closure <input type="checkbox"/> A/M # <i>38</i>		S: <i>3784.3</i> E: <i>3790.5</i>		8)	20)
Paving <input type="checkbox"/> A/M # <i>18</i>		S: <i>4639.3</i> E: <i>4648.2</i>		9)	21)
Milling <input type="checkbox"/> A/M # <i>14</i>		S: <i>5294.9</i> E: <i>5305.1</i>		10)	22)
Striping <input type="checkbox"/> A/M #		S: E:		11) <i>X2 Right two lanes closed 48x48</i>	23)
Manholes <input type="checkbox"/> A/M #		S: E:		12) <i>X4 Merge Left 48x48</i>	24)
Misc: <i>Grinders</i>		A/M # S: E:		Materials Purchased/Used:	

Spall Repair Daily Notes (MUST include times and location within the project)

On site by 8:00 p.m. started picking up 31 barrels and re-staged them west bound starting on the east side of overland overpass and west side of overland bridge for second merge taper, moved left lane closure signs to west bound for Grinders, added Right two lanes closed Ahead east bound right before Fivemile on I-84 and 2 Merge lefts to the other side of Fivemile for a Double right lane closure for spall repair, Jerry, Josh and Sean started pulling on the double Right at 9:50 p.m. up to the tip of the top of the fly over, Radio and Travis started pulling on west bound double left at 9:50 p.m. 1,000 feet west of Maple Grove Bridge, made sure all 65 mph sign were covered, ran hot laps through out the night, started pulling off east bound at 3:00 A.M. had east bound off by 3:45 A.M., started pulling off west bound at 6:00 A.M.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: PennHall			Project Number: 17045		
Location(s) (Be Specific): I-84 Orchard to Fivemile			Flagging Roster: <input checked="" type="checkbox"/>		
Date(s): 9/9/2017 9/10/2017 Day <input checked="" type="checkbox"/> Night <input checked="" type="checkbox"/>			1) 13)		
Crew: Jerry T., Travis, Radio, Sean			2) 14)		
			3) 15)		
			4) 16)		
Task: Truck # Tc 94, Tc 95, Tc 62			5) 17)		
Maintenance <input checked="" type="checkbox"/>	Trailer # T-5 tate's trailer		6) 18)		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		7) 19)		
Lane Shift <input type="checkbox"/>	A/M # 1	S: 9890.3 E: 9898.0	8) 20)		
Road Closure <input type="checkbox"/>	A/M # 2	S: 6201.5 E: 6209.2	9) 21)		
Paving <input type="checkbox"/>	A/M # 18	S: 4648.2 E: 4656.6	10) 22)		
Milling <input type="checkbox"/>	A/M # 14	S: 5305.1 E: 5313.6	11) 23)		
Striping <input type="checkbox"/>	A/M # 23	S: 5082 E: 5092.1	12) 2 RC Type III Barricades		
Manholes <input type="checkbox"/>	A/M # 38	S: 3785 E: 3798.6	Materials Purchased/Used:		
Misc: Grinders	A/M #	S:	E: 60 candles		

Spall repair Daily Notes (MUST include times and location within the project)

Got to ~~the~~ ^{the shop} at 8:00 p.m. hitched up to the tate's trailer then headed to I-84 started standing west bound signs, didn't find out ~~the~~ the spall crew was working till 9:00 p.m., started picking barrels up for them to have a Equad lane closure in the east bound, started pulling on west bound double left at 9:30 p.m. to try and get spall crew on by 10 p.m. started the first right lane closure on top of the fly over, second lane closure at the fly over Coop, third lane closure at SOA off ramp, fourth lane closure under the Overland bridge Keeping the cole exit SOB open, closed ~~the~~ Exit SOA-B ramp with 2 type 3 Road closed barricades and barrels extending the 4 right lane closures to the match line before orchard, had to add 60 more candles to get the Grinders to the match line just before Fivemile, started pulling off east bound by 6:30 A.M. had them off by 7:45 A.M. started pulling off west bound by 8:20 A.M. had everything's signs dropped by 10:00 A.M.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Kennhall</u>				Project Number: <u>17043</u>	
Location(s) (Be Specific): <u>I-84 Orchard to Five Mile</u>				Flagging Roster: <input checked="" type="checkbox"/>	
Date(s): <u>9/10/2017</u> <u>9/11/2017</u>		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: <u>Jerry T., Radio, Sean, Josh R.</u>				2)	14)
				3)	15)
				4)	16)
Task:		Truck # <u>Tc94, Tc98, Tc62, Tc591</u>		5)	17)
Maintenance <input checked="" type="checkbox"/>	Trailer # <u>T-5 take's trailer</u>		6)	18)	
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		7)	19)	
Lane Shift <input checked="" type="checkbox"/>	A/M # <u>23</u>	S: <u>5792.1</u>	E: <u>5896.3</u>	8)	20)
Road Closure <input type="checkbox"/>	A/M # <u>38</u>	S: <u>3790.5</u>	E: <u>3794.7</u>	9)	21)
Paving <input type="checkbox"/>	A/M #	S:	E:	10)	22)
Milling <input type="checkbox"/>	A/M #	S:	E:	11)	23)
Striping <input type="checkbox"/>	A/M #	S:	E:	12) 1 Shift Right <u>48x48</u>	24)
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc: <u>Spall Repair</u>	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

Started staging a ~~right~~ double Right lane closure in the west bound ~~at~~ at 8 p.m. at Orchard cause that's what I was told they wanted the night before then plans changed at 9 p.m., extended and led to the end of the fly over from Aspen's traffic control, once penn hall gave the go ahead set a right lane closure east bound at the SDA-b ramp (closing the ramp) to Exit SDA put in a shift right just After the bridge of the fly over with a merge right to the Exit SDA for spall repair started pulling all traffic control by 4:30 p.m., was done and off the road by 6:00 A.M.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Pennhole</u>				Project Number: <u>17047</u>	
Location(s) (Be Specific): <u>I-84 184 Orchard to Five mile</u>				Flagging Roster:	
Date(s): <u>9/11/2017 9/12/2017</u> Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>				1)	13)
Crew: <u>Scott, Travis, Sean, Radio, Josh K.</u>				2)	14)
Task: Truck # <u>Tc94, Tc95, Tc71, Tc91</u>				3)	15)
Maintenance <input checked="" type="checkbox"/>	Trailer # <u>T-5</u>			4)	16)
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			5)	17)
Lane Shift <input checked="" type="checkbox"/>	A/M # <u>23</u>	S: <u>55096.3</u>	E: <u>5701.7</u>	6)	18)
Road Closure <input type="checkbox"/>	A/M # <u>38</u>	S: <u>3794.7</u>	E: <u>3798.1</u>	7)	19)
Paving <input type="checkbox"/>	A/M # <u>14</u>	S: <u>5313.6</u>	E: <u>5321.4</u>	8)	20)
Milling <input type="checkbox"/>	A/M # <u>18</u>	S: <u>4656.6</u>	E: <u>4664.2</u>	9)	21)
Striping <input type="checkbox"/>	A/M #	S:	E:	10)	22)
Manholes <input type="checkbox"/>	A/M #	S:	E:	11)	23)
Misc: <input type="checkbox"/>	A/M #	S:	E:	12)	24)
Materials Purchased/Used:					

Daily Notes (MUST include times and location within the project)

On site by 8:00 p.m. Started standing signs for right lane closure east bound, started standing signs for double left lane closure west bound, started setting east bound and west bound lane closures at 9:50 p.m., set a shift right on the fly over with Aspen's lane closure all the way up to the over land overpass for both right lane closure and shift putting spall crew in the middle 3 lanes, set west bound double left from the overland off ramp Exit 50B to Five mile, then started a double left ~~on~~ I 184 at the coil off ramp to the fly over closing the two west bound ~~lanes~~ lanes under the fly over, started pulling east bound at 2:50 A.M. was done by 3:50 A.M. then started pulling I 184 at 3:30 A.M. was done by 4:50 A.M. then started pulling the west bound by 4:50 A.M. was done pulling by 5:50 A.M. started dropping signs was done and off the road by 6:00 A.M.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Pennhall</u>				Project Number: <u>17047</u>	
Location(s) (Be Specific): <u>I-84 I184 Orchard to Five mile</u>				Flagging Roster:	
Date(s): <u>9/12/2017 9/13/2017</u> Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>				1)	13)
Crew: <u>Jerry, Radio, Travis, Sean</u>				2)	14)
				3)	15)
				4)	16)
Task:	Truck # <u>TC94, TC95, TC91, TC71</u>			5)	17)
Maintenance <input checked="" type="checkbox"/>	Trailer # <u>T-5</u>			6)	18)
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			7)	19)
Lane Shift <input type="checkbox"/>	A/M # <u>18</u>	S: <u>4664.2</u>	E: <u>4671.6</u>	8)	20)
Road Closure <input type="checkbox"/>	A/M # <u>14</u>	S: <u>5321.4</u>	E: <u>5328.8</u>	9)	21)
Paving <input type="checkbox"/>	A/M # <u>38</u>	S: <u>3793.6</u>	E: <u>3798.1</u>	10)	22)
Milling <input type="checkbox"/>	A/M # <u>23</u>	S: <u>5101.7</u>	E: <u>5106.9</u>	11)	23)
Striping <input type="checkbox"/>	A/M #	S:	E:	12)	24)
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc/grindri	A/M #	S:	E:		

Spall Repair Daily Notes (MUST include times and location within the project)

onsite by 8 p.m. started standing signs for double left lane closure I-84 ~~east~~ west bound and west bound I184, started setting both by 9:30 p.m. was done setting both by 10:30 p.m. staged signs, barrels and barricades for east bound Franklin off ramp Exit 50B. started pulling off I184 ~~at~~ at 3:00 a.m. was done by 3:30 A.M. finished getting signs staged for closure, started pulling west bound ~~to~~ double left lane closure by 4:30 A.M. was done by 5:15 A.M. dropped signs and was done and off the road by 6 A.M.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Pen Hall</u>				Project Number: <u>17047</u>	
Location(s) (Be Specific): <u>I-84 I-184 Orchard to Five mile</u>				Flagging Roster:	
Date(s): <u>9/13/2017 9/14/2017</u>		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: <u>Jerry T, Travis, Sean, Radon</u>				2)	14)
Task: <u>Truck # Tc94, Tc98, Tc91, Tc84</u>				3)	15)
				4)	16)
Maintenance <input checked="" type="checkbox"/>	Trailer # <u>T-2</u>			5)	17)
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			6)	18)
Lane Shift <input type="checkbox"/>	A/M # <u>14</u>	S: <u>5:32.8</u>	E: <u>5:33.9</u>	7)	19)
Road Closure <input checked="" type="checkbox"/>	A/M # <u>18</u>	S: <u>4:67.6</u>	E: <u>4:67.6</u>	8)	20)
Paving <input type="checkbox"/>	A/M #	S:	E:	9)	21)
Milling <input type="checkbox"/>	A/M #	S:	E:	10)	22)
Striping <input type="checkbox"/>	A/M #	S:	E:	11)	23)
Manholes <input type="checkbox"/>	A/M #	S:	E:	12)	24)
Misc: <u>Grinders</u>	A/M #	S:	E:	Materials Purchased/Used:	

Spall repair Daily Notes (MUST include times and location within the project)

Closed east bound Franklin Exit SD15 for spall repair, set Petar route for ramp closure, set a double left east bound I-84 started west of the Five mile bridge with the first taper set the second taper east of the Five mile bridge, set lane closure ~~to~~ ^{to} the Park at the flying Y just to the bridge deck on I-184 for Grindersi ran hot laps on candles and stayed ~~at~~ some of the city center and Franklin exit closure for Friday night, pulled the Franklin exit at 3 am. and started pulling the double left at 4:40 A.M. was done and off the road by ~~6:00 AM~~ ~~6:00 AM~~ 6:00 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Pen Hall</u>				Project Number: <u>17047</u>	
Location(s) (Be Specific): <u>I-84 Orchard to Five mile</u>				Flagging Roster:	
Date(s) <u>9/14/2017 9/15/2017</u>		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: <u>Scott T., Travis</u>				2)	14)
Task:				3)	15)
				Truck # <u>TC94</u>	
Maintenance <input checked="" type="checkbox"/>	Trailer # <u>T-2</u>			5)	17)
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)			6)	18)
Lane Shift <input type="checkbox"/>	A / M #	S:	E:	7)	19)
Road Closure <input type="checkbox"/>	A / M #	S:	E:	8)	20)
Paving <input type="checkbox"/>	A / M #	S:	E:	9)	21)
Milling <input type="checkbox"/>	A / M #	S:	E:	10)	22)
Striping <input type="checkbox"/>	A / M #	S:	E:	11)	23)
Manholes <input type="checkbox"/>	A / M #	S:	E:	12)	24)
Misc:	A / M #	S:	E:	Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

picked up barrels and staged them on Cole rd. for turn lane closure, Frankling ramp and City Center ramp from west bound for right lane closure and gor point

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Pen Hall</u>				Project Number: <u>17047</u>			
Location(s) (Be Specific): <u>I-84 Orchard to Fivemile</u>				Flagging Roster:			
Date(s): <u>9/15/2016 9/16/2017</u> Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>				1)			13)
Crew: <u>Jerry T., Travis, Sean, Radio</u>				2)			14)
				3)			15)
				4)			16)
Task: <u>Truck # TC94, TC95, TC91, TC97</u>				5)			17)
Maintenance <input checked="" type="checkbox"/>	Trailer #			6)			18)
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			7)			19)
Lane Shift <input type="checkbox"/>	A/M # <u>18</u>	S: <u>4678.6</u>	E: <u>4686.4</u>	8) X4 Type III Barr. ^{Road closed}	20) X5 Left Arrow ^{2x15}		
Ramp Closure <input checked="" type="checkbox"/>	A/M # <u>14</u>	S: <u>5335.9</u>	E: <u>5343.3</u>	9) X2 Detour Ahead ^{48x48}	21) X1 RCA ^{48x48}		
Paving <input type="checkbox"/>	A/M # <u>13</u>	S: <u>3528.0</u>	E: <u>3535.6</u>	10) X8 Exit Rider ^{24x12}	22) X19 Detour ^{24x12}		
Milling <input type="checkbox"/>	A/M #	S:	E:	11) X5 Straight Arrow ^{24x15}	23) X2 I-184 east Ramp		
Striping <input type="checkbox"/>	A/M #	S:	E:	12) X5 Hook Arrow ^{24x15}	24) Access At Franklin Rd. ^{48x24}		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:			
Misc: <input type="checkbox"/>	A/M #	S:	E:	X2 Exit 49 closed Ahead use Exit 5A ^{66x36}			

Daily Notes (MUST include times and location within the project)

Closed Cole Franklin exit with barrels and 2 Type III Road closed barricades, closed the inside left ^{turn} lane on Cole north bound put RCA signs and Detour clusters up, set a right lane closure at Exit 50A at the gate the the rail at Exit 49 closing the City Center ramp with 2 Type III Road closed barricades, with Exit 49 closed Ahead use Exit 50A signs and Detour Ahead signs and Detour clusters, closed Franklin Exit 1A ramp with Detour clusters, set a ~~double~~ double left lane ^{closure} east bound from Fivemile to I-184, started pulling all the ramp closures by 5:00AM. was done by 6:00AM, started pulling double left lane closure ~~at~~ by 6:30AM. was done and off the road by 7:30AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Fen Hall</u>				Project Number: <u>17047</u>	
Location(s) (Be Specific): <u>I-84 Orchard to Five mile</u>				Flagging Roster:	
Date(s) <u>9/16/2017 9/17/2016</u>		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: <u>Serry L., Travis, Radio, Sean</u>				2)	14)
				3)	15)
				4)	16)
Task:		Truck # <u>TC94, TC95, TC91</u>		5)	17)
Maintenance	<input checked="" type="checkbox"/>	Trailer # <u>T-5</u>		6)	18)
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		7)	19)
Lane Shift	<input type="checkbox"/>	A/M # <u>13</u>	S: <u>3535.6</u> E: <u>3547.0</u>	8)	20)
Road Closure	<input checked="" type="checkbox"/>	A/M # <u>14</u>	S: <u>5343.3</u> E: <u>5353.6</u>	9)	21)
Paving	<input type="checkbox"/>	A/M # <u>18</u>	S: <u>4687.8</u> E: <u>4698.7</u>	10)	<u>VDX West 24x15</u>
Milling	<input type="checkbox"/>	A/M #	S: E:	11)	23)
Striping	<input type="checkbox"/>	A/M #	S: E:	12)	24)
Manholes	<input type="checkbox"/>	A/M #	S: E:	Materials Purchased/Used:	
Misc (grinders)	<input type="checkbox"/>	A/M #	S: E:		
				<u>K2 Two Center Lanes closed Ahead 48x48</u>	
Spall repair Daily Notes (MUST include times and location within the project)					
<p> Closed West bound Nampa ^{on} ramp from Cole Rd at 9:15 p.m. moved barrels to the end of the ramp to enclose the lane the the merge, pulled that off by 3:00 A.M., Set a double right lane closure starting at Orchard overpass to Exit 50A then around 1:00 A.M. extended it to Exit 50B and west bound I-84, pulled that off by 7:00 A.M., Set a double center lane closure at Five mile on I-84 East pushing traffic to I-84 and in the far inside left lane and traffic to stay on I-84 in the far outside right lane giving the Grinders the full center of the road from Five mile to ^{to} the bottom gore of the fly over, changed PCM to say Franklin, City Center, Merge left, ran candle Maintenance in down time, started pulling that at 8:50 A.M. was done and off the road by 9:30 A.M. switch PCM back to saying Nightly Road Work, Expect Delays </p>					

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): IS4 EB				Flagging Roster: n/a	
Date(s): 21 SEP 2017		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>	
Crew: J. ROPER JERRY RABO SHAWN					
Task:		Truck # TC 91 98			
Maintenance	<input checked="" type="checkbox"/>	Trailer #			
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			
Lane Shift	<input type="checkbox"/>	A/M #	S:	E:	
Road Closure	<input type="checkbox"/>	A/M #	S:	E:	
Paving	<input type="checkbox"/>	A/M #	S:	E:	
Milling	<input type="checkbox"/>	A/M #	S:	E:	
Striping	<input type="checkbox"/>	A/M #	S:	E:	
Manholes	<input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:
Misc:		A/M #	S:	E:	

Daily Notes (MUST include times and location within the project)

- Went to pull up EB Double Left at 9:30 pm when perhall CANCELLED.
- SENT RABO to another job AND JERRY AND I stayed to STAGE the job right way without doing a lane CATTLE shoot.
- stayed a couple hours AND went home at 1 am.
- Talked with Steve (SD) about perhall doing the center right lane in a Double left instead of doing a CATTLE shoot. AND he AGREED.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>Knott</u>		Project Number: <u>17043</u>	
Location(s) [Be Specific]: <u>I-84 Orchard to Geneva</u>		Flagging Roster:	
Date(s) <u>9/21/07</u>	Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>	1)	13)
Crew: <u>Scott L., Josh Roper, John</u>		2)	14)
		3)	15)
		4)	16)
Task:	<u>Truck # <u>TC 94, TC 71, TC 71</u></u>	5)	17)
Maintenance <input checked="" type="checkbox"/>	<u>Trailer # <u>T-5</u></u>	6)	18)
Lane Closure <input checked="" type="checkbox"/>	<u>Arrow Board (A) / Message Board (M)</u>	7)	19)
Lane Shift <input type="checkbox"/>	<u>A/M # <u>14</u> <u>523526</u> <u>ED3625</u></u>	8)	20)
Road Closure <input type="checkbox"/>	<u>A/M # <u>R</u> <u>546587</u> <u>EL7064</u></u>	9)	21)
Paving <input type="checkbox"/>	A/M # S: E:	10)	22)
Milling <input type="checkbox"/>	A/M # S: E:	11)	23)
Striping <input type="checkbox"/>	A/M # S: E:	12)	24)
Manholes <input type="checkbox"/>	A/M # S: E:	Materials Purchased/Used:	
Misc Spalls <input type="checkbox"/>	A/M # S: E:		

Daily Notes (MUST include times and location within the project)

Set Double Right lane closure west bound from Orchard to Cole Exit SDA, they didn't get very much work done due to the rain, Dave asked us to leave it up as long as possible due to the water sitting on top of the spalls, started pulling everything off by 4:30 AM was done and off the road by 5:30 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I 84 EB Five Mile/Exit 50A WB 50B		Flagging Roster: n/a	
Date(s): 26 Sep 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ZODER JAKE RADIO SHAUN			
Task:	Truck # TC 91 88 95		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5353.7	E: 5359.3
Road Closure <input type="checkbox"/>	A/M # 18	S: 53 4706.4	E: 4714.0
Paving <input type="checkbox"/>	A/M # 23	S: 5106.9	E: 5109.1
Milling <input type="checkbox"/>	A/M # 13	S: 3547.0	E: 3549.3
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

- Set WB Double Right for spill crew just East of Exit 50B. Closed Exit 50B and had sign telling traffic to use 50A
- Set Double Left for EB at beginning of project at 1030pm. Set cattle shoot for I 184 traffic and made Right Lane a thru lane for EB 84. Changed PCM to Read Right Ln I 84 mt Home Left Ln 184 city center. Penhall didn't like the setup felt "unsafe" so we talked how they would like it so we staged for tomorrow night with an extra PCM at the beginning of the cattle shoot and moved the whole shoot back 1000 ft.
- Traffic is in my opinion too busy to try and set a cattle shoot at 10pm. No real safe way to do it. Traffic dies down around midnight which might be a better time.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84 EB Five Mile/Exit 50A WB Exit 50B			Flagging Roster: n/a		
Date(s):		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper TRAVIS (pull on/off) Jake RADIO Shawn					
Task:	Truck # TK 91 85 88				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 23	S: 5109.1	E: 5116.9		
Road Closure <input type="checkbox"/>	A/M # 13	S: 3549.3	E: 3557.1		
Paving <input type="checkbox"/>	A/M # 18	S: 4714.0	E: 4721.1		
Milling <input type="checkbox"/>	A/M # 14	S: 5358.3	E: 5364.5		
Striping <input type="checkbox"/>	A/M # 15	S: 24/7	E: 19628.9		
Manholes <input type="checkbox"/>	A/M # 5	S: 1181.0	E: 24/7		Materials Purchased/Used:
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

Pulled WB on @ 930 pm (walked on so we could have both crews for EB) for SPALL crew.

Pulled on EB at 930 pm. used two PCM for cattle chute:
 1st " Left Ln 184 City Center Right Ln I84 mt home" 2nd
 one a 1000 ft before cattle chute " Left ~~Ln~~ Exit 184 thru traffic merge right. still had a few people dart through the closure but it ran a lot better tonight.

Traffic was real bad at pull on for EB. need to come up w/ safer way to pull on cattle chute.

Grinders Done and matched up at 330 am started EB pull off at 4 am. WB done at around 315 am pull off at 430 am. Both sides open up at 5 am. Staged EB for double right for thru night. Traffic is still pretty busy at 430 am. Perhall doing a good job getting off the road in time to help us out with pull off on time

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I84 EB Five Mile / Exit 50A		Flagging Roster: n/a	
Date(s): 28 SEP 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ROBERT JAKE TRAVIS RADIO SHAWN			
Task:	Truck # TC918485		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 13	S: 3557.1	E: 3564.5
Road Closure <input type="checkbox"/>	A/M # 23	S: 5116.9	E: 5124.2
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- Traffic was busy EB AND WB AT 830 WHEN JAKE WAS MOVING THE SIGNS AROUND.
- Started the EB pull on at 945 am AND Penhall WAS ON THE ROAD BY 1010 am.
- Penhall had 3 GRINDERS all night.
- we closed the Ramp to SOA-B AND put up the signs & taking such.
- Traffic DIED Down AT 1130 am.
- the PAINT CREW WAS ON SITE AT 230 AM. THE GRINDERS took out the set of SKIPS between the two Right LANES.
- All Equipment was off the ROAD AT 430 AND THE LANES WERE open up by 500 AM AND ALL SIGNS ~~WAS~~ DROPPED @ 515 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 EB Five Mile/Exit 50A WB EX 50B				Flagging Roster: n/a	
Date(s): 29 Sep 2017		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>			
Crew: J. Roper Jake Radio Shawn					
Task:		Truck # TC 91 85 98			
Maintenance	<input checked="" type="checkbox"/>	Trailer #			
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			
Lane Shift	<input type="checkbox"/>	A / M # 13	S: 3564.5	E: 3573.2	
Road Closure	<input type="checkbox"/>	A / M # 23	S: 5124.2	E: 5132.6	
Paving	<input type="checkbox"/>	A / M # 18	S: 4721.1	E: 4728.8	
Milling	<input type="checkbox"/>	A / M # 18	S: 4721.1	E:	
Striping	<input type="checkbox"/>	A / M # 14	S: 5364.5	E: 5370.7	
Manholes	<input type="checkbox"/>	A / M #	S:	E:	Materials Purchased/Used:
Misc:		A / M #	S:	E:	

Daily Notes (MUST include times and location within the project)

- Started WB pull on at 9:30 pm. Closed SOB for just an hour until we had both sides set up then made a core and opened it up to traffic.
- EB started pull on at 9:40 pm. Closed SOA-B Ramp. Put up signs to tell EB traffic to use SOB EB.
- Traffic was stupid busy for a Friday night.
- Started to sprinkle 2:30 am. Paint crew stayed on the tail grinner.
- Spall crew off at around 3 and told me to open WB at 5 am
- EB called the operation at 4:15 when the rain really picked up. Started pull off at 5 am
- The roads were pretty wet at pull off.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I 84 EB Maple Grove / Exit SOB		Flagging Roster: n/a	
Date(s): 30 Sep 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper, Jake Rado, Shawn			
Task:	Truck #	TL 97 91 88	
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M #	S:	E:
Road Closure <input type="checkbox"/>	A/M #	S:	E:
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used: # 2 LLCA 48x48	

Daily Notes (MUST include times and location within the project)

- Started at 830 to move up Double Right up 2000 ft to Maple Grove.
- Started pull on at 940 AM AND TRAFFIC WAS BUSY AT THE TIME. DID A SWIRL LEFT COMING OFF THE FLY OVER TO GIVE PENHALL THE CENTER 3 LANES.
- TRAFFIC DIED DOWN AROUND 3 AM SPRINKLING RAIN ABOUT THE SAME TIME BUT NOTHING TO SERIOUS.
- talked with the inspector about closing SOA AND SOB to left through traffic AND make sure we strengthen the signs telling people to us the SOA-B BYPASS RAMP.
- Penhall off the Road by 830 AM AND WE STARTED TO PULL OFF THE CLOSURE.
- All signs AND AB off by 915 AM. DT AT 930 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>IS4 FIVE MILE TO ORCHARD</u>			Project Number: <u>17047</u>		
Location(s) (Be Specific): <u>IS4 EB</u>			Flagging Roster:		
Date(s): <u>1 OCT 2017</u>		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	1)	13)
Crew: <u>J. Roper RAOO Jake Shawn</u>			2)	14)	
			3)	15)	
			4)	16)	
Task:			5)	17)	
Truck # <u>TL91 88 97</u>			6)	18)	
Maintenance <input checked="" type="checkbox"/>	Trailer #		7)	19)	
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		8)	20)	
Lane Shift <input type="checkbox"/>	A / M #	S:	E:	9)	21)
Road Closure <input type="checkbox"/>	A / M #	S:	E:	10)	22)
Paving <input type="checkbox"/>	A / M #	S:	E:	11)	23)
Milling <input type="checkbox"/>	A / M #	S:	E:	12)	24)
Striping <input type="checkbox"/>	A / M #	S:	E:	Materials Purchased/Used:	
Manholes <input type="checkbox"/>	A / M #	S:	E:		
Misc:	A / M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- moved up signs and drum for Double Right of EB 84.
- Laid out possible ~~road~~ solutions for traffic patterns for the fly over to get through to mt Home.
- moved pem board so we can use SOA-B Ramp so EB traffic has access to ~~that~~ those ramps.
- WE Ran maintenance until 12:30 AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): DRY EB RAMP 4 to Cole			Flagging Roster: n/a		
Date(s): 2 Oct 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper Jake Radio Shawn					
Task:	Truck # TC 91 85 88				
Maintenance <input type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 40	S: 1282.6	E: 1299.7		
Road Closure <input type="checkbox"/>	A/M # 13	S: 3584.3	E: 3590.4		
Paving <input type="checkbox"/>	A/M # 23	S: 5143.9	E: 5151.2		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc:	A/M #	S:	E:		
			Materials Purchased/Used: 2 ML 48448 2 BLOC 48448		

Daily Notes (MUST include times and location within the project)

- ROLLED ON Double Rt EB AT 930 pm. WE CREATED A CURVE SO TRAFFIC COULD USE SDA-B OFF RAMP SO EB TRAFFIC HAD ACCESS TO COLE AND OVERLAND.
- PULLED SINGLE LEFT ON FLY OVER AT 940 pm.
- CHANGED PERM TO ROAD " COLE OVERLAND USE EXIT SDA-B RAMP"
- STAGED SIGNS AND DRUMS SO PERHALL COULD START LANE ON FLY OVER TUES NIGHT. TOOK OUT 2 NEW RLCA AND 2 ML SIGNS AND MOVED EXISTING DRUMS AROUND.
- PAINT TRUCK ON SITE AT 145 AM.
- PERHALL CUT 4 LEFT LANES COMPLETELY ~~UP~~ ^{UP} UP TO COLE OVERPASS
- PERHALL OFF THE ROAD AT 430 AND TRAFFIC OPENED UP AT 5 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I-184 WB to I-84 EB Flyover to SOA		Flagging Roster: n/a	
Date(s): 3 OCT 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper Jake Radio Shaun			
Task:	Truck # TC 91 88 85		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 23	S: 5151.3	E: 5158.5
Road Closure <input type="checkbox"/>	A/M # 13	S: 3590.4	E: 3598.1
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used: Yield Ahead 48x48 Shift Right 48x48 Ramp Merge 48x48 Yield 36x36	

Daily Notes (MUST include times and location within the project)

- pulled single ~~left~~ ^{Right} on at I-184 Milwaukee on Ramp. We Double delineated the on ramp and mainline traffic. Put Yield Ahead and Yield Sign for on Ramp and Shift Right and Ramp Merge for Main line. Shifted main line to Right Lane so Penhall had the room for a buffer and a Double left Down I-84 to SOA.
- Staged WB for a pull on at Exit 50B to 50A for the spill crew
- Traffic Did Really well to the traffic control over the fly over.
- Did a single Right on I-84 EB.
- Traffic stayed steady until about 1am.
- Penhall off by 430am
- Traffic completely open by 5am.
- All signs Dropped and DT at 530

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 EB 184 WB I84 WB				Flagging Roster: n/a	
Date(s): 4 OCT 2018		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>			
Crew: J. Roper Jake Radio Shaun ADAM					
Task:	Truck # TC91888385				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 23	S: 5158.5	E: 5166.1		
Road Closure <input type="checkbox"/>	A/M # 40	S: 1289.7	E: 1297.4		
Paving <input type="checkbox"/>	A/M # 13	S: 3598.1	E: 3605.8		
Milling <input type="checkbox"/>	A/M # 18	S: 4738.1	E: 4745.7		
Striping <input type="checkbox"/>	A/M # 14	S: 5370.7	E: 5378.2		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Started all pull outs at 9:30 am. Did a Double Right EB built Gore at SOA-B to ~~to~~ let traffic going EB access to SOA and SOB. Did a single Right EB ~~EB~~ 184 and then shifted the left lane onto the Milwaukee on Ramp. The pulled Double Right WB up to Exit 50A for the spill crew
- EB 184 junction to EB 84 we opened up a Gore for Mt Home traffic. Rushed them into the left lane using a Yield ↑, Yield, Ramp Merge and a special sign "I-84 EAST Mt Home" All ~~traffic~~ traffic that didn't take the Gore was pushed off at Exit 50B.
- Traffic was handling all traffic control well.
- Penhal was off the Road at 4am because we had so much stuff to pull off. We had all lanes up and running by 5am however traffic was really busy so we didn't get all signs dropped until 6am ~~the~~ the we went to DT.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84 EB I84 WB I84 WB			Flagging Roster: n/a		
Date(s): Oct 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROPER JAKE RADIO SHAUN ADAM					
Task:	Truck # TC 91718388				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 12	S: 7027.7	E: 7036.4		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5370.7	E: 5374.2		
Paving <input type="checkbox"/>	A/M # 18	S: 4745.7	E: 4753.1		
Milling <input type="checkbox"/>	A/M # 23	S: 5166.1	E: 5173.4		
Striping <input type="checkbox"/>	A/M # 40	S: 1312.1	E: 1319.3		
Manholes <input type="checkbox"/>	A/M # 13	S: 3605.1	E: 3611.6		
Misc:	A/M #	S:	E:		
					Materials Purchased/Used: 4 EAST 12x24 2 DETOUR BARRICADE (24x48) 3 RWA 48x48 1 "84" 24x24 4 DETOUR ARROW

Daily Notes (**MUST** include times and location within the project)

24Y30

- put AB 12 on S. COLE to close left turn lanes for SOB on Ramp EB. I didn't close the Ramp until 10:20 pm.
- started pull on's at 9:30 pm. Didn't get the GORE set for EB traffic coming off the Fly over until 10:15 pm. Penhall set in at 10:20 pm
- Talked with BRUCE w/ Penhall about FRIDAY night closure for WB. Told him it could only go to the FLYING Y junction.
- put up Detour for EB SOB on Ramp to go both Directions. One went to VICTORY (left) then to ORCHARD (left) The other overland (right) the ORCHARD (right)
- TRAFFIC WAS STEADY until about 2 am. TRAFFIC kept hitting the DRUMS for SECOND taper just past SOAB off Ramp EB.
- Penhall was off the Road at 4:15 am. WE HAD all Lanes of traffic open at 5 am AND all signs DROPPED by 6 am. Traffic WAS Really busy EB AND it took longer to Drop signs.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific):			Flagging Roster: n/a		
Date(s): 10 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Raper TRAVIS SHAWN RADTIG ADAM					
Task:	Truck # TC 91 85 83 84				
Maintenance <input type="checkbox"/>	Trailer #				
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 13	S: 3611.6	E: 3621.8		
Road Closure <input type="checkbox"/>	A/M # 23	S: 5173.4	E: 5183.3		
Paving <input type="checkbox"/>	A/M # 14	S: 5379.2	E: 5379.6		
Milling <input type="checkbox"/>	A/M # 40	S: 1319.3	E: 1328.2		
Striping <input type="checkbox"/>	A/M # 12	S: 7036.4	E: 7046.0		
Manholes <input type="checkbox"/>	A/M # 18	S: 4775.7	E: 4762.5		
Misc:	A/M #	S: 4753.1	E:		
			Materials Purchased/Used: 2 Yield 48x48 1 special sign 48x48 2 RWA 48x48 2 Yield 36x36 1 Ramp Merge		

Daily Notes (MUST include times and location within the project)

65 CANDLES
48x48

- Started our pull on at 9:30 pm. ~~we~~ set up the same lane closures as the past couple nights for EB Traffic was really busy as it was Friday night.
 - Had someone walk on WB and closed the SOA off ramp. put up sign 48x48 that said "SOA closed use SOB"
 - one EB was one we extended out WB to the "Y" built a cone for WB exit 49 on ramp and use merge ramp sign and yield signs
 - staged WB to extend out for Sat night. staged also the WB single right that we were going to bump up to exit 49.
 - Traffic Died Down at 3 AM.
 - Lost a setup guy at 2 AM (family emergency)
 - pulled off EB at 6 AM. and started WB at 6:50 AM.
- All lanes open at 7:45 AM and all signs done by 8:30 AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I84 WB 49/Fivemile		Flagging Roster: n/a	
Date(s): 7 OCT 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Rapce SHAWN RADIO TRAVIS Jow			
Task:	Truck # TC91 83 34 71		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 14	S: 5379.6	E: 5388.9
Road Closure <input type="checkbox"/>	A/M # 13	S: 3621.8	E: 3630.1
Paving <input type="checkbox"/>	A/M # 18	S: 4762.5	E: 4770.4
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- Had help to pull on both EB AND WB but the GRINDERS CANCELLED AT 845pm SO WE USED THE EXTRA HELP TO HURRY AND CLOSE THE 2 LEFT I84 RAMP LANES NOW THAT THE GRINDERS WEREN'T GOING.
- MOVED DRUMS AND SIGNS FOR WB I84 TO DO Double left. TRAFFIC WAS BUSY AND THERE WAS HARDLY ANY ROOM FOR THE AB TO SIT ON THE LEFT SHOULDER.
- ONCE EVERYTHING WAS CLOSED WE PUSHED THE WB 184 ON RAMP TO I84 OVER WITH A ^{LEFT} SHIFT ARROW, YIELD, AND RAMP MERGE.
- sent EVERYONE home AT 1230 until Penhall WAS READY for us to pull off. IT STARTED TO RAIN AROUND 4 AM SO Penhall GOT OFF EARLY.
- Started pull off AT 6 AM. ALL LANES OPEN AT 7 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): <i>I-84 WB 49/Fivemile</i>		Flagging Roster: n/a	
Date(s): 8 Oct 2017		Day <input checked="" type="checkbox"/> Night <input type="checkbox"/>	
Crew: J. Roper Jake David Bob R			
Task:	Truck # <i>tc 91 88 62</i>		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # <i>14</i>	S: <i>5379.6</i>	E: <i>5386.5</i>
Road Closure <input type="checkbox"/>	A/M # <i>13</i>	S: <i>3630.1</i>	E: <i>3637.0</i>
Paving <input type="checkbox"/>	A/M # <i>16</i>	S: <i>4770.4</i>	E: <i>4776.9</i>
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	
Daily Notes (<u>MUST</u> include times and location within the project)			
<p>- Started pull on 930 pm. only pulled on WB single Right and Double Left on the connector.</p> <p>- Traffic was light when we pulled on. at ^{Built} at more At exit 49 on Ramp and at the 184 84 junction and extended the closure to the end at Fivemile.</p> <p>- Penhall was done at 145 am and we were told to start the pull off at 4 am.</p> <p>- Had the lanes open at 430 am</p> <p>traffic was real light all night</p>			

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I-84 EB Connector/Orchard WB Exit 49			Flagging Roster: n/a		
Date(s): 10 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROBERT, SHAWN, ADAM, BOB R., DAVID					
Task:		Truck # 1291 85 97 83			
Maintenance	<input checked="" type="checkbox"/>	Trailer #			
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			
Lane Shift	<input type="checkbox"/>	A/M # 13	S: 3637.0	E: 3639.8	
Road Closure	<input type="checkbox"/>	A/M # 14	S: 5386.5	E: 5395.9	
Paving	<input type="checkbox"/>	A/M # 12	S: 7046.0	E: 7053.5	
Milling	<input type="checkbox"/>	A/M # 40	S: 1328.2	E: 1336.2	
Striping	<input type="checkbox"/>	A/M # 19	S: 4776.9	E: 4783.4	
Manholes	<input type="checkbox"/>	A/M # 23	S: 5183.4	E: 5190.9	Materials Purchased/Used: 8 EAST 12x24 8 184 shields 8 DETOUR 12x24 8 ARROW 12x24
Misc:		A/M #	S:	E:	

Daily Notes (MUST include times and location within the project)

- STARTED EB pull on at 9:30, Double Right AND A SINGLE Right WB 184 w/ shift left to GIVE Penhall center LANES.
- FINISHED EB pull on at 10:25 AND STARTED GETTING WB SINGLE Right so we could close Exit 49.
- Put up Detour per plan with ADVANCE WARNING WB that said 49 closed use Exit 50 A.
- closed Left turn bay AND SOB on Ramp EB with Detours up AND one left turn bay N. Cole AND FREE Right at temple so we could close the city center Ramp. This Ramp closure was done at 11:50pm
- Traffic wasn't too bad for pull on but at pull off it was a bit heavier than usual.
- With more lane closures AND Ramp closures it is taking longer to pull off. We didn't have all lanes open until 5:30 AM.
- Dropped all signs by 6pm AND went to DT.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84 EB FLYING Y" FORWARD WB Exit 49			Flagging Roster: n/a		
Date(s): 11 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: S. Roper, TRAVIS, SHAWN, ADAM, DAVID					
Task:	Truck # TC 91, 86, 85, 83				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 23	S: 5190.9	E: 5198.6		
Road Closure <input type="checkbox"/>	A/M # 18	S: 4783.7	E: 4790.7		
Paving <input type="checkbox"/>	A/M # 40	S: 1335.7	E: 1342.4		
Milling <input type="checkbox"/>	A/M # 12	S: 7069.9	E: 7075.6		
Striping <input type="checkbox"/>	A/M # 14	S: 5396.6	E: 5405.2		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- started both WB & EB pull on AT 9:30 pm. we did close the LEFT TURN bay AND FREE RIGHT for the ~~exit~~ ON RAMP by the temple AT 8:45 pm but LEFT the RAMP open until 10:15 pm
- TRAFFIC WASN'T too bad tonight. ~~was~~ lighter than normal.
- EB WAS ON by 10:20 pm
- ~~-----~~
- Talked w/ Penhall about closing Exit 1A EB AND Exit 49 WB so they were more safe.
- Penhall HAS ONE MORE night on EB with the SAME lane closure
- started our pull off AT 4:15 WB AND 4:35 EB
- Had FREEWAY open all LANES AT 5:05 AM AND ALL SURFACE STREETS OPEN BY 5:25 AM
- ALL SIGNS BY 6 AM

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 EB I84 WB Exit 49				Flagging Roster: n/a	
Date(s): 14 OCT 2017		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>			
Crew: J. Lopez, Shawn, David, Adam, Bob R					
Task:		Truck # T 91			
Maintenance <input checked="" type="checkbox"/>		Trailer #			
Lane Closure <input checked="" type="checkbox"/>		Arrow Board (A) / Message Board (M)			
Lane Shift <input type="checkbox"/>		A/M # 18		S: 4790.7 E: 4799.0	
Road Closure <input type="checkbox"/>		A/M # 23		S: 5198.6 E: 5206.9	
Paving <input type="checkbox"/>		A/M #		S: E:	
Milling <input type="checkbox"/>		A/M #		S: E:	
Striping <input type="checkbox"/>		A/M #		S: E:	
Manholes <input type="checkbox"/>		A/M #		S: E:	
Misc: <input type="checkbox"/>		A/M #		S: E:	
				Materials Purchased/Used: Ramp merge 48x48 Shift Shift Left 48x48	

Daily Notes (MUST include times and location within the project)

- Started pull on at 930 pm, single right on top of fly over and carried it down to exit 50B. Closed SOA-B Ramp. closed the on ramp to the connector as well.
- Brought out shift left and ramp merge for Milwaukee traffic going east bound. ~~to~~
- Traffic was pretty busy
- Penhall had to get off the road by 6am because of the lower thunder.
- started pull off at 515 and had all lanes open at 6 and all signs dropped at 630 am.
- Traffic started to pick up by then.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 50A I84 1A I84 WB 49				Flagging Roster: n/a	
Date(s): 15 OCT 2017		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>	
Crew: J. Roper Jake Shaun Adam David					
Task:	Truck #				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4779.0	E: 4806.2		
Road Closure <input type="checkbox"/>	A/M # 23	S: 5206.9	E: 5214.3		
Paving <input type="checkbox"/>	A/M #	S:	E:		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used: 8 Detour Arrow 12x15 8 Detour 12x24 8 Riders "Franklin RD" 12x36	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Started ~~the~~ lane closure at 9:30 pm. Single Right of I84 WB AND 50A-B Ramp and onto on Ramp to Connector.
- Perhall on the Road at 10 pm. Traffic was light.
- worked on staging the exit 1A EB I84 to close when perhall asked. Put up Detour to carry's flow back on WB I84 then off at Franklin. Closed Exit 1A at 12:30 am.
- perhall want ~~to~~ single Right at Exit 1A EB I84 tomorrow so we staged for that.
- perhall off the Road at 4:15 and we had all lanes open at 5 am. All signs dropped at 5:30
- Traffic EB was typical for this time

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I84 EB 184 EXIT 1A I84 WB Exit 49		Flagging Roster: n/a	
Date(s): 16 OCT 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper, Jake, Shawn, David, Adam			
Task:	Truck # T2 91 88 24 62		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 23	S: 5214.3	E: 5222.4
Road Closure <input type="checkbox"/>	A/M # 13	S: 3639.8	E: 3649.3
Paving <input type="checkbox"/>	A/M # 12	S: 7077.6	E: 7085.7
Milling <input type="checkbox"/>	A/M # 40	S: 1342.5	E: 1349.9
Striping <input type="checkbox"/>	A/M # 18	S: 4806.2	E: 4811.8
Manholes <input type="checkbox"/>	A/M # 14	S: 5405.2	E: 5411.6
Misc: <input type="checkbox"/>	A/M # 15	S: 19628.9	E: 19636.1
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- moved MBIS to GORE at I84 EB/I84 WB meet. Stood up signs for EVENT operation. (EB Double Right, I84 WB RLCA, WB RLCA, Detour for Exit 1A EB Detour Exit 49 and city center on Ramps by temple- AND for the SOB on Ramp at Cole/Entertainment)
- Closed Exit 1A at 930 pm using an AB to give GARDNERS more room and started Double Right EB and single Right I84 WB at same time.
- Left exit SOA-B off Ramp open and put MBIS to ROAD "Exit SOB closed use SOA Left LN Mt Home"
- Created cattle chute before Exit SOA to push the fly over traffic to the Left lane and the Right Lane Exit at SOA closing the Right 5 lanes East of Exit SOA.
- Closed the Left turn bays to SOB on Ramp and Penhall was on the Road at 1020 pm for EB and at 1010 for Exit 1A
- Started single Right WB at 1030 pm and closed the →

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific):		Flagging Roster: n/a	
Date(s): 1/0 Oct 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>
Crew:			
Task:	Truck #		
Maintenance <input type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M #	S:	E:
Road Closure <input type="checkbox"/>	A/M #	S:	E:
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Cont. Page 2

Daily Notes (MUST include times and location within the project)

- on RAMP for city center by the temple as well.
- Stalled for triple right WB to start Tues night. Picked up existing drums and signs and moved them around.
- Exit 1A and Exit 49 and on ramp by temple were done at 3:30 AM and we opened it up.
- Penhall moved ramp graders to EB to help finish EB side.
- Penhall had permission to finish EB by staying 30 min extra.
- Had all lanes open of freeway at 5:10 AM. All surface streets by 5:30 AM.
- All signs dropped by 6:15 AM due to heavy traffic.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I84 WB ORCHARD / SOA				Flagging Roster: n/a	
Date(s): 17 Oct 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ROGER JAKE SHAWN DAVID					
Task:		Truck # TC 108 91 88			
Maintenance	<input type="checkbox"/>	Trailer #			
Lane Closure	<input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			
Lane Shift	<input type="checkbox"/>	A/M # 13	S: 3049.3	E: 3656.2	
Road Closure	<input type="checkbox"/>	A/M # 18	S: 4811.8	E: 4819.0	
Paving	<input type="checkbox"/>	A/M # 14	S: 5411.6	E: 5419.1	
Milling	<input type="checkbox"/>	A/M #	S:	E:	
Striping	<input type="checkbox"/>	A/M #	S:	E:	
Manholes	<input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:
Misc:		A/M #	S:	E:	

Daily Notes (MUST include times and location within the project)

- Finished moving signs into place that were being used yesterday.
- Traffic was light on WB until we did the ~~put~~ triple right and traffic was all in on lane going slower.
- Started pull on at 940pm, built core at Orchard on Ramp and put up YIELD AHEAD and YIELD SIGN.
- Penhall on Road at 10pm.
- Closed SOB and put up sign for traffic telling them to use Exit SOA
- Drove WB throughout night to fix any issues
- moved Pen from EB to WB to say "Nightly Lane Closures Expect Delays"
- Penhall off by 430 and all lanes open at 455. Signs and job button up at 520

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I 84 WB ORCHARD / 50A			Flagging Roster: n/a		
Date(s): 18 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Lopez JAKE DAVID SHAW					
Task:	Truck # TC 91 08 93				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4835.8	E: 4843.1		
Road Closure <input type="checkbox"/>	A/M # 18	S: 3044.3	E:		
Paving <input type="checkbox"/>	A/M # 18	S: 18080.0	E:		
Milling <input type="checkbox"/>	A/M # 14	S: 5419.1	E: 5426.4		
Striping <input type="checkbox"/>	A/M #	S: 3655.9	E: 3663.2		
Manholes <input type="checkbox"/>	A/M #	S:	E:		Materials Purchased/Used:
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Started pull on at 940 pm
- Penhall on at 10 pm
- Built core at ORCHARD on ramp AND Isp wanted it extended out so I added 100ft to it plus added a second Ramp merge sign.
- Traffic gets busy when they are pushed to one lane.
- Closed so B and had traffic delay to so A.
- Ran maintenance through out the night.
- Pen hall off the road at 430 and we started to pick candles all lanes open at 5 AM and all signs and AB taken care of (Dropped or moved to yard) at 530 when we went to DT.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): I84 EB		Flagging Roster: n/a	
Date(s): 20 OCT 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper Shawn David			
Task:	Truck # TC91 88		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 18	S: 4843.1	E: 4851.9
Road Closure <input type="checkbox"/>	A/M # 13	S: 3672.2	E:
Paving <input type="checkbox"/>	A/M # 13	S: 3663.2	E: 3672.2
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- Started pull out at 940pm. Penhall on the ROAD at 10pm. Did a Double Left EB just EAST of the connector
- Had a car hit a lot of candles around 1130pm
- Shawn went home until pull off.
- Drove maintenance every half hour.
- Traffic was pretty busy until midnight but stayed steady until around 2am.
- Penhall was done at 6am
- All lanes open by 645am.
- All signs dropped and AB picked up at 650am
- Drove time at 7am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): I 84 WB				Flagging Roster: n/a	
Date(s): 22 OCT 2017		Day <input type="checkbox"/>		Night <input checked="" type="checkbox"/>	
Crew: J. Roper Jake Shaun David					
Task:		Truck # TC 91 88 85			
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 13	S: 3672.2	E: 3679.8		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5426.4	E: 5431.9		
Paving <input type="checkbox"/>	A/M # 18	S: 4851.9	E: 4859.0		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used: Exit 7 48x48	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

Started ~~at~~ Triple Right at 940 pm. Penhall on the Road by 10 pm.

- closed SOB Ramp and put up sign telling traffic to use SOA.
- picked up S Cole Ramp closure.
- Got signs ready for detour of exit 49 and on ramp for I84 WB. by temple.
- Grabbed Exit 7 sign for SOB
- Penhall off the road at 440 and all the lanes open at 505
- Traffic was starting to pick up at 445 am
- All signs dropped and PT at 530 am
- Fog was rolling in around 2 am and got thick at pull off. Need to watch this in future for everyone safety

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I 84 WB ORCHARD/SDA			Flagging Roster: n/a		
Date(s): 23 OCT 2017		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>			
Crew: J. ROOPER, JAKE, SHAWN, DAVID					
Task:	Truck # TC 91, 98, 94				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	ADM # 13	S: 3679.8	E: 3687.2		
Road Closure <input type="checkbox"/>	ADM # 14	S: 5431.9	E: 5439.1		
Paving <input type="checkbox"/>	ADM # 18	S: 4559.0	E: 4866.0		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc:	A/M #	S:	E:		
			Materials Purchased/Used: west 4 12x24 Exit 7 48x48		

Daily Notes (MUST include times and location within the project)

- Started pull on at 940 pm. Traffic was moderate at the time of pull on but once traffic is in one lane traffic is pretty thick through the closures
- Created cone for exit 50B. Put up special signs telling traffic that SDA was closed and to use 50B instead
- Staggered Detour clusters for WB on Ramp closure at temple and made sure EB 184 Detour cluster was still in place
- Penhall did Exit 50A off Ramp and up to Exit 49 so we will be able to extend out the lane closure past Exit 49 and close it while leaving 50A + B open
- Penhall off the road at 435 am
- All lanes open by 455 am and all signs dropped at 520 am Drive Time at 530 am
- Traffic was pretty light on WB at time off pull off

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84 WB ORCHARD/FRANKLIN "Y" Exit 49 ON RAMP			Flagging Roster: n/a		
Date(s): 24 OCT 2017	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>			
Crew: J. ROPER JAKE SHAUN DAVID					
Task:	Truck # TC 91 88 97				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 13	S: 3687.2	E: 3694.9		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5439.1	E: 5446.6		
Paving <input type="checkbox"/>	A/M # 18	S: 4866.0	E: 4873.2		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Started WB lane closures at 9:30 pm and closed WB on ramp at the Cole temple at 9:50 pm. Traffic was not too bad at this time we put up a sign telling traffic to use exit 50A for the exit 49 off ramp was closed. Put up Detour for both I84 East and 84 WB traffic down Cole to Franklin. Built Core at 50B and at 50A.
- Staged for Double left at WB I84 to close the left two ~~main~~ ramp lanes coming off the connector.
- Picked up signs that are no longer needed at this time.
- Traffic stayed pretty ~~constant~~ ^{consistent} until 1 AM WB.
- Paint truck on site 1:30 AM.
- All equipment off the road at 4:25 AM and we had all lanes open at 5:10 AM. All signs dropped at 5:25 AM and went to DT at 5:30 AM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): I84v ORCHARD to Five mile - /84E 1A to Y			Flagging Roster: n/a		
Date(s): 25 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper JAKE SHAWN DAVID					
Task:	Truck # T2 91 88 84				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 13	S: 3694.9	E: 3702.8		
Road Closure <input type="checkbox"/>	A/M # 14	S: 5446.6	E: 5454.1		
Paving <input type="checkbox"/>	A/M # 18	S: 4873.2	E: 4880.5		
Milling <input type="checkbox"/>	A/M # 22	S: 9231.7	E: 9236.9		
Striping <input type="checkbox"/>	A/M # 33	S: 4063.3	E: 4068.0		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc:	A/M #	S:	E:		
Materials Purchased/Used:					

Daily Notes (MUST include times and location within the project)

- Started WB triple right at 930 pm and closed 49 on Ramp WB at 950 pm. Traffic at this time was pretty busy. Built a gore at SOB and at SOA. AT SOA took candles to CAT tracks for exit 49 off Ramp to stay open. Took triple to the fling ~~it~~ over pass (2.5 miles) Penhall ~~but~~ wanted it extended longer and I said we are already really long but I was told the state approved to go even longer. HAD to do a double left on I84 to close the two lefts dropping onto 84 WB (Argued with ITD Dave about how to do this safely) Had Penhall extended another .5 miles for a total of 3 miles by midnight.

STAGED to do a double now that they are past the 49 on Ramp. Talked with Kenny & Dushin & Dave about FRIDAY night and if traffic is bad on I84 WB we won't set double left until it is safe-

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific):				Flagging Roster: n/a	
Date(s): 25 OCT 2017		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew:					
Task:		Truck #			
Maintenance <input type="checkbox"/>	Trailer #		PG 2		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A / M #	S:	E:	CONT	
Road Closure <input type="checkbox"/>	A / M #	S:	E:		
Paving <input type="checkbox"/>	A / M #	S:	E:		
Milling <input type="checkbox"/>	A / M #	S:	E:		
Striping <input type="checkbox"/>	A / M #	S:	E:		
Manholes <input type="checkbox"/>	A / M #	S:	E:		
Misc:	A / M #	S:	E:		

Daily Notes (MUST include times and location within the project)

to Do so. Penhall SAID they would have machine off by 345 to help us out. Paint was Done at 405 am. There was SO much stuff on the ROAD that all LANES of traffic were open by 520 am. All signs were Dropped by 530 AND WE went to DT then.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name:				Project Number: 17047			
Location(s) (Be Specific):				Flagging Roster (PRINT NAME):			
Date(s): 27 Oct 2017				Day <input type="checkbox"/>		Night <input type="checkbox"/>	
Crew:				1)	13)		
				2)	14)		
				3)	15)		
				4)	16)		
Task:				5)	17)		
Maintenance <input type="checkbox"/>		Truck #		6)	18)		
Lane Closure <input type="checkbox"/>		Trailer #		7)	19)		
Lane Shift <input type="checkbox"/>		Arrow Board (A) / Message Board (M)		8)	20)		
Road Closure <input type="checkbox"/>		A / M #	S:	E:	9)	21)	
Paving <input type="checkbox"/>		A / M #	S:	E:	10)	22)	
Milling <input type="checkbox"/>		A / M #	S:	E:	11)	23)	
Striping <input type="checkbox"/>		A / M #	S:	E:	12)	24)	
Manholes <input type="checkbox"/>		A / M #	S:	E:	Materials Purchased/Used:		
Misc:		A / M #	S:	E:			

Daily Notes (MUST include times and location within the project)

- Pen hall didn't make it to the end in the 2nd lane. They had 450 feet left.
- Pulled off at 6 am.
- Traffic wasn't too bad at 6 am when we pulled off.
- Traffic died down at 1 am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: <u>IS4 From: 1 to Orchard Grind</u>			Project Number: <u>17047</u>		
Location(s) (Be Specific): <u>IS4 WB 49 to END / Franklin on Ramp</u>			Flagging Roster (PRINT NAME):		
Date(s): <u>28 OCT 2017</u>		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	1)	13)
Crew: <u>J. Roper Shawn David Dyer</u>			2)	14)	
Task:			3)	15)	
Truck # <u>TC 91 84 62</u>			4)	16)	
Maintenance <input checked="" type="checkbox"/>	Trailer #		5)	17)	
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		6)	18)	
Lane Shift <input type="checkbox"/>	A/M # <u>27</u>	S: <u>9251.0</u> E: <u>9262.5</u>	7)	19)	
Road Closure <input type="checkbox"/>	A/M # <u>23</u>	S: <u>5222.3</u> E: <u>5232.8</u>	8)	20)	
Paving <input type="checkbox"/>	A/M # <u>14</u>	S: <u>5463.3</u> E: <u>5467.1</u>	9)	21)	
Milling <input type="checkbox"/>	A/M # <u>18</u>	S: <u>4889.6</u> E: <u>4899.6</u>	10)	22)	
Striping <input type="checkbox"/>	A/M #	S: E:	11)	23)	
Manholes <input type="checkbox"/>	A/M #	S: E:	12)	24)	
Misc:	A/M #	S: E:	Materials Purchased/Used:		

Daily Notes (MUST include times and location within the project)

- HAD Delance set for Franklin at 9 pm and started to close turn lanes at 9:15 pm. HAD All lanes closed at 9:30 then closed the Ramp. Walked up top to do single right and pulled on all the way to the bridge. Pulled on a single right at the bottom of the Nampa Ramp merging onto IS4 and then shifted them into the # 2 lane on IS4. Did a Double Right at Exit 49 all the way to the end of the job. Left IS4 in the number 2 lane so traffic would flow better than at 1:30 am shift IS4 into left lane so Penhall had every lane to the right.

- Penhall had permission to stay a bit late to complete WB.

- Off the Road at 9 am and all lanes open at 9:30 am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: 184 F. Mile / Orchard Grnd				Project Number: 17047	
Location(s) (Be Specific): I84 WB EX 49 to END / 184				Flagging Roster (PRINT NAME):	
Date(s): 27 OCT 2017		Day <input type="checkbox"/> Night <input checked="" type="checkbox"/>		1)	13)
Crew: J. ROPER, SHAW, DAVID, JEN, SCOTT, YANCY				2)	14)
Task:				3)	15)
Truck # TC 91 84 86 71				4)	16)
Maintenance <input checked="" type="checkbox"/>	Trailer #			5)	17)
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)			6)	18)
Lane Shift <input type="checkbox"/>	A/M # 32	S: 9236.9	E: 9246.0	7)	19)
Road Closure <input type="checkbox"/>	A/M # 33	S: 4068.0	E: 4077.1	8)	20)
Paving <input type="checkbox"/>	A/M # 14	S: 5454.1	E: 5463.3	9)	21)
Milling <input type="checkbox"/>	A/M # 18	S: 4880.5	E: 4889.6	10)	22)
Striping <input type="checkbox"/>	A/M #	S:	E:	11)	23)
Manholes <input type="checkbox"/>	A/M #	S:	E:	12)	24)
Misc:	A/M #	S:	E:	Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- Started Double Right at exit 49 to the end of the project. Did a Double Left on top of I184 and kept the traffic on the Right until the lane ended. Penhall needed to finish a pass in the 3rd lane until for 800 ft then I had to shift I184 traffic behind Penhall into the left lane causing traffic to back up on 84 to exit 49 and traffic to back up to Franklin/Milwaukee on Ramp. Had all the Right signs up for merging Ramp traffic but a car was on their cell phone and rear ended another car on top of I184 traffic was just really busy. Staggered to

- Staggered to close on Ramp at Franklin/Milwaukee put out drums and candles. Put up Detour for traffic to go ~~to~~ down Cole to the Ramps by the temple

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: 184 GRIND			Project Number: 17047		
Location(s) (Be Specific): FIVE MILE to ORCHARD			Flagging Roster:		
Date(s): 23 MAY 2018		Day <input checked="" type="checkbox"/>	Night <input type="checkbox"/>	1)	13)
Crew: J. ROGER			2)	14)	
			3)	15)	
			4)	16)	
Task: Truck # TC111			5)	17)	
Maintenance <input checked="" type="checkbox"/>	Trailer #		6)	18)	
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		7)	19)	
Lane Shift <input type="checkbox"/>	A/M # 11	S: 14819.2 E: 24/7	8)	20)	
Road Closure <input type="checkbox"/>	A/M # 8	S: 13800.0 E: 24/7	9)	21)	
Paving <input type="checkbox"/>	A/M #	S: E:	10)	22)	
Milling <input type="checkbox"/>	A/M #	S: E:	11)	23)	
Striping <input type="checkbox"/>	A/M #	S: E:	12)	24)	
Manholes <input type="checkbox"/>	A/M #	S: E:	Materials Purchased/Used:		
Misc:	A/M #	S: E:			

Daily Notes (MUST include times and location within the project)

- put RCM board EB AT EAGLE OR Ramp to
 READ "NIGHT WORK BEGINS 5/30/18 EXPECT DELAYS" I
 ALSO put ONE WB UNDER THE VISTA OVERPASS AS
 WELL to READ the same

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): WB at VISTA to Fivemile		Flagging Roster: n/a	
Date(s): 5-29-18	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ZOPER, MASON, DAVID, ZACH			
Task:	Truck #	TC111 116 97	
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 8	S:	E: 13500 #
Road Closure <input type="checkbox"/>	A/M # 9	S: 6943.0	E: 24/7
Paving <input type="checkbox"/>	A/M # 8	S: 24/7	E: 13935
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- LAYED out AND STAGED all signs WB to GET Penhall on the Road.
- STAGED Drums for A Double left.
- ORGANIZED the signs in the stockyard in to Piles.
- MADE 200 Double BASED CANOKS.
- went through Drums to GET the BEST Drums.
- Put out all Block signs AS well.
- MB 8 STOPPED working SO it WAS changed out w/ MB 9.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): <i>Five mile to ORCHARD EB } WB</i>		Flagging Roster: n/a	
Date(s): <i>30 May 2018</i>	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: <i>J. Zepher, Mason, David</i>			
Task:	Truck # <i>TC 111 116 119</i>		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M #	S:	E:
Road Closure <input type="checkbox"/>	A/M #	S:	E:
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- LAYED out AND STABLED EB SIGNS. NOT KNOWING if they would start Left or Right lanes We just put out RWA and INCREASED FINES.
- MADE SURE ALL DRUMS WE HAD ON SITE WERE IN LIKE NEW CONDITION
- OFF SITE TIME BUILT 150 MORE CANDLES
- Put out all block signs for WB 84.
- FINISHED ORGANIZING STOCK YARD.
- TRAFFIC IS DYING OUT AROUND 1130 PM.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): WB Orchard to Exit 50A		Flagging Roster: n/a	
Date(s): 3/MAY 2018		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>
Crew: J. ROPER, MASON, DAVID			
Task:	Truck # TC 111 97 120		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 32	S: 11972.9	E: 11880.1
Road Closure <input type="checkbox"/>	A/M # 3	S: 3332.2	E: 3339.3
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc: <input type="checkbox"/>	A/M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- Put up signs @ 9pm. Talked w/ Penhall and they wanted a triple and we told them that they are set up for a double and we could give them a triple when we set the RLC
- Started Double left at 945p. Traffic was pretty light for WB traffic at this time. We set 1 1/2 miles for Penhall to see.
- Traffic died down around 1am to a few cars through out the night.
- Penhall was off the road at 415am and we started picking up cones at 420am. All lanes were open at 5:15am. WB traffic wasn't busy at this time so I feel we were still safe at this time.
- All signs dropped by 545am and went to DT @ 6am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): WB Exit 49 to END Fivemile		Flagging Roster: n/a	
Date(s): 1 Jun 2018	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Zepher MASON DAVID ZAeh			
Task:	Truck # TC 111 120 115		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 3	S: 3339.3	E: 3347.0
Road Closure <input type="checkbox"/>	A/M # 32	S: 11880.1	E: 11887.7
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
		Materials Purchased/Used:	

Daily Notes (MUST include times and location within the project)

- CAME IN EARLY to bump up Double left, Penhall didn't have material to seal so they just kept sawing,
- Started pull on at 945pm AND Penhall was on the ROAD by 1010 pm. WE pulled the Double left to the end of the project.
- Staggered for triple Right for the next night.
- Traffic was busy as it was a Friday night, it didn't die down until 1am then picked up just a bit when the bars let out.
- Penhall was off at 5am. once they reached the end traffic was light on WB at this time.
- CREW had lanes opened by 530am AND all signs dropped by 550am DT was at 6am

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): ORCHARD to Exit 49 WB		Flagging Roster: n/a	
Date(s): 2 Jun 2018	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. Roper DAVID MASON ZACH			
Task:	Truck # TC III 116 120		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 13	S: 31.1	E: 41.2
Road Closure <input type="checkbox"/>	A/M # 32	S: 11887.7	E: 11897.9
Paving <input type="checkbox"/>	A/M # 3	S: 3347.0	E: 3357.6
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc: <input type="checkbox"/>	A/M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- Set Triple Right starting at East end of project WB. Traffic was heavy but manageable. Had to merge Orchard on Ramp with 3rd Lane closure. By the time traffic was in the single lane traffic backed up just a little to Orchard off Ramp.
- Started pull on at 9:30pm. Penhall on at 10pm.
- Closed Exit 50B at 130 so they could see the Ramp. Had all signs in place to do this. Opened back up at 3:30am and closed 50A at this time to do that Ramp. Made sure Exit 49 was always opened. Opened 50A at 5:30am.
- Traffic died down around 1am and was dead at 4am.
- Penhall was off the road by 7:15am and we had everything pulled off by 8:00am all signs dropped by 8:20am and DT at 8:30am

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind			Project Number: 17-047		
Location(s) (Be Specific): Orchard to End WB			Flagging Roster: n/a		
Date(s): 3 Jun 2018		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. Roper MASON ZACH DAVID					
Task:	Truck # TC111 120 116				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	A/M # 3	S: 3357.6	E: 3364.4		
Road Closure <input type="checkbox"/>	A/M # 13	S: 41.2	E: 44.1		
Paving <input type="checkbox"/>	A/M # 32	S: 11897.9	E: 11904.8		
Milling <input type="checkbox"/>	A/M # 14	S: 5516.2	E: 5519.0		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:		
Misc: <input type="checkbox"/>	A/M #	S:	E:		
Materials Purchased/Used:					

Daily Notes (MUST include times and location within the project)

- Pulled on triple AGAIN @ 9:35pm. Penhall needed to get to the fly over before we could break down the triple. Had Penhall on by 10:15pm. Shifted cone on ramp to shoulder then to far right Ln so Penhall could work in that space. @ 11pm we started to stage for a double right starting at Exit 49. @ midnight we shifted cone on ramp behind Penhall so they could finish the little bit they messed were traffic was driving. At 1am we had the double set at 49 so we pulled the triple off and bounced up the AB. The triple was off at 1:30 and at 2am we set the shift were the 184 & 84 meet. 84 WB stayed in the left lane and both 184 ramps merged to the right Ln and rode the shoulder 600ft down before shifting to the left lane. @ 3am we shifted traffic (184 ramp) behind Penhall at the junction Penhall was off the road at 4am and we had all lanes open by 4:30 all signs dropped by 4:50 am and DT @ 5am.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind				Project Number: 17-047	
Location(s) (Be Specific): Exit 49 to END WB				Flagging Roster: n/a	
Date(s): 4 Jun 2018		Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>		
Crew: J. ZOPER MASON ZACH DAVID					
Task:	Truck # TC111 120 116				
Maintenance <input checked="" type="checkbox"/>	Trailer #				
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)				
Lane Shift <input type="checkbox"/>	(A) M # 14	S: 5519.0	E: 5524.1		
Road Closure <input type="checkbox"/>	(A) M # 3	S: 3364.4	E: 3369.5		
Paving <input type="checkbox"/>	(A) M # 32	S: 11904.8	E: 11910.0		
Milling <input type="checkbox"/>	A/M #	S:	E:		
Striping <input type="checkbox"/>	A/M #	S:	E:		
Manholes <input type="checkbox"/>	A/M #	S:	E:	Materials Purchased/Used:	
Misc:	A/M #	S:	E:		

Daily Notes (MUST include times and location within the project)

- Started pull on at 9:35 pm. Traffic was light at this time. Had to shift 184 AGAIN to the far left lane on 84 but we extended the shift taper an additional 250 ft making it more LEAN. Traffic was backing up because of this MERGE but not bad and it worked out better BECAUSE it slowed traffic down.
- Penhall on the road at 10:15 pm
- we staged drums for a Double left just ENCASE Penhall wanted to seal the fast lanes first on wed night.
- Penhall was off at 1:30 am AND Finish MEASURING at 2:30 am. WE HAD the LANES OPEN by 3:30 am ALL SIGNS DROPPED at 4 am AND WENT to DT at this time.

TRAFFIC CONTROL MAINTENANCE DIARY

Project Name: I-84. Five Mile to Orchard Grind		Project Number: 17-047	
Location(s) (Be Specific): WB ORCHARD to SOA		Flagging Roster: n/a	
Date(s): 06 June	Day <input type="checkbox"/>	Night <input checked="" type="checkbox"/>	
Crew: J. ZOPER, MASON, CHAD, DAVID ZACH			
Task:	Truck # TC111 116 120		
Maintenance <input checked="" type="checkbox"/>	Trailer #		
Lane Closure <input checked="" type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A/M # 3	S: 3369.5	E: 3376.7
Road Closure <input type="checkbox"/>	A/M # 32	S: 11945.2	E: 11952.5
Paving <input type="checkbox"/>	A/M #	S:	E:
Milling <input type="checkbox"/>	A/M #	S:	E:
Striping <input type="checkbox"/>	A/M #	S:	E:
Manholes <input type="checkbox"/>	A/M #	S:	E:
Misc:	A/M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

- pulled on Double Left at 930 pm. Traffic was typical for WB at this time. Penhall started sealing at the East end of the project WB Penhall was on the ROAD at 1005 pm.
- picked up candles we used for Right lane at off ramps to extend out the Double left
- cleaned up extra material in stock yard and to it back to the shop.
- Chad and ZACK left for another job at 1130pm and got back at 3am to help pull off when ready.
- Traffic Died Down around 1130pm. Traffic responds better to the Double than the triples.
- Penhall was off the ROAD at 4am. We had all candles picked up and lanes open by 440 am all signs dropped at 455 am and DT at 500 am.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/08/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Mason, Zack, David, Chad			
Task:	Truck # TC 116, TC 111, TC 120, TC 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 32	S: 11952.5	E: 11961.9
Road Closure <input type="checkbox"/>	A / M # 3	S: 3376.6	E: 3386.0
Paving <input type="checkbox"/>	A / M #	S:	E:
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (***MUST*** include times and location within the project)

We all showed up onsite at 8:30, Zack and I moved the Left Lane closure signs up, Chad and David moved the barrels from the tapers the previous shift. At 9:15 we all met back up at the stock yard, Chad and David got in TC 95 with the trailer and then Zack and I hooked up to AB's 32 and 3. At 9:30 we left the stock yard to go set the lane closures. At 9:40 I started to pull on the first left lane closure with AB 32, once the taper was set Chad and David dropped the tangent up to the second left lane closure. Zack pulled on the second taper and then hopped on the trailer and helped Chad and David. While they were setting the candle line, I drove up the work zone and put up the block signs on the speed limit signs on I-84 under the flying Y and on the connector where it meets I-84. The lane closures were set by 10:15, Zack and I went back to get TC 11 and take it back to the stock yard. Chad and David started to pick up any excess candles on the shoulders we were using to lay out signs. Then they extended out the candle line to the end of the job site just before the Five mile overpass. Zack and I dropped off TC 111 and replaced the Road Work Ahead sign on the Orchard west bound on ramp. We then started to do maintenance runs every 30 minutes. At 5:45 Bruce called me and let me know that the tac would be ready for traffic at 6:15. Chad and David got in TC 95 and went to the end, Zack and I dropped off TC 111 at the second arrow board and I drove him to the end and Zack helped pick the candle line. While they were picking candles I was just in front of them dropping block signs. Once they got up to the second arrow board I looped around to Vista and dropped the speed reduction signs. By the time I got to the lane closure signs Chad and David had picked the rest of the candles and were pulling the taper. I dropped the lane closure signs and hooked up to the first arrow board and took it back to the shop. We were done and everything was in the stock yard at 7:00 a.m. We then left the job site.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/10/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, David, Chad			
Task:	Truck # TC 116, TC 111, TC 120, TC 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 32	S: 11961.9	E: 11969.6
Road Closure <input type="checkbox"/>	A / M # 13	S: 44.31	E: 50.70
Paving <input type="checkbox"/>	A / M # 3	S: 3385.9	E: 3392.7
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

We all showed up at 8:30, Chad and David went and put up the signs for the speed reduction and the triple right lane closure. Zack and I staged the arrow boards. At 9:30 Chad, Zack and David got into TC 95 and looped around to the first taper. I put up the signs on the Orchard west bound on ramp. Once the first two lane closures were on and the candle line had be dropped up to the end of the on ramp, I started to pull the shift on. We all pulled on the third lane closure and then Chad, Zack and David continued to drop the candle line. I met them at the 50B off ramp and I set the gore point and back taper for traffic to use the exit and then I put up the exit sign. Then I drove down to the 50A off ramp and set that gore point and exit sign. Chad, Zack and David dropped the candle line just shy of Exit 49 we set a back taper to allow traffic to use the exit but also give Penhall just a little more room. We were done with the lane closures at 10:15, Penhall got on the road and started to prep. At 11:15 Chad and David left the job site. They came back at 2:00, At 2:45 I met with Bruce from Penhall. They were not going to make it through the 50B ramp. So we all started to pull from the end near Exit 49 up to the 50B ramp. Penhall was done at 3:45 and we finished pulling the rest of the candles. Once we had pulled every thing off up to the second arrowboard Zack and I split off to go drop signs. By the time we got to the speed reduction signs Chad and David had finished pulling off the last arrow board and taper. We all met up at the stock yard at 4:30, we held a meeting going over what we will be doing the next shift and then we left the job site at 4:45.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/11/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Chad, David			
Task:	Truck # TC 116, TC 111, TC 120, TC 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 13	S: 50.70	E: 57.6
Road Closure <input type="checkbox"/>	A / M # 32	S: 11969.6	E: 11976.7
Paving <input type="checkbox"/>	A / M # 3	S: 3392.7	E: 3399.3
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

We all showed up onsite at 8:30, We put up the speed reduction signs and lane closure signs for the triple right lane closures. At 9:30 we started to pull on the first lane closure and dropped a candle line up to the second. While Zack, Chad and David pulled on the second right lane closure I put up the shift sign on the Orchard west bound on ramp and started to set the shift taper. Once I had the taper set and Zack, David and Chad had dropped a candle line up to it, we all set the last arrow board and lane closure. Zack, David and Chad then dropped the candle line through Exit 50B to close it, I put up the closure sign telling traffic to use Exit 50A. Zack, David and Chad then continued to drop the candle line up to the 50A exit and I set the gore point and opening. I then put up the exit sign while they finished dropping candles up to Exit 49. Penhall got on the road at 10:10. They started on the 50B ramp. At 12:00 Penhall was cleaned up and ready for us to open the 50B ramp, We set the gore point and opening, put up the exit sign and then swapped the closure sign telling traffic that 50A is closed and that they had to use 50B. At 2:00 I set a gore point at Exit 49 and Chad and David extended the candle line up to the Cole Nampa onramp. At 2:30 Zack and I laid out where the tapers and signs will be for the next day so we could shorten the work zone. David and Chad picked up one of the tapers from the left lane closures from the previous week. Zack and I walked two tapers across to the right shoulder that were in the right spot but on the wrong shoulder. At 3:45 I met with Bruce from Penhall and Blaine from ITD and went over the plan for the next couple nights as they finished sealing main line and then transfer over to working on the ramps. At 4:15 Penhall was done cleaning up and left the work zone and we started to pick the candle line, I pulled the gore points to the shoulder while Zack, David and Chad picked the candle line. Once we had pulled everything off up to the second arrowboard, Zack and I split off and dropped the signs on the Orchard on ramp and then looped around to get the speed reduction signs and lane closure signs. We all met back at the stock yard and parked TC 95. We left the job site at 5:15.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/12/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Chad, David			
Task:	Truck # TC 116, TC 111, TC 120, TC 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 32	S: 11976.7	E: 11984.9
Road Closure <input type="checkbox"/>	A / M # 13	S: 57.61	E: 65.9
Paving <input type="checkbox"/>	A / M # 3	S: 3399.3	E: 3407.1
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (***MUST*** include times and location within the project)

We all showed up at 8:30 at the stock yard. Zack and I took TC 116 and TC 111 and moved the lane closure signs for the triple right lanes that we staged the previous night. Zack drove the left shoulder and picked up signs and I drove the left. As we drove the shoulders we put up the speed reduction signs. Chad and David moved the arrowboards from their locations the previous night to where we staged the tapers. We all showed back at the stock yard at 9:15, Chad and David switched into TC 95 with T 5 and drove to the first arrow board. Zack and I pulled up to the second arrowboard and taper and put up the exit sign at 50B, once David and Chad had pulled on the first taper and drove up to Zack and I we pulled on the second taper and then Zack, David and Chad started to drop the tangent up to the third arrowboard. As they set the third arrowboard and taper I set the gore point at Exit 50B, Then I drove up to the 50A exit. Once Zack, David and Chad had dropped the candle line up to exit 50A I set the gore point and back taper and Exit sign. Then we dropped the candle line through Exit 49 and I then made a gore point and back taper as far into the Exit as I could to allow Penhall to seal every thing they had already cut. Then I met Zack, David and Chad at the Cole Nampa onramp once they had droped the tangent to that point. I pulled on the shift taper pushing the ramp traffic over to the left lane on the freeway. Once the shift taper was on we dropped the candle up to the junction of I-84 and I-184. At 10:30 Penhall had sealed everything up to the back taper at Exit 49, We dropped a candle line down the exit lane. Once we had the candle line set and the off ramp deliniated I shut the ramp off where I created the gore point earlier then had Zack open up the lane back at 50A and adjusted the gore point. Then I sent David and Chad back to the stock yard to grab TC 120 and had them pick up the barrels from the three tapers from the previous night and stage them for the triple left lane closures we would be doing on 6/14 for Diamond. Zack and I manipulated the shift taper at the Cole Nampa onramp so that Penhall could seal everything that they had cut. At 2:00 Zack and I staged the speed reduction signs for EB I-84. Then Zack and I went and laid out the lane closure for I-184 when Penhall close the Millwakee onramp. Then I sent Chad and David to go pick up all the lane closure and shift signs east of our current work zone WB. At 4:00 I had Chad and David swap into TC 95 and we all drove to the end of the candle line to get ready for pull off. At 4:15 we started to pull the candle line. Once we pulled off the shift at the Cole Nampa on ramp, We split up Zack and I picked up the candle line we set to cattle chute traffic to Exit 49 while David and Chad picked the tangent. Once we got to Exit 50A Zack helped David and Chad pick the rest of the candle line up to the third taper and arrow board while I pulled all the candles for the gore point and back taper at 50B so that they could pick those candles on to the trailer and we wouldnt have anything on the shoulder. Once David and Chad started picking the last tangent towards the first arrowboard and taper , Zack and I looped around to Vista to drop the speed reduction signs. By the time Zack and I got up to the lane closure signs David and chad had the taper pulled and the arrowboard off the road. Zack

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/13/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, David, Chad			
Task:	Truck # TC 116, TC 111, TC 120, TC 95		
Maintenance <input type="checkbox"/>	Trailer # T-5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 13	S: 65.9	E: 73.8
Road Closure <input type="checkbox"/>	A / M # 32	S: 11984.0	E: 1992.6
Paving <input type="checkbox"/>	A / M # 14	S: 5522	E: 5528.5
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (***MUST*** include times and location within the project)

We all showed up at the stock yard at 8:30, Chad and David put up the speed reduction signs while Zack and I put up the lane closure signs and ramp signs. Then Zack and I looped around to I-184 and we put up the speed reduction signs and lane closure signs, while David and Chad moved two of the arrowboards from the previous shift and put them in place for our double right lane closures. At 9:30 Chad and David swapped into TC 95 and met Zack at the first taper. I grabbed the third arrowboard from the night before. I had to take arrowboard 13 back to the stock yard and swap it out with arrowboard 14. Zack, David and Chad put on the first lane closure and dropped the tangent up to the Cole Nampa onramp then pulled on the shift and then set the second arrow board. Then they dropped up to the junction of I-84 and I-184. I pulled on the right lane closure on the Nampa side of I-184 and pulled on the candle line up to the junction. I then started to pull on the shift putting all the traffic from I-184 into the fast lane. Once the shift was in place Zack, David and Chad dropped the rest of the candle line past the meet line by Five Mile. Penhall got on the road at 10:30, Once everything was set I met with Bruce and Bob with Penhall and discussed manipulating the traffic from I-184 once traffic died down. Traffic was moving very slow, and was backed up to Cole on main line and backed up to the split for the flyover on I-84. I then had Chad and David transfer any remaining candles on TC 95 on to T-5 so that we could utilize the trailer for EB on 6/14 and use TC 95 for the rest of WB and the ramp closures. Then I had Chad and David pick up the tapers from the previous night and we used them to stage the gore point at Franklin and Milwaukee for the ramp closure. Zack and I staged the closure signs and then staged the candles for the turn bay closures. At 2:00 traffic had died down significantly, Zack and I hooked up T-5 to TC 116 and we dropped a candle line and taper inside our current dead lanes. We dropped the candle line so that traffic would ride the shoulder for 500 ft. and then shift over into the far left lane. Penhall needed to access the center lanes at the junction to finish sealing everything they had cut on mainline. Zack and I then dropped T-5 and staged lane closure signs for a right lane closure before the flyover. Chad and David staged two Road Closed type 3 barricades at Milwaukee for the ramp closure. They also set 6 barrels on the shoulder. At 3:45 I dropped Zack off at TC 111 so he could stage it behind the first arrowboard for pull off and then Chad and David hooked up to T-5 in TC 120. at 4:15 Penhall was done and cleaned up and we started to pull off. I parked TC 116 at the arrowboard on I-184 and I walked down to meet Chad, David and Zack as they pulled the candle line up to the shift. Once we had pulled the taper I walked off the candle line on the outside lane so I could utilize them for the ramp closure and Chad, David and Zack slowly picked the mainline tangent along side me as I walked. Once we made it passed the junction and dropped the merge sign and the block signs on the speed limits, they continued to pull the rest of the candles and then pull off the two lane closures. I pulled the rest of the candles up to the lane closure on I-184 and then pulled it off. Chad and David looped around and dropped T-5 at the stock yard

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Fivemile		Flagging Roster:	
Date(s): 6/14/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Chad, David, Jake			
Task:	Truck # 116, 111, 88, 120, 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M #20	S: 8312.5	E: 8320.3
Road Closure <input type="checkbox"/>	A / M # 32	S: 11992.6	E:12000.7
Paving <input type="checkbox"/>	A / M # 13	S: 73.81	E: 80.9
Milling <input type="checkbox"/>	A / M # 14	S: 5528.5	E:5534.4
Striping <input type="checkbox"/>	A / M # 35	S: 9649.9	E: 9658.8
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

I showed up on site at 7:30, I dropped of the Three Left Lanes Closed Ahead signs for EB. I then loaded up the detour clusters for the Milwaukee closure. Zack showed up at at 7:30, Jake showed up at 7:45. Jake, Zack and I met with Bruce with penhall and Caleb with Diamond and went over the plan for the pull on and the next couple days. Chad and David showed up on site at 8:30, they put up the EB signs on their way through to the stock yard. David, Zack and Jake loaded up barrels for the gore point at the junction of I-184 and I-84 EB. Chad and I left to go put up signs on I-184 for the lane cloures for penhall. Chad and I then put up the closure signs around Milwaukee and Franklin and set the detour route leading traffic up Cole to get on the freeway. Chad and I then started pulling on turn bay closures and the gore point on Milwaukee at 9:30, At 9:45 we closed the onramp and put. David, Zack and Jake started pulling on the triple left lane closures on EB I-84. Chad and I pulled on the right lane closure on I-184 and dropped a candle line up onto the flyover. Then Chad and I went back to the stock yard to get an arrow board to close the right lane on the Nampa on ramp from I-184. Jake, Zack and David were done dropping candles at 10:15 and Diamond got on the road EB. Penhall had started on the Milwaukee on ramp. Traffic EB was backed up passed the Locust Grove overpass due to the lane closures. Chad and I walked on the candle line on the bottom side of the Nampa onramps and carried the candle line down the far right lane for 1,000 ft. passed the junction so that Penhall could access the seam along the fog line. At 11:30 Jake left the job site. Traffic had started to thin out and was merging nicely by the second lane closure EB. I fixed two barrels at the gore point for I-184 EB, there was also a candle that had been drug passed our work zone almost to Cole and it was laying in the middle of I-84. Zack, David, Chad and I met at the stock yard at 11:45. I told Chad and David that I wanted them to start doing maintenance runs every half hour due to the amount of material that had been hit since pull on. At 3:00 I met with Scott and bruce with Penhall, they were just finishing up with the ramps on I-184. At 3:15 Zack and I started pulling the lane closure on the nampa ramp. Once we finished pulling that lane closure off we swapped into TC 95 and picked the candle line on the fly over. We opened up the barricades on the Milwaukee onramp at 3:45 we started opening up the turnbay closures on Franklin and Milwaukee. I had Chad and David hook up to T5 in TC 120 and go to the end of the EB lane closures. At 4:00 Diamond was done and left the work zone, Zack and I started to drop all the closure signs and the detour. Once the detour was dropped I sent Zack back to the stock yard in TC 95 to park it and swap into TC 111 and get ready to pull two of the arrowboards back to the stock yard. I looped around to Curtis on I-184 and dropped the speed reduction and the lane closure signs. I then looped around on I-84 and helped Chad and David pick the rest of the candle line. We then pulled off the three lane closures, Chad and David went back to the stock yard to drop off T-5, Zack followed with two of the arrowboards. I pulled the last taper and hooked up to the last arrowboard and then dropped it off at the stock yard. We then dropped the speed

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/15/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Mason, Zack, Anthony, Chad, David			
Task:	Truck # 116, 111, 112, 120, 95		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 32	S: 12000.7	E: 12009.3
Road Closure <input type="checkbox"/>	A / M # 13	S: 80.9	E: 89.6
Paving <input type="checkbox"/>	A / M # 35	S: 9665.8	E: 9669.28
Milling <input type="checkbox"/>	A / M # 14	S: 5534.4	E: 5539.9
Striping <input type="checkbox"/>	A / M # 20	S: 8320.3	E: 8325.8
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

We all showed up at the stock yard at 8:30, Chad and David put up the signs for the triple left lane closures up on EB and the speed reduction signs. Zack, Anthony and I went over the plan for the pull on. Chad then got into TC 95 and he and I put up the signs on I-184 outbound for the speed reduction and the right lane closure on the fly over. Chad and I then put up all the closure signs around Milwaukee and Franklin. At 9:30 Chad and I started pulling on the turn bay closures and detour signs. At 9:45 Chad and I pulled on the barricades and barrels closing the Milwaukee on ramp. Anthony, Zack and David started pulling on the lane closures EB. Chad and I pulled on the right lane closure over the flyover and Penhall started at 10:00. Chad and I then pulled on the right lane closure on the I-184 Nampa ramp and I walked on the candle line. Chad staged TC 95 at the end of the candle line so we could extend the tangent 500 ft. Zack, David and Anthony pulled on the gore point at the Junction of I-84 and I-184 and then continued the candle line passed the Cole EB on ramp where they ran out of material. Anthony left the job site at 11:00, traffic EB was backed up passed Locust Grove and was at a standstill. At 11:30 I had Chad and David go pick up tapers from WB so that we could set a double left lane closure within our triple so we could pull it off and extend the candle line to the end. Zack and I laid out where the tapers would go then we set the two left lane closed signs and the merges. At 12:00 Chad and David hooked up to T5 in TC 120 and they started to pick the candle line back to the West end of the lane closures. While they picked up the candles I hooked up to AB 32 and AB 13 and moved them up into the double left lane closure. Once Chad, David and Zack had pulled up to the tapers I helped them pull the barrels off and then hooked up to AB 35 and took it back to the stock yard. Then Chad and David took the candles they had picked from the triple lane closures and extended the candle line to the end. Then Chad and David looped around and dropped the lane closure signs for the triple lefts. Zack and I met with Bruce from Penhall and discussed the plan for the next ramp closure. At 2:00 Penhall was done and had left the work zone. I had Chad and David swap into TC 95 and we picked the candle line for the I-184 Nampa ramp and then Chad and David went up onto the fly over and picked that candle line. Zack and I pulled off AB 20 and the taper, then we went up the Milwaukee Nampa onramp while it was still closed and helped with the I-184 right lane closure. When we started pulling off the barrels for the taper I had Chad go down to Milwaukee and Franklin and open up the barrels and barricades. Once the right lane was off Zack and I helped Chad open up the turnbays and drop the closure signs and the detour signs. I had David loop around and drop the speed reduction and lane closure signs. We then took the arrowboards and TC 95 back to the stock yard. Zack and I started to lay out for the right lane closure WB so Penhall could close Exit 49, while Chad and David picked up barrels to stage the taper. Once that was staged Zack and I staged the barricades while David and Chad staged the closure signs up on Cole. Once that was done I had Chad and David go hook up to T5 in TC 120 and Zack and I staged the information signs for the ramp

TRAFFIC CONTROL MAINTENANCE DIARY

I- 84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Fivemile		Flagging Roster:	
Date(s): 6/16/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Mason, Zack, Anthony, Chad, David			
Task:	Truck # 116, 111, 120, 95, 112, 123		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 14	S: 5539.9	E: 5550.0
Road Closure <input type="checkbox"/>	A / M # 32	S: 12009.3	E: 12019.0
Paving <input type="checkbox"/>	A / M # 13	S: 89.6	E: 99.6
Milling <input type="checkbox"/>	A / M # 35	S: 9669.28	E: 9679.54
Striping <input type="checkbox"/>	A / M # 1	S:662.4	E: 671.1
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

We all showed up onsite at 8:30, Anthony put up the speed reduction and lane closure signs for the triple left lane closure EB . Chad and David picked up the barrels that got pulled onto the shoulder for the gore point at I-184 and I-84. Chad swapped into TC 95, He and I went down to Vista to get the speed reduction signs WB for the right lane closure to close Exit 49. At 9:30 Chad and I pulled on the right lane closure, we built the gore points for Exit 50B and 50A. We also put up the closure sign for Exit 49. Then Chad and I finished dropping the candle line to close off the exit. Anthony, Zack and David started pulling on their lane closures EB at 9:45. Once we had finished with the right lane closure Chad and I put up the closure signs and detour. Chad and I started closing turn bays and the left lane on Cole for the Cole Nampa onramp closure. Diamond got on the road at 10:00, Penhall got on the road at 10:30. Traffic EB was backed up passed Locust Grove. Chad and I looped around to drop a candle line starting at the gore point at I-84 and I-184 EB. We dropped the candle line to close off Exit 1A and the City Center onramp. Chad and I put up the closure signs for Exit 1A. At 11:30 there was a major accident EB at the Cloverdale overpass. A semi was not paying attention to the traffic that was slowed due to the merging and struck 5 other vehicles. The semi then caught on fire. Boise PD then closed down EB and WB I-84. We helped BPD where we could, there were officers pushing traffic up the 50B ramp. We moved candles to help channelize traffic. We staged signs and barrels just after our lane closure WB to be able to set a double right so Penhall could access a joint on the 8 in. line on the edge of Exit 49. We did not set the lane closure due to the freeway closure and the corresponding traffic. At 2:00 TC 111 had been hit by a driver that had fallen asleep at the wheel and drove through the barrel taper and hit the truck that was sitting in the lane closure empty. We cleaned up the accident and had the truck towed away. Zack and I then had the truck swapped out for TC 123 so that we could still pick up arrowboards when we pull off. We then ran maintenance on all of our lane closures, fixed multiple candles on Cole and fixed the candles for the gore point at 50B. At 6:00 both crews were done, we started to pick up the lane closures and pull off the ramp closures. Zack and David pulled off the triple left lanes EB. The picked the candles onto T5 hooked up to TC 120. Chad and I pulled the Franklin Rd 1A exit candle line first and then we pulled the right lane closure closing Exit 49. Once those two lane closures were off the road Chad and I pulled the barricades on Cole opening those ramps and then started pulling the turn bay closures and the left lane closure at Overland and Cole. Zack and David were done pulling EB at 7:30. they took their arrowboards back to the stock yard and then looped around and turned all the lane closure signs and speed reduction signs. Chad and I dropped all the detour and closure signs then we dropped the lane closure signs and speed reduction signs WB. After everything was dropped we met at the stock yard and held an end of shift meeting and then we left the job site at 8:30.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/17/18		Day <input type="checkbox"/>	Night <input type="checkbox"/>
Crew:			
Mason, Zack			
Task:	Truck # TC 116, TC 123		
Maintenance <input type="checkbox"/>	Trailer #		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M #	S:	E:
Road Closure <input type="checkbox"/>	A / M #	S:	E:
Paving <input type="checkbox"/>	A / M #	S:	E:
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

We came in at 10:00, we started to lay out the sign spacing for EB double right lane closures for 6/18. We then moved the tapers from the double left lane closures after the connector previously. we placed the barrels in their new locations. Then we moved a taper on to the out bound connector for the double left lane closures we will set on 6/18. We then moved the double right lane signs from WB and moved them into their place EB. Then we bounced back the signs on the outbound connector to allow room for the double left lane sequence. Once that was done Zack and I left the job site at 3:15.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/18/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Jake, Zack, Chad, David			
Task:	Truck # 116, 123, 120, 88, 95		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 35	S: 9679.54	E: 9686.34
Road Closure <input type="checkbox"/>	A / M # 14	S: 5550.0	E: 5556.8
Paving <input type="checkbox"/>	A / M # 13	S: 99.51	E: 106.6
Milling <input type="checkbox"/>	A / M # 32	S: 12019.0	E: 12025.8
Striping <input type="checkbox"/>	A / M # 1	S: 671.1	E: 676.7
Manholes <input type="checkbox"/>	A / M # 12	S: 7576.9	E: 7578.5
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

We all showed up onsite at 8:30. Chad and David put up the signs EB for the double right lane closures. Zack, Jake and I met with Bruce and Bob with Penhall and went over the plan for the night on how we were going to set our traffic control. At 8:45 Chad and David were done with the signs EB and then they put up the signs on the outbound connector. We hooked up to the arrowboards and hooked up T5 to TC 120. Jake and I left the stock yard at 9:45 and went to set the double lefts on the outbound connector. Zack, Chad and David left to go set the double right lane closures on EB I-84. Jake and I started setting our first lane closure at 9:50. Zack, David and Chad set their first lane closure at 10:00. Jake and I had both lane closures on and the candle line dropped by 10:15. Zack, David and Chad were done setting thier lane closures at 10:30. Penhall got on the road, Jake and I started to discuss with them the options we had, Penhall needed both left lanes on the flyover. We talked with Blain with ITD and showed him our thoughts on the safest way to allow Penhall to work in those two lanes. With Blain's permission we set a lane closure at Franklin and Milwaukee closing the left lane on the onramp. We also closed the inside left lane closure WB on Franklin. Once those were set we closed the left lane on the onramp and put up a yeild ahead, a yeild and a ramp merge sign on I-184. Once the lane was closed we set a shift taper pushing traffic on I-84 into the left lane of the Milwaukee onramp. Once that was set we bumped over the candle line that we had set passed the Nampa ramps, We extened the candle line up and over the flyover ramp. Diamond was already at the bottom of the connector so we extended the lane closure on the flyover to EB I-84 and Chad and David extended the candle line for the double right lane closure already set. This gave Diamond 4 lanes to saw and two lanes on the flyover. Once that was set Zack and I met with Bruce and Bob with Penhall and figured out where they will go to next to saw since they were almost done. We ended up decided that we would close the the Covle Nampa onramp and do a single right lane closure on WB I-84. We started to set the signs at 2:00, We had the lane closure set at 2:15, Zack and I then closed the inside left turn bay on NB Cole and then pulled on a radius and a candle line closing the left lane on the Cole ramps and dropped the candle line passed the gore point of the City Center and Nampa ramps. Penhall moved into the closure at 2:45. They were done and cleaned up at 3:30. I had David and Chad stage two tapers on the left shoulder of I-84 EB for double lefts on 6/19 so Diamond could continue sealing. At 4:00 Diamond was done and cleaned up so Zack and I parked TC 123 at the first arrowboard EB and I parked TC 116 at the first arrowboard on the outbound connector. Then we got into TC 95 and met David and Chad at the end of both candle lines. Chad and I pulled the double left candle line over the flyover and Zack and David pulled the double rights on EB. We were done pulling the lane closures at 4:45. Chad, and I started to pull the candle line on the Milwaukee onramp. David dropped T5 off at the stock yard and then met us on Franklin to pull the left lane closure on Milwaukee SB. we had the turnbay closures and the left lane pulled at 5:15. We then took the

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/19/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Jake, David, Chad			
Task:	Truck # 116, 124, 120, 88, 95		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 32	S: 12025.8	E: 12032.4
Road Closure <input type="checkbox"/>	A / M # 13	S: 106.7	E: 113.4
Paving <input type="checkbox"/>	A / M # 14	S: 5566.8	E: 5568.7
Milling <input type="checkbox"/>	A / M # 1	S: 676.7	E: 680.7
Striping <input type="checkbox"/>	A / M # 35	S: 9695.09	E: 9699.25
Manholes <input type="checkbox"/>	A / M # 12	S: 7578.5	E: 7581.8
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

We showed up on site at 8:30, Chad and David put up the speed reduction signs for EB. Then Chad and David met with Zack at the stock yard and grabbed the signs for the double left lane closures after the junction with I-184. Jake and I met with Bruce and Bob with Penhall while Zack, David and Chad put up their signs. Jake and I left the stock yard at 9:15 and we put up the signs on outbound I-184. We all started setting our first lane closures at 9:50, Jake and I set our double left lane closures on I-184 onto the flyover closing the nampa ramps. Zack, Chad, and David set the double lefts on EB I-84 after I-184 and dropped to the end of the job site. Jake and I were done setting the left lanes at 10:15 and we started to close turn bays on Franklin WB and the left thru lane on Milwaukee SB so that we could close the left lane on the Milwaukee ramp. We then shifted traffic on I-184 in to the left lane of the Milwaukee ramp, giving Penhall the two left lanes over the flyover. Zack, Chad and David were done with their candle line at 10:30, Chad and David came to help Jake and I on I-184. Zack fixed the block signs on EB I-84. Traffic was running smoothly through both sets of lane closures and there was no major slowing. Jake left the job site at 11:45. We then put up the speed reduction signs and lane closure signs on WB I-84 so we could set the right lane closure just after Exit 49 so that Penhall could work at the bottom of the Cole Nampa onramp. Then Zack pulled on the inside turnbay closure on Cole NB and the left lane closure on the Cole onramp closing the Nampa onramp, he also pulled on a Type 3 barricade at the gore point of the Nampa on ramp. At 1:30 Penhall was done on I-84 and had moved over to the Cole Nampa onramp and we all pulled off those lane closures and pulled off the turn bay closures down on Milwaukee and Franklin. We then started staging for the ramps closures on 6/20/18. Chad and David moved barrel tapers for the right lane closure on inbound I-184 to close the Franklin 1A ramp and then the second taper for the double rights for the Exit 49 closure. Zack and I staged the lane closure signs for both sets of lane closures. At 3:00 Penhall was done for the night, Chad and David pulled off the right lane closure on WB I-84 and Zack and I pulled off the candles on the ramp and the Type 3. Then Zack and I pulled of the turnbay closure on Cole. Zack and I dropped the closure signs while Chad and David dropped all the signs on WB I-84. At 4:00 Diamond was done on EB and Zack and I staged TC 124 at the first arrowboard and then Zack, David and Chad pulled the candle line while I dropped the speed limit block signs just in front of them. The lane closures EB were off by 4:45, we all went back to the stock yard to drop off T5 and the two arrow boards. Then we dropped the speed reduction signs and lane closure signs. We then left the job site at 5:15.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/20/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Mason, Zack, Jake, Scott, Chad, Scott			
Task:	Truck # 116, 124, 119, 88, 95, 109		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 14	S: 5568.7	E: 5575.7
Road Closure <input type="checkbox"/>	A / M # 32	S: 12032.4	E: 12039.4
Paving <input type="checkbox"/>	A / M # 35	S: 9699.25	E: 9704.18
Milling <input type="checkbox"/>	A / M # 12	S: 7581.8	E: 7586.3
Striping <input type="checkbox"/>	A / M # 13	S: 113.4	E: 120.6
Manholes <input type="checkbox"/>	A / M # 1	S: 680.7	E: 687.2
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

Zack and I showed up at 7:30, We picked up barrels from the right lane closure WB after Exit 49 and moved them to the right shoulder of inbound I-184 for the Exit 1A closure. Chad and David put up the speed reduction signs and lane closure signs on EB and WB I-84. I met with Bruce with Penhall and we went over the plan for the night and the order I was going to close down the ramps. We then hooked up T5 to TC 119, Zack hooked up to two arrowboards and they left to go set up the double right lane closures EB at 9:30. Scott and I took three arrowboards and left the stock yard to go set up the double right lane closures WB to close Exit 49. We started our lane closures at 9:45 and pulled on the gore points for Exits 50B and 50A. Scott and I finished with the lane closures WB at 10:15. While we looped around to Cole and Overland, Jake had shown up onsite and started pulling on the free right closure at the Cole onramps. Scott and I then pulled on the left lane closure on Cole Nb and then closed the inside left turnbay on Overland EB once those two lane closures were set we then pulled a radius and dropped a candle line on the left lane on Cole NB which closed the two turn bays onto the Cole onramps. Once that was set at 11:00 I sent Jake home. Zack then put up the lane closure signs for the right lane closure on I-184. Scott, David, Chad and I looped around on I-84 with arrowboard 1 and TC 95 to get into position to set that right lane closure. Traffic East bound was flowing smoothly, traffic Wb was slowing slightly. Some cars that didnt read the Exit 49 closure sign tried slowing down to exit at 49 but then realized they couldn't. We set the right lane on I-184 and dropped the candle line closing Exit 1A and we carried it passed the City Center onramp, we were done setting at 11:30. We then parked TC 95 on the shoulder of Exit 1A, then went back to the stock yard. Scott left at 12:00, We then started to stage tapers for the flyover on 6/21. We staged a right lane closure on EB I-84 just passed Exit 50 A-B. Then we staged a right lane closure on outbound I-184 just after the Franklin exit and the shift taper just passed the split for Nampa and MT. Home. Once that was set Zack and I staged the shift signs and the yeild signs. Diamond was done at 2:00, I met with Caleb before he left and went over the plan for the next shift. Once Blaine with ITD had taken all of his measurements we parked TC 124 at the first arrowboard and then I dropped off Zack with David and Chad and they pulled the candle line onto T5 hooked up to TC 119. I looped around to the second arrowboard. We had both lane closures pulled by 3:00, we then took the arrowboards and T5 back to the stock yard. At 3:30 Bob with Penhall called me and informed me that they had gotten permission from Blaine with ITD to work passed 5:00 so that they could finish everything on the ramps and be done with their portion of the project. At 4:00 I had Penhall move all their equipment onto Exit 1A which was the last ramp they were working on so that we could start pulling the Cole closures and the lane closures for Exit 49. Zack and I pulled off the barricades and turn bay closures on the Cole ramps while Chad and David pulled the candle line and gore points closing Exit 49. Once Zack and I had Cole and Overland cleaned up and the left lane closure pulled off we

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/21/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Jake, Chad, David			
Task:	Truck # 116, 124, 119, 88 95		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 13	S: 120.61	E: 128.1
Road Closure <input type="checkbox"/>	A / M # 32	S: 12052.1	E: 12056.9
Paving <input type="checkbox"/>	A / M # 12	S: 7586.3	E: 7593.5
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:

Materials Purchased/Used:

Daily Notes (MUST include times and location within the project)

Zack and I showed up onsite at 7:30, we moved around merge signs and yeild signs for the bottom of the flyover EB. We then picked up 18 barrels from WB so that we could drop them from the truck and build the shift as we pull on. The rest of the guys showed up onsite at 8:30, Chad and David put up the speed reduction signs and lane closure signs on EB I-84 and outbound I-184. Zack and I met with Diamond and Bob from Penhall and went over for the plan for the pull on and the night. We left the stock yard at 9:30. Chad and I met Jake up on I-84 and David and Zack looped around to pull on the right lane EB. We started setting the right lane closure on I-184 at 9:45, we finished the taper and double dilineated the right lane up passed where the Milwaukee nampa lane split off. We put up the Yeild ahead and Yeild sign, then put up the shift right sign and Merge sign. Once those signs were set we shifted traffic into the right lane of the flyover. Zack and David had pulled on their lane closure and dropped their candle line up to the bottom of the flyover waiting for us to meet them at the bottom. Jake, Chad and I dropped the candle line up and over the flyover, once we got to the bottom both crews dropped candles for 1000 ft then David and Zack started to drop barrels for the shift taper while Jake, Chad and I continued to drop candles on the right side. Once David and Zack had dropped thier barrels we dropped candles for 200 ft after for protection. We all put up the Yeild signs merge signs and the MT. Home East I-184 sign, then we set the shift taper. Once the shift taper was set we pulled back the candles on the right side creating a back taper and opening traffic to the shift. Traffic was still very heavy at 10:15 when we were done with the shift and cars started stacking inside the shift not merging and thru traffic in the left lanes were traveling too fast not going the posted speed. Once the cars cleared out and we were sure that the shift taper was safe and effective both crew continued to drop the candles lines. Jake, Chad and I dropped the right candle line up to the Cole off ramp. Chad then hopped onto the trailer with David and they started dropping candles for the tangent and for the gore point that Jake and I were building to allow traffic in the left lanes to use the Cole off ramp in the left lane of the off ramp. Once the gore point was built we pulled back five of the candles and created a back taper. We then caught up to David, Chad and Zack who had dropped up to the Cole on ramp, We then put up a shift sign and built a shift taper with the left over barrels and then once that was built Zack, Chad and David continued to drop the candle line to the end of the project. I dropped off Jake at his truck on I-184 and he left the job site. At 11:00 Caleb with Diamond called me and told me that they neede another lane on the left side so they could access a joint they haven't cleaned yet. Having two right lane closures on I-84 EB was not what we planned on when we discussed the plan for the night, I informed Diamond that I was going to leave the left two lanes open per contract. In order to give them that left lane we had to add a lane closure before our taper EB that was just after the 50-AB bypass ramp. Zack and I went and picked up the Two Right Lanes Closed Ahead signs and the Merge rights from the double rights the previous night.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/22/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Jake, Chad, David			
Task:	Truck # 116, 124, 120, 88, 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 13	S: 128.11	E: 137.41
Road Closure <input type="checkbox"/>	A / M # 32	S: 12056.9	E: 12065.4
Paving <input type="checkbox"/>	A / M # 12	S: 7593.5	E: 7602.7
Milling <input type="checkbox"/>	A / M # 14	S: 5575.7	E: 5578.2
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

We all showed up onsite at 8:30, Zack and I put up the signs on outbound I-184, Chad and David put up the double right lane closure signs and the speed reduction signs on EB I-84. We then met at the stock yard and hooked up T5 to TC 120, I hopped into TC 95 with chad. Zack and David left the stock yard at 9:30 to loop around and set the double rights EB, while Chad and I left to set the right lane closure and shift on the flyover. Jake met us at the taper, We started setting the right lane closure at 9:45, Once the right lane closure was on we dropped the candle line up to the fly over delineating both sides of the lane channelizing traffic passed the Nampa ramps. Zack and David started pulling on the double rights on EB at 10:00. Jake, Chad and I put up the Yeild signs and the shift signs on the fly over so we could shift all traffic over to the right lane over the flyover. We then dropped a candle line to the bottom of the flyover meeting up with Zack and David. We then dropped the left candle line and right candle line side by side. We dropped the barrels and candles for the shift but we did not pull it on. We extended the work zone passed Exit 50A and then stopped untill Diamond had reached the end and traffic had died down enough. We didn't want to risk making traffic yeild while it was still busy. Traffic flowed very well with the lane closures set that way untill 12:00, Once the crew had passed the barrels we staged we put up the yeld signs and shift signs and then set the shift taper behind the candle line. Once the shift taper was set and all signs were in place we pulled back the candles creating a back taper and opening the shift to the flyover traffic. Once that was set we continued dropping the candles and extending the work zone to the match line by Orchard, creating a gore point at the Cole off ramp and then shifting traffic over at the Cole onramp. Once we had finished dropping candles we parked T5 at the stock yard as well as TC 95 and I sent Chad and David to pick up any signs on WB while Zack and I started prepping the Cole on ramp closure. Diamond had come up to the Cole off ramp and I closed the gore point so that Diamond could clean and seal through, traffic still had access to the ramp from the right lanes we had open for the 50 AB bypass ramp and from the fly over. Once Diamond had worked through the off ramp we set the gore point agian. Zack and I then set the Cole closure at 3:00 so Diamond could clean what they couldn't the previous night and then seal through. Once Diamond had sealed through the Cole onramp Zack and I pulled off the barricades and opened up the lanes at 5:30. Diamond sealed all the way through to the end in the left lanes of the closure making it to where all we had to do was close two lanes on 6/23. They were cleaned up and off the road at 6:00. We then started to pull the candle line. Chad, Zack and David pulled the candle line onto T5 pulled by TC 120 while I worked ahead of them dropping the block signs as they came up to them, Once they came up to the Cole off ramp I pulled the gore point off to both sides of our work zone and then we broke into two teams, Chad and I pulled the right side candle line that went back up and over the flyover, Zack and David pulled the left side that lead back to the double lane closures on EB main line. Once we came up to the shift at the bottom of

pulled the right side candle line that went back up and over the flyover, Zack and David pulled the left side that lead back to the double lane closures on EB main line. Once we came up to the shift at the bottom of the flyover we pulled the back taper back to the candle line closing the shift to traffic and protecting us as we pulled the shift taper to the left side. We then dropped the shift signs and the yeild signs. We then continued to pulle the candles and barrels. Chad and I went up the flyover and pulled the shift while Zack and David pulled their double right lanes and the gore point at 50 AB. We had all material off the road at 7:00, We all met up at the stock yard. Chad and David dropped all the signs EB while Zack dropped the signs on I-184. We then left the job site at 7:45.

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/23/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew: Mason, Zack, Chad, David			
Task:	Truck # 116, 124, 120, 95		
Maintenance <input type="checkbox"/>	Trailer # T 5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 13	S: 137.41	E: 146.10
Road Closure <input type="checkbox"/>	A / M # 32	S: 12065.4	E: 12070.7
Paving <input type="checkbox"/>	A / M # 14	S: 5578.2	E: 5580.3
Milling <input type="checkbox"/>	A / M # 12	S: 7602.7	E: 7607.8
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (MUST include times and location within the project)

We all showed up onsite at 8:30, we put up the speed reduction on EB I-84, then we put up the speed reduction and right lane closure signs on I-84. We then hooked up T5 to TC 116, Zack left the stock yard at 9:15 to go pick up barrels from the right shoulder of WB I-84 just after 50B to close Exit 50 AB EB. Chad, David and I left the stock yard at 9:30 to go set the right lane closure on I-184. We pulled on the lane closure starting at 9:50, we then double delineated the right lane through the Nampa ramps. We then put up the yeild signs and the shift signs to put traffic on the flyover in the left lane. Once the signs up we pulled on the shift taper. Zack closed the 50 AB bypass ramp at 10:00. We then dropped a candle line over the flyover and down to the 50 A off ramp closing the right three lanes so that Diamond could clean and seal. We built a gore point and back taper at 50A and put up an exit sign then continued the candle line to the 50B Cole off ramp. We then built the gore point there and put up the exit sign. We finished dropping candles to the end of the lane where it merged after Cole. Zack, Chad and David then went to pick up barrels and signs to stage for a double right starting at the end of the candle line and extending out to the match line near Orchard so that Diamond can finish sealing in the right two lanes that they didnt get the previous night. I then put up the 50A closure sign telling traffic to use 50 B. Then I pulled the gore point to the candle line closing the ramp to traffic. Diamond finished cleaning the ramp at 11:00, I then swapped the closure sign telling traffic to use 50A. Then I closed 50B, I then went to the stock yard to get an arrow board and then I put up the detour route for the Cole onramp closure. Zack, Chad, and David had finished staging the double rights and were waiting to them on once I had finshed closing the on ramp. I had the onramp closed at 12:30, then we pulled on the double right lane closures putting traffic in the left two lanes and gave Diamond the rest of what they needed. I then opened 50B and then swapped the closure sign again to close 50A. Then I pulled the candles to the skip line closing the ramp and then Diamond started sealing it. At 2:30 I opened 50 A and then changed the sign for the last time and closed 50B. Zack, Chad and David then started staging signs and tapers for the double left lane closures on 6/24. Bob with Penhall met with me and we drove down to the junction of I-84 EB and I-184 to mark out and plan for the next night. Once the lane closures were staged Chad and David picked up all the material not in use at Milwaukee and Franklin and took it back to the stock yard. Diamond was done for the night at 5:15, I had Zack, David and Chad get in TC 95 to pick up the extra candles that we used from it to extend the job site. They picked the candle line for the for right lane closures while I hooked up to the trailer and straightened out the gore point at 50B so we could pick it up. Once Zack, Chad and David got to the first arrowboard just passed 50B Zack drove ahead and started putting down lane closure signs and exit signs while Chad, David and I picked the main portion of the candle line. Zack pulled the gore point and back taper to the candle line as we came up to 50A. Once we passed through the off ramp Zack went and pulled off the Cole on ramp closure and dropped the detour signs. Chad, David and I picked the candle line up and over the flyover then pulled off the shift and dropped the yeild and shift signs. Then we finished pulling the rest of the candles and pulled off the lane closure. While we did that Zack pulled off the 50 AB bypass ramp closure then he dropped the speed reduction signs on EB I-84, Chad and David

While we did that Zack pulled off the 50 AB bypass ramp closure then he dropped the speed reduction signs on EB I-84, Chad and David dropped the signs on I-184. We all left the job site at 7:15

TRAFFIC CONTROL MAINTENANCE DIARY

I-84 Penhall		17047	
Location(s) (Be Specific): I-84, Orchard to Five Mile		Flagging Roster:	
Date(s): 6/24/18	Day <input type="checkbox"/>	Night <input type="checkbox"/>	
Crew:			
Mason, Zack, Chad, David			
Task:	Truck # 116, 124, 120		
Maintenance <input type="checkbox"/>	Trailer # T5		
Lane Closure <input type="checkbox"/>	Arrow Board (A) / Message Board (M)		
Lane Shift <input type="checkbox"/>	A / M # 12	S: 7607.8	E: 76115.5
Road Closure <input type="checkbox"/>	A / M # 32	S: 12070.7	E: 12074.2
Paving <input type="checkbox"/>	A / M #	S:	E:
Milling <input type="checkbox"/>	A / M #	S:	E:
Striping <input type="checkbox"/>	A / M #	S:	E:
Manholes <input type="checkbox"/>	A / M #	S:	E:
Misc:	A / M #	S:	E:
Materials Purchased/Used:			

Daily Notes (*MUST* include times and location within the project)

We showed up onsite at 8:30, Chad and David put up the signs EB for the double left lane closures and the speed reduction. Zack and I hooked up T5 to TC 116. We all met at the stock yard at 9:00, we then went over the plan for the night and how we were going to be setting the lane closures. We all left the stock yard at 9:30, we started pulling on the first lane closure at 9:45. Once that lane closure was on we dropped a tangent to the next lane closure and then pulled that one on. Once both lane closures were set we dropped through the junction of I-84 EB and I-184 and then built a gore point and then opened up the candle line creating a back taper. We then put up an exit sign showing that the exit was open to traffic. Diamond got on the road at 10:20. Traffic was heavy for a Sunday night but flowing very well, they slowed down at the gore point for I-184 but everything kept flowing. Diamond quickly cleaned out and pulled the old sealent. And started laying down the cord and sealing by 11:30. Chad and David went to Cole to clean up the material there from the ramp closures. Zack and I stayed in the lane closures to help Diamond if need be. Diamond was done at 1:00, I had Chad and David hook up to T5 and get ready to pull the candle line Zack parked TC 124 at the first arrowboard and I drove Zack up to Chad and David so he could help pull candles. We then closed off the gore point and pulled the barrels to the shoulder and then David, Chad and Zack picked the candle line up to the second left lane closure. I hooked up to the arrowboard as they pulled the taper. Then they pulled the rest of the candles and pulled off the first left lane closure and then we all met at the stock yard. Zack dropped the signs EB and then we left the job site at 2:15