Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 1 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Monday	June 20, 2011

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived at the Hyak office around 12:00 pm and met with Brad Schut. Brad indicated that the contractor was mucking material around station 1334+00 to 1335+00 and might be ready for a lift inspection by the end of the shift but most likely the following morning. I told Brad that there might be a few Type H dowels to locate between stations 1332+00 to 1333+00 if the contractor had cleared the face from the oversized debris that was left from last year.

Brad and I drove to the east side of the project and walked up to approximate station 1333+00. The oversize blocks located at the bottom of the lift were still there so Brad and I were unable to mark the updated Type H dowels from Norm Norrish's recent design from station 1331+00 to 1337+00 (Figure 1). Brad indicated that the contractor would most likely clear the face this afternoon or early tomorrow morning so we could lay out the dowels for the current elevation.

I left the site around 2:00 pm to download photos and work on my IDR.

I received a phone call from Bob Hooker around 9:00 pm and he indicated that tonight's blast covered both WB lanes with a little material in the EB lanes. The contractor was working on clearing at least one WB lane to open to traffic. The EB lanes were cleared and open to the public around 9:20 pm and one WB lane was open around 10:10 pm. The crews were continuing to work on opening the second WB lane in the next couple of hours. Bob requested that I call Jerry Wood to talk about the condition of the cut.

I spoke with Jerry Wood around 9:15 pm and he indicated that there was some loose rock blocks located at the crest of the highway cut following the blast so he had the contractor slope round the crest for a more stable configuration. Jerry indicated that the contractor was continuing their efforts to open the second WB lane and clear the catchment so they could work on the MRB repairs.

I told Jerry that I would be on-site in the morning to inspect the existing highway cut condition.

Michael P. Mulhern

Signed Inspector

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Figure 1. A photograph showing the oversized rock blocks located at the base of the cut wall from approximate station 1332+00 to 133+00. We were unable to locate the designed Type H dowels due to the rock blocks.