

MATERIALS DIARY #1 CR 341 (2) P.W.

MATERIALS  
DIARY

PROJECT: CR 341  
AMALGA BRIDGE  
1979

BOOK # 1

PRESTON WARD

403  
MINING TRANSIT BOOK





State Highway #218

To Smithfield →

Bridge closed  
1/2 mile →

Detour  
1000' →

Road Closed  
500' →

Blocked

Blocked

Blocked

Suggested Signing  
for Amalga Bridge  
Closing, CR 341B  
S.P. Richardson

Detour

Barriade  
Road Closed  
Detour (Arrow)  
Benson

Barriade  
"Road Closed"

Bear River

Barriade  
"Road Closed"

to Amalga

Barriade  
Road Closed  
Detour (Arrow)  
Amalga

Road Closed  
500'

Detour  
1000' x

Bridge Closed  
3/2 miles x

To Benson ←

To Logan



1  
WEDNESDAY JUNE 13, 1979  
HOT 80°-90°

MEET WITH MILLER CONST. AT 10:00 AM  
WENT OVER CONSTRUCTION SIGN LOCATION  
(SEE CHART.) ALSO TALK BRIEFLY ABOUT  
THE JOB. MILLER CONST. PLANS TO  
CLOSE THE ROAD TOMORROW AT NOON  
(6-14-79)

Preston B. Ward



JUNE 14, 1979

WEATHER: WINDY & MILD 70°-80° HIGH  
TEMP.

ARRIVED AT THE PROJECT SITE AT  
11:00 AM. IT WAS NOTED ON THE WAY  
TO THE SITE THAT THE CONSTRUCTION  
SIGNS ON THE NORTH END OF THE  
PROJECT HAD BEEN BROKEN OFF.

CONSTRUCTION MEN ARRIVED AT  
1:30, FIRST ORDER OF BUSINESS WAS  
TO REPAIR BROKEN SIGNS AND ERECT  
BARRICADES. A HOUGH LOADER # L5  
ARRIVED AT 2:10 PM AND HELPED  
WITH THE BARRICADES.

CONST. FOREMAN CAME AT 2:45 AND  
LINED OUT WORK WITH HIS MEN.

AT 3:30 IT WAS DECIDED THAT  
THE BARRICADES WOULD BE MOVED TO  
ONE SIDE AND THE BRIDGE WOULD  
BE LEFT OPEN UNTIL TOMORROW AT  
8:00 AM. NO WORK WAS DONE ON THE  
BRIDGE WE LEFT AT 3:40 PM.

*Peter B. Ward*

JUNE 14, 1979

TOTAL EQUIPMENT <sup>2</sup>

1 FRONT END LOADER  
1 LOADER OPER.  
2 LABORERS  
7 BARRICADES



JUNE 15, 1979 SUNNY WARM 80° SLIGHT WIND  
SW'LY

ARRIVED AT JOB SITE AT 8:30 AM, CHECKED  
ROAD CLOSED SIGNS, ALL IN PROPER  
PLACE. 1 LABORER HERE WORKING ON  
FENCE, THEY HAD A FLAT TIRE ON THE  
LOADER AND HAD TO HAVE IT REPAIRED  
BEFORE WORK COULD BEGIN. AT 9:15 THEY  
GOT THE LOADER WORKING. TOOK LOADER  
AND MEN UP TO MAKE ROAD CLOSED  
SIGNS MORE PERMANENT. 9:55 BEGAN TO  
REMOVE DECKING ON OLD BRIDGE. ALEX PUT  
A POINT WHERE THE FENCE CORNER WAS  
THE FENCE IS BEING MOVED TO ~~ALONG~~  
~~AL~~ MAKE ROOM FOR STOCK PILING THE  
OLD BRIDGE (SEE DIAGRAM "A")

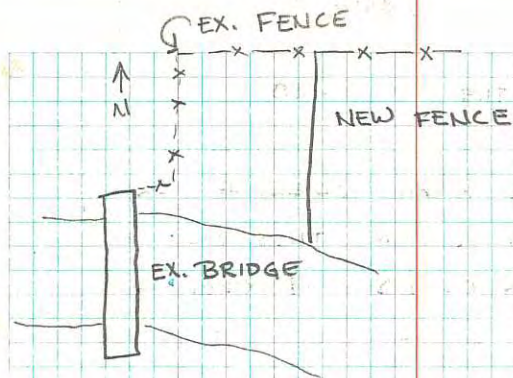
WORKED ALL DAY ON REMOVING THE  
DECKING.

WORK DONE WAS ALL THE ASPHALT  
WAS REMOVED AND APPROX.  $\frac{1}{5}$  OF THE  
WOODEN DECKING WAS REMOVED AND  
STOCK PILED NEAR THE LARGE TREE  
NORTH OF THE BRIDGE.

LEFT JOB SITE AT 4:30 PM

Paul B. Wind

3



2 LABORERS  
1 LOADER OPERATOR  
1 LOADER (INTERNATIONAL)



MONDAY JUNE 18, 1979

COOL, RAINING TEMP. 2:00 = 48°

ARRIVED AT SITE 9:00AM. 4 LOADS  
OF GRAVEL HAD BEEN DUMPED OF  
EAST SIDE. FOLLOWED TRUCKS TO  
MATERIAL SITE. SITE WAS LARGE STOCK  
PILE, TOOK 2 SAMPLES. RETURNED TO  
SITE 4 TRUCKS LOADED WITH GRAVEL  
WERE WAITING. MILLER BROUGHT OVER  
HIS CRANE TODAY

TRUCKS

| NO.   | MAKE          | COLOR       | LOADS |
|-------|---------------|-------------|-------|
| B-54  | FORD          | WHITE       | # III |
| - GAS | FORD          | RED & WHITE | # # I |
| B-004 | INTERNATIONAL | WHITE       | # # I |
| B-033 | FORD          | WHITE       | #     |
| B4    | MACK          | WHITE & RED | # #   |

CAT. 950 DIES. LOADER  
CRANE



JUNE 19, 1979

COOL CLOUDY 50°

PARSON'S HAULING GRAVEL <sup>WHEN</sup> ~~WENT~~ WE ARRIVED

AT 8:30. MILLER'S MEN ARRIVED AT 9:00 AND BEGAN SETTING UP THEIR EQUIPMENT.

ALEX LEFT TO WORK ON ANOTHER JOB. AT 8:45.

9:25 THEY BEGAN MOVING CRANE AND GETTING

IT SET UP. ALSO BEGAN CUTTING & IRON RAILING ON THE BRIDGE. 10:30 CRANE IN POSITION.

HAD PLAQUE CUT OFF FOR GLEN.

CRANE BEGAN TO REMOVE STRINGERS & DECKING FOREMAN STOPPED BY AT 11:00 AM. PLANS TO HAVE STRINGERS & DECKING OFF BY TONIGHT.

CAT 950 LOADER LEFT AT 10:30. ALEX RETURNED AT 11:15

THEY REMOVED APPROX.  $\frac{1}{3}$  OF DECKING AND STRINGERS.

I LEFT SITE AT 4:30 PM

Preston B. Ward

TRUCKS

5

| NO.   | MAKE          | COLOR | LOADS |
|-------|---------------|-------|-------|
| 8-54  | FORD          | WHITE | III   |
| 8-045 | INTERNATIONAL | WHITE | III   |
| 8-033 | FORD          | WHITE | III   |
| 8-004 | INTERNATIONAL | WHITE | III   |

CAT 950 LOADER

CRANE (MOTO - CRANE)

CRANE OPER

- 3 LABORERS -

2 CUTTING TORCHES



JUNE 20, 1979

CLOUDY 56° AT 10:00am

CLEAR SLIGHT WIND  
74° AT 4:45pm

ARRIVED AT JOB 9:30. CRANE OPER. 2 LABORERS  
ON JOB TEARING UP DECKING AND REMOVING  
STRINGERS. 10:00. LABORER AND FLAT BED  
TRUCK ARRIVED 10:05 ANOTHER LABORER  
ARRIVED. LABORER LEFT AT 10:30. SPENT  
ALL DAY ON STRINGERS AND DECKING.  
MADE 2 TRIPS WITH FLAT BED BRINGING  
IN CONC. FORMS.

LEFT SITE AT 5:00pm. MILLER MEN  
STILL WORKING.

Preston B Ward

EQUIPMENT.

CRANE -

FLATBED (FORD F-700) GW 28,000



JUNE 21, 1979

CLEAR

TEMP 58° AT 7:50am

ARRIVED AT SITE 7:45 AM WORKERS AT SITE

BEGAN AT 8:00. I LEFT SITE AT 8:30 AM

AND WENT TO THE MATERIALS LAB.

ARRIVED AT SITE AGAIN AT 12:00

ALL THE DECKING WAS OFF AND THE STRING-

ERS HAD BEEN REMOVED. THERE WAS 2

CROSS BEAMS TO BE REMOVED AND THEN

THEY ARE GOING TO LIFT BRIDGE

TO REMOVE BRIDGE THEY FIRST TRIED

TO LIFT IT AND CUT FROM THE CENTER

BUT THE BRIDGE WAS TOO HEAVY.

THEY ARE NOW GOING TO LIFT THE

NORTH END AND PULL THE BRIDGE

TOWARD THEM.

THE BRIDGE FELL AT 5:00pm. I LEFT

SITE AT 5:15pm.

Rustin B Ward

EQUIPMENT & LABOR

CRANE

CRANE OPER.

3 LABORERS

2 CUTTING TORCHES



JUNE 22, 1979

AM. P/C TEMP. 8:00 53°

ARRIVED AT 7:45. ONE MAN<sup>(ROB)</sup> HERE GETTING THINGS READY FOR CUTTING UP THE BRIDGE

7:50 CRANE OPER.<sup>(WES)</sup> & LABORER<sup>(J.R.)</sup> ARRIVED. STARTED

WORKING AT 8:00 7:55 GARY AND DOUG

ARRIVED. CUT OFF ABOUT  $\frac{1}{4}$  OF THE BRIDGE AND LIFTED IT OUT OF THE WAY.

TRIED TO MOVE THE REST OF THE BRIDGE BUT COULDN'T DRAG IT FAR ENOUGH 2

MEN (GARY & ROB) LEFT AT 10:25 TO GET A LOADER TO HELP PULL THE BRIDGE.

COULDN'T PULL THE BRIDGE OUT WITH THE LOADER SO THEY CUT A PORTION OFF AND LIFTED IT IN SMALLER PIECES.

LET SITE AT 1:00pm FOR A PRE-CONST. CONF. ATTENDANCE WAS: GLEN, ALEX, MYSELF, MANDY AND PHIL DICKERSON FROM MILLER

CONST. ARRIVED BACK AT SITE AT 4:30 MILLER MEN WERE GONE  $\frac{3}{4}$  OF THE BRIDGE HAVE BEEN TAKEN OUT OF THE RIVER

Preston B. Ward

8

EQUIPMENT & LABOR

CRANE

CRANE OPERATOR

BA LOADER

2 CUTTING TORCHES

3 LABORERS



JUNE 25, 1979

CLEAR TEMP. 8:00 AM 60°

ARRIVED AT SITE AT 7:40 AM. WES (THE CRANE OPER.) AND J.R. (LABORER) ARRIVED AT 7:50

STARTED CRANE AT 8:00 AM. 8:10 AM.

FLATBED AND LABORER ARRIVE FLATBED WAS

LOADED WITH FORMS FOR NEW BRIDGE. 8:10

GAY HUDSON ARRIVED. HUDSON LEFT AT 8:25

REMOVED LAST  $\frac{1}{4}$  OF BRIDGE AT 8:30. AT 9:00

MOVED CRANE AND PREPARED TO MOVE IT TO

THE OTHER BRIDGE SITE. BEGAN TO CLEAN

UP AREA IN PREP. FOR BORROW. 9:30 DROVE

TO CACHE JUN. BRIDGE TALKED TO GAY HUDSON

ABOUT BACKFILL HE TOLD US THAT HE WOULD

GET IN TOUCH WITH PARSONS ABOUT WHEN,

WHERE AND HOW HE WANTS THE BACKFILL.



July 11, 1979.

REBAR ARRIVED ON MARATHON  
STEEL SEMI. AT 1:45 pm.

I GOT CERT OF COMP FROM  
DRIVER AT 2:00 A. P&H HYDRO-  
CRANE ARRIVED AND BEGAN UNLOADING  
REBAR.

10



JULY 12, 1979

ONE TRUCK LOAD OF PILE  
CASING ARRIVED AT 10:00 AM  
USED P&H HYDRO-CRANE TO  
UNLOAD PILING.

11



AUGUST 13, 1979

COOL, OVERCAST. - NO RAIN.

BEGAN TO SET-UP PILE-DRIVING  
EQUIPMENT.

EQUIPMENT ON JOB = 2 WELDERS  
MOTO-CRANE, BARGE & SMALL BOAT.  
4 MEN,

WELDED ON CAPS FOR PILES  
HAD TO MAKE SEVERAL ADJUSTMENT  
TO PILE DRIVER TO FIT 16" PILE.

BEGAN TO DRIVE CENTER PILE ON  
PIER #2. PILE WAS PLACED BY INTERSECTING  
THE  $\angle$  OF THE ROAD AND THE REF. STAKE  
TO THE WEST.

PILE DRIVE CRACKED AND SO THE  
PILE WAS LEFT UNFINISHED UNTIL  
TOMORROW.

Preston B Ward

EQUIPMENT & MEN.

12

MOTO-CRANE-

CRANE OPER. (WES)

CRANE DRIVER (J.R.)

LABORER (GARY)

LABORER (WELDER)

2 WELDERS

PLACED 1 PILE.



AUGUST 14, 1979

PARTLY CLOUDY WARM 80°

I ARRIVED AT SITE 8:30 AM  
MILLER MEN INFORMED ME THAT THEY  
WILL START AT 7:00 AM. WHEN  
I ARRIVED CENTER PILE WAS COMPLETE  
AND THEY WERE DRIVING EAST PILE.  
CENTER PILE WAS DRIVEN 55' AND ENDED  
AT 62 BLOW/FT. PILE DRIVER STILL NOT WORK  
ING GOOD. FINISHED DRIVING PIER PILES  
AT 3:30 PM. TOMORROW PLANS NOW  
TO STRAIGHTEN PILES AND POUR  
CONC.

LEFT SITE AT 3:30

*Preston B. Ward*

P.S. PILE DRIVER WON'T FIRE ON ITS  
OWN. IT WON'T MAKE A FULL STROKE  
UNTIL THE PILE REACHES 20-30  
BLOW/FT.

*Preston B. Ward*

EQUIPMENT & MEN

13

CRANE  
2 WELDERS  
4 MEN WES, JR. GARY WELDER (SHEEN)



AUGUST 15, 1979

CLEAR. WARM. AFT. CLOUDY WARM

ARRIVED AT SITE 6:50 AM START

UP WELDERS AND CRANE AT 7:00 AM

4 MEN AT SITE.

BEGAN TO DRIVE NORTH ABUT.

PILES.

FINISHED NORTH ABUT AT APPROX.

2:15.

HAD TO BRING LOADER TO THE  
SITE TO DIG OUT AREA TO PLACE  
LAST 2 PILES ON EAST (1 & 2) LOADER  
ARRIVED AT 12:45 PM.

TOOK OFF DRIVING HAMMER SO  
THEY COULD PLACE REMAINING  
PILES TO BE WELDED AND MOVE  
CRANE TO SOUTH SIDE.

I MEASURE PILE ON HAND THEN  
LEFT SITE AT 4:00 MILLER'S CREW LEFT  
AT 3:30

Preston B. Ward

EQUIPMENT & MEN.

14

CRANE

LOADER (HALF DAY)

8 PILE (48.4' - 48.5' IN LENGTH)

1 WELDER

4 MEN



AUGUST 16, 1979

PARTLY CLOUDY 55% AT 7:00

ARRIVED AT JOB 6:45. MILLER MEN  
ARRIVED BY 7:00. STARTED CRANE  
AT 7:00.

GLEN STOPPED BY AND QUESTIONED  
ABOUT POURING CONC. TODAY. WE  
CHECKED THE PLANS AND WENT OVER  
THEM WITH THE FOREMAN. HE WAS  
UNAWARE OF THE 30' OF REBAR  
REQ'D FOR CENTER PIER.

THEY MOVED PILE SO IT COULD  
BE WELDED AND THEN MOVED  
LOADER TO SOUTH SIDE TO  
DIG DOWN AREA FOR SO. ABUT.  
3 MEN ARE WORKING ON CENTER  
PIER STRAIGHTEN IT AND SO ON.  
2 MEN ARE WELDING ON CAPS FOR  
PILE ON SO. LOADER AND LABORER  
ALSO ON JOB.

MOVED CRANE TO SOUTH SIDE  
AND BEGAN TO PUT PILE DRIVING  
HAMMER ON TO DRIVE PILE  
GAY HUDSON, GLEN RICHARDSON,

15

AND I RESET SOUTH ABUT,  
THEY LEFT JOB SITE AT 3:45  
I MEASURED CENTER PIER  
PILE DEPTHS AND LEFT AT  
4:30.

Preston B. Ward

6 MEN  
LOADER  
CRANE  
WELDERS  
CUTTING TOOL TORCH



August 17, 1979

(AM) CLEAR 60° (PM) cloudy 70%

I ARRIVED AT 6:45. MILLER MEN  
RIGHT AFTER:

7:00 - STARTED CRANE AND CONTI  
TO PUT PILE DRIVING HAMMER  
ON CRANE.

7:23 GAY BROUGHT OVER WELDER  
OVER.

GAY ASKED US TO SET A CUT-OFF  
ELEV. FOR SOUTH PILES CUT-OFF ELEV.

4410.80 E. & 4410.74 W. BM 4415 94

|        |       |       |    |       |
|--------|-------|-------|----|-------|
| -15.94 | +2.33 | 18.27 | HI | 18.27 |
|        |       | 10.80 |    | 10.74 |
|        |       | 7.47  |    | 7.53  |

ROD NEEDS TO BE 7.47 FOR E  
AND 7.53 FOR W.

PILE DRIVER STILL DOESN'T  
WORK. RIGHT MUST BE HAND  
FIRED EACH STROKE. FULL STROKES  
AT 20-30 BLOWS/FT.

SET UP CUT-OFF ELEV ON 3 PILES

ALL PILES ON SOUTH ABUTARE

DRIVEN 45-46 FT. LEFT SITE

AT 3:30 pm. THEY HAVE 1 MORE

PILE TO DRIVE ON SOUTHSIDE

16

GAY SAID HE WAS GOING TO BE  
GONE FOR A COUPLE OF DAYS  
NEXT WEEK.

*Robert B. Ward*

CRANE  
CUTTING TORCH  
2 WELDERS  
4 MEN



AUGUST 20, 1979

AM CLOUDY COOL 60%

17

ARRIVED AT 6:45 AM. WAITED UNTIL  
9:00 NO ONE SHOWED UP. I ~~MEAS~~  
MEASURED THE LENGTH OF THE PILLS  
ON SOUTHSIDE AND CHECKED PILE  
BEARING CALC.  
FOR SINGLE ACTING HAMMER.

$$P = \frac{2WH}{s+1}$$

$$P = 120,000 \#$$

$$W = 3300 \#$$

$$H = 8, 6, 4$$

$$\text{FOR 8' DROP} \quad \frac{2(3300)(8)}{120,000} = .44 - .1 = .34 = 2.94/\text{IN}$$

AND 35.28/FT

$$\text{FOR 6' DROP} \quad \frac{2(3300)(6)}{120,000} = .33 - .1 = .23 = 4.35/\text{IN}$$

AND 52.20/FT

$$\text{FOR 4' DROP} \quad \frac{2(3300)(4)}{120,000} = .22 - .1 = .12 = 8.33/\text{IN}$$

AND 99.96/FT.

Proctor B. Ward



AUGUST 21, 1979

AM 55° PARTLY CLOUDY

ARRIVED AT 6:45 AT 7:20 TWO MEN  
ARRIVED TO START WORK ON FORMS.  
THEY WORKED ALL DAY ON PIER FORMS  
I LEFT SITE AT 9:30AM

*Proctor & King*

18

JEFF.  
SHERM.



AUGUST 22, 1979

PARTLY CLOUDY 55°

I ARRIVED AT SITE AT 6:45  
MILLER MEN ARRIVED AT 7:00 AM  
THEY SAID THAT THE CRANE CREW  
WOULDN'T BE BACK TODAY

I MEASURED THE AMOUNT CUT OFF  
OFF THE PIER AND RECORDED IT ON  
PAGE 57 (ITEM 20 PILE DRIVING) LEFT  
SITE AT 8:15 AM. CHECK ON BRIDGE AT  
1:00 PM. JEFF AND SHERM WERE TYING  
STEEL AND SAID IT WOULD BE AT LEAST  
THE END OF THE DAY BEFORE THEY WERE  
THROUGH.

Rustin B. Ward

JEFF-  
SHERM



AUGUST 23, 1979

AM. CLEAR

ARRIVED AT 6:45 2 OF MILLERS MEN  
ARRIVED AT THE SAME TIME (JEFF, SHERM)  
THEY CONTINUED TO TIE STEEL FOR  
CENTER PIER.

FINISHED TYING STEEL AND BEGAN  
TO DIG OUT NORTH ABUT SO THEY COULD  
CUT-OFF PILING AND SET FORMS.

LEFT SITE AT 1:00pm

Preston B. Wood



AUGUST 24, 1979

CLEAR AND WARM

ARRIVED AT SITE 7:00 GARY WAS  
HERE AND SAID THAT THE CAGES FOR  
THE PILING WAS TO BE IN FIRST  
THING THIS MORNING. SHERM ARRIVED  
AT 7:15 AND PICKED UP TORCH TO  
TAKE IT TO SO. ABUT. AND CUT OFF  
THE PILING THERE. I MEASURED CUT-OFF  
SECTIONS ON No. ABUT AND RECORDED  
THEM ON PAGE 57.

JEFF ARRIVED AT 7:30 THEY BEGAN TO DIG  
OUT SO. ABUT. JEFF LEFT. AT 8:45. AT  
9:00 I GAVE SHERM CUT-OFF GRADE  
FOR SOUTH PILES. LEFT SITE AT 9:15.

Preston B. Ward



August 27, 1979

CLEAR 50° AM.

ARRIVED AT 7:00 FOUND LAST PILES  
HAD BEEN DRIVEN PROBABLY ON SAT.  
AUG 25.

NO ONE AT SITE. LEFT AT 8:00

RETURNED AT 12:30 MEASURE PILE ON  
SOUTH SIDE. JEFF AND SHERM WERE TYING  
STEEL FOR SOUTH ABUT. PILES PLAN TO  
POUR CONCRETE IN ABUT ON SOUTH  
TOMORROW. LEFT SITE AT 11:00

Preston B. Ward



AUGUST 28, 1979

AM COOL 50° P/C P.M. WARM 80° P/C

ARRIVED AT 7:00 AM GARY, SHERM, AND JEFF  
WERE STARTING TO TIE STEEL FOR CENTER  
PIER. THEY PUT IN STEEL ON NORTH SIDE  
AND PLAN TO POUR IT TODAY. THEY MOVED  
CRANE TO NORTH SIDE. ALSO PLAN TO POUR  
CONCRETE ON SOUTH SIDE.

CONCRETE ORDERED FOR 10:00 AM. I  
WENT TO PARSON'S BATCH PLANT AND CHECKED  
THE MIX DESIGN

MILLER MAN DRILLING HOLES IN ABUT  
ON SOUTH SIDE FOR EXPLOSIVES. THEY PLAN  
TO BLOW IT DOWN TO GROUND LEVEL.

CONC. INFO. ARRIVED AT SITE 10:30 AM  
TRUCK 7.070 PLACE IN PILES 28, 26, 25.

SLUMP 2"

CYL. # 1, 2, 3

TRUCK # 68 ARRIVED AT 11:00

SLUMP 2 1/2"

TRUCK 65 ARRIVED AT 11:00

SLUMP 3"

TRUCK # 68 1:45

SLUMP 2 3/4"

TRUCK 67 2:45

SLUMP 3 1/2"

23

TOTAL LOADS OF CONCRETE 5  
TOTAL YDS OF CLASS-A CONCRETE 47

THEY FILLED THE NORTH AND SOUTH  
PILES AND APPROX 15 IN EA OF CENTER  
PILES.

LEFT SITE AT 4:30 PM.

Prester B Ward

MEN & EQUIPMENT.

GARY }  
SHERM } TIEING STEEL  
JEFF }

GAY }  
KC } WORKING CONCL.  
CARPENTER }

REBAR FOR PILES  
47 CU. YDS. OF CLASS A CONCL.



AUGUST 29, 1979

Am. COOL, 57° CLEAR

ARRIVED AT 7:00. MILLER MEN (JEFF, GARY  
& SHERM) BEGAN TO TIE STEEL FOR  
CENTER PIER PILES. THEY TIED 6  
YESTERDAY AND HAVE 5 MORE TODAY.  
THEY FINISHED TIEING STEEL AND  
BROUGHT OVER LOADER.

Peter B Ward

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AUGUST 30, 1979

AM P/C COOL

ARRIVED AT 7:00 MILLER MEN

GETTING READY TO TIE ABAT. STEEL.

LEFT SITE AT 8:00

Preston B. Ward

AUG 31, 1979

I WAS NOT ON ~~THE~~ JOB.

Preston B. Ward



SEPTEMBER 4, 1979

Am. Cool 45° P/C. P.M. HOT 80° CLEAR

ARRIVED ON SITE AT 6:45, OLD EX. SOUTH ABUT HAD BEEN BLOWN AND NORTH ABUT STEEL TIED.

MILLER TRUCK IS LOADED WITH STEEL FOR SOUTH ABUT.

AT 7:30 GLEN CAME OUT. WE LOOKED AT WHAT HAD BEEN DONE. LEFT SITE AT 7:35.

ARRIVED ON SITE AT 10:00 SHERM & JEFF WERE TYING STEEL ON SOUTH ABUT. COUNTED NO. ABUT STEEL (42 A4 BARS INSTEAD OF 43 ARE TIED INTO CAGE.

A SECTION OF THE CENTER PIER PILE CAGE ~~IS~~ 6'-5" LONG IS SMASHED AND LYING OFF TO THE SIDE ON <sup>THE</sup> BANK.

TALKED TO GAY ABOUT STEEL HE SAID THAT HE Poured THE CONC TO HIGH IN THE FIRST PILE.

HUDSON LEFT AT 1:00 TO ORDER CONC. FOR CENTER PILES. FIRST LOAD ARRIVED AT 2:45 pm. SECOND LOAD AT 3:00 pm. ON THE SECOND LOAD THE SLUMP

26

WAS 5" I ALLOWED THE LOAD TO BE USED BECAUSE I FELT THAT IT WOULD BE BETTER TO INSURE THAT THE CONC. FILLED THE ENTIRE PILE. 5" SLUMP IS IN PILE #9, 10, 11, 12,

SECOND TRUCK LEFT AT 4:00 pm. MILLER MEN (SHERM, JEFF, K.C.) GOT THINGS READY TO PUT FORMS UP ON NORTH ABUT. LEFT SITE AT 4:30 pm.

Preston B. Ward



4 SEPT. 5, 1979

AM. COOL 45° CLEAR.

ARRIVED AT 7:00 AM NO ONE HERE YET.  
MILLER MEN ARRIVED AT 8:00 BEGAN TO PUT  
UP FORMS.

GLEN ARRIVED I WENT OVER WITH HIM  
SOME POINTS I HAD NOTICED. I FOUND CUT  
OFF PIECES OF REBAR FOR CENTER PILES.  
ALSO THE 43<sup>RD</sup> BAR ON THE No. 1 SO.  
ABUT. GLEN TRAVELED TO GLENN HUNTER  
ABOUT THE ITEMS.

THEY PLACED PIER STEEL ON PILES  
AT 4:00.

LEFT SITE AT 4:30 PM.

Paula B. Ward



SEPT. 6, 1979

Am. CLEAR COOL 50° AFT. WARM 80° CLEAR

ARRIVED AT 8:00. MILLER MEN  
STARTING TO GET EQUIPMENT FOR  
TODAY'S WORK.

MEN WORKING ON FORMS FOR  
NORTH ABUT. AND SOUTH ABUT.

MEASURED PILES THAT WERE LEFT  
OVER ONE PILE THAT IS APPROX  $\frac{1}{2}$   
IN THE WATER WAS NOT MEASURED  
TOTAL LENGTH OF MEASURED PILES  
326.15 LIN. FT.

AT 12:30 GAY DECIDED TO ORDER  
CONC. CONC. ARRIVED AT 1:45 WE POURED  
NO ABUT. AND SOUTH ABUT.

ALEX SHOT IN GRADE FOR  
MILLER MEN. A TOTAL OF 22  
OF CONC. TYPE AA, AE  
CU, YDS. WERE DELIVERED.

LEFT SITE AT ~~4:30~~pm, 5:00pm

*Ruston B. Ward*

PILE NOT BEFORE MEASURED BECAUSE OF  
WATER IS 35.59' TOTAL UNUSED PILE  
361.74 LIN. FT.



SEPT. 7, 1979

AM. COOL 52° CLEAR

ARRIVED AT 7:45 pm. LOOKED AT NORTH  
ABUT. IT LOOKED GOOD JEFF ARRIVED AT  
7:55 GARY ARRIVED RIGHT AFTER HIM.  
SHERM ARRIVED AT 8:00 AM

AT 8:15 A TRUCK LOAD OF EPOXY  
COATED STEEL ARRIVED I GOT CERT.  
OF COMPLIANCE FROM DRIVER. I  
ALSO GOT SEVERAL SAMPLES OF THE  
REBAR AND SOME TOUCH UP PAINT FOR  
THE NICKS ETC. ON EPOXY COATED BARS  
GARY AND GAY OPERATED THE CRANE  
TO UNLOAD BARS. ALEX ARRIVED AT  
8:20 I LEFT SITE AT 9:00 AM

Paul B. Wood



SEPT. 10, 1979

Am P/c. COOL 52° PM CLEAR WARM 75°

ARRIVED AT 7:45. PIER ALL FORMED

UP. JEFF AND SHERM GOT HERE

AT 7:50. WES CAME AND LEFT

DOUG CAME AT 8:00. WES CAME

BACK AND STARTED CRANE TO PLACE

CONC. GAY WENT TO ORDER CONC.

FOR PIER. POURED CONC. TOOK 1 SLUMP

AND 1 AIR TEST LOADS # 11, 12, 13.

I LEFT SITE AT 11:30 - GOT SAMPLE OF

CONC. AGG AT PLANT AND TOOK CONC.

CYLINDERS TO USU FROM 9-6-79

WENT TO THE SOILS LAB AND RAN P.I.

TEST ON SOIL MATERIAL FOR FILL BECAUSE

OF AN OVERSIGHT IN SPEC. (A-1 WAS SPEC.

INSTEAD OF A-1-A) THE BERM GRAVEL COULD

BE USED. CAME BACK TO SITE AT

4:15 pm LEFT AT 4:45 pm

Post B Vad

30

5  
48  
27  
336  
96  
1296



SEPT. 11, 1979

AM CLEAR COOL 45° PM WARM 70° CLEAR

ARRIVED AT 7:45 MILLER MEN RIGHT  
AFTER ME. AT 8:00 CONTINUED TO  
EXC. FOR RIPRAP TAKING MUD ON  
NO SIDE OF NEW ABUT FINISHED  
DIGGING OUT RIPRAP AREA. BUILT A  
ROADWAY AND RAMP ON SOUTH SIDE  
FOR A CRANE TO HELP SET BEAMS  
BUILT CAGES FOR DIAPHRAM WALLS, CLEANED  
OUT RIVER OF WOOD ETC. TO CLEAN  
OUT MUD FROM NO. ABUT. AND TAKE  
WOOD FROM THE RIVER. THEY TOOK DOWN  
A PORTION OF FENCE ON THE WEST. AFTER  
THE WORK WAS DONE THEY PUT A TEMP.  
FENCE UP TO KEEP THE LIVESTOCK IN.  
AT 4:00 SHERM AND JEFF BEGAN TAKING  
OF PIER CAP FORMS.  
LEFT SITE AT 4:30 PM.

Preston B. Ward

31

MEN

WES  
JEFF  
SHERM

EQUIP. USED

DIESEL LOADER (INTERNATIONAL)  
BACK HOE (P/H)



SEPT. 12, 1979

AM COOL 45° CLEAR. P.M. P/L MILD 75°

I GOT TO THE JOB AT <sup>7</sup>6:45 AM. JEFF WAS HERE AND WES, J.R. ARRIVED JUST BEFORE ME. SHERM ARRIVED AT 7:50

THE RIP RAP IS TO ARRIVE TODAY FIRST THING. SHERM AND JEFF LEFT FOR THE OTHER BRIDGE AT 8:<sup>50</sup>~~XX~~. THEY REMOVED ALL THE WHALERS FROM THE PIER BUT LEFT THE PLYWOOD ON. WES AND JR ARE GREASING THE EQUIPMENT.

AT 11:00 THE FIRST 2 LOADS OF RIP RAP ARRIVED.

MR. MILLER CAME OUT TO LOOK AT THE JOB. TALKED TO GLEN ABOUT EXTRA PILE.

SECOND 2 LOADS OF RIP RAP ARRIVED AT 2:30 PM.

AT TOTAL OF 4 LOADS OF RIP RAP WES PUT RIP RAP ON NO. EAST EDGE. J.R. SERVICED THE CRANE, LOADER AND THE D'HOE. LEFT SITE AT 4:30 PM.

Robert B. Ward

~~ONE MORE LOAD ARRIVED AFT. WE LEFT SITE~~

32

P&H BACKHOE 8 HRS  
INTER LOADER 8 HRS  
5 LOADS OF RIP RAP.



SEPT. 13, 1979

AM. COOL 45° MOSTLY CLEAR PM. MILD 75° MOST/SUN.

ARRIVED AT 7:40 AM WES AND JR  
ARRIVED AT 7:50 AM ONE MORE LOAD  
OF RIP RAP WAS ON THE SITE (~~NOTED ON~~  
~~SEPT 12 ENTRY~~) FROST ON WOODS THIS MORNING  
RIP RAP TRUCKS HAULED ALL DAY (A  
SEMI- AND TRAILER AND AN END DUMP)  
ALSO PARSON'S HAULED IN 5 LOADS OF  
BACKFILL BORROW.

AT TOTAL OF 7 LOADS OF RIP RAP  
WERE HAULED TODAY

AT 4:00 JEFF, SHERM, & DOUG ARRIVED  
AND TOOK OFF FORMS ON PIER AND  
BEGAN TO FINISH THE SURFACE.

LEFT SITE AT 4:30 PM.

Preston B. Ward

33

LOADER

BACKHOE

5 LOADS OF GRANULAR BACKFILL

7 LOADS OF RIP RAP



SEPT. 14, 1979

AM COOL 45° CLEAR PM MILD 75° CLEAR

ONE LOAD OF RIP RAP WAS ONE  
SITE THIS MORNING. WES, J.R., SHERM,  
JEFF AND DOUG ARRIVED AT 8:00.  
WES AND J.R. WORKED ON RIP RAP  
FOR NO. ABUT AND THE OTHERS WORKED  
ON THE PIER CAP.

AT 10:00 I GAVE SHERM & JEFF  
& FOR SETTING OUT BEAMS. AT 11:00  
MOVED TO SOUTH ABUT. AND BEGAN  
RIP RAP. JEFF AND SHERM LEFT AT  
1:30 OR SO. DOUG LEFT AT 2:30  
A TOTAL OF 12 LOADS OF RIP RAP  
WERE DELIVERED TODAY 5 IN END  
DUMP AND 7 IN TRAILERS.

LEFT SITE AT 4:30 PM.

*Robert B. Ward*

PARSON HAULED IN 2 LOADS OF  
BORROW.

NORTH ABUT WAS  $1\frac{3}{4}$ " OF &

34

EQUIPMENT:

5 LOADS OF RIP RAP (10 WHEEL)  
7 LOADS OF RIP RAP (18 WHEEL)  
2 LOADS BORROW.



SEPT. 15, 1979

AM COOL CLEAR WARM CLEAR 80°

ARRIVED AT 7:50. WES AND JR  
WERE JUST GETTING OUT OF THEIR  
TRUCK. ONE LOAD OF RIP RAP WAS  
ON THE SITE. WES AND JR TOOK  
THE LOADER TO THE NORTH SIDE TO  
LEVEL OUT BORROW HAULED IN LAST  
NIGHT APPROX. 5 LOADS. AFTER LEVELING  
OUT BORROW LOADER WAS BROUGHT AROUND  
TO THE SOUTH SIDE AND FINISHED PLACING  
RIP RAP. AT 3:30 MOVED AGAIN TO  
NORTH ABUT. MOVED GRAVEL AROUND AND  
GOT READY FOR MONDAY

LEFT AT 4:30

Paul B. Ward

EQUIPMENT

BACKHOE

LOADER

8 LOADS OF RIP RAP.

LOADS OF RIP RAP <sup>35</sup>

THAT



SEPT. 17, 1979

COOL CLEAR 51° CLEAR 80°

ARRIVED AT 7:45 JEFF WAS ON SITE.

BEAMS ARE TO ARRIVED TODAY AT NOON  
GLEN STOPPED BY AT 7:47, JR, WES  
AND SHERM ARRIVED AT 8:00. I WENT  
OVER WITH GLEN WHAT WENT ON THUR.  
FRI. AND SAT. TOLD HIM ABOUT NO  
ABUT BEING OFF BUT SINCE IT WAS TO-  
WARD THE PIER IT WOULD BE ALL RIGHT.  
CONT. TO GET THINGS READY FOR THE  
BEAMS TODAY.

MR. DICKERSON OF MILLER CONS  
STOPPED BY TODAY HE TALKED WITH  
GAY FOR 1/2 HR. THEN LEFT.

PARSON'S BEGAN TO HAUL BORROW AT  
11:00 AM. ALEX AND I CHECKED BEAM SEAT  
ELEV. FOUND MOST TO BE RIGHT ON  
AND THE OTHERS TO BE WITHIN 2' HIGH.  
DECIDED TO LEAVE THEM HIGH.

FIRST BEAMS ARRIVED AT 1:30. PLACED  
NORTH SIDE FIRST 4 BEAMS ARRIVED. PLACED  
BEAMS WITH TWO CRANES ONE A  
P&H 50 TON CRANE AND A LORAIN 785  
85 TON CRANE.

LEFT SITE AT 5:30 PM

Fred B. Ward

LOADS OF G.B. 36

4 90' BEAMS

2 CRANES

3 LOADS OF GRANULAR BORROW



SEPT 18, 1979

AM. COOL 50° CLEAR P.M. HOT 85° CLEAR  
MILLER MEN WERE  
BUILDING BACKWALL  
FORMS ON NO. ABUT

ARRIVED AT SITE AT 8:30 AM ^ STOPPED  
BY THE SOILS LAB FIRST THING AND  
GOT SAND CONE. ALEX AND I CHECKED  
BEAM SEATS FOR ANY SETTLEMENT  
AND TOOK A COMPACTION TEST ON  
BACK FILL BEHIND NO. ABUT. I WENT  
INTO SOILS LAB TO RUN THE TESTS.

I CAME BACK TO THE SITE AT  
12:30 PM BEAMS ARRIVED AT 1:30  
SET SOUTH BEAMS WITH SAME 2  
CRANES AS YESTERDAY.

LEFT SITE AT 5:30 PM.

Peter B Ward

37

2 CRANES

4 BEAMS



SEPT. 19, 1979

38

AM COOL P/C 54°

ARRIVED AT 7:45 MILLER MEN BEGAN  
WORK AT 8:00 CONT. WORKING ON  
NO. ABUT. BACKWALL, WINGWALLS, AND  
DIAPHRAM. AT 9:00 I LEFT FOR THE  
SOILS LAB. ARRIVED AGAIN AT 12:30  
ALEX AND I POINTED OUT REBAR  
THAT STILL NEEDED TO BE PLACED  
IN ABUT. BACKWALL TO GAY AND  
SHERM.

CHECKED RIPRAP DEPTH ON NORTH  
SIDE.

MILLER MEN CONT. TO BUILD FORMS.  
BEGAN TO CLEAN UP AREA WHERE  
THE OLD BRIDGE WAS STORED.  
LEFT SITE AT 4:30 pm.

*Peter B. Ward*

2 STATE MATERIALS MEN STOPPED BY  
AND TESTED EPOXY REBAR. ONE'S NAME  
IS ZOLLINGER THEY ARE FROM S.L.C.

*Peter B. Ward*



SEPT. 20, 1979

Am. COOL CLEAR 54° pm WARM 80° CLEAR

ARRIVED AT 7:45. GENE, JEFF, J.R.  
AND WES ARRIVED AT THE SAME TIME  
AT 8:00 GARY, BOB, AND 3 OTHERS  
ARRIVED BEGAN FORMING UP  
WEST WING WALL AND INTER. DIAPHRAGM  
PLANS TO POUR CONC. \* TOMORROW  
WORKERS WILL STAY UNTIL 5:30  
TODAY. I LEFT AT 5:00pm

*Rustin B. Ward*

BURNED PILE OF OLD BRIDGE  
DECKING TODAY. P.W.

FOUND THAT WE WERE MISSING  
THE  $\frac{1}{2}$  STEEL FOR SOUTH WING WALLS.



SEPT 21, 1979

AM COOL 45° CLEAR

ARRIVED AT 7:45 MILLER MEN STARTED  
AT 8:00 CONT. TO WORK ON INTER. DIAPH.  
AND NO. ABUT. BACKWALLS AND KINGWALLS

GLEN STOPPED BY AND SAID THAT THE  
STATE MEN WHO WERE HERE ON WED.  
WERE CHECKING THE PRODUCT OF THE  
MANUFACTURER IN CALIF. AND NOT THE  
EXCEPTANCE OF OUR REBAR.

6 YDS. OF CONC. CAME AT 2:00  
THE SLUMP WAS  $3\frac{1}{4}$ " AND AIR 2%  
FILLED THE 6 NORTH INTER. DIAPHRAGMS

PULLED DOWN THE TREE AT  
STA. 158+00. GLEN CAME OUT AFTER  
LUNCH AND THEN LEFT AFTER THE CONC  
WAS POURED.

CONTINUED ON NO WINGWALLS LEFT  
AT 4:30 pm

Austin B Ward



SEPT 24, 1979

COOL P/C 45°

ARRIVED AT 7:45. LARGE PILE OF HAY  
IN THE FIELD ON WEST SIDE IS BURNING  
PLAN TO POUR NO. WALL TODAY.

6 LABORERS AND CARPENTERS WES AND JAY  
ARE ON THE JOB. GAY ORDERED CONC.  
FOR 10:00 TODAY. A TOTAL OF 20 YDS  
WERE REQ'D FOR THE NORTH WALLS  
TOOK 1 SLUMP, 1 AIR AND 3 CYL.  
SLUMP WAS 2 1/2" AND AIR 5%.

BEGAN TO PUT ON DECK FORMS  
AND SOUTH WALLS FORMS, REMOVED  
INTER. DIAPH ON NORTH. BEGAN TO  
FRAME UP SO. INTER. DIAPH.

CONT. TO WORK ON DECK.

LEFT AT 4:30. MILLER MEN STILL  
WORKING.

Richard D. D.



SEPT 25, 1979

AM COOL 50° MOSTLY CLDY. PM P/C WARM 75°

WORKED ON DECK FORMS AND  
SOUTH WALLS. REMOVED FORMS FROM  
THE NORTH WALLS CONC. LOOKS GOOD SMALL  
PATCH OF HONEYCOMB ON WEST WALL  
SCREED MACHINE ARRIVED AT 11:00  
TODAY. TOOK MACHINE OFF THE TRUCK  
THEN LOADED THE TRUCK WITH BEAMS  
FROM OLD BRIDGE. ALEX AND I SET  
RP FOR @ OF EAST WING WALLS.

I LEFT SITE AT 2:15 pm

MILLER MEN WILL WORK  
UNTIL 6:30 p.m.

Paul B. Ward



SEPT 26, 1979

Am MILD 60° P/C AFT P/C WARM 80°

FEEL AT 7:45. IT RAIN MOST ALL  
LAST NIGHT.

MILLER CREW CONTINUED TO WORK  
ON DECK AND SOUTH WALLS.

THE INTER. DIAPHRAGMS HAVE BEEN  
HELD UP BECAUSE THERE ARE NO BOLT  
HOLES FOR CONNECTING DIA. WITH BEAM.

BUEHNER MEN ARE TO BE HERE THIS  
MORNING TO ~~BORE~~ BORE HOLES. SOUTH  
WALL STEEL IS ALSO TO ARRIVE TODAY.

LEFT AT 10:30 WENT TO SOILS LAB  
ARRIVED AGAIN AT 11:00 PM. A MAN  
FROM BUEHNER CONC. CAME BY TO  
DRILL ANCHOR HOLES FOR INTER  
DIAPHRAGMS. SOUTH SIDE REBAR DIDN'T  
ARRIVE TODAY. GAY STILL HOPES TO  
POUR CONC. TOMORROW.

CONST. CREW PLANS TO WORK UNTIL  
6:00 PM.

I LEFT SITE AT 4:30 PM

Ruston B. Ward



SEPT. 27, 1979

AM COOL 45° CLEAR WARM 80° CLEAR

FRAMED UP INTER DIAPH ON  
SOUTH SIDE. THE SO. EAST CORNER  
DIAPH HAD TO ~~BE~~ HAVE FORMS  
ALTERED BECAUSE OF DRILL HOLES  
FOR BOLTS WERE PLACED WRONG.

6 YDS OF CONC WERE DELIVERED  
AT 11:20. AIR 5% SLUMP 3"

FINISHED SOUTH WALLS AT 4:30 30 YDS  
(3 TRUCK LOADS OF CONC. ARRIVED AT  
4:35 pm. POURED CONC. ON THE FIRST  
10 YDS. I HAD THE DRIVER ADD 8 GALS  
OF WATER TO INCREASE THE SLUMP. IT  
RAISED THE SLUMP TO 4 1/4" I ALOUD  
THE CONC. TO BE USED BECAUSE I  
FELT 3/4" OVER THE SPEC. SLUMP WOULD  
NOT HURT THE STRENGTH AT ALL. I'LL  
CHECK WITH GLEN TOMORROW. TOOK AN  
EXTRA CYLINDER OF 4 1/4" CONC. AT ALEX  
ORDERS. THE OTHER CONC. WAS BETWEEN  
1 1/2" AND 3" LEFT SITE AT 6:30 pm

Penton B. Vard

44

6 YDS CONC. "AA" AE

30 YDS CONC. "AA" AE



SEPT 28, 1979

COLD 35° CLEAR. WARM 75° CLEAR

STRIPPED FORMS ON SO. WALLS AND SOUTH INTER. DIAPHRAGMS CONC. LOOKS REAL GOOD. WES & J.R. BEGAN TO TEAR DOWN CRANE SO IT CAN BE TAKEN TO IDAHO.

TALKED TO GLEN ABOUT 4 1/4" SLUMP ON CONC. YESTERDAY. HE SAID THAT THE STRENGTH WOULD BE OKAY IN THE LOCATION IT WAS PLACED. MILLER MEN CONTINUED TO WORK ON DECK FORMS ALEX AND GAY ARE GOING TO TALK TO PARSON'S TODAY AT APPROX. 1:00 TO FIND OUT ABOUT ROADWORK AND MATERIAL SOURCE. PARSON'S PLANS TO START ROAD WORK ON MONDAY MORNING. CRANE LEFT FOR IDAHO AT 2:30

CONTINUED ON DECK. LEFT AT 4:30 pm.

Preston B. Ward



OCTOBER 1, 1979

COOL 45° CLEAR.

MILLER MEN WORKED ALL DAY SATURDAY  
ALEX ON JOB.

BEGAN WORK AT 8:00, CONTINUED  
ON DECK. AT 12:00 PARSONS HAVE NOT  
SHOWED UP YET. I LEFT SITE AT  
2:00. PARSONS STILL HASN'T SHOWN  
UP.

Richard B. Ward



OCTOBER 2, 1979

Am COLD 40° P/C Pm WARM 75° P/C

STARTED AT 8:00 AM. MILLER MEN  
WORKING ON DECK FORMS AND REBAR  
MEN ON JOB AT 8:00. GAY, DOUG,  
GENE, JEFF, SHERM, K.C., DARREN, BOB,  
MORRIS. A TOTAL OF 9 MEN. ALEX ARRIVED  
AT 8:20. AT 9:30 ALEX AND I WITH  
THE HELP OF SHERM SET DECKING ON  
SO. SIDE TO GRADE.

AT 11:15 A 45 TON CRANE ARRIVED  
WITH OPER., DRIVER, AND LABORER.

OPER., DRIVER, AND LABORER LEFT AT  
12:15. MILLER MEN WORKED ON DECK  
REBAR ALMOST GENE WORKED ON DECK  
FORMS. I LEFT SITE AT 4:30

Preston B. Ward



OCT. 3, 1979

Am COOL 45° CLEAR Pm

MILLER MEN STARTED AT 8:00  
CONTINUED TO WORK ON DECK. AT  
10:30 THEY BEGAN TO BRING EPOXY  
REBAR DOWN TO PUT IT ON THE  
DECK. ALEX TOLD ME THAT GLEN  
WAS GOING TO CALL THE STATE PEOPLE  
THIS MORNING TO SEE IF THEY WANTED  
TO TEST THE EPOXY COATING. ALEX  
LEFT SITE AT ABOUT 2:00 PM. AT 3:00  
SHERM NOTICED SOME EPOXY REBAR THAT  
HAD BEEN LEFT OUT. I WENT OVER THE  
PLANS WITH GAY AND SHERM AND FOUND  
WHERE THE BARS NEEDED TO BE. THE  
BARS WERE THEN PLACED CORRECTLY. GLEN  
STOPPED BY AT ABOUT 3:30 I WENT OVER  
WITH HIM THE ADJUSTMENTS GAY HAD  
PUT INTO THE SCREED MACHINE. ~~THE~~  
ALEX ARRIVED BACK AT 4:15  
LEFT SITE AT 4:30.

Ruston B. Ward



OCT. 4, 1979

Am COLD 35° CLEAR P/c 75°

MILLER MEN BEGAN AT 8:00AM ~~YESTERDAY~~  
THEY PUT ON APPROX.  $\frac{2}{3}$  OF THE  
EPOXY COATED REBAR. CONTINUED TODAY  
TO WORK ON THE DECK. GAY PLANS  
TO POUR TOMORROW.

AT 1100 BLAINE ZOLLINGER AND  
A WALTER GIAD FROM THE STATE  
MATERIALS DEPT. CAME AND CHECKED  
THE REBAR IN THE DECK FOR EPOXY  
COATING. GLEN CAME OUT AND SAW  
WHAT THEY WERE DOING.

THE SCREED MACHINE WAS PUT  
ON THE DECK AND THINGS MADE  
READY FOR TOMORROW. I LEFT SITE  
AT 3:50 TO GO GET CONC. CYL  
FOR TOMORROW.

Peter B. Ward



OCT. 5, 1979

ARRIVED ON SITE AT 6:50, JEFF  
GOT HERE AT 7:10 BILL AT 7:12  
BEGAN WORK AT.

I WENT TO PARSON'S TO  
CHECK THE BATCHING OF THE CONC.  
FIRST LOAD OF CONC. ARRIVED AT  
7:30. POURED DECK, IT TOOK UNTIL  
8:15 TO FINISH POURING, I TOOK  
15 CYLINDERS FOR STRENGTH SLUMPS  
WERE ALL RIGHT AROUND  $3\frac{1}{2}$ " I HELP  
CHECK THE GRADE ON THE NORTH WEST  
CORNER OF DECK LEFT SITE AT 4:30pm

*Dustin B. Ward*

50

TOTAL YDS AA AE CONC 201



OCT 9<sup>th</sup>, 1979

ARRIVED AT 7:45. MILLER MEN BEGAN  
CLEANING UP AREA AT 8:00. YESTERDAY  
THEY TOOK OFF FORMS AROUND DIRT AND  
CLEANED UP ABIT ALSO 4 LOADS OF  
BORROW WERE BROUGHT TO THE SOUTH SIDE  
BUT IN ORDER TO USE IT THE ROCKS OVER  
2" WILL HAVE TO BE REMOVED.

JEFF AND SHERM ARE WORKING ON  
PAPAPET FORMS TODAY AND DOUG AND  
GARY ARE USING THE LOADER TO CLEAN  
UP AREA.

GARY AND DOUG BROUGHT LOADER  
TO SOUTH SIDE AND BEGAN TO PUT IN  
BACKFILL. ORDERED 6 MORE LOADS ~~BE~~ OF  
BORROW FOR TOMORROW.

Preston B Ward

OCT 8 58 TOP OF BORROW

51



OCT 10, 1979

BEGAN TODAY AT 8:00 SHERM  
WORKED ON REBAR FOR EAST PARAPET  
WALL. GARY AND DOUG WORKED ON  
BACKFILL FOR SOUTH SIDE. I TOOK  
CONC. CYL TO UNIVERSITY TODAY  
ASKED MANDY TO ORDER MORE CANS  
FOR CONC. CYLINDERS.

AT 3:00 MOVED LOADER TO  
NORTH SIDE TO BEGIN BACK FILL  
THERE.

LEFT SITE AT 4:30

Preston B Ward

52

162.25 TONS OF BORROW



OCT. 11, 1979

AM COOL 35° PM HOT 80°

BEGAN AT 8:00 TO BACKFILL NORTH SIDE OF BRIDGE USED MATERIAL FROM PLATFORM. SHERM TIED STEEL WHILE JEFF AND DOUG BACKFILLED. AT 9:00 I TOOK COMPACTION TEST ON SOUTHSIDE (RESULTS ARE BELOW). PARSON'S HANDED BORROW TO SOUTH SIDE SO THE BACKFILL COULD BE FINISHED THIS MORNING. GLEN SUGGESTED NOT TAKING DECK FORMS OFF UNTIL MONDAY.

LEFT SITE AT 4:30 PM

Sub 3 Ward

WT OF SAND LEFT IN APP. 7.41# = 3361.12 gms

WT OF SAND IN HOLE 5.08# = 2304.25 gms

WT OF PAN AND WET SOIL 8.73# = 3959.86 gms

WT OF SAMPLE BEFORE DRYING 1550.00 gms (+PAN)

WT OF SAMPLE AFTER DRYING 1503.7 gms (+PAN)

PERCENT MOISTURE = 3.22%

WT OF PAN = 114.7

PERCENT COMP = 86%

WET DENSITY = 133.36#/cu. ft.

P.S. BROUGHT LOAD BACK TO SOUTH SIDE TO BACK FILL MORE.



OCT. 12, 1979

AM COOL 35° PM

CACHE JUNCTION AT  
TOOK LOADER TO NORTH SIDE AT  
8:00. DOUG AND JEFF WENT WITH  
IT. SHERM TIED STEEL ON SOUTH PARAPETS  
DOUG AND JEFF ARRIVED BACK AT  
1:00 DOUG LEFT WITH LOADED FLAT  
BED AT 4:00 LEFT SITE AT <sup>11:30</sup>~~4:00~~ PM. WENT  
TO OFFICE.

Preston B. Ward



## SUMMARY OF ITEMS

- 1- MOBILIZATION (L.S.)
- 2- GRANULAR BORROW 5,500 (cu. yds)
- 3- BIT. SURFACE COURSE  $\frac{3}{4}$  MAX. 650 (TON)
- 4- BIT. MATERIAL ACS or ACIO 29 (TONS)
- 5- BIT. MATERIAL MC 70 or MC 250 4.5 (TONS)
- 6- BEAM GUARD RAIL App. ELEMENT 4 (EA.)
- 7- BEAM GUARD 200 (LIN. FT.)
- 8- SURFACE DITCHES 510 (LIN. FT.)
- 9- 18" CMP. 60 (LIN. FT.)
- 10- UNTREATED BASE COURSE 1480 (TON)
- 11- DELINEATORS. 20 (EA.)
- 12- BEAR RIVER SIGN 2 EA.
- 13- 12" DOWN DRAINS 60 (LIN. FT.)
- 14- CLASS "AA" CONCRETE <sup>(EA)</sup> 444 (cu. yd)
- 15- REINFORCING STEEL 833 (LBS)
- 16- REINFORCING STEEL EPOXY COATED 32472 (LBS)
- 17- STRUCTURAL STEEL 422 (LBS)
- 18- GRANULAR BACKFILL BORROW 119 (cu. yds)
- 19- PRESTRESSED CONCRETE MEM. 8 (EA.)
- 20- PILES OTHER THAN TIMBER 16" 1633 (LIN. FT.)
- 21- FURNISH PILE DRIVING EQUIP. (L.S.)
- 22- REMOVE EX. BRIDGE. (L.S.)



ITEM # 22 REMOVE EXIST BRIDGE -

JUNE 25 - 95% COMPLETE

ITEM 21. FURNISH PILE DRIVING EQUIP. <sup>56</sup>

AUG. 13. - 100%



ITEM # 1 MOBILIZATION

AUG. 15 - 50% COMPLETE

ITEM 20 PILES.

~~MATERIAL ON HAND 1710 LBS. FT.~~

PILE IN PLACE:

| #    | USCUT         | CUT      | DEPTH | DRIVEN | BLOWS  |
|------|---------------|----------|-------|--------|--------|
| 9    | 48.58         | 16"      | 47.25 |        |        |
| 10   | 48.79         | 10"      | 47.96 | 35.5   | 72/FT  |
| 11   | 47.98         | 5 1/4"   | 47.54 | 35     | 72/FT  |
| 12   | 48.11         |          | 48.11 |        |        |
| 13   | 47.90         |          | 47.90 | 35.5   | 80/FT  |
| 14   | 46.71         |          | 46.71 |        | 62/FT  |
| 15   | 47.18         |          | 47.18 | 34     | 55/FT  |
| 16   | 47.79         |          | 47.79 | 35     | 123/FT |
| 17   | 47.16         |          | 47.16 | 33     | 136/FT |
| 18   | 47.36         |          | 47.36 |        |        |
| * 19 | 48.60 (47.95) |          | 47.95 |        |        |
| 1    | 48.5          | 23"      | 46.58 | 47     | 87/FT  |
| 2    | 48.4          | 21.5"    | 46.61 | 47     | 63/FT  |
| 3    | 48.6          | 16"      | 47.27 | 46     | 120/FT |
| 4    | 48.5          | 11.5"    | 47.54 | 48     | 93/FT  |
| 5    | 48.4          | 11.5"    | 47.44 | 47     | 75/FT  |
| 6    | 48.5          | 21"      | 46.75 | 47     | 89/FT  |
| 7    | 48.5          | 16.75"   | 47.10 | 47     | 66/FT  |
| 8    | 48.4          | 17"      | 46.98 | 48     | 85/FT  |
| 20   | 48.55         | -2.52    | 46.03 | 46'    | 123/FT |
| 21   | 48.58         | -3.15    | 45.43 | 45'    | 98/FT  |
| 22   | 44.71         | -5"      | 44.29 | 44'    | 43/FT  |
| 23   |               |          | 45.17 | 45'    | 94/FT  |
| 24   |               |          | 45.25 |        |        |
| 25   |               |          | 45.04 | 45'    | 65/FT  |
| 26   |               |          | 45.11 | 46'    | 64/FT  |
| 27   | 48.00         | -30 1/4" | 45.48 |        |        |

PILE BEARINGS: 8' DROP 35.28/FT  
 6' DROP 82.20/FT  
 4' DROP 99.96/FT

SEE CALC. ON PG. 17 (AUG. 20) THIS BOOK.

\* ( )'S LENGTH TO CUT MARK 1/4 AROUND PILE



REINFORCING STEEL  
ON HAND 100%  
(NO CAGES FOR PILE)

ITEM #14

CLASS "AA" AE

SEPT. 6, 1979 22 CU. YDS. DELIVERED  
FOR NORTH ABUT. AND SOUTH ABUT.



ITEM #16

EPOXY COATED REBAR.

ARRIVED AND UNLOADED ON 9-7-79.

AT 8:15 AM, LEFT AT 9:00 AM.

Paul E. Ward



III III III III III

18.27  
7.32  

---

10.95

TRUCKS 8-54 FORD (WHITE) 11

No# (WHITE & RED) FORD (RED)

8-004 INTERNATIONAL (WHITE)

8-033 FORD (WHITE)

54 MACK (WHITE & RED TRIM)

35.60

35.05

34.35

32.60

34.81

29.03

32.50

28.50

29.96

31.75

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326.15