

4.00

CR 341(2) BRIDGE & CONST. ITEMS

CR 341(2)

AMOLGA BRIDGE

BRIDGE ITEMS

CONSTRUCTION ITEMS

TELEDYNE

MINING TRANSIT BOOK

Property of _____

Address _____

Telephone _____

This Book is manufactured of a High Grade
50% Rag Paper having a Water Resisting Surface,
and is sewed with Nylon Waterproof Thread.

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PILE DRIVING

N

13 AUGUST -

PILE NUMBERING

Blows / FT

ABUTMENTS 101 PILES - 40 Blows/ft

PIER 170 PILES - 45 Blows/ft

13 AUG. 1 PILE # 14 38'

14 AUG #14 10'

19 - 9 (-14) 45' ca

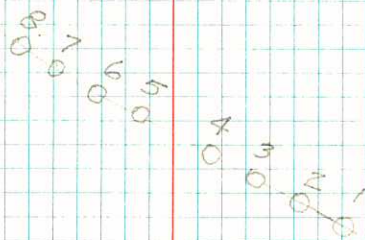
15 AUG NORTH ABUT.

8 I PUT ON LINE WITH TH 43

2

N

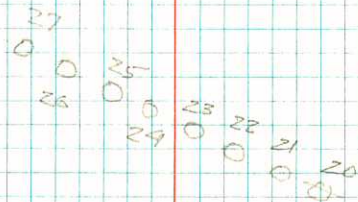
NORTH
ABUT.



PIER



SOUTH
ABUT.



~~#3~~ FT 43 - 13
 #4 445 - 21
 47 - 100

#5 1-10' 1 BLOW

14' 2 BLOW

15 3

17 3

20 4

22

44 30

45 31

46 83

47 100 * FOR 1/2 FT

H 27 FT #

31 6

CUT OFF #8 = 4410.29

#1 = 4410.35

#2 5-10 11 BLOWS

10-15 35

15-20 35
~~20-25~~

40 17

41 20

42 16

43 19

44 23

45 50

46

ITEM # 7 PILES

~~# 6~~

PILE LENGTH'S IN PLACE

PILE NO.	PILE LENGTH
1	46.58
2	46.61
3	47.27
4	47.54
5	47.44
6	46.75
7	47.10
8	46.98
9	47.25
10	47.96
11	47.54
12	48.11
13	47.90
14	46.71
15	47.18
16	47.79
17	47.16
18	47.36
19	47.95
20	46.03
21	45.43

PILE No. PILE LENGTH

22	44.29
23	45.17
24	45.25
25	45.04
26	45.11
27	45.48

TOTAL

1260.98'

USED

Pay

% TOTAL

77.2%

ITEM COMPLETED

AM

check - 11-21-79
GAK

SEE PAGE 57 OF MATERIALS DIARY
- FURNISH PILE DRIVING EQUIPMENT -

100% COMPLETE

Pay

AM

GAK 7.30-80

Item # 9 Remove Existing Bridge

The existing Bridge was
removed and disposed of.

JLR 7-25-80

① ITEM - CLASS AA (AE) CONCRETE
TOTAL 444 cu yds

6 SEPT

ABUT # 1 (SOUTH) 20.6 CU YDS

AA(AE) SLUMP 3 1/4"

AIR 3 1/2 %

ABUT # ³ 2 (NORTH) 20.6 CU YDS

AA(AE) SLUMP 3 1/4"

AIR 3 1/2 %

TOTAL ON 6 SEPT = 41.2 CU YDS

% OF TOTAL 9.3 %

10 SEPT PIER CAP POURED 15.8 CU YDS

SLUMP 3 1/2" AIR 6 %

TOTAL AS OF 10 SEPT 57.0 YDS

= 12.8 % OF TOTAL

21 SEPT DIAPHRAGMS 6 YDS AA(AE)

24 SEPT NORTH DIA. + WING WALLS

30 YDS AA(AE)

AS OF
24 SEPT

56 YDS TOTAL FOR MONTH 94 cu yds

28 SEPT 6 INTER. DIA. SOUTH SIDE
SOUTH ABUT DIA + WINE WALLS

INTER DIA = $1 \text{ YD} \times 6 = 6$

W. W = 9.5

SOUTH ABUT DIA. 20 CU YDS

SUB TOTAL 35.5 CU YDS

TOTAL FOR PAYMENT END SEPT = 129.5
= 29% OF TOTAL

5 OCT 201 CU YDS AA(AE) IN DECK

16 OCT 2 CU YDS " " CATCH BASINS

17 OCT 9 YDS AA(AE) WEST PARA.

18 OCT 9 YDS AA(AE) WEST PARA

~~23~~² OCT 4 YDS " " " " LAST 40

~~24~~³ OCT 9 YDS AA(AE) EAST PARA

~~25~~⁴ OCT 9 YDS AA(AE) EAST PARA.

25 OCT 4 YDS AA(AE) EAST PARAPET

26 OCT ~~28~~^{29 1/2} YDS " " SOUTH APP. SLAB.

TOTAL AS OF 26 OCT 275.5 CU YDS

94
35.5
129.5

7

28 30 Oct 6 YDS FOR SOUTH APPROACH PARAPET
31 Oct 29 1/2 YDS FOR NORTH APPROACH SLAB

FOR OCT 310 W YDS

1 NOV POURED 6 YDS NORTH APPROACH
PARAPET AND SOUTH APPROACH
CURB

2 NOV POURED 1/2 YD NORTH APPROACH CURB.

CONC. COMPLETE

446 cu yd USED

5 1 YD EXTRA FOR EACH APPROACH
16 SLAB - NO PAYMENT FOR
17 EXTRA.

Total Pay = 444 cu yd

GLK 7-30-80

ITEM # 2 REINFORCING STEEL

6 SEPT 41833

ABUT # 1 # 2 # 3

AS OF 6 SEPT USED 8382 #

% OF TOTAL = 20%

4 = .668 #/l

5 = 1.043 #/l

6 = 1.502 #/l

9 = 3.400 #/l

26 SEPT NORTH ABUT DIA.

NORTH WING WALLS

6 INTER. DIAPHRAGMS

SOUTH ABUT DIA.

SOUTH WING WALLS

NORTH ABUT DIA

D-5 18 #5 7'0" = 126' = 131 #

D6 #5 6 @ 43'0" 258'

EPXY D7 #6 30 @ 10.5'

D8 #6 32 @ 5'9" 5.85' = 184'

D89 #5 44 @ 4'0" 40 176'

D10 #6 12 @ 4'9" 4.85' = 57'

TOTALS

5 - 434' = 453 # 946

6 = 241 = 392 # = 815

WING NAILS - NORTH

W-1 #5 6 @ 11.34' 68'

W-2 #5 34 @ 13.5' 459'

W-3 #6 20 @ 20.34' 407'

W-4 #5 18 @ 20.34' 366'

W-5 #6 6 @ 18.67' 112'

W-6 #5 12 @ 18.67' 224'

W-7 #5 4 @ 18.57' 73'

TOTALS	#5	= 1190'	= 1241 #
	#6	= 519	<u>780 #</u>

INTER. DIA. 2021

EA

D-1 #4 2 @ 10.25' = 20.5

D-2 #6 2 @ 10.25' = 20.5

D-3 #9 1 @ 8.0 = 8.0

D-4 #4 8 @ 9.5 = 76

D-

TOTALS - #4 = 96.5 = 64 #

x #6 20.5 = 31 #

#9	8.0	
		<u>95 #</u>

28 SEPT ABUT DIA SOUTH

#5 = 434'

#6 = 241'

= 815 # 945 #

WING WALLS - SOUTH

#5 - 1190'

#6 - 519'

= 2021 #

INTER. DIA, SOUTH

ca = #4 = 96.5

#6 = 20.5 = 95 #

~~#9 = 48.0~~

28 SEPT TOTAL FOR PAYMENT FOR SEPT

DIAPHRAGMS, W.W. = 7075 #

ABUTS = 8382

15457 #

- 186 # # 22225

% OF TOTAL = $\frac{15643}{44833} = 35\%$

44833

CUT SHEET WRONG ON WING WALLS

BAR #	AMT ON CUT SHEET	AMT USED TOTAL BOTH W.W.	
W-1			
W-2	68	68	0
W-3	20	40	-623 #
W-4	18	36	-534 #
W-5	12	12	0
W-6	12	24 ^{Should be 12}	-234 #
W-7	12	12	

1157 #

USED 1130 # MORE THEN DID CUT SHEET

1-5 OCT DECK 19,516[#] 20,337

12 OCT PARAPET TOTAL PARAPET = 1157.5[#]

25 OCT SOUTH APPROACH SLAB = 1917.3[#]

31 OCT NORTH APPROACH SLAB = 1917.3

Pay theoretical quantity

41893 #

G.L. Buchanan
7-30-80

32472 #

ITEM # 3 EPOXY COATED REBAR

NORTH SIDE

28 SEPT. D-7 #6 30 @ 10.5' = 475 #

SOUTH SIDE

26 SEPT D-7 #6 30 @ 10.5' = 315' = 475 #

28 SEPT TOTAL FOR PAYMENT = 946 #

$$\% = \frac{946}{32472} = 3\%$$

5 OCT SIAB = 26728 #

12 OCT PARAPET = 2998.6 #

25 OCT APPROACH SIAB SOUTH SIDE = 817.6 #

20 OCT CATCH BASINS = 159.8 #

31 OCT NORTH APPROACH SIAB 817.6

tot 32471.60 #

Pay theoretical quantity 32472 #

JRP 7.30.80

ITEM #3 STRUCTURAL STEEL

ITEM COMPLETE ~~30~~ 31 Oct 79

Pay theoretical quantity

442 # Pay

GJR 7-30-80

23

ITEM # 5 GRANULAR BACKFILL BORROW

13 SEPT - 1 LOAD @ 12 YDS

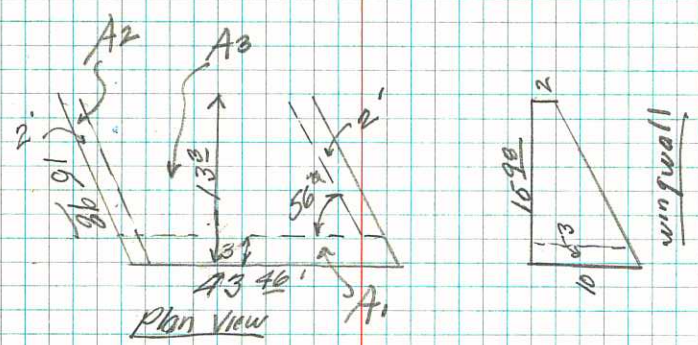
1 " " "

AS OF 19 SEPT 15 LOADS ~~OF~~ G.B. ON NORTH SIDE.

15 LOADS = OF GR BACKFILL BORROW

180 cu yds x 2800 #/cu yds = 504,000 #

= 252 TON



$$A_1 = 3 \times 45^{10} \times 10 \times \frac{1}{27} = 48.29 \text{ Cu Yd}$$

$$A_2 = 2 \left[\frac{2(1592 - 3)}{2} \times \frac{1}{27} \right] = 11.54$$

$$A_3 = (43^{12} - 4)(132 - 3) 12 \times \frac{1}{27} = 15.05$$

Total one Abut.	74.88 Cu yd.
For 2 Abutments	149.76 Cu yd
	<u>Day</u>

Calc. GHR 11-23-59

ITEM # 6 PRESTRESSED CONC. MEM.

17 SEPT 4 MEMBERS SET ON NORTH SIDE

18 SEPT 4 MEMBERS SET ON SOUTH SIDE.

COMPLETED 18 SEPT 100% COMP.

8 ca Pay

July 30, 1980, JH

ITEM # 15 RIPRAP

NOTE ITEM REDUCED DUE TO CHANGE IN #.

12 SEPT 4 LOADS @ 15 YDS³ / TRUCK
= 60 CU YDS APPROX.

NOTE YARDAGE REFERS TO TRUCK SIZE - NOT FULL LOADS DELIV.

13 SEPT 3 @ 15 YD
1 @ 10 YD

17 SEPT SET 250 CU YDS ON NORTH SIDE
250 CU YDS ON SOUTH SIDE

% FOR PAYMENT IN SEPT

$$\frac{500}{850} = 59\%$$

FROM THICKNESS AND SURFACE
AREA CALCULATED TO BE 350
CU YDS AS OF 31 OCT.
500 CU YDS BROUGHT IN
BUT AFTER PLACEMENT ACTUAL QUANTITY
OF 350 CU YDS ~~250~~ PLACED.

AS OF 16 NOV

ADDITIONAL RIPRAP USED (SEE

DIARY BOOK 2 P 20-25)

TOTAL RIPRAP PLACED = ~~600~~ 613.72 ^{YD} CU YDS

DIFFERENCE WAS DUE TO CHANGING
THICKNESS ON NORTH SIDE
AND CHANGE IN # ELEV.

UNTREATED BASE COURSE

DATE	TICKET	TONS
Nov. 20	0701-0747 0851-0864	1175.25
Nov. 26	0874, 0875	28.00
TOTALS		1203.25 TONS

PAY 1203.25 @ \$5.39/TON

Preston B. Ward

7-21-80	4005	4015	148.75 206.25
7-22-80	4014	4023	148.75

1558.25

GRADATION REPORT

TOTAL WT OF SAMPLE		2211.70	
- PERCENT PASSING -		WT	
SIEVE SIZE	%	WT RETAIN	
1"	100	0	
3/4"	100	0	
1/2"	98.67	29.4 gms	
3/8"	95.73	64.9	
4"	76.73	420.3	
10"	54.22	497.9	
16"	44.62	212.2	
40"	30.23	318.2	
200"	14.12	356.4	
PAN	0	312.4	

Preston B. Ward

SURFACE DITCHES

STATION -	STATION	LIN. FT.
-----------	---------	----------

161+75 -	156+35	540
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USE 540 LIN. FT FOR PAY

Preston B. Ward

18" CMP

PIPE MARKINGS:

200 OZ COATING

CULVERT STOCK

COPPER STEEL

064 GA 9-10-79

HEAT 512825

M 218 MADE USA 444

THERE WERE 2 30 FT SECTIONS OF
18" CMP

ONE WAS PLACED UNDER
THE DRIVEWAY AT STATION 157+60
THE OTHER WAS PLACED UNDER
THE DRIVEWAY AT STA. 153+50
PIPES WERE PLACED 11-16-79

TOTAL LIN FT OF 18" CMP = 60'

Preston B. Ward

July 17 1980 Placed a total of 2 - 10 foot
lengths of 18" pipe at Sta 157+60 to
Extend pipe under driveway
18" CMP = 20'

Total = 80'

12" CMP DOWNDRAINS

3 - 20' SECTION OF CMP = 60 FT.

CALC. FOR CMP LENGTH

ELEV OF NE WINGWALL 4419.59

RIP RAP 1/2:1 SLOPE

DITCH R EL. 4411.4 FROM X SECTIONS

LEN. OF RIP RAP $8.2 \times 1.5 = 12.30'$

DEPTH OF BOX = 3'

WIDTH OF BOX = .5

WIDTH OF WING WALL = 1.0

TOTAL LENGTH OF 12" CMP REQ'D

$$\sqrt{12.3^2 + (8.2 - 3)^2} = 13.35' + .5' + 1.0'$$

14.85'

USED 1 20' LENGTH OF 12" CMP

PER SIDE CUT 6' OFF EAST SIDE

USED THE 3RD 20' SECTION OF

12" CMP AND THE CUT OFF 6' FOR

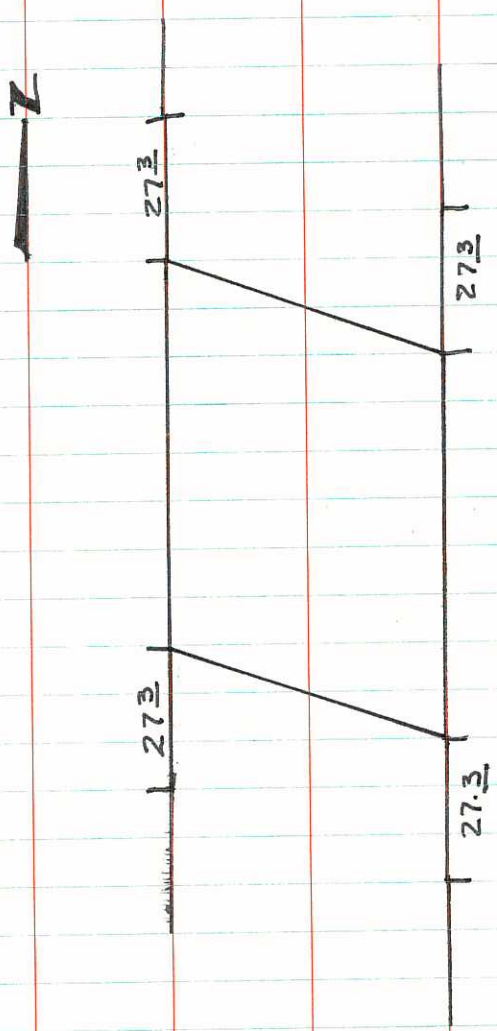
PIPE UNDER DRIVEWAY AT

STA. 158+00 (NOT SHOWN ON ORIGINAL PLANS)

TOTAL 12" CMP USED = 60 FT.

Preston B. Ward

GUARD RAIL AS BUILT



MEASURED LENGTH OF DOUBLE GUARD
RAIL = 273 FT. PER CORNER
TOTAL LIN. FT OF DOUBLE GUARD
RAIL = 109.2 LIN. FT. $\times 2 =$ 218.4 LF
4 APPROACH ELEMENTS INSTALLED

Preston B. Ward

DELINEATOR STATIONING

<u>STA.</u>	<u>R/L</u>
148+00	R-L
150+00	R-L
151+50	R-L
152+50	L
153+50	R
153+75	L
157+00	R-L
158+50	R-L
159+25	R
160+00	R-L
161+50	R-L

TOTAL DELINEATORS = 18 INSTALLED 1-29-80

SIGN STATIONING.

<u>STA.</u>	<u>TYPE</u>	<u>R/L</u>
154+00	BEAR RIVER	R
156+50	BEAR RIVER	L

ALL SIGNS WERE INSTALLED
JAN. 24, 1980, BY MORGAN SAFTY
WORKERS.

Preston R. Ward

BOB DAHLE

563-5009

CLARKSTON

45

MAY 19, 1980

10:00 AM.

* CACHE VALLEY DAIRY

PRIVATE OWNED TRUCK HAULING FORK
A ~~CACHE VALLEY DAIRY TRUCK~~

LOADED WITH MILK ROLLED OVER ON
THE SOFT SHOULDER APP ADDING POT HOLES
A MAN NAME RAMON MCKAY AND HIS
3-4 YEAR OLD SON WERE DRIVING
THE TRUCK TRUCK LIC NO. VP 0445

500 FT DETOUR SIGN DOWN ON SOUTH
ROAD CLOSED STE BARCADES AT TOP OF
HILL STANDING BUT PUSHED OVER TO
SIDE OF ROAD, BARCADES AT PROJECT
BEGINNING GONE, BARCADES AT
PROJECT END GONE AND BARCADE
AT TOP OF HILL STANDING BUT MOVED
OVER TO SIDE. ALL WARNING SIGNS ON
NORTH STANDING IN POSITION.

2:45 WENT TO TALK TO BOB DAHLE THE
POLICE OFFICER IN CHARGE INFORMED
HE WOULD BE HOME AT 3:00.

3:10 CALLED OFF DAHLE WILL TALK
WITH ME TOMORROW

Patton B. Ward

MAY 20, 1980

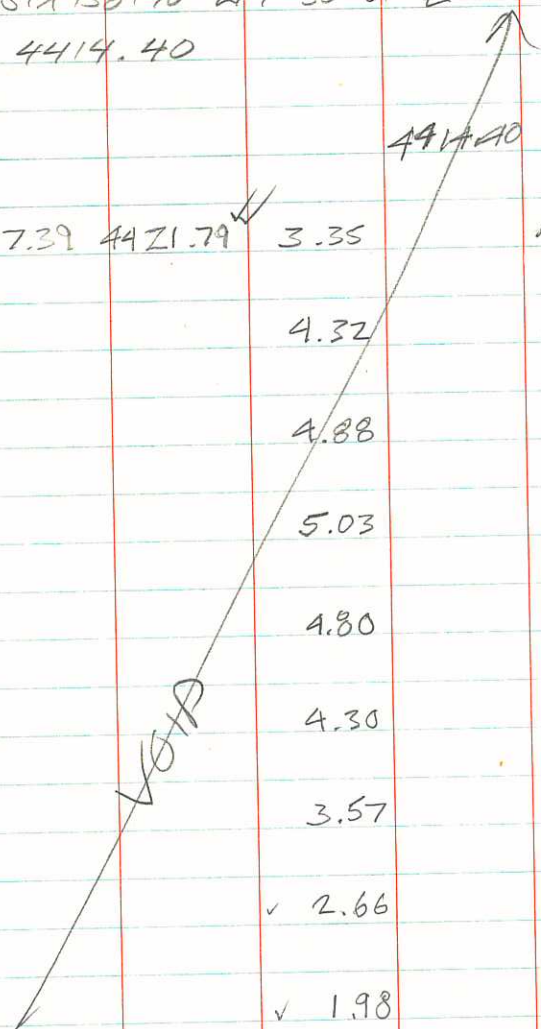
3:15 AM MET WITH OFFICER DAHLE
AT HIGHWAY PATROL OFFICE THE OFFICER
STATED THAT THE DRIVER OF THE
TRUCK WAS AWARE THE ROAD
WAS NOT OFFICALLY OPENED
AND HE SHOULDN'T HAVE BEEN
THERE.

Arthur B Ward

7-21-80 MONDAY
 J. PARRISH, K. SIZEMORE

B.M. STA 153+70 LFT 30' OF &
 ELEV 4414.40

	+	Elev	-	Elev
				4414.40
161+50	7.39	4421.79	3.35	18.96
161+00			4.32	17.99
160+50			4.88	17.43
160			5.03	17.28
159+50			4.80	17.51
* 159			4.30	18.01
158+50			3.57	18.77
* 158			2.66	19.71
157+50			1.98	20.42
157			1.59	20.84



LT RT 47

	LT	RT
OK		
EDGE SURGRADE (2% - 0.3')	↑	
18.44	11'	11'
17.47	11'	11'
16.91	11'	↓ etc
16.76	11'	
16.99	11'	
17.49	11'	
18.22	12.5'	
19.13	14'	
19.81	15.5'	
20.20	17'	

BRIDGE STA 156+23

SOUTH APPROACH

B.M.	NAI L IN' P.P.	STA	154+45	40' LEFT
	ELEV.	4415.94		
	+	ELEV	-	ELEV
			CROWN GRADE	CROWN - 0.25 CROWN
154+43		4421.07	— BRIDGE —	
153+50	7.69'	HI 4423.63	^{0.39} 2.16 ✓ 2.55	3.33 3.72 21.47 21.72
(153+43 BEGIN TAPER)			^{0.36} 2.28 ✓ 2.64	5.48 3.89 21.35 21.60
153				
152+50			^{0.33} 2.66 ✓ 2.99	3.84 4.17 20.97 21.22
152			^{0.30} 3.28 ✓ 3.58	2.05 * 2.36 20.35 20.60
151+50			^{0.27} 4.09 ✓ 4.36	2.83 3.10 19.54 19.79
(151+43 END TAPER)			5.08 ✓ 5.35	3.85 4.12 18.55 18.80
151				
150+50			6.23 ✓ 6.50	5.00 5.27 17.40 17.65
150			7.28 ✓ 7.55	6.07 6.34 16.35 16.60
149+50			8.09 ✓ 8.36	6.85 7.12 15.54 15.79
149			8.66 8.93	14.97 15.22

GRADE
(CROWN - 0.13 - 2%)

GRADE	BRIDGE
21.08	17' 17'
20.99	15.5'
20.64	14' N
20.05	12.5'
19.27	11'
18.28	11'
17.13	11'
16.08	11'
15.27	11'
14.70	11'

NORTH APPROACH

			CROWN GRADE	CROWN ELEV	CROWN E. - 0.25 CROWN ELEV
				4414.40	
161+50	7.16	4421.56	2.85 x / 3.12	18.71	18.96
161			3.82 ✓ / 4.09	4.53 4.80	17.74 17.99
160+50			4.38 ✓ / 4.65	5.10 5.37	17.18 17.43
160			4.53 ✓ / 4.80	5.25 5.52	17.03 17.28
159+50			4.30 ✓ / 4.57	5.02 5.29	17.26 17.51
(159+23)	END TAPER		3.80 ✓ / 4.07	4.50 4.77	17.76 18.01
159			3.04 ✓ / 3.34	3.78 OK 4.05	18.52 18.77
158+50			2.10 ✓ / 2.43	2.86 OK 3.13	19.26 19.71
158			1.39 ✓ / 1.75	2.04 2.40	20.27 20.42
157+50	BEGIN TAPER		0.97 ✓ / 1.36	1.66 2.05	20.59 20.84
157					

GRADE	(CROWN - 2% - 0.3)
18.44	11'
17.47	11'
16.91	11'
16.76	11'
16.99	11'
17.49	11'
18.22	12.5'
19.13	14'
19.81	15.5'
20.20	17'



BRIDGE STA 156+23

Item #1 Mobilization

Lump Sum \$21,000.00

Completed in accordance with
Plans and Specifications.

G.R. 7-25-80

50

Item #5 Bituminous Material MC70
4.5 tons @ 153.00

Because of small item and the
Condition of the Subgrade, this
Item was completely eliminated
by change order.

see letter to Miller dated

G.R. 7-25-80

Item 11

Contingent Sum Pay Item

Lump Sum \$500.00

No work was done
on this item

Pay \$0.00

GPR 7-30-80

Bridge Item #9

Remove Existing Bridge

Lump Sum \$10,000.00

Completed in accordance with
plans and specifications.

7-30-80 G.L. Richardson

At the request of Jay Parsons,
 Subcontractor for Millers, we reweighed
 2 trucks of Granular Borrow to
 establish a conversion factor for
 Granular Borrow. They averaged
 126.15 and 126.05 pounds per
 Cu. Ft. for and Average of 126.10^{lb}
 or 3404.70^{lb} per Cu. Yd.

The Total Pay Torage was
 from Page 38 - 9616.0 Ton's

$$9616.0 \times 2000 \div 3404.70 = 5648.66 \text{ T}$$

JJ Bullock pay

1 Ton # 3 Bituminous Surface
 Course (3/4" Max) @ 9.50
 1 Ton # 4 Bituminous Material 29 Ton @ 143.00

Sta to Sta	width	Tons Theo.	Tons Actual	Pay
SOUTH BRIDGE	11.5	9.4	16.45	
	11.5		15.40	
	11.5		16.85	
SOUTH BRIDGE 152+50	4.0		16.20	
	11.5		16.60	
	11.5		15.40	
154+00 150+25	11.5		16.90	
150+25 149+50	11.5		16.35	
149+50 148+85	11.5		15.15	
148+85 148+50	11.5		16.55	
	11.5		16.80	
	11.5		16.00	
	11.5		15.40	
	11.5		16.55	
	11.5		16.75	
	11.5		15.95	
	11.5		15.30	
	4.0		16.50	
			291.10	SOUTH

Notes

Truck #, time, Temperature, equipment, etc

44# / LIN. FT

TRUCK#	TIME	LIN. FT. THEOR.	LIN. FT. ACTUAL
B.004	8:15	79	49
B.033	8:30	74	52
B.159	8:40	81	80
WADE 3	8:55	225	
B.004	9:30	80	
B.033	9:40	74	
B.159	9:45	81	75
WADE 3	9:55	79	75
B.033	10:15	73	65
B.004	10:20	80	
B.159	10:30		
WADE 3	10:40		
B.033	10:55		
B.004	11:10		
B.159	11:20		
WADE 3	11:25		
B.033	11:30		
B.004	11:50		

STA - STA	WIDTH	THEOR. TONS	ACTUAL TONS	PAY
	11.5		16.85	OK
	11.5		16.20	OK
	11.5		15.20	OK
	4.0		16.50	
	11.5		16.80	
	11.5		15.90	
	11.5		15.15	
	11.5		16.55	129.15
North EAST END	11.5		16.70	
	11.5		16.00	
	11.5		15.20	
	11.5		16.50	
	4.00		16.70	
	11.5		16.25	
	11.5		15.10	
	11.5		16.50	
	11.5		16.60	565.80
				- 84.20 TON
				274.70
				229.75 TONS

REX 900 ROLLER VIB.
 BLAW-KNOX PAVER PF-500
 2 LABORERS
 3 PAVER OPER.
 1 ROLLER OPER.

TRUCK #	TIME
8:159	12:00
WADE 3	12:15
8:033	1:00
8:004	1:30
8:159	1:35
WADE 3	1:45
8:033	1:55
8:004	2:10
8:159	2:35
WADE 3	2:55
8:033	2:55
8:004	3:00
8:159	3:35
WADE 3	3:40
8:033	3:50
8:004	4:05
8:159	4:20

Batch Weights.
 1630^{lb} Rock
 1230^{lb} Fines
 145^{lb} Oil

 3005 total

0.048253 % oil

Tons Mix 565.80
 x 0.048253

 Tons Oil 27.30 Pay
 565.80 - 27.30 = 538.50

 calc. % Pay

Contract Change order
for flood Damage

July 17 - 1980

Back pay + Labor

$$152+50 - 148+50$$

$$400 \times 11.5 \times .25 \times 144 = 165600.0$$

83 TONS

$$11.5 \times 400 \times .25 =$$

$$17.0 \times 100 \times .25 =$$

$$14.25 \times 200 \times .25 =$$

164.7

Force Account Work

Letter dated July 2, 1980.

1. Remove surplus materials and shape banks.
2. Clean drain ditches

Invoice # 1022 from Parson's Const.

dated Sept. 2, 1980.

\$651.20

Total = \$651.20

O.K. G. L. Belandier

Contract Change

Letter July 25, 1980

Eliminate Prime Coat

4.6 Tons @ \$153.00 = \$698.50

The prime coat was not placed and the item was eliminated.

JLR Aug 7, 1980

Letter of July 29, 1980

Eliminate the requirement that the exposed surface of the Coker piles be painted.

Agreed Credit - \$500.00

This work was ~~not~~ done and therefore a credit of \$500.00 will be given the county.

JLR Aug 7, 1980

2.69

4414.92

- .25

14.67

3.5

11.17

BOTTOM
OF CAP
(SECRET)

16.45

21 32900

11 x 144 x $\frac{1}{25}$

16.57

+ 2.69

19.26

19.26

11.17

8.09

19.26

414
~~376~~#

2.75*

11.5



INVOICE

No 1022

Ogden, Utah, Sept. 2 1980

Miller Construction Co.

P.O. Box 341

Twin Falls, Idaho 83301

IN ACCOUNT WITH

Jack B. Parson Construction Co., Inc.

GENERAL CONTRACTORS

Order No.

Phone 621-2711

5100 S. WASHINGTON

OGDEN, UTAH 84403

AMALGA BRIDGE

Previous Balance	\$14,461.31
Credit-pd, on Acct	\$10,322.07
	<u>\$4,139.24</u>

Work done in July

Extra Work - Rebuilding Slopes	\$ 651.20
Item # 2 Granular Borrow ³⁰⁷³ 30.9 yds @ \$3.85	118.97
Item #10 Untreated Base Course ^{355.80} 238.4 ton @ \$5.39	1,284.98
✓ Item # 9 20 lin. ft. C.M.P. @ \$15.00/lin ft.	300.00
✓ Item # 3 Surface Course 538.5 ton @ \$9.50	5,115.75
✓ Item # 4 A.C. 10 27.3 ton @ \$143.00	<u>3,903.90</u>
	<u>\$11,374.80</u>

Total work done in July	\$11,374.80
Plus previous balance	<u>4,139.24</u>
Total balance due on Amalga Bridge	<u>\$15,514.04</u>