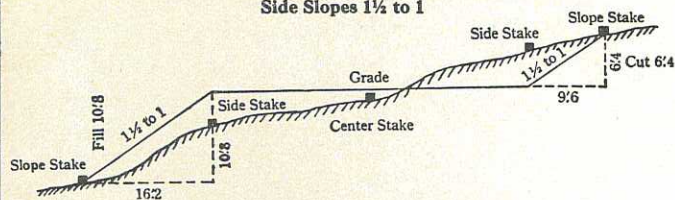


CR 341(2)
DIARY #2

ALEX HUDSON

CR 341(2) DIARY #2 A. HUDSON

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
 Roadway of any Width
 Side Slopes 1½ to 1



In the figure above: Opposite 6 under "Cut or Fill" and under .4 read 9'6" the distance from the side stake to the slope stake at right. Opposite 10 under "Cut or Fill" and under .8 read 16'2", the distance from the side stake to the slope stake at the left.

Cut or Fill	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	Cut or Fill
Distance out from Side or Shoulder Stake											
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

CR 341(2)

DIARY BK 2

ALEX HUDSON

INSPECTOR

Property of CACHE CO ENGR

Address _____

Phone _____

This Field Book contains special paper which is impregnated with resin to make it substantially stronger as well as water resistant. Your field notes will come out sharp and clear even when the page is wet.

Made in U. S. A.

DIST

INDEX PAGE

JOB NO.

PROJECT

PAGE NUMBER

RIDRAP MEASUREMENT 20-25

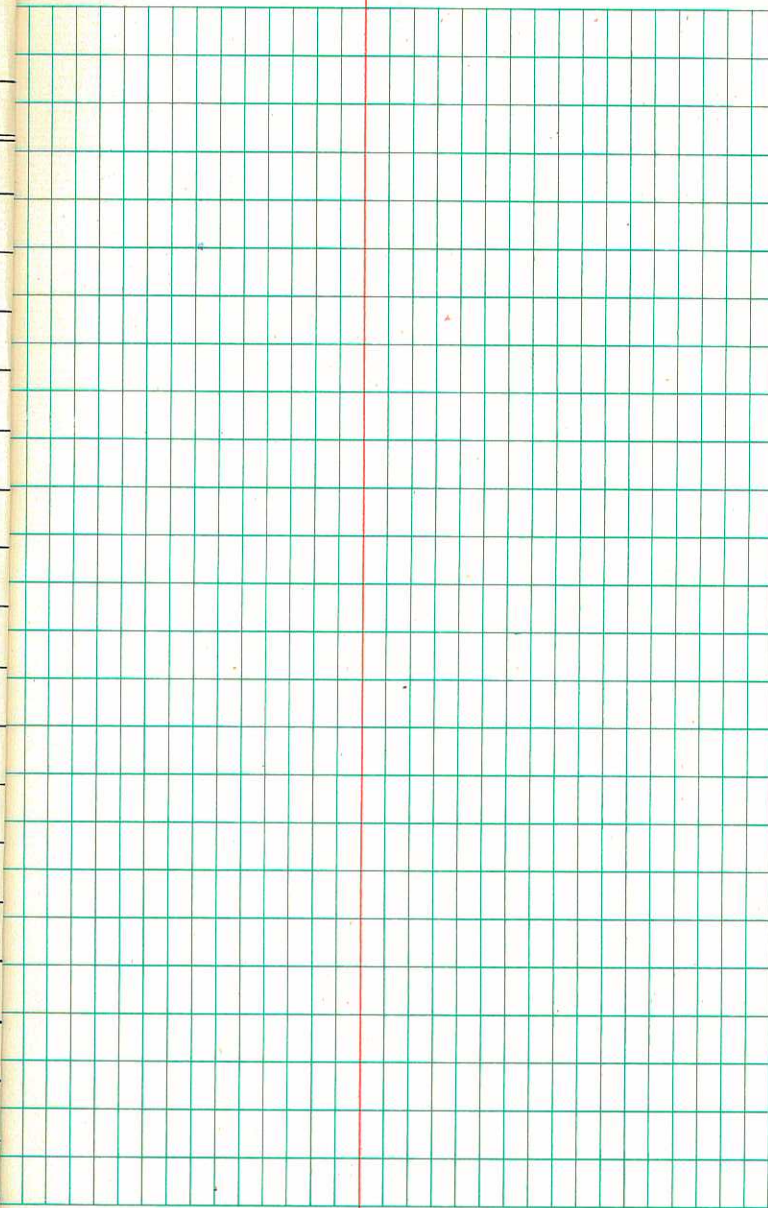
Slope Stake

In the figure stake to the sl

Cut or Fill

0

- 0 0.0
- 1 1.5
- 2 3.0
- 3 4.5
- 4 6.0
- 5 7.5
- 6 9.0
- 7 10.5
- 8 12.0
- 9 13.5
- 10 15.0
- 11 16.5
- 12 18.0
- 13 19.5
- 14 21.0
- 15 22.5
- 16 24.0
- 17 25.5
- 18 27.0
- 19 28.5
- 20 30.0
- 21 31.5
- 22 33.0
- 23 34.5
- 24 36.0
- 25 37.5
- 26 39.0
- 27 40.5
- 28 42.0
- 29 43.5
- 30 45.0
- 31 46.5
- 32 48.0
- 33 49.5
- 34 51.0
- 35 52.5
- 36 54.0
- 37 55.5
- 38 57.0
- 39 58.5
- 40 60.0



WEEK OF 9 OCT - 12 OCT

IN OFFICE - 13.F. S. ABUT

15 OCT MONDAY

IN OFFICE ALL DAY

25 mi

3

18 OCT TUESDAY TUESDAY

8:00 ARRIVE.

PROBLEM WITH 12" CMP -
SLOWED AND FOUDED BOXES
AT 10:30. STARTING ON PARAPETS

PARSONS WORKING ON SOUTH
ABUTMENT WITH 2 PEOPLE -
FOREMAN AND OPERATOR WITH
ROLLER ON JOB.

TESTED SOUTH SIDE - 99% COMP.

4

17 OCT WED.

LOW +27

HI 50

8:05 ARRIVED

INFORMED MR. HUDSON THAT
TODAY WAS DAY 80 OF HIS
CONTRACT.

HIS PEOPLE ARE FORMING UP FIRST
TO OF PARAPET ON EAST SIDE.

EXPECTING TO FOUR TODAY AT 2 PM

PARSON HAS 2 PEOPLE FOREMAN
AND OPERATOR B.F. NORTH ABUR

2:10 CONC. ARRIVED 9 YDS AA(AE)

11:00 STATE OSHA MAN CAME BY
TALKED TO MR. HUDSON AND LEFT.

5

parson has loader roller

Miller has loader

18 OCT 79 THURSDAY Low 27
Hi 50

STRIPPED FIRST 70' OF PARAPET
ON EAST AND FORMED SECOND
70'. PARSON. NOT ON JOB -
PICKED UP ROLLER TODAY,

2:00 CONCRETE ARRIVED 9 YDS AA (AE)

3:15 FINISHED POUR I LEFT TO
TAKE SAMPLES TO USU AND
PICK UP REPORTS.

- 30 -

19 OCT 79 FRIDAY RAIN ALL DAY

8:15 ARRIVED - RAINING

9:00 CLOSED UP AND WENT HOME

I RETURNED TO OFFICE.

3PM PICKED UP CYLINDERS

AND DELIVERED TO CE LAB.

MONDAY ²² ~~23~~ OCT

8:15 ARRIVED

FORMING UP LAST 40' OF
EAST PARAPET.

MR. DIKERSON OF MILLER
CONST. CAME OUT AND TOLD
ME PARSON WILL START
THIS WEEK.

3:00 Poured 4 YDS AA(AE)
POUR OK AIR LOW (3%)

4:45 LEFT

8

TUESDAY ²³ ~~24~~ OCT

8:15 ARRIVE

FORMING UP NORTH 75' OF
WEST PARAPET.

10:00 SETH B. CAME BY

3:00 POURED 9 YDS AA(AE)
POUR O.K.

4:30 LEFT JOB

24 OCT WED.

8:30 ARRIVE

STRIPPING FORMS AND SETTING
UP FOR NEXT TS. ON WEST.

10:30 BOB PHILIPS AND JACK PARSON
CAME BY FOR 5 MIN. - LOOKED
THINGS OVER AND LEFT

3:00 POURED 9 YDS AA(AE) CONC
WEST PAR. CENTER SECTION.
SIUMP 3 1/2 " AIR 5%

4:20 TOOK CYLINDERS TO USU

25 OCT THURSDAY

8:00

ARRIVE

STRIPPING FORMS WEST PARAPET

PARSON PEOPLE COMING IN TOM.

^{PUT OUT}
TO ~~DO~~ FILL. THEY WERE AROUND

ALL MORNING.

2:30

POURED 4 YDS AAC(AC) WEST

PARAPET.

TIEING STEEL SOUTH A. SLAB.

FRIDAY 26 OCT SUNNY, WARM

SHOWERS LAST NITE.

8:15 ARRIVE

PREPARING SOUTH APPROACH
SLAB FOR POUR AT 11:00 TODAY
CLEANING UP YARD - WAITING
FOR PARSON'S TO MOVE IN, TO
TAKE OUT FILL, RIVER UP
HIGHEST IT AS BEEN.

11:00 BILL SMITH UDOT CAME BY
TO TALK TO MR. HUDSON.

11:15 - LEFT

1:10 POURED $28\frac{1}{2}$ YDS CONCRETE
SOUTH APPROACH SLAB
3 TRUCKS CAME IN
LAST TRUCK SOMEWHAT WET
EXTRA CYLINDERS TAKEN

4:30 COVERED LAST 100' OF PARAPET
AND SO APPROACH SLAB

A Hudson

12

CALC. IT WOULD TAKE ~~324~~ $28\frac{1}{2}$ YDS.
PER EACH APPROACH SLAB.

MONDAY 29 OCT

40

WINDY
CLEAR

8:15

ARRIVE

SETTING OUTSIDE WALLS ON
SOUTH SIDE OF APP. SLAB.

I GAVE MR HUDSON THE PLAQUE
FROM THE OLD BRIDGE TO
SET IN NEW BRIDGE.

LEIBARR 945 TRACK HOE
FROM PARSON'S ARE ^{IS} TAKING
OUT FILL FROM RIVER. USING
CAT 950 LOADER TO MOVE ^{FILL} IT
AROUND AND SPREAD IT.

10:30 MR. MUNK CAME DOWN & TOLD
ME THAT FILL IS OK AND THAT
HE DID WANT THE 18" CMP ON
THE SOUTH SIDE OF RIVER.

11:30 PARSON IS FINISHED
MILLER IS PREPARING NORTH
APPROACH SIAB.

13

3 1/2 HRS ON 945 LIEBARR HOE
2 HRS ON CAT 950 LOADER

TUESDAY 30 OCT Low 15

Hi 30

ARRIVE 8:10.

SETTING STEEL IN NORTH APP. SLAB

SETTING PARAPETS ON SOUTH APP.
SLAB.

4:30 ~~A~~ CONC. ARRIVED SOUTH APP. PAR.

5 YDS AA(AE) 3% AIR 3 1/2" SUMP

6:00 FINISH.

THURSDAY 1 NOV COLD-SNOW

8:00 ARRIVE -

- 12:00 SET FORMS FOR NORTH WING
WALLS.

1:00 POURED 6 YDS AA(AE)
CONCRETE IN NORTH APP. SLABS
WING WALLS AND SOUTH CURB.

3:00 STRIPPING DECK FORMS

3:30 TOOK CONC CYLINDERS SET # 15
TO USU

16

FRIDAY 2 NOV

COLD

35

9:00

ARRIVE

CLOUDY

CLEANING UP YARD

TOOK CARE OF TREE

STRIPPING DECK FORMS

SETTING NORTH CURB FORMS

12:30

POUR 1/2 YD CURB - AA(AE)

LAST POUR.

MONDAY 5 NOV

STRIPPING ALL DAY

TUES. 6 NOV

STRIPPING ALL DAY

WEDNESDAY 7 NOV

STRIPPING.

PARSON BROUGHT IN 2 SMALL LOADS
OF RIPPAP

INSPECTED SOUTH HALF OF BRIDGE
UNDERNEATH. SAID IT WAS OK EXCEPT
FOR A FEW SPOTS OF HONEYCOMB.

TOLD THEM TO REMOVE BRIDGE LUMBER
FROM NW SIDE OF BRIDGE.

THEY EXPECT TO BE OUT BY FRIDAY.

THURSDAY - 8 NOV

I TOLD DOUG " THE RIPRAP
WAS TOO SMALL. ALSO TOLD
TRUCK DRIVER THE SAME,
WENT OVER WHAT WAS REQ'D
FOR RIPRAP WITH DOUG. HE
SAID HE IS GOING TO PLACE
IT TOMORROW AND GET A
BACK HOE FOR THE WEST SIDE
WORKED ON STRIPPING.

FRIDAY 9 NOV

STRIPPED ALL DAY MORE RIPRAP

19

RIPRAP NORTH

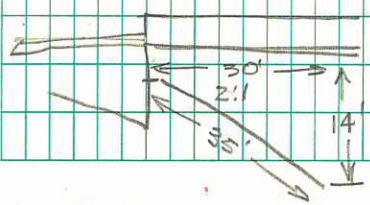
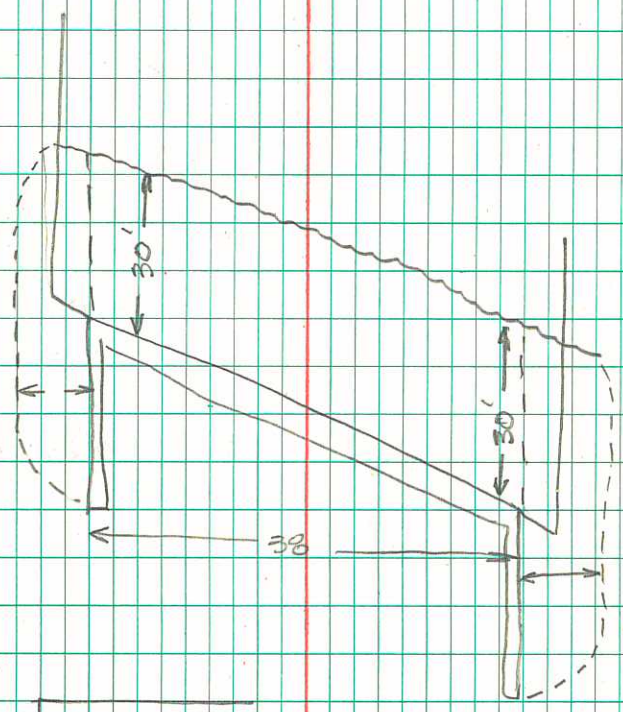
PLACED IN SEPT -

$$\frac{35 \times 3' \times 38'}{27} = 147.78$$

130 cu yds

L. G. K. 11-21-79

TOTAL RIPRAP PLACED 613.78
600 cu yds
addition



RIPRAP SOUTH

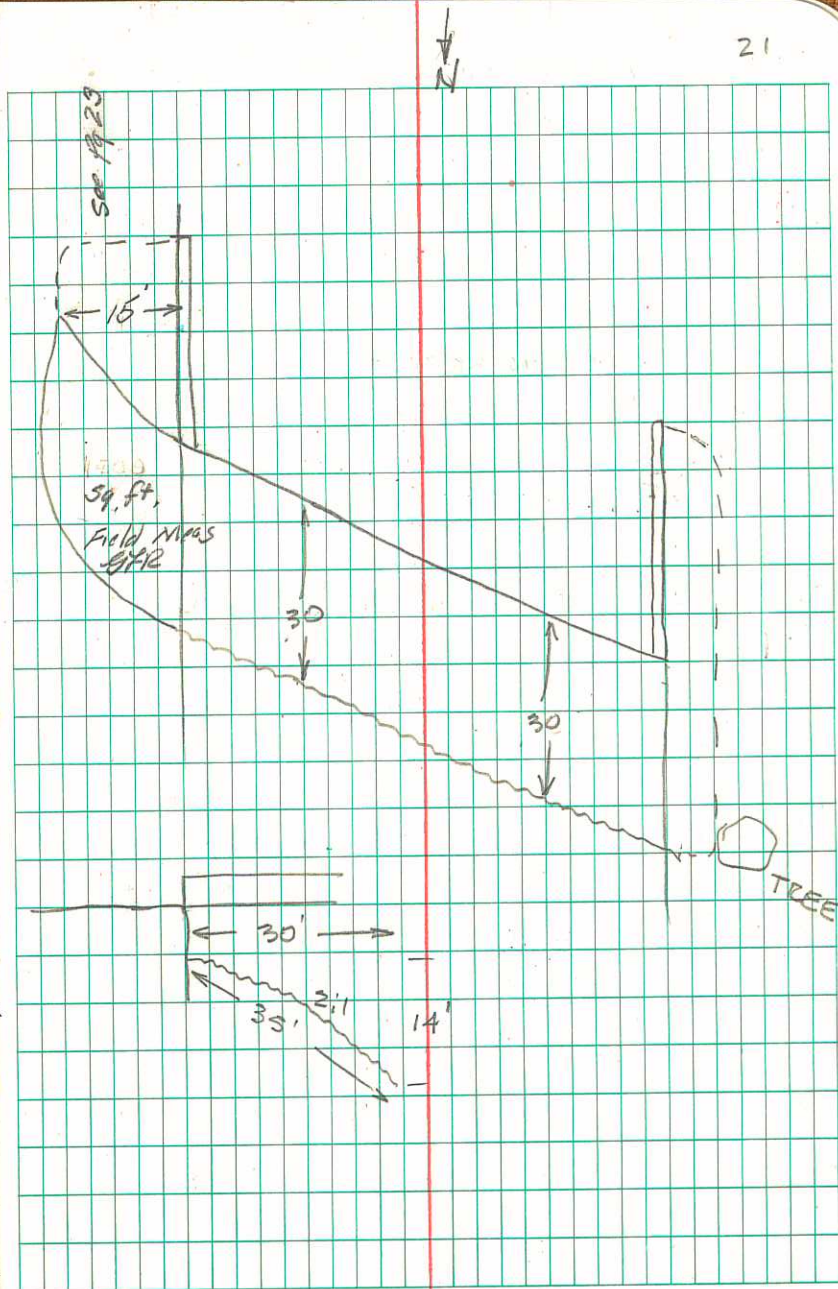
PLACED IN SEPT =

$$35 \times 38 \times 3 = \frac{147.78}{27} = 5.47 \text{ w yds}$$

$$\frac{256 \times 35 \times 3}{2} = \frac{1500}{27} = 55.56 \text{ w yds}$$

$$= \frac{208.34}{27} = 7.72 \text{ w yds}$$

[Signature] 11-21-79



RIPRAP BASE - NORTH WEST COR.

USED 3' DEPTH FROM ABUTMENT
SOUTH USED 2' DEPTH FROM
ABUTMENT NORTH

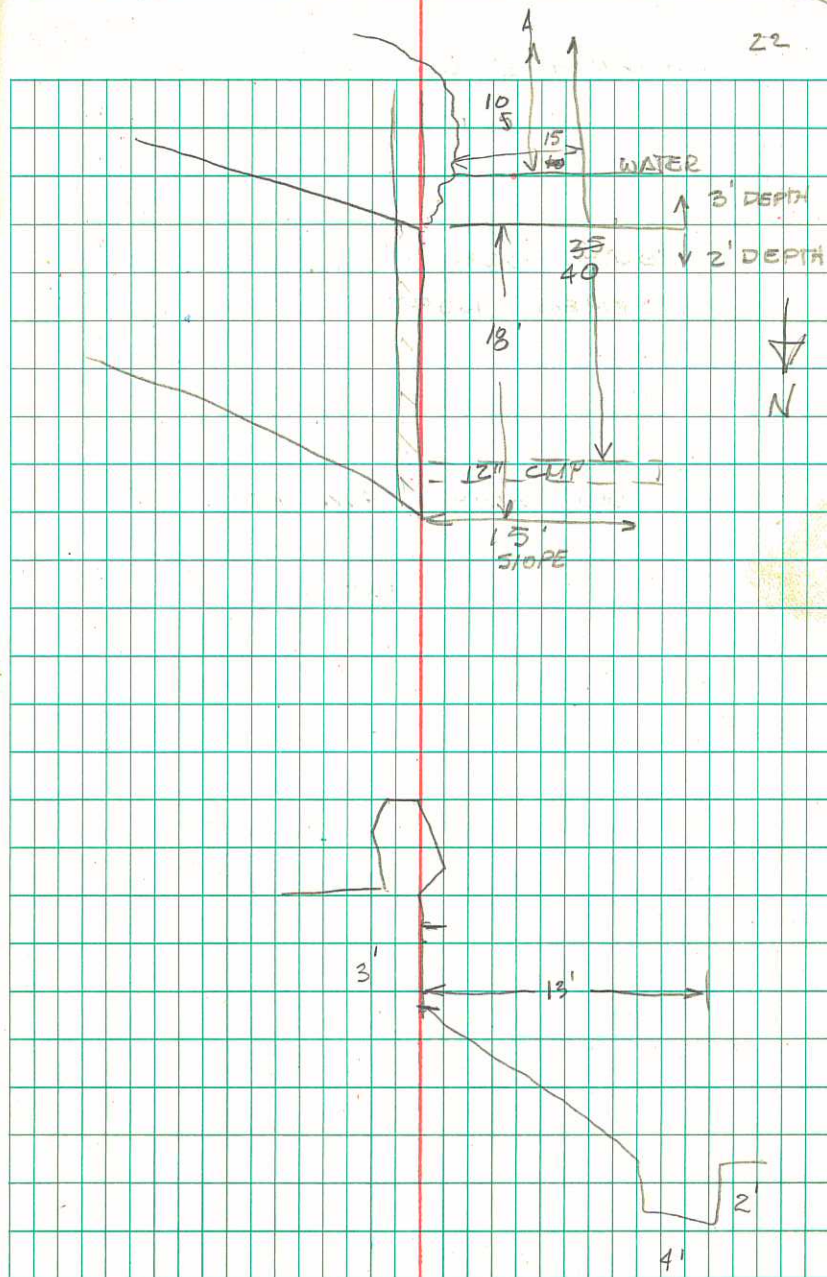
$13 \times 22 \times 3 =$
ABUT SOUTH = 860 USE

$18 \times 15 \times 3 =$
ABUT NORTH 540

$$1400/27 = 52 \text{ YD}^3$$

✓ SUP 11-21-79

22



NORTH EAST CORNER

NOTE - FROM ABUTMENT SOUTH
USED 3' DEPTH. FROM ABUT
NORTH USED 2' DEPTH. AT

~~ABUT SOUTH = 972~~
~~ABUT NORTH = 699~~
~~1651 / 21 = 62 yd³~~

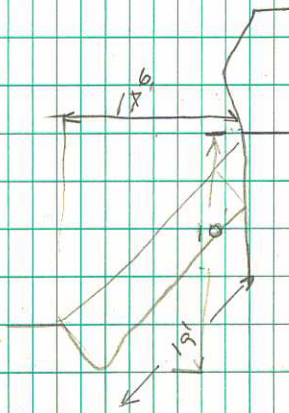
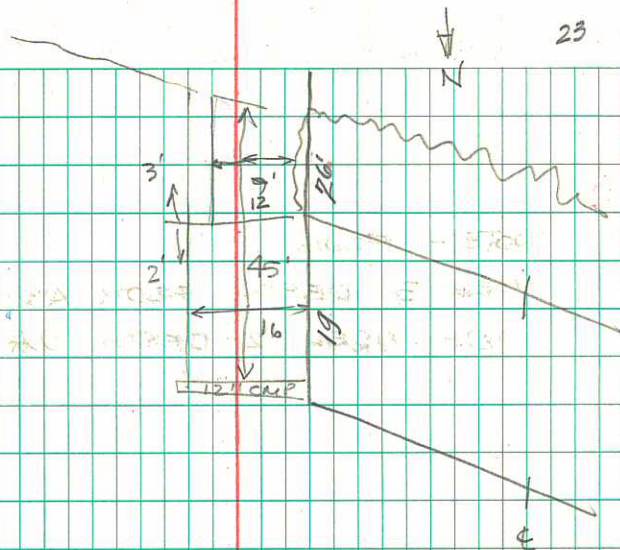
Abut. south

$$\frac{26 \times 19 \times 3}{27} = 54.89 \text{ Cu. yd.}$$

$$\frac{19 \times 19 \times 2}{27} = 26.74 \text{ Cu. yd.}$$

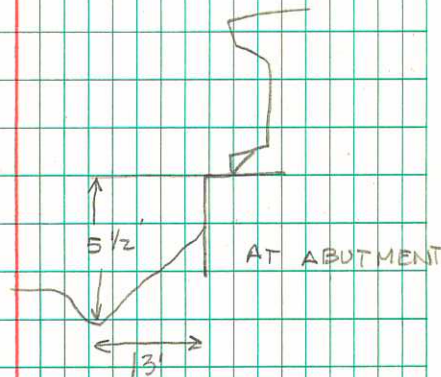
Total 81.63 Cu. yd.

Calc. JFR 11-21-79



AT NORTH END
OF W.W.

Use this Section for
Calculation, JFR



AT ABUTMENT

RIP RAP SOUTH WEST CORNER

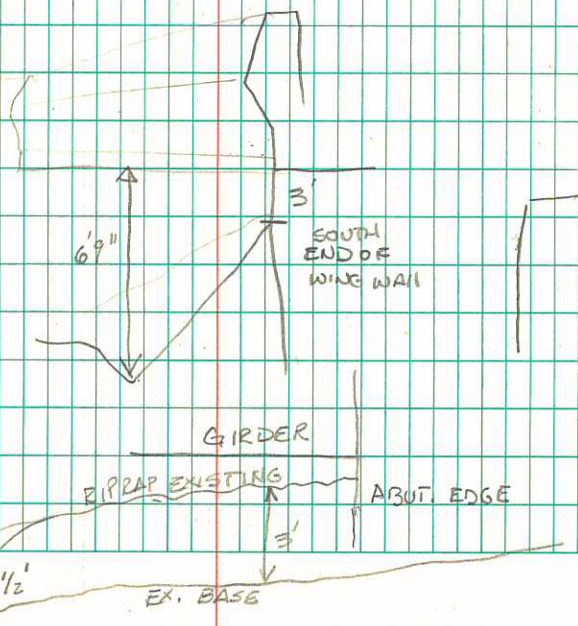
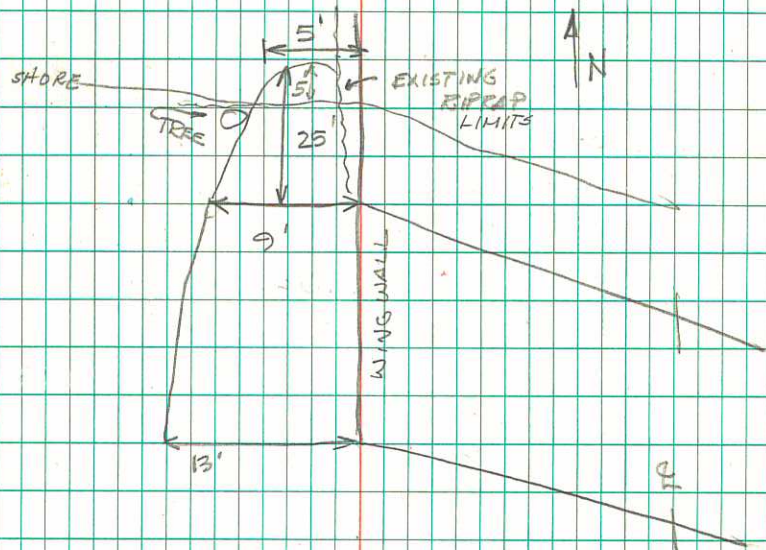
$$\frac{(9+13)}{2} 26 \times 3 = \frac{924}{115} \text{ cu ft.}$$

$$\frac{(5+9)}{2} 26 \times 3 = 525$$

$$1449 + 445 / 2 = 55 \text{ yd}^3$$

$$58.67$$

V-GR 11-21-79



RIPRAP SOUTH EAST CORNER

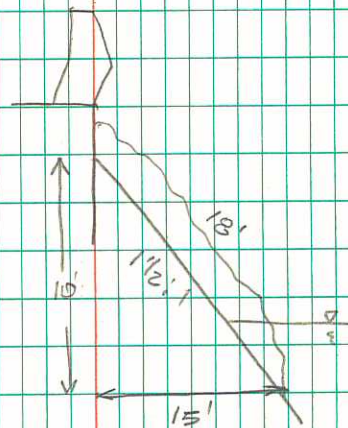
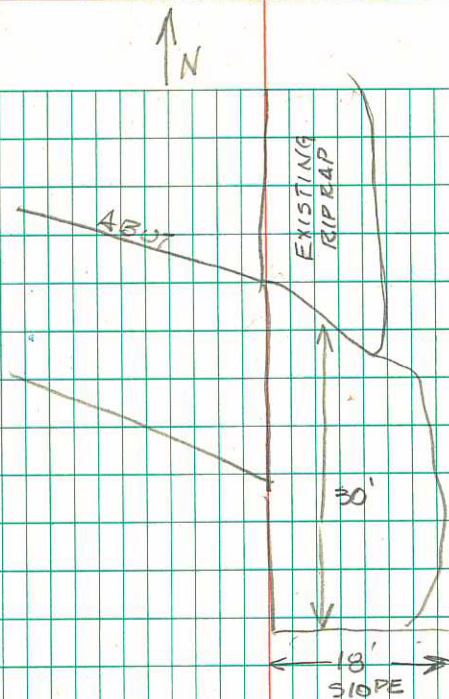
APPROX. 10 YDS OF LARGE ROCK
WENT INTO RIVER FROM END OF W.W.
SOUTH.

$$30 \times 18 \times 3 = 1620$$

$$1620 / 27 = 60 \text{ YD}^3 \checkmark$$

$$- \frac{10}{70} \text{ YD}^3 \checkmark$$

v JPR 11-21-79



TUESDAY 13 NOV

8:30 ARRIVE

SMALL BACKHOE CASE 530 CLK

PREPARING BASE FOR RIPRAP

& 8 MORE LOADS CAME IN

OF RIPRAP. & TOTAL OF 300 YDS IN TRUCK

CASE BACKHOE WORKED TILL 2 PM

LOADER ARRIVED 2 PM STARTED

RIPRAP ON NORTH SIDE,

STOPPED AT 4 PM.

26

154 NOV WED,

8:20 ARRIVE -

PARSON HAS A D 6 DOZER + RIPPER
TO RIP NORTH SIDE OIL. STARTED
AT 8:30 AFTER OIL WAS RIPPED UP
DOZER WAS USED TO BENCH SIDES
AND FILLED IN DITCH.

MILLER USING LOADER TO SET
RIPRAP - FINISHED NORTH SIDE
BY NOON

SET SOUTH RIPRAP IN PM
PARSON MOVED OVER TO SOUTH
SIDE AND RIPPED UP OIL AND
BENCHED SIDES.

27

D-6 CAT SW - 4:30

THURSDAY 19 NOV

8:00 ARRIVE

PARSON HAS D-6 AND CAT
#146 MOTOR GRADER PUTTING
IN DITCH AND BENCHING
NORTH SIDE DIG OUT CMP UNDER
FIELD APPROACH AND SET IN
FIELD

MILLER IS RESETTING FENCE
ON S NORTH WEST CORNER AND
NORTH EAST CORNER.

PARSON IS PUTTING IN BORROW
ON NORTH SIDE OF BRIDGE

AT 3:00 MOVED TO SOUTH SIDE
OF BRIDGE

4:00 HAULED D-6 OUT

28

FRIDAY 16 NOV

8:00 ARRIVE -

PARSON HAS PATROL RUNNING
ON SOUTH SIDE. 6 TRUCKS
HAULING BORROW (12 YDS EA)

10:00 DUMPED 2 LOADS IN APPROACH

ON NW SIDE - BLADED INTO
DRIVEWAY - WILL PUT IN
12" CMP LATER

DUMPING ON SOUTH SIDE.

29

THINGS THAT NEED TO BE DONE

1. FINISH & CONG. FINISHING.
2. 1' GUARD RAIL
3. SIGNS - "BEAR RIVER"
4. DELINEATORS
5. CONSTRUCTION SIGNS
6. 12" CMP UNDER APP.
7. FIGURE OUT CHIC RIPRAP # QUANT.

TUESDAY 22 JULY 1980

JOHN PARRISH 9:45 AM

- FIRST TWO HRS GLEN & I FINISHED STAKING BY PUTTING IN RR SPIKES ALONG & STA. AT CROWN ELEV - 0.25' (WE LEFT SLOPE AT 2% + 0.05'; I.E. EXTRA CROWN, OR SLOPE)

- AS OF 9:45

LEE JENSEN

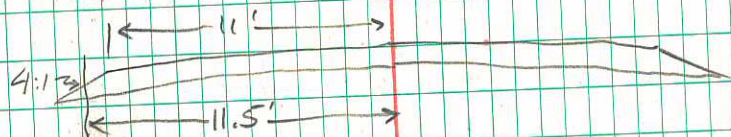
MEN: GINNEY HAPPER GRADER OP.

EQUIP: GRADER, WATER TR, ROLLER

MAT.: TRUCK #s TICKET#

1	8004	33000	4019
2	"	33300	4017
3	"	33500	4023
4	8054	41100	4018
5	"	34100	4021
6	3079	55,500	4022
7	8153	36000	4016
8	"	31000	4020

- 10:00 FOREMAN ARRIVED, GR SO. APPROACH
- 10:10 WATERED & ROLLED N. APPROACH
I CK'D CROWN R/R SPIKES: OK; RESET HUB & R/R SPIKE SO. APPROACH
- 11:10 FINISHED PRELIMINARY GRADING OF SO. APPROACH, W. TRUCK & FOREMAN LEFT.



$$100' \times 0.25' \times 11.5' \times 144 \#/\text{ft}^3 = 41,400 \#/100'$$

- 11:20 GLEN ARRIVED
- 11:35 GLEN & I LOOKED FOR CMP UNDER
SO PRIVATE APPROACH: COULDN'T FIND IT
SO DECIDED TO WAIT FOR RACK HOE
- 11:45 W. TRUCK RETURNED & WATERED
NG & SO APPROACH; ROLLER ON SO
APPROACH.
- 12:00 LEFT FOR LUNCH
- 12:30 RTN
- 12:40 WTR NO & SO, ROLL SO.,
FOREMAN LEFT, 3RD MAN ARRIVED
AS GEMINRY APR., GRD NO. APPROACH
- 2:15^I CKD FINISH GRD NO. APPROACH: OK.
- 2:30^I CKD SHOULDER SIDE SLOPE OF 1:4
AT 1/2' OUT FROM RED TOPS: OK
- WTR NO. & SO. APPROACHES
- ROLLED NO. APPR. FINAL TIME
- I CKD HUBS & R/R SPIKES SO.
APPROACH PRIOR TO FINISH GRD; OK
- 2:45 FINISH GRD ON SO. APPROACH
STARTED
- 4:30 GRADING COMPLETED: OK
- 4:40 COMPLETED FINISH GRADE ON
PRIVATE APPROACHES, COMPLETED
ROLLING OF SO. APPROACH, PUT UP
BARRICADES.
- 4:40 LEFT JOB SIGHT