

STREET  
DIARY  
CR 343(3)

STREET DIARY 343(3)

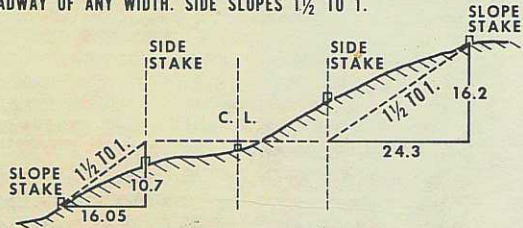
WEDYNE  
FREDERICK POST





**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING**

ROADWAY OF ANY WIDTH. SIDE SLOPES 1/2 TO 1.



Cut or Fill	Distance out from Side or Shoulder Stake.										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0 30	0 45	0 60	0 75	0 90	1 05	1 20	1 35	0
1	1 50	1 65	1 80	1 95	2 10	2 25	2 40	2 55	2 70	2 85	1
2	3 00	3 15	3 30	3 45	3 60	3 75	3 90	4 05	4 20	4 35	2
3	4 50	4 65	4 80	4 95	5 10	5 25	5 40	5 55	5 70	5 85	3
4	6 00	6 15	6 30	6 45	6 60	6 75	6 90	7 05	7 20	7 35	4
5	7 50	7 65	7 80	7 95	8 10	8 25	8 40	8 55	8 70	8 85	5
6	9 00	9 15	9 30	9 45	9 60	9 75	9 90	10 05	10 20	10 35	6
7	10 50	10 65	10 80	10 95	11 10	11 25	11 40	11 55	11 70	11 85	7
8	12 00	12 15	12 30	12 45	12 60	12 75	12 90	13 05	13 20	13 35	8
9	13 50	13 65	13 80	13 95	14 10	14 25	14 40	14 55	14 70	14 85	9
10	15 00	15 15	15 30	15 45	15 60	15 75	15 90	16 05	16 20	16 35	10
11	16 50	16 65	16 80	16 95	17 10	17 25	17 40	17 55	17 70	17 85	11
12	18 00	18 15	18 30	18 45	18 60	18 75	18 90	19 05	19 20	19 35	12
13	19 50	19 65	19 80	19 95	20 10	20 25	20 40	20 55	20 70	20 85	13
14	21 00	21 15	21 30	21 45	21 60	21 75	21 90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23 10	23 25	23 40	23 55	23 70	23 85	15
16	24 00	24 15	24 30	24 45	24 60	24 75	24 90	25 05	25 20	25 35	16
17	25 50	25 65	25 80	25 95	26 10	26 25	26 40	26 55	26 70	26 85	17
18	27 00	27 15	27 30	27 45	27 60	27 75	27 90	28 05	28 20	28 35	18
19	28 50	28 65	28 80	28 95	29 10	29 25	29 40	29 55	29 70	29 85	19
20	30 00	30 15	30 30	30 45	30 60	30 75	30 90	31 05	31 20	31 35	20
21	31 50	31 65	31 80	31 95	32 10	32 25	32 40	32 55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33 60	33 75	33 90	34 05	34 20	34 35	22
23	34 50	34 65	34 80	34 95	35 10	35 25	35 40	35 55	35 70	35 85	23
24	36 00	36 15	36 30	36 45	36 60	36 75	36 90	37 05	37 20	37 35	24
25	37 50	37 65	37 80	37 95	38 10	38 25	38 40	38 55	38 70	38 85	25
26	39 00	39 15	39 30	39 45	39 60	39 75	39 90	40 05	40 20	40 35	26
27	40 50	40 65	40 80	40 95	41 10	41 25	41 40	41 55	41 70	41 85	27
28	42 00	42 15	42 30	42 45	42 60	42 75	42 90	43 05	43 20	43 35	28
29	43 50	43 65	43 80	43 95	44 10	44 25	44 40	44 55	44 70	44 85	29
30	45 00	45 15	45 30	45 45	45 60	45 75	45 90	46 05	46 20	46 35	30
31	46 50	46 65	46 80	46 95	47 10	47 25	47 40	47 55	47 70	47 85	31
32	48 00	48 15	48 30	48 45	48 60	48 75	48 90	49 05	49 20	49 35	32
33	49 50	49 65	49 80	49 95	50 10	50 25	50 40	50 55	50 70	50 85	33
34	51 00	51 15	51 30	51 45	51 60	51 75	51 90	52 05	52 20	52 35	34
35	52 50	52 65	52 80	52 95	53 10	53 25	53 40	53 55	53 70	53 85	35
36	54 00	54 15	54 30	54 45	54 60	54 75	54 90	55 05	55 20	55 35	36
37	55 50	55 65	55 80	55 95	56 10	56 25	56 40	56 55	56 70	56 85	37
38	57 00	57 15	57 30	57 45	57 60	57 75	57 90	58 05	58 20	58 35	38
39	58 50	58 65	58 80	58 95	59 10	59 25	59 40	59 55	59 70	59 85	39
40	60 00	60 15	60 30	60 45	60 60	60 75	60 90	61 05	61 20	61 35	40

343(3) STREET DIARY

1974-1975

Property of CACHE COUNTY  
ENGINEERING DEPARTMENT  
 Address 179 NORTH MAIN  
LOGAN, UTAH 84321  
 Telephone 752-8327

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



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EQUIPMENT ON THE JOB-

2-3

CMP LIST

3-

DIARY



- 1 WATER TANKER - KLEIN - KT-80 <sup>5000 GAL</sup> S-2
- 1 CAT RUBBER TIRE LOADER
- 9 BELLY DUMP TRUCK
- 1 WATER PUMP
- 1 ROAD GRADER
- 1 SHEEP'S FOOT
- 1- BACK HOE WITH FRONT LOADER (INTERNATIONAL)
- 3- SCRAPPERS (RUBBER TIRE)
- 1 CAT (STEEL TRACK) D 6
- 1- TRUCK TRACTOR
- 1- CAT. TRAILER
- 1- CAT (STEEL TRACK) D 9
- 1- MECHANIC TRUCK
- 1- FUEL TRUCK
- 1- RUBBER TIRE CAT 834 WITH BLADE,



## 9 PIPE JOINERS

170+00	18" X 40'	SR/VND	16 GA
170+00	18" X 38'	SR/VND	16 GA
183+00	18" X 20'	SR/VND	16 GA
183+00	18" X 20'	SR/VND	16 GA
183+00	18" X 26'	SR/VND	16 GA
186+00	18" X 40'	SR/VND	16 GA
186+00	18" X 40'	SR/VND	16 GA
186+00	18" X 20'	SR/VND	16 GA
189+00	18" X 18'	SR/VND	16 GA
189+00	18" X 40'	SR/VND	16 GA
189+00	18" X 40'	SR/VND	16 GA
190+00	18" X 24'	SR/VND	16 GA
176+50	18" X 40'	SR/VND	16 GA
176+50	18" X 24'	SR/VND	16 GA
176+50	18" X 18'	SR/VND	16 GA
177+00	18" X 26'	SR/VND	16 GA
177+00	18" X 40'	SR/VND	16 GA
184+50	18" X 40'	SR/VND	16 GA
184+50	18" X 24'	SR/VND	16 GA
184+50	18" X 20'	SR/VND	16 GA
202+00	12" X 24'	SR/VND	16 GA
178+00	12" X 18'	SR/VND	16 GA
167+00	12" X 20'	SR/VND	16 GA
183+00	12" X 20'	SR/VND	16 GA
160+00	12" X 20'	SR/VND	16 GA

2

190+00	12" X 24'	SR/VND	16 GA
184+00	12" X 24'	SR/VND	16 GA
183+00	12" X 18'	SR/VND	16 GA
174+00	12" X 24'	SR/VND	16 GA
160+00	12" X 20'	SR/VND	16 GA
167+00	12" X 20'	SR/VND	16 GA
156+00	12" X 40'	SR/VND	16 GA
202+00	12" X 22'	SR/VND	16 GA
156+00	12" X 40'	SR/VND	16 GA
202+00	12" X 40'	SR/VND	16 GA
184+00	18" X 40'	SR/VND	16 GA
163+00	24" X 34'	SR/VND	16 GA
163+00	24" X 34'	SR/VND	16 GA
155+00	30" X 40'	SR/VND	14 GA
	30" X	SR/VND	14 GA
	18" X 40'	SR/CJ	16 GA
	18" X 40'	SR/CJ	16 GA
	22/13" X 24'	SR/CJ	16 "
	36" X 40'	SR/CJ	14 GA
	36" X 40'	SR/CJ	14 GA
	22/13" X 24'	SR/CJ	16 "
	22/13" X 24'	SR/CJ	16 "
	36 X 36'	SR/CJ	14 "
	36 X 40'	SR/CJ	14 "
	36 X 40'	SR/CJ	14 "

← ABOUT 6' LONGER THAN



24 BANDS

36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x24	12 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
36"x40	14 GA	SR/CJ
22/13x20'	16 GA	
22/13x20'	16 GA	
22/13x18'	16 GA	
18x40'	16 GA	
18x20'	16 GA	
18x30'	16 GA	
18x20'	16 GA	
18x40'	16 GA	
18x40'	16 GA	
8"x40'	16 GA	

COOL  
P/C

OCT. 4, 1974

3

8:30AM

RUBBER TIRE CAT. LOADER REMOVED TREES ON MR. SKABLUND'S LAND STA 183+50 AND THE TREES THAT BORDER JONES AND SKABLUND'S LAND STATION 193+50-

I WAS ASKED ABOUT DITCH STAKES AND I ANSWERED BY EXPLAINING THEM.

10:45AM - ASKED ABOUT DITCH AT 5' FROM R/D AT REG. SLOPE FENCE WOULD BE TO CLOSE; TOLD CONTRACTOR TO MOVE DITCH TO 6' RATHER THEN 5' OUT.

11:05AM STARTED TO DIG SKABLUND'S DITCH. MR. SKABLUND DECIDED HE WOULD LIKE A STRAIGHT DITCH ~~IN~~ INSTEAD OF A 1:1 SLOPE CHANGED DITCH BACK TO 5' FROM FENCE ALSO A SMALL AMOUNT OF SLOPE WAS ADDED RAISED THE GRADE OF DITCH BACK TO 1:1 SLOPE AT 5' OUT

12:00

QUIT FOR LUNCH

1:15 pm. CLEARING AND GRUBBING STARTED

3:00 CONTINUED WORK ON SMALL DITCH.



OCT. 4, 1974

4:30 PM STOPPED WORK ON SMALL DITCH COMPLETED  
ABOUT 200 FEET THE DITCH IS ON A .007%  
SLOPE AND 5' FROM R/W FENCE WITH 1:1 SLOPES  
ENDED WORK ON CLEARING AND GRUBBING

P.E.B.W.L

OCT. 7, 1974 4

9:30 STARTED DIGGING MR. SKABLUNDS DITCH AGAIN  
ALSO BEGAN PULLING UP FENCE POSTS WITH  
RUBBER TIRE CAT.

10:00 BEGAN COMPACTING WITH SHEEPS FOOT

11:00 I FINISH PUTTING IN  $\frac{1}{2}$  STAKES FOR PRIVATE  
APPROACHES 6<sup>th</sup> TO 10<sup>th</sup> NORTH.

12:00 FINISHED PRIVATE APPROACHES 6<sup>th</sup> NORTH TO  
2<sup>ND</sup> NORTH - STOPPED FOR LUNCH

1:30 PM CONSTRUCTED SMALL POND FOR PUMP  
TO GO INTO, GOT 5 LOADS OF GRAVEL

2:30 PM BEGAN CLEARING AND GRUBBING AGAIN  
ALSO BEGAN PIPE EXCAVATION -

3:00 PM DUG UP MR. SKABLUNDS EXIST. CONC. PIPES

5:00 PM STOPPED WORK. FINISHED SKABLUND'S  
DITCH STA. 188+60 TO 193+50 ALSO CLEARED  
OUT EXISTING DITCH OF GRASS ETC.

P.E.B.W.L



OCT 8, 1974

8:00 BEGAN CLEARING AND GRUBBING  
SOUTH OF 6<sup>TH</sup> NORTH GOT LOAD OF  
GRAVEL

8:45 MARKED SEWER MAN HOLE WITH 3 STAKES.  
BACKHOE OPERATOR PUT UP 2 LATHE ALSO.  
STA. 193~

9:00 AT STA. 173+30 A HOLE 2' DEEP WAS  
DUG AND WATER WAS FOUND THE DITCH  
CUT FOR THAT LOCATION IS 1 FOOT LOWER  
THEN THE HOLE. THE SUBGRADE IS 2'  
SO 3 TENTH LOWER. THE SHUD IS HIGH  
ENOUGH.

9:30 ASKED GLEN ABOUT WATER PROBLEM. HE SAID  
THAT THE DITCH WILL TAKE CARE OF  
THE SEEPAGE AND HE TOLD CONG. ABOUT  
IT.

FILLED TANKER WITH WATER

9:45 STARTED CULVERT EXCAVATION.

10:00 GOT TANKER STUCK DUG SMALL DITCH  
AND BEGAN TO EMPTY TANKER. BEGAN  
TO SMOOTH OUT FILL BEING BROUGHT  
BY TRUCK FROM GRAVEL PIT

10:40 TANKER EMPTY ANOTHER LOAD OF GRAVEL  
BROUGHT.

11:00 PULLED TANKER FREE

5

11:30AM

BEGAN SCRAPPING

11:40AM BROUGHT IN ANOTHER LOAD OF GRAVEL

12:00 QUIT FOR LUNCH

1:00pm COMPACTING WITH SHEEP'S FOOT BEGAN AGAIN.

1:20pm BROUGHT ANOTHER LOAD OF GRAVEL

2:00pm LOAD OF GRAVEL

2:30pm DUG DITCH TO DIVERT WATER STA. 184~  
BEGAN TO WATER AND COMPACT

3:00pm PLACED 12" CMP UNDER DRIVE STA 184

3:50PM FILLED WATER TANKER 3<sup>RD</sup> TIME TODAY.

4:05PM FILLED WATER TANKER

3:30 BEGAN GUTTER EXCAVATION 173 to 176

4:30pm QUIT WORK

FILLED TANKER 4 TIMES AND HAULED 10 LOADS  
OF GRAVEL

ARW



COOL OVERCAST

OCT. 9, 1974

8:00 RAINED

8:45 CMP ARRIVED NUMBERS ON PAGE 2-

11:30 AM BEGAN X DRAIN EXCAVATION STA 193+57±

12:00 QUIT FOR LUNCH-

1:00 pm RECIEVED AL. PIPE DATA FROM CHUCK LARSON

STARTED WORK ON PIPE STA 193+57± AGAIN

3:25 LOAD OF GRAVEL ALSO STARTED  
X-DRAIN STATION 188+58

4:30 ASKED ABOUT X-DRAIN 188+58 - X-DRAIN  
ELEV. IS 3 TENTHS LOWER THEN DITCH FL.

TOLD TO SLOPE DITCH TO FIT DRAIN. MR. SKARBLUND

IS CONCERNED ABOUT WATER SEEPING AROUND

CMP AT STATION 188+58 WE HIT WATER

AT ABOUT 2.5 FT IT NEEDS EITHER

LARGE ROCK OR PERFERATED PIPE.

QUIT WORK HAULED 3 LOADS OF GRAVEL

P.B.W. l

COOL P/c

6  
OCT. 10, 1974

8:30 AM RAISED CUT ON PIPE STA 188+58

FROM A CUT OF 3± TO A CUT OF 2±

9:00AM HAULED IN A LOAD OF GRAVEL BULLDOZER

BEGAN TO BUILT UP FILL AT STATION 188 BY  
DIGGING IN DITCH

9:20AM ~~RAISED~~ MARKED STAKES FOR GRAVEL FILL  
TO TAKE CARE OF THE SEEPAGE ON PIPE STA  
188+58

10:00AM PLACED GRAVEL IN BOTTON OF CUT TO BRING  
PIPE UP TO GRADE, DUE TO A WRONG MARKING

ON THE STAKE THE CUT FOR THE PIPE WAS

ONE FOOT TWO LOW WE PAY FOR A CUT OF

3± WHEN THE TRUE GRADE IS 2± CUT.

10:45- BROUGHT PIPES OVER TO PLACE IN CUT  
STA 188+58

11:45 PLACED 12" X 20' PERFERATED PIPE IN  
CUT AT 188+58 ALONG SIDE OF 18" X 98"  
CMP TO TAKE CARE OF SEEPAGE. BEGAN  
TO COVER UP PIPES

12:00 QUIT FOR LUNCH

1:00 CONTINUED WORK ON DITCH (STA 188~ to 183~)

WITH GRADER ALSO CONTINUED TO COVER

AND COMPACT PIPE STATION 188+58-

2:05 PM BROUGHT A LOAD OF GRAVEL-

2:45 PM BROUGHT A LOAD OF GRAVEL



3:00 pm BEGAN REMOVING FENCE SOUTH OF 6<sup>th</sup> NORTH  
3:30 pm MADE PREPARATIONS FOR DITCH EXCAVATION  
STATION 169+66 BEGAN TEMPORARY FENCE  
3:50 pm TRUCK LOAD OF GRAVEL  
4:00 pm HAULED 5 LOADS OF GRAVEL  
TODAY I LEFT AT 4:00 GLENWOOD  
RICHARDSON TOOK OVER

*R. W. W.*

WARM P/C

7

Oct. 11, 1974-

8:00 am PREPARED TO GO TO WORK, FLAT TIRE ON BACKHOE  
8:30 am BEGAN TO GRADE SUB GRADE. I CHECKED  
ELEVATIONS AND FOUND THEM TO BE GOOD ALSO  
STARTED SCRAPPING ON ROAD DITCH NORTH OF  
STATION 188 -  
9:05 - TRUCK LOAD OF GRAVEL  
9:35 LOAD OF GRAVEL, BEGAN PUTTING  
GRAVEL FOR PIPE STA 169+66 APPROX 5 TENTH  
FOR BASE.  
10:00 BEGAN TO BRING GRAVEL TO GRADE STA 169+66  
11:15 BEGAN TO FILL IN PIPE STA 169+66  
1:30 pm PULLED UP PIPE STA 169+66 RELINED IT  
GLEN SAID TO PACK DIRT AROUND PIPE BACKHOE  
OPERATOR SAID NO BECAUSE I WOULD CAUSE  
PIPE TO FLOAT UP AGAIN, SO THEY PILED DIRT OVER  
PIPE THEN COMPACTED.  
2:15 pm TORE OUT TREE STA 183+70 WITH  
RUBBER TIRE LOADER BEGAN HAULING AWAY  
RUBBISH FROM AREA.  
2:15 WORK CONTINUED SOUTH OF 6<sup>th</sup> NORTH GRADER  
SCRAPER, AND BACKHOE EXCAVATED GUTTER AND  
BEGAN TO BUILD UP FILLS  
4:00 BEGAN STRUCTURE EXCAVATION STA 176+97  
4:30 QUIT WORK. COMPLETED REMOVAL OF TREE  
STA 183+70 THEY HAULED 4 LOADS OF GRAVEL



~~of 91~~

WITH DUMP TRUCK AND 10 LOADS WITH  
BELLY DUMP COMPLETED PIPE AT STA 169+66  
ALSO COMPLETED ALOT OF GUTTER EXCAVATION  
BETWEEN STA. 194 AND 183 AND 176 to 173  
ON THE RIGHT SIDE OF THE NEW ROAD  
HIT X DRAIN 174+35

M.B.W.

SUNNY COOL MORN.  
WARM AFT.

OCT. 14, 1974

8

8:00AM BEGAN AGAIN ON PIPE EXC. STA. 176+97  
8:15AM BEGAN REMOVAL OF RUBBLE AT STA 183 —  
8:30AM BEGAN GRADING AND SCRAPING SOUTH OF  
STA 173 —  
9:30AM BEGAN CLEARING AND GRUBBING STA. 193 +  
FURTHER NORTH.  
12:00 QUIT FOR LUNCH FINISH PIPE STA. 176+97  
1:00pm BEGAN EXCAVATION FOR PIPE STA. 176+49  
3:00 pm BEGAN TO CLEAR TREES AT STA. 156 USED  
RUBBER Tired LOADER AND HAILED AWAY THE  
RUBBISH AS THE CLEARED  
3:30pm GLEN AND I TURN THE ANGLE TO PIPE  
AT BEGINNING OF PROJECT.  
4:30 QUIT WORK FOR TODAY COMPLETED REMOVAL  
OF TREES STA 156. PLACED PIPE AND PARTIALLY  
COVERED IT. NO GRAVEL WAS HAILED TODAY.  
THROUGH AN ERROR NOT FOUND SOON ENOUGH  
WE HAD TO HAVE THEM LOWER THE PIPE AT  
STATION 176+49 -4 TENTHS THIS CAUSED THEM TO  
HAVE TO DIG OUT THE GRAVEL THEY PUT IN AND  
ABOUT 1 HOUR WORKING TIME.

M.B.W.



MORN. COOL P/C  
AFT. WARM P/C

OCT. 15, 1974

- 8:00AM PREPARED TO BEGIN WORK
- 8:15AM BEGAN CUTTING GUTTER NORTH OF STA 193
- 10:20AM BROUGHT A LOAD OF GRAVEL
- 11:00AM FINISHED COVERING X-DRAIN AT STA. 176+49  
BROUGHT ANOTHER LOAD OF GRAVEL ONE EXH.
- 12:55AM BROUGHT 2 MORE LOADS OF GRAVEL  
ONE IN EACH TRUCK.
- 12:00 QUIT FOR LUNCH.
- 1:00pm RETURNED TO WORK CONTINUING THE  
ROADWAY EXC. NORTH OF STA. 193.
- 2:00pm BEGAN EXC. FOR X-DRAIN STATION 163-
- 2:45pm BELLY DUMP TRUCK BROUGHT IN A LOAD OF  
DIRT.
- 2:50pm HIT SEWER PIPE AT STATION 163 ~ IT IS  
AT THE REQUIRED GRADE. I SAID TO  
PUT GRAVEL ALONG DITCH BOTTOM AND  
TO LAY X-DRAIN RIGHT ON SEWER PIPE  
THIS WILL STILL GIVE ENOUGH FLOW
- 3:30pm WENT IN AND ASKED GLEN HE SAID  
RAISE THE PIPE SO AS TO ALLOW 2 TENTHS  
OF GRAVEL OR MORE ABOVE SEWER.
- 4:08 DUMP TRUCK BROUGHT LOAD OF DIRT  
THEY WERE REMOVING FENCE POST SOUTH OF  
STA. 169 WHEN I RETURNED
- 4:30pm QUIT WORK FOR THE DAY HAULED 6 LOADS

9

OF GRAVEL WITH THE BELLY DUMP AND 5 LOADS  
WITH THE REGULAR DUMP TRUCK. THEY DID A LOT  
OF CLEARING AND GRUBBING. ALSO THEY DID A LOT  
OF THE ROADWAY EXCAVATION TODAY.

GLEN AND I SET 7 BENCH MARKS TODAY  
ON THE P. POLES. WE ALSO GOT SOME FL ELEY.  
FOR CHUCK LARSON.

STA. 163 ~  
THE GRADE ON THE DITCH WAS CHANGED FROM  
4446<sup>6</sup> TO ALLOW FOR GRAVEL TO BE PLACED ON TOP  
OF SEWER PIPE.

R. B. Wal



Oct 16, 1974

- 8:00 AM STARTED WORK PREPARED & STARTED EQUIPMENT.
- 8:15 AM INFORMED ME EXISTING UNDERDRAIN AT STA. 188 IS TWO FEET LOWER THEN THE X-DRAIN WE INSTALLED MR. SKARLUND ASKED ABOUT HIS HAND SLIDE GATE AT STA 176+49 I TOLD HIM OF ITS LOCATION -
- 8:30 AM WENT TO LOOK AT EXISTING UNDER-DRAIN STATION 188.  
WE INFORMED THAT THE PIPE AT STA. 188+58 IS 2 TENTHS HIGHER THEN THE FLOW LINE OF THE DITCH THERE IS A 3 TENTH FALL SO I TOLD THE TO CUT THE GUTTER SO IT MATCHED THE PIPE
- 8:45 AM TOOK THE LEVEL AND CHECKED THE ELEVATION OF THE PIPE STA. 188+58 FOUND IT TO BE EXACT
- 9:45 AM STATE HIGHWAY MAN COME TO TAKE SOIL COMPACTION SAMPLES
- 11:00 AM ASKED ABOUT RAISING THE GRADE AT STATION 179. WENT INTO TALK IT OVER WITH GLEN. SAID IT WAS POSSIBLE TO RAISE IT 5 TENTHS IN THE 250 FEET.

10

- 11:45 AM RETURNED TO JOB AND FIGURED THE CUT'S AND FILLS.
- 12:00 NOON WENT TO LUNCH. TALKED TO CONSTRUCTION FOREMAN JACK D. HE SAID THAT THAT THEY WOULD NEEDS AT LEAST A 1 FOOT RAISE IN THE GRADE TO PULL THEM OUT OF THE MUD.
- 12:45 pm RETURNED TO WORK SCRAPER OPERATOR'S WERE LOOKING AT ROADWAY SOUTH OF 6<sup>TH</sup> NORTH.
- 2:05 pm 3 BELLY DUMP TRUCKS ARRIVED ON THE JOB
- 2:20 CHECKED GRADES ON STATION 178 + 177 AND THE ORIGINAL CUTS WILL WORK ON IT, SO I PUT THE CUTS IN THE SCOPE STAKE BOOK AS THEY WERE.
- 4:30 pm QUIT WORK FOR TODAY. HAULED A TOTAL OF 11 LOADS OF GRAVEL. DID ROADWAY EXCA. FROM STA. 177 TO 183. USING SCRAPERS AND GRADER DIDN'T PUT IN ANY PIPE BECAUSE OF A BREAK-DOWN ON THE BACK HOE.

PA B. W. J



WARM - SUNNY -

OCT 17, 1974

8:00 CONTINUED ROADWAY EXCAVATION  
USING 2 SCRAPERS, A ROAD GRADER  
AND 2 CATAPILLERS

8:30 AM BEGAN SCRAPPING SOUTH OF 6<sup>th</sup> NORTH

12:00 QUIT FOR LUNCH

12:30 BEGAN WORK.

1:00 PM STARTED ON PIPE STA 163 -

3 MORE BELLY PUMP TRUCKS

4:30 PM COMPLETED PIPE AT STA 163 -

HAILED A TOTAL OF 17 LOADS OF GRAVEL  
TODAY WORKED MAINLY ON ROADWAY  
EXCAVATION TODAY. TOMORROW THEY  
ARE NOT WORKING DUE TO DEER  
HUNTING - I CHECKED SLOPE STAKES  
ON BOTH SIDES OF THE ROAD FROM  
STATION 177 TO 183 AND FOUND  
THEM TO BE CORRECT

D.B.W.

OCT 23, 1974

11

BECAUSE OF RAIN VERY LITTLE WAS  
DONE FROM THE 21<sup>ST</sup>, 22<sup>ND</sup>, AND TODAY THE 23<sup>RD</sup>  
2 LOADS OF GRAVEL WERE HAILED AS OF 12 NOON  
THE EXCAVATION FOR THE PIPE STARTING  
AT STATION 150 AND RUNNING NORTH TO  
156 WAS STARTED. AT 11:30 AM A LOAD  
OF 36" PIPE WAS BROUGHT IN -

OCT 24, 1974

RAIN AND FOG STOPPED WORK

OCT 28, 1974

A COOL & CLOUDY - SOME RAIN  
ON THE TWENTY-FIFTH THEY LAID PIPE  
ALONG STA 149 TO STA 156 BUT DAMPNESS  
STOPPED WORK ELSE WHERE

8:00 STARTED BELLY DUMPS

HAILED 101 LOADS TODAY. USED 6 TRUCKS  
ALSO PUT IN PIPE AT STA 183 -

OCT 29, 1974

COOL CLOUDY SOME RAIN  
AT 8:00 AM THEY STARTED HAULING. WORKED ON  
PRIVATE DITCH 183 TO 188 HAD THEM CLEAN  
OUT EXIST. DITCH - FOUND OUT THAT EXIST. DITCH  
IS ON FENCE LINE HAD THEM FILL IN EXIST.  
DITCH AND DIG NEW DITCH



Nov. 4, 1974

RAIN STOPPED ALL WORK ON OCT 30 -

Nov. 4

TODAY THEY BEGAN TO RAISE  
MANHOLES ON THE MANHOLE AT STA  
183 - THEY PLACED 2 ONE FOOT RINGS  
ON IT INSTEAD OF ONLY ONE AS THE  
PLANS CALLED FOR. THIS IS DUE TO  
THE ELEVATION CHANGE

Nov. 5, 1974 HAULED 128 LOADS OF GRAVEL

THEY HAD ROADWAY ALMOST UP  
TO GRADE NORTH OF STA. 193 USED 8 TRUCKS  
ALSO RAISED A MANHOLE AT STA 187-21  
ANOTHER LOAD OF PRE-CAST CONCRETE  
CONES ARRIVED

Nov. 6, 1974 HAULED GRAVEL TODAY ALSO

BEGAN WORK ON FIELD DITCH STA.  
183 - 188+50 AND BEGAN PUTTING  
IN PIPE AT STA 156 -

Nov. 7, 1974 HAULED GRAVEL AND WORKED  
ON PIPE AT STA. 156 - TOOK OFF  
MANHOLE COVERS

Nov. 8, 1974 - LOADER BROKE DOWN  
AT 2:30 PM, HAULED 83 LOADS  
PUT ON ELBOWS AND CUT

EXISTING PIPE AT STA 150

Nov. 11, 1974 HAULED LOADS OF GRAVEL  
FENCE POSTS ARRIVED

Nov. 11, 1974

HAULED GRAVEL TODAY ALSO BEGAN  
MOVING MANHOLE RISERS TO THEIR  
PLACES

Nov. 12, 1974

HAULED MORE DIRT SOUTH OF  
6<sup>TH</sup> NORTH HAULED A RECORD  
AMOUNT TODAY 147 LOADS

Nov. 13, 1974

HAULED MORE GRAVEL BEGAN  
TO FILL IN CANAL AT STATION  
150 TO 156 USED ALL REGULAR  
BACKFILL BORROW. EARL MICKELSON  
TOOK THE TICKETS TODAY

Nov. 14, 1974

HAULED MORE GRAVEL SOUTH OF  
6<sup>TH</sup> NORTH. FINISHED FILLING IN  
CANAL - HAULED 140 LOADS

Nov. 15, 1974

MORE GRAVEL WAS HAULED  
I CHECKED MANHOLE ELEVATION  
AND FOUND THE ONE AT STA 157 TO BE



ATENTHS HIGH - HAULED 104 LOADS  
THEN THE LOADER BROKE DOWN  
GLEN, EARL, AND I STAKED 2 PIPES  
ON 343(4) LINDA MARTIN STARTED  
TO WRITE LOAD SLIPS BECAUSE  
MARR LEFT TO GET MARRIED -

Nov. 18, 1974

WE WORKED ONLY HALF A DAY  
BECAUSE OF BAD WEATHER. THEY  
HAULED 61 LOADS OF GRAVEL. WORKED  
IN THE OFFICE AND CAUGHT UP THE  
BOOKS -

Nov. 19, 1974

RAIN STOPPED WORK

Nov. 20, 1974

COMPLETED MR. JONES FENCE  
BY HANGING THE GATES, HAULED  
GRAVEL (152 LOADS)

BEGAN WORK ON 343(4) CLEARING  
AND GRUBBING -

Nov. 21, 1974 FINISHED HAULING GRAVEL  
ON 343(3) AND AT ABOUT 2:30 PM  
WORK THE REST OF THE DAY  
ON 343(4) THEY HAULED 89 LOADS  
ON 343(3)

Nov. 22, 1974 TRAIN AND BAD WEATHER STOPPED  
WORK TODAY -



DEC 9, 1974

PUT IN PRIVATE APPROACH DRAINS ON  
STATIONS 156, 160,

ALSO CONTINUED TO FILL UP TO GRADE



MAY 19, 1975

16

BEGAN HAULING ON HALL ROAD 2<sup>ND</sup> W -  
6<sup>TH</sup> WEST. WEATHER WAS CLOUDY & COOL.  
HAULED 1 $\frac{3}{4}$  WINDROWS OF GR BASE COURSE  
TODAY-

PBW

MAY 22, 1975

BEGAN HAULING BASE COURSE AGAIN  
BAD WEATHER HAD STOPPED HAULING SINCE  
MONDAY MAY 19.

PBW

MAY 23-1975

HAULED BASE COURSE TODAY  
SMOOTHED OUT DIRT IN SKABLUND'S  
FIELD.

PBW



MAY 27, 1975

HAULED BASE COURSE TODAY,  
BROUGHT UP THE BACK HOE,  
CLEANED UP AREA AROUND 36" PIPE  
STA. 156 TO STA 149+65.

PBW

MAY 28, 1975

HAULED BASE COURSE TODAY  
DECIDED TO SHORTEN WINDROW  
LENGTH AND MAKE ONLY 2 ROWS  
INSTEAD OF 3.

PBW

MAY 29, 1975

HAULED BASE COURSE TODAY  
WORKED 6 TRUCKS UNTIL NOON  
LET 3 GO, CONTINUED WITH  
1 OTHER TRUCK.

PBW



5-30-75

WORKED TODAY USED TRUCK 160 TO  
HAUL BASE COURSE WORKED THE  
MOTOR PATROL, ROLLER, AND SMALL CAT.  
COMPACTED AREA AROUND CONCRETE  
BOX STA 150+50.

PBW

6-2-75.

BLADE WORKED ON SMOOTHING AND  
COVERING MANHOLES. HAULED AWAY SOME  
EQUIPMENT

PBW

6-3-75

HAULED AWAY MORE EQUIPMENT PREPARED  
TO LEAVE - I STARTED WRITING A JOB  
SUMMARY. & CHECKED DITCHES.



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OCT 15

Year	Month	Day	Value	Year	Month	Day	Value
81	10	01	1008.50	81	10	01	1008.50
81	10	02	1023.00	81	10	02	1023.00
81	10	03	1038.50	81	10	03	1038.50
81	10	04	1054.00	81	10	04	1054.00
81	10	05	1070.00	81	10	05	1070.00
81	10	06	1086.00	81	10	06	1086.00
81	10	07	1102.50	81	10	07	1102.50
81	10	08	1119.00	81	10	08	1119.00
81	10	09	1135.50	81	10	09	1135.50
81	10	10	1152.00	81	10	10	1152.00
81	10	11	1168.50	81	10	11	1168.50
81	10	12	1185.00	81	10	12	1185.00
81	11	01	1201.50	81	11	01	1201.50
81	11	02	1218.00	81	11	02	1218.00
81	11	03	1234.50	81	11	03	1234.50
81	11	04	1251.00	81	11	04	1251.00
81	11	05	1267.50	81	11	05	1267.50
81	11	06	1284.00	81	11	06	1284.00
81	11	07	1300.50	81	11	07	1300.50
81	11	08	1317.00	81	11	08	1317.00
81	11	09	1333.50	81	11	09	1333.50
81	11	10	1350.00	81	11	10	1350.00

Year	Month	Day	Value	Year	Month	Day	Value
81	11	11	1366.50	81	11	11	1366.50
81	11	12	1383.00	81	11	12	1383.00
81	12	01	1400.00	81	12	01	1400.00
81	12	02	1417.00	81	12	02	1417.00
81	12	03	1434.00	81	12	03	1434.00
81	12	04	1451.00	81	12	04	1451.00
81	12	05	1468.00	81	12	05	1468.00
81	12	06	1485.00	81	12	06	1485.00
81	12	07	1502.00	81	12	07	1502.00
81	12	08	1519.00	81	12	08	1519.00
81	12	09	1536.00	81	12	09	1536.00
81	12	10	1553.00	81	12	10	1553.00
81	12	11	1570.00	81	12	11	1570.00
81	12	12	1587.00	81	12	12	1587.00
82	01	01	1604.00	82	01	01	1604.00
82	01	02	1621.00	82	01	02	1621.00
82	01	03	1638.00	82	01	03	1638.00
82	01	04	1655.00	82	01	04	1655.00
82	01	05	1672.00	82	01	05	1672.00
82	01	06	1689.00	82	01	06	1689.00
82	01	07	1706.00	82	01	07	1706.00
82	01	08	1723.00	82	01	08	1723.00
82	01	09	1740.00	82	01	09	1740.00
82	01	10	1757.00	82	01	10	1757.00
82	01	11	1774.00	82	01	11	1774.00
82	01	12	1791.00	82	01	12	1791.00