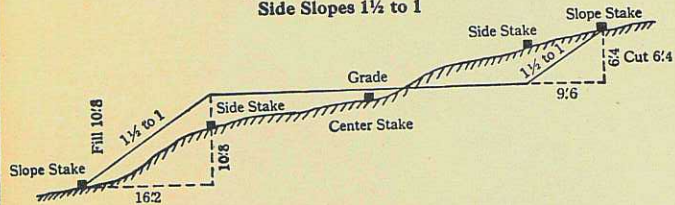


MENDON RD. ENGINEER'S DIARY

MENDON  
ROAD  
BRIDGE  
CR-376(1)

ENGINEER'S  
DIARY

**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	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
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

Property of CACHE COUNTY

ENGINEER

Address 179 NORTH MAIN

LOGAN, UTAH 84321

Phone 801-752-9744

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.

SEPT. 4, 1981

PIPES ARRIVED ON JOB SITE

5 COPPER STEEL CULVERT STOCK

MARKED AS SHOWN ON

OPPOSITE PAGE →

2 48" X 12" BANDS ON SITE

① 15' X 48"

2.00 OZ COAT  
10.9 GA 6-18-81  
HEAT 621040  
M. 218

② 10.5' X 48"

SAME AS 15'

③ 16' X 60"

SAME

⑤ 16' X 60"

SAME

④ 17' X 60"

2 OZ COAT  
10.9 GA.  
7-2-81  
HEAT 621190  
M 218

SEPT. 8, 1981

ARRIVED AT JOB SITE AT 7:15 AM  
MED WAS TAKING OFF THE ~~HEAT~~ HEAD  
WALL WITH HIS PATROL, CARL,  
JOHN, JOE AND <sup>BRUCE</sup> TED WERE ON  
THE SITE WITH 2 DUMP TRUCKS  
FLAT RACK, BACKHOE, & PATROL  
THE REST OF PIPE WAS ON  
THE SITE ALL OF THE NEW  
PIPE WAS 60" AND HAS A HEAT  
NO OF 621040. AND 621190

SCOTT AND ROSS ARRIVED AT  
8:00. JOHNSON BACKHOE ARRIVED AT  
8:00. WORKED ON REROUTING THE  
RIVER. AND REMOVING THE HEADWALL ON  
THE SOUTH. JOHNSON'S B'HOE LEFT AT  
11:45 AM. HAULED FILL FOR DAM.  
FINISHED THE DAM LEFT SITE AT  
4:30

Pat B. Ward

NORTHWEST BACKHOE 35-DH

CAT. 14G PATROL

DYNAMO 190

4 DUMP TRUCKS

FLAT BED

PICK-UP

PRESTON

ROSS

SCOTT

TED

JOE

JOHN

BRUCE

CARL

CROW

MED

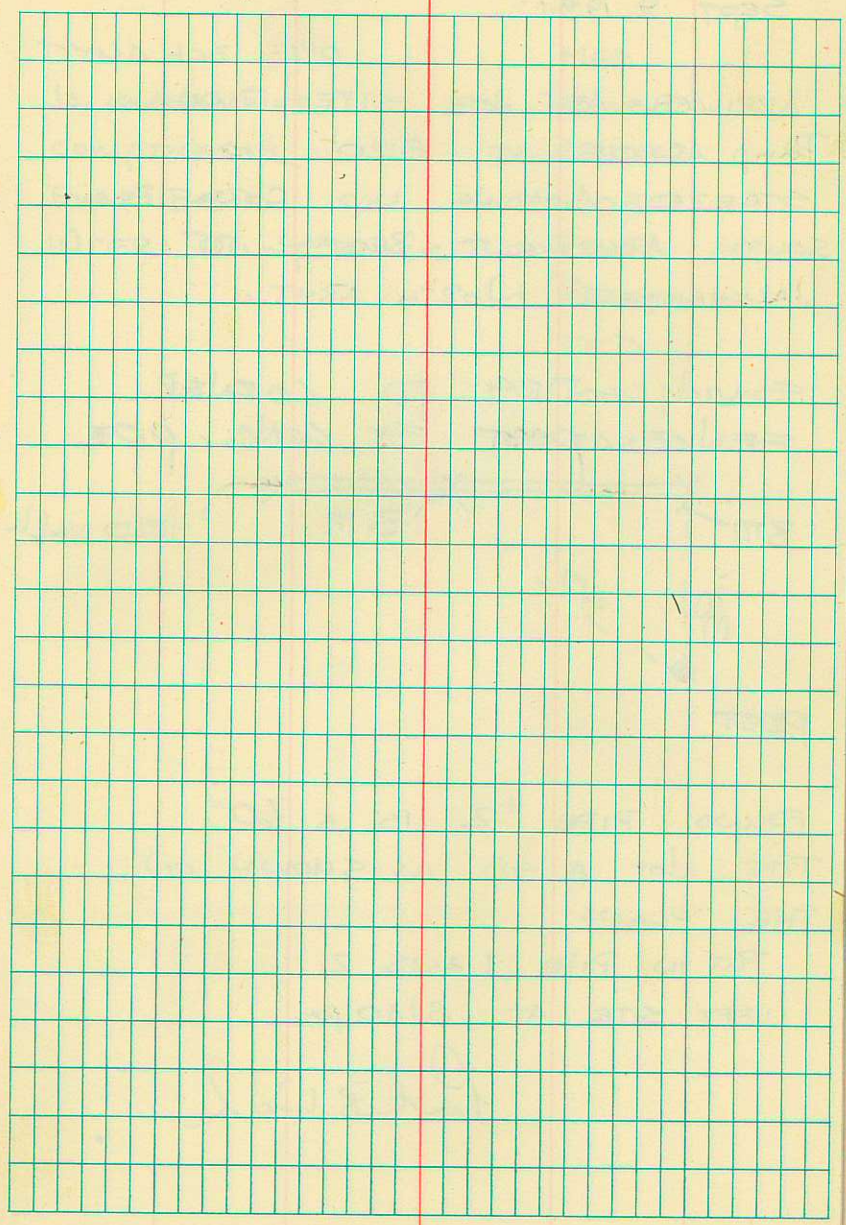
DARRELL

SETH

LOADS OF FILL FOR DAM

|||||

BM	+	HI	-	ELEV
			2 <sup>41</sup>	42 <sup>11</sup>
WEST			2 <sup>41</sup>	42 <sup>11</sup>
EAST			2 <sup>41</sup>	42 <sup>11</sup>
	<u>4.52</u>	<u>4444<sup>32</sup></u>		<u>4440<sup>00</sup></u>



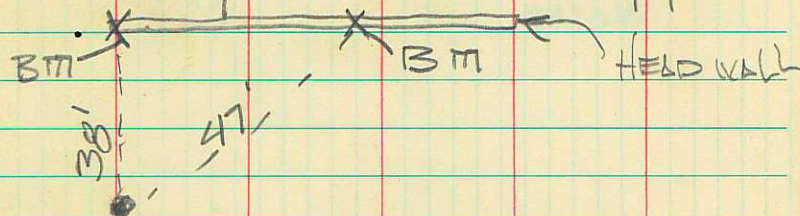
SEPT 9, 1981

ARRIVED AT JOB SITE 7:00 AM

Pump ARRIVED AT 8:20

STARTED LOADING UP CONC. FROM  
SOUTH ABUTMENT BEGAN TO  
JACKHAMMER NORTH ABUT.

SOILING TIES TO CORNER  
FENCE POST BY CONC PIPE



POST

FOUND PIPE #2 IS A 60"  
PIPE NOT A 48" AS SHOWN ON  
THE PLANS

PUT IN PIPE 1 AND 2

LEFT SITE AT 5:30 pm

Paul B. Wal

3

DYNA HOE 190

MED

JACK HAMMER

BLUEE

COMPRESSOR

CROW

FLAT BED

JOE

INTER. DUMP TRUCK

ROSS

PRESTON

TED

JOHN

CARL

SETH

SEPT. 10, 1981

BEGAN WORK AT 7:00 BEGAN  
PUMPING WATER STARTED WITH  
PIPE #3 GOT IN PIPES 3 AND 4  
LEFT SITE AT 5:30 pm

Paul B. Ward

PIPE # 3, 4, 5

4432.25

4

+	BM	HI
103	+ 42"	43.14

E 102

43.14
<u>32.25</u>
10.89

PIPE # 4

+	B.M.	HI.
0.70	42"	42.81

PIPE 3 [10.11] FL.

PIPE 4 [10.01] FL

SEPT 11, 1981

RIP RAP PLACED ON PIPES 1-4  
BEGAN TO CLEAR OUT AREA FOR  
PIPE #5

PUT IN PIPE 5 AT 2:30 PM  
BEGAN BACKFILLING ALL PIPES TO THE  
REQ'D DEPTH

PIPE #5 F.L. 10<sup>3</sup>

PIPE #6 F.L.

PUT IN PIPE #6 @ 3:30 PM  
SHOT A GRADE OF 6<sup>13</sup> TO  
TOP OF PIPE THIS IS COMPARED  
WITH 5<sup>24</sup> ON PIPE #3  
AFTER PIPE #6 WAS IN  
PLACE & PARTIALLY BACKFILLED  
SOIL BEDDING PRESURE  
CREATED A SMALL DOG LEG  
BEND AT THE JOINT  
WHERE THE NORTH 2 PIPES  
JOIN.

*Ray J. [Signature]*  
SEPT, 14, 1981

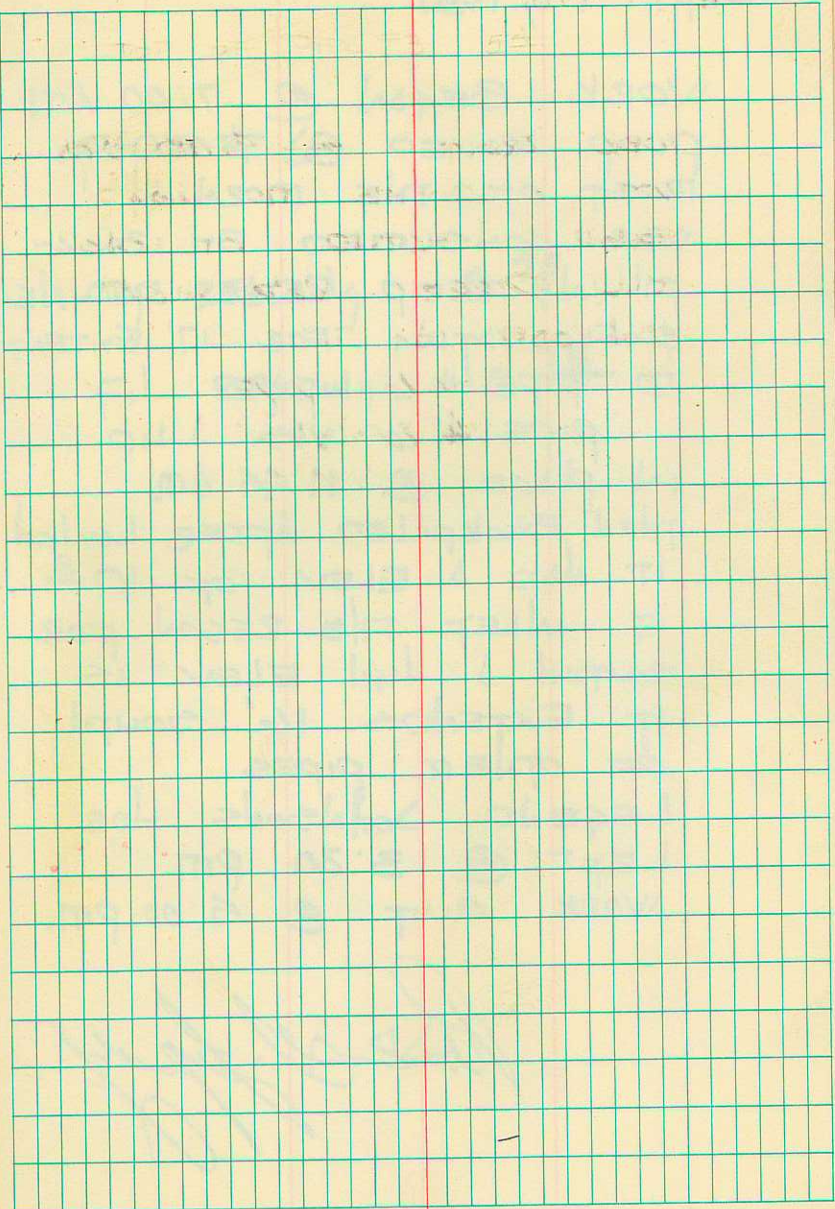
NOTE  
THERE IS A 0<sup>30</sup> FALL  
IN THESE 2 PIPES FROM  
INLET TO OUTLET  
PLANS ARE TO ADD 17'-2"  
TO SOUTH INLET  
& SMALLER INLET  
BE PRESENT GRADGS WILL



SEPT. 14, 1981

WEEK QUIT AT 5:00 O'clock  
PM TO RETURN TO ROAD  
SHOP LEGEND JOHNSON'S  
BIG DIGGER IVS LEFT  
ON JOB SITE

*Bob Johnson*



SEPT. 15, 1981

WORK BEGAN @ 7:00 AM  
PUMP ARRIVED @ 7:05 AM.  
MOST OF THE MORNING  
WAS CONSUMED BY BACK-  
FILLING TEMP. RIVER CHANNEL  
& EXCAVATING FOR 17' EXTENSION  
TO PIPE # 6 PIPE

PIPE # 6 WAS LAID  
IN PLACE @ 11:45 AM  
THEN BACKFILLED AFTER LUNCH  
IT HAD A ELEV. OF 10.8  
AT INLET THE REASON FOR  
SUCH A HIGH ELEV. IS  
IT EXTENDS 16' SOUTH  
OF OTHER PIPES  
LEGRAND JOHNSONS HOE  
LEFT @ 3:20 PM  
WORK QUIT @ 5:00 PM

*Ray Johnson*

578

7

PIPE # 6

TOP READING 5.78

F.L. READING 10.78

SEPT 16 1981

WORK BEGAN @ 7:00 AM  
WITH GRADING OF THE  
CIRCULAR BORROW WHICH  
WAS BEING HAULED IN  
BY COUNTY TRUCKS.

THE BORROW-PITS WERE  
CLEANED OUT & RIP-RAP  
WAS PLACED WHERE  
NECESSARY THEN CHIPS  
1 INCH MIN. WERE HAULED  
IN & ROAD WAS  
BROUGHT TO SUB-GRADE  
WORK QUIT @ 5:30 PM

*R. J. Fry*

SEPT. 17, 1981

WORK BEGAN @ 7:00  
WITH TOUCH-UP GRADING  
OF SUB BASE THEN  
@ 7:15 BLOCKTOP WAS  
PURCHASED FROM  
LEGRAND JOHNSON'S HOT  
PLANT ROAD ALIGNMENT  
WAS THEN LAID OUT  
OIL WAS SPREAD OUT  
TO A TOTAL WIDTH  
OF 30' THEN IT  
WAS ROLLED TWICE  
WITH A WATER WHEEL  
ROLLER TO A ACCEPTAL  
GRAD NOTE CURVE  
WAS MANUFACTURED  
WITH A SUPER OF  
0.2 WORK ENDED  
@ 4:00pm @ COMPLETION  
OF CONSTRUCTION.

*[Handwritten signature]*

FOR TONNAGE OF  
BLOCKTOP SEE  
RECEIPTS

417.74 TONS

\$ 9190.28