CR 341(2)

DIARY

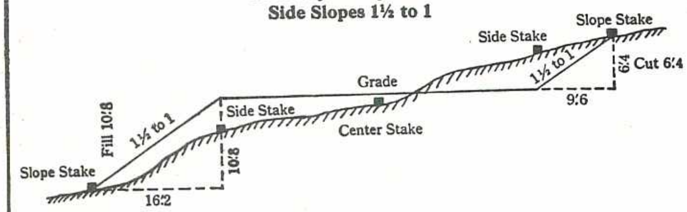
SURFACING

BOOK

CR 341(2) DIARY

74
.5
140
74

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

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ENGINEER

Address 179 NORTH MAIN
LOGAN, UTAH 84321

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Made in U. S. A.

13 JUNE 79

HOT, CLEAR.

MET WITH GAY HUDSON AND WES TO GO OVER SIGNS, BARRICADES, R.PS AND BENCH MARKS.

GAY SAID HE IS GOING TO SET UP SIGNS TODAY, PUT UP BARRICADES TOMORROW AND NOT CLOSE ROAD UNTIL READY TO START. HOPES TO GET LOADER OVER AND START TAKING UP ASPHALT OFF BRIDGE.

WE (GLEN PRESTON AND I) ~~WE~~ WENT TO SOILS LAB AND WENT OVER TESTS.

14 JUNE THURSDAY

CONTRACTOR ARRIVED 1:30 TO PUT UP SIGNS & BARRICADES. LOADER ARRIVED 200 PM. PUT ~~a~~ UP BARRICADES ON NORTH THEN ON SOUTH.

WIND LAST NIGHT BLEW 3 SIGNS DOWN ON APPROACH FROM NORTH.

LOADER AND 2 MEN.

SUPT. ARRIVED 2:45

PUT UP REMAINING BARRICADES AND RESET SIGNS ON NORTH APPROACH.

TOO LATE TO START SO PULLED BARRICADES OFF AND OPENED ROAD TILL FRIDAY MORNING.

LEFT JOB AT 3:30.

A Hudson

15 JUNE FRIDAY -

ARRIVED 8:30. ONE MAN REMOVING FENCE POSTS ON N E SIDE TO SET FENCE BACK SO THE CONTRACTOR HAS A SPOT TO SET HIS EQUIPMENT.
ROADS SIGNS All OK BARRICADES ARE UP AND IN PLACE.
COMMENCED WORK ON BRIDGE AT 10 AM - LOADER STARTED PULLING UP ASPHALT.
2 MEN RELOCATING FENCE.
THERE IS ABOUT 3" ASPHALT ON DECK. LOADER IS DUMPING IT ON N E SLOPE OF APPROACH.

I SET 1/2 REBAR 4' LONG IN FENCE LINE AT LOCATION OF 6x6 POST AND TIED TO AS FOLLOWS →

1:00 PM
LOADER IS STARTING TO TEAR UP DECK
1:30 BEGAN TAKING UP GUARD RAIL
LEFT JOB AT 2 PM

REMOVED 25' OF DECKING ON SOUTH END.

MONDAY

18 JUNE 78 WEATHER – RAINING.
COOL – 48°

ARRIVED 8:30 WENT TO PARSON'S
TO GET SOIL SAMPLE. GOT 2 BAGS OF
FILL. RETURNED TO & JOB 9:20. 4 LOADS
HAVE BEEN DUMPED ON EAST SIDE OF
NORTH APPROACH. 4 TRUCKS WAITING FOR
SOMETHING. PROB. FOR CONTRACTOR.
CHKED SIGNS THIS MORNING ALL OK.
9:45 PARSON'S LOADER ARRIVED CAT 950 AND
PUSHED OUT PILE. 4 TRUCKS THEN UNLOADED
FILL IS GOING OUT TO EAST OF BRIDGE.
10:15 4 MORE LOADS
CRANE ARRIVED.
10:30 1 MORE LOAD. TRUCKS ARE NOW
END DUMPING BEYOND ABUTMENT.
10:40 3 MORE LOADS 16 LOADS SO FAR
10:45 1 MORE LOAD 17 LOADS SO FAR
~~10~~ 11:10 5 MORE LOADS 22
11:20 1 MORE LOAD 23
11:35 2 MORE LOADS 25
11:55 ~~1~~ 2 MORE LOAD 2~~6~~7
LOADER OPERATOR TOLD ME TRUCKS ARE HAULING
12-15 YDS PER LOAD. HE ALSO ASKED ME HOW
FAR LOADS ARE GOING OUT. I TOLD HIM HE
WOULD HAVE TO TALK TO CONTRACTOR. 11:15.

950 LOADER PARSON'S ARRIVE 9:45
TILL 4:30.

5 TRUCKS HAULED

MILLER'S CRANE ARRIVED 10:15 AND WAS PARKED.

18 JUNE – CONT.

PARSON'S LOADER SHUT DOWN AT 11:40

OPERATOR LEFT.

RAINED STEADILY FROM 8 – 12

			TOTAL
12:45	3 MORE LOADS		30

FILL IS NOW EXTENDED INTO BED OF RIVER

	3		3
1:15	~~8~~ MORE LOADS		38
1:35	2X MORE LOAD		~~37~~ ~~4~~ 35
1:40	1 MORE		36
1:45	2 MORE		38
2:00	1 MORE		39
2:10	1		40
2:11	1		41
2:13	1	Ford Parsons	42
:22	1	INTER Parson	43
2:34	1		44
2:35	1	R&W Mack	45
2:39	1	Ford Parson	46
2:45	1	Int Parson	47
2:58	1	red ford	48
3:01	1	R&W Mack	49
3:10	1	Inter	50

AVE 30–35 min per trip

3:30	2 LOADS	52
	R&W Mack	
335	1 load	53
337	1 load	54
3:49	1 load	55
	R&W Mack	
3:51	1 load	56
	Inter	
3:58	1 load	57
	Ford	
4:20	3 loads	60
4:21	1 load	61
4:30	1 load	62

Last load at 4:21

left job at 4:30

2 Parson trucks cleaning out Bed

loader finishing up.

A Hudson

19 JUNE 79 TUESDAY RAIN SHOWERS ≈ 55°

ARRIVED AT 8:30. All SIGNS & BARRICADES IN GOOD SHAPE. LEFT TO GO TO MENDON WHILE LOADER FROM PARSONS WAS WORKING. 12 LOADS CAME IN FOR WORKING PLATFORM. CAME BACK ON JOB AT 11:40.

HAND RAILS HAD BEEN REMOVED AND LOADED DECK GIRDERS ON SOUTH ~~HAY~~ ARE BEING REMOVED AND ~~LOAD~~ STACKED IN AREA TO NE OF BRIDGE.

12:00 - 12:30 LUNCH

12:30 - BACK TO WORK

1PM FLAT RACK LEFT WITH LOAD OF 4 IRON RETURNED 2:30

MILLER'S HAS 4 PEOPLE WORKING All DAY

1 CRANE OPERATOR

1 RIGGER

2 CUTTERS

SUPT ARRIVED 4:05. I ASKED HIM IF THERE WAS ANY WAY TO STOP All THE LUMBER GOING IN RIVER. HE SAID HE WOULD MAKE SURE HIS PEOPLE ~~@~~ ARE AS CAREFUL AS POSSIBLE. HE LEFT AT 4:15.

SHUT DOWN AT 4:35.

A Hudson 19 June

PARSON'S LOADER 8 - 10:30 AM

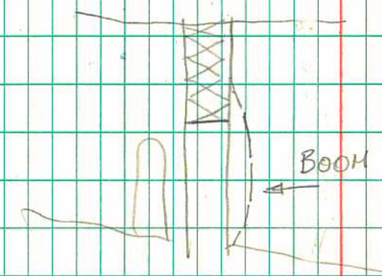
TOTAL LOADS 74 - @ 15 YDS = 840 cu yds

MILLERS LOADER LEFT AT 10 AM

WEDNESDAY

20 JUNE 79 WARM, RAIN SHOWERS

ARRIVE 7:50. NORTH APPROACH SIGNS
O.K. BARRICADES O.K.
4 CREW STARTED 7:55.
1 CRANE - MOTOCRANE 785
1 OPERATOR
1 RIGGER
2 CUTTERS.
GLEN ARRIVED AT 8:10 TOLD ME POWER CO.
DOESN'T LIKE WOOD IN RIVER.
BY 8:30 6 4x4x14 WENT IN.
I TOLD JUNIOR (THE RIGGER) THAT
SOMETHING HAD TO BE DONE. I SUGGESTED
WRAPPING CHAIN AROUND 4x4 AND I BEAM
TO KEEP FROM SLIPPING OF WHEN RAISED.
~~THEY ARE~~ OR RIGGING BOOM ACROSS
RIVER TO SNAG IT.
8:45 CREW STOPPED TO RIG UP
BOOM. GOING TO USE BARBED WIRE TO
RIG PLANKS TOGETHER.
BOOM RIGGED AT 9:25 WORKING AGAINAT
9:30.
BOOM WORKING WEll CATCHING All FOTSAM
PRESTON ARRIVED 9:45
GLEN CAME BY AT 10:30



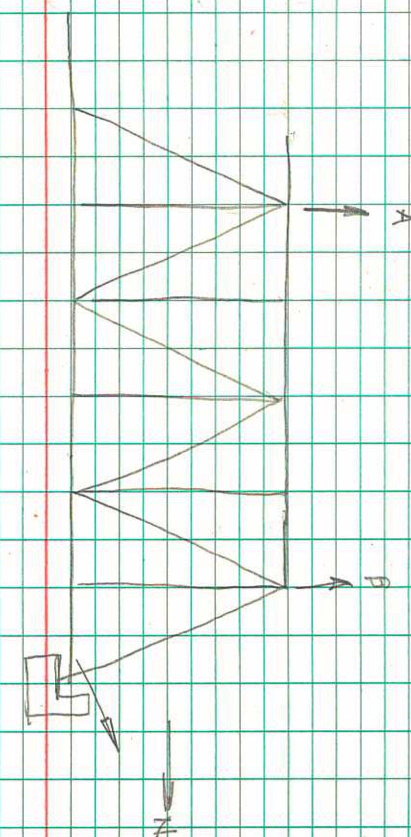
20 JUNE 79 WEDNESDAY

MOVED CRANE TO NORTH APPROACH ROAD
JUST BEFORE LUNCH -
12:00 - LUNCH
12:30 - RETURN TO WORK.
PRESTON AND I DROVE AROUND TO SO.
APPROACH AND RESET SLOPE STAKES AND
LATHED ALL ~~STA~~ STATIONS.
RETURN AT 2 pm
GLEN CAME BY AT 2:30
LEFT JOB AT 4:20

[signature]

21 JUNE 79 THURSDAY WARM, SUNNY
WINDY IN P.M.

ARRIVED ON JOB AT 7:10
CREW ARRIVED AT 8:00 AM &
TAKING OFF LAST 14' OF DECK.
SUPT. CAME BY AT 9:00. TOLD HIM SET
FOR TOMORROW AT 1:30 FOR PRECONSTRUCTION
CONFERENCE. CHK WITH GLEN ON WHERE
IT IS GOING TO BE.
PLANING TO G CUT OUT TRAVERSE GIRDERS
(I BEAMS) TODAY
DECK OFF AT 9 AM
CUT OUT ALL BUT 4 ~~BEAMS~~ TRAVERSE
GIRDERS BY NOON.
4 MEN WORKING
12-12:30 LUNCH
12:30 CUT REMAINING X BRACES
2:00 CRANE TRIED TO PULL BRIDGE AT "A"
BUT COULD NOT BUDGE IT.
3:00 MOVED TO END AND TRIED TO LIFT AT
B. BUT ~~AGAIN~~ COULD LIFT END END
BUT NOT MOVE. FRONT OF CRANE OFF
GROUND.
3:30 TAKING OFF TIP OF CRANE.
4:00 TRIED AGAIN BUT COULD NOT PULL
FAR END OFF ABUTMENT.
4:30 NOW CUTTING BOLTS ON SOUTH END OFF.



21 JUNE THURSDAY

4:30 CUT BOLTS ON SOUTH AND
B PULLED AS SHOWN AT "B" AND "C"
5:00 SOUTH END DROPPED IN WATER

LEFT AT 5:15

A Hudson

22 JUNE 79 FRIDAY

ARRIVED 7:10 ALL NORTH SIGNS & BARRICADES ARE IN PLACE.

8:00 BEGIN WORK 785 CRANE
OPERATOR
RIGGER
3 CUTTERS

8:35 HUDSON ARRIVED

8:00 BEGAN CUTTING AS SHOWN

9:05 REMOVED FIRST SECTION OF BRIDGE

9:30 MOVING CRANE ~~SOUTH~~ NORTH TO PICK UP NEXT SECTION. SET ON NORTH END AND TRIED TO PULL BRIDGE BUT HANGING UP ON FILL ON

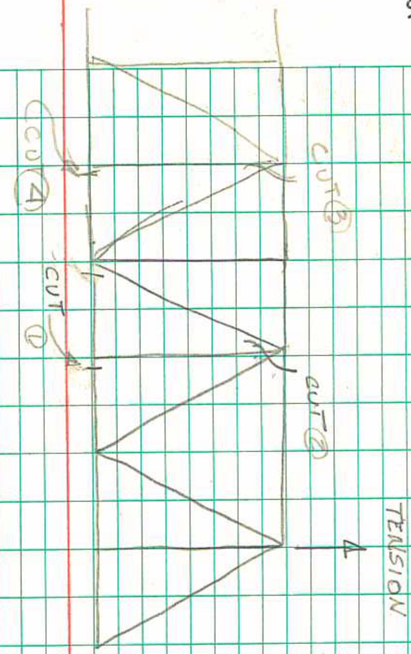
10:30 SIDE OF PLATFORM. GOING TO GET LOADER.

11:00 I ARRIVED BACK ON JOB AFTER GOING UP AND CHECKING TO SEE IF WE CAN RETRACE SURVEYOR'S STEPS ON MERIDIAN LINE ACROSS RIVER.

11:30 TRYED PULLING AGAIN WITH LOADER AND SEMI TRACTOR ASSISTING. NO GO.

12:00 SET CRANE BACK ON PLATFORM AND READY TO CUT AS SHOWN

12:30 WENT INTO PRECONST. CONF.



Call Lloyd and let us know

1:00 - 4:00 Preconstruction conference and Meeting with Glen

4:00 returned to bridge all but one section is out.

AAndersen

Preconstruction

1. OPERATING SCHEDULES
2. SUB CONTRACTORS - PARSON'S
3. UTILITY NOTIFICATION IF NECESSARY

5 SPECIFICATION CLARIFICATION
3' RIPRAP NOT 3"
TYPE V NOT TYPE IV

6. INSPECTION REQ.
MAT. ORDERS
FURN. SAMPLES (CANS)

8. EMPLOYEE SAFETY, SANITATION

9. DEL. OF AUTHORITY BY CONTRACTOR
LINES OF COMMUNICATION

OUR RESPONSIBILITIES
ROLE, DUTIES, AUTHORITY
RECORDS - REPORTS DIARY
WHAT DEC. ARE OURS WHICH ARE GLEN'S
WHEN WILL GLEN BE ON JOB
WHEN DOES HE WANT US ON JOB
WHEN DOES HE WANT TO GO OVER RECORDS, DIARIES, REPORTS

MONDAY 25 JUNE

8:00 did RESEARCH ON SEC 29 T13N
R1E
8:30 ON JOB
8:40 WENT TO CACHE JUNCTION
TO FIND OUT ABOUT BORROW.
HUDSON WILL CALL OFFICE WHEN
HE KNOWS

11 JULY 79

11:00 AM - ARRIVED ON JOB
SET PILE ON NORTH ABUTMENT

1:45 PM REBAR ARRIVED. P. WARD TOOK
CERT. OF COMP.

13 AUGUST 79 MONDAY P. CLOUDY WARM

ARRIVED ON JOB 9:45. - RIGGING CRANE. HAVE NOT WELDED CAPS ON YET 10:00 COMMENCED WELDING CAPS - RIGGING CRANE.

3:00 MOVED INTO POSITION TO DRIVE CENTER PILE ON PIER #14. LINE UP WITH TH43 ON OFFSET AND CONTRACTORS K & E TRANSIT ON ℄. DROVE 35'

STOPPED 4:30

Alex Hudson

~~14 AUG~~

MOTO CRANE
OPERATOR
2 RIGGERS
1 WELDER
2 ARC WELDERS

14 AUG 79 TUES.

NOT ON JOB.

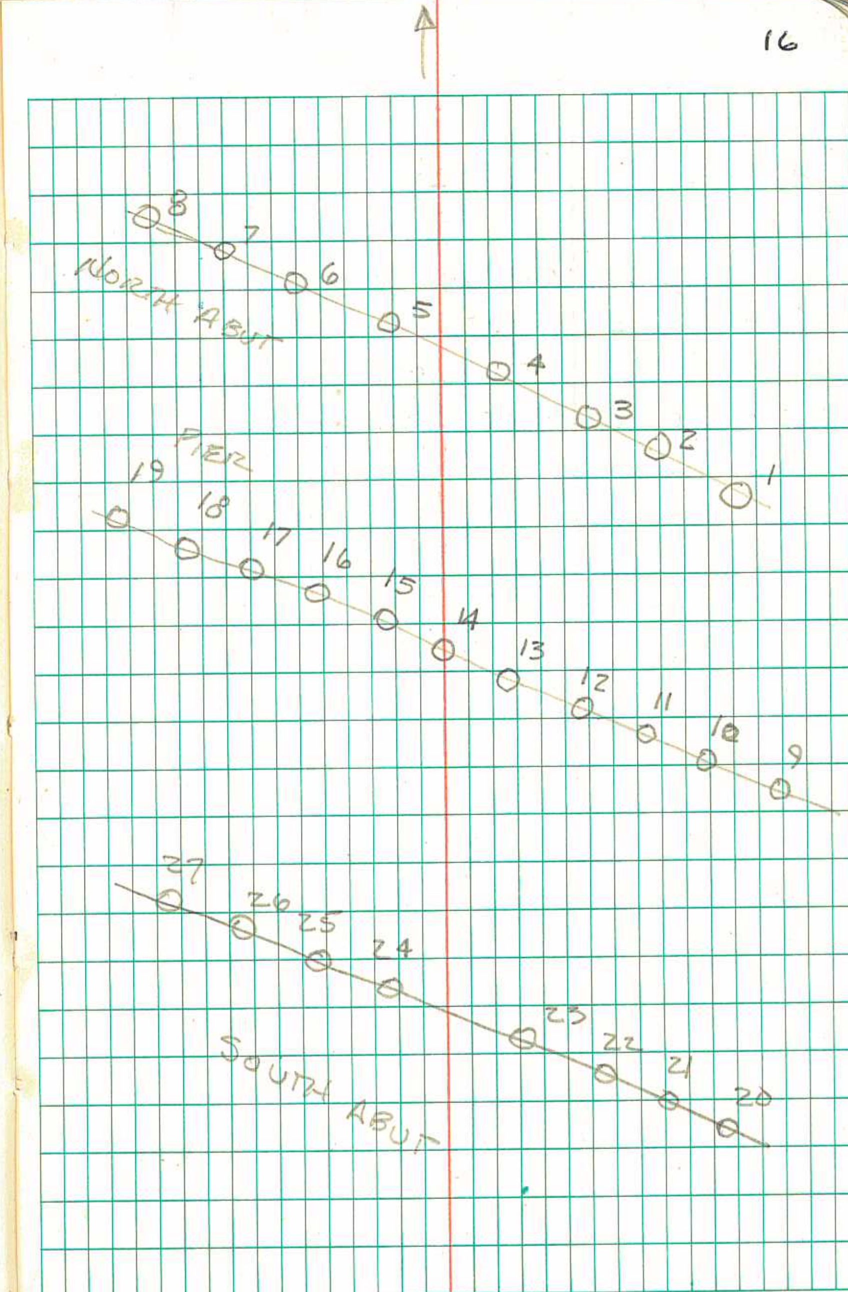
15 AUG 79 WED.

ARRIVED ON JOB AT 8:30

COMMENCED TO DRIVE PILE # ~~24~~ 5
DROVE PILE # ~~25~~ 6 THIS MORNING,
DROVE 9-19 ON 14 AUG.
DEPTHS ACCORDING TO P. WARD 35'
LOG QUESTIONABLE.
8-~~17~~ 2' DROVE ALL NORTH ABUTMENT.
WENT IN ABOUT 46½'

1:30 - 2:30 I CHKED OFFSETS ON
SOUTH ABUTMENTS BECAUSE HUDSON
SAID WE ARE GOING TO CUT DOWN
SOUTH SIDE TO ELEV. NORTH SIDE.

2:30 REMOVING PILE DRIVER
2:30 - 3:30 SET CHANNEL IRON ON
PILES OF CENTER PIER
5:30 KNOCK OFF.



16 AUG 79 - THURSDAY

ARRIVE 8:20. WELDING CAPS ON
PILES FOR SOUTH ABUTMENT.
DIGGING OUT OLD ABUTMENT ON
SOUTH SIDE. WELDING CHANNEL
IRONS ALONG BOTTOM OF PIER CAP.
9:15 LEFT JOB FOR DAY.

5

17 AUG - 28 AUG NOT ON JOB

28 AUG TUESDAY

ARRIVE 7:15 STEEL IN NORTH A. PILES
TYING STEEL FOR PIER PILES READY TO
POUR TODAY.

IN CAB FOR PIER THERE IS A 1'13"
OVERLAP IN #11 BARS BAR # B-2
IN ALL 12 BARS.

11:00 1ST TRUCK ARRIVED # 7070
PILES # 27, 26, 25, 24 PART OF 23.
10 YDS

CYLINDERS FROM #27 - #1
#24 - #2 #3

VIBRATING - 2-3 MIN / PILE

11:45 TRUCK # SECOND #
PILE 23 - SLUMP 1"
ADDED WATER SLUMP = 2 1/2
PILE # 22, 21, 20, 8 PART OF # 7
OFF AT 12:40
10 YDS

1:10 TRUCK №3 # 7,065
10 yds
PILE # 1 SLUMP 1" ADDED 5 GAL
SLUMP 3"
PILE # 2, 3, 4 PART OF 5

2:00 4TH TRUCK ARRIVED
SLUMP 1" INCREASED TO 3" ADDED 15 GAL
LOADED INTO BUCKET AND PLACED
IN CENTER PIER PILES UP TO
BOTTOM OF REBAR GAGE.

3:25 5TH TRUCK №
ADDED 10 GAL SLUMP 3 1/2"
FINISHED CENTER PIER PILES
FINISHED NORTH ABUT PILES
USED ≈ 9 YDS.

LEFT AT 4:10

TOTAL CONCRETE USED = 49 YDS
" " BROUGHT TO
JOB = 50 yds

6 SEPT - THURSDAY

SETTING FORMS ~~TO~~ ON ABUT #1
AND #3 TO POUR THIS P.M.
ARRIVED 8:05 AM CHECKED STEEL
IN BOTH ABUTMENTS. SETTING DOWELS
FOR WING WALLS SET IN ON EACH
END. ABUT #1 EAST END TOP A-2
BARS ARE THRU END BULKHEAD.
CHKED WITH GLEN - HE SAID NO
PROBLEM AS LONG AS NOT THRU
WING WALL.

TOOK 3 CYL. FROM POUR #2 CENTER
PILES UP TO ISB. AT 11 AM.

2 PM 1ST TRUCK CAME NORTH SIDE
11 YDS VERY DRY ADDED WATER -
ENDED UP 2½ " SLUMP 3% AIR
2:30 SECOND TRUCK NORTH SIDE
3" SLUMP, 3½% AIR DESIGN SHOWED
8 OZ AIR DESIGNED FOR 8 OZ

50 Mi

I CHKED BRNG PADS NORTH SIDE
All OK.

3:30 THIRD TRUCK - 1ST LOAD SOUTH
SIDE SLUMP 3'14" AIR 4%

4:00 FOURTH TRUCK 2ND LOAD SOUTH
SIDE SLUMP 3'1/4" AIR —
PRESTON TOLD THEM TO ADD 3 GAL
BEFORE TESTED SLUMP.

5:30 FINISHED CHKING PAD ELEVATIONS
AND LEFT JOB.

FRIDAY ~~AUG~~ SEPT 7

ARRIVE 8:30 BUILDING FORMS FOR CENTER PIER. UNLOADED EPOXY REBAR.
TOOK ALL A.M. ON CENTER PIER.

LEFT AT 1:30 STILL WORKING ON CENTER PIER, WAITING FOR PARSON'S TO MOVE BACKFILL.

MONDAY 10 SEPT

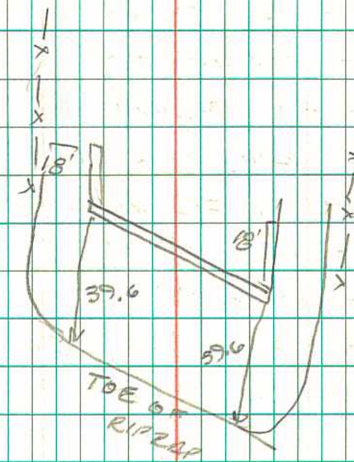
ARRIVE 8:15, READY TO POUR CENTER PIER, TRUCK ARRIVED AT 9:00 POURED BY 10:00.
SLUMP – 3½" AIR – 6%
STRIPPED FORMS ON NORTH ABUTMENT.
WAITING FOR BACKHOE.
12:00: BACKHOE ARRIVED.
12:30 LOADED TRUCK WITH 33 H BEAMS FROM OLD BRIDGE
HE LEFT AT ≈ 2:00.
BACKHOE & LOADER DUG OUT FOR NORTH ~~A~~ RIPRAP.
2 WORKERS STRIPPED SOUTH ABUTMENT.

SPENT AFTERNOON DIGGING FOR NORTH RIPRAP.

LEFT AT 4:15

24 MI ON CAR

↑N



ELEV DIFF FROM HI WATER TO FL = 19.8 = 39.6' ON 2:1 FROM ABUTMENT

TUESDAY 11 SEPT.

ARRIVE 8:15. DIGGING OUT NORTH RIPRAP AND MOVING MUCK ALL MORNING. TYING STEEL ~~ON~~ FOR DIAPHRAMS. ALL DAY. MADE ROAD AROUND SOUTH ABUTMENT & MOVED MUCK ALL P.M.

4:00 STARTED TAKING STRINGERS OFF PIER CAP.

1:00 MEASURED RIPRAP HOLE NORTH SIDE - SEE NEXT PAGE.

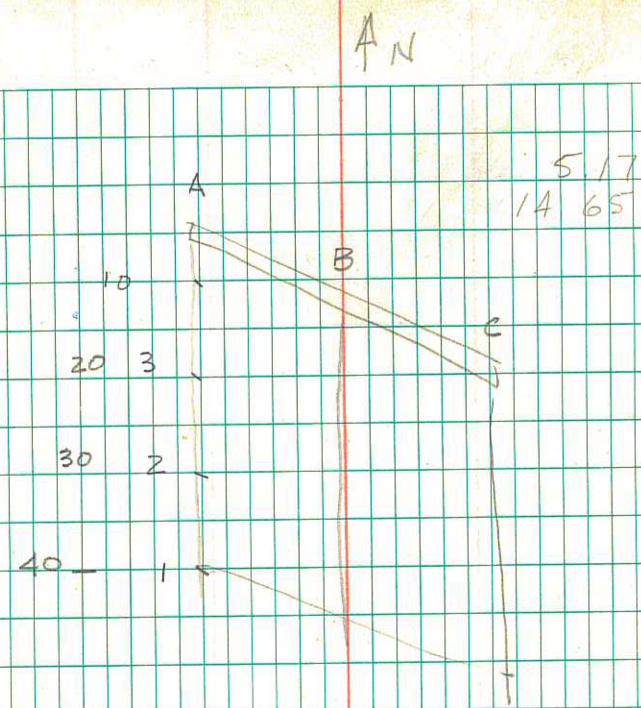
RIPRAP TOMORROW MORNING

MORNING COOL AFTERNOONS WARM

16 MI MY CAR

ELEV. SHOT ON ~~10~~ 11 SEPT ON
NORTH RIPRAP EXCAVATION (BASE)

C4			9^{65}	7.09
C3			13^{00}	3.64
C2			11^{75}	4.89
C1			11^{15}	5.49
B1			10^{15}	6.49
B3			13^{25}	3.29
B2			13^{40}	3.35
B1			13^{35}	3.39
A4			9^{60}	7.04
A3			12^{60}	3.94
A2			$12.^{95}$	3.69
A1			13.05	3.59
8 BM	.07	16.64	~~00.07~~	~~15.67~~ 16.57



Hi H_2O = 4411.6

FL = ~~4391.8~~

ON ~~11~~ 12 Sept flow line
~~= 97.0'~~
= 97.19'

SO RIPRAP MUST GO OUT
11.6 + 2.81 = 14.4'

14.4 × 2 = 28.8'

85 12 SEPT 79 WED

ARRIVED 8:15 WAITING ON
RIPRAP UNTIL 11:30. TWO LOADS
CAME IN AT 11:30.
MR. L. MILLER CAME BY AT 1:30
TALKED TO GLEN ABOUT PILES.
GLEN SAID TO MAKE SURE WE
HAVE QUANTITIES INCASE THEY
MAKE CLAIM. PRESTON SAID WE DID.

TOLD GLEN THE FL IS HIGHER
THEN PLANS SHOW HE SAID TO
CHECK AND IF SO TO ADJUST
RIPRAP.
CHECKED ELEV OF FL. FOUND
IT TO BE 97.19' SO RIPRAP
CAN COME IN TO 28.8' FROM
ABUTMENT. STAKED TOE AS SUCH
2 MORE LOADS CAME IN AT 2:30
3:00 PM TOOK SAMPLES UP TO USU
WENT TO LAB RAN P.I. TEST
TILL 5 PM.

13 SEPT 79 THURS.

ARRIVE 8:30
HAULING & PLACING RIPRAP AND G.B. BORROW ON NORTH SIDE

~~BY 11:00~~

~~3 LOADS~~

	LOADS OF G.B.B 12 YDS	LOADS OF RIPRAP 15 YDS	LOADS OF RIPRAP 10 YDS
10:45	3	2	1
11:00	1	1	
~~1:00~~			
2:30	1	1	1
3:00	1		
	6	4	2
4:00			1
	6	4	3

≈ 120 cu yds

4:00 pm STRIPPED FORMS ON PIER

LEFT JOB AT 4:20

14 SEPT FRIDAY

ARRIVE 8:45. 2 LOADS THERE
AR ALREADY. FINISHING UP
NORTH SIDE. PRESTON & SETTING
℄ FOR CARPENTERS. TWO MORE
LOADS AT 10:30 AND FINISHED
NORTH SIDE. - 2 LARGE LOADS
2 SMALL LOADS

AFTER LUNCH MOVED TO
SOUTH SIDE - ~~2~~ ~~5~~ 4 LARGE LOADS
1 SMALL LOAD.
DRESSED OUT BANK AND STARTED
PUTTING IN R.R. MEASURED
GROUND BEFORE STARTED DUMPING
(SEE NEXT PAGE)

LEFT @ 4:30

DH

TOLD MR HUDSON THE ℄ LINE
CHANGE AND TOLD HIM IT MAY CUT
DOWN ON RIPRAP. HE SAID OK
AND TO TELL OPERATOR.

4 LOADS G.B.

RIPRAP BASE SOUTH SIDE

C_{25}			16^{3}	3.8	
C_{20}			12^{65}	7.45	
C_{10}			8^{95}	11.15	
B_{25}			14^{65}	5.45	
B_{20}			12^{25}	7.85	
B_{14}			8^{8}	11.3	
B_{10}			9^{2}	10.90	
			$\boxed{14^{0}}$		
FACE					
10			9^{35}	10.75	
20			11^{9}	8.2	
$A_{\text{¢} 21}$			13^{4}	6.70	
BM	4.16	20.10		15.94	

D_{16} 11^{1}

D_{15} 13^{0}

D_{20} 15^{45}

H_{20} 12^{45}

MONDAY 17 SEPT.

ARRIVE 8:30 ONLY OPERATOR
AROUND. SHOT 2 PEG TESTS TO
CHECK Ni 2 - FOUND OK.
RAN ELEV. OF BEARING PAD -
SEE p 35. TOLD G. HUDSON SOME
PADS ARE TOO HIGH HE SAID GOOD
THATS HOW WE WANT IT.
GIRDERS SUPPOSED TO BE HERE 1 pm

1 pm WAITING FOR GIRDERS
FOUND PIER ℄ 1 3/4" OF SURVEY LINE USED SURVEY LINE
3:30 pm ~~ARRIVE~~ GIRDER ARRIVED

3:30 - 5:30 SET FOR NORTH GIRDERS

1 h ~~OT~~, ~~10 T~~ 6 MC

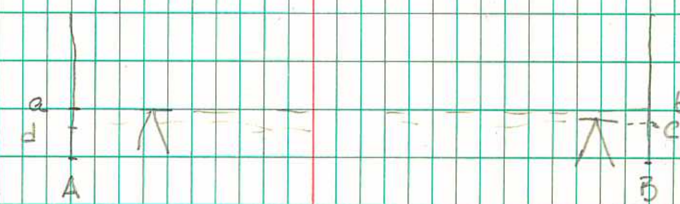
3 LOADS OF G.B.

PEG TEST # 1

A	4.68	= d
B INST		
B	5.29	= c
	~~5.40~~	
	.61	
B	5.60	= b
INST AT A		
A	5.02	= ~~A~~ a
	.58	

$\frac{.58 + .61}{2} =$

$$\begin{array}{r} 5.29 \\ 4.68 \\ \hline .61 \end{array}$$



$$\text{TRUE DIFF ELEV} = \frac{(a-b)+(d-c)}{2}$$

$$= \frac{(5.02 - 5.60) + (4.68 - 5.29)}{2}$$

$= -.58 + -.61$

$= \frac{-1.19}{2}$

$= -.595$

$d' = c + \text{TRUE DIFF EL} = 5.29 + -.595$

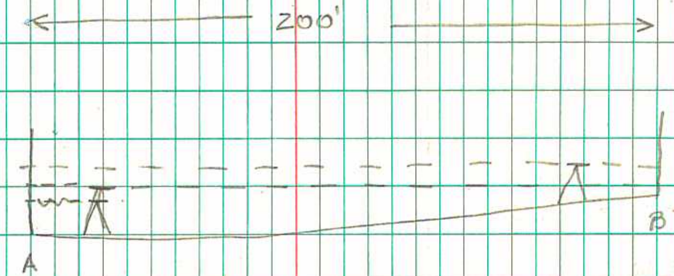
$= \cancel{5.885}$

4.695

17 SEPT 79

HUDSON WARD — PEG TEST #2

B	5.20	= ~~d~~ c
INST AT B		
A ~~B~~	4.55	= ~~c~~ d
B	5.71	= b
INST AT A		
A	5.08	= a



$$\frac{a - b + \overset{d-c}{\cancel{c - d}}}{2} = \frac{5.08 - 5.71 + 4.55 - 5.20}{2}$$

$$= \frac{-.63 + -.65}{2}$$

$$\Delta El = -.64$$

TRUE ELEV = c + Δ EL

= 5.20 + -.64

$d' = 4.56$

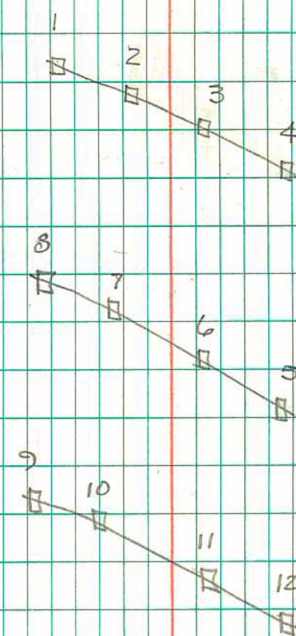
$b\ \cancel{d}' = 5.72$

READING = 5.715

DID NOT ADJUST

Hudson

			4 585	15.95		
	ABUT & PIER CAP ELEV.					Δ EL
12			5 400	15.135	15.14	-.005 OK
11			5 220	15.315	15.31	+.005 OK
10			5 225	15.31	15.29	+.02 Hi .015
9			5.430	15.105	~~14.~~15.09	+.015 Hi .010
8			5.665	14.870	14.87	0 OK
7			5 445	15.09	15.07	+.02 Hi .015
6			5 44	15.09	15.09	0 OK
5			5 62	14.915	14.92	-~~.015~~ .005 OK
4			5 828	14.707	14.69	+.017 Hi ~~.02~~ .012
3			5 650	14.885	14.86	+.025 Hi .02
2			5 683	14.852	14.84	+.012 Hi .007
PAD# 1			5.890	14.645	14.64	+.005 OK
BM	3.965	20.535		16.57		



TUESDAY 18 SEPT

8:15 ARRIVED - CREW STARTING TO FORM UP END WALL NORTH SIDE. MR. HUDSON SAID HE WILL POUR BACK WALL AND WING WALLS TOGETHER, I INFORMED HIM WE WANT TO GET TOGETHER WITH HIM AND HAVE A CONFERANCE ON HOW HE IS GOING TO POUR DECK, WARM IT ETC. HE SAID OK.

10:00 LEFT JOB FOR OFFICE

12:30 RETURN TO JOB

CORRECTED SPACING OF REBAR ON NORTH DIAPHRAM.

3:00 4 GIRDERS ARRIVED

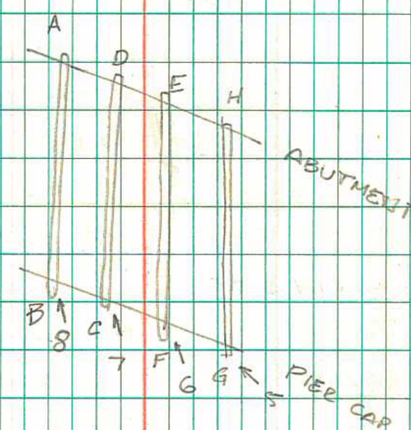
5:30 SET 4 GIRDERS ON SOUTH SIDE

SHOOTING LEVELS ON GIRDERS AND
PIER CAPS 18 SEPT ~~AFTER NORTH GIRDERS SET~~

ELEV OF PIER BEARING PADS 18 SEPT					
8			5 949	14.861	14.870
7			5 727	15.083	15.09
6			5 721	15.089	15.09
5			5 909	14.901	14.915
ELEV OF ENDS OF GIRDERS ON NORTH SIDE					
H			0 779	20.031	
G			0 590	20.220	
F			0 375	20.435	
E			0 574	20.236	
D			0 605	20.205	
C			0 425	20.385	
B			0 648	20.162	
A			0 855	19.955	
BM	4 240	20.810		16.57	

N

.01
.007
.001
.014



SHOT FO ON ℄ ~~CENTER~~ OF GIRDER

30 mi
19 SEPT 79 WED.

10:00 ARRIVED.
11:30 HUDSON SAID HE IS GOING TO DEEPEN CATCH BASINS TO GO UNDER WING WALL

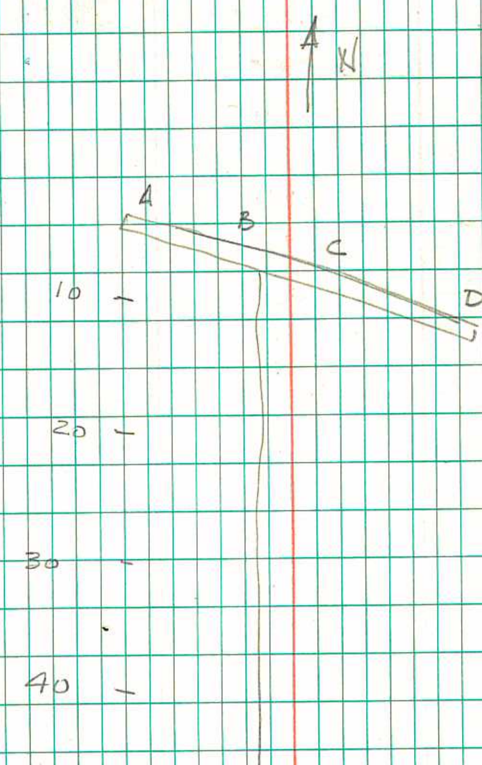
1:00 SET REF. HUBS FOR ℄ WING WALLS NORTH SIDE.
FORMING NORTH WALL NORTH ABUT. DIAPHRAM. WILL USE COMPRESSED AIR TO CLEAN CONC. ON TOP OF ABUTMENTS.

3:00 SHOT NORTH RIPRAP LOCATION

2:00 TWO STATE MATERIALS MEN CAME DOWN TO CHK EPOXY COATED REBAR. CHKED COATING THICKNESS - WAS OK
CHKED ⌶ CONTINUITY AND HAD TWO TEST OK 1 WAS BAD. SAID THEY MAY COME BACK TO RETEST.

NORTH SIDE RIPRAP FINAL GRADES

D40			7^{68}	6.23
D30			9^{02}	4.89
D20			~~9~~ 6^{34}	7.57
D10 G40			~~6^{34}~~	
B40	CLAY		7^{13}	6.78
B30			10^{02}	3.89
B20			6^{46}	7.45
B10			3^{85}	10.06
A 40	CLAY		~~10~~ 9^{02}	4.89
A 30			11^{65}	2.26
A 20			7^{79}	6.12
A 10			3^{29}	10.62
TP	5^{24}	13.91	7^{90}	8.67
BM	00^{00}	16^{57}		16.57



THURS 20 SEPT

8:30 ARRIVE

FOUND CONFERENCE IN SESSION ON WING WALL STEEL OR LACK OF IT. THERE IS ENOUGH FOR NORTH ABUTMENT

TYING STEEL FOR EAST WING WALL.

REPAIRING CRANE.

SETTING SLAB BOTTOM SUPPORTS FOR DECK.

BURNED DECK WOOD FROM OLD BRIDGE.

FORMING INTER. DIAPHRAMS WEST WING WALL NORTH SIDE.

GLEN SAID HE WILL CHK ON THE EPOXY COATING.

FRIDAY 21 SEPT.

8:30 ARRIVE - FORMING AS BEFORE.
PLANNING TO POUR TODAY 2 PM
PRESTON REMARKING SLOPE
STAKES.

11:30 Same.

1:30 POURED 6 YDS AA (AE) SLUMP 3 1/4"
AIR 2% (8 OZ) IN 6 DIAPHRAMS
NORTH SIDE.

3:00 SHOT LEVELS ON NORTH WINGWALLS
AND DIAPHRAM.

4:30 GO HOME

MONDAY 24 SEPT

8:20 ARRIVED. - CLEANING UP AND GETTING READY TO POUR NORTH END

10 - 12 POURED 30 YDS AA (AE) SLUMP 2 1/2", 3" AIR = 5 % ON NORTH END DIA. AND WING WALLS
SET IN KEYWAYS AND D-9 DOWELS
FORMING SOUTH END DIA. WALL.

1:00 WENT IN TO TALK TO PARSON'S ABOUT ROAD WORK BOB PHILLIPS WAS NOT THERE, TALKED TO HIS ASSISTANT FOUND OUT FOLLOWING.

1. MEASURE QUANTITY BY WT ON THIER SCALES.
ONLY PLANNING TO DO ROAD BORROW BASE, SURFACE. SAME MATERIAL AS USED BEFORE FOR BORROW.
SAME SURFACING DESIGN AS FOR CACHE JUNCTION, NOT PLANNING TO DO CULVERTS, DITCHING GUARDRAIL etc
NO IDEA WHEN THEY ARE GOING TO START.

TUESDAY 25 SEPT

8:30 ARRIVED. FULL CREW DECKING

STRIPPING NORTH ~~ABUTMENT~~ WING WALLS.

SET W.W. F ℄ RP ON NORTH

SIDE. SHOT IN W.W. ℄ ON

12:00 SOUTH SIDE

1:00 SHOT SOFFET ELEV ON S.E.

WING WALL

3:00 SHOT ℄ FOR SOUTH SIDE

FOUND NO HOLES IN GIRDERS

FOR THREADED BARS ON SOUTH

SIDE. HUDSON SAID HE HAS A

MAN COMING.

WAITING ON STEEL FOR SOUTH

SIDE.

PRESTON TOOK UP CYLINDERS TO

USU

4:30 LEFT

WEDNESDAY 26 SEPT.

RAIN SHOWERS LAST NITE

7:15 - 8:15 PLOTTED SCREED ELEV.

9:00 ARRIVE.

FORMING SOUTH WING WALLS

↓ FORMING DECK

2:00 SHOT SCREED ELEV. ON OUTSIDE

↓ BEAMS ~~AND~~ ON NORTH ~~HALF.~~

ON FOLLOWING PAGES.

4:00 WORKER ARRIVED TO DRILL HOLES IN OUTSIDE BEAMS FOR DOWELS - STARTED FORMING DIAPHRAMS.

2 CARPENTERS ON SOUTH W.W

2 CARP

3 APP CARP

1 ~~A~~ LABORER

6 ON DECK

1 OPERATOR

1 OILER/RIGGER

SCREED / ELEV.

N

BOTTOM OF SLAB

℄ OF S EAST BEAM

	SCREED ELEV	BOTTOM OF SLAB	FORESIGHT	ELEV	CUT/FILL
0	21.26	20.59	4^{72}	20.54	0^{05} F
9	21.26	20.59	4^{70}	20.56	0^{03} F
18	21.25	20.58	4^{74}	20.52	0^{06} F
27	21.24	20.57	4^{73}	20.53	0^{04} F
36	21.23	20.56	4^{76}	20.50	0^{06} F
45	21.21	20.54	4^{78}	20.48	0^{06} F
54	21.18	20.51	4^{79}	20.47	0^{04} F
63	21.15	20.48	4^{83}	20.43	0^{05} F
72	21.12	20.45	4^{93}	20.33	0^{12} F
81	21.08	20.41	4^{96}	20.33	0^{08} F
90	21.04	20.37	5^{51}	20.19	0^{18} F
99	21.03	20.36	5^{46}	20.24	0^{12} F
108	21.03	20.36	5^{43}	20.27	0^{09} F
117	21.02	20.35	5^{43}	20.27	0^{08} F
126	21.01	20.34	5^{40}	20.30	0^{04} F
135	20.98	20.31	54^{45}	20.25	0^{06} F
144	20.96	20.29	5^{47}	20.23	0^{06} F
153	20.92	20.25	5^{53}	20.17	0^{08} F
162	20.90	20.23	5^{53}	20.17	0^{06} F
171	20.85	20.18	5^{57}	20.13	0^{05} F
180	20.81	20.14	5^{65}	20.05	0^{09} F
	8^{69}	25^{26} HI			
BM	9^{13}	25^{70}		16^{57}	

+4

20.59 + 4 - .63

~~.63~~

.63

.62

.60

58

55

+4 52

49

45

→ DIFF HI

41

40

40

39

38

35

33

29

27

20 22

20 18

+4 -3

SCREED ELEV

℄ SECOND FROM EAST

N

BOTTOM OF SLAB

	SCREED ELEV	BOTTOM OF SLAB	FORESIGHT +4 -3	ELEV	C/F
0	21.43	20.76	.80 73		
9	21.43	20.76	80 -3 73		
18	21.43	20.76	.80 -3 73		
27	21.41	20.74 +4	78 -3 71		
36	21.40	20.73 +4	77 -3 70		
45	21.38	20.71 +4	75 -3 68		
54	21.36	20.69 +4	73 -3 66		
63	21.32	20.65 +4	69 -3 62		
72	21.29	20.62 +4	66 -3 59		
81	21.25	20.58 +4	62 -3 55		
90	21.21	20.54 +4	58 -3 51		
99	21.20	20.53 +4	57 -3 50		
108	21.20	20.53	+4 57 -3 50		
117	21.19	20.52 +4	56 -3 49		
126	21.18	20.51 +4	55 -3 48		
135	21.15	20.48 +4	52 -3 45		
144	21.13	20.46 +4	50 -3 43		
153	21.10	20.43 +4	47 -3 40		
162	21.07	20.40 +4	44 -3 37		
171	21.02	20.35	39 -3 32		
180	20.98	20.31	35 28		
		+4	+4 -3		

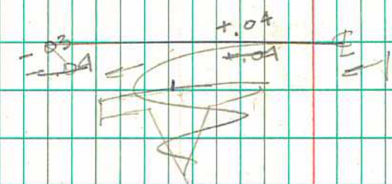
℄ 2% →

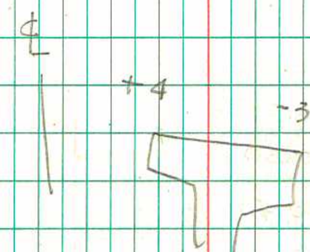
8 56
16 57
25 13
20 31
4 82

4 57

25 13
4 57
56
20

10 56





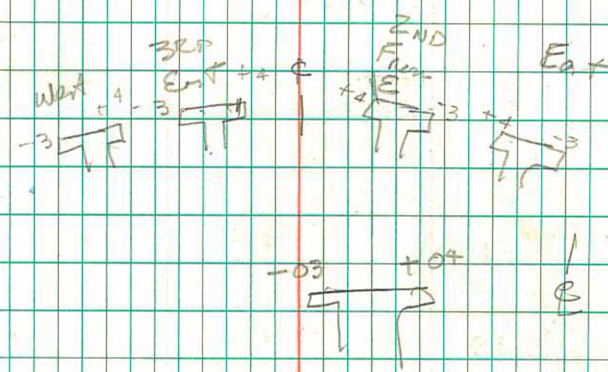
SCREED ELEV

℄ 3RD FROM EAST

N

	SCREED ELEV	BOTTOM SLAB	FORESIGHT +4	ELEV	C/F
0	21.41	20.74 -3	.71 78		
9	21.41	20.74	.71 +4 78		
18	21.41	20.74	.71 +4 78		
27	21.40	20.73	.70 +4 77		
36	21.38	20.71 -3	.68 +4 75		
45	21.36	20.69 -3	66 +4 73		
54	21.34	20.67 -3	64 +4 71		
63	21.31	20.64 -3	61 +4 68		
72	21.27	20.60 -2	57 +4 64		
81	21.23	20.56 -3	53 +4 60		
90	21.79	20.52	49 56		
99	21.19	20.52	49 56		
108	21.18	20.51 -3	48 55		
117	21.17	20.50 -3	47 54		
126	21.16	20.49 -3	46 53		
135	21.14	20.47 -3	44 51		
144	21.11	20.44 -3	41 48		
153	21.08	20.41 -3	38 45		
162	21.05	20.38 -3	35 42		
171	21.01	20.34 -3	31 38		
180	20.96	20.29 -3	26 32		
			+4		

N

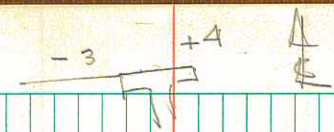


N

SCREED ELEV

℄ WEST BEAM

	SCREED ELEV	BOTTOM OF SLAB	FORESIGHT	ELEV	C/F
0	21.21	20.54	4^{80}	20.46	0^{08} F
9	21.21	20.54	4^{78}	20.48	0^{06} F
18	21.21	20.54	4^{76}	20.50	0^{04} F
27	21.19	20.52	4^{73}	20.53	0^{01} C
36	21.18	20.51	4^{85}	20.41	0^{10} F
45	21.16	20.49	4^{82}	20.44	0^{05} F
54	21.14	20.47	4^{85}	20.41	0^{06} F
63	21.10	20.43	4^{89}	20.37	0^{06} F
72	21.07	20.40	4^{94}	20.32	0^{08} F
81	21.03	20.36	4^{98}	20.28	0^{08} F
90	20.99	20.32	5^{55}	20.15	0^{17} F
99	20.98	20.31	5^{49}	20.21	0^{10} F
108	20.98	20.31	5^{46}	20.24	0^{07} F
117	20.97	20.30	5^{47}	20.23	0^{07} F
126	20.95	20.28	5^{50}	20.20	0^{08} F
135	20.93	20.26	5^{50}	20.20	0^{06} F
144	20.91	20.24	5^{54}	20.16	0^{08} F
153	20.88	20.21	5^{55}	20.15	0^{06} F
162	20.84	20.17	5^{58}	20.12	0^{05} F
171	20.81	20.14	5^{65}	20.05	0^{09} F
180	20.76	20.09	5^{72}	19.98	0^{11} F
	8^{69}	25^{26}			
BM	9^{13}	25.70		16^{57}	



+4

SLAB ELEV + .04 — FOR INSIDE OF GIRDER ELEV

	20.58		
	.58		
	.58		
	.56		
	.55 —		
	.54 —		
+4	.51 —		
+4	.47 —		
	.44		
DIFF 4L	.40		
		+4	36
			35
			35
			34
			—
			—
			28
			25 —
			21 —
			10
			13

FS = 10.01
BM 15.94
HI = 25.95
TP = 4.86
TP ELEV = 21.09 11.09
25.95

THURSDAY 27 SEPT.

8:30 ARRIVE
FOUND INSERTS SET YESTERDAY
NOT SET PROPERLY SO WILL ~~H~~
CHANGE SKEW ON ONE INTER. DIA.
TO MATCH DOWELS, CHANGE
DOWELS ON ANOTHER TO MATCH
SET SKEW
STARTED SETTING OVERHANGS
FINISHING DECKING.
TRY TO POUR SOUTH END TODAY.

11:30 POURED 6 INTER. DIA. ON SOUTH SIDE
AIR 4 3/4% AIR 3' SLUMP = 3"

12:30 STARTED FINISHING UP SOUTH
ABUTMENT.

4:30 CONC. ARRIVED 30 YDS AA(AE)
1ST TRUCK P. WARD TOLD DRIVER
TO ADD 8 GALLONS RESULTING
SLUMP WA 4 1/2" I USED IT

IN BOTTOM OF ABUT DIAPHRAM
NOT IN W. W. FELT ADDED THICKNESS
OF ABUT WILL NULLIFY EFFECT
OF POORER CONC. BETTER.
(PER)

I DIRECTED P. WARD TO TAKE
A SECOND 8" CYLINDER TO
BREAK AT 28 DAYS AFTER
ARGUEING AND ALMOST REFUSING
HE DID. #8-4

2ND TRUCK OK
3RD TRUCK OK

WRAPPED UP AT 6:45

A Hudson

FRIDAY 28 SEPT

8:30 ARRIVED
FILLED IN MONTHLY REPORTS
MEN STRIPPING FORMS ON
SOUTH ABUTMENT.
WORKING ON DECK
11:30 85 TON CRANE LEFT JOB
1:15 SHOT BOT OF SLAB ON
CENTER OF PIER FOR ℄ FORMS
2:00 TALKED TO PARSON'S TO MAKE
SURE SCALES ARE CERTIFIED AND
THAT DRIVERS WILL BRING A
TICKET TO US. TOLD THE SECRETARY
THAT WE WILL MEASURE THE FIRST
TRUCKS ON THE JOB.

2:30 SET ℄ ON BRIDGE

3:00 SET OFFSETS ON SLOPE STAKES
ON NORTH SIDE.
4:00 SHOT SOUTH HALF OF OUTSIDE
BEAMS.
4:30 TOOK 7 CYL. TO USU FROM
THIS WEEKS POUR.

SATURDAY 29 SEPT.

8:15	ARRIVE.
	FORMING DECK, SETTING OVERHANGS AND TYING CENTER PIER STEEL. THEY ARE ABLE TO SET STEEL BETWEEN BEAMS WITHOUT CUTTING STRANDS.
1:15	SHOT BOTTOM OF SLAB TO GRADE ON NORTH SIDE OF BRIDGE.
4:00	
4:30	LEFT JOB

8 87
16 57
25 44
4 98
46
20

MONDAY 1 OCT

8:00 ARRIVE

SETTING PLYBOARD ON OVERHANGS ON NORTHWEST SIDE. AND N.E. SIDE.

SETTING OVERHANG BRACKETS ON SOUTH SIDE.

NO SHOW BY PARSON'S

11:30 STARTED CURB FORMS ON NORTH WEST SIDE.

3:00 RESHOT SOME DECK ELEV.

4:00 STARTED TYING STEEL.

TUESDAY 2 OCT.

8:30 ARRIVE

TYING STEEL ON NORTH 1/2

9:30 SET GRADES ON SOUTH 1/2
↓
11:00

SETTING CURB WALL ON SOUTH 1/2

BY 4:30 SET ALL S-2 BARS

WED 3 OCT.

8:20 ARRIVE

TIEING END OF BOTTOM MAT

9:15 STARTED LAYING OUT TOP MAT.

↓ 45 TON CRANE USED TO MOVE STEEL.

1100 TYED UP TO DIA. # 4

THURSDAY 4 ~~5~~ OCT.

~~7:10~~ ~~AR~~

8:30 ARRIVE,

FINISHING UP EPOXY STEEL ON NORTH END OF BRIDGE.

12:00 START PARAPET STEEL.

1:00 STATE MAT. LAB INSPECTORS ARRIVE, ZOLLINGER AND GALIGHER TO TEST EPOXY STEEL - DECISION WAS THAT IT IS OK EXCEPT FOR PATCHES PUT ON AT FACTORY ALSO CHECKED PATCH ON GIRDER - IT IS OK TOO.

↓

3:00

3:30 - I REPAIRED EPOXY STEEL

4:30

4:30

↓

5:30 SHOT GRADE ON NORTH END

5:30 LEFT JOB

FRIDAY 5 OCT

7:10 ARRIVE

7:30 START POURING DECK

↓ POURED 200 + YDS AA(AE)

3:00 LOOKS GOOD

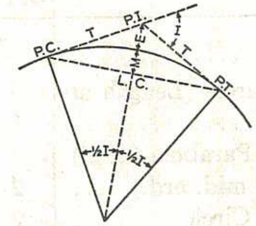
Oct 17

No epoxy steel in boxes
no epoxy steel for curbs
Boxes formed up and going
under wing wall.

38 Truck loads before noon

CURVE AND REDUCTION TABLES

Published by Eugene Dietzgen Co.



CURVE FORMULAS

1. Radius : $R=\frac{50}{\sin D/2}$
2. Degree of Curve: $D=100\frac{I}{L}$. Also, $\sin D/2=\frac{50}{R}$
3. Tangent : $T=R\tan\frac{1}{2}I$. Also, $T=\frac{T \text{ for } 1^\circ \text{ curve}}{D}+C$.
4. Length of Curve: $L=100\frac{I}{D}$
5. Long Chord : $L.C.=2R\sin\frac{1}{2}I$.
6. Middle Ordinate: $M=R\,(1-\cos\frac{1}{2}I)$
7. External : $E=\frac{R}{\cos\frac{1}{2}I}-R$. Also, $E=T\tan\frac{1}{4}I$.

EXPLANATION AND USE OF TABLES

Given P.I. Sta. 83+40.7, I = 45° 20′ and D = 6°30′ find:

Stations—P. C. = P. I. − T. $T=\frac{T \text{ for } 1^\circ \text{ Curve}}{D}+C$. From Tables V and VI $T=\frac{2392.8}{6.5}+.197=368.32=3+68.32$. Sta. P. C. = 83+40.7 − (3+68.32) = 79+72.38. P. T. = P. C. + L, and $L=100\,\frac{I}{D}=100\,\frac{45.33}{6.5}=697.38$ Therefore, P. T. = (79+72.38) + (6+97.38) = 86+69.76.

Offsets—Tangent offsets vary (approximately) directly with D and with the square of the distance. From Table III Tangent Offset for 100 feet = 5.669 feet. Distance = 80 − Sta. P. C. = 27.62. Hence offset $=5.66\times\left(\frac{27.62}{100}\right)^2=.432$ ft. Also, square of any distance, divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(27.62)^2\div(2\times881.95)=.432$ ft.

Deflections—Deflection angle = ½ D for 100 ft., ¼ D for 50 ft., etc. For "X" ft., Deflection Angle (in minutes) = .3 × X × D. For Sta. 80 of above curve Deflection Angle = .3 × 27.62 × 6.5 = 53.86′. Also Deflection Angle = dfl. for 1 ft. from Table III × X = 1.95 × 27.62 = 53.86′. For Sta. 181 Deflection Angle $=53.86'+\frac{6^\circ\,30'}{2}=4^\circ\,8.86'$.

Externals—From Table V for 1° curve, with central angle of 45° 20′, E = 479.6. Therefore, for 6° 30′ curve, $E=\frac{479.6}{6.5}+$ Correction from Table VI = 7.378 + .039 = 7.417.

16" DIA PILE

201 sq in
× 12

$\pi R^2 = 3.14 \times .67'^2$

2412 cu in / FT

1.41 sq FT/~~FT~~
× 1 FT

1.41 cuft/FT

65.46 cuft/pile

2.35 ~~cuft~~ yds/pile

1.9 yds/side

① WIDEN ~~SLOPE~~ ROADWAY MORE THEN 22' IF POSSIBLE.

② STAKE DITCH & PIPE

③ STAKE PIPE ON SOUTH

5.08
+ .64
5.72

1728 cu in / cu ~~yd~~

201.1 sq in
× 12

2412.74 cu in / FT

1.40 cuyds/FT

1728 cu in / cu yd

5.20
4.55
.65
.63
.64

13.91
7.79
6.12

5.71
5.08
63

5.20
− .640
4.560

13.91
11.65
2.26

13.91
9.02
4.89

16.57
7.90
8.67
5.24
13.91
3.29
10.62

5.290
− .595
4.695

5.29
− .595
4.695