

Daily Report

Project:	Durham Meadows Pipeline Installation
Location:	Talcott Ridge Drive, Middletown CT
Project #:	AECOM: 60445033
Contractor:	Ludlow Construction

Date: October 22, 2019
Day of Week: Tuesday
Report No: 18
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Weather Conditions

Conditions: Daylight hours. 100% Overcast.

Temperature (°F): High 58°F Low 46°F

Contractors & Subcontractors Workforce							
Trade	#	x	hrs	Trade	#	x	hrs
USACE				Ludlow Construction			
Field Engineer	1	x	8	Superintendent	1	x	8
				Safety Officer	1	x	8
				Foreman	1	x	8
				Dump truck Operator	2	x	8
				Excavator Operator	2	x	8
				Skid Steer/Bucket Loader Op.	1	x	8
				Laborers	4	x	8
				Total 9 persons + 1 sub. Trucker			
				Note that some persons operate			
				Multiple pieces equipment.			
				Sub-contractor			
				Dump truck Operator	1	x	8
				Middletown Police Dept.			
				Police Officer Detail	1	x	8

Equipment in Use			
Type	#	x	hrs
Concrete sawing machine	0	x	8
Dump truck	5	x	8
Excavator - Large	1	x	8
Skid Steer / Bucket Loader	1	x	8
Plate Compactor	1	x	8
Jumping Jack Compactor	1	x	8
Light Tower	0	x	8
Mid-size Excavator	1	x	8
Tractor-style Excavator	0	x	8
Pipe saw	1	x	8
Rolling Compactor	1	x	8
Street Sweeper (Broce Broom)	1	x	8
Material Hopper	1	x	8

Visitors:	None
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Notes:

Begin at 43+49.34 and End at 41+49.34 Distance counts down as one proceeds up – east on - Talcott Ridge Dr.; distance is by length of pipe, not “road distance” uphill along Talcott.

Pipe Connections: Unrestrained thru 42+49.34, then restrained through 41+49.34.

Sediment Control: Kurt (USACE) had some discussion with Billy (Ludlow) about silt fencing and equipment on Main Street. Heavy T-storms expected tonight.

Compaction Testing: First compaction testing completed at 48+75 on October 17th. Compaction testing today took place at 43+49 and at 42+54. Neither location was full 5 lifts of testing; 4 upper lifts tested at first location and 1 lower lift at the second location. More details below.

0800 – On site: Talcott Ridge Dr. Excavation on going with large (CAT 336E) excavator. Begin day at 43+49.34. Just putting first lift of stone dust on top of second 20-foot run of unrestrained 16" DI to 43+09.34

0900 – Third 20-foot section of unrestrained 16" DI installed to 42+89.34 and covered with 1-foot lift of stone dust.

Res. Representative: W. Abrahams-Dematte

Date: 10/22/19

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0920 – Fourth 20-foot section of unrestrained 16” DI installed to 42+69.34 and covered with 1-foot lift of stone dust. Currently in hold waiting on to empty truck of 3 inch processed, so it can be refilled with trench cuttings.

0945 – Fifth 20-foot section of unrestrained 16” DI installed to 42+49.34. Last section unrestrained. Next section restrained.

1010 – Sixth 20-foot section 16” DI – restrained – installed to 42+29.34. First set of locks will be installed at this station.

1037 – Installing seventh 20-foot section of 16” DI to 42+09.34.

1049 – Compaction testing at location 43+49. First test at 16”-28” below top of blacktop results: 95.6% with 1.1% moisture obtained on first test. Because this section was already backfilled, the contractor excavated a foot off the top and the second test was conducted at 28”-40” below top of blacktop. The first try resulted in 89% with 2.3% moisture. Additional compaction was done using a jumping jack and the second test resulted in 95.4% with 2.9% moisture. Rather than dig deeper for next lift, moved down installation to station 42+54.

1110 – Station 42+54 compaction testing of 3” processed fill lift at 40”-52”. First test resulted in 94.2% compaction. Additional compaction by plate compactor had to be done twice before final compaction passed (3rd test at 40”-52”) with 98.7% compaction and 2% moisture.

1137 – Eighth 20-foot section of 16” DI installed to 41+89.34.

1140 – Returned to Station 43+49 and ran compaction testing 9”-16” (95%, 2.3% moisture) and 2”-7” (95.1%, 2.9% moisture). Both lifts compacted by roller, passed first try.

1210 – Ninth 20-foot section of 16” DI installed to 41+69.34.

1230 – Tenth 20-foot section of 16” DI installed to 41+49.34. Install total 200 feet 16” DI pipe. First 100 feet (43+49.34 to 42+49.34) unrestrained pipe followed by 100 feet (42+49.34 to 41+49.34) of restrained pipe. Run ends just short of several bends and hydrant tees that will be installed tomorrow. No utilities were crossed during todays run, however, there are several expected tomorrow.

1300 – Left site for MMC trailer to complete report.

Payment Items:

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Figure 1 – Facing east. Digging trench for pipe.

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Figure 2 – Facing east into trench. Setting fabric in base of trench.

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Figure 3 – Looking eastward into trench. Geotextile fabric with 1 foot of stone. Note trench box magnets used to hold fabric in place while stone is put into trench (magnet can be seen in bottom left corner of shot).

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Figure 4 – Picture facing east into trench. The so called ‘gravel burrito’.

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Figure 5 – Facing east into trench. The ‘burrito’ covered by approximately 3”-4” of stone dust and rough leveled.

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Figure 6 – Facing east into trench. Pipe set into trench.

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Figure 7 – Facing east into trench. Depth of pipe checked and adjusted as necessary.

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Figure 8 – Facing into trench. Unrestrained connection. Pipe seated in bell of previous section.

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Figure 9 – Facing east into trench. First lift around and over pipe. Stone dust being compacted using Jumping Jack. Next is “Caution Water Line” tape followed by 3” processed fill lift of 12 inches, usually compacted by plate compactor.

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Figure 10 – Compaction testing at 42+54. Deepest level tested. Additional levels tested at 43+49.

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Figure 11 – Facing west along Talcott Ridge Drive.

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