

#### **Daily Report**

**Project:** Date: October 28, 2019 **Durham Meadows Pipeline Installation** Day of Week: Monday **Location:** Talcott Ridge Drive, Middletown CT AECOM: 60445033 Report No: 22 Project #: Page: 1 of 18 **Contractor: Ludlow Construction** 

#### **Weather Conditions**

**Conditions:** Daylight hours. Morning 100% overcast, but clearing by late morning becoming sunny, no wind...

**Temperature** ( ${}^{\circ}$ **F**): High 61 ${}^{\circ}$ F Low 45 ${}^{\circ}$ F

Con	Contractors & Su			
Trade	#	X	hrs	
USACE				
Field Engineer	1	X	8	

Trade	#	X	hrs
Ludlow Construction			
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

<b>Equipment in Use</b>				
Туре	#	X	hrs	
Concrete/Asphalt Road Saw	0	X	8	
Dump truck	5	X	8	
Excavator - Large	1	X	8	
Excavator - Mid-Size	1	X	8	
Excavator - Rubber Wheeled	1	X	8	
Skid Steer / Bucket Loader	1	X	8	
Rolling Compactor	1	X	8	
Plate Compactor	1	X	8	
Jumping Jack Compactor	1	X	8	
Street Sweeper (Broce Broom)	1	X	8	
Material Hopper	1	X	8	
Pipe saw	1	X	8	
Light Tower	0	X	8	
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Visitors:

NONE

**Notes:** 

Begin at Sta. 39+44.95 and End at Sta. 38+23.95 Distance counts down as one proceeds up Talcott Ridge Dr. toward the cul-desac.

Distance is by length of pipe, not "road distance".

**Pipe Connections:** 16" DI Restrained Pipe was used up to station 38+43.95. The last 20-foot section installed on the day was 16" DI Unrestrained bring the last station to 38+23.95. Restrained piping will start again at 37+74.

**Compaction Testing:** Compaction testing was scheduled for Friday, but due to the issues at hand and contractor availability, was moved till today. Results are as follows:

First Lift (1') – Station 38+90 Result 95.7% with 2.6% moisture (2<sup>nd</sup> attempt – 1<sup>st</sup> attempt Result 94.2%)

Second Lift (1') – Station 39+07 Result 96.9% with 2.4% moisture (1st attempt)

**Third Lift (1')** – Station 39+37 Result 97.6% with 2.8% moisture (1<sup>st</sup> attempt)

**Fourth Lift (7")** – Station 39+39 Result 97.7% with 2.6% moisture (1st attempt)

**Fifth Lift (7")** – Station 39+39 Result 95.5% with 2.5% moisture (1st attempt)

0730 – On site: At trailer, checking in.

0830 – Talcott Ridge Dr. Excavation on going with large (CAT 336E) excavator. Begin day at Sta. 39+44.95 which is the center of a 45<sup>0</sup> bend. The first installation was a 2 foot 'nipple' and a 45<sup>0</sup> bend that reposition the water line back into the intended trench after having been redirected on Friday 10/25 due to an unexpected drain line. Station is now 39+42.45. See figures for tie-offs.

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	the remaining 18 feet of 16" DI pipe left from the nipp. New station 39+23.95. All restrained pipe.	le cut off. The 45-degree bend added	1 foot for a total of 21
0930 – Install 20	feet of 16" DI restrained pipe to Sta.39+03.95.		
1010 – Install 20	feet of 16" DI restrained pipe to Sta. 38+83.95.		
	ng excavation and back filling. While shifting the trencleat work in cleaning out all soil from the pipe.	n box a pile of soil accidently filled th	e end of the pipe. Andy
across the trench	feet of 16" DI restrained pipe to Sta. 38+63.95. This se. The purpose is to keep the line within the designed tree o not be seated, but the connection was checked an conf	nch that has already been sawcut. The	
1200 – Compacti	ion tests run. The different stations were to access diffe	rent lift depths.	
1210 – Install 20	feet of 16"" DI restrained to Sta. 38+63.95.		
1240 – Install 20	feet of 16"" DI restrained to Sta. 38+43.95. This is the	final restrained piece until Sta. 37+74	is reached.
1310 – Install 20	feet of 16"" DI unrestrained to Sta.38+23.95. End station	on for the day.	
1330 – Final con	npaction test, top two layers.		
1400 – Off site.			
Payment Items	:		

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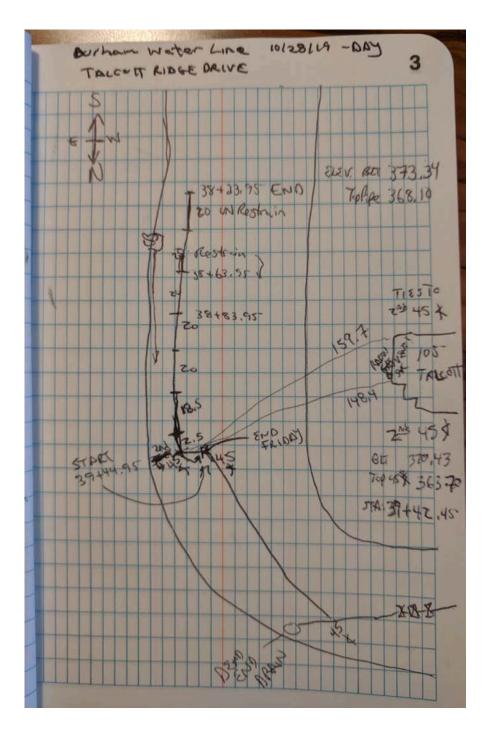


Figure 1 – Tie-offs and elevations.

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Figure 2 – Facing North on Talcott Ridge

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Figure 3 – View looking south on Talcott Ridge.

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Figure 4 – First pipe of the day. 2-foot nipple with 45-degree bend. This is the last bend, which should return the 16" DIP into the designed (already sawcut) trench.

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Figure 5 – Installing remaining 18 foot section of 16" DI. Total length 21 feet to Sta. 39+23.95.

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Figure 6 – Facing north. Running compaction and back fill.

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Figure 7 – Facing south, the whole line, trenching and backfilling.

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Figure 8 – Inadvertent soil in pipe.

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Figure 9 – Same pipe as Figure 8, clean.

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Figure 10 – Restrained pipe installation. 16" DIP

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Figure 11 – Restrained 16° DIP, note that locks are set. Set rings appear a little off due to deflection in pipe to keep pipe aligned in existing trench. Station 38+83.95.

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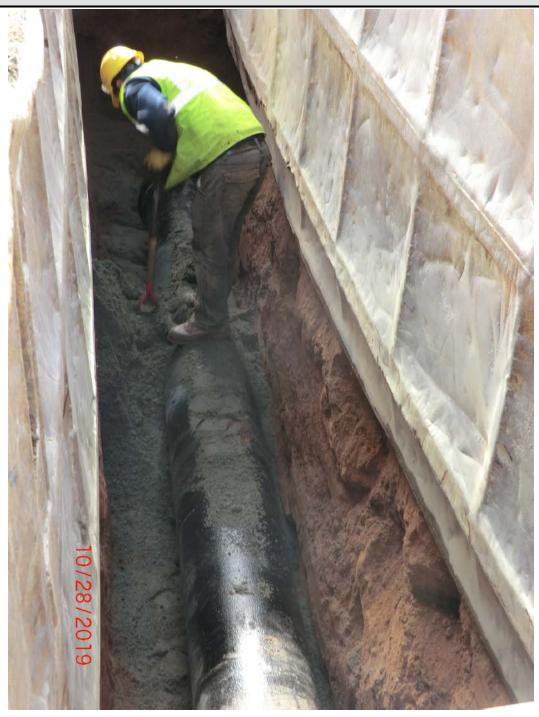


Figure 12 – Deflected alignment. Station at end of pipe is Sta. 38+63.95.

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Figure 13 – Trench dug to ascertain location of utilities.

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Figure~14-Facing~NW~note~asphalt~patch.~The~line~heading~toward~the~driveway~was~intended~location~for~45-degree~bend~up~towards~the~cul-de-sac.~The~other~patch~line~to~the~left~of~the~picture~is~the~actual~re-directed~path.

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Figure 15 – The final station of the day, Sta. 38+23.95. Marked by 4x4 stake before burial and hot mix.

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 $Figure\ 16-Facing\ east, the\ Catch\ Basin\ connected\ to\ the\ drain\ pipe\ that\ was\ not\ located\ where\ it\ was\ listed\ and\ which\ resulted\ in\ the\ re-routing\ of\ a\ section\ of\ the\ water\ main.$ 

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