

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	1 of 13

Weather Conditions

Conditions: Daylight hours. Cloudy, rain, snow, winds variable 5-20 mph.
Temperature (°F): High 49°F Low 31°F

Contractors & Subcontractors Workforce				Equipment in Use			
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
				<i>Total 9 persons + 1 sub. Trucker</i>			
				<i>Note that some persons operate</i>			
				<i>Multiple pieces equipment.</i>			
				Sub-contractor			
				Dump truck Operator	1	x	8
				Middletown Police Dept.			
				Police Officer Detail	1	x	8

Visitors: NONE

Notes:

Begin at 32+04.62 and End at 31+79.04 – ADJUSTED Distance. Note: the initial starting point at the junction of Talcott Ridge Dr. and So. Main Street (RTE. 17) was off by 4.83 feet. Initially on October 7, 2019 the starting point was reported as 51+72, however, after a review by Ludlow, that distance should have been 51+76.83. Moving forward the distance will be adjusted, however, **Stations reported in Daily Daytime reports from October 7 through 29, 2019 will be off by 4.83 feet as reported. That means 4.83 will have to be added (0+4.83) to all stations during this time frame.** Distance counts down as one proceeds up Talcott Ridge Dr. toward the cul-de-sac. Distance is also by length of pipe, not “road distance”.

Road Distance vs. Pipe distance: This has been an on-going issue compounded by the direction the station numbers are laid out (i.e. counting down as one proceeds up Talcott Ridge Drive. Just as a point of clarification, the difference in numbers is related to the physical track of the pipe, which is not strait and level as the road distance shown on plan. Both vertical pitch and horizontal deflection/bends contribute to the distance. For reference, “pipe” distance at station 34+04.62 matches to “road” distance station of 34+11. Distances reported in the daytime daily reports are pipe distance.

Pipe Connections: Unrestrained 16” DI pipe connections for 25 feet today from 32+04.62 to 31+79.04. 16” pipe transitioned to a 16”x20” reducer via a restrained connection, transitioning to a ~2’ section of 20” pipe via another restrained connection, which was then connected to 20”x20” union (with a 6” tee with a gate valve) via a restrained connection. The 20”x20” union connected to a 20’ section of 20” pipe, followed by 2 more sections of 20’ pipe via unrestrained connections. 20” pipe work ran from 31+79.04 to 31+16.31.

Compaction Testing: No Compaction testing today.

Res. Representative:

J. Meunier

Date: 11/12/19

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	2 of 13

0730 – On-site. First length of 16” pipe in place being covered with sand and overlain by silver/blue caution tape. Pipe runs from 32+04.62 to 31+84.62. Sand is compacted after placement.

0830 – 5’ section of 16” pipe is added using an unrestrained connection.

0915 – Assemblage of connections comprised a 16’x20” reducer transitioning to a ~2’ section of 20” pipe transitioning to 20”x20”x6” hydrant tee and 6” gate valve is placed in the trench and connected to the 16” pipe from approximately 31+79.62 to 31+76.31.

1115 – Ludlow having difficulty connecting first stick of 20” pipe to the 20” tee with 6” gate valve.

1150 – Ludlow succeeds in fitting first stick of 20” pipe to the 20” hydrant tee.

1217 – Ludlow covering first stick of 20” pipe with sand, compacting sand, and covering with silver/blue caution tape.

1235 – Ludlow places second (unrestrained) stick of 20” pipe, covers with sand, compacts sand, and covers with silver/blue caution tape.

1235 – Ludlow places third (unrestrained) stick of 20” pipe, covers with sand, compacts sand, and covers with silver/blue caution tape.

1310 – Ludlow backfilling and compacting fill in trench. 20” pipe placement terminated at 31+16.31. Plywood placed in front of open end of pipe prior to backfilling. ¾” gravel was arriving for placement from 0-14” BSG as I departed site.

Payment Items:

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	3 of 13



Figure 1 – First section of placed 16” pipe, view to the south.

Res. Representative:	J. Meunier	Date:	11/12/19
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Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	4 of 13



Figure 2 – Compacting sand placed over first section of placed 16” pipe, view to the south.

Res. Representative:	J. Meunier	Date:	11/12/19
-----------------------------	------------	--------------	----------

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	5 of 13



Figure 3 – Silver/blue caution tape placed over 16" pipe, view to the south.

Res. Representative:	J. Meunier	Date:	11/12/19
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Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	6 of 13



Figure 4 – 16"x20" reducer on the left and 20"x20"x6" hydrant tee on the right.

Res. Representative:	J. Meunier	Date:	11/12/19
-----------------------------	------------	--------------	----------

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	7 of 13



Figure 5 – 16"x20" reducer connected to 20"x20"x6" hydrant tee with a ~2-foot section of 20" pipe.

Res. Representative:	J. Meunier	Date:	11/12/19
-----------------------------	------------	--------------	----------

Daily Report

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

Date: November 12, 2019
Day of Week: Tuesday
Report No: 28
Page: 8 of 13



Figure 6 – Trench box being placed in trench.

Daily Report

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

Date: November 12, 2019
Day of Week: Tuesday
Report No: 28
Page: 9 of 13



Figure 7 – 3" minus gravel being placed in trench. View to the northeast.

Daily Report

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

Date: November 12, 2019
Day of Week: Tuesday
Report No: 28
Page: 10 of 13



Figure 8 – Installation of 16"x20" reducer and 20"x20"x6" hydrant tee. View to the south.

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	11 of 13



Figure 9 – Placement of geotech fabric on bottom of trench. View to the south.

Res. Representative:	J. Meunier	Date:	11/12/19
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Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	12 of 13



Figure 10 – ¾" minus gravel placed on top of geotech fabric. View to the south.

Daily Report

Project:	Durham Meadows Pipeline Installation	Date:	November 12, 2019
Location:	Talcott Ridge Drive, Middletown CT	Day of Week:	Tuesday
Project #:	AECOM: 60445033	Report No:	28
Contractor:	Ludlow Construction	Page:	13 of 13



Figure 11 – Compacting 3” minus gravel in trench. View to the north.