			Daily	Report		
Project:	Durl	nam Meado	ows Pipeline Installation	-	Date: Decemb	per 10, 2019
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Contractor:		low Constr			Page:	1 of 25
			XX7 /1	a 1141		
a 111		D I'		Conditions		
Conditions:			th hours. 100% clouds, damp/h		ter in day, drizzle to moderate.	
Temperature	(° F):	High	57°F Low 30°F			
	Contra	actors & S	ubcontractors Workforce		Equipment in Use	
Trade		# x hrs	s Trade	# x hrs	Туре	# x hr
USACE			Ludlow Construction		Concrete/Asphalt Road Saw	0 x 8
Field Engineer		2 x 8	Superintendent	1 x 8	Dump truck	1 x 8
			Safety Officer	1 x 8	Excavator - Large	0 x 8
			Foreman	1 x 8	Excavator - Mid-Size	1 x 8
			Dump truck Operator	1 x 8	Excavator - Rubber Wheeled – Rock Hammer	0 x 8
			Excavator Operator	1 x 8	Skid Steer / Bucket Loader	1 x 8
			Skid Steer/Bucket Loader Op.	1 x 8	Rolling Compactor	1 x 8
			Laborers	2 x 8	Plate Compactor	1 x 8
			Total 6 persons + 0 sub. Trucker	r	Jumping Jack Compactor	1 x 8
			Note that some persons operate		Street Sweeper (Broce Broom)	1 x 8
			Multiple pieces equipment.		Material Hopper	0 x 8
			Sub-contractor		Pipe saw	1 x 8
			Dump truck Operator	0 x 8	Light Tower	0 x 8
			Middletown Police Dept.			

Notes: Repair leak on Talcott Ridge Drive, located roughly at Station 49+30. The leak was at a bell connection where there was a slight down deflection due to change in slope. The repair required cutting out approximately 4 feet of pipe, including the bell, draining the water from the system during the process, and inserting 4 feet of 16" DIP with two 14" collars and 4 Mega-lugs. Each 14" color straddled the cut line of the removed pipe. Site clean-up also started today. Some minor progress in removing signs from Route 17 (Main St.) and equipment from DPW yard (Broce Broom and Roller – likely put there for today's work).

Pipe Connections: Two connections using Mega-lug restraints and pipe collars.

Compaction Testing: No compaction testing was performed today.

0800 – Excavation of the leaking pipe located at approximately 49+30 under way.

0900 – Cutting out approximately 4 feet of line, including the leaking bell, from the water line.

1000 – Section of pipe removed from line, repair part being assembled. Drive along haul road and other parts of the site to inspect what has been completed elsewhere and to check out haul pit. Top of Talcott – water tower location – not fog bound today. Able to see that the site has been cleared but the wood and branches have yet to be removed or chipped. Site seemed pretty stable given the impact of the work and the amount of snow and rain that has occurred. Ceasing activity in this area likely helped to minimize the erosion that might of otherwise happened.

1100 – Water line repair complete. Ludlow taking break before continuing with backfilling and compaction. Discussions with Mike Pio (Ludlow) suggests that they would like to complete testing up on Talcott Ridge with the Town of Middletown on Thursday and Friday. Also that all other work is ceasing at this point and Ludlow is switching into clean up mode. Discussion with Cindy M.

Res. Representative:

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(AECOM) about remaining on site for at least one more day to determine if testing will happen as EPA would like to have oversight of this activity as well.

1330 – Excavated area backfilled and awaiting asphalt. Road sweeping and clean up under way.

1400 – Off site. Saw that there was a backhoe on Main Street picking up signs left by Ludlow.

Payment Items:

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Figure 1 –Looking east southeast to location of today's work at Station 49+30 <u>+</u>. S. Main Street is behind evergreens.

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Figure 2 – Cutting drain slits and sump hole in pipe. Leak was detected at the bell connection.

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Figure 3 – Facing east southeast clean (town) water being purged from well to lined catch basin. The silt sock had been removed and cleaned earlier because it was so full that water was draining straight past basin to the double catch basin at the corner of S. Main St. and Talcott Ridge Drive.

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Figure 4 – Sump hole cut into bell. Sump draining to catch basin.

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Figure 5 – View southeast, Talcott Ridge cul-de-sac to the right of picture. Curb repair failure at location that was breached to run 6" DIP across Talcott for new hydrant on other side of road. Unclear if damage was due to plowing (snow) or equipment.

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Figure 6 – West northwest view from private drive up to the cul-de-sac (Talcott). Tree clearing awaiting chipping.

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Figure 7 – View eastwardly up access to tank location. Driveways to neighboring houses to the bottom right corner of picture.

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Figure 8 – Same view as Figure 7, but closer.

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Figure 9 – Facing easterly, view of tank area.

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Figure 10 –southwesterly view, edge of tank area facing nearest neighbor to tank site.

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Figure 11 – Westerly view from water tank area to access road. Note that the private drive in to the access road can be seen in the distance.

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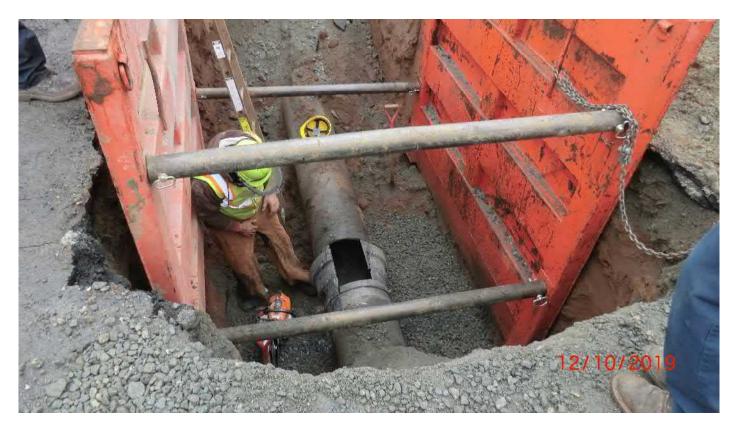


Figure 12 – Pipe drained. Preparing to cut section out.

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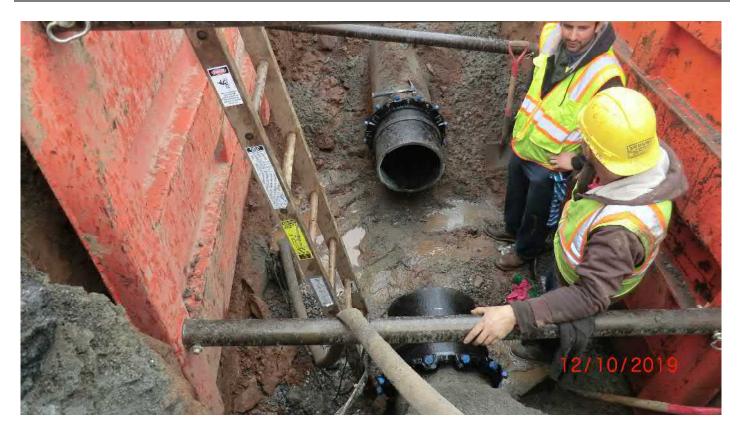


Figure 13 – Roughly 4 foot section cut from pipe line. Notice Megalug restrained glands on either side for connecting to replacement section.

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Figure 14 – Replacement section of 16" DIP being fitted with the first of two solid sleeves (second sleeve is seen in left of frame). Note Mega-lugs un inside by strap.

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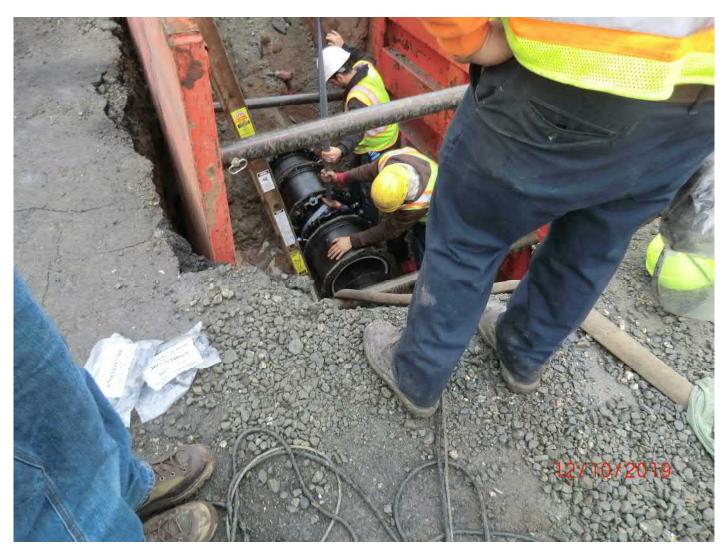


Figure 15 – Lowering replacement section of pipe into hole.

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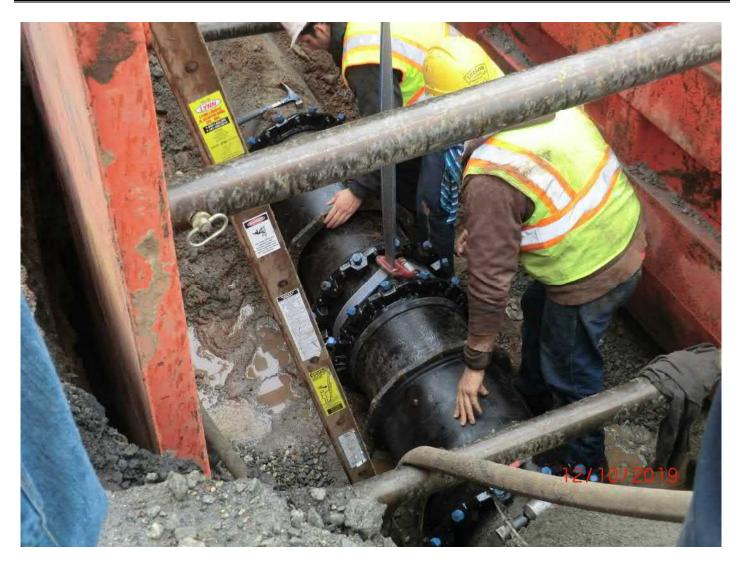


Figure 16 – Sliding/extending solid sleeves into place. 16" sleeves centered over cuts but using marks on the pipe.

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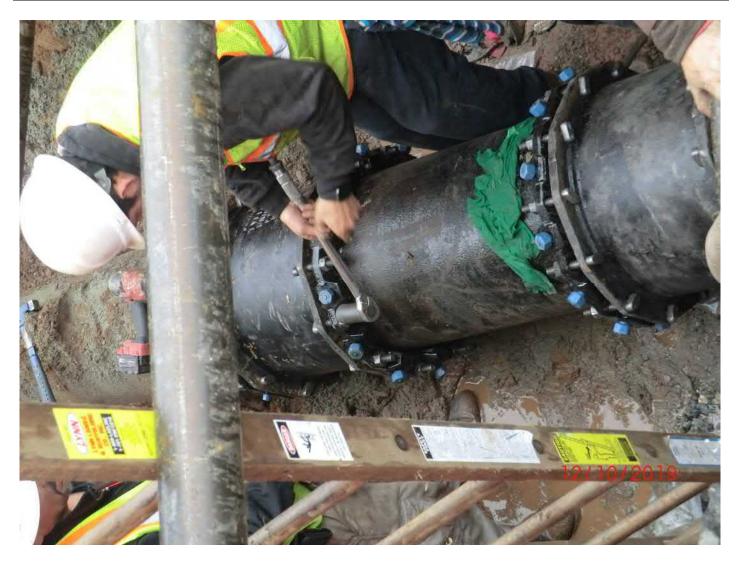


Figure 17 – Torqueing bolts on Mega-lug restraints. Note the pair to the left and the pair to the right. The center is the 4-foot length of replacement pipe.

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Figure 18 – Facing east, backfilling the repair.

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Figure 19 – Facing west, street sweeping activities. Cleaning up loose asphalt and gravel from Talcott Ridge. S. Main Street is seen in the distance.

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Figure 20 – Facing east, pipe bedding in and compacted by jumping jack. Warning tape set down on top.

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Figure 21 – Section of pipe removed from line due to leak at bell.

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Figure 22 – Facing northeast. Preparing to plate compact final lift of fill.

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Figure 23 – Facing north east, waiting for asphalt patch.