Nipomo Community Services District

Supplemental Water Project
Blosser Road Watermain Project

Monthly Progress Report

Prepared By:
MNS Engineers, Inc.

January 2015

Schedule and Budget Summary

Schedule Summary

Notice to Proceed	September 24, 2014
Original Contract Days	120
Contract Days Added	15
Revised Contract Days	135
Elapsed Time (Days)	(123)
Remaining Time (Days)	12
Contract Completion Date	February 6, 2015
Time Elapsed to Date	91%
Work Completed to Date	91%
Approved Change Orders (Days)	15 days

Budget Summary

Original Contract Amount	$1,599,999.00
Approved Change Orders (Cost)	$36,225.67
Revised Contract Amount	$1,636,224.67
Previous Payments	$1,209,659.14
Current Month Pay Request	$286,982.00
Total Work Completed	$1,496,641.14
Work Remaining	$139,583.53

Progress Summary

Blosser Road Pipeline

Summary of Work:

D-KAL completed installation of the 36-inch steel casing underneath the 48-inch and 72-inch storm drain crossings in Blosser Road. The casing was installed by open trench at the ends and between the storm drains, and by pushing the casing under the 72-inch storm drain with the excavator, then removing material by hand from inside the casing. They also installed the 24-inch DIP over a 12-inch storm drain crossing, connected to piping at the Flow Control Valve and Metering Station, and continued installation of the 24-inch DIP south in Blosser Road toward Taylor to Station 12+25.

Pictures:

D-KAL welding a section of the 36-inch casing for installing underneath the 48-inch and 72-inch storm drain crossings.

D-KAL welding 36-inch steel casing section to casing end at 72-inch storm drain crossing.

D-KAL removing spoils from inside casing end as it is pushed by the excavator under the 72-inch storm drain crossing.

D-KAL preparing to lower next section of 36-inch steel casing into the trench for pushing under the 72-inch storm drain crossing.

D-KAL lowering next section of 36-inch steel casing into the trench.

D-KAL lining up the next section of 36-inch steel casing for welding to the portion already pushed underneath the 72-inch storm drain crossing.

D-KAL excavation the open trench between the 48-inch and 72-inch storm drain crossings.

Excavating and installing trench shields between the 48-inch and 72-inch storm drain crossings.

D-KAL using excavator to push the 36-inch steel casing underneath the 72-inch storm drain crossing.

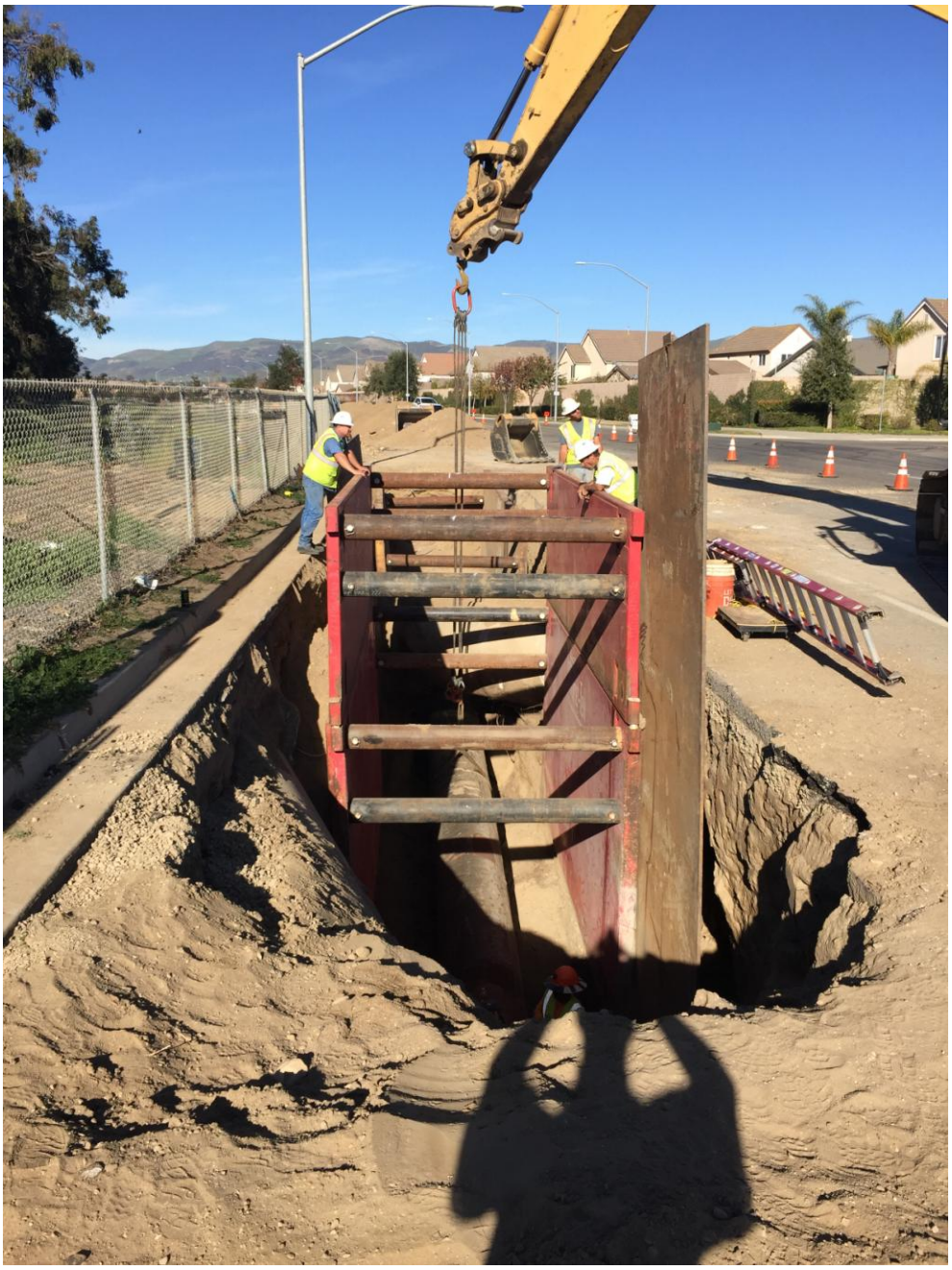
End of 36-inch steel casing after being pushed under the 72-inch storm drain crossing.

D-KAL cutting off the end of the 36-inch steel casing where it was damaged by the excavator during pushing underneath the 72-inch storm drain crossing.

D-KAL excavating up station of the 48-inch storm drain crossing to prepare for pushing the 36-inch steel casing down station to connect to the casing already installed under the 72-inch storm drain.

D-KAL leveling the bottom of the trench for installing the casing between the 48-inch and 72-inch storm drain crossings.

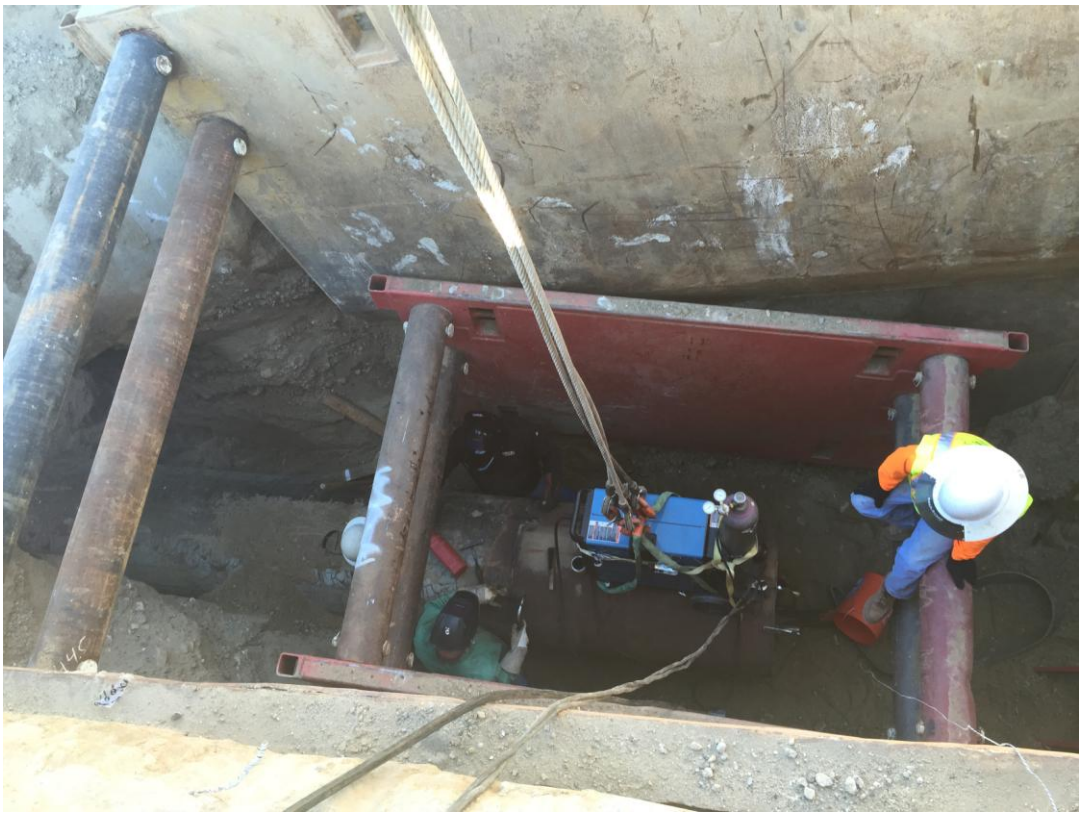
D-KAL installing a 35 foot section of 36-inch steel casing pipe.



Installing casing section inside trench shields.

Welding casing section in trench.

Steel casing installed under the 48-inch storm drain.



D-KAL welding last section of 36-inch steel casing.

D-KAL pushing 24-inch DIP with spacers into 36-inch steel casing at storm drain crossings.

24-inch DIP pushed through 36-inch steel casing.

Installing 90 degree steel elbow on pipe used for blowing sand into the casing to fill the annular space around the 24-inch DIP.

Installing bulkheads at the end of the casing pipe for filling the casing with sand.

D-KAL compacting around the 36-inch steel casing between the storm drain crossings.

D-KAL pouring a 2 sack slurry around the 48-inch storm drain.

D-KAL bolting together a 45 degree elbow and pup for the storm drain crossing.

D-KAL removing shields as the space between the storm drain crossings is backfilled.

D-KAL backfilling at storm drain crossing.

D-KAL continuing 24-inch DIP pipe installation at ends of storm drain crossings.

24-inch DIP installed at end of storm drain crossing.

D-KAL cutting section of 24-inch DIP to connect the north end of the storm drain crossing to the pipe already installed.

Pipe segment for connection at the north end of the storm drain crossing.

Filling casing annular space with sand. The sand coming out here indicates the casing is full.

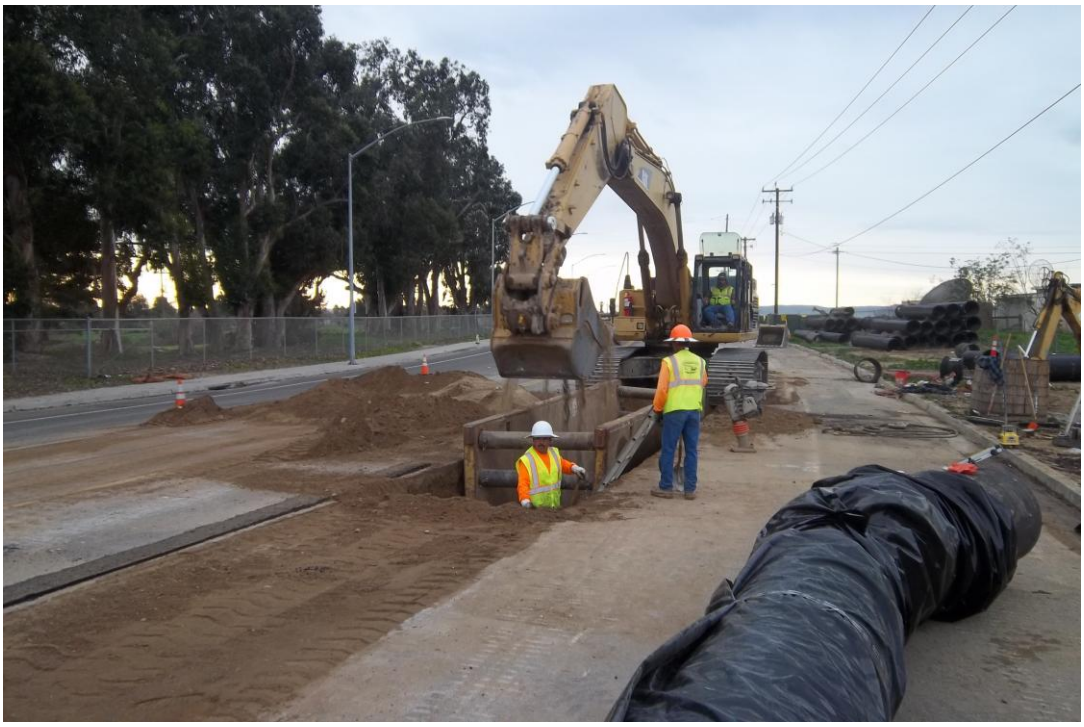
D-KAL repairing an 18-inch RCP pipe which was removed during installation of the 36-inch casing.

D-KAL installing collar and megalugs at the top of the blow-off at the storm drain crossings.

D-KAL bolting MJ adapters to both sides of a 24-inch butterfly valve.

D-KAL continuing installation of 24-inch DIP south past the 48-inch and 72-inch storm drain crossings.

D-KAL compacting trench over 24-inch DIP.



Trench excavation at 12-inch storm drain crossing.

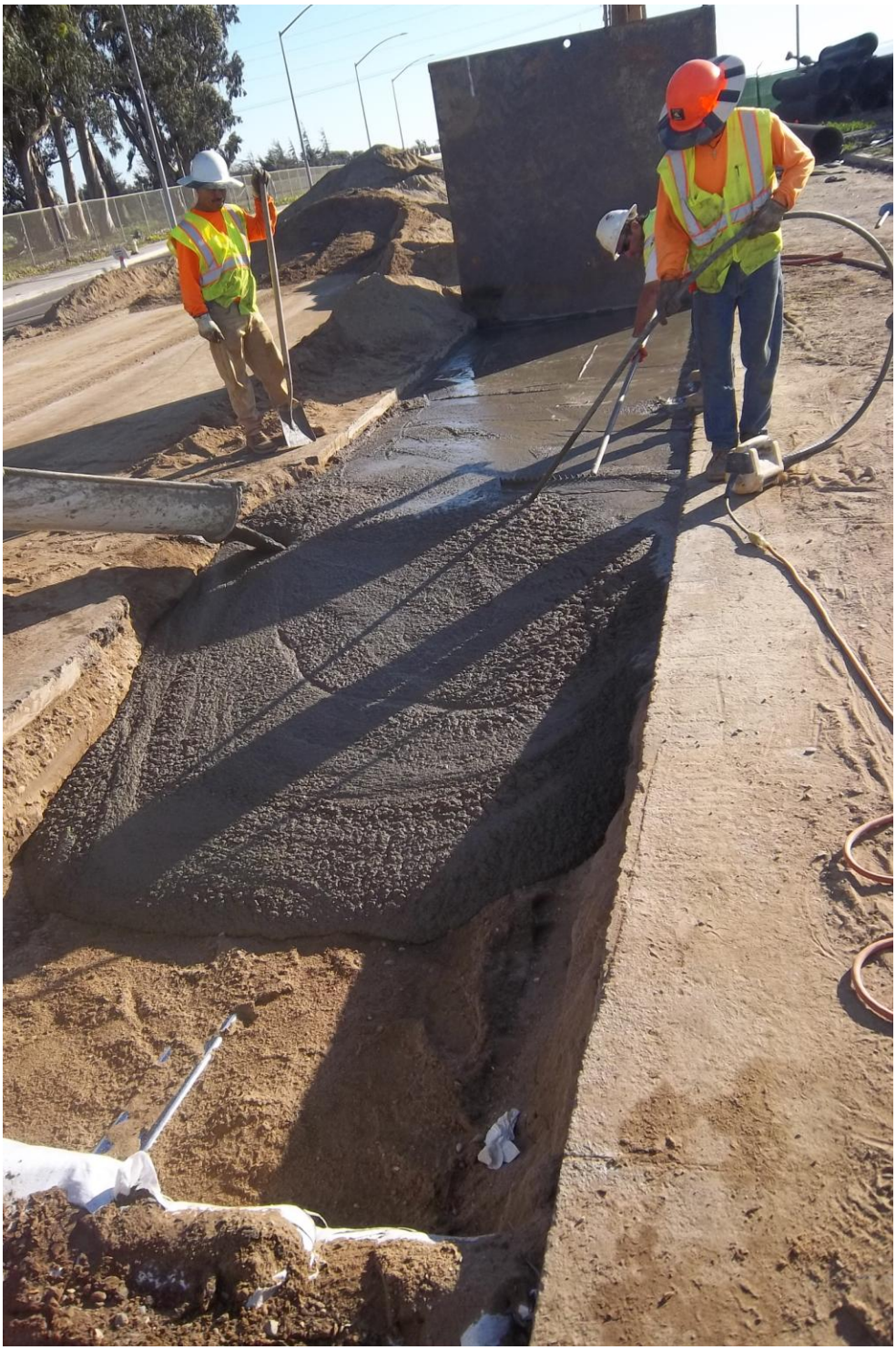
D-KAL bolting up pipe and fittings for 12-inch storm drain crossing.

Assembled pipe for 12-inch storm drain crossing.

D-KAL installing 24-inch DIP over 12-inch storm drain.

24-inch DIP in place over 12-inch storm drain crossing.

D-KAL backfilling and compacting pipe zone at 12-inch storm drain crossing.

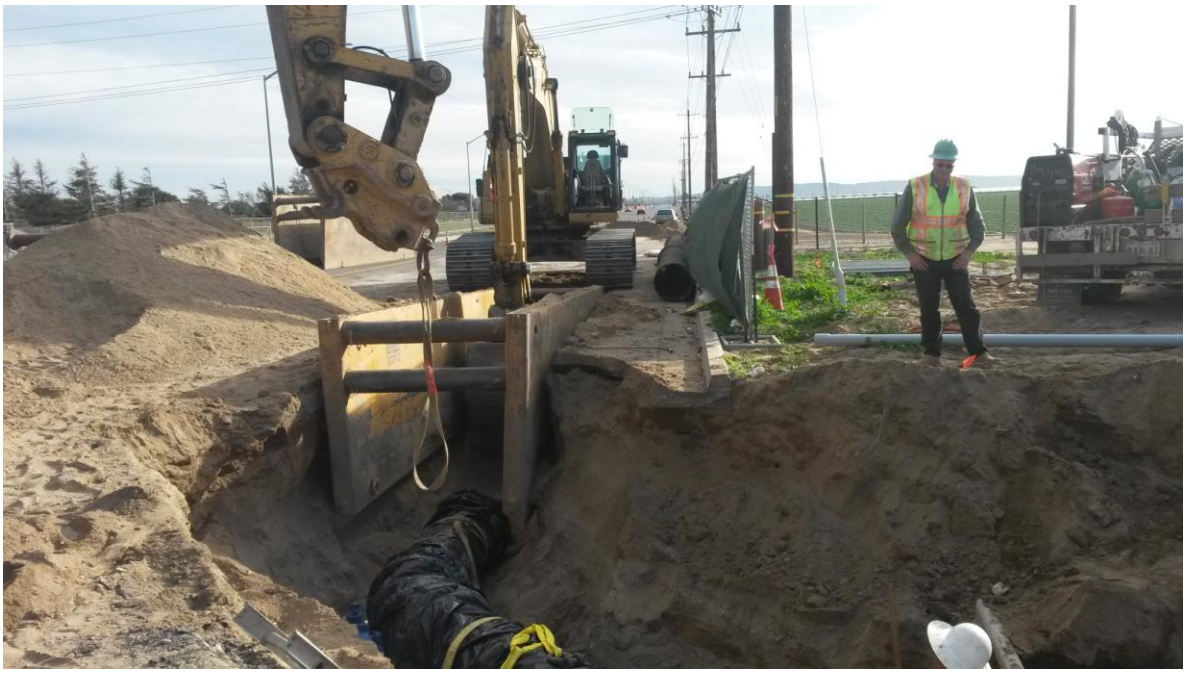


D-KAL pouring slurry over 12-inch storm drain crossing.

Finished slurry at 12-inch storm drain crossing.

D-KAL installing 45 degree bend off 24-inch DIP to connect to the Flow Metering Station.

Pipe for connecting the 24-inch DIP to the Flow Metering Station.



Fugro on site for compaction testing during connections to the Flow Metering Station.

D-KAL connecting piping at the Flow Metering Station.

D-KAL continuing installation of the 24-inch DIP in Blosser Road south of the Flow Metering Station to Taylor Street.