



ENVIRONMENTAL • CIVIL • GEOTECHNICAL • WATER • COMPLIANCE

**DAILY CONSTRUCTION REPORT**

Date: Wednesday, 07-05-2017  
(Day 53)

**PROJECT:** Middle Road Improvements  
**CLIENT:** Town of Cumberland  
**CONTRACTOR:** Storey Brothers  
**PROJECT MANAGER:** Dan Diffin, P.E.

**WEATHER:** Sunny Dry  
**TEMP:** Low 70's  
**WIND:** Light Breeze  
**HUMIDITY:** Mild

**FIELD FORCE**

Name of Contractor	Supervisor	Non-Supervisor	Remarks
Glidden Paving	1 – Bob Harvey	6	Supervisor, 4 on Paver, 3 Rollers,
Ace Security		3 Flaggers	1 Flagger at north & south ends, & 1 along paver (used for breaks).

**VISITORS**

Time	Name	Representing	Remarks

**EQUIPMENT**

1-Paver – RoadTec RP-195
1 Knockdown Roller – CAT CB54B
1 Rubber Tire Roller – BOMAG BW 24R
1 Finishing Roller – Dynapac CC422HF
1 Mini Roller – Volvo DD29 (3 Ton roller used for edges and aprons)

**CONSTRUCTION ACTIVITIES**

Crew removed temporary pavement ramp from the northbound lane (east side) of the road at STA 79+00 (157 Middle Road), swept off debris to STA 61+75 (121 Middle Road) before applying a tack coat.
Crew started in northbound lane at STA 62+00 (121 Middle Road) and paved in a northly direction to STA 79+00 (157 Middle Road). A distance of 1,700 feet.
A knockdown roller was used for initial compaction. A rubber tired roller then followed to make sure the mix was uniformly compacted into any uneven surfaces that may have been bridged by the steel roll of the knockdown roller. Finally, a finishing roller provided the final compaction to smooth any surface agitation caused by the rubber tire roller.
Placed 1.75-inch thick course of 19.5mm HMA (Hot Mix Asphalt) mat 16 feet wide. Paving supported by 9 dump trucks originating from the Pike plant in Westbrook that delivered 30 loads.
2 <sup>nd</sup> layer of pavement included the flared aprons for guard rails.
After matching into butt joint at STA 79+00, the crew could not immediately switch sides because the freshly rolled pavement was still too warm for traffic. After about 45 minutes the crew switched sides, and then paved in a southerly direction in the southbound lane back to the southern terminus of this phase of the project at STA 62+00.
<b>Placed 1,700 ft. of 19mm HMA from STA 79+00 (157 Middle Road) to STA 62+00 (121 Middle Road) totaling 635.5 Tons.</b>

**QUALITY ASSURANCE**

SME on-site to oversee progress, facilitate communications, and inspect pavement operations.

**DISTRIBUTION:**

- 1 SME
- 2 Town of Cumberland
- 3 Storey Brothers, Inc.
- 4 Summit Natural Gas
- 5 Central Maine Power

BY: Jim Manzer, P.E., PTOE TITLE: Field Engineer

SEVEE & MAHER ENGINEERS, INC.  
CONSTRUCTION PHOTOS  
July 05, 2017



Paving 2<sup>nd</sup> layer of base pavement in the northbound lane in northerly directioning.



Temporary pavement ramp at STA 79+00 removed in the northbound lane being paved but remaining in the southbound lane until paving switches to southbound lane.



SEVEE & MAHER ENGINEERS, INC.  
CONSTRUCTION PHOTOS  
July 05, 2017



Changing trucks just before paving into the butt joint in the northbound lane at STA 79+00.



Installing a temporary paved ramp for the northbound lane at STA 62+00 prior to switching over to pave the southbound lane. A similar ramp was installed when the southbound lane was completed.