

Site Visit Report



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Date: November 20, 2023
Client: Sutton Planning Board
Project: Unified Parkway
Contractor: Walsh Contracting Corp.
Contractor Contact: John Walsh

Prepared By: Olivia Caton
Arrived on site: 9:10 AM
Left site: 3:00 PM
Site Conditions: Dry
Weather: 33-37°, Clear

Transmitted by:

<input checked="" type="checkbox"/> Mail	<input checked="" type="checkbox"/> E-mail
<input type="checkbox"/> Hand	<input type="checkbox"/> Other:
<input type="checkbox"/> Fax	

Comments:

Graves Engineering, Inc. (GEI) was on-site to observe top course paving between stations 33+18 and 55+50 along Unified Parkway.

Walsh Contracting Corp. was the paving contractor performing today's paving activities. Upon my arrival, Walsh Contracting was paving the roadway at stations 42+00 and 48+00. The paving contractor placed Asphalt Top, ½" Top, ½", REC 15 asphalt at a minimum loose thickness of 2.5 inches to provide for at least 2 inches of compacted asphalt. The contractor used two paving machines to perform today's work. Facing towards Boston Road, the contractor paved the left side of the roadway in two 12-foot strips, staggering the locations of the pavers to avoid collisions. The right side of the roadway was then paved in reverse (moving away from Boston Road). The pavement was tapered at stations 33+18 and 55+50 to allow for a smooth transition between binder and top course asphalt. Cape Cod Berm was paved along the edges of the roadway. The contractor also paved the temporary right turning lane at Boston Road. Catch basins were covered with metal plates and paved over. Tack coat was placed along the entirety of the paved portion of the roadway. The asphalt was compacted with 2- and 10- ton rollers. The Cape Cod Berm was finished with a handheld roller. The contractor placed approximately 1,030 tons of asphalt. Approximately 4 tons of asphalt remained in the last truck.

The plan set last revised May 10, 2023 calls for 2.5 inches of compacted asphalt (3.125 inches loose). While paving the left side of the roadway, the contractor informed me that they had been placing 2.5 inches of loose asphalt to provide for 2 inches of compacted asphalt. John Walsh, Jeff Walsh of GEI, and I discussed this discrepancy, and the top course asphalt thickness would continue to be placed for 2 inches of compacted asphalt. After this discussion, the contractor thickened the asphalt where possible.

The loose pavement thickness was checked continuously and the temperature of each load was checked; a representative sampling of spot readings is listed in the table below. The locations of the readings are listed as if viewed from station 33+18 facing towards Boston Road. Measurements are determined by a preset device that shows whether the asphalt thickness is lower than, equal to, or greater than the preset value. The device was initially set for a compacted thickness of 2.5 inches, and reset for a compacted thickness of 2 inches after the discrepancy was noticed. As such, the table includes thickness measurements based upon both values.

Table 1 – Top Course Thicknesses and Temperatures on Unified Parkway

Test	Loose Thickness (in.)	Temperature (°F)	Approximate Location (Sta., Offset)
56	2.5-	270	33+18, 18'R
51	2.5	288	34+00, 3'R
49	2.5	-	35+00, 2'R
53	2.5	277	36+00, 13'R
50	2.5+	276	37+00, 23'R
47	2.5+	-	38+00, 19'R
43	2.5	-	39+00, 9'R
41	2.5+	-	40+00, 6'R
42	2.5	267	41+00, 23'R
1	3.125-	263	42+00, 12'L
35	2.5	263	43+00, 9'R
3	3.125	250	44+00, 8'L
33	2.5+	-	45+00, 21'R
5	3.125	287	46+00, CL
29	2.5+	-	47+00, CL
4	3.125+	284	48+50, 23'R
8	3.125	284	49+50, 22'L
26	2.5	205	50+00, 20'R
10	3.125-	265	51+00, 12'L
17	2.5	254	52+00, 1'L
18	2.5+	-	53+50, 7'R
13	2.5+	232	54+50, 3'R
12	2.5-	-	55+50, 5'R

Based upon visual observations only, the work observed today appeared to be substantially consistent with the approved plans.

Action to be Taken:

Client will be notified of this site visit by way of this report.

Copies:

cc: John Walsh; Walsh Contracting Corp.
Matthew Piekarski; The Kraft Group, LLC

Photos:

The following photos were taken during today's site visit.



Photo 1: The contractor paving at approximately station 42+00.



Photo 2: Tack coat was placed along the roadway.



Photo 3: The contractor paving the temporary turning lane at Boston Road.



Photo 4: The compacted asphalt along the roadway at approximately station 42+00 facing away from Boston Road.

**SHREWSBURY ASPHALT PLANT**

WEM Batching

Weighmaster: Eric RICHARD

301449501

11/20/2023 1:36:28PM

Customer: 38480 WALSH CONTRACTING CORP.
Order: 400884869 SUTTON UNIFIED PROJECT 2023
P.O.:
Product: 905242 ASPHALT TOP
Mix: 800404 1/2" TOP, 1/2", REC, 15
Hauler: 4000000
Truck: WALSH
Axle: 3
Location: 8704
Zone: ZONE0
Tax: ZZ

	Pounds	Tons
Gross:	48772	24.39
Tare:	20 *	0.01 *
Net:	48752 *	24.38 *

* Manual Weight

Cash Sale	Price	Amount
Material:		
Freight:		
Other:		
Tax:		
Total:		

RECEIVED: _____

THE PERSON SIGNING THIS DELIVERY TICKET IS AUTHORIZED TO ACCEPT THE MATERIALS DELIVERED.

By signing, I acknowledge that I have reviewed the information on this ticket, and that I am authorized to consent to the following: **For Delivery Customer** I certify that I have received the quantity and product that I ordered. I relieve the seller of any liability for personal injury or property damage when delivered beyond curb line. **For Pickup (F.O.B.) Customer** I certify that I have received the quantity and product I ordered and that my vehicle complies

Shipped: 4,013.58 Loads: 171
Today: 1,035.26 Loads: 45

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Danger: Sand & Gravel Products Contain Silicon Dioxide, Dust May Irritate Eyes and Respiratory System.

Danger: Sand & Gravel Products Contain Silica Dust.

Photo 5: last weigh slip.