Site Visit Report



100 Grove Street Worcester, MA 01605 T 508-856-0321 F 508-856-0357 gravesengineering.com

Date:October 11, 2023Client:Sutton Planning BoardProject:Unified ParkwayContractor:Walsh Contracting Corp.

Contractor Contact: John Walsh

Prepared By: Olivia Caton
Arrived on site: 6:50 AM
Left site: 5:00 PM
Site Conditions: Dry

Weather: 47-65°, Overcast/Partly

Cloudy

	Transmitted by:						
\boxtimes	Mail		\boxtimes	E-mail			
	Hand			Other:			
	Fax						

Comments:

Graves Engineering, Inc. (GEI) was on-site to observe binder course paving between stations 0+00 and 35+50 along Unified Parkway.

Paving was scheduled to begin at 7:00 am. Walsh Contracting Corp. was the paving contractor performing today's paving activities. Upon my arrival, Walsh Contracting was preparing their equipment. Paving began at approximately 7:30 am. John Walsh and Scott Bennett were periodically on-site throughout the paving process.

The paving contractor placed Dense Binder, ³/₄", REC, 25 asphalt at a minimum loose thickness of 5 inches to provide for at least 4 inches of compacted asphalt. The roadway was paved in three strips, and two strips in the narrowest portion between station 25+00 and 27+00. Beginning at station 0+00, the contractor paved the leftmost strip to station 35+50, then the second strip to station 12+00. The asphalt was compacted with 10-ton rollers. The contractor placed approximately 1,800 tons of asphalt. The asphalt was obtained from two separate plants, a copy of the last weigh slip from each plant is attached.

The contractor was seen testing the asphalt compaction throughout the day with a nuclear density gauge. The contractor also raised water gate covers and re-compacted the subbase surrounding them with a plate compactor.

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.

Table 1 - Binder Course Thicknesses and Temperatures on Unified Parkway

Table 1 – Binder Course Thicknesses and Temperatures on Onlined Parkway							
Test	Loose Thickness (in.)	Temperature (°F)	Approximate Location (Sta., Offset)				
65	5+	-	0+00, CL				
3	5	274	1+00, 12'L				
67	5-	-	2+00, 3'R				
6	5	273	3+00, 23'L				
69	5-	261	4+00, 6'L				
12	5+	-	5+00, 10'L				
71	5	272	6+00, CL				
72	5	261	7+00, 6'R				
73	5	281	8+00, 1'R				
20	5	273	9+00, 22'L				
75	5-	256	10+00, 4'L				
24	5	272	11+00, 9'L				
77	5	273	12+00, 8'L				
28	5	-	13+00, 22'L				
30	5-	294	14+00, 19'L				
32	5-	-	15+00, 9'L				
34	5-	250	16+00, 13'L				
36	5	-	17+00, 23'L				
38	5-	254	18+00, 21'L				
40	5-	-	19+00, 9'L				
42	5-	-	20+00, 10'L				
44	5+	-	21+00, 23'L				
46	5	-	22+00, 19'L				
48	5	273	23+00, 7'L				
50	5-	-	24+00,17'L				
52	5	-	25+00, 13'L				
54	5	-	26+00, CL				
55	5+	270	27+00, 4'L				
56	5+	-	28+00, 2'L				
57	5-	259	29+00, 8'L				
58	5+	259	30+00, 23'L				
59	5+	269	31+00, 21'L				
60	5	279	32+00, 18'L				
61	5+	270	33+00, 9'L				
62	5-	271	34+00, 12'L				
63	5-	275	35+00, 14'L				
64	5+	282	35+50, 10'L				

L = Left of Centerline, CL = Centerline, R = Right of Centerline

Based upon visual observations only, the work observed today appeared to be 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 compacting asphalt at approximately station 0+50.



Photo 2: The contractor placing asphalt at station 35+50.



Photo 3: General conditions of the compacted asphalt at approximately station 13+00.

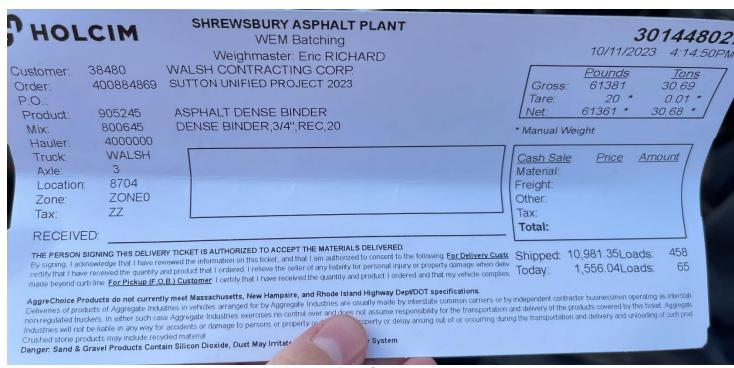


Photo 4: Last weigh slip from Shrewsbury Asphalt Plant.

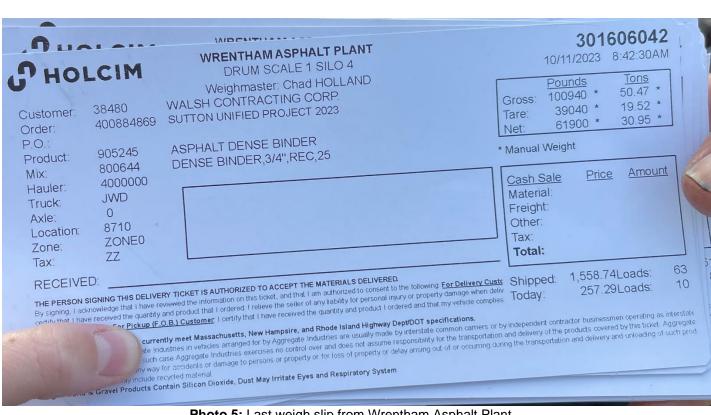


Photo 5: Last weigh slip from Wrentham Asphalt Plant.