

Site Visit Report



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Date: October 5, 2023
Client: Sutton Planning Board
Project: Unified Parkway
Contractor: Walsh Contracting Corp.
Contractor Contact: John Walsh

Prepared By: Olivia Caton
Arrived on site: 1:30 PM
Left site: 3:00 PM
Site Conditions: Dry
Weather: 76°, Mostly Sunny

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 gravel base conditions. This site visit was conducted throughout the entire site. I observed the following:

Onsite- General:

- The contractor was fine grading the roadway at approximately station 22+00. They informed me the remaining portion of the road had been fine graded prior to my arrival. The area immediately surrounding the electrical manhole near station 17+00 did not have dense graded crushed stone.
- Dense graded crushed stone had been placed and compacted along the roadway between stations 0+00 and 35+50 in a satisfactory manner. The dense graded crushed stone had been placed to a width of approximately 54 feet, except between stations 25+00 and 27+00 which had a width of approximately 32 feet. It appeared this area excluded the landscaped portion of the right-of-way.
- The slope and cross slope of the roadway were intermittently checked. The slope of the roadway was found to be between 1.0% and 3.90%. The cross slope of the roadway was found to be between 1.0% and 3.0%.
- The contractor was moving dense graded crushed stone throughout the storage area.
- Light poles were stored throughout the site near the light pole bases.
- The contractor was excavating trenches near the electrical utility conduits near station 52+50.
- The contractor was spreading loam between Flared End Section (FES) 11A and the Boston Road modification area.

Onsite- Drainage:

- Stormwater Management Area (SWMA) #1 was dry, approximately six inches of water had pooled in SWMA #2, and over two feet of water had pooled in SWMA #3.
- Erosion rills had formed along the eastern slope of SWMA #4.

Offsite (Boston Road Modifications):

- The dense graded crushed stone in the road modification areas had been fine graded in a satisfactory manner.
- The slope and cross slope of the modification areas were checked intermittently. The slope was found to be between 0.5% and 3.55%. The cross slope was found to be between 0.6% and 5.15%.

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: General conditions of the dense graded crushed stone at approximately station 19+00 facing towards 0+00.



Photo 2: General conditions of the dense grade crushed stone at approximately station 26+00 facing towards 0+00.



Photo 3: General conditions of the dense graded crushed stone at approximately station 32+00 facing towards 56+00.



Photo 4: The area immediately surrounding the electrical manhole did not have dense graded crushed stone.



Photo 5: The contractor was fine grading at station 22+00.



Photo 6: Erosion rills had formed along the eastern slope of SWMA #4.



Photo 7: The dense graded crushed stone in the Boston Road modification areas had been fine graded.