

Site Visit Report



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Date: September 28, 2023
Client: Sutton Planning Board
Project: Unified Parkway
Contractor: Walsh Contracting Corp.
Contractor Contact: John Walsh

Prepared By: Olivia Caton
Arrived on site: 10:15 AM
Left site: 11:30 AM
Site Conditions: Slightly Damp/Damp
Weather: 54°, Overcast/Foggy

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 construction of the road and the road's drainage/stormwater management system. This site visit was conducted throughout the entire site. I observed the following:

Onsite- General:

- The contractor was moving earth material throughout the site.
- The road subbase between stations 0+00 and 35+50 was free of organics. The right-of-way had been cleared and compacted to a width of approximately 48 feet, except between approximately stations 25+00 and 27+00 which has a width of approximately 30 feet. It appeared this area excluded the landscaped portion of the right-of-way.
- The contractor was placing dense grade crushed stone along the right-of-way between stations 0+00 and 0+90 in approximately one-foot lifts.
- The contractor was compacting the roadway between stations 30+00 and 32+00 with a 10-ton roller.
- At approximately station 27+00, approximately two feet of an SDR pipe running across the roadway was exposed. The exposed portion of the pipe had broken. This pipe does not appear on the plans.
- Additional light pole bases had been installed along the roadway adjacent to Stormwater Management Area (SMWA) #3.
- SWMA #1 was dry, and approximately two feet of water had pooled in SWMAs #2 and #3.
- The contractor was spreading loam between Flared End Section (FES) 11A and the Boston Road modification area.

Onsite- Drainage:

- FES 11A had been installed.
- The erosion rill at the southern corner of SWMA #3 had not been repaired yet, nor the sediment removed.
- SWMA #4 had been further excavated and shaped.

Offsite (Boston Road Modifications):

- Additional dense grade crushed stone had been placed and compacted throughout the pavement modification areas along Boston Road.

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

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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 condition of the subbase at approximately station 15+00, facing towards 0+00.



Photo 2: General condition of the subbase at approximately station 19+00, facing towards 56+00.



Photo 3: The contractor compacting the roadway between stations 30+00 and 32+00.



Photo 4: The contractor placing dense grade crushed stone at station 0+90.



Photo 5: The exposed portion of the SDR pipe at station 27+00 was broken.