

Site Visit Report



100 Grove Street
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Date: 08/25/20
Client: Dudley Planning Board
Project: Pierpont Estates
Contractor: Tony Cerqueira
Contractor Contact: Tony Cerqueira

Prepared By: Jeffrey Walsh
Arrived on site: 9:55 AM
Left site: 11:00 AM
Site Conditions: Damp to dry
Weather: 80°, Cloudy

Transmitted by:

- Mail
 Hand
 Fax

- E-mail
 Other:

Construction Progress:

GEI was on-site at the request of the developer to discuss the sequencing of Noble Street construction where the road is yet to be constructed – station 13+00+/- to station 23+25+/- . The developer is considering his options for sequencing construction and posting surety to finish the “loop” road.

While on-site, I was advised that the walls of the culvert at station 14+20+/- had been installed and that the intention is to place the horizontal concrete slabs on the walls in mid-September.

Comments:

At the Noble Street station 14+20+/- wetland crossing, the two concrete walls were twelve inches wide and 55 inches high as measured from the top of the footing to the top of the walls. The interior width of the culvert was twelve feet between the walls and the walls were approximately 54 feet long. On the west side of the culvert, the footing was eleven to twelve inches thick and extended approximately one foot beyond the wall.

Outside the culvert, the east side had been backfilled and the west side had not been backfilled. Inside the culvert, backfill material had been placed and rough-graded, but the backfill material had not been placed fully against the retaining walls, and the stream channel had not been re-established.

In order to achieve an “Openness” of at least 0.25 meters (0.82 feet) as required by a note on Sheet 3.7 of the approved plans and the Army Corps of Engineers Stream Crossing Standards, the open height will need to be at least 3.7 feet (44”) within the culvert as measured from the backfill material within the culvert to the top of the walls. As currently rough-graded, the height was approximately 40 inches at the inlet (south) end of the culvert and approximately 48 inches at the outlet end.

The erosion control barriers on the down-gradient (north) side of the culvert had fallen and needed to be re-fastened to the stakes.

Action to be Taken:

Dudley Planning Board will be notified of this site visit by way of this report.

cc: Tony Cerqueira

Photos:



Culvert's concrete walls at Noble Street station 14+20+/-, looking from the east side of the culvert.



Culvert's concrete footing and walls at Noble Street station 14+20+/-, west side of culvert.