

# Site Visit Report



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PLANNING BOARD  
GRAFTON, MA

**Date:** June 23, 2016  
**Client:** Grafton Planning Board  
**Project:** Highfields of Grafton  
**Contractor:** Magill Associates, Inc.  
**Contractor Contact:** Jim Contois

**Prepared By:** Jeffrey Walsh  
**Arrived on site:** 11:30 AM  
**Left site:** 12:20 PM  
**Site Conditions:** Damp  
**Weather:** 80° Clear

Transmitted by:

- Mail  
 Hand  
 Fax

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 Other:

## Comments:

GEI was on-site at the request of the the developer to observe roadway top course pavement repairs on Magill Drive and Manor Hill Drive in the Phase I section of the project. The top course pavement repairs were being made as a result of a site visit attended on September 9, 2015 by me, Dave Crouse of Grafton Department of Public Works, and Jay Magill and Jim Contois of Magill Associates, Inc. P&M Asphalt Services, Inc. was performing the repair work.

The overall goal of the September 15, 2015 site visit was to observe general pavement conditions and to determine the course of action that the developer was to follow to perform normal pavement maintenance and to perform any necessary pavement repairs. It was determined at that time that areas showing excessive settlement or asphalt cracking would be repaired by cutting and removing the top course of asphalt (unless the binder course was also excessively cracked), leveling the asphalt where necessary then applying new top course in these areas. Following this work, asphalt crack sealing would be performed generally following the Town's asphalt maintenance program (i.e. cracks would be cleared of debris and would be sealed with hot fiber-reinforced bitumen).

During my site visit today the contractor was removing top course asphalt at the southwest intersection of Magill Drive and Manor Hill Drive and on Magill Drive in the vicinity of the retaining walls/stream crossing near Old Upton Road. I drove the site with an employee of P&M Asphalt Services, Inc. to view the areas where pavement repairs were occurring. Numerous areas had been prepared for new top course asphalt by saw-cutting the top course of asphalt at the limits of the repairs and removing the top course of asphalt. The binder asphalt was intact, albeit there were some isolated cracks (but no binder asphalt displacement). At Providence Road, a keyway had been cut along the edge of the travelled way.

There were two settled trenches that I requested the contractor address: in front of the driveway of #215 Magill Drive and another in front of #219 Magill Drive. These areas were marked with paint. There were also two catch basins on Magill Drive adjacent to the driving range (station 113+60+/-) that had settlement around the catch basins. The contractor will make these repairs by using infrared heat treatment and adding additional asphalt to fill the depressions.

The work performed today appeared to be satisfactory.

## Action to be Taken:

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

CC: Grafton Engineering Dept.  
Magill Associates, Inc.