

**Red Cedar Canyon Townhouse Association**  
**Asphalt Lane Project Exit Walk Through - FPI Paving and RCCTA BOD**  
**June 21, 2020, 3:30 pm**

On Tuesday, June 21, 2020, at 3:30 pm, Ron Birch of FPI Paving and Karen Mackesey and Ronald Urhammer, representing the RCCTA BOD, conducted a final walk through of HOA. The walk through consisted of physically walking and inspecting all seven lanes of RCCTA which were included in Phase 1 of the Asphalt Project.

Phase I involved units 181 – 259 on West Canyon Drive and units 85 – 99 on Deerwood Canyon. A total of 46 units were involved. The project started on June 15, 2020, and the final day of asphalt paving concluded on July 2, 2020.

FPI removed all old asphalt, regraded and leveled the lanes, compacted fill, regraded and leveled the lanes again, laid and rolled the first layer of paving (lift one) and then laid and rolled the second layer of paving (lift two.)

The goal of FPI was to divert the ambient water away from the center of the lane; instead, they used the natural slope of the area to create the least resistance to the flow. Numerous lanes were 'built up' at the beginning of the lane (area farthest from main street) to increase the slope and naturally increase the speed of drainage. The only lane not following this process was the lane in front of units 93 and 95. This water drained towards the surround wooded lots.

Prior to the paving, FPI repaired 41 units' driveway/garage aprons which included pulling back the gravel, filling up the foundation blocks with fill, laying a metal flashing over the structure and sealing it down with an asphalt top coating. Five of the townhouses had the aprons previously repaired on an 'as-needed' basis.

Typically, the lanes were prohibited from vehicle use for at least two days after the final layer of asphalt; garage trucks were prohibited for another week to prevent damage. Owners were instructed to not park their vehicles on the lanes for extended periods of time (about a week) to prevent 'sink' spots. Secondly, it was highlighted to 'gently' use the steering wheel to turn the vehicle to prevent 'tire twist' marks; in other words, turn the vehicle when it is in motion and not when the vehicle is at a stop.

The group of three, started the walk at unit 259 on WCD where FPI began the project and it concluded on DWC at unit 95. The following information was noted and discussed:

1. FPI will be removing the grass seeding 'netting' around the second week of August. Birch wants to give the grass time to develop a root base in order to reduce wash out.
2. During the same time frame, FPI will be 'reexamining' numerous units needing 'clean up' to some brick areas which had some asphalt on it. (KM noted that it appears easy to remove with either a stiff brush or a strong water spray.) Birch will send out a person to perform this task.
  - a. Some units noted with asphalt brick spotting were: 255, 249, 245, 215, 199, 197 and 97; this list is not conclusive.
3. Previous owners mentioned a 'black line' on the brick. This line, however, is where the old driveway was sealed to the brick area using a black caulk. When FPI laid the asphalt,

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they removed the old asphalt and the new asphalt did not go that high up the side of the brick. This is not an FPI issue.

4. Currently, a few owners have mentioned 'tire twisting' marks. Birch stated that these marks will come out after time as the asphalt is still 'curing' or hardening. There has been no damage.
5. We asked Birch if 'dispersing' the water coming from the downspouts onto the driveway would help with preventing erosion. He said it would not hurt and could provide some benefit. A simple cement downspout 'splash block' or 'water diverter' could be used under the two downspouts between the two townhomes.
6. Birch said to have Aaron at Nature's Touch send him the invoice for the approximately 12 irrigation heads which were damaged during the project; 6 heads were also paved over according to NT.
7. The HOA is responsible for the 51 heads which required height extensions in order for the sprinklers to work with the new lawn elevation.
8. Birch said it is acceptable to hold back money until all is completed.
9. RU said the HOA will send FPI \$325K for the first part of the payment and will send the remaining amount upon completion.
10. Birch said he will provide us with a warranty at a later date.
11. Sealcoating for Phase 1 is not needed for a couple of years.
12. In 2021, FPI will be back out after the ground thaws, to reevaluate the seven lanes to ensure there are no 'thaw' stress cracks, etc.

We noted a few 'lessons learned' for the next asphalt paving project. The BOD noted the following:

1. Use a more robust sprinkler/irrigation identifying system.
2. Prohibit vehicles from using lanes for a longer period of time (increase from two days to a few more.)
3. Prohibit large vehicles from using lanes for close to two weeks (no criteria for this but it would be for the owners 'peace of mind.')

Regards,

Karen M. Mackesey  
Red Cedar Canyon Townhomes, Secretary