

It is my pleasure to give an update on behalf the Master Board and Single Family projects currently underway in the year 2017.

The Master Board project of pavement assessment of the pool parking lot and the roadway leading to the parking lot is as follows. The parking lot was initially paved in 2006. It consists of approximately 50 parking spaces and has approximate dimensions of 175 feet by 125 feet. The two-lane road adjacent of North Forke Drive is approximately 350 feet in length. Site pictures were taken and given to a local Engineering firm for evaluation. A decision by the Master Board was to proceed and have the parking lot accessed due to longitudinal and transverse cracking across numerous areas of the parking lot. The cracks range in thickness from hairline up to several inches. The cracks have been sealed in the past, but some have re-opened. Several areas of the parking lot have ponding water during and after a rain event. With recommendations to move forward and access the sub-surface, the local Engineering firm was contracted to perform Core Drilling in various locations in the pool parking lot and the two-lane road entering the parking lot. The core locations were evaluated by the Engineers on asphalt condition, sub-surface thickness (How thick the stone base underneath the asphalt was), groundwater measurements and soil gradation evaluation. The general results of the test and evaluation is that the sub-surface is in good condition and suggested that minimal repairs would be needed to mill and repave the pool parking lot and mill and patch the two lane road entering the parking lot from North Forke Road.

The Single Family Board had the Alley Ways evaluated and repairs are underway as well. The same Engineering firm evaluated various locations throughout Kinderton with 3 core locations picked in a random location. The same test and evaluation was performed in those locations. Some alley ways are in better condition than others. The alley way adjacent to Brookstone is in need of the most repair. The existing asphalt pavement thickness (2 inches) is marginal for the passenger vehicles and trash trucks using the alleyway. Additional asphalt appears to have been planned in this area, but was never placed. In addition, the subgrade soils beneath these pavements consist of highly plastic clays that are above their plastic limits. A recommendation to remove current asphalt and repair sub-surface and repave the area was accepted. Every alley was evaluated visually by the Engineering firm hired by both the Master Board and SFB and marked for repair throughout the entire neighborhood.

From this point forward, any repair work or closure of alley way or parking lot will be communicated by Priestly Management. If you have any questions about specific locations or circumstances, please feel free to contact me directly and I will do my best to answer them.