

Martin Timeline:

4/24/2018 Letter from Director Sholl sent to Martin General Engineering detailing history of road cracking on Flying C Road since the install in 2010. Adrian Martin responded 4/26 by scheduling a meeting with Director Sholl and General Manager at the site.

4/27/2018 Director Sholl and General Manager met with Adrian Martin regarding the section of concern on Flying C Road. Adrian Martin wanted to meet with Granite Construction Company and inspect the Flying C Road site. He requested we send him the "Limited Pavement Evaluation" letter from Youngdahl Consulting Group and core sample Project Inspection Sheet from Sholl Construction Company Inc.

4/30/2018 The information requested by Adrian Martin was sent to him via email.

5/31/2018 General Manager resent, via email, Adrian Martin information requested by him as he had not responded to the 4/30 email.

6/15/2018 After General Manager called and left a message, Adrian Martin called and left message on District office phone stating he was waiting to meet with Granite, and would update us then.

6/25/2018 Email response from Adrian Martin asking for gate code and stating he couldn't meet with Granite Construction and they would look at the site without him.

7/6/2018 General Manager sent email to Adrian Martin asking for an update.

7/13/2018 General Manager called Adrian Martin asking for an update. Then emailed Director Sholl letting him know the status of phone calls and emails.

7/16/2018 General Manager forwarded to Director Sholl email from Adrian Martin: "The cracking that is being observed seems to be normal thermal cracking due to age and repeated exposure to both high and low temperatures between winter and summer months. Please see below write up from Granite from there site visit"

July 13 email response from Micheale Kleames, Quality Manager, Granite Construction Co., to Adrian Martin stating: "I have reviewed the condition of Flying C Road in the general area south of the main entrance at the Cambridge Road exit off Highway 50. The cracking observed in the road appeared to be both transverse and longitudinal cracking which is typically associated with thermal cracking of pavement due to age and repeated exposure to both high and low temperatures between winter and summer months. We did not observe any significant other types of pavement distress such as potholes, alligator cracking, rutting, shoving, segregation, raveling, delamination or other types of pavement failures that would be typically be associated with low quality pavement material or road subgrade distress. We have no knowledge of the total pavement section thickness or how deep the road aggregate base section is. Factors which can contribute to cracking of this type include poor drainage at the pavement shoulders, expansive soils, and a pavement section thickness which is not adequate for the traffic volume on the roadway, and age of the roadway.

7/23/2018 General Manager emailed Adrian Martin and cc'd Michael Kleames letter written by Director Sholl disagreeing with and refuting Mr. Kleames findings. He concluded his letter asking Adrian Martin to negotiate a reasonable settlement to correct the defects on Flying C Road. A copy of the letter was mailed via U.S. mail to Adrian Martin.

To date, we have not heard anything from Adrian Martin.