

Mary's River Estates Road District Meeting

Date: April 11, 2024 Zoom meeting hosted by Joe

Meeting will be recorded for the purpose of note taking by secretary. Recording will be kept for one year on personal computer and approved written minutes will be kept on website indefinitely.

Attendees: Joe Chambers (President), Sandy Chapman (Secretary), (Debbie Jackson, treasurer), Kevin Cornelius, Janet Cornelius, Adam Schultz, TR Gregg, James Roush, Yvett Spitz

Call to Order: 7:00 PM by Joe,

Additions/Deletions to agenda: None

Review minutes/approval: March 14, 2024: Spelling changes to the minutes noted. [Debbie moves we accept the minutes with corrections. Sandy seconds. Joe: All in favor? All Commissioners agree.](#)

Financial Report and mail: Report by Debbie

Mail: Debbie received a check from MREPOA for 1/2 share of 2 years (2023-24) costs for WIX (MRERD/MRERDPOA) website for \$324.00. Email: received from SDAO stating we get 8 hours of free consulting services from them. Received from Local Government Law Group, our lawyer of record, is raising their rates. Debbie screenshared financials for 7/1/23-4/06/24, which will be added to permanent record on website.

Open Forum: None

Review of Action items:

Tansy barricade/signs: Sandy put in order for "NO TRESSPASSING" and "NO MOTORIZED VEHICLE" signs which mirrors the other signs at Iris and undeveloped Tansy. Chris Baily at BCPW is on paternity leave and has not responded back yet on the signs. Gordon Kurts said, as we talked about last meeting, that we could put up these signs and also a barricade if needed, with a Knox lock. John and Tasmine have to be notified of any placement of a barrier. Discussion again on keys for other Knox lock near Iris and it was said that John and Tasmine have the key and they are opening it for lowboys to come through and large equipment being delivered for the building of their home because that type of equipment cannot turn around on the paved part of Tansy and would also tear up the asphalt.

Take public meeting training for credit for insurance (all need to agree): All Commissioners agree to take the public meeting training when available. Joe says he thought it was going to cost 200-250 dollars. So that would not save any money overall for the district.

Contract ordinance: Sandy screenshared document and Debbie goes over the changes (increases) under PUBLIC CONTRACTS but they were not increased under PUBLIC IMPROVEMENT CONTRACTS. Both the old contract (with the corrections in red) and the finished contract have been sent out to the community via google groups email. They will be signed and put on the website for permanent access. [Debbie makes motion that we enact our CONTRACTING ORDINANCE 2024-1 and update our public Contracting Code. Sandy seconds the motion. Joe: All in favor? All Commissioners agree.](#)

Speed limit signs: Sandy received from BCPW Owen, that yes, we can put the signs as discussed at last meeting which is within the 25 MPH speed limit zone ordinance from 2001. Also, permission granted to put 2 extra signs going up and down midway on MRE Rd. because in this 25 MPH zone we can have a speed limit sign every one-fourth mile. There might be a delay for these signs now as

Chris Baille is in charge of ordering them and again, he is out on paternity leave. Discussion on extra signs on MRE Rd. Commissioners agree on extra for MRE. [Debbie moves that we put additional signs on MRE Rd. and Columbine \(Hwy. 20 to Iris\) as permitted by BCPW.](#) Sandy seconds the motion. Joe: All in favor? All Commissioners agree.

Cost of speed-o-meter signs: More investigation ongoing for cost and need of speed-o-meter signs after we see how effective the new speed limit signs are.

Schedule grass mowing/ proposal for grass mowing: Adam May from Cut Away Inc. was asked if they could cut the grass lower than previously cut and the reply was "no, he could not". And he did not send us any new proposal for grass cutting. Meanwhile Sandy contacted Northwest Tractor Services and they gave us a proposal. They have a different type of cutter that can get into the side of the ditch called an articulating flail cutter. Discussion on what he could do. Commissioners agree on fairness of cost. Possibility of cost being less as some areas of roadside are rock and others have no grass. Possibility of reduced costs with more than one mow a year if needed. [Debbie moves that we approve the proposal from Northwest Tactor Services for a late spring/early summer dependent on weather mowing.](#) Sandy seconds the motion. Joe: All in favor? All Commissioners agree.

Proposal for ditches on Iris: Discussion on the proposal for ditching of Iris to excavate built up materials that have reduced flow in ditch in various places, slope and grade ditch lines to ensure proper flow, skim organics out of established ditch lines, haul all spoils to an off-site location. Total cost with truck and dump fees \$2,267.00, excavation and labor \$1,800 for a total of \$4,067.00.

Proposal for new gravel and grading on Iris: Joe asks if these are items we have already budgeted. Debbie says depending on the timing. We have about \$23,000.00 left in our primary adopted budget left. We also are going to have budget meetings where we can agree on giving us a little more wiggle room for projects that we need to get done and pass a supplemental budget for current fiscal year, like the engineer.

Discussion on the proposal for grading: process existing roadway to loosen the existing compacted surface to allow new material to be keyed into roadbed, as well as to cut out any existing potholes rutting or wash boarding, place and grade over entire surface approx. 3-inch lift of $\frac{3}{4}$ minus crushed rock from end pavement of Columbine to end pavement of Iris, ensure adequate crowning, and slope for drainage, use of heavy drum roller to compact entire road surface. Gravel and trucking \$17,031.00. Roadway grading and compaction \$6,215.00, Total \$23,246.00. Supplemental budget would need to be done at the budget meeting as this goes over our current remaining budgeted money. Question: Is this item in our current years' budget, but there are not sufficient funds? Treasurer answers: correct. Second question concerning total cost of ditching and gravel/grading projects being done by same contractor at the same time, it is over \$25,000.00; is this a problem? Under our public contracting ordinance in this type of project we have up to \$150,000.00 cost limit. Continued discussion on funds available for current budget and what can we do or not do. Can we approve these proposals? Treasures says yes, there is not a penalty for estimating too high on a budget but there is if you overspend by one cent. We have until June 30, 2024 to have a balanced budget to meet or break budget law. We are okay then to approve these proposals? Answer Yes. Concern noted in discussion by some members that the budget is not there at this time to fund all the projects. Treasurer again confirms we can take it to the commissioners to pass an amended budget. [Sandy makes a motion to approve Iris gravel and grading and ditching as two separate contracts.](#) Debbie seconds the motion. Joe abstains from a yeh vote, but motion carries with a 2 to 1 vote.

(Noted: at MRERD Budget meeting on April 15,2024, Debbie stated that she was looking at the wrong budget year when verbalizing the amount remaining in the budget for our projects for FY24. The correct amount is over \$34,000.00, not the \$23,000.00 as stated above.)

Tansy, Daisy & Iris large cracks: Part of the answer to this is what K&D is going to tell us what we need to do down on Daisy. Sandy drove up on Tansy and the cracks that she saw last summer that were 2 inches wide are narrowed down so much it looks not bad at all. The cracks will widen up again come summer and be bad again. It is not a good time for anyone to assess Tansy at this time of year. Resident says about Tansy: if the cracks are changing that much, the road bed is shot and the best thing to do is to get a geo-tech or engineer to get a lot core samples down the road to see what the base is like. In Willamette Valley we have clay soils and the cracks will continually need filling. There is a lot of movement with clay. The best time to fill cracks is when they are the widest and dry. Sandy adds that she did contact BCPW, and that they will not come out to give us an engineering opinion on what needs to be done with Tansy even though they were the ones that signed off on the development of the road in approximately 2019.

Engineering study: The survey part of the engineering study has been done right after the last MRERD meeting and possibly the location of inground electric. No plans have been received yet for the jobs requested. Estimate timing is the project will get done next budget year FY25.

Chip Seal on Hill: No contact back from Frank, Blacktop NW in regards to how long we wait to see how much more chip seal comes off the hill. Discussion: From the beginning it did not look like they put on as much chip seal as they said they were going to across the roadbed. It was not laid down correctly. Sandy said last meeting that she said the oil was put down hot. She is withdrawing that statement because what she saw as being hot was the fog seal application after the chip seal was put down. She did not see them put the initial oil on the road. She asks if anyone saw if the original oil was heated? Resident says he thinks it was heated, whether to the right temperature or not he does not know. They were using an oil distributor truck this year. The first year they did it, it was not heated. On Queen Anne, he saw them do it out of a water tote with a homemade sprayer bar. He did notice that the rock that was being used this year was dirty and wet. A large amount was dumped at his driveway and he picked it up in his hand, and also has pictures. He said: What we are seeing on MRE is the result of what happens when you put wet, dirty rock on top of oil, it separates. Sandy went to a previous Commissioner and what he said he saw was the dust flying when they were putting the chip seal rock on. That means it was dirty. Another person says the gravel was not fine it was different, (rounded) (than the last time the road was chip sealed). Benton County did the last chip seal in 2015. She can see both types of rock on the side of the road by her property on MRE Rd. Another person said it looked like a crushed pea gravel, round edges, like crushed river rock. It should be crushed quarry aggregate, like 3/8 inch. It should be flat and not round. It was noted yellow stripes are showing through where the chip seal is completely off. James says that if the stripes are done right, there are tiny beads that reflect and they do not let chip seal adhere to the stripes. Usually, the stripes need to be scrubbed and painted over with black paint. You cannot judge the chip seal by the stripes showing through. (The amount of pavement showing is more than the striped lines.) Contract is screenshared and reviewed. Noted on the contract for the type of chip seal to be used, was that the rock was to be 3/8 to 1/2 inch CHIP ROCK. What we see is not chip rock (or crushed quarry rock). It is round pea gravel type, as several people have stated. The rock quarry at the top of the hill has 3/8-inch "state spec" chip rock. It is not washed. Concerns stated that we could be told people drove too fast and tore it up. Sandy says the concern for driving too fast was at time of the project and for a few days after and signs were put up for all to see at the mailboxes. Statement was there was no cleaning of the road seen. Another issue brought up was that the job has damaged the surface of the road. It is worse than before the chip seal was applied. You cannot just do another chip seal over a bunch of improperly graded non-adhering gravel. It may have to be

scraped off with a flat shovel or a heavy-duty road cleaning brush to get the rest of it off. **ACTION ITEM:** What do we do? We need pictures. Get affidavits from people that have direct knowledge of what they have seen with the chip seal project this year and/or last time it was done. Debbie says we have consulting with SDAO and legal. After we gather the information, then we call Frank and ask what he is going to do to make it right. If he says wait some more, then we have waited long enough and contact legal means. Conclusion: Get our information gathered first. Send informational emails or regular mail to Commissioners and go from there.

{NOTE TO ALL READING: The MRERD Commissioners are asking for any first-hand knowledge of how the chip seal was applied. Any information on any aspect of the project is appreciated. Please email the Commissioners at: Joe A Chambers: Joe.Chambers@oregonstate.edu , Debbie Jackson: hundance10@gmail.com , Sandra Chapman: slcstainglass2@outlook.com OR send to MRERD PO Box 644, Philomath, OR 97370. }

Looking at other companies that can do jobs for us and be qualified vendors: Knife River seen in Corvallis with a big tank of crack seal, so we maybe can go to them for that.

Daisy Drive repair/contract: Waiting for K&D to finish contract.

New business: none

Meeting adjourned 8:57