

## Mary's River Estates Road District Meeting

**Date: July 11, 2024** Zoom meeting hosted by Sandy

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:** Sandy Chapman (Secretary), (Debbie Jackson, treasurer), Yvett Spitz, Rick Veronen, John Buskirk joins at 7:20, President Joe Chambers not present

**Call to Order:** 7:05 PM by Sandy

**Additions/Deletions to agenda:** Crack Seal roads under new business

**Review of minutes/approval:** June 13, 2024 2024 No changes noted by Commissioners to the Monthly minutes. [Debbie moves we accept the minutes as submitted.](#) [Sandy seconds.](#) [Debbie: All in favor?](#) [All present Commissioners agree.](#)

**Financial Report and Mail:** Received from SDAO membership update form asking to submit budget on their form to calculate membership fee. Debbie will send them the form saying that we do not have any changes reflecting the same members and the budget numbers and the signed resolution that is sent to the County. No bill sent yet. Debbie will send soon it is due August 15<sup>th</sup>. Estimate of bill is \$180.00 based on the budget. LGLG bill received for consultation of the failed chip seal on MRE Rd. \$1,319.00 billed for approx. 4 hours of time for various categories of work being done such as transcription and lawyer, etc. [Debbie makes motion to approve billing to pay LGLG.](#) [Sandy seconds the motion](#) [Debbie: all in favor?](#) [All present commissioners agree.](#) Debbie will make the payment. For the record, she will be gone from July 17 to August 4. Sandy will get keys for mailbox and check mail.

**Financials:** Debbie screenshares financials for Income and Expense by Category YTD 7/1/2023 through 6/30/2024 and Transaction report 06/09/24-06/30/2024. These will be added to permanent record on website and be sent out via google groups email with approved minutes each month. See attached records. More taxes received from County and interest from bank and only bill received is from CPI. For the record Debbie has printed out copy of yearly accounting check ledger for her records. Discussion on if we need to put the whole ledger copy on the website, but we put them up monthly and it would be duplication in the long run. Budget is posted on the website. No other questions from members present. Question on what was the Capital Expenditures was the chip seal project for MRE Rd. and Queen Anne. With a bit for an expenditure for when the project was stopped in June.

**Open Forum:** Yvette asks about Fall coming and the fog lines being applied. Pump house question that there will not be a pump there on a regular basis and concerned of who is paying the electricity? Sandy replies that there is not a pump there, but still has electricity attached to the building. MRERD was not paying previously, the Philomath Fire Dept. was paying the electricity cost for the permanent pump. It is an empty building now and no notice of Fire Dept. filling up their truck at the pump house with a portable pump. Only electricity MRERD pays is the street light at the junction of Hwy 20 and MRE Rd. John Buskirk gives us his email address to receive copy of minutes to review prior to the next minute by being present at meetings.

**Review of Action items:**

**Daisy Drive plans timeframe:** June 18 Dan at K&D and Sandy had a phone conversation and Dan said the plans would be ready in two weeks. It has been longer than that now and no word again. No plans received. **Action Item: Sandy will again contact K&D for plans to be gotten.**

**Benton County traffic count on Daisy/Iris:** No response back from Owen at Benton Co. after email was sent several weeks ago.

**Contact results with Local Government law Group:** Debbie: we had contact with our lawyer at LGLG and the advice that we received was that we should have a third party, an engineer, officially evaluate the road condition of MRE Rd. What was done, whether it was sufficient and what can be done to remedy the problem. We have had no further contact from Blacktop Northwest LLC (since the text messages received on May 20, 2024). We do have a time frame to move forward with CCB.

Meeting stopped "briefly" due to interruption for Recorder. Meeting continued uninterrupted for main room and resumed after a brief absence by secretary.

We continue: Debbie reviews that we were given the advice to get a 3<sup>rd</sup> party evaluation of the conditions of MRE Rd. to get us the information to even proceed to the CCB complaint. Our time frame is October 6, 2024 to file the complaint. We have not made any further contact with Blacktop Northwest since May 20, 2024. We want to have an opinion on the type of materials used? Was it the type specified in the contract? And what would need to be done to fix it. The road is continually getting worse. Franks complaint was the snow plow took off the rock. Yvette notes that the rock was coming off before any snow plow went up to remove the snow one time and the rock continues to come off despite no more snow plows on the road since. She saw a truck driving and was carry the pebbles away and it was melting underneath on the road surface when it was hot. Do not know enough to go forward without expert advice. They need to do any test that need to be done to say what is the problem? Sandy adds: "What went wrong?" Discussion: Concern from Rick about getting contractors to work for us if we take action against this contractor. Debbie: We already have that problem. Rick: says that is his point. Debbie: In our budget discussion we have tried to coordinate with the other road districts. We do not have a good alternative other than trying to package ourselves better. Rick: if you have legal action being taken against one contractor it is possible that some will avoid you more than they are currently because of the action, it is just a question. Debbie: Yes, it is a consideration, even after we get this opinion, we still need to consider whether or not it will be worth it. We still need to know what to do to fix it. Will it peel off in a year and we can get a better job to fix it? Sandy: Her thoughts are if he does this to us, how many others is he doing it to? True there have been no complaints on the CCB website, against Blacktop NW, but maybe people are scared? The problem being he did a bad job. How can you let a bad job go by? It is not just a bad job it is a terrible job. Yvette does not feel he is a contractor for the job he did, that he is usually does work on driveways and parking lots with low traffic.

Sandy: back to business; Lindsy Hammond is the Principal Engineer with the firm GRI in Portland. She is who we are considering having to come and look at MRE Rd. chip seal problem. She was recommended by Branch Engineering in Philomath. Debbie: we need to ask for expedited service, have them come down and be prepared to test and do whatever needs to be done. Sandy: We may can get an estimate before she comes down? Debbie does not want to hold up for another meeting as it gets us too close to the cut-off for filing. **Debbie makes motion to contact GRI Engineering in Portland, Lindsy Hammond for a forensic evaluation of the MRE Rd. chip seal problem, not to exceed \$10,000.00. Sandy seconds. Debbie: all in favor? All present commissioners agree. Action Item: Sandy will contact Lindsy Hammond for evaluation of MRE Rd. chip seal problem.**

**BCPW about signs:** Email received from BCPW Cris Baillie. In short, he says: that he will keep in touch, the County is busy with painting lines and next fall we can get together and put up the signs. They would like a picture of where the "no trespassing" signs will be at the end of Tansy and we need permission of the property owners to place them. We will contact John Buskirk to coordinate where on his property the signs should be.

**Crack on MRE RD and Tansy: Branch Engineering assessments and solutions:** Sandy met with Ron Derrick PE, from Branch Engineering in Philomath. He was going to write up a report on what the problems and solutions were for the crack on MRE Rd. just over the crest coming into the Estates past Brightstar Lane and Tansy Drive. she has not received that as of yet, but the verbal results given at the meeting were that on MRE Rd. the cracking of the pavement is just one of those things that happen. There is fill on that side of the road noted. He can fairly confidently say that the dig-out at the bottom of the hill beside the road did not cause the crack because of the fill that is noted at the side of the road. Also, there is not much of a shoulder on the side of the road. The solution is to crack fill and continue to maintain that. In the Tansy Drive area, the places that are really cracking are also filled areas, hardly any shoulders to the side of the road. Movement of the underlying fill that are causing the cracks. We looked at the places where the road was cut out of the hill and there is no cracking of the pavement where a good solid base is present. Where there is not solid ground, but fill dirt, the ground will continue to move and crack and fall off. The solution is to maintain the road with crack fill. Unless we tear up the road and redo it, which cost too much.

**Joe: SDAO about MRERD paying for all or some of the POA part of the website usage:** Not here to review this. Table till next time.

### **New business:**

**Need for dust abatement for Iris:** Some dust is already coming up and we should get some dust abatement on the road since we have recently had it graded and new gravel added. Mag chloride is supposed to draw moisture from the air and keep the product working longer than Lignin. It is applied after water and it chases the water into the road bed. It can be also be rejuvenated with spraying water on. As a review of the product from previous months. The following is what was discussed last year about the product: {The product goes down into the road bed about 4 inches. Water is applied first to gravel roads as the product "chases" water. It does not wash away as quickly as our currently used product lignin. That can wash away in one good rain storm where the mag chloride can withstand 2 inches of rain fall in a month and still be effective. (Per a recent experience on roads in Central Oregon).

The product forms more of a hard coat and helps with compaction of the road bed thus forming a denser surface that lasts for months and even over the winter. Because of the compaction, potholes are more resistant to opening up after application.} Enviro Tech is the company. **Debbie makes a motion that we contact Enviro Tech and proceed with dust abatement to the gravel portion of Iris Circle not to exceed \$8,000.00. Sandy seconds the motion. Debbie: All in favor? All present Commissioners agree. Action Item: Sandy will contact Enviro Tech for dust abatement for Iris Circle.**

**Sweeping and striping:** Debbie: on previous meetings it was discussed that FOG LINES were wanted on the roads and the center yellow lines were not really needed. A1 Straight Line Striping Co. was the company that did the job two years ago and they lines are still visible now. **Action Item: Sandy will contact A1 Straight Line Striping Co. for fog lines.**

**Crack Seal:** Debbie: when the last job was done, we put a limit on cost and the maintenance has suffered. We want them to do the job that needs to be done. Mentioned last meeting was the alligator cracking on Columbine. Sandy refers to prior conversations about how to do the job. Filling

of the cracks (without sand previously added to the cracks) is what should be done. Rick: Says there are two different process available. One is process where you go from the bottom up and fill it. the second is used more on road. It is a hot melt and does not go all the way down to the bottom. It just seals the crack. So, there is a difference between crack sealing and crack filling. Crack sealing is done more on roads and crack filling is done more on driveways because you do not have to go down that deep on driveways. If we can get a contractor that has the equipment to do the sealing we will have an easier job. The county may have a list of contractors that do that type of work. It is two different processes. One of them is better for road repair. Debbie: does anyone do both? We would want someone that would look at the cracks and decide what is needed for it. Sandy: the company that we had before did both. They filled the wider cracks with sand and put in the hot tar liquid that went down to the sand and filled the void down to the sand and covered the road surface. Then the smaller cracks were sealed with the hot tar liquid. Rick: the process he is referring to is actually expands on the surface and never goes all the down. If a crack is an inch and a half wide it probably can't expand enough to seal that crack big. We would probably try to get the contractor out, but what they can do they can do it efficiently and it is a good process. But it is a different process than what was done before where they tried to fill it from the bottom up. Sandy: So, then we need to do some investigative work. We can start with the company that we used last time. And talk with Knife River also. Rick: what you need to ask is if they have the hot mix that goes on the surface it is actually a crack sealing versus a crack filling. Sandy: that is what we had last time, hot stuff. Rick: then he does not know what they did then, why they did not do it. Debbie: because we gave them a dollar limit. **Action Item: Sandy will contact companies and discuss the process of different crack seal products.**

Meeting adjourned at 8:15 PM