

PANORAMIC ACCESS SPECIAL ROAD DISTRICT

Panoramic Access Special Road District

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MINUTES: Regular meeting: 12 February 2020

IN ATTENDANCE: Mike Bartlett, Jim Becker, Nela Deutmeyer, Ronnie Duff, Jack & Sara Euser, Sonya Gangstead, Doug Gannon, Mike & Marcia Harris, Nyle Head, Ron & Kay Landers, John Leason, Whitney Lowe, Lee Lucas, Mark Rubbert, Bryan Stevens and Annie Wittenberg.

PREVIOUS MINUTES: Minutes of the 1.8.2020 regular board meeting are approved as distributed: **MSP** (motion made, seconded, and passes; the vote is unanimous unless otherwise indicated).

TREASURER'S REPORT: The current balance is \$46,736.43. Checks for insurance, Robinson & Owen, sink hole fix, and reimbursement to Lee have not yet cleared, but are deducted from the current balance. Annie obtained Quicken software and financial records are being entered into it.

VISITOR COMMENTS: Incorporated into the discussion below.

BUSINESS

Bills: None pending.

Debit card: Annie proposed to obtain a debit card for petty cash expenses. The Board authorizes Annie to obtain a \$200 pre-paid debit card from our bank: **MSP**.

ROAD MAINTENANCE

Grading status: Done. Rock hammering improved ability to grade roads.

Status of gravel at Buck Horn and Green Ridge and on Lake at Hinkle Butte: Done

Status of the sinkhole at Buck Horn and Lake: Repaired

ROAD IMPROVEMENT/PAVING

Engineering study discussion: Dave Cospers, H.A.McCoy Engineering & Survey, LLC, presented his work so far on the engineering study. Dave presented 3 charts:

Chart 1: Presented the district roads and defined them as primary and secondary: the primary roads, presumed to have the greatest traffic, are: Panoramic to the junction with Green Ridge, east & west Buck Horn, and Lake from Buck Horn to the junction with Hinkle Butte. All other roads are secondary. Emerald Valley was not included on the map and its length was not reported.

Chart 2: Presented 3 possible road cross-sections (Otta Seal, asphalt, gravel) with construction cost estimates, broken down by line items. Also included were estimated annualized maintenance costs.

Chart 3: Presented details for the Otta Seal alternative, recommended by Dave Cospers.

Maintenance: Otta Seal: need to chip seal every 10 years; asphalt: need to crack seal every 5 years and chip seal every 10 years; gravel: is the most expensive, expected to be double the cost of maintaining a hard surface.

Dave has been a licensed road engineer for 35 years, mostly in the southern California desert. The road cross-sections are based on a 50' right of way. Dave's experience here in central Oregon is that Otta Seal wears better than asphalt, since it does not crack as much in cold weather. The minimum paved road width is 20' on public roads. Emergency vehicles (fire and ambulance) prefer no speed bumps, but can tolerate more gradual "waves". During construction, detours would be set up. But, roads can be driven on when construction vehicles are not present. There was some discussion of authority to set speed limits. (From later research it appears that the road district does not presently have the authority to set

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speed limits.) Drainage issues and potential and existing culverts will be identified on the engineering map. The work required to raise Emerald Valley has not been looked at yet. The expected completion time of the engineering study is 45 days. Reviews would be held at the 30% stage and the 90% stage.

After Dave left, there was a general discussion of the nature of his report and of his estimated costs. The consensus was that his cost estimates are too high because they are not specific to our current road conditions and the asphalt option includes 6" of new gravel base, while the Otta Seal option does not. The conclusion was that his presentation was not what we were expecting. We need a survey of the current status of each section of our district roads, identification of problem areas, proposed engineering work to solve those problem areas, and cost estimates specific to the conditions he finds. Nyle and Jim have an action item to meet with Dave Cosper and make sure he knows what we need from the engineering study.

Committee report/status: Jim is planning to meet with Vic Russel to nail down the estimated cost for doing Otta Seal on our district roads.

Property owner survey: It is time to survey property owners and see how much support there is to continue our investigation into road improvement options. The Board authorizes a survey to be conducted within 7 days: **MSP**. After some discussion, it was decided to hold a special Board meeting on 2.19.2020 to finalize the survey content and timing.

ADMINISTRATIVE

Website report/status: no change

District policies & procedures: Postponed due to the lateness of the hour.

ADD ITEMS

Old files: Annie went through a number of old district files and located previous paving survey efforts from 1993, 1998, 2000, 2003, and 2008. Annie also located the documents establishing the Panoramic Access Special Road District. We will redact any personal information and scan and post these documents on the district website for reference.

FUTURE MEETINGS

General Meeting: 7pm, Wednesday, 11 March 2020 at Oregon Department of Forestry

General Meeting: 7pm, Wednesday, 15 April 2020 at Oregon Department of Forestry – due to scheduling conflicts for 2 board members on 8 April.

Lee Lucas, Secretary