

PASRD 2020 ROAD IMPROVEMENT PROJECT

Important Information for Owners

Why Improve Panoramic Road District Roads?

- Continued problems with washboards, pot holes, and poor drainage.
- Multiple sections in poor condition, many with nearly complete gravel loss, loss of crown.
- Roads need significant restoration to prevent further deterioration.
- Grindings on Panoramic and Buck Horn have largely failed and need to be addressed.
- Current maintenance uses most of the revenue, leaving little to tackle problems.
- Loss of crown and base material results in large rocks appearing, impeding grading, causing damage.
- Concerns about dust - a health hazard that damages vehicles and belongings.

Needed Repairs & Maintenance

Remove Grindings	\$	18,400
Culverts/drainage repairs	\$	10,000
Road bed repairs	\$	15,000
Needed gravel	\$	60,000
TOTAL OF NEEDED REPAIRS	\$	103,400

- Table shows estimated cost of currently needed repairs.
- Repair costs are included in project estimates for Gravel, Otta Seal, and Asphalt.

Benefits of a Hard Road Surface

Gain long-term solution that repairs the roads & is easier to maintain

Wise investment in the roads, subdivision, & property.

Improves quality of life & health, eliminates dust, saves on vehicle repairs.

Saves money in the long term as Otta Seal will reduce overall costs.

Road Improvement Options Considered

The Road Improvement Committee extensively researched road options. Their unanimous conclusion was Otta Seal. The report is available by email, mail, or on the district website: <https://www.panoramicroads.org/documents>

- **Option 1 – Status Quo:** Maintain roads using existing revenue.
- **Option 2 – Gravel:** Rebuild & repair roads gravel. Construction cost: \$774K
- **Option 3 – Proposed Option Otta Seal.** Construction cost: \$660K
- **Option 4 – Asphalt paving.** Construction cost is \$1.5M.

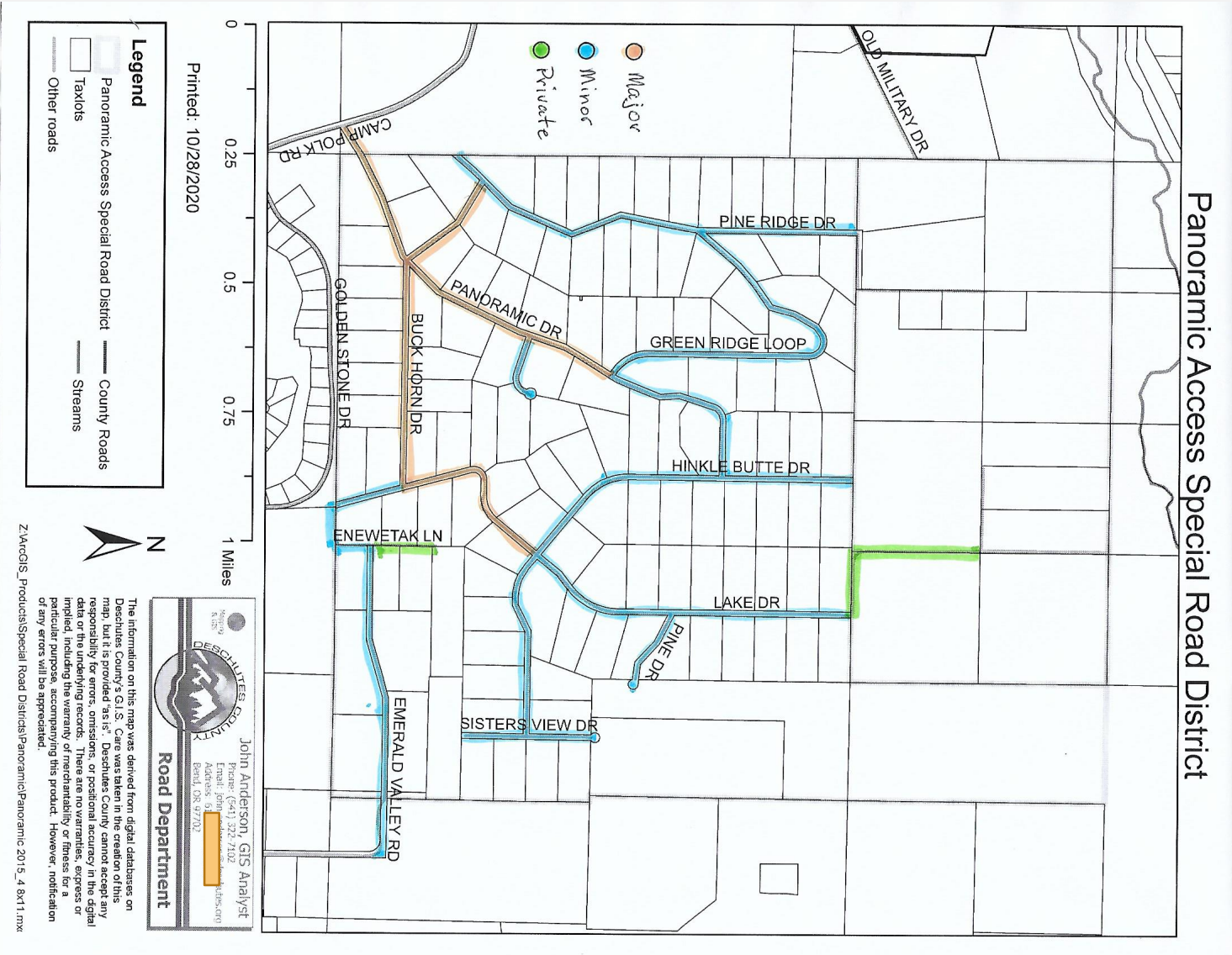
PASRD Estimated Road Improvement Costs Over 10 years

Table 2: Cost Estimates of Road Improvement Options (over 10 years) - PASRD Public Roads

	PASRD History	STATUS QUO	GRAVEL	OTTA SEAL	ASPHALT
Installation/construction	***	***	\$ 774,000.00	\$ 660,000.00	\$ 1,500,000.00
Needed Repairs ¹		\$ 103,400.00			
Annual grading ²	\$ 2,612.00	\$ 8,000.00	\$ 8,000.00	\$ -	\$ -
Annual gravel/repairs ³	\$ 17,838.00	\$ 20,000.00	\$ 5,000.00	\$ -	\$ -
Annualized crack seal every two years ⁴	\$ 1,558.00	\$ 1,375.00	\$ 1,375.00	\$ -	\$ 8,250.00
Annualized reseal every ten years ⁵		\$ 1,250.00	\$ 1,250.00	\$ 18,750.00	\$ 18,750.00
ANNUALIZED COST ⁶	\$ 22,008.00	\$ 30,625.00	\$ 15,625.00	\$ 18,750.00	\$ 27,000.00

1. See needed repair costs above for additional costs of status quo; 2. Grading cost increased over 11 years from \$1100 to \$5875/grading. Most recent gradings have cost \$3255; 3. For status quo, needed repairs exceed annual tax revenue, so \$20000 is budgeted towards repair backlog; 4. Crack sealing estimate: \$5500/mile. For asphalt \$5500/mile x 7.5 miles = \$41,250 to seal one time, seal needed years 6 and 8 so \$41,250x2 = \$82,500, then divide by 10 for annualized cost of \$8,250; 5. Resealing estimate: \$25,000/mile; 6. Current annual tax revenue is \$36,000 per year.

PANORAMIC ACCESS SPECIAL ROAD DISTRICT MAP (PASRD)



ROAD BOARD'S PROPOSAL: OTTA SEAL



- Lowest cost hard-surface option
- Low annual maintenance cost
- Maintains rustic appearance of roads
- Fixes problems with drainage, potholes, dust, vehicle wear and tear
- Prevents further deterioration and protects investment in roads
- Lower annual maintenance allows board to save for future resealing.

OTTA SEAL: APPLICATION

In Otta Seal first the roadbed is prepared by grading and adding base material where needed to ensure proper crown and drainage.

Next a specialized oil emulsion and aggregate layer are put down, kneaded together with specialized rollers, rolled smooth, then cured.

A second round of emulsion and a smaller aggregate is laid and rolled. Top layer is a fog seal fills any voids and open spaces.

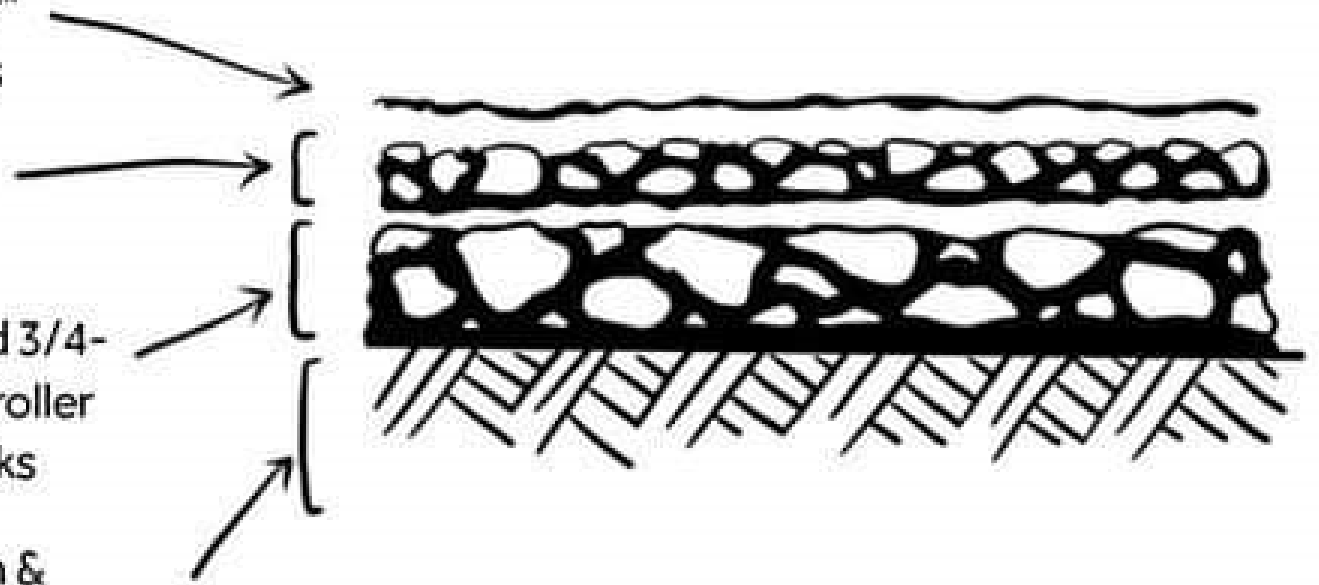
This application makes a hard surface with an appearance similar to cold mix asphalt concrete.

It is a different process and results in a more durable surface than traditional Chip Seal.



OTTA SEAL: APPLICATION STEPS

- Step 4:** Apply FOG seal to "waterproof" sealing all cracks and openings
- Step 3:** Clean road, apply emulsion and 3/8- gravel and roll
- Step 2:** Apply specialized emulsion and 3/4-gravel, "knead" w/specialized roller and allow to cure for 2 weeks
- Step 1:** Prep road bed - restore crown & drainage, adding material as needed



Otta seal road completed, before fog seal applied.



Final sealing layer: Fog Seal



Fog seal applies a thin asphalt emulsion to the top of the Otta Seal, filling in gaps and cracks and creating an impervious surface.

How do we maintain Otta Seal?

- Recommended maintenance is to reseal roads every 10 years.
- Otta Seal does not need regular crack sealing; it is less brittle than asphalt; summer heat reseals any cracks from the winter.
- The estimate for resealing is \$187,500 based on \$25,000 per mile x 7.5 miles.
- Starting in 2021, \$18,750 per year from annual taxes will be set aside to pay for future maintenance.

Financing: Special Assessment

- Board proposes to assess all 142 road district properties *an equal amount*.
- Owners have two payment options:
 - **Pay upfront in full (have 10 days to pay after final notice)**
 - **Finance with lien contracts over 10 years.**
- Financing adds significant interest charges to the total costs.
 - Final total project cost depends on bond market rates at time of long-term financing.
- For ex: if 60 owners pay up front, total per lot cost is estimated at **\$8,444 or \$844 per year.**
- Full details and cost spreadsheets may be found in the letter sent to all property owners and on the website.

Oregon Revised Statutes (ORS) 223.389 Assessment Process:

District notifies owners of estimated assessment for project.

Road project is completed & final costs are calculated.

District notifies owners of a final assessment.

Owners pay in full in 10 days or finance over 10 years on lien contract.

Bonds issued for all costs: construction, financing, interest

District trustee receives owner payments & makes bond payments.

NEED MORE INFORMATION?

Board will have BMS mail ballots and assessments. Please return ballots promptly.



Additional information & documents on district website.



Letter sent to all owners has project details & more information.



You may request information by mail or email.

HOW TO CONTACT US

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