

# 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
<b>TOTAL OF NEEDED REPAIRS</b>	<b>\$</b>	<b>103,400</b>

- 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.

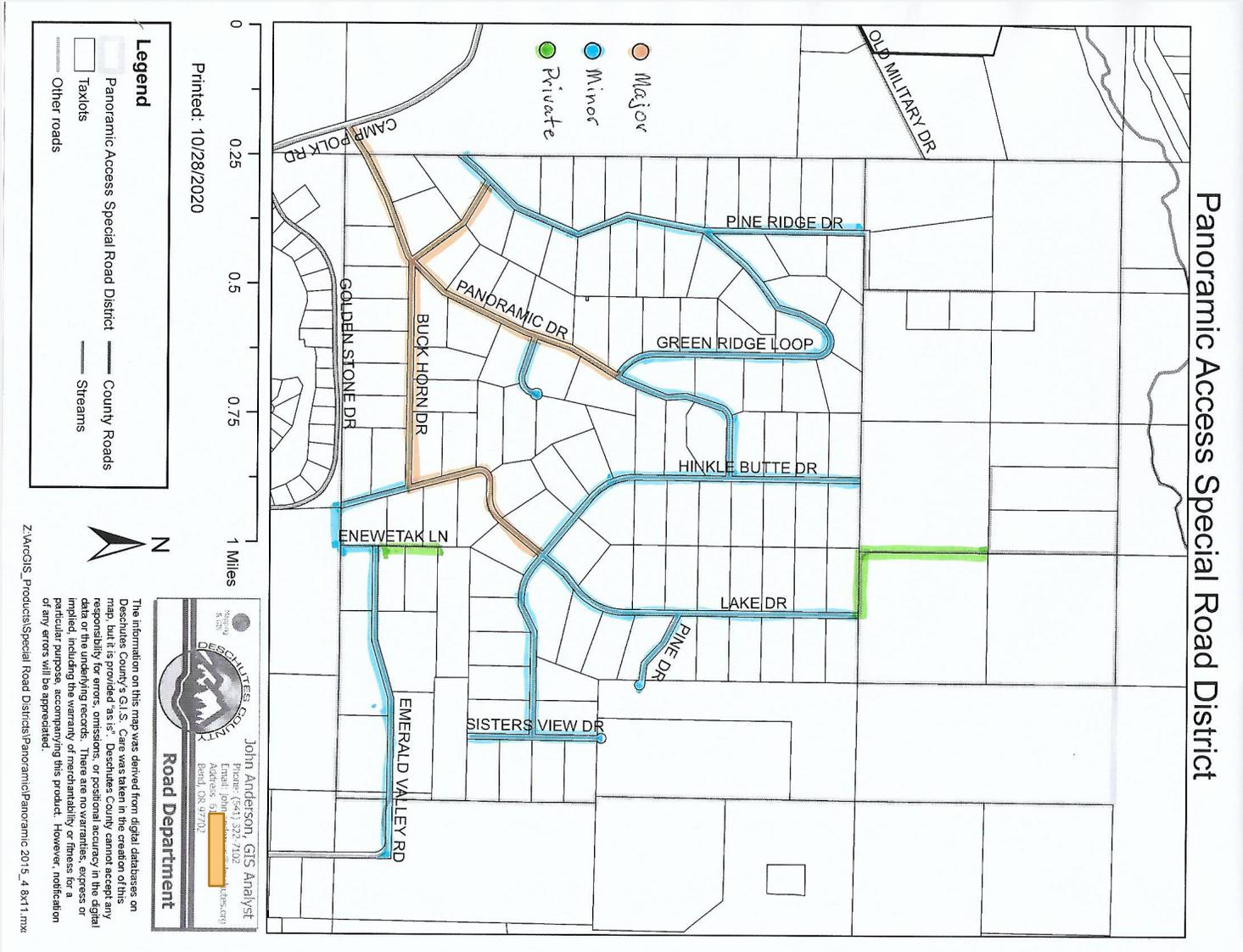
# PASRD Estimated Road Improvement Costs Over 10 years

**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 <sup>1</sup>		\$ 103,400.00			
Annual grading <sup>2</sup>	\$ 2,612.00	\$ 8,000.00	\$ 8,000.00	\$ -	\$ -
Annual gravel/repairs <sup>3</sup>	\$ 17,838.00	\$ 20,000.00	\$ 5,000.00	\$ -	\$ -
Annualized crack seal every two years <sup>4</sup>	\$ 1,558.00	\$ 1,375.00	\$ 1,375.00	\$ -	\$ 8,250.00
Annualized reseal every ten years <sup>5</sup>		\$ 1,250.00	\$ 1,250.00	\$ 18,750.00	\$ 18,750.00
<b>ANNUALIZED COST<sup>6</sup></b>	<b>\$ 22,008.00</b>	<b>\$ 30,625.00</b>	<b>\$ 15,625.00</b>	<b>\$ 18,750.00</b>	<b>\$ 27,000.00</b>

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.

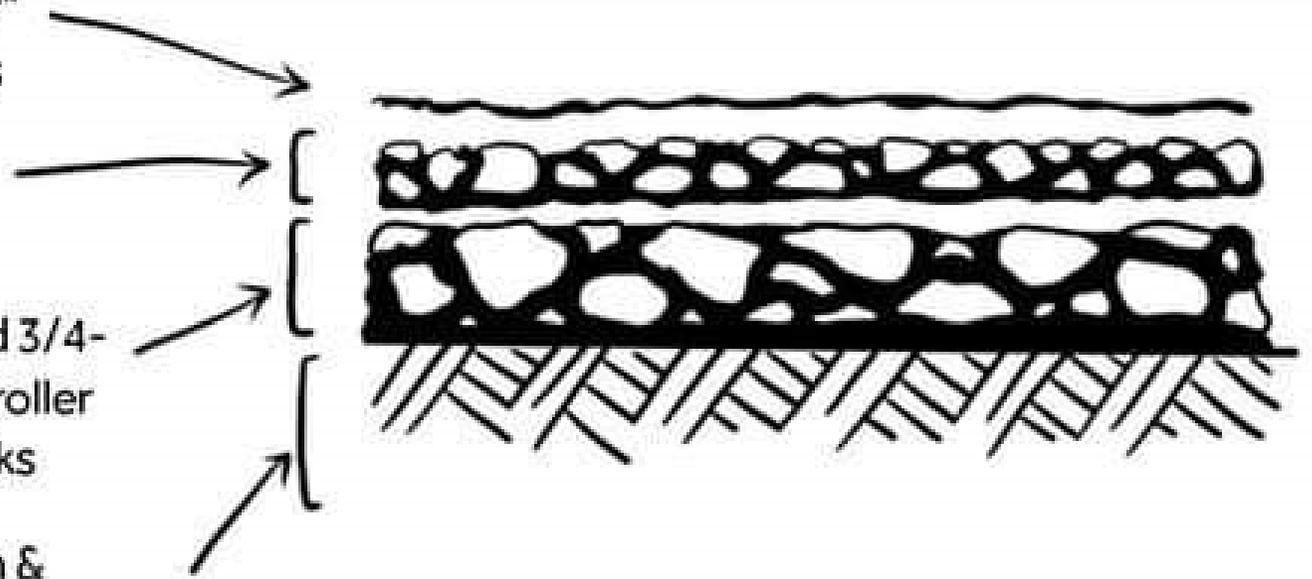
This application makes a hard surface with an appearance similar to cold mix asphalt concrete.

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



## OTTA SEAL: APPLICATION STEPS

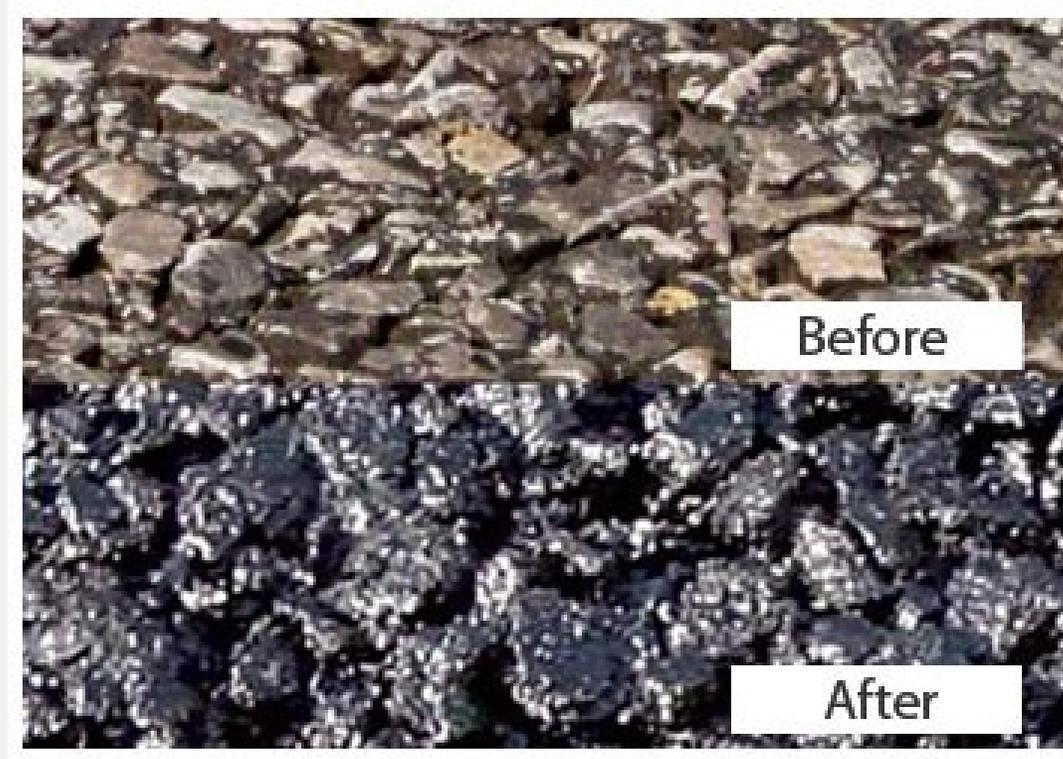
- Step 4:** Apply FOG seal to "waterproof" sealing all cracks and openings
- Step 3:** Clean road, apply emulsion and 3/8- gravel and roll
- Step 2:** Apply specialized emulsion and 3/4- gravel, "knead" w/specialized roller and allow to cure for 2 weeks
- Step 1:** Prep road bed - restore crown & drainage,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