

# Wood Duck Ct Bridge FAQ's

- 1. Who owns the bridge?** While there has been some debate in the past as to who owns the bridge, the Wood Duck Ct bridge is a private bridge and the Oregon Water Wonderland Unit 2 POA owns it.
- 2. How do we know it needs to be replaced?** Each year, the bridge is inspected by the Oregon Department of Transportation (ODOT). In 2022, they recommended that the timber runners be replaced and in 2023 they recommended that the deck be replaced. Both repairs were done in accordance with ODOT's recommendations and specifications. In 2023, significant deterioration was noted in ODOT's inspection and the weight limit was reduced to 3 tons until such time as a new deck was installed. It was through this process that we learned even at the restored weight rating, emergency vehicles could not cross the bridge. Options were explored to increase the weight rating. An engineering firm was hired and they drew up plans for further repair so that the bridge could accommodate all legal loads. Bids were sought for the work and came in around \$75k, however, we were told that this fix would be temporary at best and the bridge would still need to be replaced within a few years. At that time, it was determined that replacement was necessary.
- 3. Why doesn't the County pay for a new bridge?** Previous Boards have asserted that the County is responsible for the bridge. While the County has been extremely supportive and helpful, they do not own or have responsibility for the bridge. It is part of our road system. Roads within the POA are local access roads. Deschutes County defines them this way: *"A local access road is a public road under County authority that was not accepted into the county road system. A local access road was dedicated to the public, but it was not accepted by the County as part of the publicly-maintained road system. The County still has authority within the rights-of-way of local access roads, but local landowners have the responsibility for maintenance. For all public roads under County authority, the County processes permits for uses within the right-of-way such as driveways, road approaches, utility installations, and any other work. The County's authority covers the entire right-of-way."* As such, the bridge is part of the roadway, privately owned and, therefore, the responsibility of the POA to maintain, repair and replace.
- 4. Why do all owners have to pay for a new bridge when there are only 24 lots across the canal?** Just like with the rest of the roads, the POA as a whole is responsible. Not every owner drives on every road within the POA but all share in the cost of maintenance, repair and upkeep.
- 5. Are there grants available?** The State has a grant available but the application cycle does not open until 2026 and the bridge does not have that kind of time. Deschutes County Road Department and the Central Oregon Governmental Council (COIC) were consulted and they were not aware of any other available grants at this time.

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- 6. How many bids were received?** Six bids were solicited from Knife River, SMAF Construction, Cascade Civil Corp, Schantz Construction, Waldron Construction, and Taylor Northwest. Three declined to bid after reviewing the scope of work, one did not submit a bid after doing a site visit and was nonresponsive and two bids were received. Subsequently, one of the bidders withdrew after submitting a bid due to a job that took them out of the area for an extended time. Cascade Civil Corp was selected to do the work.
- 7. What options were considered for a replacement bridge?** A culvert bridge, a beam bridge and a concrete pre-cast bridge were all considered. A beam bridge and a culvert bridge were similarly priced at about ~\$275k. Doing either style of bridge would trigger a requirement for the canal to be dredged because it would be disturbed by the work. As such, it was estimated at a cost of about ~\$300k for dredging and all the required permits were estimated at ~\$100k not to mention another 12-18 months of process having to deal with all the acronymed agencies that would have a say in the process. Meanwhile, emergency vehicles still couldn't cross the bridge. The approved concrete pre-cast bridge is ~\$726k and work is underway now. It will span the canal enough to not require the canal to be disturbed. So, no canal dredging or special permits required, eliminating those costs and the input and extra process of the acronymed agencies. In any of the scenarios, the Wood Duck Ct lot still needed to be purchased in order to accommodate a temporary bridge, the adjacent access easement was still needed and utilities needed to be relocated. No matter the scenario, it's still a ~\$1mm price tag.
- 8. Why was a lot purchased on Wood Duck Ct?** In order to demo the existing bridge, a temporary bridge is needed in order to maintain access to the island. The lot at 17153 Wood Duck Ct, on the NW side of the bridge, was purchased by the POA in order to accommodate temporary access during the construction of the new bridge. The lot was purchased for \$295,000. The owners of the property on the SW side of the bridge agreed to lease their property to the POA and grant a temporary access easement for \$35 a day for the duration of the project. Between these two lots, it will accommodate the temporary bridge.
- 9. Does this need to go to a vote of the owners?** Per the POA Attorney, the Board has the authority and fiduciary responsibility to maintain the roadways, of which the bridge is a part. This is a primary reason for why the POA was formed, according to the OWW2 Building and Use Restrictions.
- 10. Why hasn't the POA planned for this?** For reasons already mentioned, there has been some past debate as to who is responsible for the bridge. As a result, past Boards did not plan for the repair, maintenance and/or replacement of the bridge. Moving forward, the current Board will ensure that the bridge is included in the next update to the POA reserve study so that future owners don't find themselves in the same situation.

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*\*A reserve study is a 30 year maintenance plan for the assets of the POA. Most HOAs are required to have them but OWW2 is old enough where this requirement does not apply in our case. That being said, the current Board has taken the proactive step to have such a study so that future Boards and owners will benefit from it.*

**11. Do I have to pay the special assessment on more than one lot if I own multiple lots that have been combined into one tax lot?** Yes. There is a difference between the “tax map” and the “plat map”. The former is dictated by the County and, while it affects property taxes, it does not change the plat map of OWW2. The latter is a governing document of the POA and would require a vote of at least 75% of owners to amend it. Therefore, when tax lots are combined, the plat map remains the same. POA assessments are based upon the plat map.

**12. What if I refuse to pay or am unable to pay the special assessment?** All OWW2 owners share in the responsibility of paying their share of the special assessment. If you are struggling to pay, please reach out to Mile High Management to discuss payment arrangements. The Board is sensitive to the fact this may be an imposition to some owners. For those who refuse to pay, per the POA Collections Policy, a lien will be placed on the property and the matter will be turned over to a Collection Agency. In this case, owners will be responsible for the cost associated with the effort to collect, including Attorney fees and interest accrued on the delinquent amount.

**13. What happens if I sell my house or property?** The special assessment was levied by the POA Board of Directors at its regular meeting held on 11/16/2024 and notice was subsequently sent to POA owners. For any real estate transaction taking place after 11/16/2024, the current owner is responsible for the assessment and it will need to be satisfied through Escrow before your transaction closes. If you, your Real Estate Agent or Escrow Officer have questions, please contact the office of Mile High Management.

**14. Why was a bank loan taken out for this project?** A bank loan has been secured from Summit Bank at a rate of 7.36% amortized over 10 years but with a balloon payment due in 5 years. The Board plans to have the loan paid-off in 5 years. There are a few reasons for the bank loan -

1. The POA doesn't have enough cash on-hand to cover the cost of such a large project. The deterioration of the bridge suddenly became an urgent matter and taking out a loan allowed for the project to move forward without any sort of delay.

2. The Board could have made the full amount of the special assessment due all at once. While taking out a loan adds to the overall cost due to interest charges, it also allows for smaller amounts to be paid by owners over time. Therefore, there is an option to pay a one-time payment of \$1077.40 by Feb 1, 2025 or to break up the assessment into 5 installments of \$312.16 per year for 5 years. The 5 year

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option is a larger overall payment due to interest charges, however, owners can pay their balance off at any time and interest will be prorated based upon when the balance is satisfied. The more people that pay their balance early, the less overall loan interest will be paid.

3. A loan allows the POA to remain financially stable by not depleting all its cash on-hand. OWW2 is a large POA (1047 lots) and while \$1mm sounds like a lot, when considering the number of lots contributing and when spread over time, it's not as scary as it first sounds. The POA remains fiscally sound with healthy balances in the bank accounts and operations will continue as normal.

## **15. What is the breakdown of the project costs and the cost of the bank loan?**

Bridge: \$726,000

Lot purchase including closing costs: \$296,385

Easement lease: \$6,000 (estimated; final amount will be determined at completion)

Utility relocates: \$36,071

Total Project Cost: \$1,064,456

Bank Loan including fees: \$1,111,000

Total with interest: \$1,634,134

**16. What will come of the Wood Duck Ct lot once the project is complete?** The POA plans to sell the lot once the project is complete in order to recoup the cost. Since funds were borrowed from the reserve account for the purchase, the reserve account will need to be paid back, according to Oregon Statute. If there is a profit from the sale, which is yet to be determined, the Board will decide at that time what to do with any excess funds, if there are any.