
OWW II UPDATES



Original wood carving was done by Gale Hubbell. This sign was based on her original.

THE BOARD

The OWW II Board made some reorganizational changes in January to improve the relationship of board members with each other, with the community, and with our management company. Bob Scott resigned his seat in May. He devoted many years of service to our community and saw us through a transitional period. We thank him for his service on the board. Chance Jackson and Mishele Bay will retain their current positions of Vice-President and Treasurer, respectively. Gary Baton will be Interim President and Karla Nelson will assume his position of Secretary. These are the officers. Currently Bob's seat is open.

We will listen to what community residents have to say and we will listen courteously. We have set up some project goals and dates for completion where each board member has a responsibility and will be a point person for that project. Many boards in the past have done this and it has worked well. Also, we have built into the agenda time allotted so that each member can participate. Board members will also have opportunities to conduct board meetings with the idea of building leadership from within.

PROJECTS

WOOD DUCK CT. BRIDGE

This project has had many vested interests involved in the directions taken in trying to complete this project. The homeowners on the island, our OWW II community, the board, Mile High Management Company, Deschutes County, Perry Walters Construction, Anderson Engineering, and Oregon Department of Transportation. Some bridge repair in the treads and a change in weight limits began this three year odyssey as how to adequately correct bridge deficiencies. In surveying the needed maintenance and repair on the bridge which the board had commissioned, severe problems in the decking were discovered thus necessitating even lower weight limits. Consideration was being given as to whether to replace or repair the bridge when an article in the *Sunriver Scene* led the board to believe that the county was going to get involved in repair or replacement and provide funding. After many discussions and two meetings with the county the board decided that it had to get the bridge repaired to the standards previously prescribed. All believed that all conditions had been met yet in October the board was alerted by the fire department that the bridge's weight limits were not sufficient for fire vehicles to cross the bridge. Again the board and management company went back to ODOT for direction and then was told we would have to have engineering done

“The #1 project is to get the bridge completed.”

on the bridge to determine a possible solution. Anderson Engineering was hired in November and we have been told by them that we should get their report in June so that we can make any adjustments to bring the bridge up to proper weight limits. The process has been very frustrating to the board but more importantly it has created many concerns for the residents living on the island. They have been very patient as the board has worked through this maze. Our priority and the #1 project is to get the bridge completed to

proper specification.



The bridge project is going on 3 years. Much of that time has been wasted waiting on governmental agency decisions.

JOHN DEERE ROAD GRADER

The first snowstorm in January exposed our grader's many deficiencies causing it to be sidelined for periods of time. Excessive snow, extreme temperature, high winds along with it being garbage can Wednesday led to many problems. We also had a new snowplowing company that was unfamiliar with our 13.1 miles of road. Low air pressure in the tires, no chains for the front tires, and leaking hydraulic lines caused us to question the viability of the machine. It was purchased because of a change in the previous companies wanting to snow plow. We were without service and winter was setting in and the lease option to buy seemed like the best and only option available. The grader was in a severe need of oil and fluid changes but seemed to operate properly in low snow years. It has been recommended to us to purchase chains, tires, lights for further operation. The board has decided to get a complete examination of all grader systems and a compression check along with the costs of repair as we make a determination as to whether to continue ownership of the vehicle. A bid was received from Pape and approved by the board to have the grader completely inspected to determine worthiness. The mechanical examination was that the motor needed to be replaced as coolant has been leaking into the crankcase and each cylinder was around half of needed compression output. Estimated repair and equipment costs could range up to \$70,000. Ownership of the grader also includes capital depreciation, maintenance, repairs, fuel, insurance, and an operator. The board is now in the process of making a decision as to whether the POA should remain in the heavy equipment business.



POA BUILDING AND GROUNDS

The POA building and grounds was another area of concern. Because of the COVID pandemic usage was minimal at best. It was discussed as to whether we keep or sell the property because of the expense to usage ratio. It was determined that we wanted to open it up for usage to have our POA meetings, a place to store some equipment, and for community use. This would again necessitate receiving a conditional use permit. Last year this was undertaken only to be rejected