

Hello OWW2 Owners,

As some of you may know, there has been much discussion surrounding the bridge on Wood Duck Ct. over the last few years. The bridge is inspected by the Oregon Department of Transportation on an annual basis and they let us know the condition of the bridge subsequent to the inspections. There have been two different repairs made to extend the life of the bridge - one in 2022 where the timber runners were replaced and one in 2023 where a new deck was installed. In 2024, we learned that emergency vehicles could not cross the bridge in its current state and as a result of this information, options were explored to see what it would take to increase the weight rating. It was learned that the deterioration of the bridge had increased significantly since the previous inspection and it has now come time to replace the bridge altogether.

Many options were looked at in terms of what kind of bridge could be installed along with the associated costs. Because the canal comes directly off of the Deschutes River, this posed some challenges as it pertains to construction along a protected waterway. A culvert bridge, for example, was a less expensive option but by the time all the acronymed agencies granted permits, the costs skyrocketed, not to mention that the time it would take to get through the various processes of the various agencies was extremely prohibitive. In the end, a precast concrete bridge was chosen that will span the canal enough to where the canal will not need to be disturbed. When comparing options, the cost was similar either way and the concrete bridge can be installed relatively quickly.

In order to move the project forward, the POA purchased a lot on the NW side of the canal to accommodate necessary temporary access while construction is underway and the property owners on the SW side of the canal are making their property available at a nominal cost for access. Utilities, including power and communication lines will need to be relocated in order to accommodate the new bridge and this work is underway, currently.

The plan right now is to have a temporary bridge installed in the coming weeks. This bridge will accommodate emergency vehicles and serve as the regular access until the new bridge is completed. Weather permitting, the temporary bridge will be completed around the end of December. Then, the work will begin on the permanent bridge, which is expected to be complete by the end of March.

Here are some of the most frequently asked questions surrounding the bridge:

1. **Who owns the bridge?** The Oregon Water Wonderland Unit 2 POA owns the bridge.
2. **Why doesn't the County pay for a new bridge?** 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 and, therefore, the responsibility of the POA.

3. **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 maintenance, repair and upkeep.
4. **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. The Central Oregon Governmental Council (COIC) was consulted and they were not aware of any other available grants.
5. **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. This is a primary reason for why the POA was formed, according to the OWW2 Building and Use Restrictions.
6. **What will come of the lot once the work is complete?** The POA plans to sell the lot once the project is complete in order to recoup the cost.

With all of this being said, the Wood Duck Ct. bridge is the responsibility of the POA and all owners will need to pay an equal share in the project.

In order to spread an assessment out over time, rather than making the full amount due immediately, the POA is able to finance the project over the next 5 years. At the most recent POA Board meeting held on 11/16/2024, the Board passed a resolution for a special assessment as noted below:

- Total cost of the project including bridge, lot purchase and utility relocations - \$1,040,000
- Total loan amount including loan fees and a contingency for project overruns - \$1,111,000.00
- Total loan cost with calculated 7.36% interest amortized over 10 years and paid-off over 5 years - \$1,572,807.47
- Total loan balance with interest, including 9 month interest only period - \$1,634,134.67
- Total assessment per lot if paid over 5 years - \$1,560.78
- Total per lot assessment per year over 5 years - \$312.16 with the first payment due on 2/1/2025
- Owners can pay in full by 02/1/25 to avoid interest. The single upfront payment will be \$1,077.40.

You will see the special assessment in your portals, or in the mail if you receive paper statements, prior to the due date. Please let us know if you have any questions or concerns.