

THREE YEARS OF BRIDGE CONSIDERATIONS

Wood Duck Ct. Bridge

Sept. 18, 21 Wood Duck Court Bridge: ODOT has inspected.

- Has a determination been made on repair of bridge concerning need, feasibility, timeline, and cost?
- Have we acquired ODOT specs for bridge treads
- Other considerations

Nov. 20, 21 Wood Duck Court Bridge:

- ODOT has determined that we need signage installed at the bridge in specified locations
- ODOT has also determined that the bridge meets all specs in terms of safety and not needing any repair at this time.

July 22, 22 BOD made aware of planking problem on bridge deck (bolts, splitting)

Aug. 6, 22 Discussion at the owner's meeting:

- Fall of 2021, the bridge was inspected by ODOT
- the bridge was deemed structurally sound but new signage was needed
- weight rating is now 26 tons maximum depending on number of axles. What was the prior weight rating of the bridge?

Concerns were brought to the board by island residents that the bridge needed:

- track planking replacement
- weight rating was too low for some material delivery trucks and some fire engine vehicles (33 tons), which led to 3 Boards meeting and work towards improving fire suppression

Options:

1. Re-plank the bridge
2. Pave the bridge
 - added weight would be 12 tons
 - cost would be approx. \$2,500
3. Improve structural support
4. Replace the bridge

Nov. 19, 22 Bridge: When replacing tread planks, found holes and deterioration in the 4x10 road timbers

2022 ODOT report on the bridge was received on November 4; inspection had taken place on July 15, 2022.

- many questions from report: tonnage, no mention of hole in decking, etc.
- Article in *Sunriver Scene* gives a question about ownership of bridge
- Should we consider hiring civil engineer from Ashley and Vance, Jim Lord, for a report on actual soundness of the structure?

Nov. 2022 *SUNRIVER SCENE* by Sunriver Owners Association
article by author Susan Berger

The Oregon DOT and Deschutes County Road Department has announced a 5 year capital Improvement Plan for numerous road and highway projects-many within south Deschutes County.

- *Bridge maintenance will be conducted on South Century Drive, Cottonwood Road, Harper Bridge, Wood Duck Ct. in OWW and the Burgess Rd. bridge in La Pine.*

Jan. 21, 23 Bridge: Are we still waiting on ODOT and Deschutes County for determination of funding for repair of bridge?

- We looked for inclusion on county agenda. It never made the agenda at that time nor on future agendas.

Mar. 18, 23 Bridge: The board has been waiting for Deschutes County to decide its involvement in making our bridge current to standards and responsibility.

The Board is now trying to get Chris Doty (head of Road Department) or a county engineer out to visually inspect the bridge and help us make some determinations.

Our options seem to be:

1. Re-plank and replace deteriorated portions of the bridge
2. Improve structural support
3. Replace the bridge
4. Culvert the canal and make road over the culvert

Within this time frame many phone calls and emails were made but not documented. Also calls to the county, to ODOT, county commissioner were not returned.

RESERVE STUDY

Because of the potential costs associated with the bridge (\$400,000 to \$1,000,000) concerns about how to pay for this became immediate. The easiest way would be a special assessment to each homeowner on the island of about \$17,000, as very few others use the bridge. But we are a community that shares the costs and the enjoyments. So, questions arose to our management company as to our reserves.

At the November Board meeting an agenda item asked the question about our current assets in the reserve account and there adequacy:

1. What is the law that guides us?
2. Does OWW II meet the criteria set out by the law?
3. If we over/under spend where do the funds go or come from?
4. Should there be special accounting areas that high lite each specific reserve item?
5. Does the reserve account reflect each association asset?
6. How much money should be held in a reserve account? Is there a percent of asset value?
7. Twice in the past Boards have tried to properly fund reserve accounts by large increases in dues which led to community antagonism, recalls of boards, and vote outs. How do we prevent that from occurring again because of highly increased dues?

A reserve study is required by the state for most HOA's and we were concerned about following the state guidelines so a study was commissioned with Equity Consulting. The first draft was a shocking eye opener as the proposed raising of annual dues was to raise from \$275 a year to \$490.68. Years ago this same type of reserve study proposal was suggested to the community and the response was recall. There were three items in the reserve study that we questioned. The first was the method of accounting. Equity Consulting recommended that we use a baseline procedure which required a guess at inflation and a minimum percentage reserve increase each year from 3% to 10%. We decided that we would go with a zero balance accounting format in which unspent funds would go into the reserve rather than increasing dues each year. The next item had to do with grinding up 5 1/2 inches of asphalt. This was the base to our road and it was paid for. We felt we were grinding up an asset and the stability of the road since there was an improper road base that was far below county standards when initially constructed. The last was the bridge. Because of the article in the *Sunriver Scene* stating that the county was going to do maintenance of the bridge, we concluded that the County was in charge of the bridge. Prior to this time we had discussed how to fund this project which included grant writing and application, and the possibility of federal funds since the Infrastructure Bill had been passed. Several phone calls were made to the county, our representative to the Board of Commissioners and consideration to our state representative. None of our calls were returned. The temporary one lane bandaid for the bridge seemed to be holding while we were awaiting some word from up the chain of command.

Thursday, July 13, 2023, was finally that day as the county was placing a steel plate over the problem area and the state reducing weight restriction to 3 tons. Chad made a call to Chris Doty to invite him to our board meeting, our first communication response.

July 15, 2023 - Chris Doty was invited to attend and he talked of counties responsibility. A meeting was set for Tuesday to address problem and responsibilities.

July 25, 2023 - Meeting was held to discuss solving the bridge problem. In attendance were board members, county road department members, Mile High Management, and two island residents. I expressed my feeling that if Governor Shapiro was able to get I - 95 functional in 12 days, than we can get this project done, too.

It was decided:

1. Stop gap measure to repair bridge and restore it to original weight limits.

2. Doty would provide a list of contractors, Chad would send out requests for bids.
3. Doty would request ODOT inspector.
4. County would fund part of the repairs through state/federal grant programs. BOD would authorize up to \$100,000 in funds as a 20% match.
5. Long term options will then be discussed and placed on the county cycle if bridge replacement is needed.

July 28, 2023 - Chad began receiving quotes for bridge repair.

July 31, 2023 - Board met in an emergency meeting to approve a quote from Perry Walters construction for \$39,240. It was approved 5-0. Acquiring materials will begin today and construction work will take two days but the bridge will be passable in one day.

Sept. 16, 2023

BRIDGE: Repair was completed on August 17; the bill was \$39,294.

- Questions still exist on share of expenses by OWW II POA. During the meeting with Chris Doty an explanation was made about funding. The first impression was that county would pay for 80% and we would be responsible for 20%. The conversation did morph into bridge replacement rather than repair where this was mentioned again.

Dec. 23, 2023

There are three issues before us with several sub-issues of consideration:

#1 RESPONSIBILITY OF THE BRIDGE

- A. Deschutes County or OWW II POA
 - a. The buzz is who owns it, we do.
 - b. It was built and repaired by OWW II POA.
- B. The question of responsibility for minor repair seemed to be OWW II POA.
- C. Major repair or replacement seemed to fall into the auspices of Deschutes County as they announced their capital improvement plan for five bridges in southern Deschutes County in the newspaper article, WoodDuck Ct. being one of them.

- a. The county has withdrawn much information about this plan concerning comparable bridges and need for repair or replacement from their website.
- b. Chris Doty has said from the July 15th meeting that the county would pay for 80% of the costs for repairs or replacement which has turned out to be for just replacement.

#2 THE NEED FOR ISLANDERS TO RECEIVE ESSENTIAL SERVICES (FIRE)

- A. We are blocked by ODOT concerning weight limits and inspection.
 - a. If they increase weight limits we are ok, this is a mute issue.
 - b. If not, what do we need to do to make the bridge viable?
 - 1. Hire an engineer
 - 2. Do we replace bridge (Doty said up to \$1 million) or
 - put in new piers or supports
 - 3. How do we pay for it?
- B. Meantime, if b, how do we provide fire protection?
 - a. La Pine Fire District Service is provided and paid for.
 - b. A private fire protection service?
 - 1. Who, are they reputable?
 - 2. What service do they provide?
 - 3. Cost

#3 Third issue, WHO PAYS

The islanders make up 2.4% of OWW II population, 100% of the citizens pay taxes to support the Fire District which had a significant tax increase. Are we also asking the other 97.6% to pay for a bridge they don't use and to support additional fire protection which they don't need? Or do they do need it, as it would be very problematic for all from an escaping or spreading fire.

So the question remains, what do we need to do to fix the bridge?

Decision made to contact Anderson Engineering

July 16, 2024

Bridge: (Baton-Carpenter)

- Field work completed in May
- Anderson Engineering Report to be received in 30 days
- Contractors have been contacted
- Review report and make determinations of what needs to be done and put out for bid

July 25, 2024. Received report from Anderson Eng.

- Some rot is present in abutments
- Some of the sleepers are totally rotted
- there is rot in the cribbing

To meet emergency loading requirements:

1. Install 16' long 6"x12" running planks
2. Replace rotten cribbing boards and sleepers that are rotted
3. Sign bridge for 20 mph

July 26, 2024 met with Chad Schantz from Schantz Construction

1. Would only be a temporary repair - 3 years maximum.
2. Cost would be \$76,425; **recommends total replacement**

Doing the abutments would raise the cost significantly and would still only be a bandaid.

TOTAL REPLACEMENT

1. Would not waste over another \$100,00 to go along with the \$39,800 as repair is only a short term bandaid.
2. Can we save enough money by not paving roads in the near future?
3. Bridge is in state of deterioration: cribbing, sleepers, abutments, guardrails.
4. What is the possibility of bridge collapse?
5. POA Liabilities concerning vehicle and person on bridge if collapses?
6. POA Liabilities for island homeowners: temporary housing?
7. Needs - temporary bridge, access to land for temporary bridge, dredging
8. Permitting - how many and length of time to acquire; DSL, CORP OF ENG, DESCH. CNTY, ODF&W, etc. and costs of each
9. How to pay: savings, loans, grants, special assessment and what are the requirements of each?
10. Land use, buy or lease? What are the possible recoveries, sell.
11. How long will new bridge last?
12. What is the *Eminent Domain* process and could that work for us?