



Patricia Cross &lt;bcq12020@gmail.com&gt;

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**A new ticket #5614 has been created by Patricia Cross**

1 message

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**Ask the POA** <askthepoa@bigcanoepoa.org>  
Reply-To: support.1637595066xucxcbslfvun@uvdesk.com  
To: bcq12020@gmail.com

Mon, Nov 22, 2021 at 10:31 AM

**New Ticket Created**

Hi Patricia Cross,

A new ticket #5614 has been created by Patricia Cross from [bcq12020@gmail.com](mailto:bcq12020@gmail.com). Please click on the following link to view the ticket #5614.

**Ticket Message:****Re: 2022 Capital Replacement Components**

Scott:

I have been unable to locate any capital component remotely close to the \$617k Marina sea wall on the recently completed Reserve Management Plan. Am I missing it? If not, why was this significant component omitted from the report?

Also, according to the report, the Creek covered bridge would not be up for replacement until 2026. Why has this \$211k replacement been accelerated?

Thank you in advance for your assistance.

Patricia Cross

10438 Big Canoe



Patricia Cross &lt;bcq12020@gmail.com&gt;

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**New Reply Added to Ticket #5614**

1 message

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**Ask the POA** <askthepoa@bigcanoepoa.org>  
Reply-To: support.1637595066xucxcbslfvun@uvdesk.com  
To: bcq12020@gmail.com

Tue, Nov 23, 2021 at 9:50 AM

**New Reply to Ticket**

Hi Patricia Cross,

A reply has been added by Amy Tropfenbaum to your ticket #5614. Please click on the following link to view and reply to the message [#5614](#). You can also view the ticket message below and reply back to this email to respond.

**Ticket Message:**

## 1) Seawall

The original timber seawall was built by Public Works and has now failed. At the time of the reserve study, the plan from Public Works was to repeat the timber wall construction. Once our Director of Capital Projects was hired and a true engineering evaluation was completed, it became clear this would not be an acceptable solution due to the topography and depth of the area, and a long term fix was required using a modular concrete wall building design. Factoring in escalation in materials cost/labor and scarcity of contractors, while we will have a safer and much more durable solution, it will also be much more expensive.

## 2) Creek Bridge

The new Director of Capital Projects was tasked with evaluating various infrastructure components around Big Canoe, of which this bridge was one. A complete engineering inspection was performed which showed the bridge structurally unsound for anything heavier than golf carts and must be replaced sooner than planned. Similar to the answer above, the cost of materials and labor have escalated and contractor availability has decreased.

Amy Tropfenbaum  
[atropfenbaum@bigcanoepoa.org](mailto:atropfenbaum@bigcanoepoa.org)

Thanks and Regards,