

Wickersham Ranch Owners,

As you all know the Road suffered some notable damage in the February storm. I believe everyone is familiar with the most visible problems. Two are mostly fixed (thanks Dave S.) and two remain (which pose no risk at this time.)

As most of you know we also initiated a grading project two weeks ago to take advantage of the high moisture content in the road. This project addressed less critical problems but was highly valuable in stabilizing the road, preparing much of it for next year and capturing a number of small long-term improvements like incidental outcropping and berm removal here and there.

Both of these exercises were initiated on an emergency basis. Each was reviewed in detail by the Road Committee and decisions were made to take advantage of moisture and equipment operator availability (as the entire state is now busy grading roads it seems.) These tasks have fully depleted Road Association resources (we have retained a small amount for emergencies) and there are still amounts due for these projects : **-\$17,190.00**

What's Next?

While the most visible problems have been addressed there are a number of less visible but occasionally critical problems along the road. These include:

- **Increasingly critical head cuts**
- **Remaining substandard culverts**
- **Locations where road water is not properly controlled and threatens road surfaces or banks**

Many of these are older problems that were exacerbated by the storm. Some are part of the backlog that accumulated over the last three years where vendors have not performed well and little work was done. (A full outline is included in the attached Plan Update.)

In other words we still have some repair and catch up work to do and we are largely out of money.

As advised we will need to collect a **Supplemental Assessment for 2019** to cover existing costs and to cover remaining repair and upgrade projects that are waiting for attention

Options:

We have the option of doing minimal work and getting caught up at regular rates as Regular Dues come in with a minimal Supplemental Assessment. This, however, could result in limited work for the rest of the year and some tasks lagging for two or three years. This not only leaves us vulnerable to damage next year it further delays other key tasks of the Long Term Plan.

Alternately we could initiate an aggressive program of near term work that will address remaining storm issues, address the back log from the last three years and attack several of the long term tasks that have not yet come up in the schedule. This will require a larger Supplemental Assessment as well as some good will on the part of Dave. S to defer payments.

Owner Interests

Many owners have expressed an interest in getting past the storm more quickly and using the storm damage as a reason to take care of other past needs that pose the highest risk of failure should we have another bad year. Many have said they would be willing to pay higher annual dues to accomplish more with the road. Many have also said they would gladly pay a larger Supplemental Assessment to accomplish tasks more quickly and try to keep regular dues at the same level for as long as possible.

“Local” Vendor

Additionally Dave Schaefer has offered to work with the Road Committee on a number of projects. This offers us a tremendous advantage because it reduces mobilization costs and gives us the ability to time projects with a higher level of control. (One of the biggest problems in recent years is the failure of a vendor to start work when promised. Dave's ability to jump in with equipment that he has right here at the Ranch was a big factor in getting the road open in March.)

Each of these factors puts us in a position to perform more intense work for a couple of years, without the usual layoff year. This would help prepare for more intense winters but it will also get us through some of the last few chores of the original Long Term Improvement Plan.

Long Term Improvement Plan Update

Over the past few weeks we have been updating the Long Term Improvement Plan (with the help of DTA staff) to reflect the work that has been completed since 2001, to precisely assess the remaining needs and to identify new needs generated by the recent storm. A copy is attached for your reading enjoyment. It details work completed in support of the original goals and outlines recommend near term projects.

The bottom line is there are several near term projects that will greatly prepare the road for another bad winter and that will make substantial progress in completing the last few major tasks of the Improvement Plan. They are:

- Repair/rebuild bank at head cuts (approx. 10) and related culvert replacement (approx. 4) including addressing storm slips at 4, 7.
- Incidental Road Hardening: Ditch repair, dips, corner rock, culvert armor at various locations
- Front Ranch Road Hardening: drainage correction and initial rock to Mile 1.5 (on the list for a long time.)

Added to these are the projects we have just completed:

- Emergency repair in March
- Grading and compaction on various portion of road and Snot Hill

Budget for these tasks is included in the attached 2019 Near Term Cost Model. WE currently have bills to pay for which we need income. We also need additional income to cover the recommended Near Term projects. As with all costs these days, amounts are unpredictable. Dave S. has assured us that he will work with us to manage costs and adjust actual scope of work to budgets. Additionally several owners have offered to chip in with additional donations and loans to allow us to take more aggressive action.

Thus we are proposing a Supplemental Assessment in the amount of **\$1,000 per parcel for 2019**. This does not include the Regular Dues already paid (or soon to be paid...) This is supplemental and will generate \$32,000 in additional resources. That coupled with 2020 dues later this year will allow us to pay current bills and continue critical repair and upgrades.

Please feel free to review the Plan Update and Cost Model (attached) and forward any questions or comments you may have to me, Rob Weinstock or David Katz. If you are concerned about the amount of the Supplemental Assessment please discuss it with us.

As always, if there are any questions about any aspect of the management of our road please contact someone from the Road Committee directly:

Martin Dreiling
Rob Weinstock
David Katz

Sincerely,

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ps:

BTW:

If there are concerns about why our road took such a hit in the February storm I highly recommend a drive out Stewarts Point Road to the coast (soon.) I drove it on Monday and there are at least 19 slides on the road, 9 of which fully blocked the road and resulted in the closure that persisted for 2 weeks after the storm. There is a major slide that presently covers the entire road with over 10 feet of material and the county has simply rocked that material and traffic now drives over the top of it. Nearly all the capacity for stockpiling waste material along the side of the road is filled for miles.

This storm delivered an unprecedented amount of rain in a very short time and the fact that our road only had two major failures is great news. That fact that the majority of the road surface was fully drivable within 48 hours is also good news. It's evidence that the strategy we have adopted for the past 18 years has delivered a highly durable road that performs better than it did 20 years ago.

That doesn't mean we're done. That strategy is not complete, there are still tasks to be done. But we have completed many of the major improvements to the road that were identified as needs in 2001:

- We have outslipped 7 miles of 8 that were in need

- We have replaced 5 miles of the 9 that were in need
- We have replaced 26 of the 45 culverts that were tagged for replacement
- We have removed berms, adjusted banks, improved catch basins
- Of the 4 large culverts that needed replacement, 3 have been done

In all cases we addressed the worst needs first so that every year our risks went down.

So while we dig out from this storm and complete some of the last major parts of the Long Term Plan we should also be pretty satisfied with the changes that we have already made to the road. It is still a rustic road and most of us prefer it that way. It still gets dinged up in the winter (and even in the summer) but it requires a somewhat different approach to maintenance now than it did in 2001.

As overall construction costs increase, the changes we have made to the road will allow us to keep maintaining it at an acceptable level without raising regular dues.

Martin Dreiling

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