

Wickersham Road news

Wickersham Ranch Road Association

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before printing this document.

August 22, 2019

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- **Road Repairs**
- **Supplemental Assessment Results**

Gate Combo Change

2019 Owners Meeting

Date: Saturday, Nov. 2
at Heinz and Agnes Moser's
Details to follow in September

Thank You

Big Thanks to Atlas Vineyard Management for the dramatically improved Transportation Policy. Trips in and out of the ranch appear to use carpools and four wheel drive vehicles, which have reduced the damage to the road to a normal level.

Thank you from all of the Owners.

Recap

As you all know, portions of the road saw some damage in the last big storm of winter. Several owners recorded rainfall approaching or exceeding 30" in three days.

Overall the road performed very well and the extent of storm related damage was, while dramatic, actually minimal in the context of the actual storm and the kinds of damage we saw elsewhere in the watershed.

Key problems and statuses are noted below:

- Washout near Mile 7: Complete, additional work required
- Outside bank erosion near mile 4.77: Complete
- Outside bank erosion at Fedalina Curve: Complete
- Incidental surface erosion at numerous areas, partly related to heavy rain, partly to rock nearing the end of its service life: Complete
- Minor growth of existing outer bank head cuts due to heavy surface flow along roads (approx 12 locations): Not yet addressed, scheduled for October
- Incidental ditch failures due to inboard bank collapse, minor slides, and increased bank run: Not yet addressed, scheduled for October

Supplemental Assessment

Thanks to all of the Owners who sent in their Supplemental Assessments in a timely manner. There are still a few outstanding amounts and Carol will be checking in with them to schedule payment. But the bulk of Owners were able to pay right away.

Most of that money was spent on the first four projects as follows:

Erosion Repair at Mile 7:	\$19,900
Surface Repairs / Grading on Snot Hill, portions of Front Ranch:	\$13,000
Erosion Repair at Fedalina Curve:	\$3,000
Erosion Repair at Mile 4.7 (partial only):	\$4,800

This leaves us with about \$3,000 in the bank plus future receipts of receivable assessments.

We still have about \$10,000 worth of work to do this year. That work is planned for October, see below for scope.

We had discussed the possibility of a second Supplemental Assessment but it appears that may not be necessary until next year (if at all).

We are approaching the 2020 Dues period at which time regular dues will backfill the current need, so we will see how costs come in for the remaining work before committing to another assessment.

Remaining Road Work for 2019

Tasks that remain to correct damage caused by the February Storm include the following. Some of these are critical for winter preparation. Some will include incidental work that advances the overall long terms goals of road improvement that we have been working on for the last two decades.

Incidental grading at the Front Ranches:

In Spring we performed a limited amount of grading at the Front Ranches because the ground was still too wet for effective work. There are still areas that require repair to better manage stormwater this coming winter.

Additionally, there are a number of ditches and minor uphill bank slides that need cleanup so that the drainage structures can work properly.

While doing this work we anticipate some progress on installation of rolling dips and correction of minor cross slope issues at key locations.

Head Cuts

There are a number of minor head cuts from drainage course below the road that have been present for years. Several of these were exacerbated in the Feb. storm and increased in size, mostly from high levels of surface water on the road.

Several require structural repairs below the road but many can be corrected in conjunction with road grading and proper surface water control on the road.

The grading project in October will address a number of these, and preventative measures (such as berms and drainage cutoffs) will be installed to ensure that these do not take water this winter.

Culvert Basins

All culvert inlets that were not thoroughly cleaned after the storm will be cleaned prior to winter.

Incidental Tasks

There are incidental tasks at a number of locations along the road where minor adjustments or repairs are necessary. Most of these address surface water management, and several are preventative in nature and will occur at locations that are intended to receive more substantial repairs in a later season.

Examples include remaining repairs necessary at the erosion site near Mile 7 where surface water management was not completed and additional corrections to the bank are still required.

Resumption of Long Term Improvement Program

While we were not able to accomplish long term project tasks over the last two years we still have a notable list of Long Term Projects that need to be addressed.

One of the reasons the road did so well last winter is because of the changes we have made over the last 20 years. Extensive outsloping, culvert replacement, rock application and berm removal were key factors in limiting storm damage to the few incidents that did occur. Our road performed better than many public roads in the vicinity.

Near Term Tasks include:

- Remaining sections of road requiring cross slope grade improvements, outsloping and berm removal, approx 1.3 miles total.
- Continuation of the culvert replacement program (we've done 27 out of about 45 that require replacement).
- Installation of rolling dips, critical dips and super dips at approximately 60 locations.
- Application of rock at key corners and steep grades at various locations.
- Consideration of a small bridge at the Mile 4.43 culvert. (This is the culvert that was blocked this year. It consists of two substandard pipes serving a drainage that could require at least a 72" pipe. A small bridge is more cost effective over the long term.
- Corrections to last year's grading at 2-Mile Hill. Grading was not performed as specified so 2-Mile Hill suffered increased damage this year.
- Addition of culverts at several key locations.
- Rock placement at large culverts and construction of Critical Dips at those culverts.
- Rock production at Quarry: Re-configuration of quarry edges and summit to generate more rock and improve access for equipment.
- Development of dependable rock source at Front Ranch.

We are currently producing fully updated Long Term Improvement Plan maps that reflect work completed over the last 10 years, an updated culvert inventory and outlines the long term tasks anticipated for the entire road.

These will be available in early October and will be distributed to all Owners for review and comment.

Resources

Sotoyome Resource Conservation District
<http://sotoyomercd.org>
 (707) 569-1448

Cal Fire
<http://www.fire.ca.gov>

Sonoma County Sheriff
<http://www.sonomasheriff.org/>

California Department of Fish and Game
<http://www.dfg.ca.gov/>
<http://www.dfg.ca.gov/regulations/>

Pacific Watershed Associates
 Experts in rural road management as a watershed stewardship strategy.
<http://www.pacificwatershed.com/>
 (website resources still available)

Keys for the Big Iron Gate

Keys are available for the Big Iron gate from the Road Association. The cost is \$5.00 each. Please contact me (Martin) or Dave Otero if you'd like one.

Information

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 Association
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Road Committee:

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Ranch Website
["http://www.wickershamranch.com"](http://www.wickershamranch.com)

Thanks to Tami Bobb and Dave Otero for their efforts in sharing space on their personal ranch site for our benefit.

Road Use Reminders

The following is the regular reminder about use of the Road. Please share this with all guests and vendors.

Please advise all road users that the road crosses private property and is maintained for access and egress only. All safety is the responsibility of the road user and no liability is assumed by any property owner or any member of the Road Association or the Road Committee.

All road use is explicitly at your own risk. Opening of the front gate and entry by any property owner, their guests, or any other individual constitutes acceptance of these terms.

Please remind all guests that the road crosses private property and that there is no hunting allowed from the road on the properties of others unless specific permission has been given by the property owner.

The Usual Stuff:

- Always lock the gate, regardless of whether it was unlocked when you got there.
- Make sure the combo is NOT left on the lock or the lock will not lock. Spin the numbers before locking and test the lock to make sure that it is locked.
- If you wish to leave the gate open for a car that may be following, please wait at the gate while it is open.
- Please pick up litter and debris that does not belong on the road. If you are at the Front Gate and see litter, please assist in picking it up, even if it's not yours. This makes the Front Gate more attractive for all users.
- Please remove rocks or trees that have fallen onto the road. (If you remove a large tree or perform other substantial work in keeping the road open, please advise the Committee so we can say thanks.)
- Please get permission from the Owners of the front ranch to park cars inside the front gate. Contact:

Hugh Reimers

hugh.reimers@outlook.com

831 682 0245

Please park between the front gate and the second green-post and chain fence. This way the Owner can tell that you are a guest and not a trespasser.

- Please drive slowly and carefully.

Keep our Road Washboard Free

- All vehicles using the road should be All Wheel Drive or 4WD. Please use 4WD or set your All-Wheel Drive to 4WD/ increased traction mode. (This may require you to turn a knob to a picture of trees or a snowflake on some cars...) Don't let the vehicle decide or you may still have micro-slips that generate washboards.