

# WICKERSHAM ROAD NEWS

WICKERSHAM RANCH ROAD ASSOCIATION

Please consider the environment  
before printing this document.

JANUARY 22, 2026

## IN THIS ISSUE:

- **Dues Due**
- **Gate Combo**
- **Road Conditions**
- **Road Work in 2026**
- **Long Term Culvert Replacement**
- **Tombs Creek Project Status**
- **Veg Maint Dues**
- **Road Use Reminders**

## DUES DUE

2026 Regular Dues were due on January 1, 2026.  
Regular dues are \$500 per parcel.  
Commercial dues are prorated based on length of  
road and will be billed directly.

Invoices for all dues will be sent near the end of  
January. However: If you don't get an invoice  
either because you missed it or we didn't get to it  
yet... dues are due on January 1. Please consider  
this newsletter an invoice.

Mail dues payments to:  
Wickersham Ranch Road Association  
c/o Carol  
1103 Juanita Ave.  
Burlingame CA. 94010

### Past Due Amounts from 2025

Uri Ranch, Parcel 34: \$5,500

## GATE COMBO

Gate combo change will occur on Sunday,  
February 8 in the afternoon.

New combos will be:

**Front Gate: XXXX**

**Big Iron Gate:**

**XXXX**

## WINTER ROAD USE

Winter is here and the rains have started.

This is a reminder to PLEASE respect the rain. Last year we had an unfortunate  
situation where multiple truck and car trips occurred either during the rain or  
just after. This damaged the grading work we had just completed, and left visible  
scare on a newly graded road.

Travel during rain damages the road. Period. Travel immediately after the rain  
(within 24 hours) also damages the road.

Travel more than 24 hours after the rain can actually improve the road. This is  
often the time for perfect "voluntary" compaction.

So please adjust your plans and needs so that they are flexible when it's raining.  
Wait a day, delay a delivery, skip a trip. The longer the surface lasts, the more  
money we have for long term improvements.

And always use 4WD / aggressive AWD.

Thank you!!!

## TOMBS CREEK-WICKERSHAM ROAD CONDITIONS

As of January 18 general road conditions are excellent for the season. The  
majority of the road held up very well over the seasons's early rains. The  
damage caused last year after our spring grading has largely self-repaired, and  
the road has a solid surface that should do well this season. Unless it doesn't.

The repair at mile 6.9 is still showing edge erosion from even minor rains. If this  
does not stabilize this season we will consider applying a harder rock surface in  
spring. See more on planned projects below.

There is a swampy spot at the Tombs Creek Bridge that will need some rock and  
some ditch cleaning. There is also a swampy spot on the cover over the culverts  
at 4.43. This indicates aging and decay of the cover rock.

And the usual reminder: There are always needs, that's the nature of public  
facilities - some portion is always in the worst condition. Once that portion is  
repaired, the second worst condition is now the worst. We cycle through them  
continually as the years go by.

## 2026 ROAD WORK

The Long Term Master Plan still has a number of projects waiting for attention.

These include:

- Remaining sub-standard culvert replacements. Most of the worst pipes have

been replaced (over 30 since we started in 2001). We have about 26 remaining and none of these are critical (except 4.43).

- Selected sections awaiting out-sloping and other grade corrections.
- Selected sections awaiting initial rock application and some sections ready for existing rock renovation.
- Multiple locations of drainage head cuts awaiting repair. None of these are critical as most have been dewatered with berms.

Road Work for the 2026 season will depend on the extent of winter damage we need to address. Other than that we have no near term projects planned.

Because the road is in good shape, we are seeking to retain income for larger projects in the future. Primary candidates are:

- Culvert Installation at Mile 4.43 out of regular dues without a Special Assessment.
- Resume Culvert Replacement Program (see below).
- Rock application at 6.9 and other key locations along the road. May include head cut repair.

## LONG TERM CULVERT REPLACEMENT PROGRESS

When the Long Term Master Plan was initiated in 2001, we had 85 culverts servicing the road. At that time about 55 were in need of replacement or repair. Some were critical, others were serviceable but measurably sub-standard.

There are now 88 culverts serving the entire road. We have abandoned some culverts but added others in new locations.

Since 2001 we have replaced 32 culverts. We still have 26 culverts remaining on the high priority replacement list. These were either moderate priority culverts from 2001 that have continued to age or, in some cases, were critical back then but we have not yet gotten to them.

As we have completed most of the major renovations to the road geometry and surface conditions, we recommend starting to address the remaining culvert needs over the next few years. This will likely result in a substantial culvert project occurring in 2026, 2029 and 2032 (unless we have abnormal seasonal road repair needs).

Culverts should be installed in groups of 6 to 10 at a time to make the process efficient. Such a project exceeds the amount of dues we collect in a year. This means we need to accumulate 2 or more years of road dues to initiate a sensible project. We have always done this as a way to spend road money efficiently. If we manage annual resources carefully this will allow us to include a culvert project every few years for the next 6-8 years. It also allows for other road needs to be met in interim years.

## LONG TERM MASTER PLAN UPDATE

The Long Term Master Plan was updated in 2019. This was a major update of the Plan.

Since that time a lot of work has occurred on the road, so we are performing a minor update to reflect work completed and a few changing conditions, and to reset priorities for the next few years.

As part of this, we'll be updating the road maps to include more recent satellite imagery and project history.

We will circulate the plan to the owners for comment in February.

## TOMBS CREEK PROJECT MAINTENANCE

The Tombs Creek Shaded Fuel Break project occurred in 2023 and 2024. The project was highly successful in creating a functional fuel break along the entire Tombs Creek portion of our road system. It also included some rough cutting on the Wickersham section, though we were not awarded enough resources to do the entire road length. We are still seeking a grant for that work.

All fuel breaks require periodic maintenance. Such maintenance is the responsibility of the WRRRA. There may be periodic grants available to perform maintenance and we will watch for such grants continually. But it is still our responsibility to maintain the functional condition of the break.

As we have advised since the project was initiated, the WRRRA will need to collect dues of some sort to fund such maintenance. There is no capacity in our regular dues for such work.

Thus we are proposing the following policy item to be presented to the WRRRA ownership and decided by election:

### Annual Veg Maintenance Dues

The WRRRA shall institute a restricted Veg Maintenance Account to be used only for Veg Maintenance along the Tombs Creek / Wickersham Shaded Fuel Break. Such maintenance will occur periodically as needed, based on particular conditions at each area of the fuel break.

The Veg Maintenance Account will be funded by an annual Veg Maintenance Assessment of \$200.00 per parcel. The assessment will be part of the regular annual dues obligation and will be invoiced with regular dues.

This will effectively make the annual dues \$700. However, there will be no blending between resources. The regular dues will be used for road maintenance and long term improvements. The Veg assessment will only be used for veg work specifically associated with the Shaded Fuel Break.

A full description will be circulated with a ballot in February.

### What Veg Maintenance Looks Like

We have attached an informational sheet on **Shaded Fuel Break Maintenance** with more detail for those who still like to read. We might produce a video soon... but not yet.

Veg Maintenance for the shaded fuel break is simple and only occurs once enough natural duff and debris has accumulated to carry fire. This means once leaves, needles, dead branches and other fine fuels have piled thick enough to support a ground fire. Before that time the break remains fully functional, and does not require attention.

Most maintenance will be accomplished with limited hand work and the use of fire in the form of "micro-burns." These are low heat, low intensity maintenance fires used to burn off accumulated duff and ignite dead wood that may be laying around (including some of the material left over from the original work).

Such fires leave almost no trace and the results disappear within months, especially when they are done at the onset of the rainy season.

In some cases hand crews may go through and cut suckers and sprouts where they occur in excess. These may be left to burn or to decay naturally.

Projects may be initiated with crews as periodic maintenance projects. We can also do some of the work as volunteers as a way to get experience with micro-burns and fire use in general.

All work will require the permission of any property owner directly affected and that will be a normal part of the maintenance task. As with the original project, the maintenance work will not affect property rights, easements or access in any way.

### What's Next

Please take a look at the Shaded Fuel Break Maintenance tear sheet that's attached. If you have any questions call me (Martin) at 707.431.1305 or email. It's my goal to have a general tear sheet on Shaded Fuel Breaks ready soon as well. And maybe a video...

We will circulate a formal ballot presentation in early 2026 requesting a vote by March 1.

Should the item pass, we will collect Veg Dues for 2026 in March. We anticipate the first maint. project will not occur until 2027.

Additionally, if there are any questions about the Fuel Break itself please feel free to ask.

Hopefully everybody is enjoying the open character of the forests along the road, the views down into the creek, the diversity of plants and animals that are visible in a healthy forest, and the park-like nature of the drive. I know I do every time I drive the road.

## 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 (meaning guests and vendors) 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, vendors or any other individual constitutes acceptance of these terms.

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

### Basic Road Courtesy

Anytime you encounter anybody on the road that you don't recognize it is entirely reasonable to ask them who they are and which property they are visiting. These are all private properties and we are all interested in just who might be fiddling around back here.

When a car approaches that you don't recognize, slow down, roll your window down and act like you expect them to do the same.

If someone asks you who you are, it's not rude. It's a practical way that we all get to know who's who out back.

Please remind any of your guests that they should identify themselves and which property they are visiting. That means they should stop and chat with anyone who looks interested.

We all get a little concerned when cars we don't recognize go speeding past without so much as a wave. And there seems to be more of that going on these days.

Besides how are we going to stretch our drive time out to 2 hours if we don't stop and B.S. with everyone we meet... ; )

### 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 at the Park and Ride area. Contact:  
Ken Wilson  
[ken@wilsonwinery.com](mailto:ken@wilsonwinery.com)
- Please park at the Park and Ride area near Mile 0.20. This way the Owner/Tenants 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 at ALL TIMES.
- 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.

## RESOURCES

**NORTHERN SONOMA COUNTY FIRE PROTECTION DISTRICT (NORTHSoCo FIRE)**  
707 857 3535

**FIRE CAMERAS: ALERT WILDFIRE (TWO SITES)**  
<https://alertca.live/cameras>  
Best Cameras: Oakridge 1,2; Pine Mtn.

<https://www.alertwildfire.org/region/northbay/?camera=Axis->  
Best Camera: Rockpile

**SONOMA COUNTY EMERGENCY INFORMATION (SoCoALERT)**  
<https://socoemergency.org/>

**CAL FIRE INCIDENT INFORMATION**  
<http://www.fire.ca.gov/incidents/>

**CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE**  
<http://www.dfg.ca.gov/>  
<http://www.dfg.ca.gov/regulations/>

**SONOMA COUNTY SHERIFF**  
<http://www.sonomasheriff.org/>

### KEYS FOR THE BIG IRON GATE

Keys are available for the Big Iron gate from the Road Association. The cost is \$20.00 each. Please contact Martin Dreiling or Dave Otero if you'd like one.

## INFORMATION

### WICKERSHAM RANCH ROAD ASSOCIATION

c/o 1103 Juanita Avenue  
Burlingame, California 94010

e-mail:  
[ct@dtbarch.com](mailto:ct@dtbarch.com)

#### Road Committee:

Martin Dreiling, Parcel 8,9, [md@dtbarch.com](mailto:md@dtbarch.com)  
David Katz, Parcel 25, 26, [davidkat@sonic.net](mailto:davidkat@sonic.net)  
John Machado, Parcel 12, [cynmachado@comcast.net](mailto:cynmachado@comcast.net)

Ranch Website (by Tami Bobb, David Otero)  
“<http://www.wickershamranch.com>”

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