

WICKERSHAM ROAD NEWS

WICKERSHAM RANCH ROAD ASSOCIATION

Please consider the environment before
printing this document.

MARCH 15, 2012

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THANKS

Thanks to David Otero for adding some rock to the bridge abutments.

Thanks to Alice Anderson for an additional donation to the Road Association on top of the Bridge Assessment.

GATE COMBO CHANGE

The Gate Combination will change on:

Sunday, March 25, 2012

The new combo will be:

Front Gate:

Big Iron Gate:

Anyone who has the reset key for the Master Lock may change the combo on that date. Thanks to those who do change it (as sometimes it's a mystery.)

Please remember that the gates should be locked at all times. The Big Iron Gate is locked at the direct request of the Silva Ranch.

BRIDGE UPDATE

As everyone knows primary work on the Tombs Creek bridge was completed in October. Additional work is still required for final completion, but this work will be part of the regular Road Maintenance work this spring.

As with all rural road work, settling and surface "burn-in" occur during the first rainy season. After the rains have stopped, but while there is still moisture in the ground, final grading and touch up can occur. Additionally, we will be placing the final armor top on the bridge approaches with rock from the quarry at mile 10. This has been some of the highest quality and most durable rock for road use and will stabilize the surface approaches. Final rock placement will include final tuning of the grade for surface drainage.

Additionally the settlement pit against the cut bank on the west end of the bridge will be completed. This was not fully configured last October in part due to time and resource constraints and in part to wait until we could observe the cut bank adjustments through the winter. As the cut bank continues to generate small amounts of waste, a full sediment basin will be required to ensure high volumes of resulting silt do not enter the creek. An elongated pit was shown in the original plan and will be completed in Spring.

Several Owner's have asked about the condition of the fill at the west abutment and noticed that the retaining plate appears to be deflected. This deflection was present on the initial backfill and has not changed since the install. The plate was installed as a minimal retention device so that we would not have to work fill all the way under the end of the bridge (thus partially burying the piles.) It is providing only minimal retention as most of the stability of the fill is based on the material and configuration of the road section. Very little force is actually applied to the retaining plate.

The settlement that has occurred is normal for the level of compaction that was used. Once the final grading is complete and hard armor applied this section should stabilize.

A final accounting of Bridge Project costs has been prepared. All invoices were paid on schedule. Thanks to Darrel Rogers for patience on his final payment while we collected additional supplemental dues.

ANNUAL DUES NOTICE

Annual Road Association dues are payable immediately. Thanks to the Owners who have already paid. An invoice is included with this newsletter to all Primary Owners. Each Primary Owner is responsible to collect dues from their various partners and co-Owners. Only one invoice is sent per parcel so if you are only paying part of your dues, please make sure the other Owners of your parcel pay as well.

Past due amounts, including outstanding amounts for Supplemental Dues are shown on the invoice.

Please get caught up with any past due amounts. Since last years resources were largely committed to the Bridge we need full amounts this year to get caught up on regular Maintenance.

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

Also note:

The chain at the Big Iron Gate does not have to be tight for the gate to do its job. It's OK to leave a little slack in the chain and it will make it that much easier for the next person to open the lock.

There continues to be incidental litter at the gates. Please pick up what you drop and advise your guests to do so as well. And, if you are so inclined, pick up what you didn't drop.

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 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 for removal. 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:
Dean and Kelly Falkenberg
(707) 431-1517
dktfalken@aol.com
- 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.

Guests:

- Please advise guests that they are traveling over private property and that they should respect the privilege to do so. It is not appropriate to stop for sightseeing or personal relief on other's property.

- Please advise your guests regarding Road Etiquette including basic driving methods for rural roads and basic courtesies.
- Please ask guests to say Hello and readily identify themselves and who they are visiting when meeting someone on the road. (It's always nice when I encounter a stranger on the road and they tell me who they are without me having to ask.)
- Please advise all of your guests regarding the importance of locking the gate. It is your responsibility to ensure that your guests understand how to operate the gate.
- Please advise guests not to litter the area around the gates. (I pick up trash there almost every time I enter. This is not road trash but it came from people using the gate.)
- Please advise guests to assist with Road maintenance by removing rocks or trees that are in the path of travel should they encounter them.

ROAD BASICS

Grading and Compaction

On a typical grading project, compaction can be accomplished by mechanical means, via rollers and compactors, or by natural means using natural rainfall and regular traffic.

For many roads mechanical compaction is necessary to achieve a drive-able surface in short order. This adds a notable cost to a grading effort as mechanical compaction requires two additional pieces of equipment: a roller/compactor and a water truck.

For typical ranch projects we have favored natural compaction. The traffic volumes on our road are optimal for this method and this results in significant savings of Road Association resources.

The best way to achieve this is to perform grading work when there is natural moisture in the road subgrade. This occurs in spring and in fall after initial rains. When moisture content is high enough, grading work will achieve a high level of compaction within the first few days after the work as normal traffic passes over the road. This compaction occurs generally in the wheel tracks of vehicles.

The road then is allowed to "burn in" over the winter. This means that normal rainfall coupled with normal traffic continues to compact the road. Portions that have not been fully compacted may remain soft when wet and we advise that all winter travel on newly worked roads follow existing wheel tracks.

Usually after one winter the entire road surface has achieved a high level of compaction. If necessary the surface can be touched up during regular maintenance for appearance only.

This approach reduces our per-project costs allowing us to work longer sections of road each year.

We do ask that Owners be aware that all newly worked roads may be soft and the shoulders unstable during the first winter after road work has occurred.

RESOURCES

SOTYOME 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/>

INFORMATION

WICKERSHAM RANCH ROAD ASSOCIATION

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Ranch Website
“<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.

UPCOMING ROAD WORK

Now that the Bridge has been repaired we can return to the Long Term Maintenance Program that has been underway for the last 10 years.

That plan has emphasized projects that offer long term benefit in reducing overall road maintenance costs by focusing on erosion management and road stability. WE have resisted spending annual resources on “comfort” tasks and favored tasks that genuinely improve the road. The result has been transformation of key sections of road so that those section only require grading and touch up every four to six years instead of every year.

Early projects included grade adjustments at the worsts sections of road to reduce annual degradation due to rainfall. Outsloping, berm removal and selected armor were key tactics and this has allowed us to leverage Resources to attack other sections of road.

The result is that the current “worst” sections of road are far better than the original worsts sections.

The tentative 2012 Task List includes the following goals. Not all of these goals will be met as there may be a need for emergency work as the present Winter unfolds. Additionally Road Maintenance costs of gone up with the new vendor and we can do less work each year than we were able to accomplish in previous years.

2012 Goals

1. Make final adjustments to grade and add rock armor to Mile 1. This section includes substandard road material that consistently fails in heavy rains. Grade adjustments have improved the situation but the section will require full armor to remain serviceable for longer periods. This project depends on selection of a rock source closer to the site.
2. Rock placement on several key corners and stream crossing.
3. Selected replacement of culverts that are exposed at 2 mile hill with larger culverts placed at proper depth. These were originally installed incorrectly and have become exposed with normal road erosion.
4. Rock surface repairs on Upper Snot Hill. This section was rocked about eight years ago and has remained very stable since that time. Presently there are increasing numbers of “bleeders” on the section where the underlying red/gold clay is exposed. Repairs will require rock placement at selected areas and grade touch-up.
5. Grading and rock refresh at Lower Snot Hill. This is one of the first sections that we graded under then new program and it has been stable for nearly 9 years.
6. Incidental ditch cleaning and reconfirmation. Numerous ditches require deepening and cleaning to accommodate peak flows. Most of these rarely carry water but are required during the heaviest storms.
7. Incidental addition of Rolling Dips at key locations. Rolling Dips were not included in some of the original grading to reduce costs and extend projects. Now that we have been able to observe performance of previously adjusted sections of road, we can spot Dips accurately and place them only where necessary.