

WICKERSHAM ROAD NEWS

WICKERSHAM RANCH ROAD ASSOCIATION

Please consider the environment
before printing this document.

NOVEMBER 1, 2018

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NEW GATE COMBO

DATE: SUNDAY, NOVEMBER 11, 2018

FRONT GATE: XXXX

MIDDLE GATE: XXXX

PLEASE NOTE: THE MIDDLE GATE IS NOT THE OPPOSITE OF THE FRONT GATE THIS TIME.

FRONT RANCH SALE

In case you have not heard the front ranch sold in August. The new owner is Krasilisa Pacific Farms. We've heard no information about their plans for the property. There are hints about vineyard development on the other side of the highway.

Joe White also vacated the property at that time, and the new owners are interviewing caretakers who will live full time at Joe's place.

As always we should be clear that while the road belongs to us the property on which it is located is private property, and we should use our road with courtesy and respect for our neighbors.

THANKS

We've seen a number of trees fall across the road this season and a lot of labor put into clearing them off the road.

Big thanks to the owners and guests who worked to clear those trees. Sometimes we hear about who did the work, mostly we don't hear anything. But hopefully all of us appreciate the neighborly act of stopping and taking care of a problem just because you're the first on the scene.

Also big thanks to David Otero for his efforts (every year) in coordinating gas deliveries for those of us that buy gas from Northern Energy / Amerigas. I know Dave puts a lot of effort into sorting out who needs gas and helping the driver find the right properties and I personally appreciate it very much.

This is not a function of the Road Association but another kind act of a neighbor.

ROAD UPDATE

As you all know we hired a new vendor for road work this year. This selection was on a trial basis and we have decided not to continue with that vendor for several practical reasons.

The vendor's equipment kit was, apparently, not suited to our particular needs, though we were advised after initial questions that it was. There were several requests for specific tasks and we were informed, after unsatisfactory completion, that those tasks could not be done with the equipment he had.

Second, his costs were not aligned with our budget over the long term. Mobilization costs coupled with actual labor and equipment costs, when projected forward, would not allow us to do the work we need each year. Costs were modeled based on the work done for the Road Association as well as the work done for several owners (including me, Martin Dreiling).

Our initial work request for the year included several tasks:

- Repair of the slide at the rock pit near mile 1.6
- Structural alterations to lower 2 Mile Hill
- Incidental repairs to various sections of road
- Construction of rolling dips along entire length of road (using existing rock stockpiles)
- Culvert replacement at 2 Mile Hill

Work was completed on the slide and partially completed on Lower 2 Mile Hill. The work on 2 Mile Hill was supposed to include rolling dips and several super dips to get water off of that section. The work on 2 Mile Hill was not completed

as specified and will continue to degrade the way it has in the past.

No other work was performed on the common road this year. The vendor worked on several private projects briefly and then no work was performed for some time. By this point we had assessed work patterns and cost projections, and decided that it was not in the interest of the Road Association to continue.

The remaining work is not critical for the year and can be done next year when we have a new vendor.

We are currently looking for a new vendor.

ROAD DAMAGE

We had damage to the road surface caused by vehicle use at a higher level than I have seen in my 20 years at the ranch. Damage included high levels of surface grinding causing thick layers of dust, high levels of washboard caused by skipping rear wheels and high levels of moguls caused by spinning rear wheels. All of these are products of 2WD drive where the entire load of the vehicle is resisted only by the surface area under two rear wheels. The surface then fails, the wheels skip or spin, and each successive vehicle makes the problem worse at an increasing rate.

Much of this was caused by fleets of 2WD vehicles accessing the vineyard at Parcel 19 during key work periods.

The damage was exacerbated because many of the drivers were employees and not owners and their level of care for the road was likely lower than ours might be.

We have spent a lot of time this season talking with the owners there and identifying specific road use requirements for industrial use. Those requirements include:

- No 2WD vehicles allowed
- Carpools are required to reduce number of overall trips
- Speeds are limited to 10 miles per hour.

The vineyard manager has assured us on several occasions that these methods were being implemented but we continued to see violations throughout the season. Compliance was better near the end of the season.

Specific damage is worse on 2 Mile Hill where severe moguls remain. This is particularly bothersome because we just had that surface graded as part of our regular road work.

Upper Snot Hill also has severe moguls which have exposed the underlying materials which will likely be very slick this winter.

We are looking at options for repairs prior to serious rains.

Additionally, we are assessing the costs of these problems and will work that into our policy on Road Dues for commercial

operations. In the mean time we should all be aware that use of 2WD drive vehicles combined with high speed and aggressive driving on steep portions of the road translates into high road maintenance costs.

AND NOW THIS: REVISED COMMERCIAL ASSESSMENT

We have still not had occasion to complete the policy proposal for the Commercial Road Use Assessment. We have delayed this partly to see how the season ended with regard to our most intense agricultural use on Parcel 19.

The likely direction remains as follows (these are very rough notions right now and a number of details need to be worked out):

Base Road Dues, Annual.

Standard Road Dues for each parcel. No changes to current policy.

Base Commercial Assessment + Mileage, Annual

Include a Base Commercial Assessment for any ag operation generating recurring truck and commuter traffic. Similar to the current Vineyard Assessment, only lower.

Supplement the Base Commercial Assessment for actual Road Mileage from front gate to subject property gate to reflect the fact that different owners use different lengths of our road.

Special Project Assessment

Include a Special Project Assessment similar to the Timber Assessment that will be charged based on number of trips per project.

This can include timber plans, one time renovations to vineyards and annual amounts reflecting high vehicle use by any commercial operation.

We have no interest in (or capability of) increasing our management/monitoring task, so the Special Project Assessment will be based on voluntary reporting by any Owner initiating a project that generates impacts on the road. Plus we all pretty much see when there's a bunch of trucks using 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 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.

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/>

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

WICKERSHAM RANCH ROAD ASSOCIATION

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Road Committee:

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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.

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.