

WICKERSHAM ROAD NEWS

WICKERSHAM RANCH ROAD ASSOCIATION

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before printing this document.

NOVEMBER 22, 2019

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2019 OWNERS MEETING

**DATE: SATURDAY, DEC. 7
AT HEINZ AND AGNES MOSER'S
Parcel 20, Mile 11.30**

2020 ROAD COMM. ELECTION

Ballots will be sent out after the Owner's Meeting (in case any changes come up then)

The current Road Committee is:

Martin Dreiling , Parcel 8,9
David Katz, Parcel 25
(Rob Weinstock resigned in August 2019)

THANK YOU

Big Thanks again to Atlas Vineyard Management for the dramatically improved Transportation Policy.

Big Thanks to the neighbors who cleaned up the big oak that blocked the road near 2 Mile. That was a huge clean up.

Thanks to neighbors who have cleaned up other trees along the road during the regular "Oak Collapse" season.

OWNER'S MEETING, BRUSH CUTTING AND BBQ

As most know, the Owners Meeting has been moved to Saturday, Dec. 7 weather permitting. The agenda will remain pretty much the same as before.

- 7:30 am** Meet at Heinz and Agnes's, park your vehicles, get your gear out and otherwise loiter.
- 8:00 am:** Tree work along the back reaches of the road. David Otero will organize and guide that effort.
- 1:00 pm:** Gather at Heinz and Agnes's for what looks to be a proper feast.
- 2:30 pm (or so)** Do some business

David Otero is coordinating tree work.

Deb Hall is coordinating food.

The agenda for the Meeting is pretty loose. Hot items identified so far:

- Quick review of the Road Improvement Program: What's done, what's left
- Overview of the road strategy: why we do things the way we do: Balancing Maintenance and Improvements
- Outline of work for the near term, including remaining repairs from 2019
- Road Committee Election discussions
- Items brought by the Owners

STATUS OF 2019 REPAIRS

The following is an outline of the repair work that was done in 2019 after the February storm.

Mile 7.55

Primary repairs to the severe bank erosion included substantial rebuilding of the subgrade immediately after the storm. The surface remains rough and will require additional finish grading after it burns in for a winter.

There are additional cracks adjacent to the reconstruction. These may be from shrinkage (as is present on many parts of the road) or from additional weakness in the bank.

Remaining work in 2019 includes dewatering of the road above the site to prevent water from charging this bank further. Dewatering will include addition of a dip, full cleanout of the culvert uproad, and creation of an inboard ditch at the site to direct surface water downroad. A berm will be added to keep local surface flow off the face.

Conditions will be assessed after this winter to determine if further structural work is necessary. If so, work will likely include minor relocation of the road by cutting into the bank and moving away from the steep face.

This section has posed problems in the past and relocation will generate longer term results at a lower cost than reconstruction alone.

Mile 4.43

Repairs to the culvert at 4.43 initially included removal of the logs blocking the pipe and restoring flow. Once water subsided repairs were made to the bank on each side of the road including backfill and heavy rip rap. Installation of the rip rap appears to have damaged the upper pipe inlet.

This fall, after stream flow had stopped, the entire basin was cleared and the abandoned pipe was reopened to ensure adequate capacity for this winter. A large amount of sandy sediment was removed and the remaining sediment will easily move through the pipe once the stream starts flowing.

Since the channel has been cleaned well by the storm, we expect a low amount of debris.

This culvert was scheduled to be replaced and substantially enlarged as part of the Improvement Program. It consists of two pipes, one over the other. Since it had performed well over the past, it was scheduled later in the culvert replacement task.

Because of the likelihood of bigger storms and the size of this channel, replacement has been targeted for 2020 or 2021.

When it is replaced we will have to remove and re-install the rip rap that was installed during the repair.

Mile 9.98 Fedalina Curve

The lower bank erosion was backfilled with material from the Main Quarry. This material is similar to the subgrade material in the road and should bind well once it gets wet this season.

Erosion was caused by high volumes of sheet flow coming down the road. As part of the repair the relief ditch up road was enlarged to ensure reduced flow in subsequent years. The surface is armored heavily.

The only remaining work is surface grading / finishing after burn in. This can be accomplished in the next Regular Maintenance cycle for this section of road.

Mile 4.68

Initial repairs included a substantial amount of grading in preparation for backfill at the erosion site. This was work that was not specified as the backfill requirements were much simpler. Initial work was stopped because funds were being exhausted.

Once funding had stabilized the backfill was completed. Remaining work includes replacement of the uproad culvert with a larger pipe. This pipe has shown no performance problems in the past so it was a low priority for replacement. It did NOT plug during this storm but simply overflowed from the high volume of water. It has now been scheduled for immediate replacement.

Until that time we have aggressively enlarged the inboard ditch to handle water should the culvert overflow again (unlikely unless we have a similar storm).

We have added a berm at the erosion site to keep road water off the face. Once the backfill has been through a winter it should stabilize to a level equal to the surrounding material. It may need additional tuning next year.

Critical Culvert Blockages

All culverts that were blocked by debris and were carrying active runoff were cleaned immediately after the storm. Most of the ditches that were putting water on the road were opened to a minimal level after the storm.

Remaining work has occurred (or is still occurring) as part of Winter Prep. Work included aggressive culvert cleaning and ditch cleaning as well as some surface grading associated with these spots.

Remaining Culverts, Ditches, Upper Bank Slides

As part of Winter prep all culvert basins have been (or are being) aggressively cleaned. Most problem ditches will be cleaned, however, we will not be grading the entire road. Where they affect the road, upper bank slides are also being cleaned.

Surface Grading

Soon after the storm we initiated a surface grading task. This was intended to clean up both storm damage, and residual wear and tear on the road. Most of the road at the Front Ranch was still too wet for grading so only selected sections were touched.

Most of the work occurred on Snot Hill from 6.42 - 8.77 (just over two miles). Grading was limited to surface only and no structural improvements were made. It included ditch work where necessary, and an effort was made to preserve the valuable rock base that occurs on much of Snot Hill.

Work was stopped at the top of Snot Hill because funds were exhausted.

Fortunately most of the Ridge needed no attention after the storm. In fact much of the Front Ranch needs little attention either.

Overall, about 3 miles of road was graded. That means about 75% of the entire road surface remains in the condition it was after the storm.

Remaining grading work will be part of the Long Term Improvement Program and Regular Maintenance. Several sections (approx. 1 mile in total) still require outslowing. These were the sections that showed the most damage from the February storm at the Front Ranch.

Aside from the culverts at 4.43 and 7.31, most remaining repair work will be folded into Improvement tasks or Regular Maintenance.

Mile 4.43 was going to be a standalone project anyway (because of its scope and cost). Depending on the severity of the coming winter, we may seek to do this via a limited Supplemental Assessment.

NEAR TERM ROAD WORK

The following is a very general outline of likely tasks for the next few years. This list is a blend of:

- **2019 Repairs**
- **Remaining Capital Improvements**
- **Regular Maintenance**

Since we are near the end of the Long Term Improvement Program there are only a few Improvement tasks left. Several of the “repairs” from 2019 are actually Long Term Improvements and several were part of Regular Maintenance (the grading on Snot Hill, for example.).

Transitioning Back to Regular Maintenance

Once the Long Term Improvement Program is over (around 2023) nearly all annual work will either be Regular Maintenance or Repairs and overall scope will be reduced, such that we can start doing more “comfort” grading and discretionary improvements.

As with the 2019 storm, the completion of Improvements (regardless of various perceptions) has already dramatically reduced Maintenance requirements.

It is important that we finish the Improvements, however, and that we don't start spending money on making the road look pretty until we have transitioned back to a Regular Maintenance pattern.

2019 Winter Prep Completion

Incidental ditch, culvert and small repair tasks remain. Culvert cleaning was up to Mile 7.20 as of last Saturday.

Mile 11.82:

Delivery of rock for placement by Owner (pending resource availability)

2020: Critical Culvert Package

Mile 2.43:

New culvert at location of existing swale (no culvert present)

Mile 7.31:

Removal of culvert at 7.31, partial reconstruction of sub-surface. Installation of new culvert at 7.33 (near actual drainage)

Mile 4.43:

Full replacement of existing culverts

Mile 4.70

Full replacement of undersized culvert

Mile 7.55:

Depending on conditions: Additional subgrade repairs, minor road relocation, additional uproad drainage management

Various:

Incidental Repairs. Improvements supported by culvert equipment kit.

May include repairs at selected head cuts, bank modifications at narrow road sections. Detail scope to be determined.

May trigger Supplemental Assessment

2020/2021: Front Ranch Grading Package

Final C1, C3 Improvement tasks including finish tasks at all sections, remaining grading tasks, head cut repair, rock application, rock renovation at selected areas (pending rock source at Front Ranch).

Addresses several grading tasks that are part of Long Term Program and will complete C1 improvements in areas that exhibited damage in 2019 storms.

Includes also:

Mile 1.98: Lower 2 Mile Hill:

Complete improvements that were initiated in 2018, dips, super dips, additional outslope and crown

Mile 2.40-2.97: Upper 2 Mile Hill:

Aggressive initial outslope and crown, correction of long term slump/spring at 2.54

2021/2022/2023: Remaining Culvert Packages (at least 2)

Continued progress on C2 Culverts (first 50)

Approximately 8-10 Culverts from the Culvert Schedule

2022/2023: Grading / Finish Package Snot Hill and

Portions of Ridge

Completion of most C3 work on Snot Hill and Ridge (to 9.98)
Includes rock renovation on Snot Hill, remaining surface grading improvements, substantial adjustment at Upper Snot Hill to relieve entrenched sections, etc.

CURRENT RESOURCES

Last Spring as we were initiating repairs on some of the road damage that occurred in February, we proposed two Supplemental Assessments of \$1,000 each to help with the recovery.

The first one was collected immediately and went a long way toward offsetting the costs of the repairs that were done.

It was our intention to delay collecting the second assessment until progress had been made and remaining costs could be modeled. It was expected that it might go through in 2020.

As with all decisions affecting the road we are trying to properly balance the work we do with the expenses we incur. So far that’s worked well for us.

At this time, and in part because of the extensive update to the Master Plan, it is our opinion that we may not need the second assessment, or at worst, we may choose to pursue an additional \$500 per parcel rather than \$1,000.

If we keep a proper perspective on the condition of the road and its performance last year, we can avoid another assessment altogether.

This will still depend on the coming winter and what kind of damage we incur, if any. We are expecting a mild winter and even if we have severe rains, our drainages have been so flushed from the rain last year and so well cleaned in prep this year, that we expect very little impact.

Because of the Long Term Plan the actual road surface and geometry on most parts of the road performed well and should take a similar punch with ease.

We still have a few critical tasks to perform this year and next, and those are outlined above and presented in more detail in the Plan Update.

The final outline of expenditures for 2019 Repairs looks like this:

| | |
|---|-----------------|
| Total Expenditure for 2019: | \$47,065 |
| Most of that money was spent on the first five projects as follows: | |
| Total: | \$40,275 |
| Erosion Repair at Mile 7.55: | \$19,900 |
| Culvert Armor at Mile 4.43 | incl. |
| Surface Grading on Snot Hill and portions of Front Ranch: | \$13,000 |
| Erosion Repair at Fedalina Curve: | \$3,500 |

Erosion Repair at Mile 4.7 (partial only): **\$3,875**

The remainder is being spent on Winter Prep and several completion steps on the first four projects. That will deplete our resources for the year.

We are, however, approaching the 2020 Dues period at which time regular dues will support 2020 needs as well as emergencies that may occur.

Depending on how we choose to approach near term projects we will determine in early 2020 if we need to initiate another Supplemental Assessment.

LONG TERM IMPROVEMENT PLAN UPDATE

As mentioned last time we have been updating the Long Term Improvement Plan to reflect current status, emerging needs and level of completion.

Recall the facts:

2001-2002 Initial Strategy developed

Intended to transform the Wickersham Ranch Road from a high maintenance primitive road to a properly performing rural road with lower maintenance demands and lower risk of failures in winter.

We expected the Plan to take 10 - 20 years depending on how resources could be allocated between Reg. MAaintenance and IMprovements.

2010 Interim Update

Intended to show status , incorporate new methods of road management with regard to watershed health and road durability.

2020 Final Update

The Long Term Plan will extend to about 20 years and we are approaching that point soon (2022/2023). In fact much of the work of the plan has been completed. There is a good overview in the 2020 Update (to be released soon).

As part of the Update, we have renovated the underlying planning tools that have been used to date:

- The Road Maps have been fully updated with new GPS data for the road course, all culverts, and most road conditions.
- The Road Log, long existing as notes and spreadsheets, has been updated and reorganized to reflect all completed work and all work remaining, as well as a more robust outline of annual maintenance tasks.
- The Culvert Inventory was fully refreshed, and specs for remaining culverts adjusted to reflect the likelihood of more intense storms.
- The plan for transition away from Long Term Improvements and back to Regular Maintenance is outlined and informs our near term dues requirements.

A copy of the Update will be sent to all Owners by November 26. It will include letter size maps. If anyone would like full size maps I can send them on request. They consist of four D-size PDFs at about 2MB each.

RESOURCES

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/>

PACIFIC WATERSHED ASSOCIATES

Experts in rural road management as a watershed stewardship strategy.

<http://www.pacificwatershed.com/>
 (website resources still available)

SONOMA RESOURCE CONSERVATION DISTRICT

<https://sonomarc.org/>
 (707) 569-1448

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 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:
wrench@dtbarch.com

Road Committee:

Martin Dreiling
md@dtbarch.com

David Katz
davidkat@sonic.net

(vacancy)

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.

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.