



photo: Martin Dreiling

GREETINGS

This Issue:

- Guest Use Problems
- Gate Combo Change
- Consideration of Lock Change
- Road Theory
- Recent Road Work

GUEST USE PROBLEMS

For several months now we have been having road use problems generated by uninvited guests of one of the back parcels. Problems have included trespassing, reckless driving, littering and overuse of the road for recreational purposes.

Recent confrontations with various Owners have escalated the need for resolution.

At this time we are changing the gate combination immediately and request that all Owners use discretion in circulating the new combination.

Additionally, for the next cycle we will be using unique combinations for the Big Iron Gate (not simply the reverse of the Front Gate.)

Finally we request that all Owners refrain from inviting guests to the ranch unescorted.

The Ranch Road is a private road crossing numerous private properties. While Owners are fully aware of the proper use of the road and the appropriate etiquette for crossing the private property of others, many guests may be unaware of the discipline involved and quite possibly may believe that the Ranch Road is no different than a public road.

All Owners are exposed to risks from uninitiated users. These range from the obvious risks posed by reckless driving or simply drivers unfamiliar with rural roads, as well increased risks of wildfire caused by smokers to the blatant abuse and damage of private property by strangers.

While the Wickersham Ranch is a small community, the recent problem calls for a reminder that we all have an obligation to care for both the beauty and privacy of the our respective properties and those of our neighbors.

So Please:

- Whenever possible escort guests (including vendors) to your property.
- When escort is not feasible please remind guests about the basic road use etiquette regarding speed, caution, smoking, littering and the general need to respect private property.
- Please recall that the Road easement is for ingress and egress and that none of us have the

right to use the road for recreational purposes. It is not appropriate for guests or Owners to take joy rides on the road, use it as an ORV track or otherwise utilize the private property of others without explicit permission from the relevant Property Owners.

- During and right after winter weather every trip causes damage to the road that increases the Road Associations annual maintenance costs. Please try to minimize trips during and after inclement weather and please insist that guests do the same.

GATE COMBO CHANGE

The gate combo will change on:

Sunday January 9, 2010

The new combo will be:

Front Gate: 3360

Big Iron Gate: 5590

LOCKING METHOD: BIG IRON GATE

In response to the recent problem of uninvited guests and related problems, the suggestion has been raised that we consider changing the Big Iron Gate to “key-only” access.

We invite feedback from any Owners regarding this possibility. Should there be sufficient interest, this item could be placed on a ballot for official consideration by the Owners.

Please send feedback to:

wranch@dtbarch.com

or to

**Wickersham Ranch Road Association
1103 Juanita Avenue
Burlingame, Ca 94010**

ROAD THEORY

For those curious about why we do the things we do, this section of the Road News has been added to clarify various methods used for Long Term Road Maintenance. In each issue we hope to include notes about particular aspects of the Road Maintenance strategy. Our goal is to accumulate these into a Road manual for publication to the Owners and for use in future Road Association activities.

General Cost Strategy

When we perform any maintenance on the road our goal is to address as much of the road as possible

and get the highest value out of Road Association resources.

One of the ways we accomplish this is through artful timing of road work to allow nature to do some of the “heavy lifting.”

For example, we try to do grading on sections of the road when there is adequate moisture in the ground to avoid having to import and apply water. This means working the road as early in spring as feasible so that latent moisture will aid compaction and reduce dust.

Additionally, because we have moderately frequent traffic on the road, when we work a section of road

we rely on the traffic for the initial compaction. This reduces costs greatly by relieving us of the need for compaction equipment and labor and the road surface is generally passable at the speeds and comfort levels expected by the owners.

When we rock a section of road we reduce cost greatly by assuming "burn-in period" of one season.

This means that we initially rock a section and get it to an adequate level of smoothness and compaction for our use, but we don't spend resources to heavily compact or fine grade the work. Instead we allow the section to go through a winter, when winter rains and use will compact the section, blend the rock, level the fines and generally stabilize the road.

For the users this means that the most stable portion of the road is the wheel tracks for the first winter, as the shoulders have not been fully compacted either mechanically or by road use.

After the first winters the shoulders have been stabilized by winter rains and then can be fully used for a number of years before maintenance is again required.

Finally, we typically focus Road Association resources on effective Long Term Maintenance tasks that generate a direct reduction in annual Regular Maintenance. This leverage approach has allowed us to dramatically reduce annual Maintenance costs over the last eight years such that the majority of resources each year go to Long term Maintenance and improvements.

RECENT ROAD WORK

As most have noted, this year's work included substantial rock application to two of the slickest sections of the road:

- Near Mile 3.5 before the Big Iron Gate
- Near Mile 6.5 below Snot Hill.

For several years these sections have generated some most dangerous driving conditions in winter and the recent rock appears to have stabilized them.

The sections remain rough during the "burn-in" period and will be fine tuned in spring.

Additional work included the widening of a sharp turn at the top of Lower Snot Hill that became instantly slick after the first rains. We performed emergency rock application as soon as work was feasible and that turn appears to be stabilized as well.

Adjacent sections to this area remain marginal and remain the subject of a possible renewed Grant Application for possible funding in the near future.

Finally, the most visible work performed this year was the overall tree timing effort along most of the Ranch Road. Initiated by several owners on a

volunteer basis, it became clear that the most effective way to make genuine progress was to have the current vendor do more substantial tree trimming while also servicing the ditches and culverts prior to winter.

Work included more aggressive trimming so that we should not have to touch most of the trees again for at least five years. Additionally smaller trees were removed from ditches to aid long term servicing and to reduce damage to road maintenance equipment (an increasing problem as lower branches matured).

All tree work was directed as a stewardship exercise such that trees were properly trimmed balanced and the health of each tree was favored.

The long term goal is to maintain a beautiful and somewhat naturalized tree line along the road where the forest canopy occurs and to enhance the aesthetic quality of the road while generating the clearances need for passage and maintenance.

RESOURCES

Ranch Mailbox

w ranch@dtbarch.com

Thanks to Tami Bobb for her efforts in sharing space on her personal ranch site for our benefit.

Ranch Website

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