



photo: Martin Dreiling

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## Greetings

This Issue:

- Road Dues
- Road Performance
- Bridge

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## Road Dues

As you well know, we are late getting the Road Dues Invoice out this year. Thanks to those of you who have inquired. And, as always, Road Dues are always due and payable on January 1 of each year.

Also, please recall that we only send one invoice per parcel to the Primary Owner listed for that parcel. It is the Primary Owners responsibility to notify co-owners and collect portioned dues for remittance to the Association.

We do send this newsletter to all addressees, so if you did not receive an invoice with this newsletter

it means that we do not have you listed as a Primary Owner.

There are several parcels with past due amounts from 2009. These will show up on the statement enclosed with invoice. Please get caught up on past due payments as that will ensure we have resources available for this years work projects.

We have included the 2009 Annual Report with the invoices.

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## Road Performance

We've had very good performance from the road this winter, even with a normal rainfall cycle. While we still have some slick spots some of our worst stretches have been stabilized, particularly the Mile 3.0 and Mile 6.5 sections that were

hardened last year. We hope to clean the edges of those sections this year after they have burned in for the winter.

Additionally the tree work has provided improved visibility as well as improved health for many of the trees affected.

We are in the process of identifying the next target sections for rock application as well potential culvert replacement. Favorite candidates for rock include numerous corners and stream crossings. Now that the worst sections of road have been stabilized, these areas have moved up in priority.

There is a possibility of Grant funding as well, and we are considering resubmitting the application for the project that was defined two years ago.

Please send any comments or feedback regarding desirable road projects or specific issues that need attention. These will be included in our full list of considerations and, where appropriate, included in upcoming projects.

As always, project priorities are looked at both from the "whole road" point of view and from the "logical project" perspective.

Whole Road means that we look at the problems and conditions that exist over the whole road and

focus on the highest level of need. This means we may ignore a bad spot one year so that we can focus on a worse spot further up the road.

Logical Projects mean that we group tasks together so that work can be focused on specific types of work that share similar sequences and tools.

Thus a particular issue that is non-critical may have to wait until several tasks of similar nature come due. Rather than renovate one culvert, it makes more sense to wait until we can do a number of culverts in the same year so that we better leverage mobilization and direct construction costs.

This approach accomplishes tasks in systematic nature at the lowest reasonable expense to the property owners.

We will provide more information on all of this in the next newsletter after the rains have stopped and we can clearly identify priorities and resources for the coming year.

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## Bridge Replacement

Finally we are still requesting comments and ideas for collection of resources to replace the Tombs Creek Bridge.

Recall that the bridge is aging and is currently too narrow for some vehicles (including road maintenance equipment) to access parcels inboard of the bridge. Ideally we need a bridge that is about ten feet longer and two feet wider to ensure greater safety and comfort for most users.

We have spoken with several suppliers and engineers and preliminary research still points to a modified rail car as the most cost effective and lowest impact solution.

As noted previously, this may cost anywhere between \$50,000 and \$150,000 depending on the final method, material availability and level of administrative complexity that may be associated with the project. It is assumed that we will manage

the project with our own resources (including donated design and construction management resources from DTA.) So the expense to the Owners will be for bridge specific engineering, hard construction costs and necessary approvals (if any.)

As we have advised in the past, we should start collecting supplemental dues ahead of time rather than try to bear the entire cost in a single year. This will require the formation of an entity capable of receiving and holding supplemental dues for a period of several years.

We should start forming that entity this year and start collecting dues in the next dues cycle for a replacement date somewhere in the next three years.

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## Resources

### Ranch Mailbox

[wranch@dtbarch.com](mailto:wranch@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)