DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT
MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

AVIATION	839-5401

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

ADMINISTRATION	445-7491	ENVIRONMENTAL SERVICES	445-7741
BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540
ENGINEERING	445-7377	PARKS & TRAILS	445-7741
FACILITY MAINTENANCE	445-7493	ROADS & EQUIPMENT MAINTENANCE	445-7421

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

LAND USE	445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Subdivision: Project #13475

Road Evaluations performed by Wayne Hicks

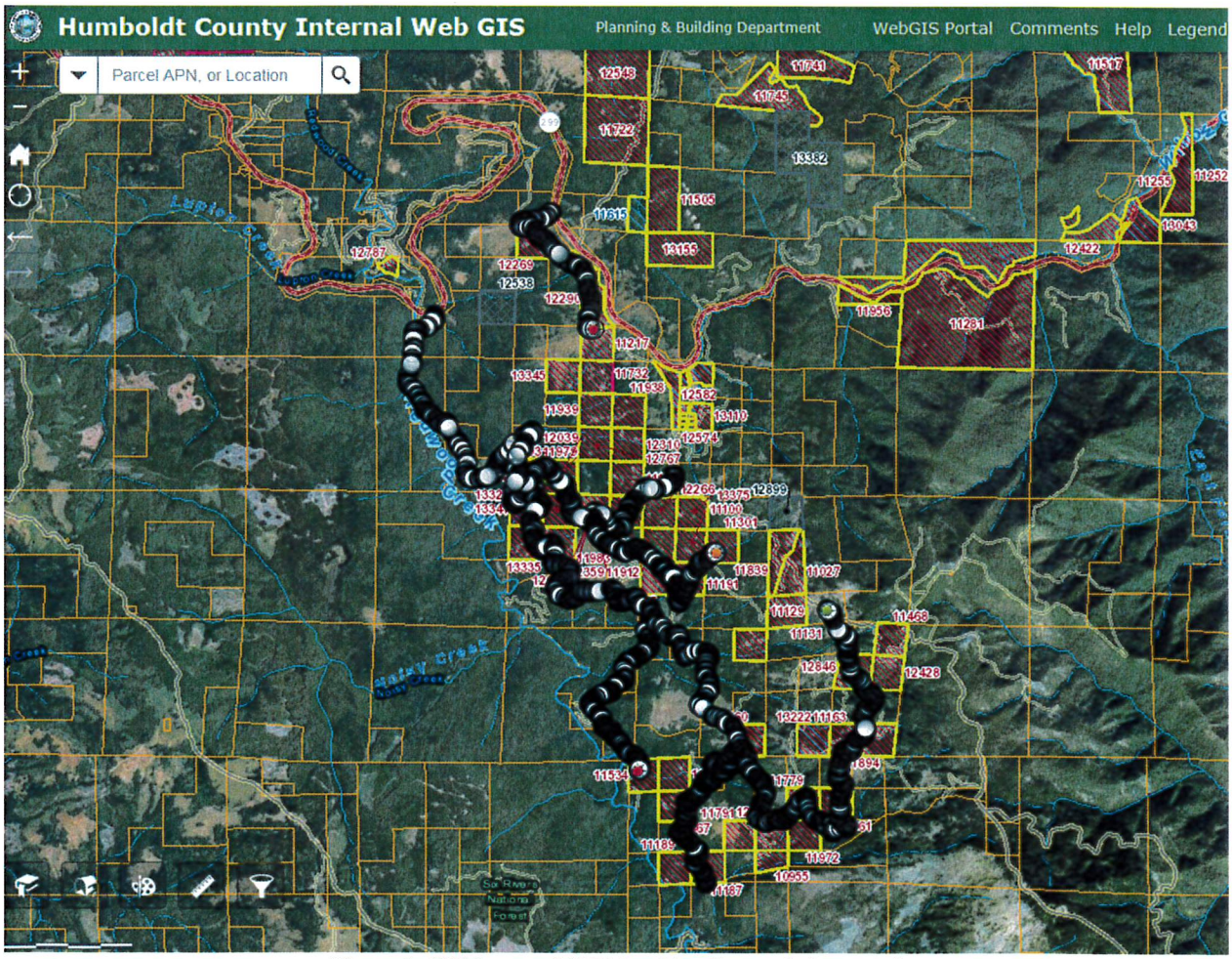

Figure 1: GIS image of GPS tracking the roads inspected

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LAND USE 445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Road & Upper Ranch Loop Road Intersection

Road Name: Upper Ranch Loop Road

Road No.: N/A

GPS Location of Intersection:

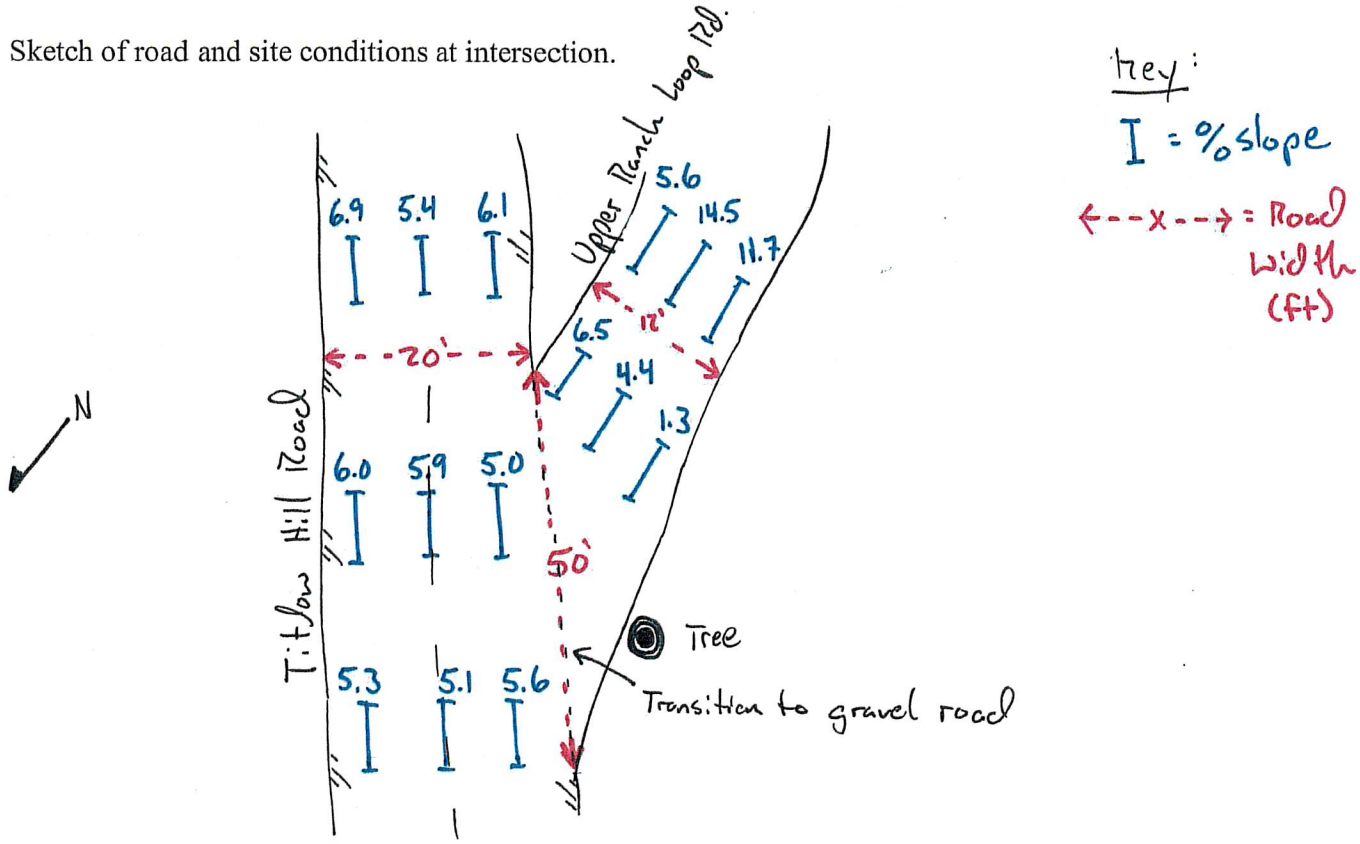
40.8690, -123.7484

Date: 04/19/2018

By: WH & LG

Road Mileage: 11.30

Sketch of road and site conditions at intersection.



Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Titlow Hill's Upper Ranch Loop Road
Road Number:	N/A
Road Length:	11.30 miles
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
14.5	0.00		0.00		12		12 G	
9.5	0.2434		0.0422		12		12 G	open gate; pinch point; good vis
14.0	0.3895		0.2191		12		12 G	Culvert #1
2.5	0.5000		0.2434		16		16 G	
6.5	0.7518		0.3895		21		21 G	
7.4	0.8149		0.5000		15		15 G	
11.0	0.9281		0.6622		19		19 G	Culvert #2
9.1	1.00		0.7518		16		16 G	pinch point
17.8	1.1434	1.1500	0.8149		13		13 G	culvert #3; pinch point
14.5	1.2268		0.9281		13		13 G	pinch point
13.2	1.3760		1.00		18		18 G	
11.0	1.4927		1.0615		13		13 G	pinch point
9.7	1.5298		1.1434		13		13 G	elevated slope
11.0	1.6009		1.1787		16		16 G	culvert #4
11.0	1.7436		1.2268		21		21 G	slope check
11.0	1.9419		1.3760		15		15 G	slope check
18	2.1539	2.1567	1.3837		17		17 G	Culvert #5
14.5	2.2304		1.4927		13		13 G	culvert #6
13.0	2.9067		1.50		22		22 G	
17.5	2.9681	2.9775	1.5298		12		12 G	pinch point
15.5	3.0764		1.6009		11		11 G	pinch point; culvert #7
18.4	3.1200		1.8161		15		15 G	culvert #8
14.2	3.5521		2.00		16		16 G	
15.6	3.7794		2.1539		14		14 G	pinch point; elevated slope
16.0	3.8309	3.8422	2.3566		12		12 G	pinch point caused by tree
			2.50		12		12 G	
			2.7924		19		19 G	culvert #9
			2.8356		12		12 G	culvert #10
			3.00		16		16 G	
			3.0764		15		15 G	
			3.3847		13		13 G	culvert #11
			3.50		15		15 G	
			3.5204		14		14 G	Culvert #12
			3.6085		17		17 G	
			3.6993		12		12 G	culvert #13
			3.8833		13		13 G	culvert #14
			4.00		11		11 G	pinch point; good vis
			4.0106		11		11 G	culvert #15
			4.0945		18		18 G	culvert #16

Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Titlow Hill's Upper Ranch Loop Road (pg 2)
Road Number:	
Road Length:	
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
12.5	4.13	4.15	4.1664		13		13 G	culvert #17
20.0	4.2068	4.6026	4.50		13		13 G	
17.0	4.6026	4.63	4.6026		13		13 G	elevated slope
19.0	4.8216	5.00	4.6359		11		11 G	pinch point
16.6	5.05	5.17	4.7170		9		9 G	pinch point; culvert #18
16-20	5.2631	5.7449	4.9657		11		11 G	culvert #19
16	8.8500	8.8613	4.9845		14		14 G	culvert #20
17	8.97	9.00	5.00		14		14 G	
			5.38				G	large bump in road
			5.4044		14		14 G	culvert #21
			5.50		14		14 G	
			5.7672		15		15 G	culvert #22; road improves
			5.9286		16		16 G	culvert #23 @ mile 5.80
			6.00		18		18 G	
			6.1856		18		18 G	culvert #24
			6.2176		19		19 G	culvert #25
			6.3996		19		19 G	culvert #26
			6.50		22		22 G	Road is currently being wider
			6.88		18		18 G	from 6.84-7.28; culvert #27
			6.9519		16		16 G	culvert #28
			7.00		26		26 G	
			7.0284		24		24 G	culvert #29
			7.2639		23		23 G	culvert #30
			7.2985		15		15 G	culvert #31
			7.50		20		20 G	
			7.6260				G	pipes under road
			7.8437		21		21 G	culvert #32
			7.8833		18		18 G	culvert #33
			7.9154		18		18 G	culvert #34
			8.00		17		17 G	
			8.0791		20		20 G	culvert #35
			8.50		20		20 G	
			8.5876		21		21 G	culvert #36
			8.7166		21		21 G	culvert #37
			8.8681		17		17 G	culvert #38
			9.00		10		10 G	one lane bridge
			9.0869		17		17 G	culvert #39
			9.50		17		17 G	
			9.7993		18		18 G	culvert #40

Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Titlow Hill's Upper Ranch Loop Road (pg 3)
Road Number:	
Road Length:	
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
20	9.84	9.88	9.8077		18		18 P	surface ∆'s to pavement
21	9.93	9.96	9.8862		12		12 P	culvert #41
17	11.2350	11.2650	9.9242		15		15 P	culvert #42
			10.00		24		24 P	surface ∆'s to gravel
			10.0210		16		16 G	culvert #43
			10.1894		22		22 G	culvert #44
			10.4503		18		18 G	culvert #45
			10.50		17		17 G	
			11.00		18		18 G	
			11.0181		17		17 G	culvert #46
			11.2489		26		26 G	culvert #47
			11.3035					Intersection w/ Hwy 299

Titlow Hill Subdivision: Project Application #13475

Road Evaluation #1: Upper Ranch Loop Road

4/19/2018

Wayne Hicks & Liam Gunst

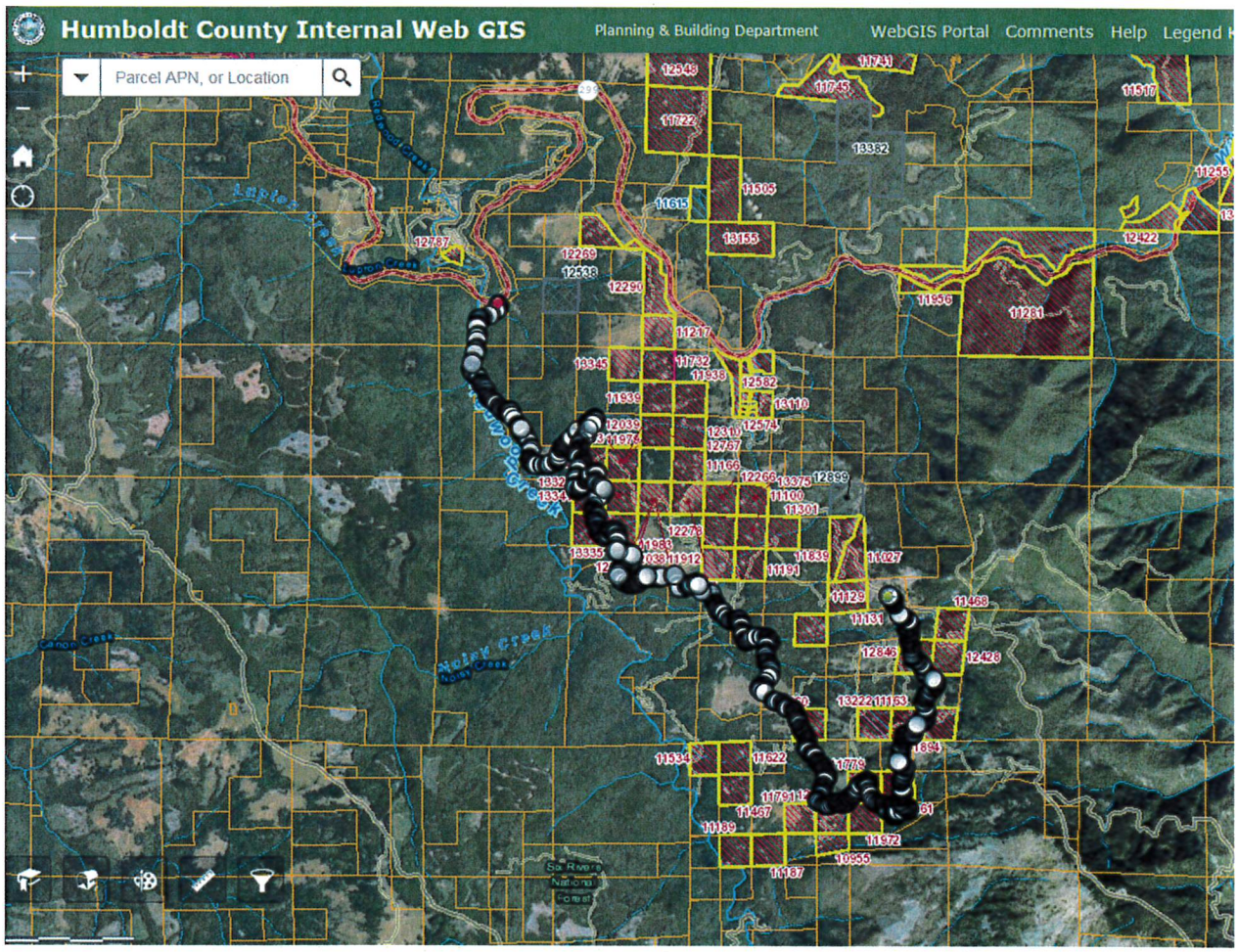


Figure 1: Handheld GPS tracking of Upper Ranch Loop Road, the following photos begin at the green flag and end at the red flag (State Highway 299).

Image 1: Intersection of Titlow Hill Road (#7K100) and Upper Ranch Loop Road (private; photo is facing north)

Image 2: Intersection with image facing west

Image 3: Intersection from further back, looking north

Image 4: Titlow Hill Road heading south; leading up to the intersection

Image 5: Image is from Titlow Hill Road, facing south and leading into the intersection

Image 6: Another view of the turnoff from Titlow Hill Road onto Upper Ranch Loop Road

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Image 7: The transition is not greater than 16 feet wide. It is difficult to get two vehicles in and out simultaneously

Image 8: The transition from paved to gravel surface happens immediately; the edge of the pavement is beginning to degrade

Image 9: Facing south; the Titlow Hill Road slope is greater than 16% and single lane at this point; visibility for people exiting Upper Ranch Loop Road may be difficult

Image 10: Mile 0.00, ahead; 12 feet wide road prism

Image 11: Mile 0.00, behind

Image 12: Mile 0.00, behind

Image 13: Road is set on a steep cliff

Image 14: Further inventory of Titlow Hill Road and Upper Ranch Loop Road intersection

Image 15: Facing north, image of turnoff area

Image 16: View of cliff side facing south

Image 17: View of cliff side facing north

Image 18: Mile 0.01, ahead

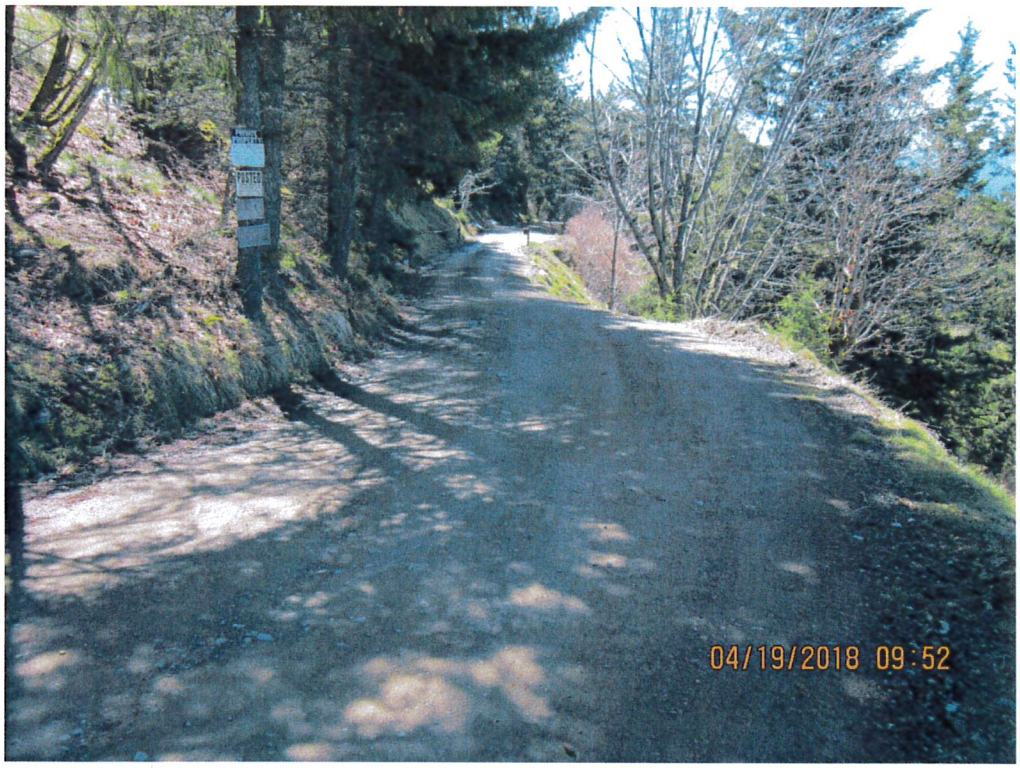

Image 19: Mile 0.02, ahead

Image 20: Mile 0.04, ahead; 12ft wide road prism with good visibility and turnouts on both sides of gate

Image 21: Mile 0.04, behind

Image 22: Mile 0.2191, ahead; 12ft wide road prism; culvert #1

Image 23: Mile 0.2191, behind

Image 24: Mile 0.50, ahead; 15ft wide road prism

Image 25: Mile 0.50, behind

Image 26: Mile 0.6622, ahead; 19ft wide road prism; culvert #2

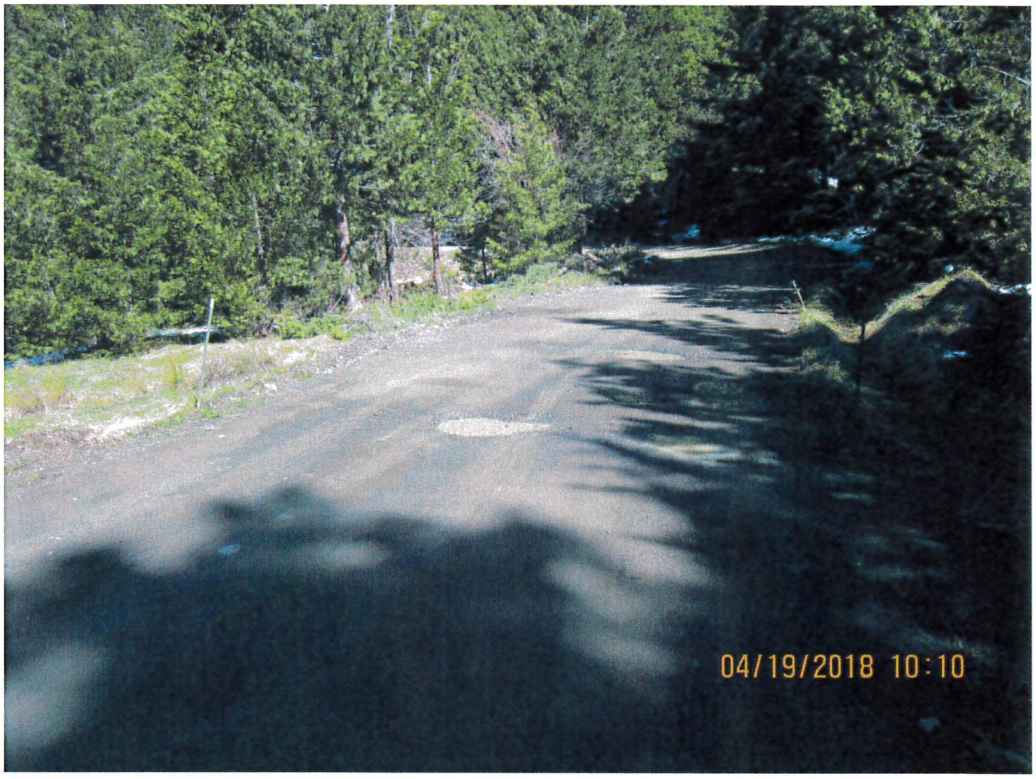

Image 27: Mile 0.6622, behind

Image 28: Mile 0.6622, culvert #2 inlet

Image 29: Mile 0.6622, culvert #2 outlet

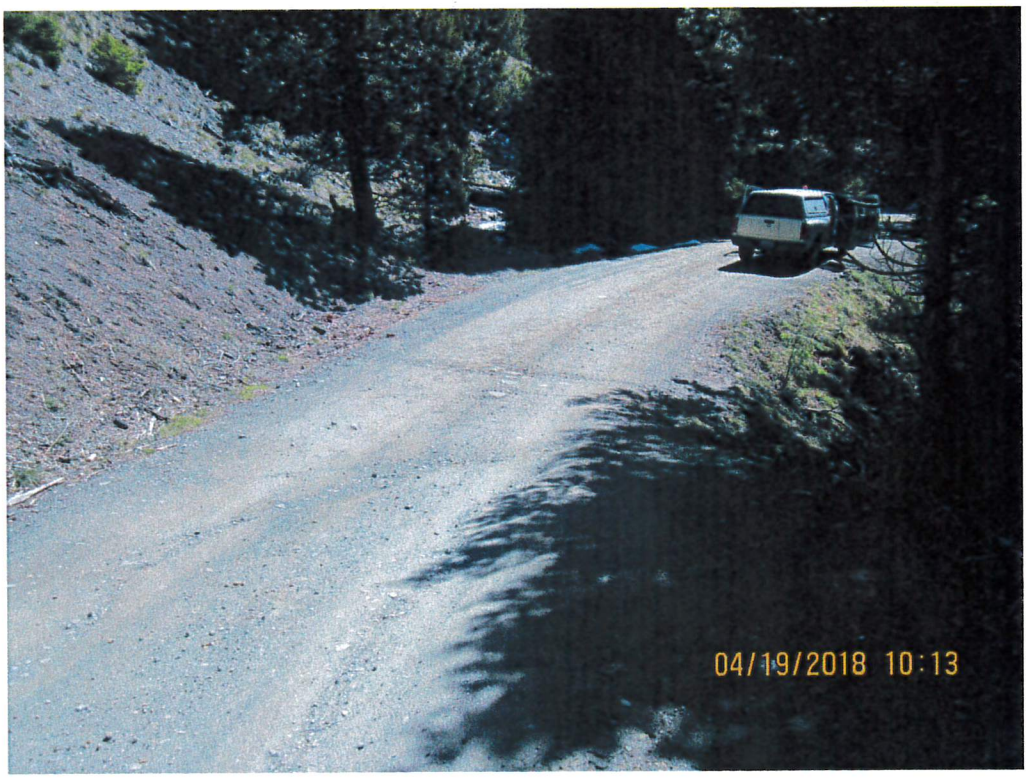

Image 30: Mile 0.7518, ahead; 16ft wide road prism

Image 31: Mile 0.7518, behind

Image 32: Mile 0.8149, ahead; 13ft wide road prism pinch point; culvert #3

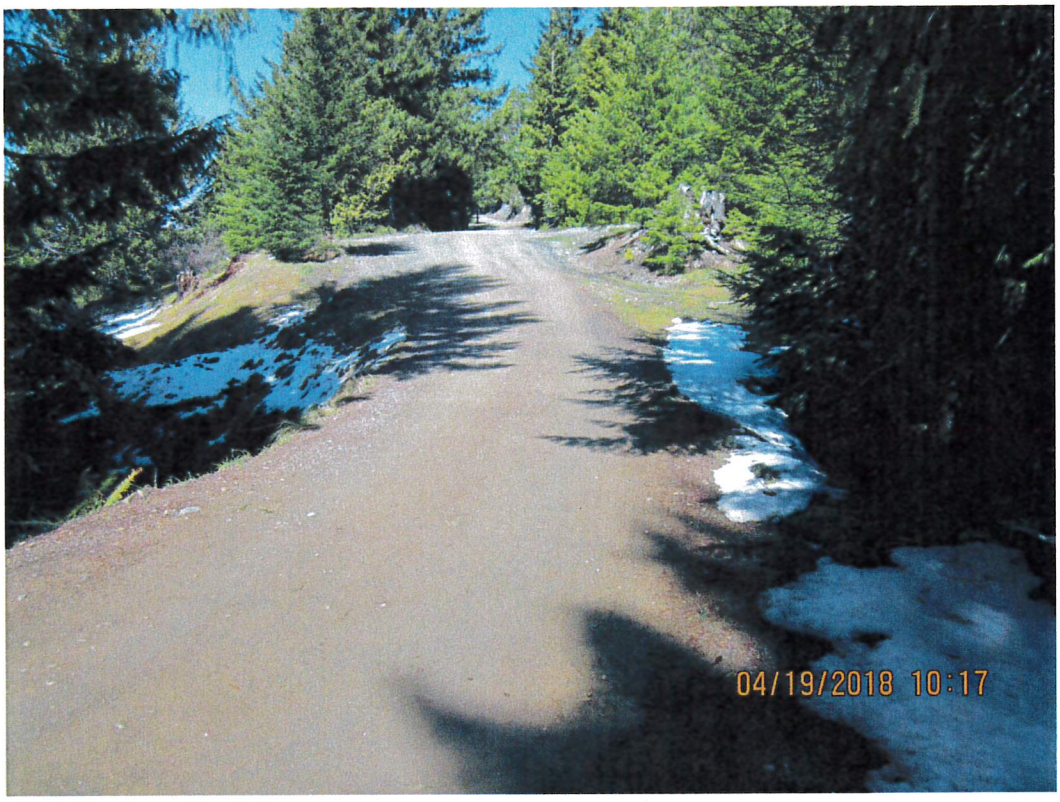

Image 33: Mile 0.8149, behind

Image 34: Mile 0.8149, culvert #3 inlet

Image 35: Mile 0.8149, culvert #3 outlet

Image 36: Mile 0.9281, ahead; 13ft wide road prism pinch point

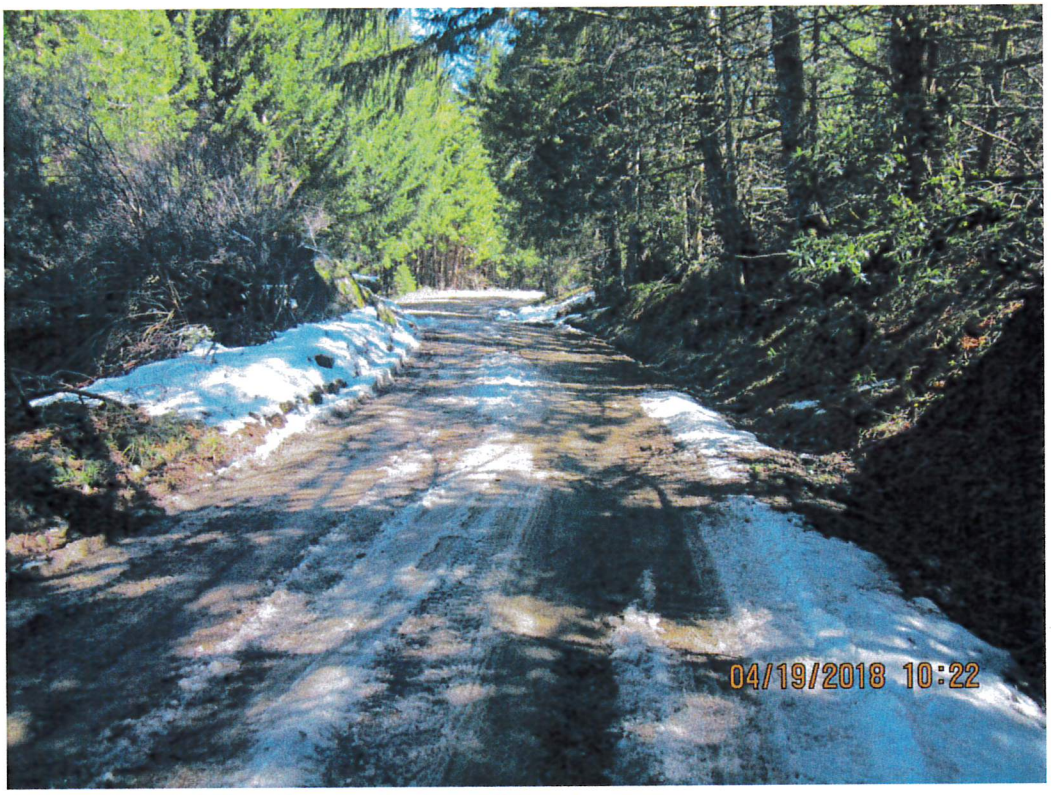

Image 37: Mile 0.9281, behind

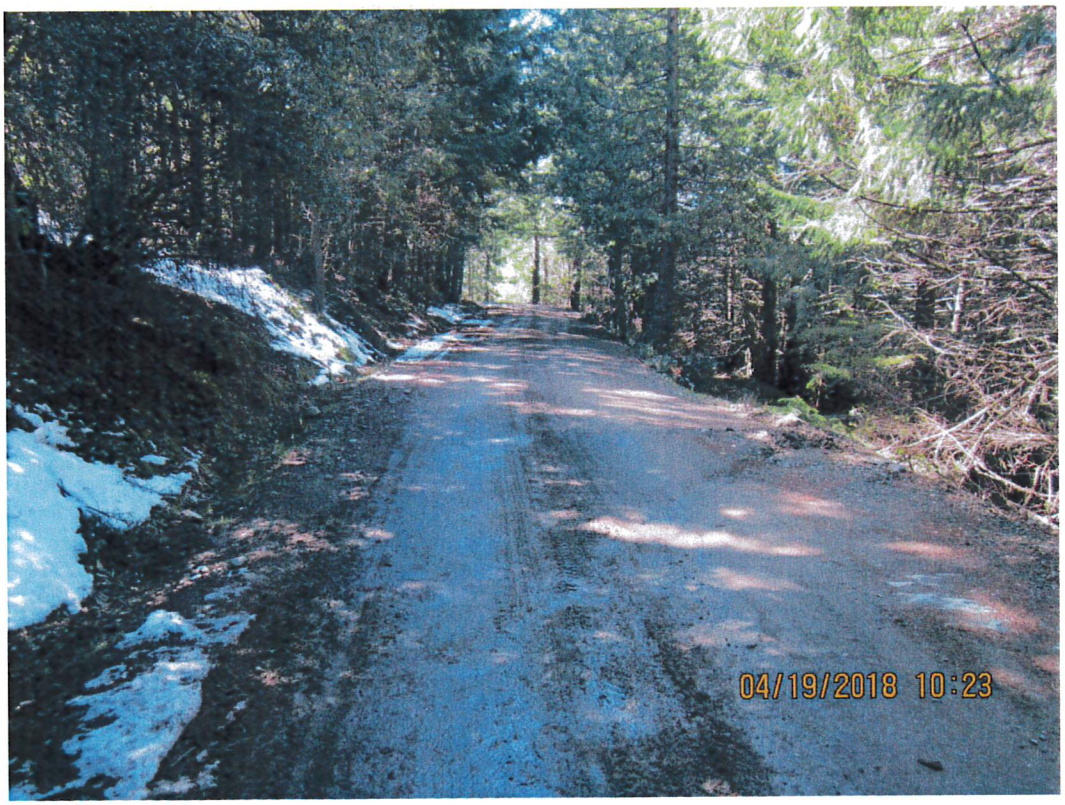

Image 38: Mile 1.00, ahead; 18ft wide road prism

Image 39: Mile 1.00, behind

Image 40: Mile 1.0615, ahead; 13ft wide road prism pinch point

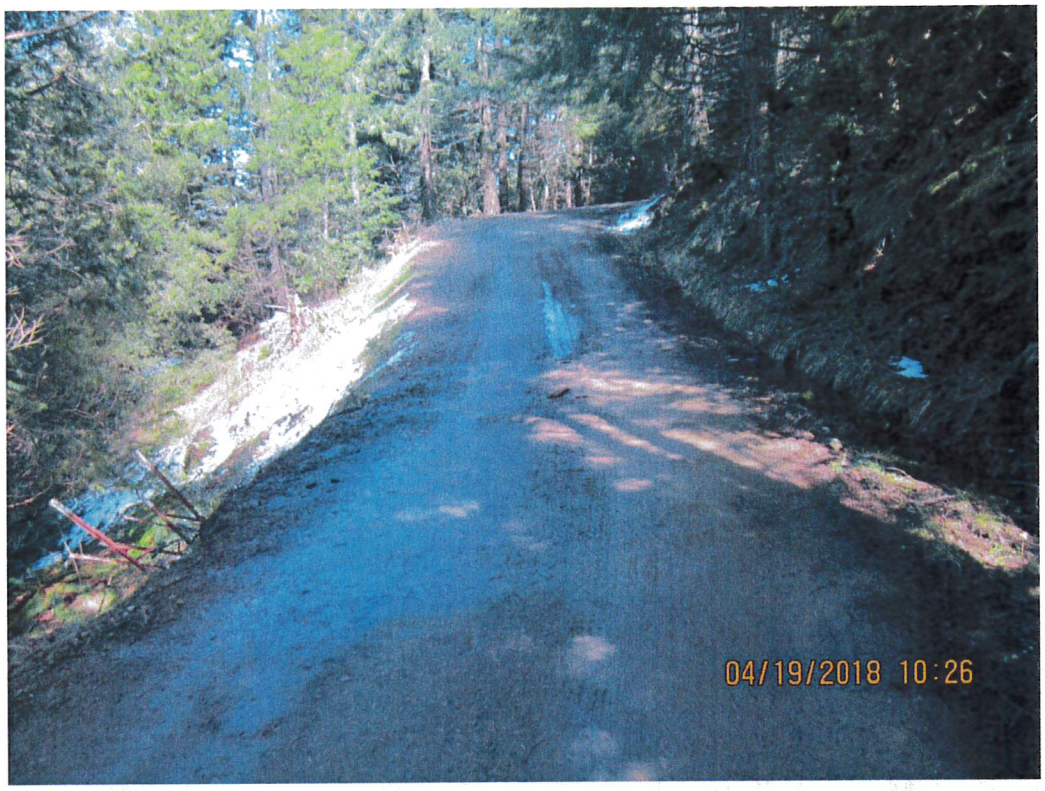

Image 41: Mile 1.0615, behind

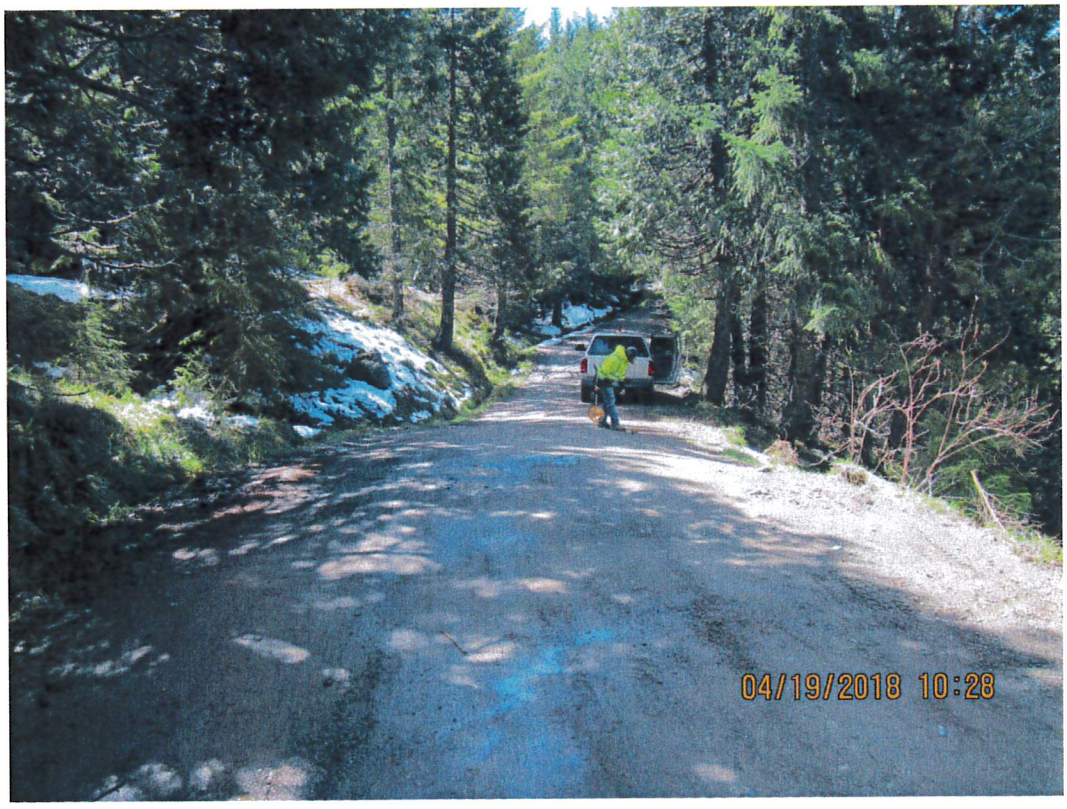

Image 42: Mile 1.1434, ahead; 13ft wide road prism; 17.8% slope for approximately 50ft

Image 43: Mile 1.1434, behind

Image 44: Mile 1.1787, ahead; 16ft wide road prism; culvert #4

Image 45: Mile 1.1787, behind

Image 46: Mile 1.1787, culvert #4 inlet

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Image 47: Mile 1.1787, culvert #4 outlet

Image 48: Mile 1.2268, ahead; 21ft wide road prism; 14.5% slope

Image 49: Mile 1.2268, behind

Image 50: Mile 1.3760, ahead; 15ft wide road prism; 13.2% slope

Image 51: Mile 1.3760, behind

Image 52: Mile 1.3837, ahead; 17ft wide road prism; culvert #5

Image 53: Mile 1.3837, behind

Image 54: Mile 1.3837, culvert #5 inlet

Image 55: Mile 1.3837, culvert #5 outlet

Image 56: 1.4927, ahead; 13ft wide road prism; culvert #6

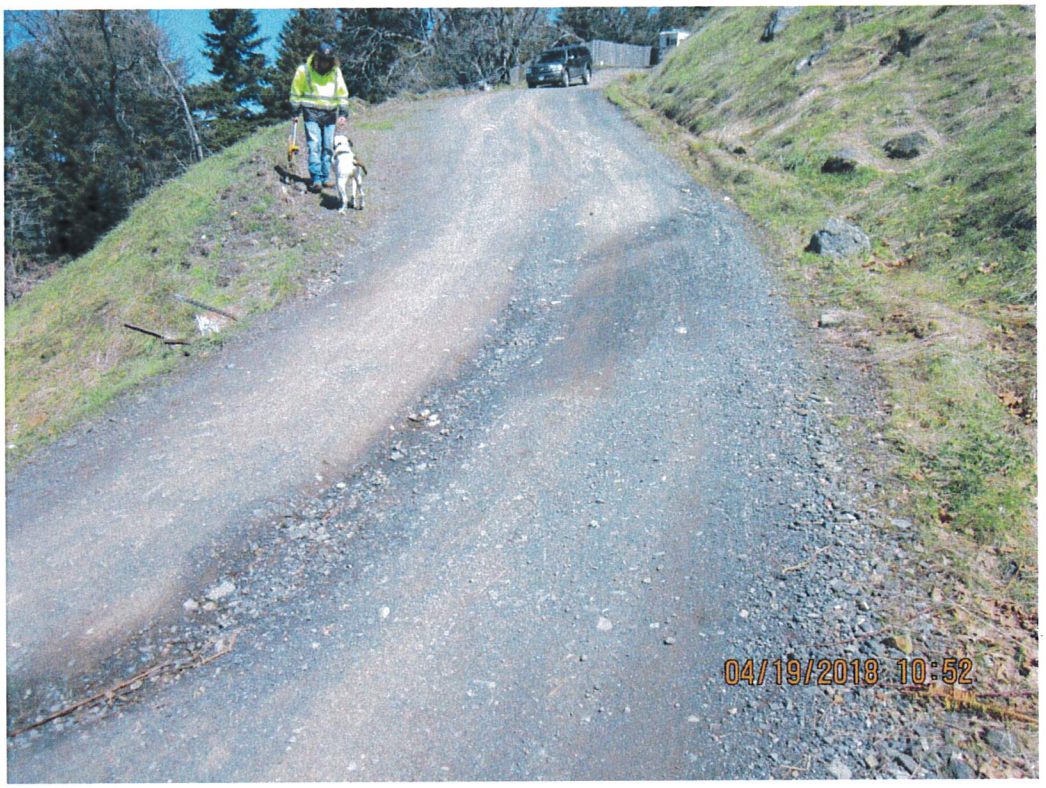

Image 57: Mile 1.4927, behind

Image 58: Mile 1.4927, culvert #6 inlet

Image 59: Mile 1.4927, culvert #6 outlet

Image 60: Mile 1.50, ahead; 22ft wide road prism

Image 61: Mile 1.50, behind

Image 62: Mile 1.5298, ahead; 12ft wide road prism pinch point

Image 63: Mile 1.5298, behind

Image 64: Mile 1.6009, ahead; 11ft wide road prism; culvert #7

Image 65: Mile 1.6009, behind

Image 66: Mile 1.6009, culvert #7 inlet

Image 67: Mile 1.6009, culvert #7 outlet

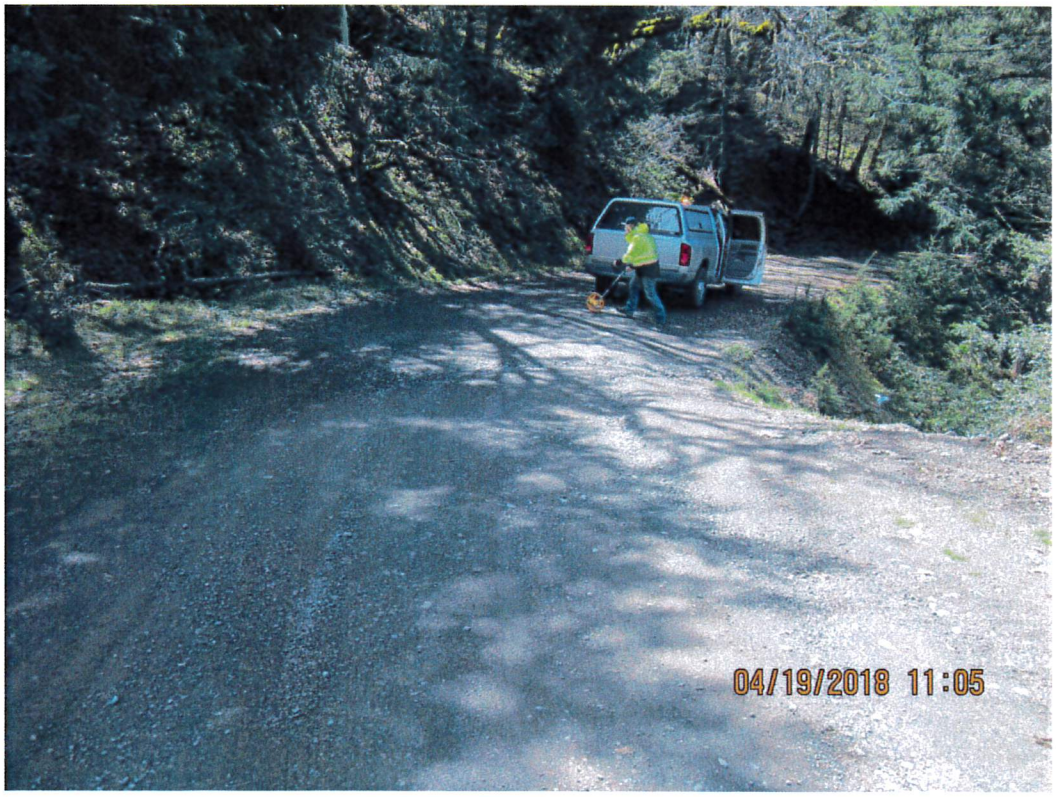

Image 68: Mile 1.8161, ahead; 15ft wide road prism; culvert #8

Image 69: Mile 1.8161, behind

Image 70: Mile 1.8161, culvert #8 inlet

Image 71: Mile 1.8161, culvert #8 outlet

Image 72: Mile 2.00, ahead; 16ft wide road prism

Image 73: Mile 2.00, behind

Image 74: Mile 2.1539, ahead; 14ft wide road prism; 18% slope for approximately 30ft

Image 75: Mile 2.1567, behind

Image 76: Mile 2.3566, ahead; 12ft wide pinch point

Image 77: Mile 2.3566, behind

Image 78: Mile 2.50, ahead; 12ft wide road prism

Image 79: Mile 2.50, behind

Image 80: Mile 2.7924, ahead; 19ft wide road prism; culvert #9

Image 81: Mile 2.7924, behind

Image 82: Mile 2.7924, culvert #9 inlet

Image 83: Mile 2.7924, culvert #9 outlet

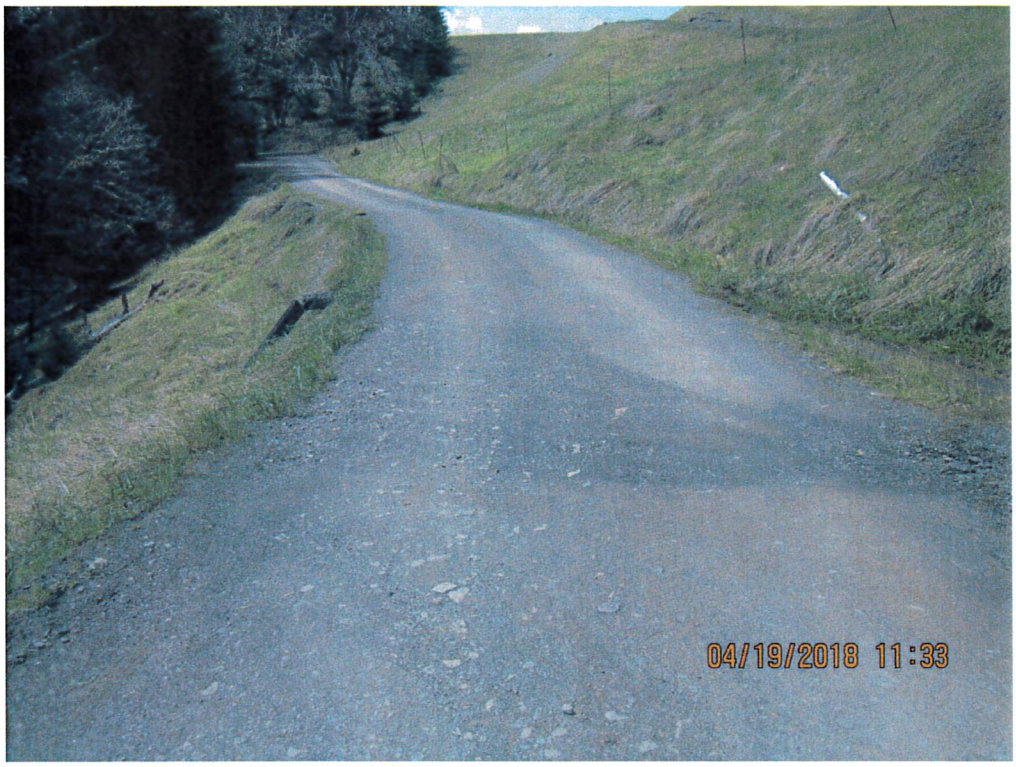

Image 84: Mile 2.8356, ahead; 12ft wide road prism; culvert #10

Image 85: Mile 2.8356, behind

Image 86: Mile 2.8356, culvert #10 inlet

Image 87: Mile 2.8356, culvert #10 outlet

Image 88: Mile 3.00, ahead; 16ft wide road prism

Image 89: Mile 3.00, behind

Image 90: Mile 3.3847, ahead; 13ft wide road prism; culvert #11

Image 91: Mile 3.3847, behind

Image 92: Mile 3.3847, culvert #11 inlet

Image 93: Mile 3.3847, culvert #11 outlet

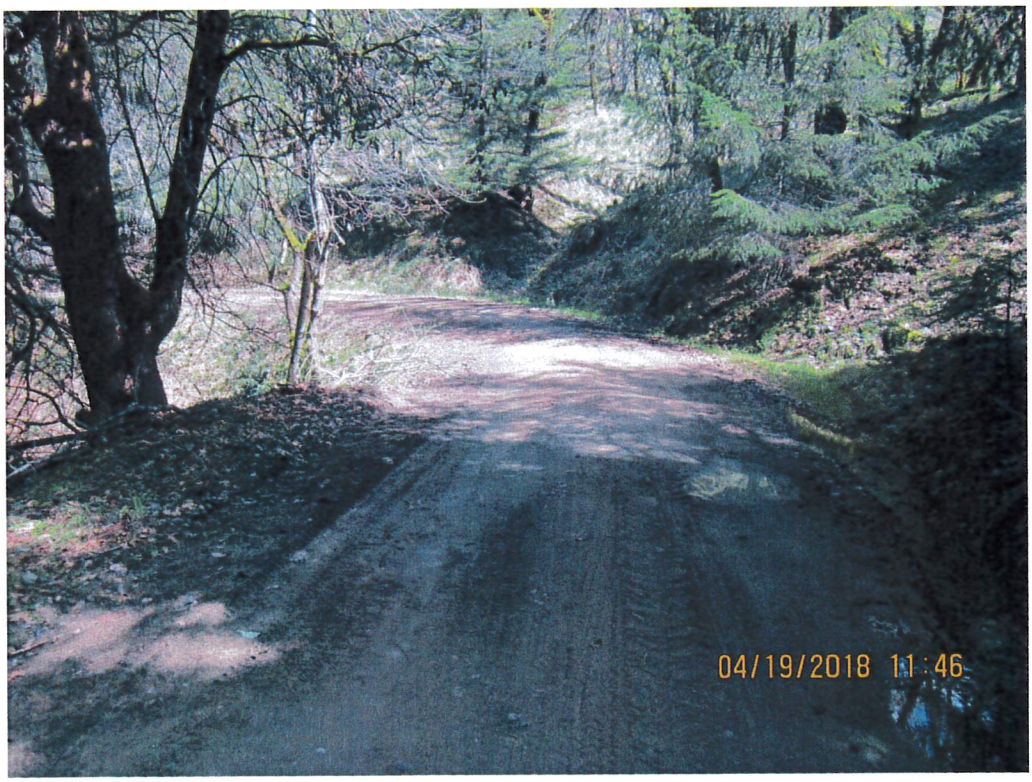

Image 94: Mile 3.50, ahead; 15ft wide road prism

Image 95: Mile 3.50, behind

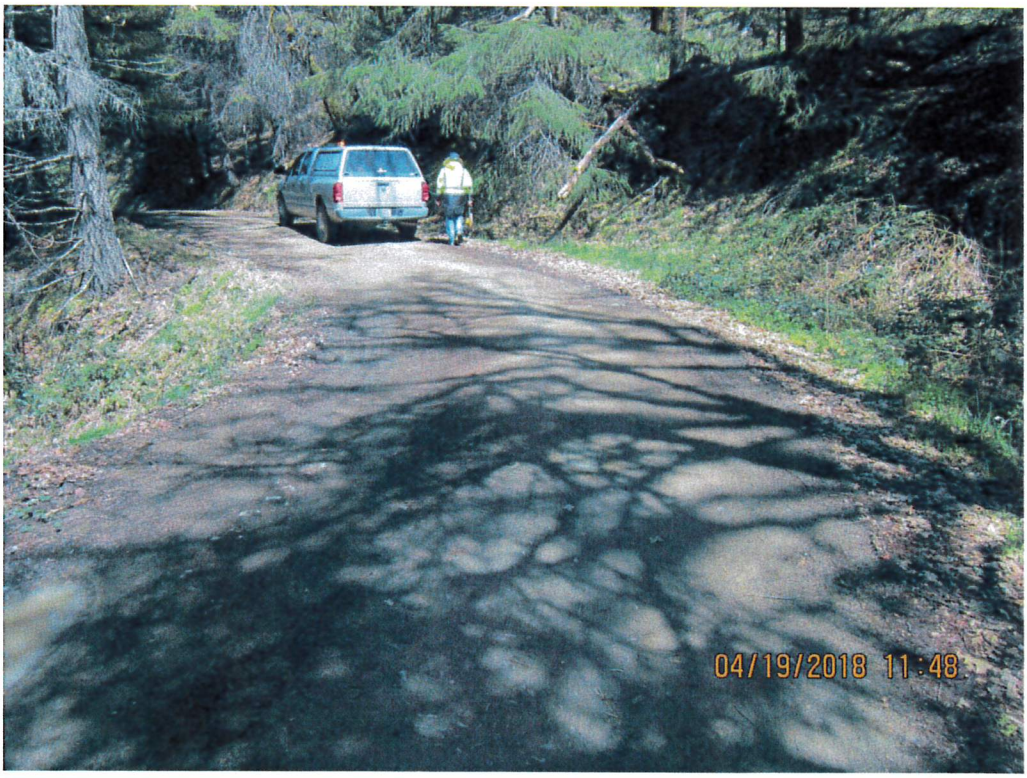

Image 96: Mile 3.5204, ahead; 14ft wide road prism; culvert #12

Image 97: Mile 3.5204, behind

Image 98: Mile 3.5204, culvert #12 inlet

Image 99: Mile 3.5204, culvert #12 outlet

Image 100: Mile 3.6993, ahead; 12ft wide road prism; culvert #13

Image 101: Mile 3.6993, behind

Image 102: Mile 3.6993, culvert #13 inlet

Image 103: Mile 3.6993, culvert #13 outlet

Image 104: Mile 3.8833, ahead; 13ft wide road prism; culvert #14

Image 105: Mile 3.8833, behind

Image 106: Mile 3.8833, culvert #14 inlet

Image 107: Mile 3.8833, culvert #14 outlet

Image 108: Mile 4.0106, ahead; 11ft wide road prism; culvert #15

Image 109: Mile 4.0106, behind

Image 110: Mile 4.0106, culvert #15 inlet

Image 111: Mile 4.0106, culvert #15 outlet

Image 112: Mile 4.0945, ahead; 18ft wide road prism; culvert #16

Image 113: Mile 4.0945, behind

Image 114: Mile 4.0945, culvert #16 inlet

Image 115: Mile 4.0945, culvert #16 outlet

Image 116: Mile 4.1664, ahead; 13ft wide road prism; culvert #17

Image 117: Mile 4.1664, behind

Image 118: Mile 4.1664, culvert #17 inlet

Image 119: Mile 4.1664, culvert #17 outlet

Image 120: Mile 4.50, ahead; 13ft wide road prism

Image 121: Mile 4.50, behind

Image 122: Mile 4.6026, ahead; 13ft wide road prism; 17% slope

Image 123: Mile 4.6026, behind

Image 124: Mile 4.6359, ahead; 11ft wide road prism pinch point

Image 125: Mile 4.6359, behind

Image 126: Mile 4.7170, ahead; 9ft wide road prism pinch point; culvert #18

Image 127: Mile 4.7170, behind

Image 128: Mile 4.7170, culvert #18 inlet

Image 129: Mile 4.7170, culvert #18 outlet

Image 130: Mile 4.7170, culvert #18 outlet

Image 131: Mile 4.9657, ahead; 11ft wide road prism; culvert #19

Image 132: Mile 4.9657, behind

Image 133: Mile 4.9657, culvert #19 inlet

Image 134: Mile 4.9657, culvert #19 outlet

Image 135: Mile 4.9845, ahead; 14ft wide road prism; culvert #20

Image 136: Mile 4.9845, behind

Image 137: Mile 4.9845, culvert #20 inlet

Image 138: Mile 4.9845, culvert #20 outlet

Image 139: Mile 5.38, ahead

Image 140: Mile 5.38, behind

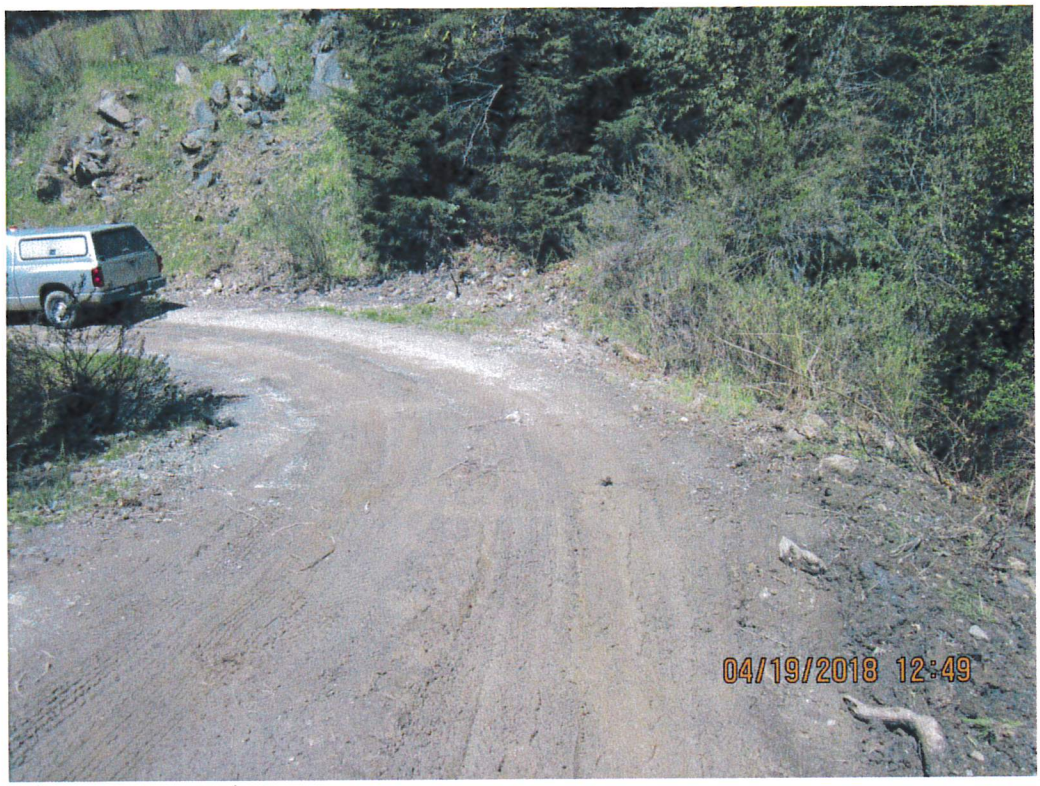

Image 141: Mile 5.4044, ahead; 14ft wide road prism; culvert #21

Image 142: Mile 5.4044, behind

Image 143: Mile 5.4044, culvert #21 inlet

Image 144: Mile 5.4044, culvert #21 outlet

Image 145: Mile 5.50, ahead; 14ft wide road prism

Image 146: Mile 5.50, behind

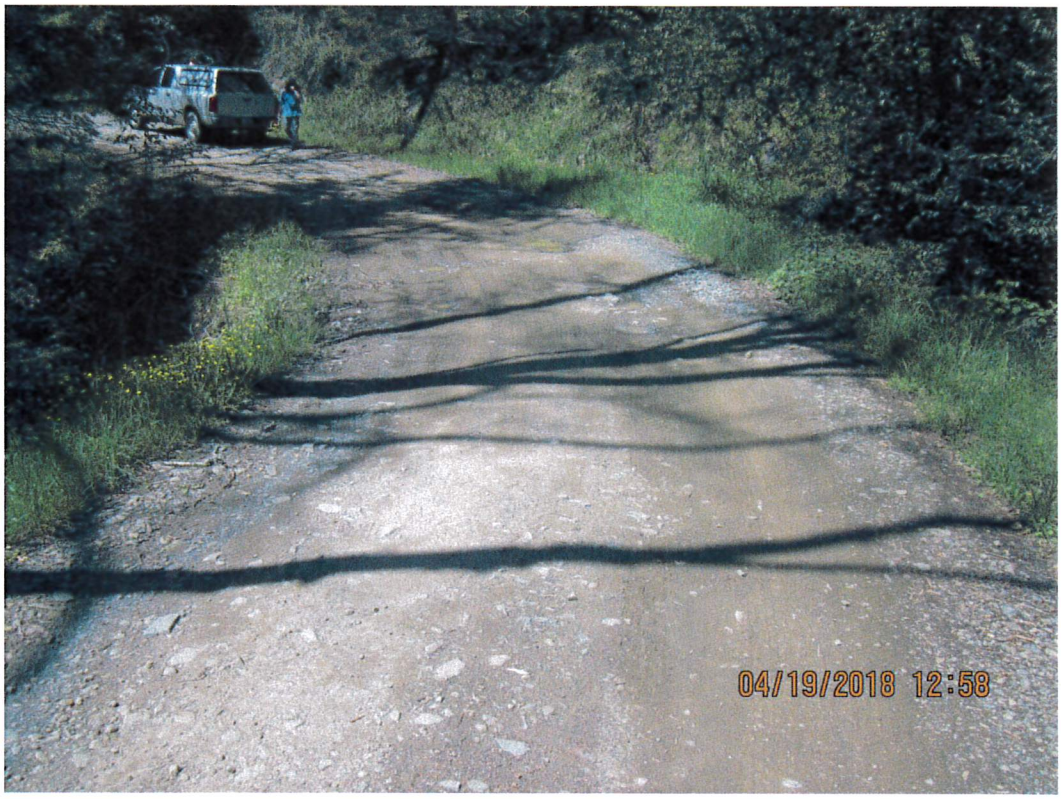

Image 147: Mile 5.7672, ahead; 15ft wide road prism; culvert #22

Image 148: Mile 5.7672, behind

Image 149: Mile 5.7672, culvert #22 inlet

Image 150: Mile 5.7672, culvert #22 outlet

Image 151: Mile 5.9286, ahead; 16ft wide road prism; culvert #23

Image 152: Mile 5.9286, behind

Image 153: Mile 5.9286, culvert #23 inlet

Image 154: Mile 5.9286, culvert #23 outlet

Image 155: Mile 6.00, ahead; 18ft wide road prism

Image 156: Mile 6.00, behind

Image 157: Mile 6.1856, ahead; 18ft wide road prism; culvert #24

Image 158: Mile 6.1856, behind

Image 159: Mile 6.1856, culvert #24 inlet

Image 160: Mile 6.1856, culvert #24 outlet

Image 161: Mile 6.2176, ahead; 19ft wide road prism; culvert #25

Image 162: Mile 6.2176, behind

Image 163: Mile 6.2176, culvert #25 inlet

Image 164: Mile 6.2176, culvert #25 outlet

Image 165: Mile 6.3996, ahead; 19ft wide road prism; culvert #26

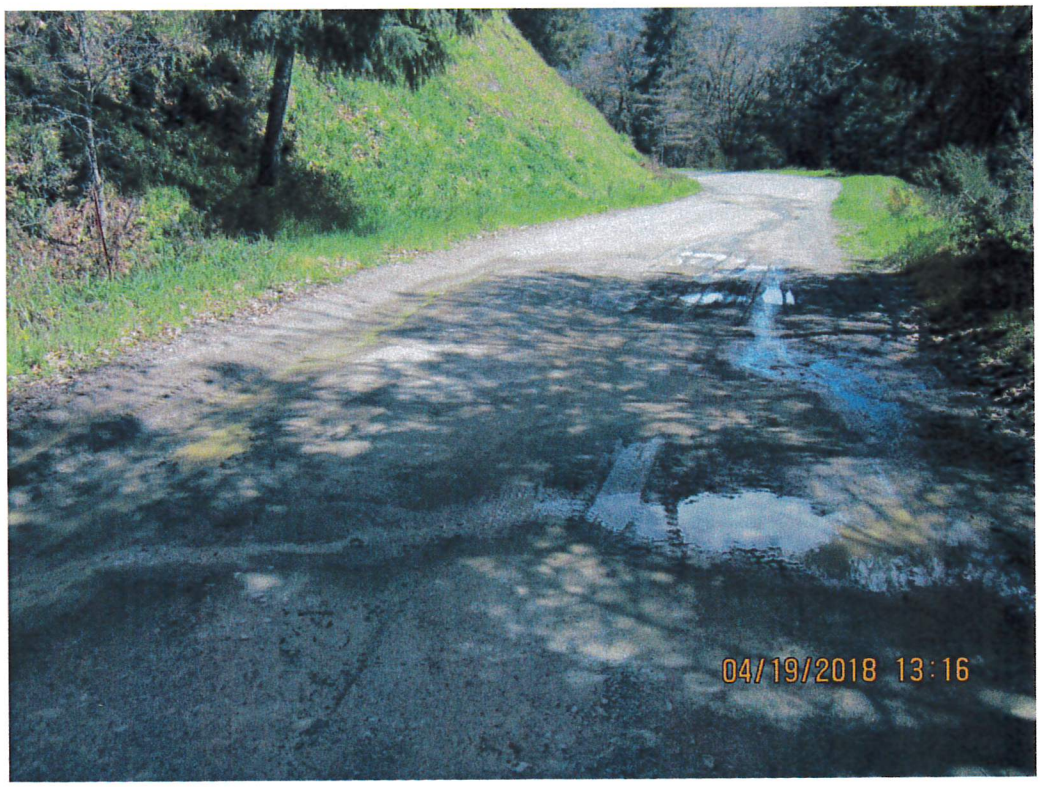

Image 166: Mile 6.3996, behind

Image 167: Mile 6.3996, culvert #26 inlet

Image 168: Mile 6.3996, culvert #26 outlet

Image 169: Mile 6.50, ahead; 22ft wide road prism

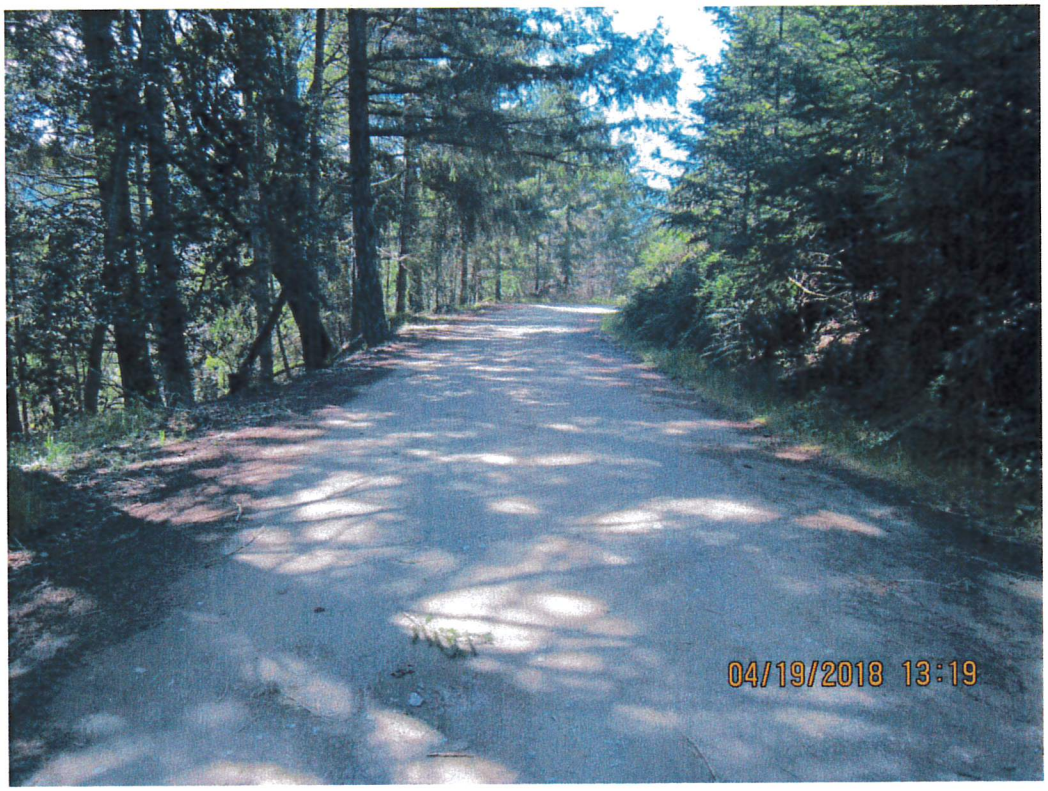

Image 170: Mile 6.50, behind

Image 171: Mile 6.8800, ahead; 18ft wide road prism; culvert #27

Image 172: Mile 6.8800, behind

Image 173: Mile 6.8800, culvert #27 inlet

Image 174: Mile 6.8800, culvert #27 outlet

Image 175: Mile 6.9519, ahead; 16ft wide road prism; culvert #28

Image 176: Mile 6.9519, behind

Image 177: Mile 6.9519, culvert #28 inlet

Image 178: Mile 6.9519, culvert #28 outlet

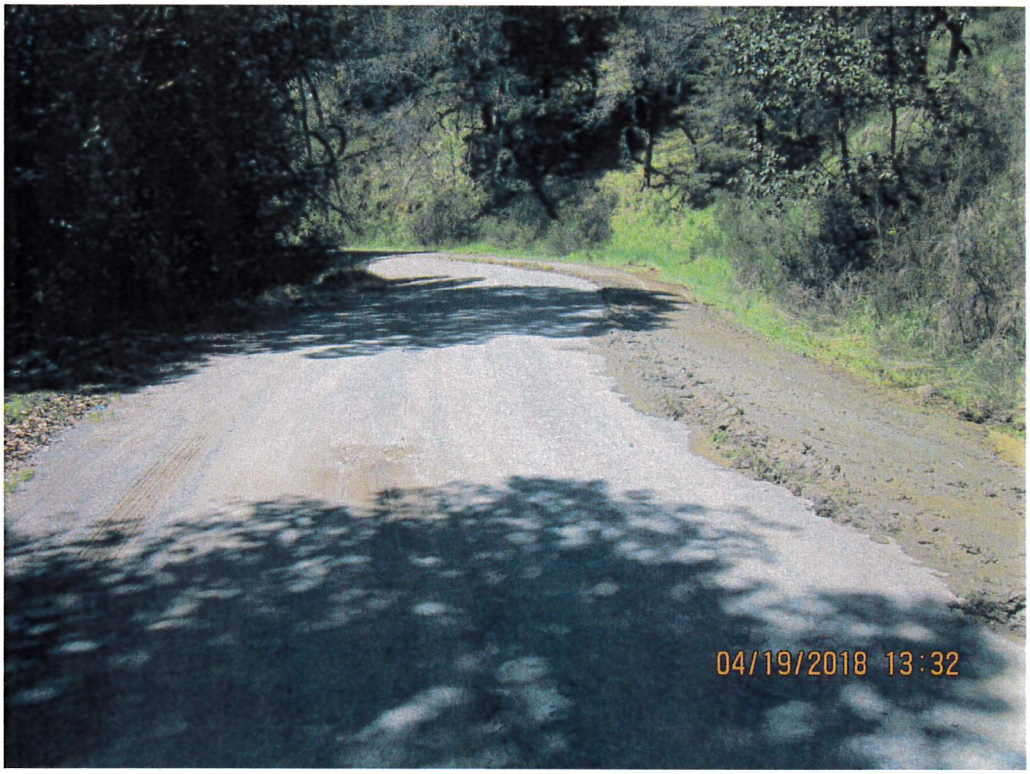

Image 179: Mile 7.00, ahead; 26ft wide road prism

Image 180: Mile 7.00, behind

Image 181: Mile 7.0284, ahead; 24ft wide road prism; culvert #29

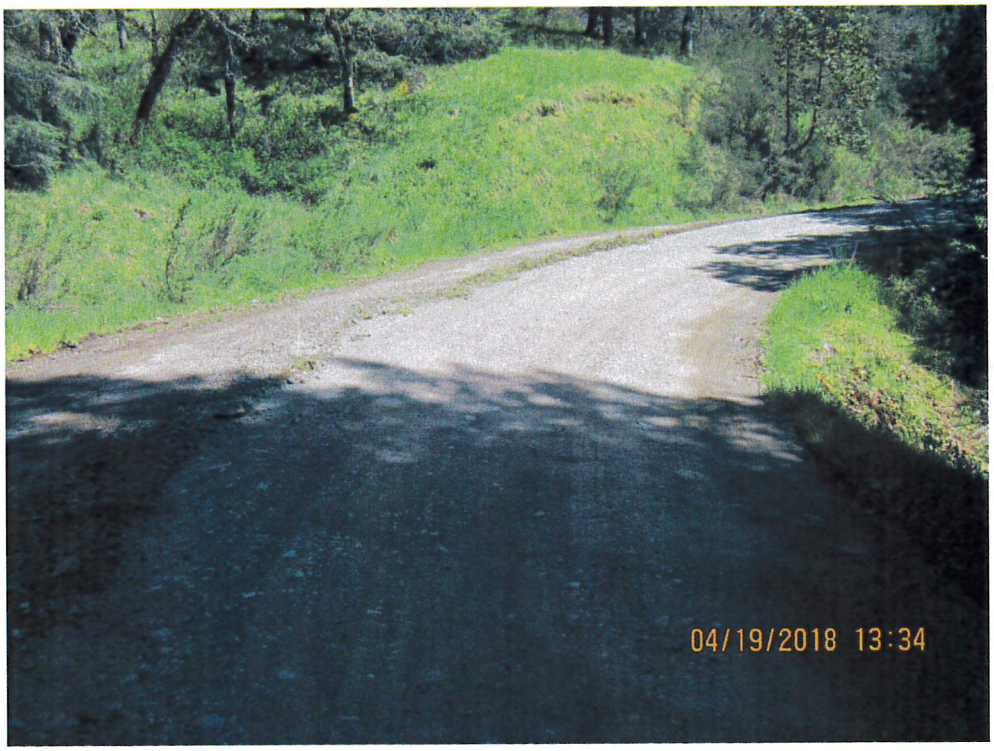

Image 182: Mile 7.0284, behind

Image 183: Mile 7.0284, culvert #29 inlet

Image 184: Mile 7.0284, culvert #29 outlet

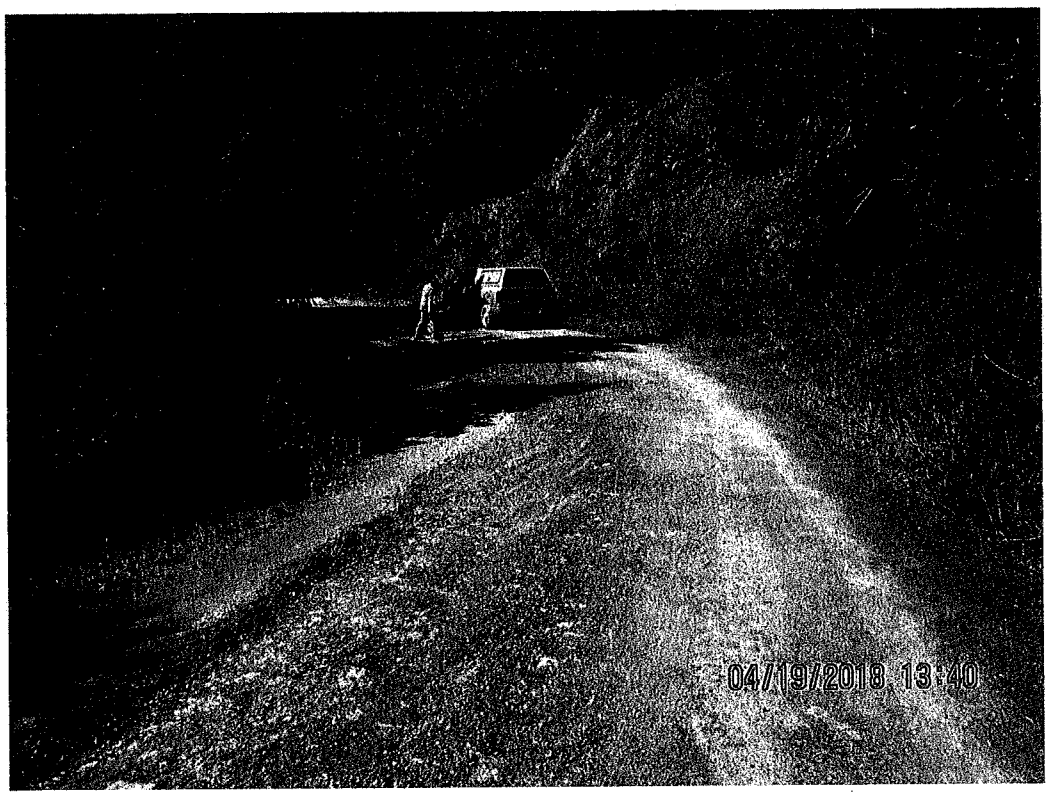

Image 185: Mile 7.2639, ahead; 23ft wide road prism; culvert #30

Image 186: Mile 7.2639, behind

Image 187: Mile 7.2639, culvert #30 inlet

Image 188: Mile 7.2639, culvert #30 outlet

Image 189: Mile 7.2985, ahead; 15ft wide road prism; culvert #31

Image 190: Mile 7.2985, behind

Image 191: Mile 7.2985, culvert #31 inlet

Image 192: Mile 7.2985, culvert #31 outlet

Image 193: Mile 7.50, ahead; 20ft wide road prism

Image 194: Mile 7.50, behind

Image 195: Mile 7.8437, ahead; 21ft wide road prism; culvert #32

Image 196: Mile 7.8437, behind

Image 197: Mile 7.8437, culvert #32 inlet

Image 198: Mile 7.8437, culvert #32 outlet

Image 199: Mile 7.8833, ahead; 18ft wide road prism; culvert #33

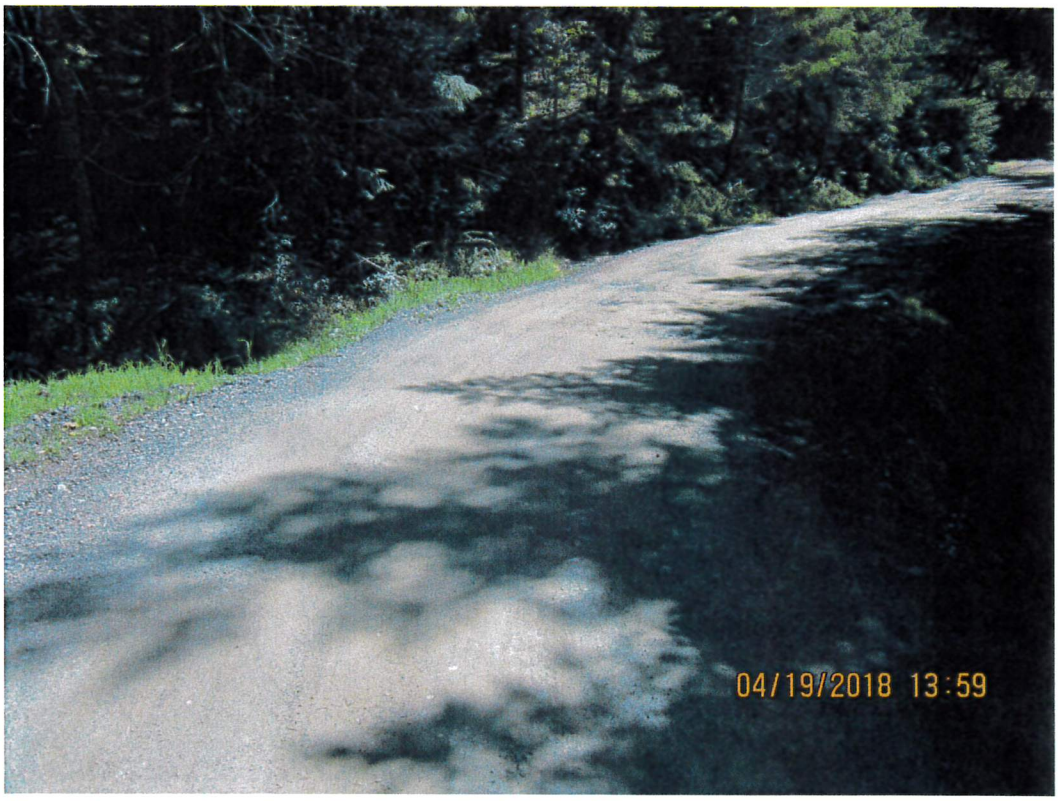

Image 200: Mile 7.8833, behind

Image 201: Mile 7.8833, culvert #33 inlet

Image 202: Mile 7.8833, culvert #33 outlet

Image 203: Mile 7.9154, ahead; 18ft wide road prism; culvert #34

Image 204: Mile 7.9154, behind

Image 205: Mile 7.9154, culvert #34 inlet

Image 206: Mile 7.9154, culvert #34 behind

Image 207: Mile 8.00, ahead; 17ft wide road prism

Image 208: Mile 8.00, behind

Image 209: Mile 8.0791, ahead; 20ft wide road prism; culvert #35

Image 210: Mile 8.0791, behind

Image 211: Mile 8.0791, culvert #35 inlet

Image 212: Mile 8.0791, culvert #35 outlet

Image 213: Mile 8.50, ahead; 20ft wide road prism

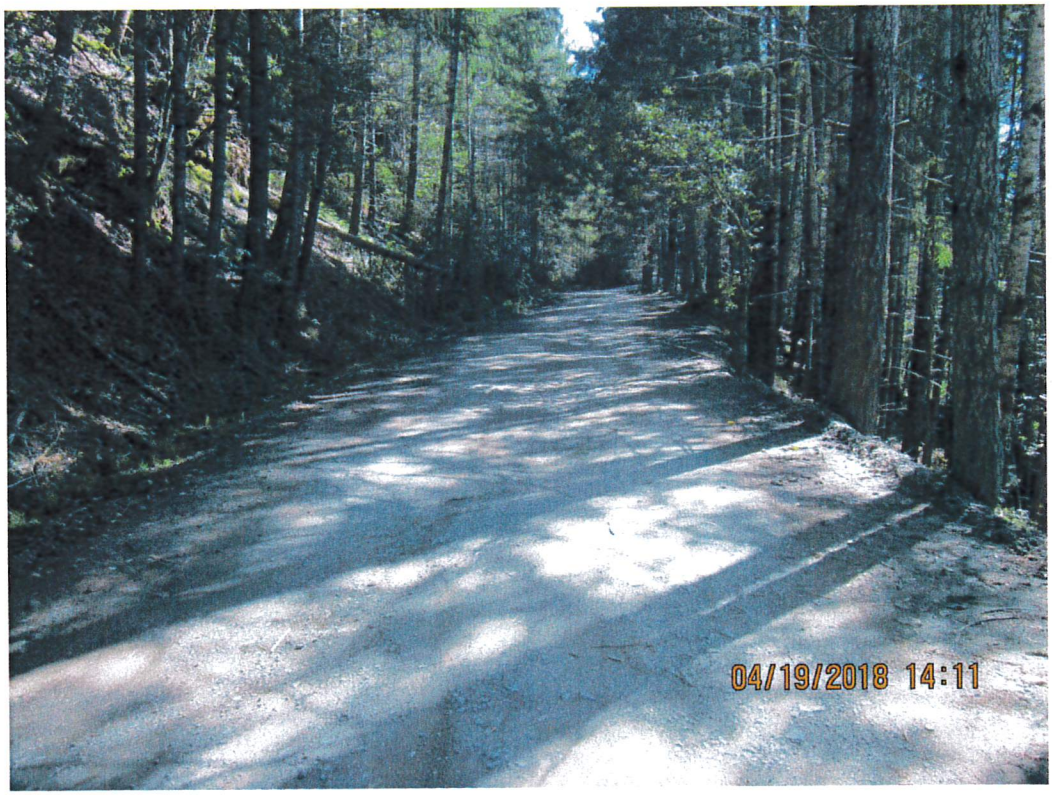

Image 214: Mile 8.50, behind

Image 215: Mile 8.5878, ahead; 21ft wide road prism; culvert #36

Image 216: Mile 8.5878, behind

Image 217: Mile 8.5878, culvert #36 inlet

Image 218: Mile 8.5878, culvert #36 outlet

Image 219: Mile 8.7166, ahead; 21ft wide road prism; culvert #37

Image 220: Mile 8.7166, behind

Image 221: Mile 8.7166, culvert #37 inlet

Image 222: Mile 8.7166, culvert #37 outlet

Image 223: Mile 8.8681, ahead; 17ft wide road prism; culvert #38

Image 224: Mile 8.8681, behind

Image 225: Mile 8.8681, culvert #38 inlet

Image 226: Mile 8.8681, culvert #38 outlet

Image 227: Mile 8.97, ahead; 17% road slope

Image 228: Mile 8.97, behind

Image 229: Mile 9.00, ahead; 10ft wide bridge

Image 230: Mile 9.00, behind

Image 231: Mile 9.0869, ahead; 17ft wide road prism; culvert #39

Image 232: Mile 9.0869, behind

Image 233: Mile 9.0869, culvert #39 inlet

Image 234: Mile 9.0869, culvert #39 outlet

Image 235: Mile 9.50, ahead; 17ft wide road prism

Image 236: Mile 9.50, behind

Image 237: Mile 9.7993, ahead; 18ft wide road prism; culvert #40

Image 238: Mile 9.7993, behind

Image 239: Mile 9.7993, culvert #40 inlet

Image 240: Mile 9.7993, culvert #40 outlet

Image 241: Mile 9.8077, ahead; 18ft wide paved road prism; road surface changes to pavement

Image 242: Mile 9.8077, behind

Image 243: Mile 9.8862, ahead; 20% road slope; culvert #41

Image 244: Mile 9.8862, behind

Image 245: Mile 9.8862, culvert #41 inlet

Image 246: Mile 9.8862, culvert #41 outlet

Image 247: Mile 9.9242, ahead; 15ft wide road prism; 21% road slope from mile 9.93-9.96; culvert #42

Image 248: Mile 9.9242, behind

Image 249: Mile 9.9242, culvert #42 inlet

Image 250: Mile 9.9242, culvert #42 outlet

Image 251: Mile 9.95, ahead; 21% road slope

Image 252: Mile 9.95, behind

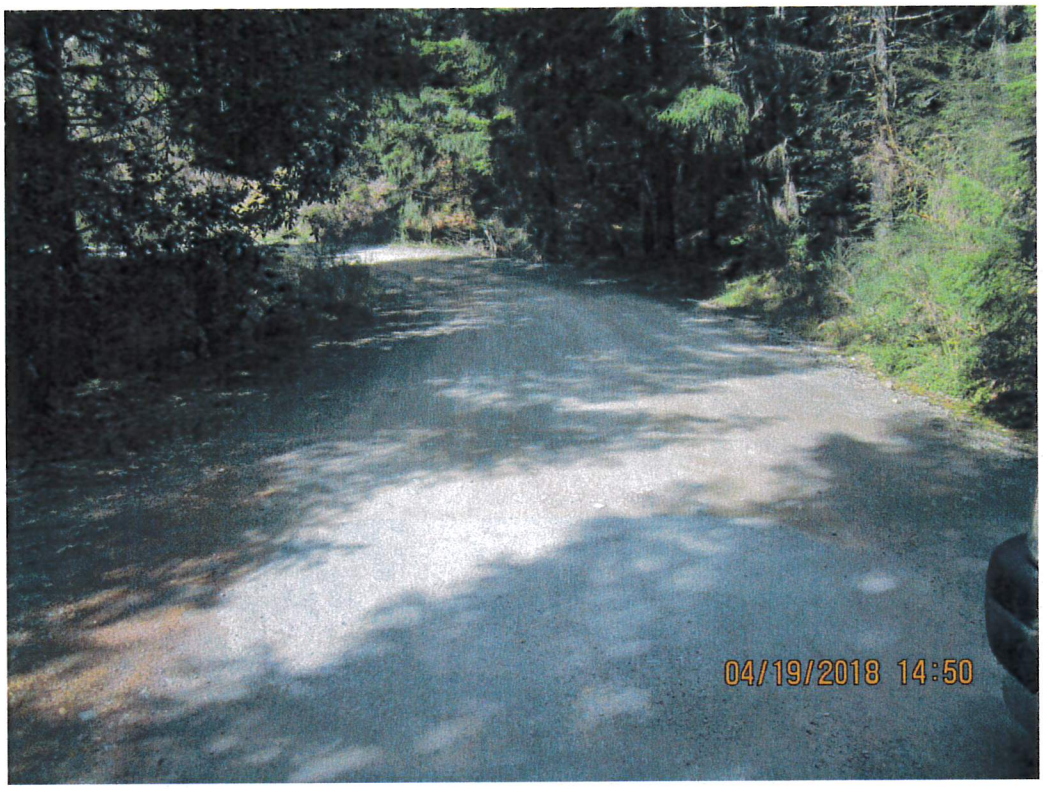

Image 253: Mile 10.00, ahead; 24ft wide road prism; road surface changes to gravel

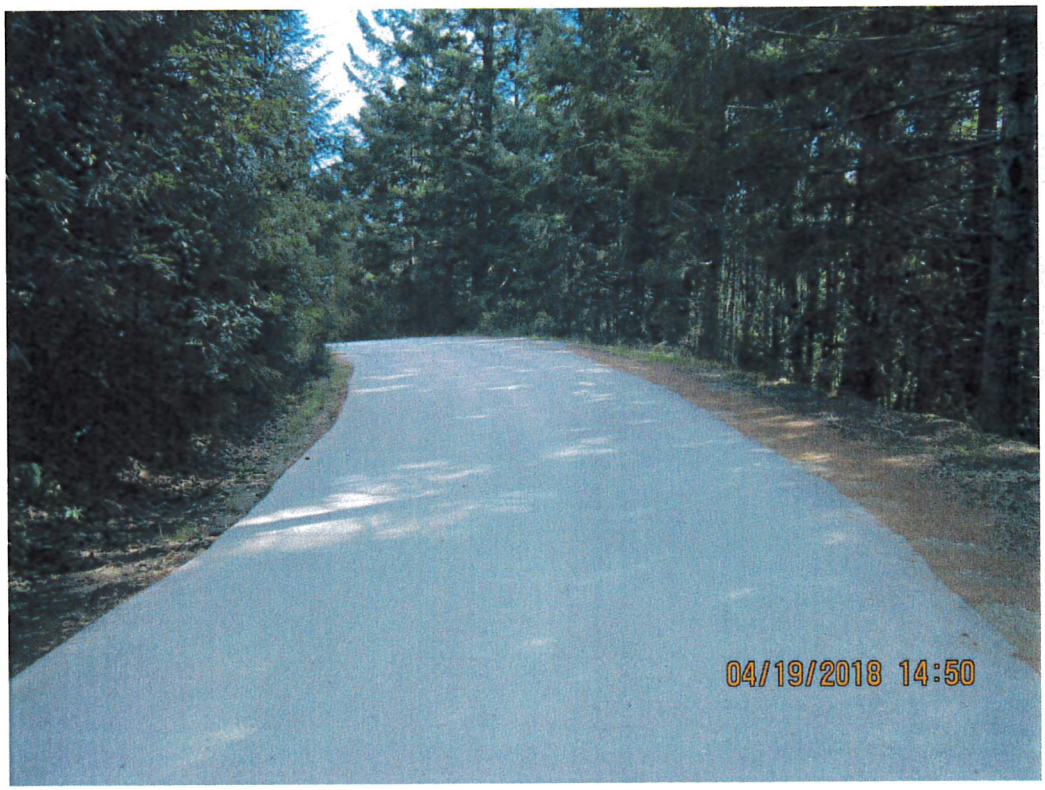

Image 254: Mile 10.00, behind

Image 255: Mile 10.0210, ahead; 16ft wide road prism; culvert #43

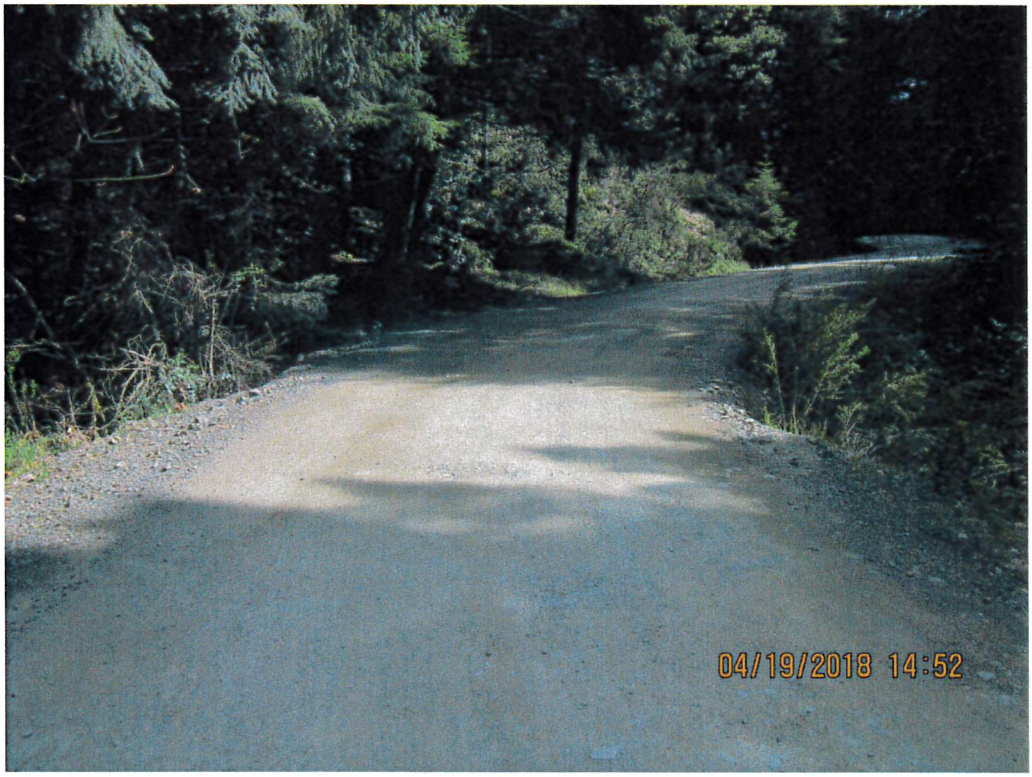

Image 256: Mile 10.0210, behind

Image 257: Mile 10.0210, culvert #43 inlet

Image 258: Mile 10.0210, culvert #43 outlet

Image 259: Mile 10.1894, ahead; 22ft wide road prism; culvert #44

Image 260: Mile 10.1894, behind

Image 261: Mile 10.1894, culvert #44 inlet

Image 262: Mile 10.1894, culvert #44 outlet

Image 263: Mile 10.4503, ahead; 18ft wide road prism; culvert #45

Image 264: Mile 10.4503, behind

Image 265: Mile 10.4503, culvert #45 inlet

Image 266: Mile 10.4503, culvert #45 outlet

Image 267: Mile 10.50, ahead; 17ft wide road prism

Image 268: Mile 10.50, behind

Image 269: Mile 11.00, ahead; 18ft wide road prism

Image 270: Mile 11.00, behind

Image 271: Mile 11.0181, ahead; 17ft wide road prism; culvert #46

Image 272: Mile 11.0181, behind

Image 273: Mile 11.0181, culvert #46 inlet

Image 274: Mile 11.0181, culvert #46 outlet

Image 275: Mile 11.2489, ahead; 26ft wide road prism; culvert #47

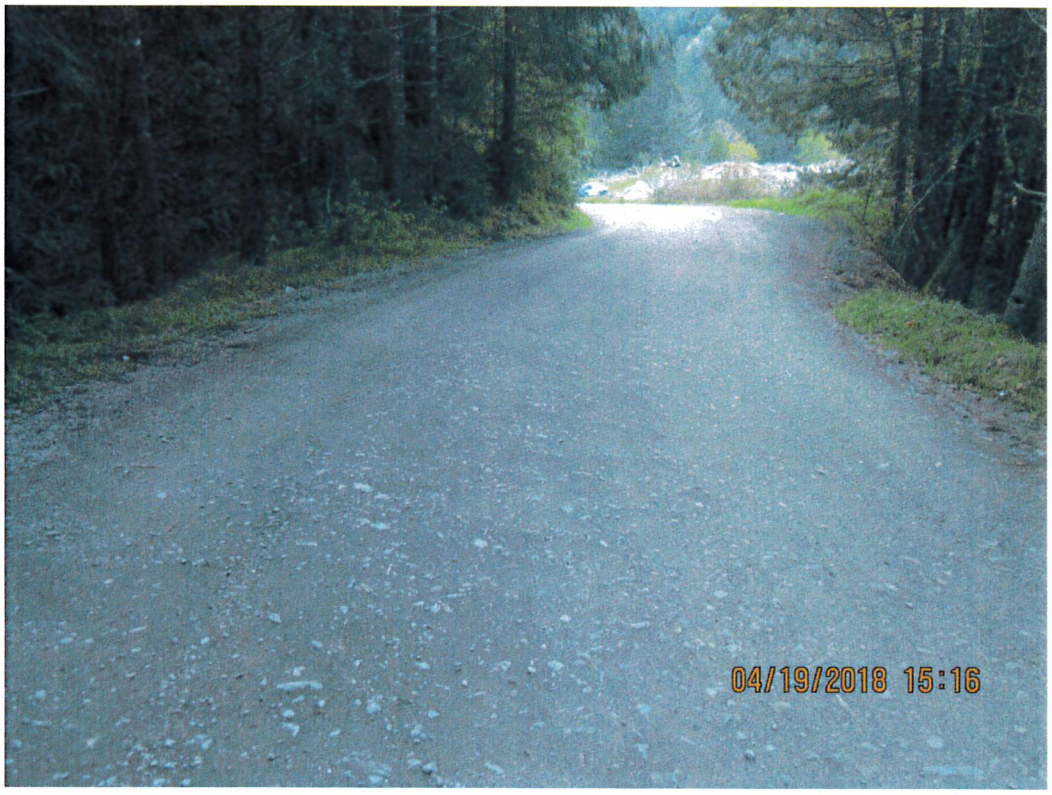

Image 276: Mile 11.2489, behind

Image 277: Mile 11.2489, culvert #47 inlet

Image 278: Mile 11.2489, culvert #47 outlet

Image 279: Mile 11.3035, facing west; intersection with State Highway 299

Image 280: Mile 11.3035, facing east; intersection with State Highway 299

Image 281: Mile 11.3035, behind

Image 282: Mile 11.3035, facing west; wide view of intersection with State Highway 299 and the Don O'Kane Bridge in the background

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COUNTY OF HUMBOLDT
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AREA CODE 707

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LAND USE 445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Road & Non-Titled Road Intersection

Road Name: Non-Titled Road

Road No.: N/A

GPS Location of Intersection:

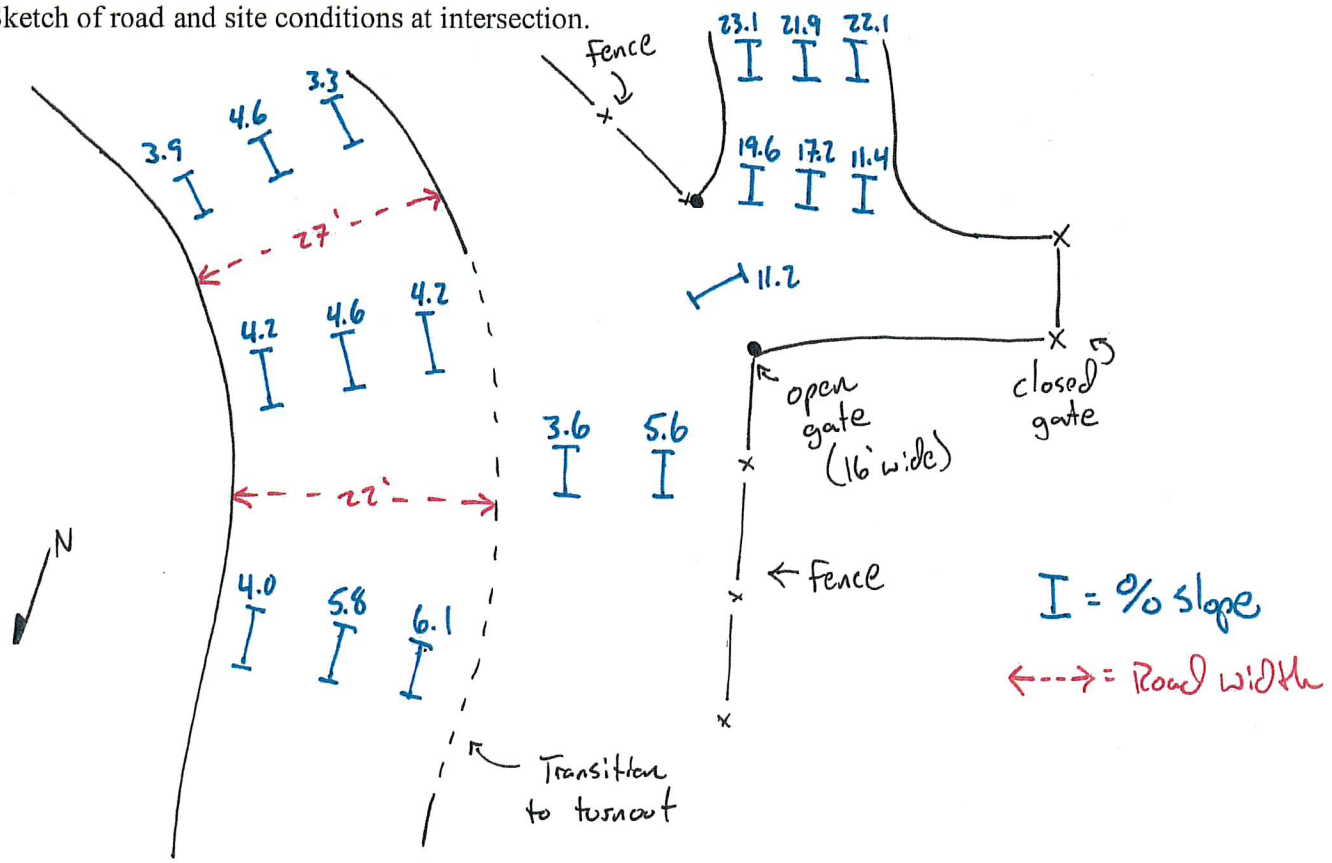
40.8839, -123.7707

Date: 04/20/2018

By: WH & LG

Road Mileage: TBD

Sketch of road and site conditions at intersection.



Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Non-Titled Road or Saber-Tooth Road
Road Number:	N/A
Road Length:	
GPS Location Initial & Final:	

	% Slope	Mileage From	Mileage To	Evaluation points (miles)	Prism Widths Left	Prism Widths Usable	Prism Widths Right	Prism Widths Total	Comments
	17-21	0.00	0.17	0.00	1	14	1	16	
	18	0.29	0.32	0.50	0	13	0	13	
	17-20	0.70	0.83	0.70	0	10	0	10	pinch point - bad v.s. from 0.70-0.82
	17-19	0.85	0.94	1.06	0	14	0	14	intersection w/ leg A & B
Leg A	21-24	1.07	1.11	1.10	0	14	0	14	Leg A begins
Leg A	26	1.18	1.23	1.13	0	12	0	12	pinch point bad v.s. from 1.13-1.37
Leg A	25	1.44	1.47	1.15	0	12	0	12	culvert #1a
Leg A	17-23	1.49	1.60	1.35	0	12	0	12	culvert #2a
Leg A				1.37	0	12	0	12	culvert #3a
Leg A				1.50	0	12	0	12	pinch point bad v.s. from 1.44-1.96
Leg A				1.74	0	11	0	11	culvert #4a
Leg A									leg a ends @ locked gate ↳ 1.90 mile
Leg B	21	1.09	1.12	1.16	0	12	0	12	Leg B begins @ 1.07
Leg B	16	1.30	1.35	1.50	3	16	2	21	pinch point good v.s. 1.06-1.50
Leg B	17	1.81	1.83	1.53	0	12	0	12	Road narrows
Leg B	16	1.93	1.96	1.61	0	12	0	12	culvert #1b ; also open gate
Leg B	16-20	2.17	2.32	1.83	0	12	0	12	culvert #2b
Leg B				1.96	0	12	0	12	culvert #3b
Leg B				2.00	0	14	0	14	
Leg B				2.02	0	12	0	12	culvert #4b
Leg B				2.05	0	13	0	13	culvert #5b
Leg B				2.11	0	12	0	12	culvert #6b
Leg B				2.16	0	13	0	13	culvert #7b
Leg B				2.29	0	14	0	14	intersection back to Upper Ranch Loop Road

Titlow Hill Subdivision: Project Application #13475

Road Evaluation #2: Saber-tooth Road

4/20/2018

Wayne Hicks & Liam Gunst

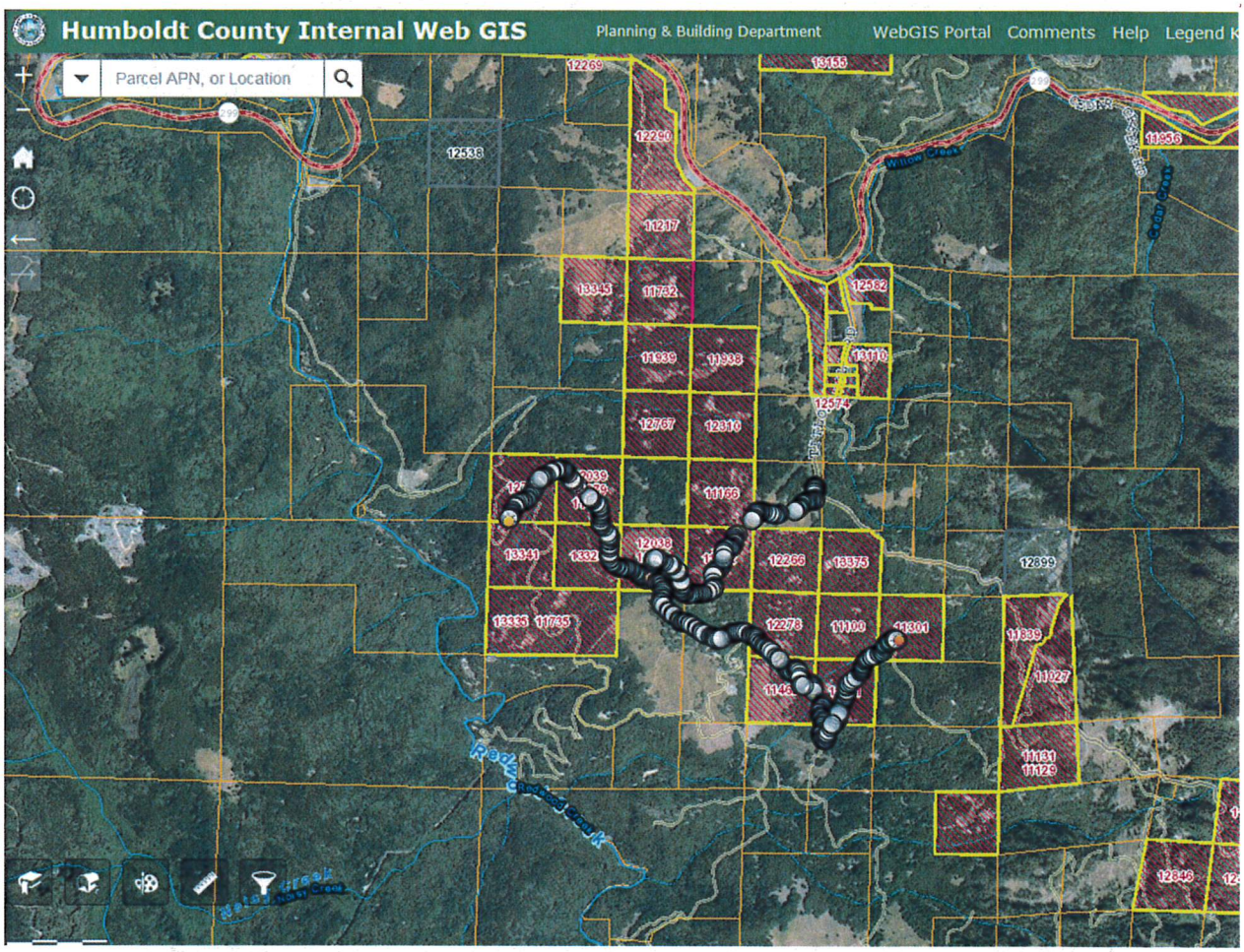


Figure 1: In total, three separate roads were evaluated. The first is the initial track down to the intersection of the two legs. The second and third roads are Leg A, which spans across to the yellow flag, and Leg B which spans across to the orange flag, respectfully.

Image 1: Intersection of Titlow Hill Road (Road Log #7K100) and Saber-Tooth Road

Image 2: Heading south to the intersection from Titlow Hill Road provides a turnout relief

Image 3: 20 feet closer to the intersection from previous image

Image 4: A gate (16 feet wide) guards the entrance to Saber-Tooth Road

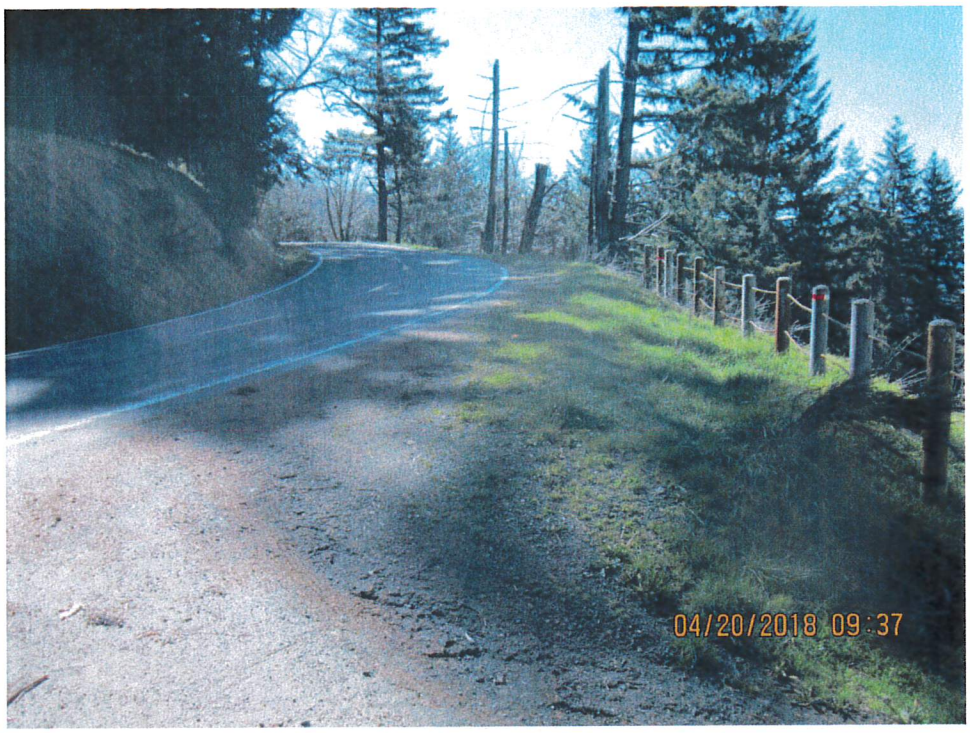


Image 5: Depicted here is Titlow Hill Road looking south from Saber-tooth Road intersection

Image 6: The intersection is paved the first 50 feet; from 40 feet outside the gate to 10 feet inside the gate

Image 7: Mile 0.00, ahead; 1+14+1=16ft wide prism; surface changes to gravel immediately after the gate and the percent slope ranges from 17 to 21%

Image 8: Mile 0.00, behind

Image 9: Mile 0.17, ahead; 1+14+1=16ft wide road prism; road slope is greater than 16% from mile 0.00 to 0.17

Image 10: Mile 0.30, ahead; percent slope is 18% from mile 0.29 to 0.32

Image 11: Mile 0.30, behind

Image 12: Mile 0.50, ahead; 0+13G+0=13ft wide road prism is the norm after driveway

Image 13: Mile 0.50, behind

Image 14: Mile 0.70, ahead; 0+10G+0=10ft wide road prism; pinch point with bad visibility from mile 0.70 through 0.82

Image 15: Mile 0.80, behind; percent slope ranges from 17 to 20% from mile 0.70 to 0.83

Image 16: Mile 0.85, ahead; Percent slope ranges from 17 to 19% from mile 0.85 to 0.94

Image 17: Mile 0.87, behind

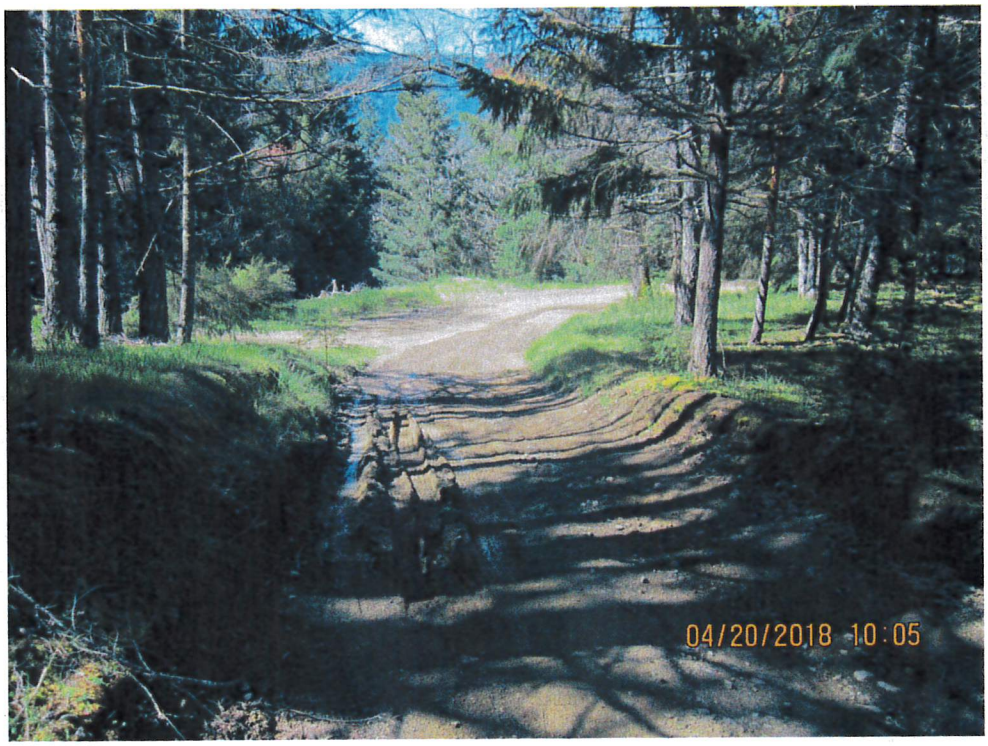


Image 18: Mile 1.06, ahead; also displayed here is the intersection of leg a (right) and leg b (left)

Image 19: Mile 1.06, behind

Image 20: Mile 1.10, ahead (leg a); 0+14G+0=14ft wide road prism; the percent slope ranges from 21 to 24% from mile 1.07 to 1.11

Image 21: Mile 1.10, behind (leg a)

Image 22: Mile 1.13, ahead (leg a); 0+12G+0=12ft wide road prism with bad visibility and no turnoff relief

Image 23: Mile 1.13, behind (leg a)

Image 24: Mile 1.15 (leg a), culvert #1a inlet

Image 25: Mile 1.15 (leg a), culvert #1a outlet

Image 26: Mile 1.35, ahead (leg a); 0+12G+0=12ft wide road prism; Culvert #2a spans from cone to cone

Image 27: Mile 1.35, behind (leg a)

Image 28: Mile 1.35 (leg a), Culvert #2a inlet

Image 29: Mile 1.35 (leg a), Culvert #2a outlet

Image 30: Mile 1.37, ahead (leg a); 0+12G+0=12ft wide road prism

Image 31: Mile 1.37, behind (leg a)

Image 32: Mile 1.37 (leg a), culvert #3a inlet

Image 33: Mile 1.37 (leg a), culvert #3a outlet

Image 34: Mile 1.50, ahead (leg a); 0+12G+0=12ft wide road prism

Image 35: Mile 1.50, behind (leg a)

Image 36: Mile 1.74, ahead (leg a); 0+11G+0=11ft wide road prism

Image 37: Mile 1.74, behind (leg a)

Image 38: Mile 1.74 (leg a), culvert #4a inlet

Image 39: Mile 1.74 (leg a), culvert #4a, outlet

Image 40: Mile 1.09, ahead (leg b); 21% slope from 1.09 to 1.12

Image 41: Mile 1.10 (leg b), behind

Image 42: Mile 1.16, ahead (leg b); 0+12G+0=12ft wide road prism

Image 43: Mile 1.16, behind (leg b)

Image 44: Mile 1.50, ahead (leg b); 3+16G+2=21ft wide road prism

Image 45: Mile 1.50, behind (leg b)

Image 46: Mile 1.61, ahead (leg b); 0+12G+0=12ft wide road prism

Image 47: Mile 1.61, behind

Image 48: Mile 1.61 (leg b), culvert #1b inlet

Image 49: Mile 1.61 (leg b), culvert #1b outlet

Image 50: Mile 1.83, ahead (leg b); 0+12G+0=12ft wide road prism

Image 51: Mile 1.83, behind (leg b)

Image 52: Mile 1.83 (leg b), culvert #2b inlet

Image 53: Mile 1.83 (leg b), culvert #2b outlet

Image 54: Mile 1.96, ahead (leg b); 0+12G+0=12 ft wide road prism

Image 55: Mile 1.96, behind (leg b)

Image 56: Mile 1.96 (leg b), culvert #3b inlet

Image 57: Mile 1.96 (leg b), culvert #3b outlet

Image 58: Mile 2.00, ahead (leg b); 0+14G+0=14ft wide road prism

Image 59: Mile 2.00, behind (leg b)

Image 60: Mile 2.02, ahead (leg b); 0+12G+0=12ft wide road prism

Image 61: Mile 2.02, behind (leg b)

Image 62: Mile 2.02 (leg b), culvert #4b inlet

Image 63: Mile 2.02 (leg b), culvert #4b outlet

Image 64: Mile 2.05, ahead (leg b); 0+13G+0=13ft wide road prism

Image 65: Mile 2.05, behind (leg b)

Image 66: Mile 2.05 (leg b), culvert #5b inlet

Image 67: Mile 2.05 (leg b), culvert #5b outlet

Image 68: Mile 2.11, ahead (leg b), 0+12G+0=12ft wide road prism

Image 69: Mile 2.11, behind (leg b)

Image 70: Mile 2.11 (leg b), culvert #6b inlet

Image 71: Mile 2.11 (leg b), culvert #6b outlet

Image 72: Mile 2.16, ahead (leg b); 0+13G+0=13ft wide road prism

Image 73: Mile 2.16 behind (leg b)

Image 74: Mile 2.16 (leg b), culvert #7b inlet

Image 75: Mile 2.16 (leg b), culvert #7b outlet

Image 76: Mile 2.29 (leg b) looking south; in the background is a locked gate to a road which we believe ties back to Upper Ranch Loop Road; the percent slope from mile 2.17 to 2.32 ranges from 16 to 20%

Image 77: A closer view of the gate

Image 78: This image is the "intersection" with that road. The graveled road continues left to climb back up to Squirrel Tail Road and through a grow site (not pictured)

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LAND USE	445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Project: Repurposed Old State Highway 299

Road Name: Old State Highway 299

Road No.: N/A

GPS Location of Intersection:

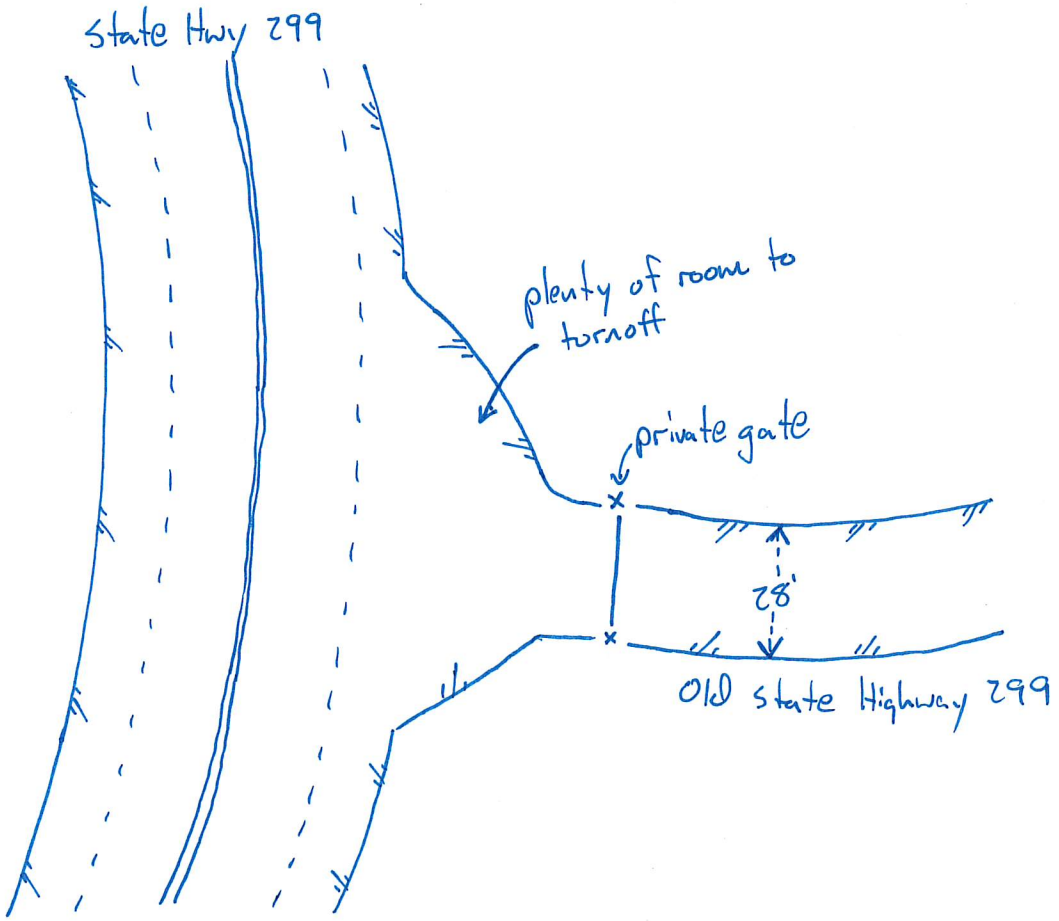
40.9136, -123.7892

Date: 05/14/2018

By: Wayne Hicks

Road Mileage: 1.50

Sketch of road and site conditions at intersection.



Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Old State Highway 299 near Titlow Hill (Repurposed)
Road Number:	
Road Length:	
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
			0.00	4	18	6	28 P	
			0.02					culvert #1
16-19%	0.04	0.14						slope exceedance
			0.10	3	11	4	18 P	
			0.15	6	14	8	28 P	road widens
			0.20	0	14	0	14 G	surface Δ's to gravel
			0.21	0	14	0	14 P	surface Δ's to pavement
18%	0.25	0.30						slope exceedance
			0.30	1	14	2	17 P	
			0.33					culvert #2
			0.40	2	20	10	32 P	
			0.47					culvert #3
			0.50	0	12	0	12 P	
			0.53	3	18	3	24 P	road widens
			0.60	0	11	0	11 P	*pp - good vis & turnouts
			0.62					culvert #4
			0.70	2	16	8	26 P	
			0.72					culvert #5
			0.79	2	17	2	21 P	
			0.80	0	11	0	11 P	pp - good vis & turnouts
			0.88					Large dip/sag in road (73')
			0.90	1	14	1	16 G	surface Δ's to gravel
			0.91					culvert #6
			0.97					culvert #7
			0.99	0	12	0	12 P	open gate
			1.00	0	12	0	12 P	
			1.05					culvert #8
			1.10	0	12	0	12 P	
			1.21					culvert #9; spans across left of road
			1.22					culvert #10
			1.20-1.23	0	12	0	12	pp - bad vis; rough surface
			1.30	3	13	2	18 P	
			1.36	2	20	2	24 P	road widens
			1.40	1	13	1	15 P	
			1.50	2	16	8	26 P	End of road

* pp = pinch point

Titlow Hill Subdivision: Project Application #13475

Road Evaluation #3: Old State Highway Road

05/14/18

Wayne Hicks

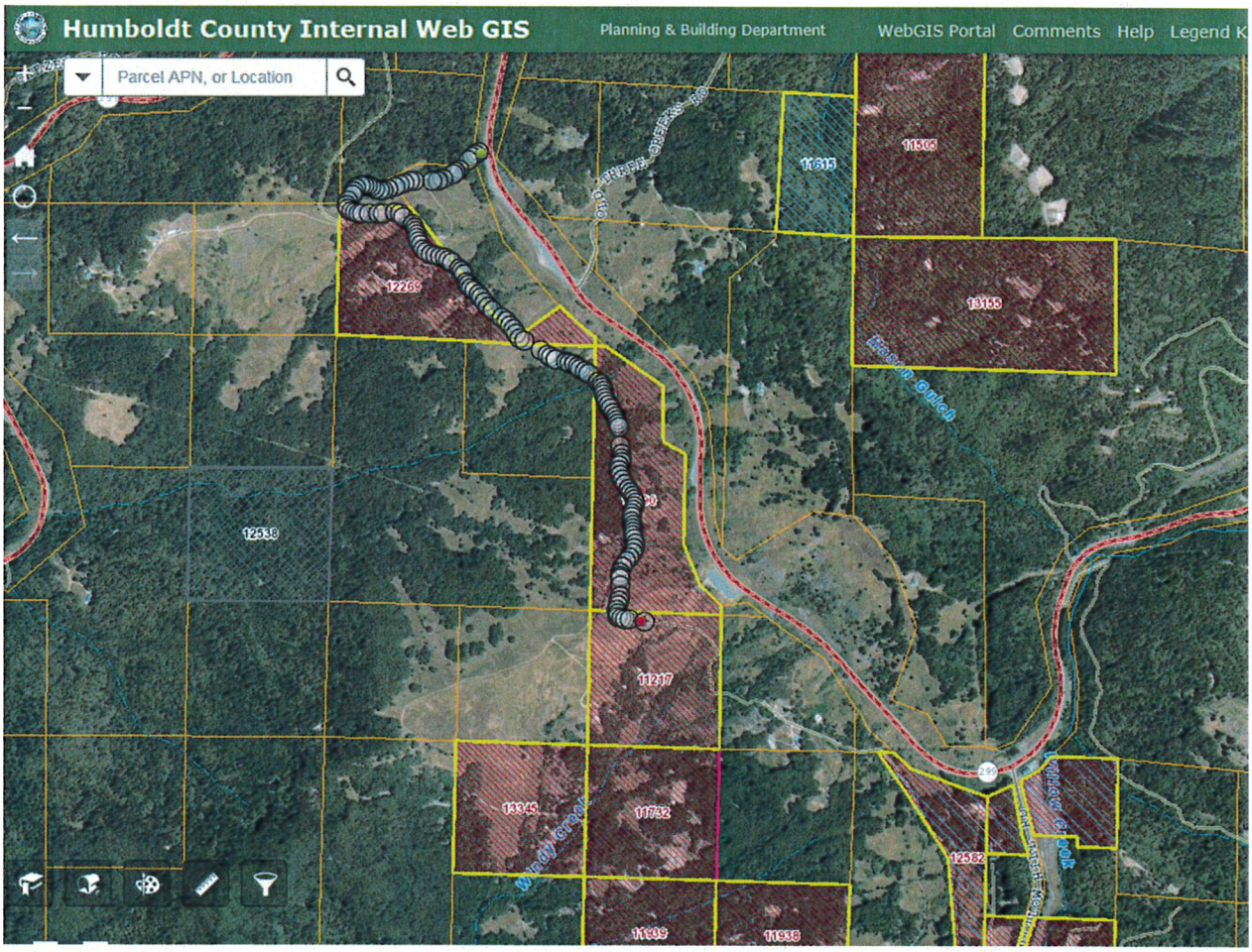


Figure 1: Handheld GPS tracking of Old State Highway Road, the following images span across this route starting at the green flag and ending at the red flag, the length totals 1.50 miles.

Image 1: Entrance to the Old State Highway 299 road is fortified by a locked gate

Image 2: Mile 0.00, ahead; 4+18P+6=28ft wide road prism

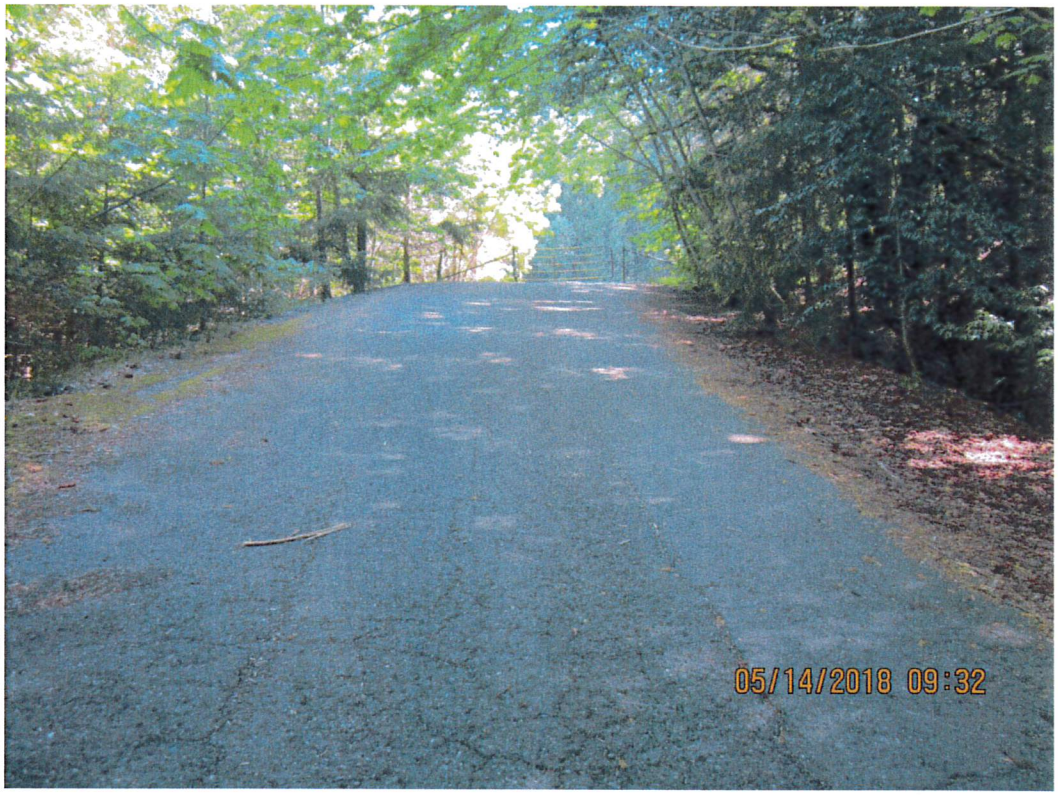


Image 3: Mile 0.00, behind

Image 4: Mile 0.02, Culvert #1 inlet

Image 5: Mile 0.02, Culvert #1 outlet

Image 6: Mile 0.10, ahead; 3+11P+4=18ft wide road prism; Percent Slope is greater than 16%

Image 7: Mile 0.10, behind

Image 8: Mile 0.14, ahead; end point location of percent slope exceedance

U:\PWRK_Library\PICTURES OF COUNTY ROADS\All Road Evaluations\Titlow Hill Project\Old 299 Road

Image 9: Mile 0.14, behind

Image 10: Mile 0.15, ahead; 6+14P=8=28ft wide road prism

Image 11: Mile 0.15, behind

Image 12: Mile 0.20, ahead; surface changes to gravel and narrows

Image 13: Mile 0.20, behind

Image 14: Mile 0.21, ahead; 0+14P+0=14ft wide road prism; surface changes to pavement

Image 15: Mile 0.21, behind

Image 16: Mile 0.25, ahead; road begins to exceed the 16% slope constraint

Image 17: Mile 0.30, ahead; 1+14P+2=17ft wide road prism; ending point of greater than 16% slope

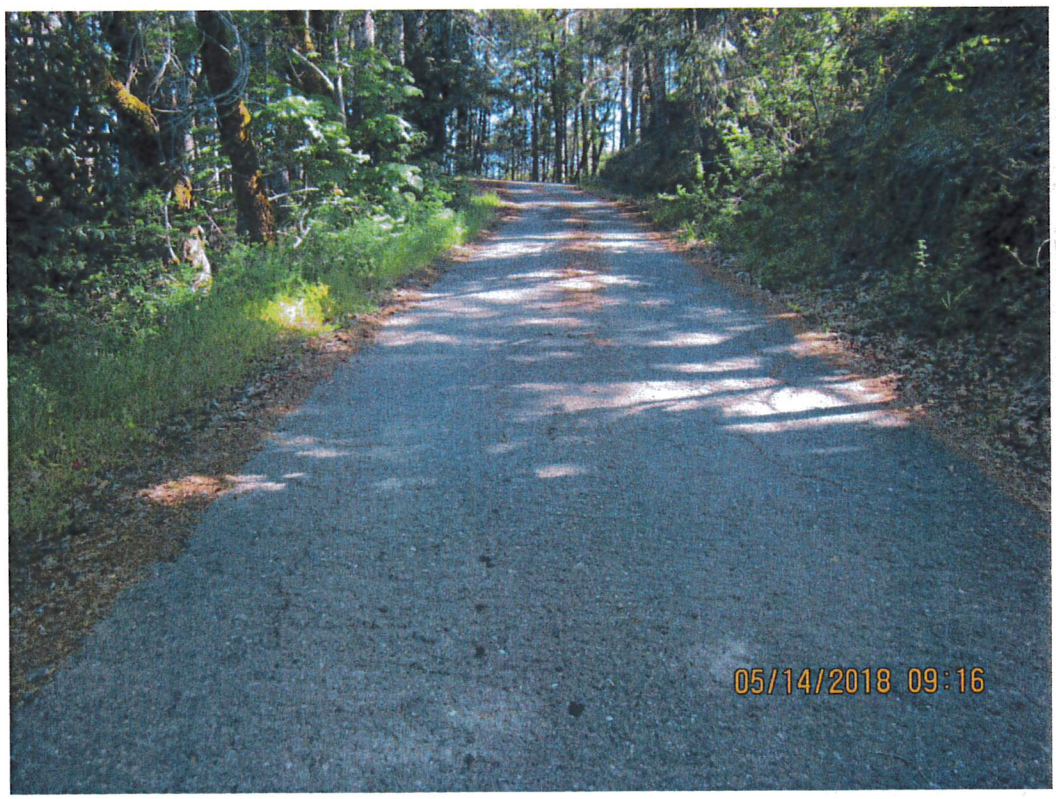


Image 18: Mile 0.30, behind

Image 19: Mile 0.33, ahead; culvert #2 spans across the middle of this photo

Image 20: Mile 0.33, behind

Image 21: Mile 0.33, culvert #2 inlet

Image 22: Mile 0.40, ahead; 2+20P+10=32ft wide road prism

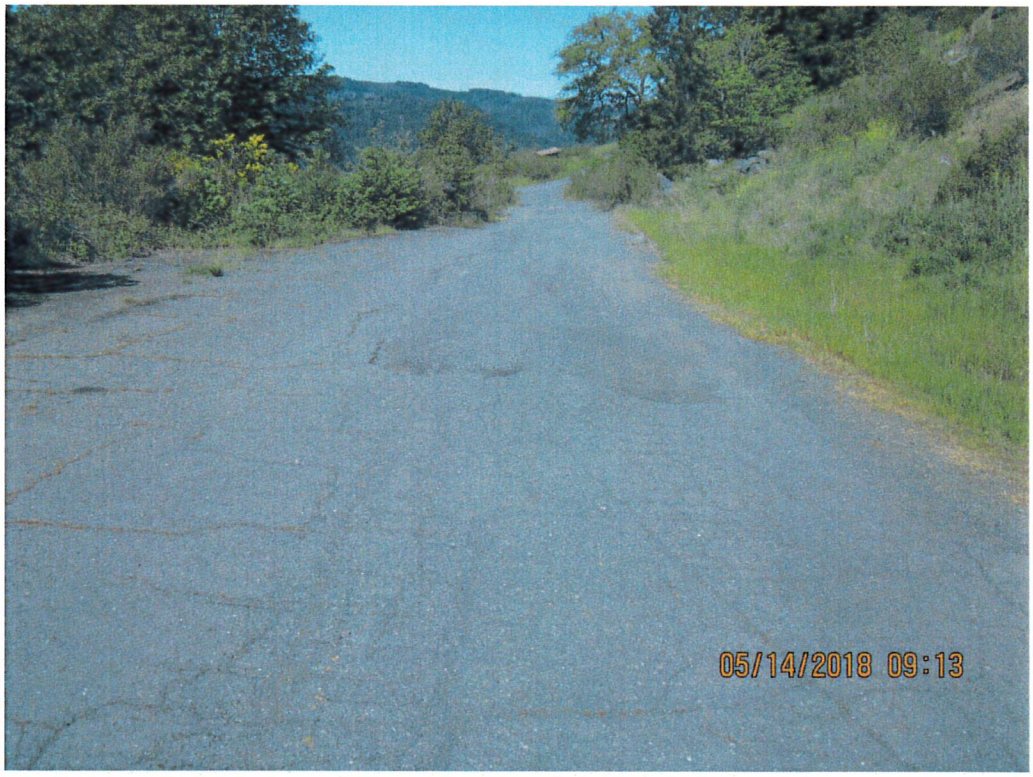


Image 23: Mile 0.40, behind

Image 24: Mile 0.47, culvert #3 inlet

Image 25: Mile 0.47, culvert #3 outlet

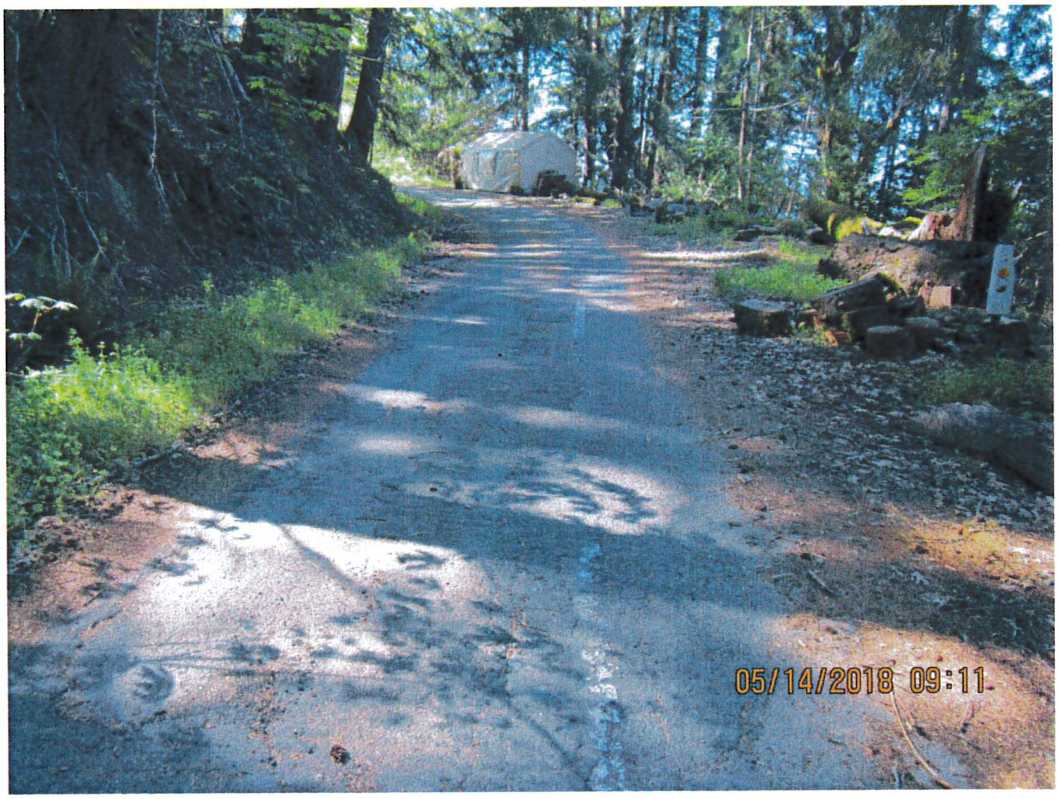


Image 26: Mile 0.50, ahead; 0+12P+0=12ft wide road prism

Image 27: Mile 0.50, behind

Image 28: Mile 0.53, ahead; 3+18+3=24ft wide road prism

Image 29: Mile 0.53, behind

Image 30: Mile 0.60, ahead; 0+11P+0=11ft wide road prism

Image 31: Mile 0.60, behind

Image 32: Mile 0.62, culvert #4 inlet

Image 33: Mile 0.62, culvert #4 outlet

Image 34: Mile 0.70, ahead; 2+16P+8=26ft wide road prism

Image 35: Mile 0.70, behind

Image 36: Mile 0.72, culvert #5 inlet

Image 37: Mile 0.72, culvert #5 outlet

Image 38: Mile 0.80, ahead; pinch point narrows to 0+11+0=11ft wide road prism but has good visibility and turnouts on each side of pinch point

Image 39: Mile 0.79, behind; 2+17P+2=21ft wide road prism

Image 40: Mile 0.88, ahead; hazardous dip in road

Image 41: Mile 0.88, ahead; hazardous dip (1)

Image 42: Mile 0.88, ahead; hazardous dip (2)

Image 43: Mile 0.88, ahead; hazardous dip (3)

Image 44: Mile 0.88, ahead; hazardous dip (4)

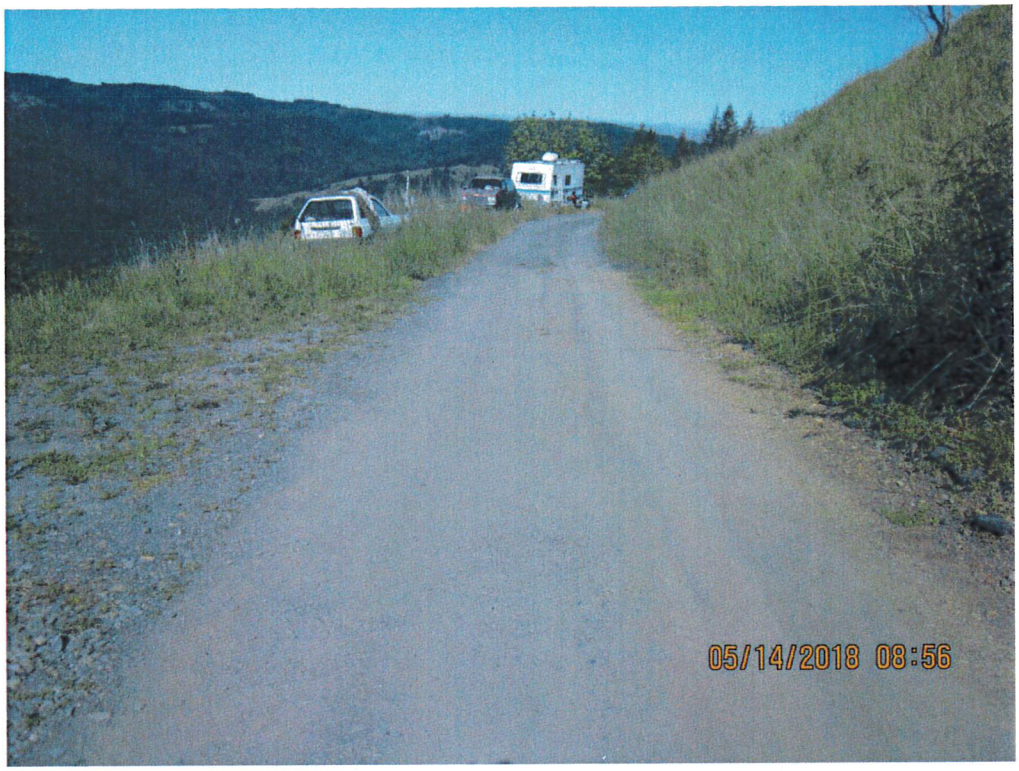


Image 45: Mile 0.88, behind; road changes to gravel

Image 46: Mile 0.88, behind; hazardous dip (1)

Image 47: Mile 0.88, behind; hazardous dip (2)

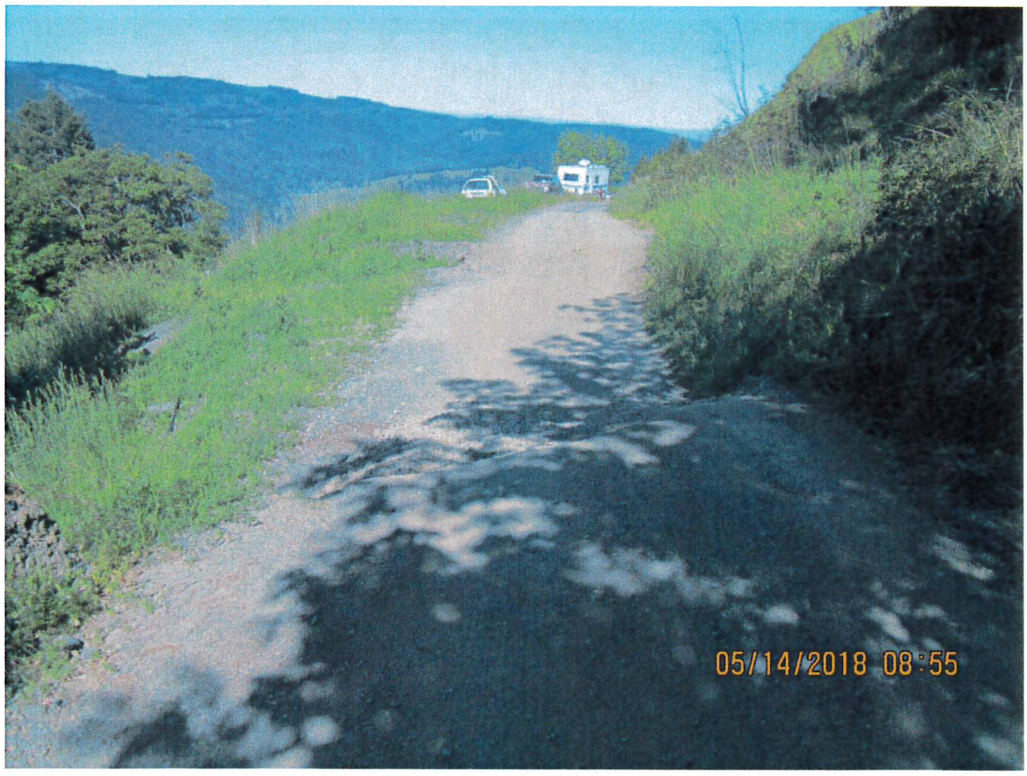


Image 48: Mile 0.88, behind; hazardous dip (3)

Image 49: Mile 0.88, behind; hazardous dip (4)

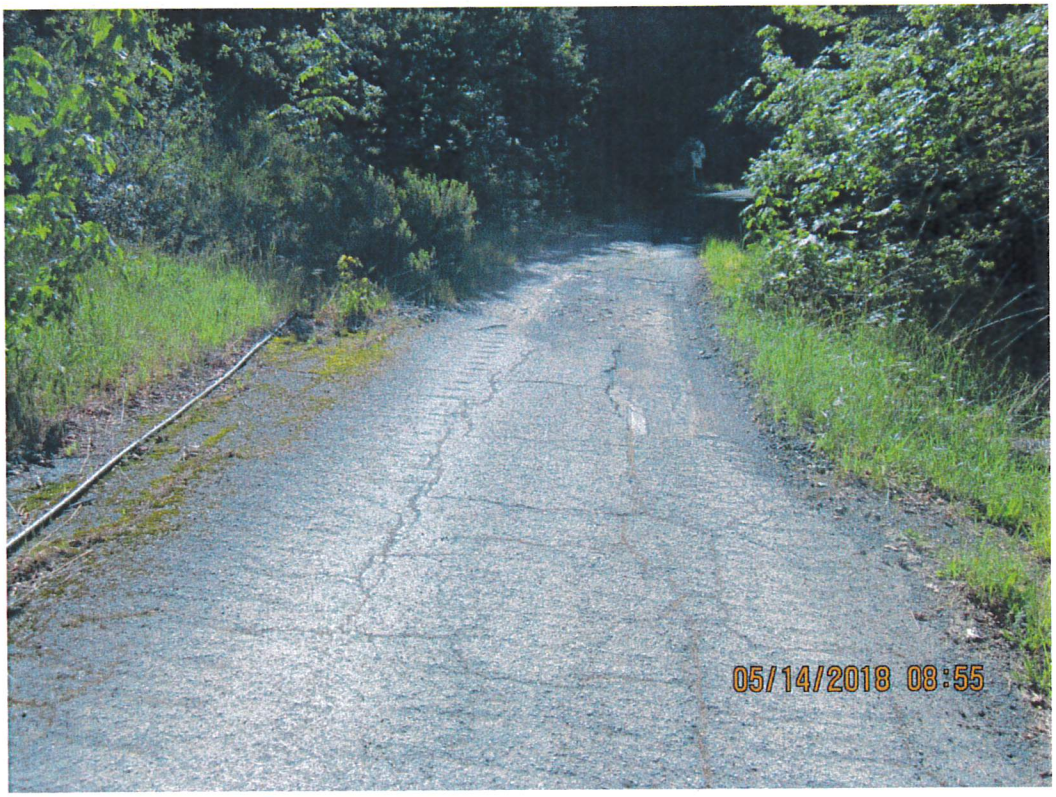


Image 50: Mile 0.90, ahead; 1+14+1=16ft wide road prism; road surface briefly changes to gravel

Image 51: Mile 0.91, culvert #6 inlet

Image 52: Mile 0.91, culvert #6 outlet

Image 53: Mile 0.97, culvert #7 inlet

Image 54: Mile 0.97, culvert #7 outlet

Image 55: Mile 0.99, behind; open gate can be closed and locked, 12ft wide entrance

Image 56: Mile 1.00, ahead; 0+12+0=12ft wide road prism

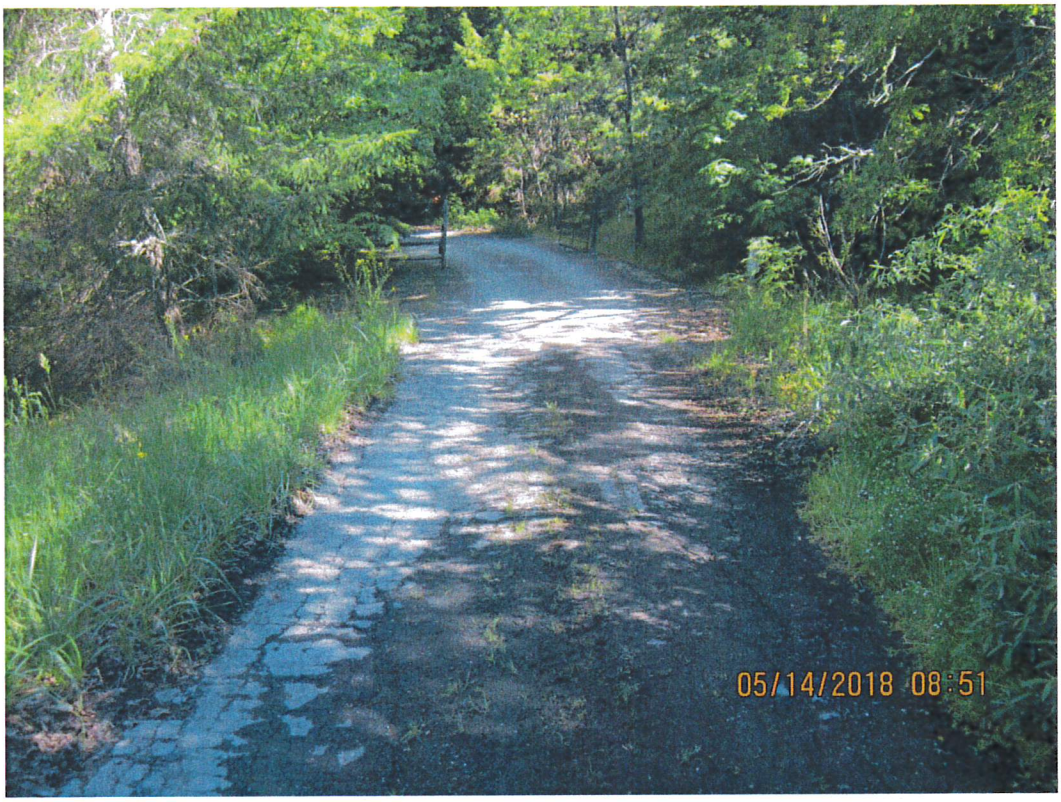


Image 57: Mile 1.00, behind

Image 58: Mile 1.05, culvert #8 inlet

Image 59: Mile 1.05, culvert #8 outlet

Image 60: Mile 1.10, ahead; 0+12P+0=12ft wide road prism

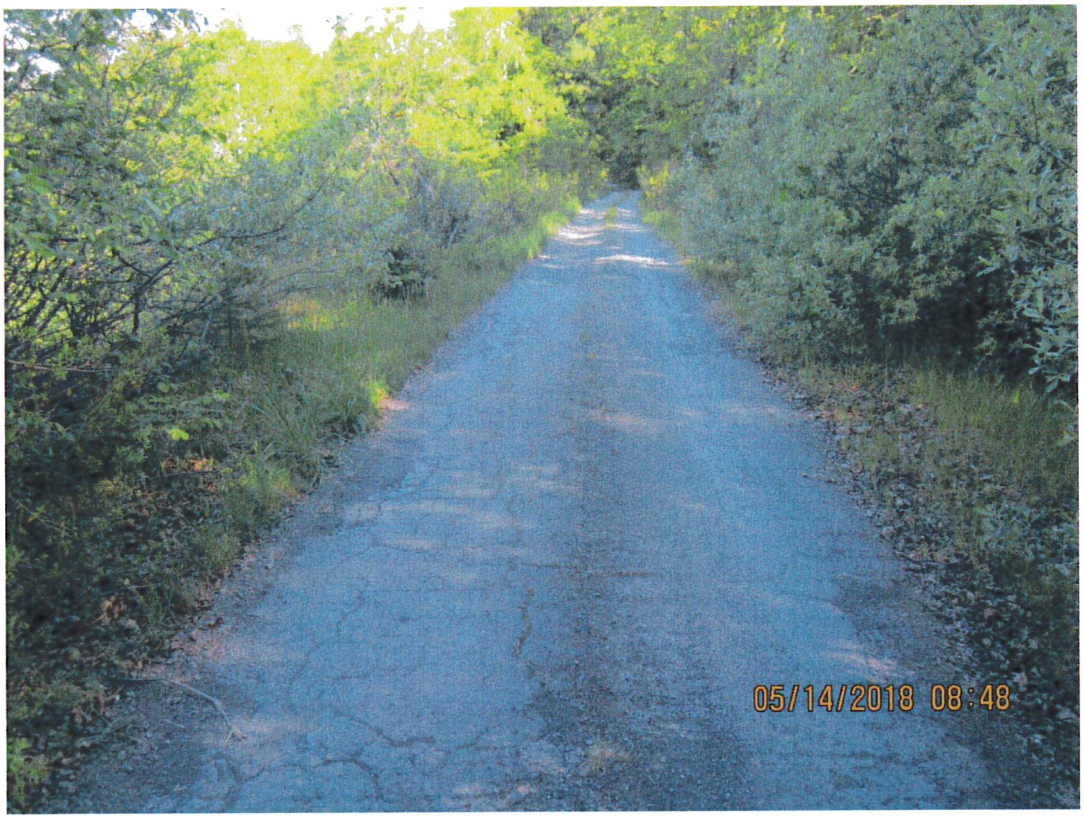


Image 61: Mile 1.10, behind

Image 62: Mile 1.21, culvert #9 inlet

Image 63: Mile 1.21, culvert #9 outlet

Image 64: Mile 1.22, culvert #10 inlet

Image 65: Mile 1.22, culvert #10 outlet

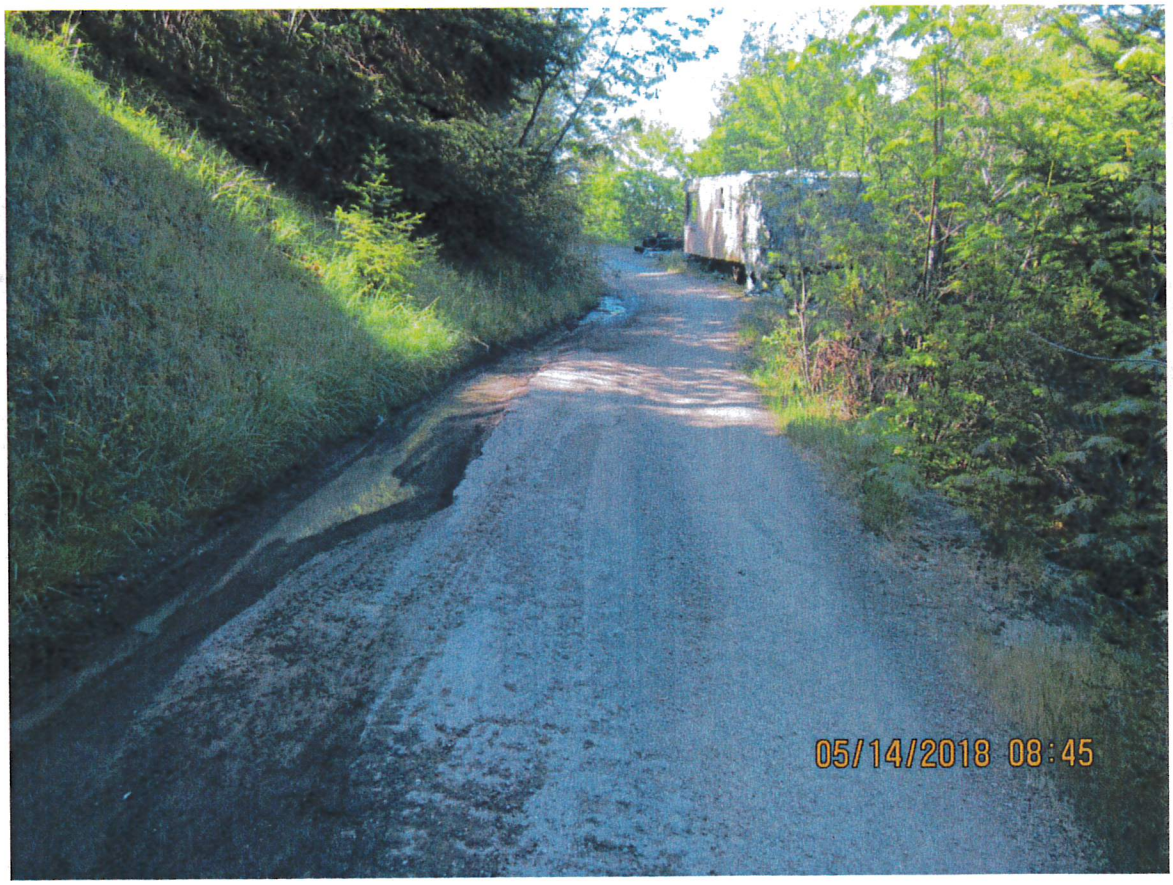


Image 66: Mile 1.23, ahead; 0+12+0=12ft wide road prism; pinch point with bad visibility and rough surface conditions

Image 67: Mile 1.23, behind

Image 68: Mile 1.23, behind; right side of road surface showcases a ravine which drags the car chassis across the paved middle section of road

Image 69: Mile 1.30, ahead; 3+13P+2=18ft wide road prism

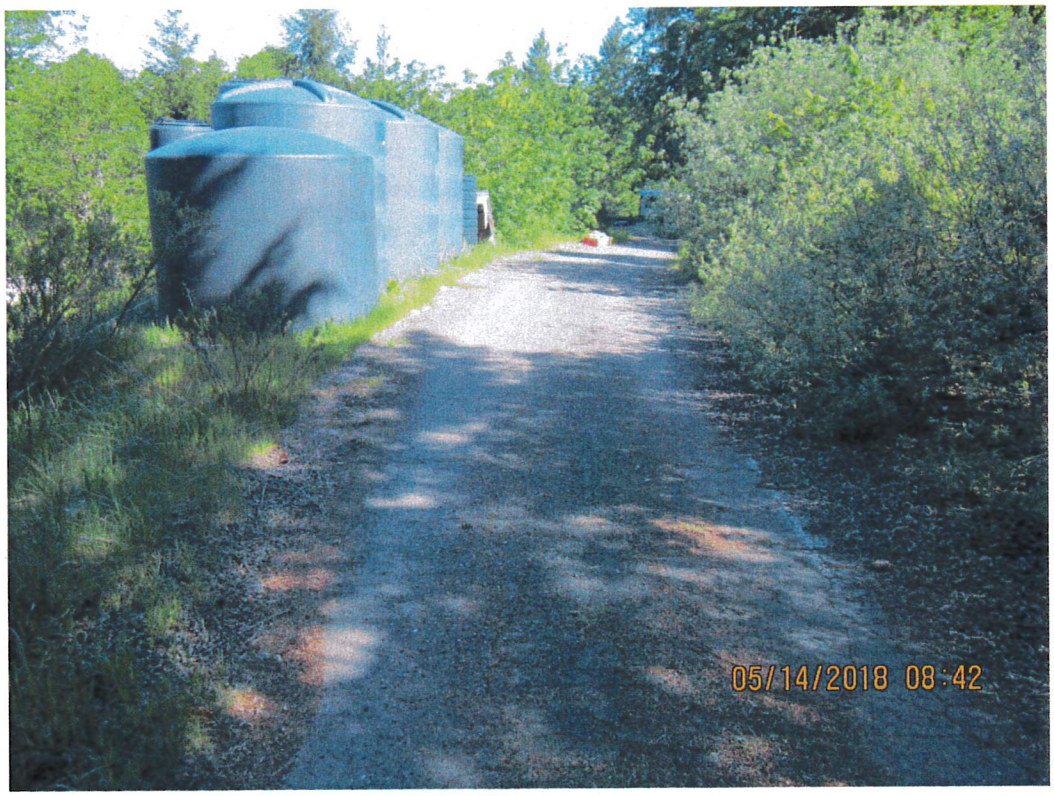


Image 70: Mile 1.30, behind

Image 71: Mile 1.36, behind; road widens to 2+20P+2=24ft wide road prism

Image 72: Mile 1.40, ahead; 1+13P+1=15ft wide road prism

Image 73: Mile 1.40, behind

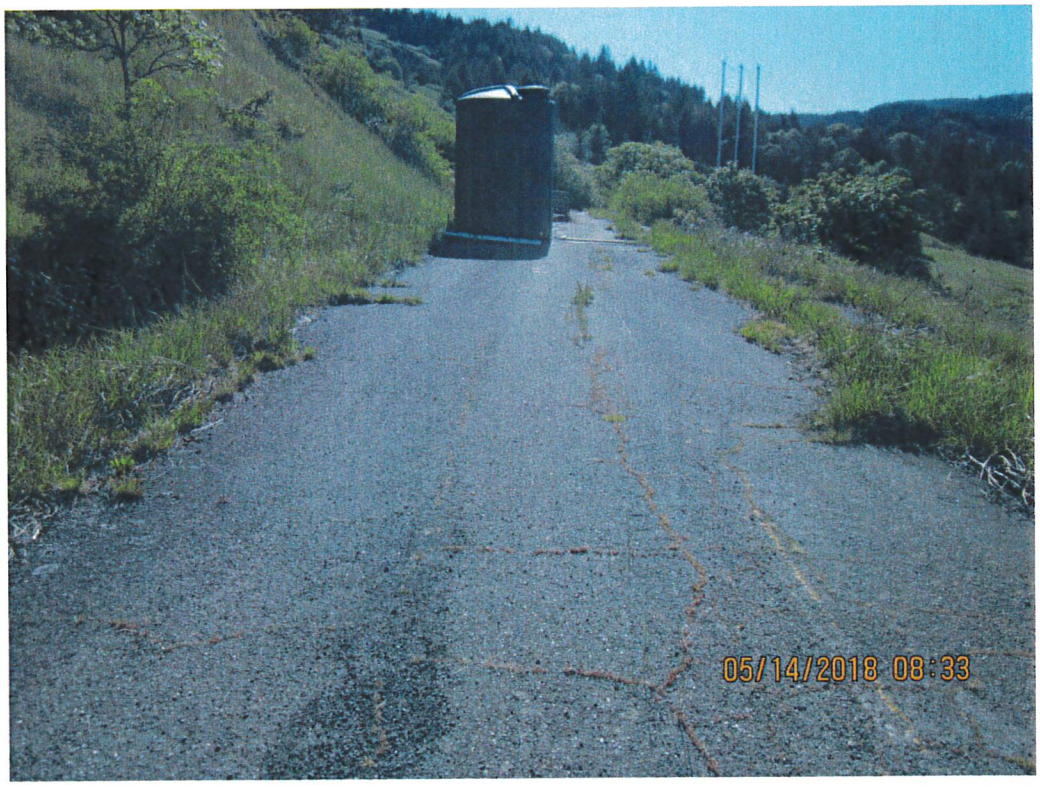


Image 74: Mile 1.50, ahead; 2+16P+8=26ft wide road prism; end of road

Image 75: Mile 1.50, behind

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT
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AREA CODE 707

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AVIATION 839-5401

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ENGINEERING	445-7377	PARKS & TRAILS	445-7741
FACILITY MAINTENANCE	445-7493	ROADS & EQUIPMENT MAINTENANCE	445-7421

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388
LAND USE 445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Project: North of the two bottom roads

Road Name: Angus' Road

Road No.: N/A

GPS Location of Intersection:

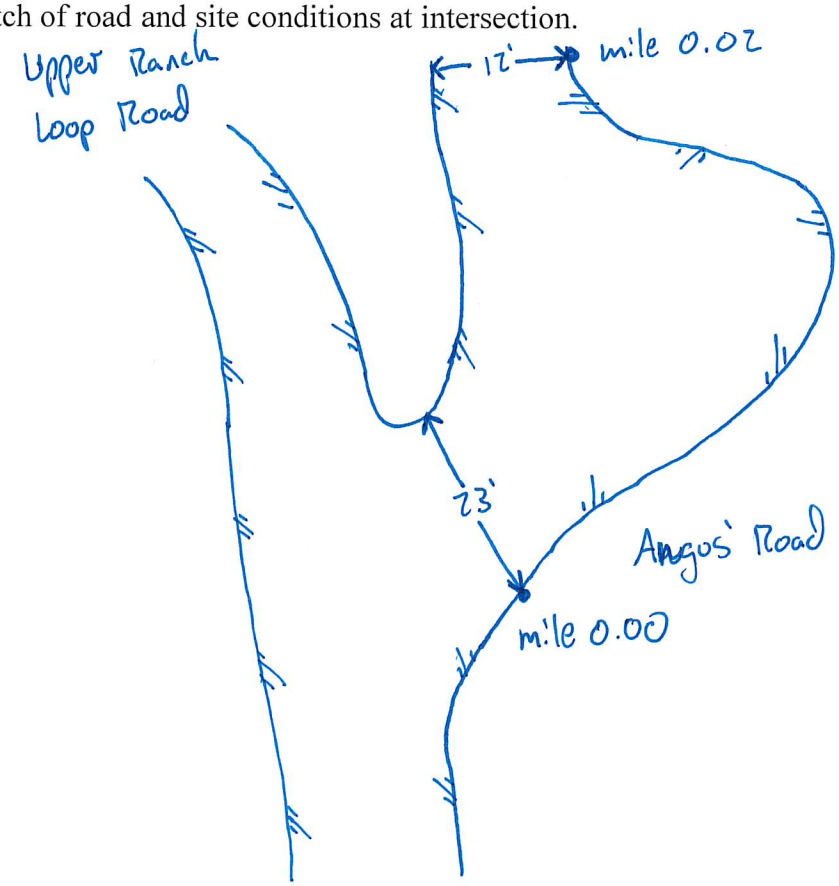
40.8693 , -123.7751

Date: 05/18/2018

By: Wayne Hicks

Road Mileage: 1.77

Sketch of road and site conditions at intersection.



Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Angus' Road
Road Number:	
Road Length:	
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
			0.00	1	20	2	23 G	
			0.02	0	12	0	12 G	12' wide pp until mile 0.45
			0.30					culvert#1 ↳ good vis.
			0.50	2	17	2	21 G	brief widening of road
			0.52	0	12	0	12 G	Gate
			0.55	0	16	0	16 G	culvert#2 @ mile 0.70
			1.00	2	16	1	19 G	
			1.06	0	12	0	12 G	mile 1.06-1.20: pp-bad vis.
			1.20	1	16	1	18 G	road becomes wider
			1.28	1	13	0	14 G	mile 1.28-1.40 - narrow rd
			1.41	0	12	0	12 G	→pp - bad vis. ↳ bad vis.
			1.50	2	16	2	20 G	brief widening of road
			1.51	0	12	0	12 G	road narrows again.
			1.65	0	12	0	12 G	Gate
17-19	1.71	1.75						
			1.77	0	12	0	12 G	bridge

Titlow hill Subdivision: Project Application #13475

Road Evaluation #4: "Angus' Road" Most Northern Road off of Upper Ranch Loop Road

05/18/2018

Wayne Hicks

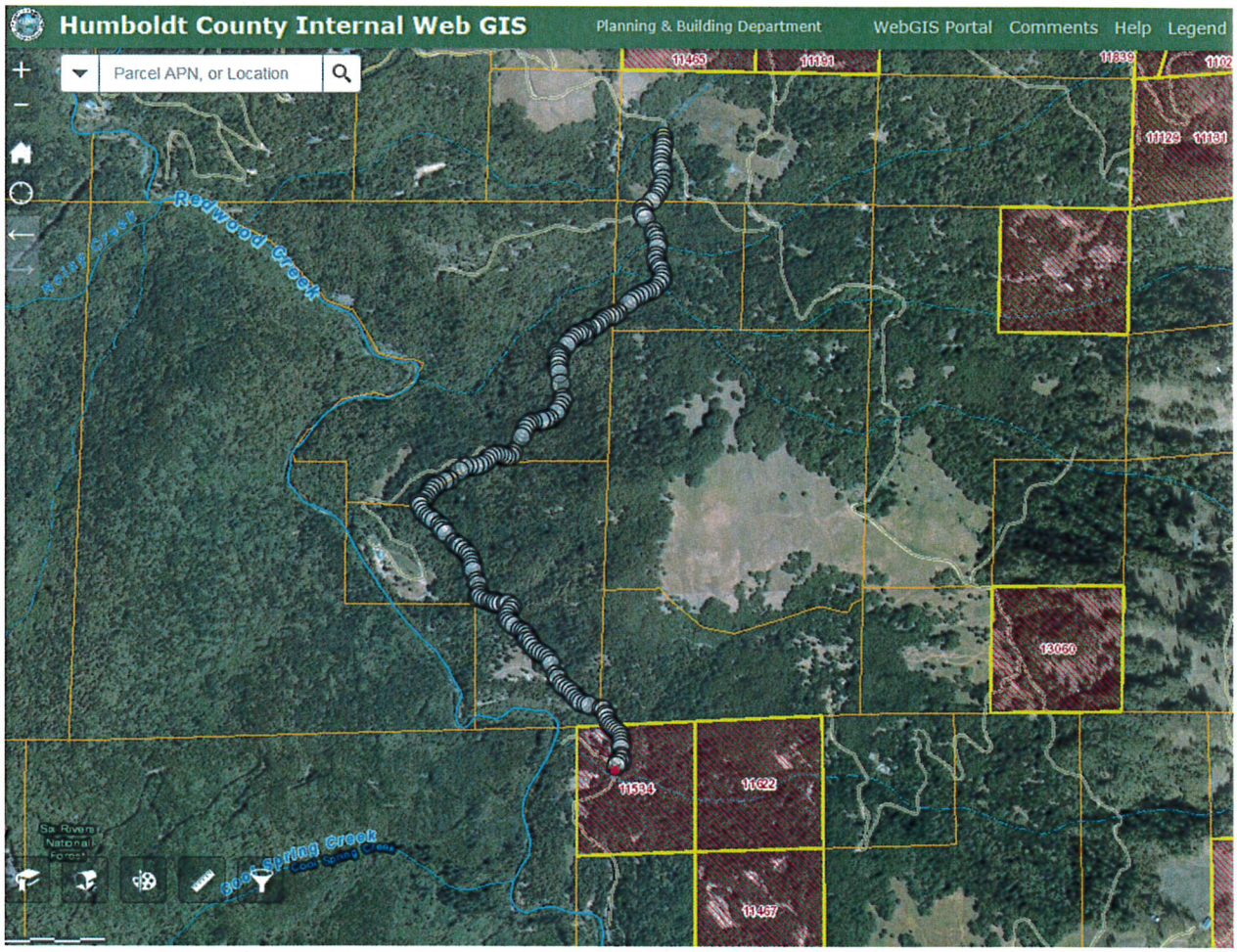


Figure 1: GPS tracking the route of the road, red flag at the bottom indicates where road becomes a single use "glorified driveway" and green flag at the top is where the road begins

Image 1: Intersection of Upper Ranch Loop Road and Angus' Road

Image 2: Mile 0.00, ahead; initial width of 23 feet quickly reduces down to a 12 feet road prism at mile 0.02

Image 3: Mile 0.00, behind

Image 4: Mile 0.02, ahead; 0+12G+0=12ft wide road prism

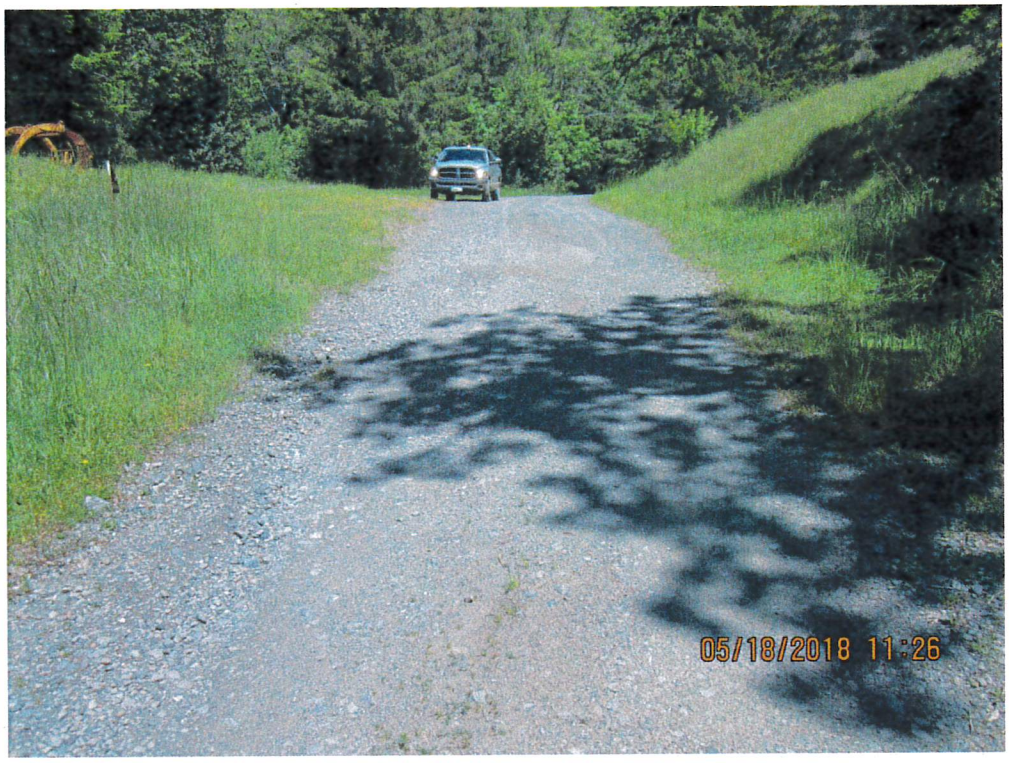


Image 5: Mile 0.02, behind

Image 6: Mile 0.30, Culvert #1 inlet

Image 7: Mile 0.30, Culvert #1 outlet

Image 8: Mile 0.50, ahead; 2+17G+2=21ft wide road prism

Image 9: Mile 0.50, behind

Image 10: Mile 0.52, ahead; 0+12G+0=12ft wide road prism

Image 11: Mile 0.52, behind

Image 12: Mile 0.55, ahead; 0+16G+0=16ft wide road prism

Image 13: Mile 0.55, behind

Image 14: Mile 0.70, Culvert #2 inlet

Image 15: Mile 0.70, Culvert #2 outlet

Image 16: Mile 1.00, ahead; 2+16G+1=19ft wide road prism

Image 17: Mile 1.00, behind

Image 18: Mile 1.06, ahead; 0+12G+0=12ft wide road prism

Image 19: Mile 1.06, behind

Image 20: Mile 1.20, ahead; 1+16G+1=18ft wide road prism

Image 21: Mile 1.20, behind

Image 22: Mile 1.28, ahead; 1+13G+0=14ft wide road prism with bad visibility

Image 23: Mile 1.28, behind

Image 24: Mile 1.41, ahead; 0+12G+0=12ft wide road prism with bad visibility

Image 25: Mile 1.41, behind

Image 26: Mile 1.50, ahead; 2+16G+2=20ft wide road prism

Image 27: Mile 1.50, behind

Image 28: Mile 1.65, ahead; 0+12G+0=12ft wide road prism; open gate

Image 29: Mile 1.65, behind

Image 30: Mile 1.75, ahead, 0+12G+0=12ft wide road prism; percent slope is greater than 16%

Image 31: Mile 1.75, behind

Image 32: Mile 1.77, ahead; 0+11G+0=11ft wide bridge

Image 33: Mile 1.77, behind

DEPARTMENT OF PUBLIC WORKS
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CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388
LAND USE 445-7205

LAND USE DIVISION MEMORANDUM

Titlow Hill Project: South of the two bottom Roads

Road Name: Jim's Road

Road No.: N/A

GPS Location of Intersection:

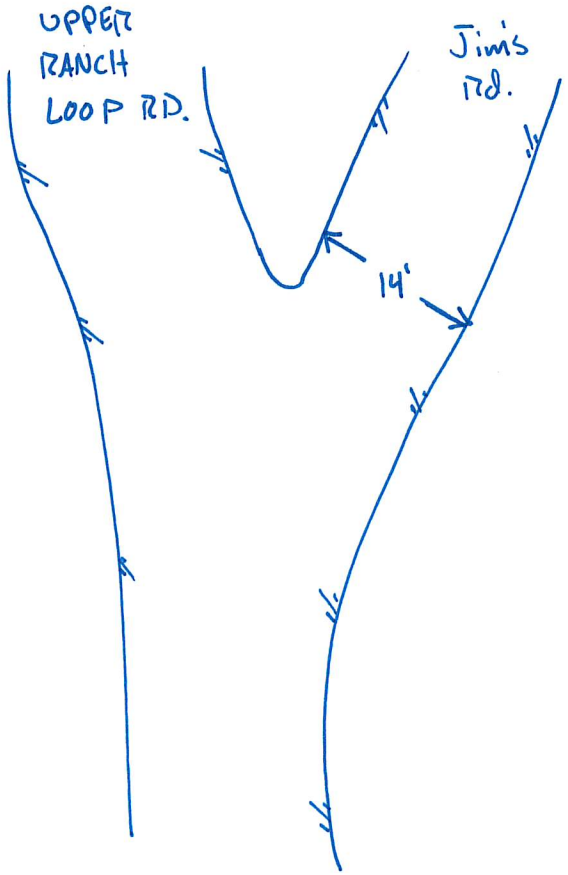
40.8547, -123.7621

Date: 06/19/2018

By: Wayne Hicks

Road Mileage: 1.82

Sketch of road and site conditions at intersection.



Titlow Hill Subdivision Road Evaluation Field Form

Road Name:	Most Southern Road off of Upper Ranch Loop Rd.
Road Number:	
Road Length:	
GPS Location Initial & Final:	

% Slope	Mileage		Evaluation points (miles)	Prism Widths				Comments
	From	To		Left	Usable	Right	Total	
10.9	0.00	0.10	0.00	1	9	1	11 G	Culvert #1
14.5	0.10	0.20	0.10	1	16	1	18 G	
19.0	0.20	0.30	0.20	1	16	1	18 G	
20.5	0.30	0.40	0.30	1	9	1	11 G	
13.6	0.40	0.50	0.40	1	11	1	13 G	
18.1	0.50	0.55	0.50	1	11	1	13 G	
19.9	0.55	0.60	0.55	1	14	1	16 G	
21.4	0.60	0.65	0.60	2	14	2	18 G	
12.0	0.65	0.70	0.65	1	14	1	16 G	
10.3	0.70	0.80	0.70	1	14	1	16 G	
9.2	0.80	0.90	0.80	1	12	1	14 G	
			0.90	1	14	1	16 G	Red gate
			1.00	1	13	1	15 G	
16.0	1.10	1.16	1.10	2	13	9	24 G	wide turnout
			1.13	1	12	1	14 G	
16.0	1.16	1.20	1.16	1	10	1	12 G	
17.7	1.20	1.26	1.20	3	14	3	20 G	
			1.23	1	10	1	12 G	gate
20.5	1.26	1.30	1.26	0	10	2	12 G	
15.0	1.30	1.40	1.30	1	12	1	14 G	
			1.40	1	9	1	11 G	some turnouts
			1.50	2	10	0	12 G	narrow & rough section
20.0	1.55	1.56	1.55	1	12	1	14 G	rough road w/ water delapidation
			1.60	1	10	1	12 G	pinch point directly after gate
			1.63	2	10	2	14 G	gate
			1.66	2	12	6	20 G	turnout at top of hill
17.4	1.70	1.80	1.70	1	10	1	12 G	
11.2	1.80	1.81	1.80	1	10	1	12 G	
			1.81	1	12	2	15 G	
17.3	1.81	1.82	1.82	1	10	1	12 G	Road becomes single use access

Titlow Hill Subdivision Project: Application #13475

Road Evaluation #5: "Jim's Road" Most Southern Road off of Upper Ranch Loop Road

05/19/2018

Wayne Hicks

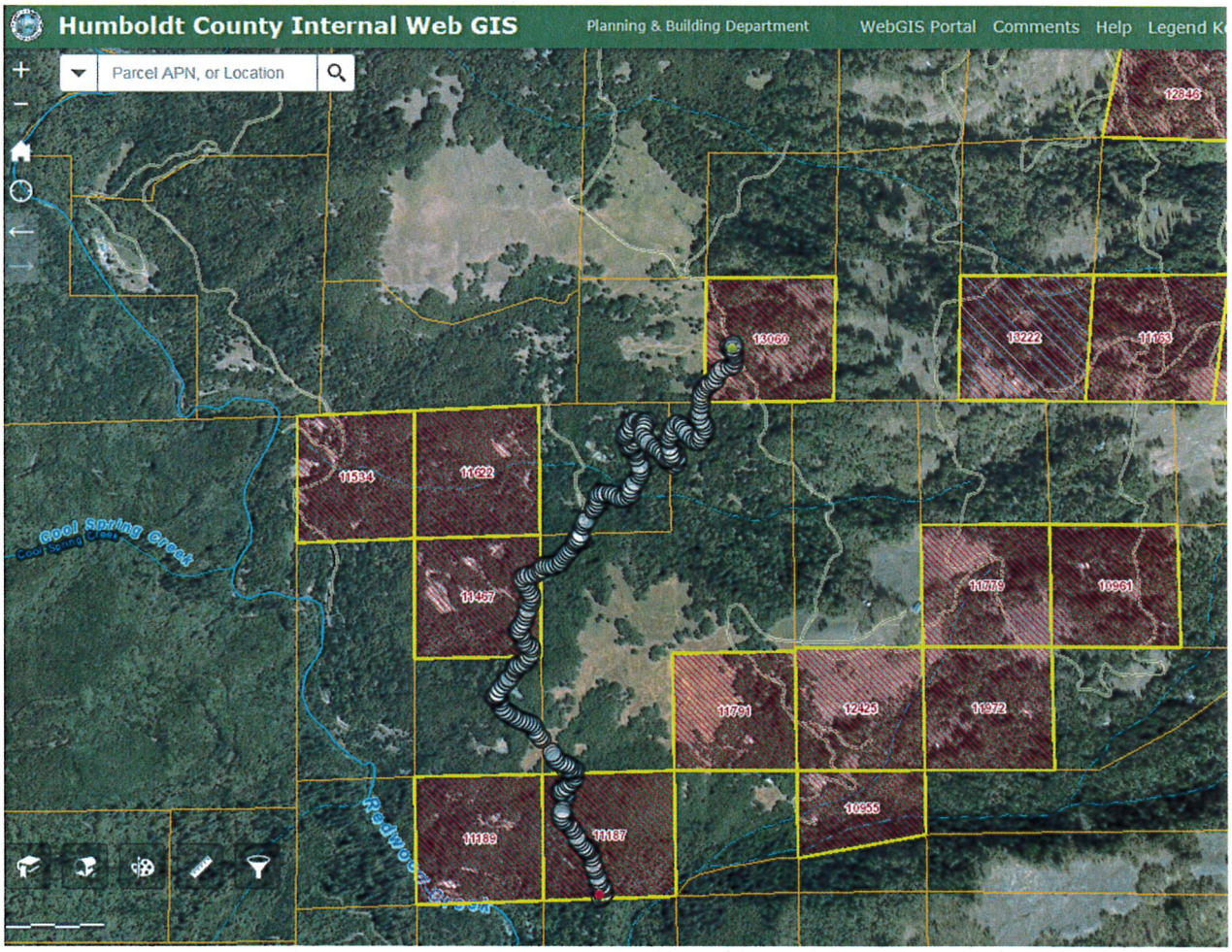


Image 1: GPS tracking the route of the road, red flag at the bottom indicates where road becomes a single use "glorified driveway" and green flag at the top is where the road intersects with the Upper Ranch Loop Road.

Image 2: Intersection of Upper Ranch Loop Road (left) and Jim's road (right)

Image 3: Mile 0.00, ahead; 1+9G+1=11ft wide road prism

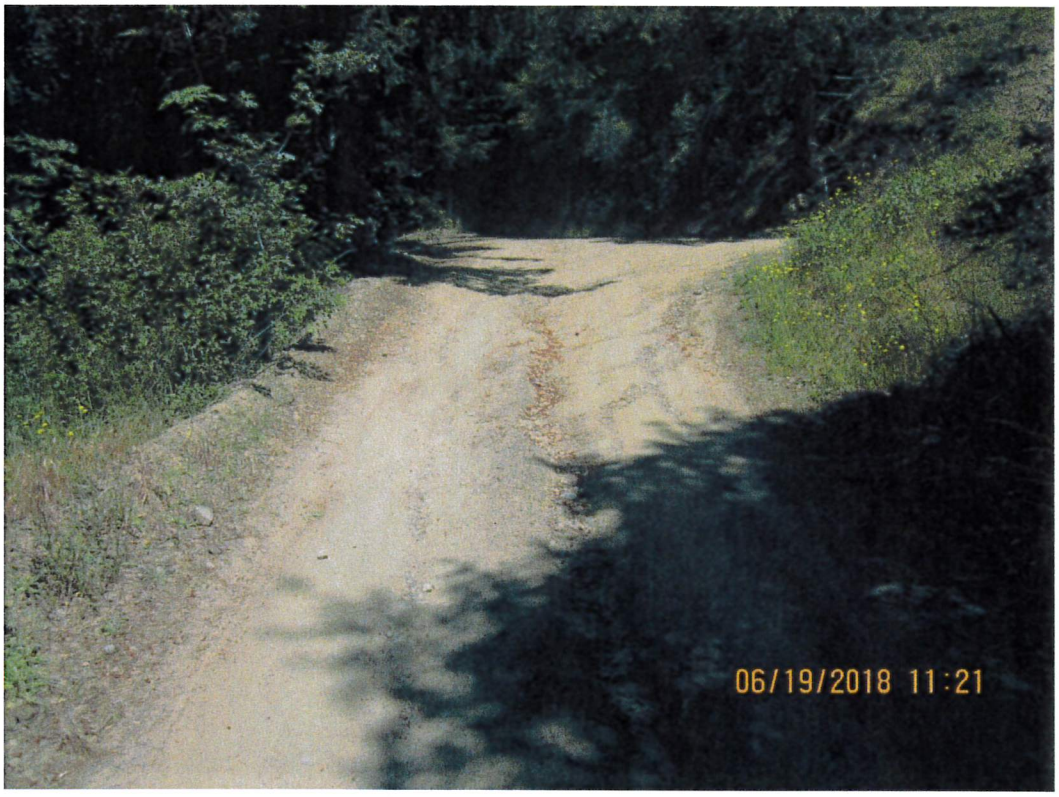


Image 4: Mile 0.00, behind

Image 5: Mile 0.00, Culvert #1 inlet

Image 6: Culvert #1 outlet

Image 7: Mile 0.10, ahead; 1+16G+1=18ft wide road prism; slope reaches 14.5% at this point

Image 8: Mile 0.10, behind

Image 9: Mile 0.20, ahead; 1+16+1=18ft wide road prism; slope reaches 19.0% at this point

Image 10: Mile 0.20, behind

Image 11: Mile 0.30, ahead; 1+9G+1=11ft wide road prism; slope reaches 20.5% at this point

Image 12: Mile 0.30, behind

Image 13: Mile 0.40, ahead; 1+11G+1=13ft wide road prism; slope reaches 13.6% at this point

Image 14: Mile 0.40, behind

Image 15: Mile 0.50, ahead; 1+11G+1=13ft wide road prism; slope reaches 18.1% at this point

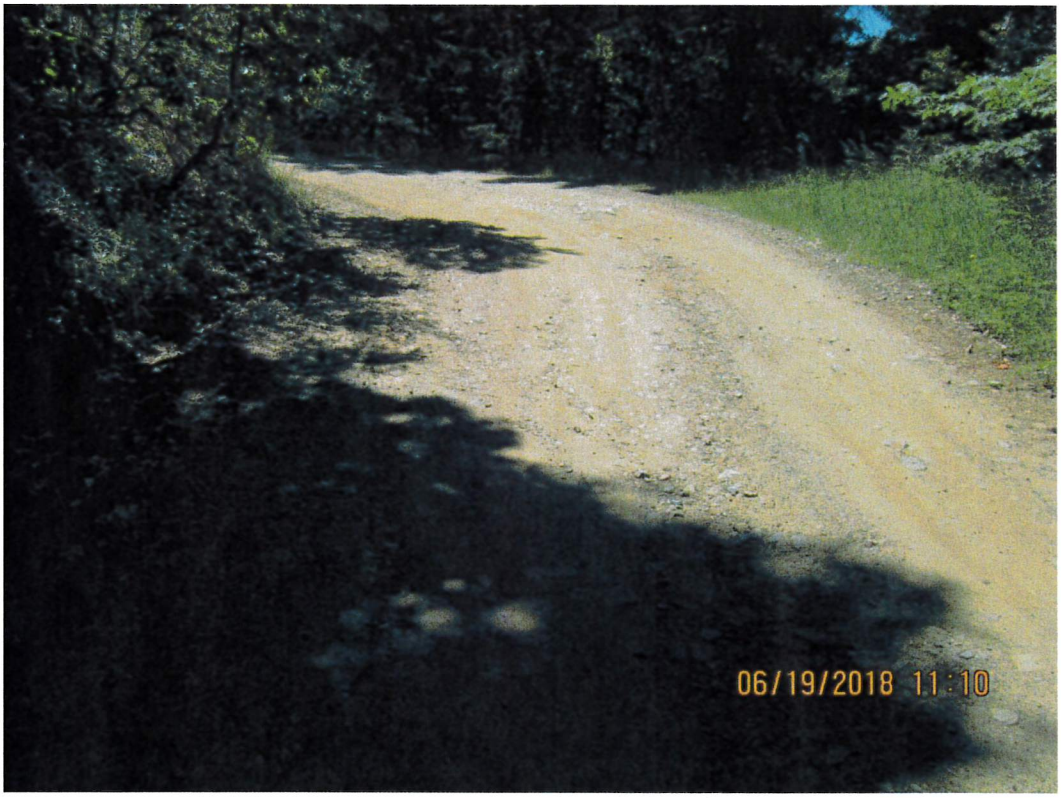


Image 16: Mile 0.50, behind

Image 17: Mile 0.55, ahead; 1+14G+1=16ft wide road prism; slope reaches 19.9% at this point

Image 18: Mile 0.55, behind

Image 19: Mile 0.60, ahead; 2+14G+2=18ft wide road prism; slope reaches 21.4% at this point

Image 20: Mile 0.60, behind

Image 21: Mile 0.65, ahead; 1+14G+1=16ft wide road prism; slope reaches 12.0% at this point

Image 22: Mile 0.65, behind

Image 23: Mile 0.70, ahead; 1+14G+1=16ft wide road prism; slope reaches 10.3% at this point

Image 24: Mile 0.70, behind

Image 25: Mile 0.80, ahead; 1+12G+1=14ft wide road prism; slope reaches 9.2% at this point

Image 26: Mile 0.80, behind

Image 27: Mile 0.85, ahead; 1+12G+1=14ft wide road prism

Image 28: Mile 0.85, behind

Image 29: Mile 0.89, ahead; intersection of Jim's Road and Kevin's gated road

Image 30: Mile 0.89, behind

Image 31: Mile 0.90, ahead; 1+14G+1=16ft wide road prism; Culvert #2 runs across the road near the cone

Image 32: Mile 0.90, behind; large red gate is most commonly closed and locked

Image 33: Mile 0.90; Culvert #2 outlet

Image 34: Mile 0.90; Culvert #2 inlet

Image 35: Mile 0.91, ahead

Image 36: Mile 0.91, behind

Image 37: Mile 1.00, ahead; 1+13G+1=15ft wide road prism

Image 38: Mile 1.00, behind

Image 39: Mile 1.10, ahead; 2+13G+9=24ft wide road prism

Image 40: Mile 1.10, behind

Image 41: Mile 1.13, ahead; 1+12G+1=14ft wide road prism

Image 42: Mile 1.13, behind

Image 43: Mile 1.16, behind; 1+10G+1=12ft wide road prism

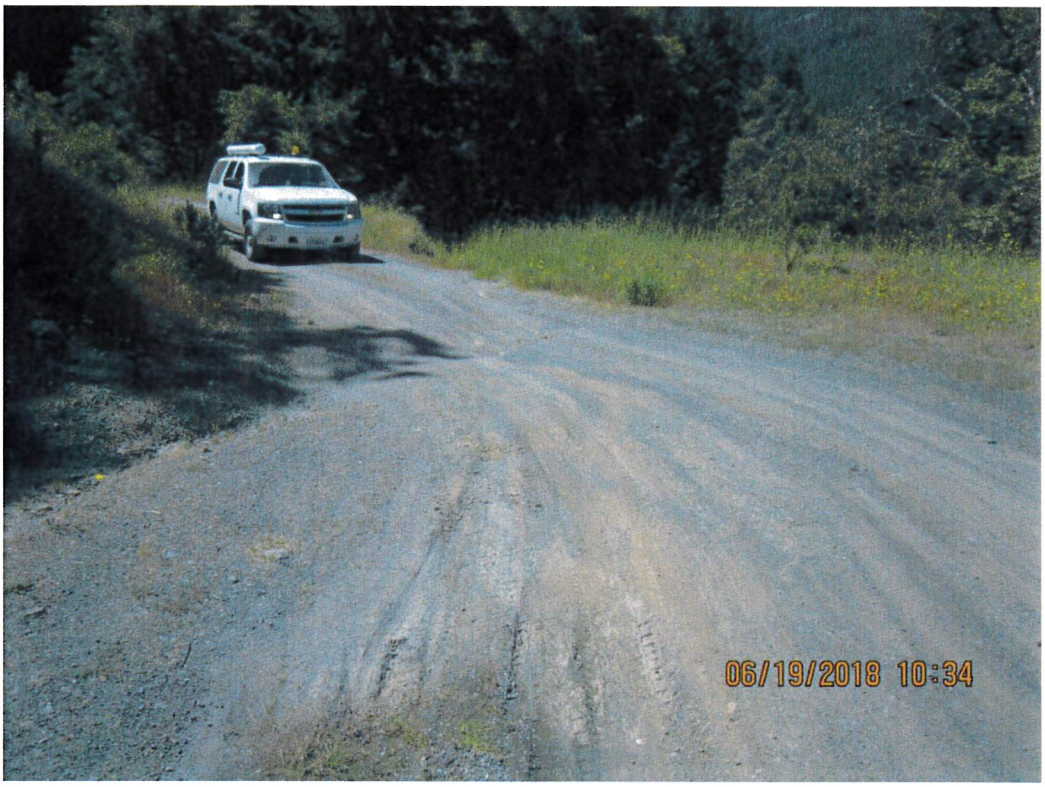


Image 44: Mile 1.20, ahead; 3+14G+3=20ft wide road prism

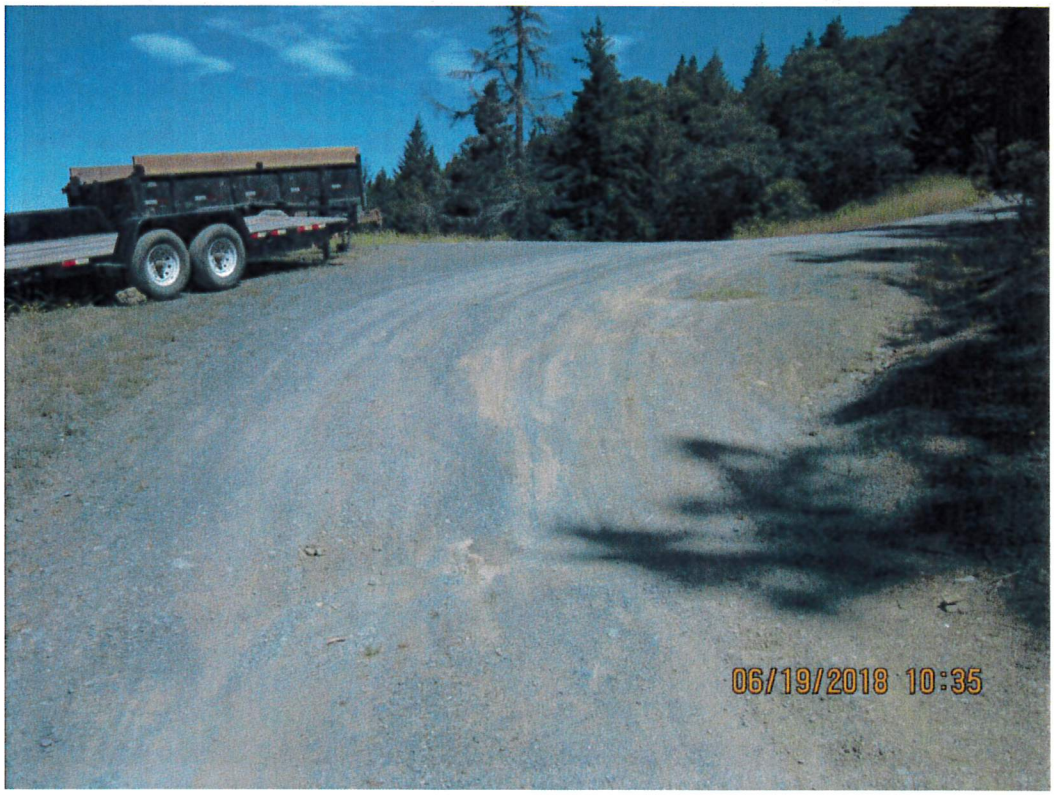


Image 45: Mile 1.20, behind

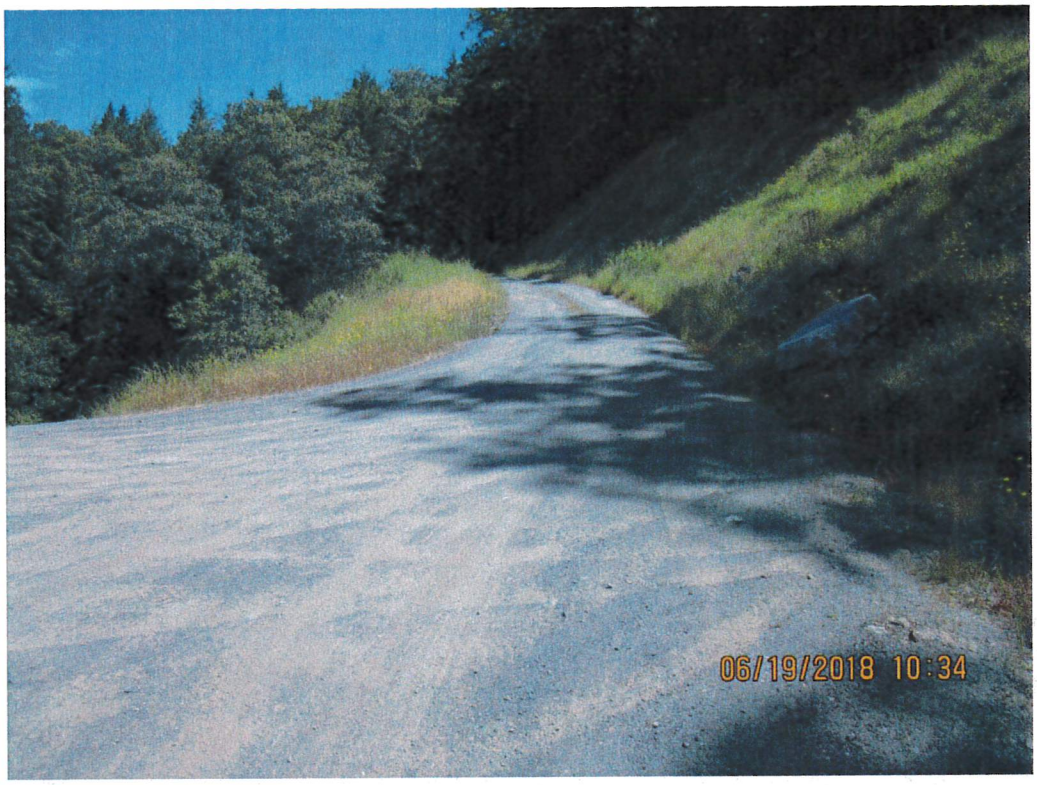


Image 46: Mile 1.20, behind; large turnout

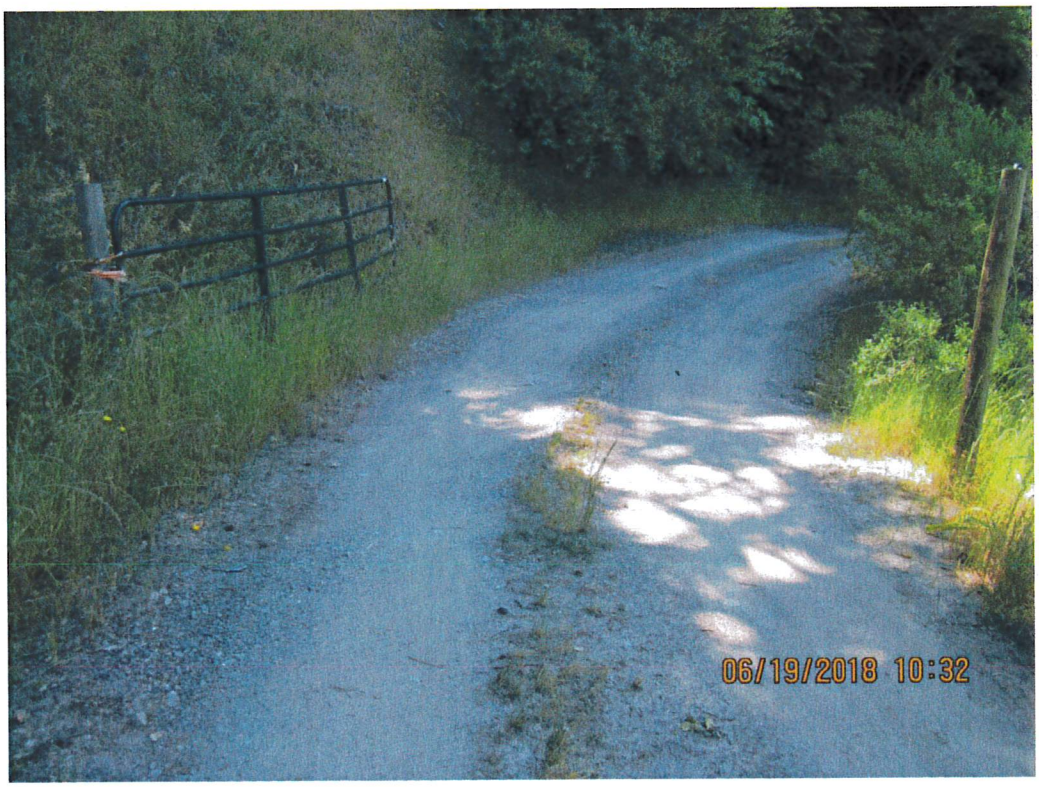


Image 47: Mile 1.23, ahead; 1+10G+1=12ft wide road prism

Image 48: Mile 1.23, behind

Image 49: Mile 1.26, ahead; 2+10G+0=12ft wide road prism

Image 50: Mile 1.26, behind

Image 51: Mile 1.30, ahead; 1+12G+1=14ft wide road prism

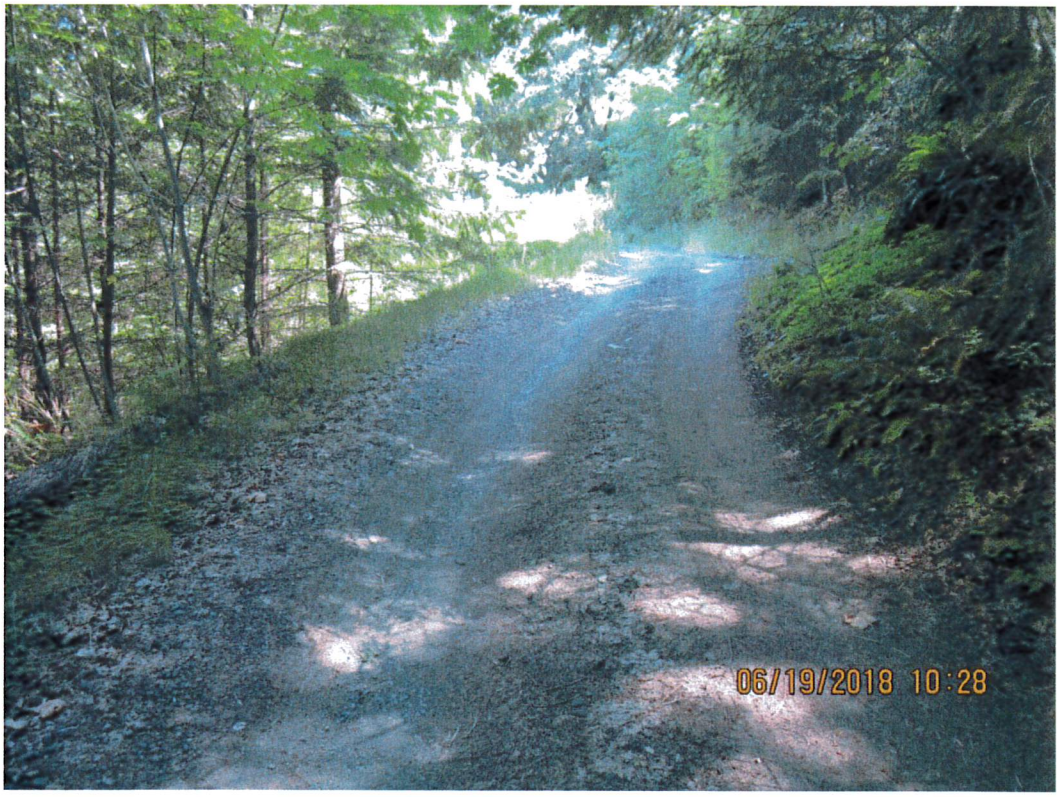


Image 52: Mile 1.30, behind

Image 53: Mile 1.40, ahead; 1+9G+1=11ft wide road prism

Image 54: Mile 1.40, behind

Image 55: Mile 1.45, ahead; 1+10G+1=12ft wide road prism

Image 56: Mile 1.45, behind

Image 57: Mile 1.50, ahead; 2+10G+0=12ft wide road prism

Image 58: Mile 1.50, behind

Image 59: Mile 1.55, ahead; 1+12G+1=14ft wide road prism; road is degrading due to lack of a culvert

Image 60: Mile 1.55, behind (1)

Image 61: Mile 1.55, behind (2)

Image 62: Mile 1.60, ahead; 1+10G+1=12ft wide road prism

Image 63: Mile 1.60, behind

Image 64: Mile 1.63, ahead; 2+10G+2=14ft wide road prism

Image 65: Mile 1.63, behind

Image 66: Mile 1.66, ahead; 2+12G+6=20ft wide road prism

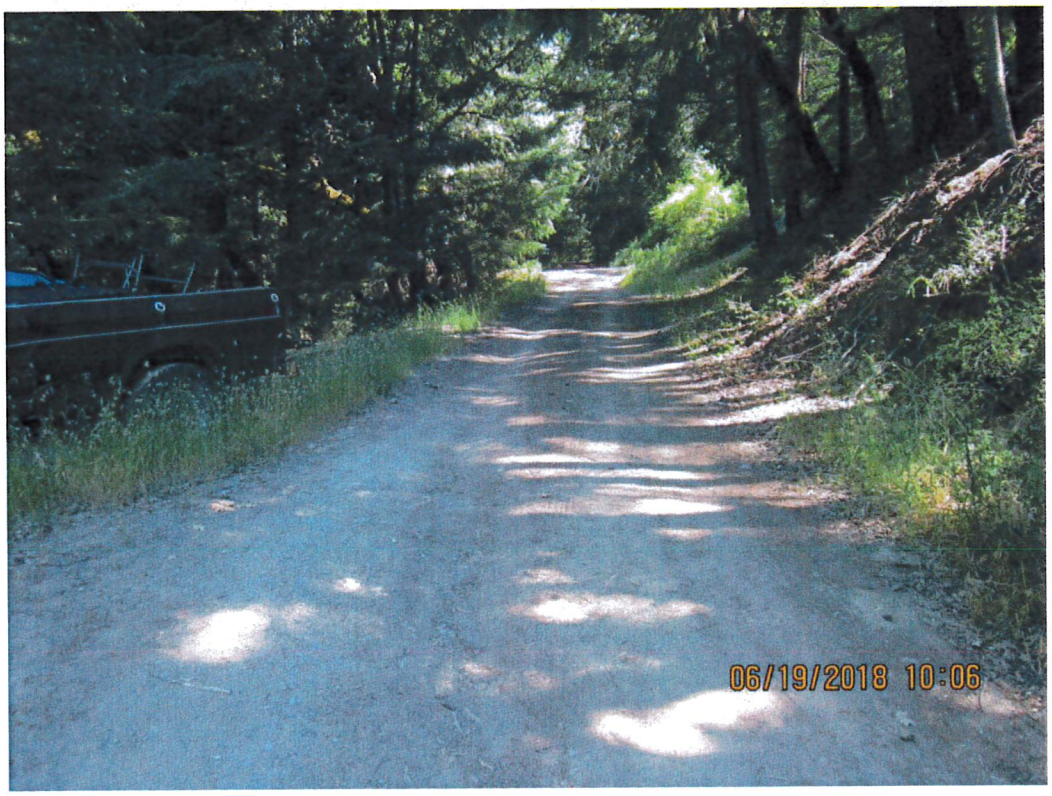


Image 67: Mile 1.66, behind

Image 68: Mile 1.68, ahead; 1+10G+1=12ft wide road prism

Image 69: Mile 1.68, behind

Image 70: Mile 1.70, ahead; 1+10G+1=12ft wide road prism

Image 71: Mile 1.70, behind

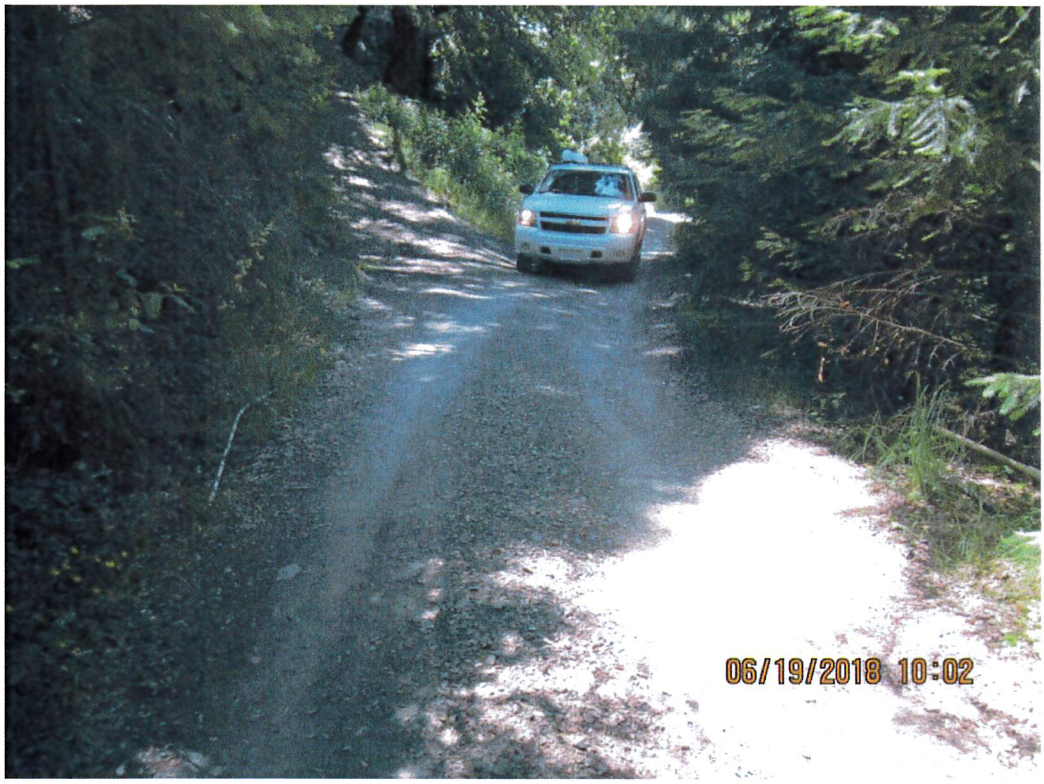


Image 72: Mile 1.75, ahead; 1+10G+1=12ft wide road prism

Image 73: Mile 1.75, behind

Image 74: Mile 1.77, ahead; 1+10+1=12ft wide road prism

Image 75: Mile 1.77, behind

Image 76: Mile 1.79, ahead; 1+10G+1=12ft wide road prism

Image 77: Mile 1.79, behind

Image 78: Mile 1.80, ahead; 1+10G+1=12ft wide road prism

Image 79: Mile 1.80, behind

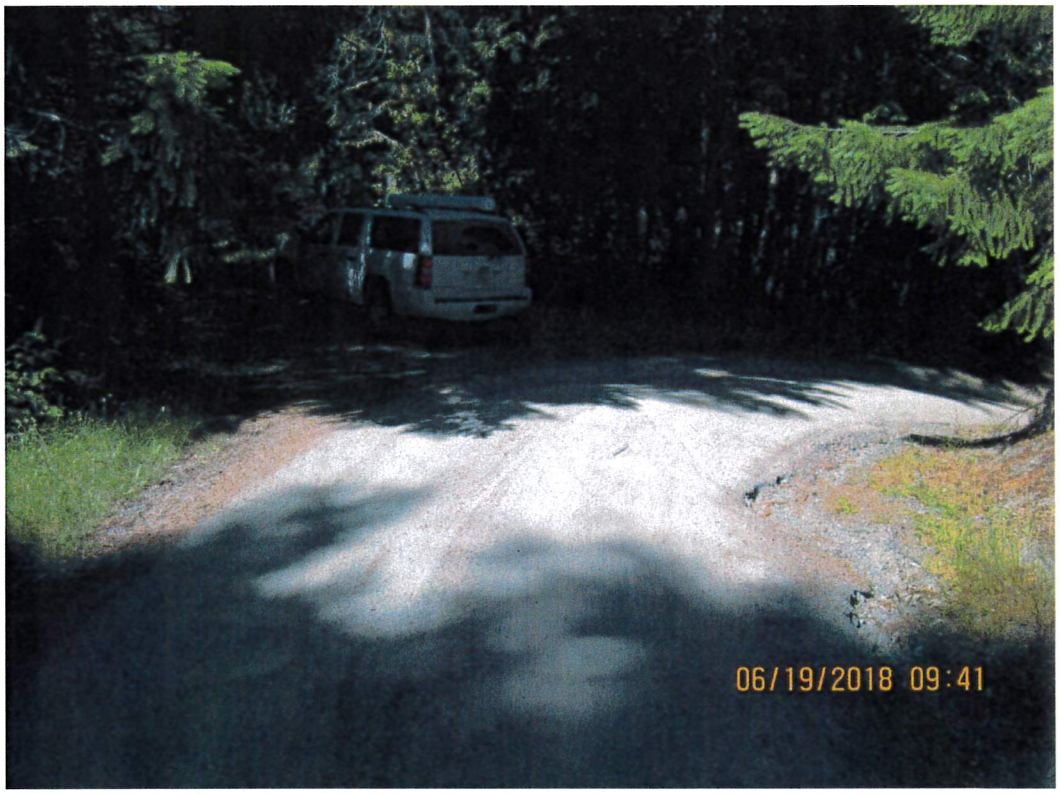


Image 80: Mile 1.81, ahead; 1+12G+2=15ft wide road prism

Image 81: Mile 1.81, behind

Image 82: Mile 1.82, ahead; 1+10G+1=12ft wide road prism

Image 83: Mile 1.82, behind