

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT



PART A: *Part A may be completed by the applicant*

Applicant Name: Daydream Enterprises APN: 208-231-013

Planning & Building Department Case/File No.: 12488

Road Name: River Rd (complete a separate form for each road)

From Road (Cross street): Humboldt / Trinity County Line

To Road (Cross street): Unnamed Main Rd

Length of road segment: 2.50 miles Date Inspected: 10/8/18

Road is maintained by: County Other Road Association
(State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc)

Check one of the following:

Box 1 The entire road segment is developed to Category 4 road standards (20 feet wide) or better. If checked, then the road is adequate for the proposed use without further review by the applicant.

Box 2 The entire road segment is developed to the equivalent of a road category 4 standard. If checked, then the road is adequate for the proposed use without further review by the applicant.

An equivalent road category 4 standard is defined as a roadway that is generally 20 feet in width, but has pinch points which narrow the road. Pinch points include, but are not limited to, one-lane bridges, trees, large rock outcroppings, culverts, etc. Pinch points must provide visibility where a driver can see oncoming vehicles through the pinch point which allows the oncoming vehicle to stop and wait in a 20 foot wide section of the road for the other vehicle to pass.

Box 3 The entire road segment is not developed to the equivalent of road category 4 or better. The road may or may not be able to accommodate the proposed use and further evaluation is necessary. Part B is to be completed by a Civil Engineer licensed by the State of California.

The statements in PART A are true and correct and have been made by me after personally inspecting and measuring the road.

David Nicoletti
Signature

11/29/2018
Date

David Nicoletti PE #76814
Name Printed

Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

PART B: Only complete Part B if Box 3 is checked in Part A. Part B is to be completed by a Civil Engineer licensed by the State of California. Complete a separate form for each road.

Road Name: River Rd Date Inspected: 10/8/2018 APN: 208-231-013
 From Road: Humboldt / Trinity County Line (Post Mile _____) Planning & Building
 To Road: Private Access Rd (Post Mile 2.50) Department Case/File No.:
 12488

1. What is the Average Daily Traffic (ADT) of the road (including other known cannabis projects)?
 Number of other known cannabis projects included in ADT calculations:
 (Contact the Planning & Building Department for information on other nearby projects.)

ADT: <400 Date(s) measured: _____
 Method used to measure ADT: Counters Estimated using ITE Trip Generation Book

Is the ADT of the road less than 400? Yes No

If YES, then the road is considered very low volume and shall comply with the design standards outlined in the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400). Complete sections 2 and 3 below.

If NO, then the road shall be reviewed per the applicable policies for the design of local roads and streets presented in AASHTO A Policy on Geometric Design of Highways and Streets, commonly known as the "Green Book". Complete section 3 below.

2. Identify site specific safety problems with the road that include, but are not limited to: (Refer to Chapter 3 in AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400) for guidance.)

A. Pattern of curve related crashes.

Check one: No. Yes, see attached sheet for Post Mile (PM) locations.

B. Physical evidence of curve problems such as skid marks, scarred trees, or scarred utility poles

Check one: No. Yes, see attached sheet for PM locations.

C. Substantial edge rutting or encroachment.

Check one: No. Yes, see attached sheet for PM locations.

D. History of complaints from residents or law enforcement.

Check one: No. Yes (check if written documentation is attached)

E. Measured or known speed substantially higher than the design speed of the road (20+ MPH higher)

Check one: No. Yes.

F. Need for turn-outs.

Check one: No. Yes, see attached sheet for PM locations.

3. Conclusions/Recommendations per AASHTO. Check one:

The roadway can accommodate the cumulative increased traffic from this project and all known cannabis projects identified above.

The roadway can accommodate the cumulative increased traffic from this project and all known cannabis projects identified above, if the recommendations on the attached report are done. (check if a Neighborhood Traffic Management Plan is also required and is attached.)

The roadway cannot accommodate increased traffic from the proposed use. It is address increased traffic.

A map showing the location and limits of the road being evaluated in PART B is attached. The statements in PART B are true and correct and have been made by me after personally evaluating the road.

David Nicoletti
 Signature of Civil Engineer

11/29/2018
 Date



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HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: Daydream Enterprises APN: 208-231-011

Planning & Building Department Case/File No.: 12493

Road Name: Unnamed Main Rd (complete a separate form for each road)

From Road (Cross street): River Rd

To Road (Cross street): Residence APN 208-231-011

Length of road segment: 1.25 miles Date Inspected: 10/8/18

Road is maintained by: County Other Residents
(State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc)

Check one of the following:

Box 1 The entire road segment is developed to Category 4 road standards (20 feet wide) or better. If checked, then the road is adequate for the proposed use without further review by the applicant.

Box 2 The entire road segment is developed to the equivalent of a road category 4 standard. If checked, then the road is adequate for the proposed use without further review by the applicant.

An equivalent road category 4 standard is defined as a roadway that is generally 20 feet in width, but has pinch points which narrow the road. Pinch points include, but are not limited to, one-lane bridges, trees, large rock outcroppings, culverts, etc. Pinch points must provide visibility where a driver can see oncoming vehicles through the pinch point which allows the oncoming vehicle to stop and wait in a 20 foot wide section of the road for the other vehicle to pass.

Box 3 The entire road segment is not developed to the equivalent of road category 4 or better. The road may or may not be able to accommodate the proposed use and further evaluation is necessary. Part B is to be completed by a Civil Engineer licensed by the State of California.

The statements in PART A are true and correct and have been made by me after personally inspecting and measuring the road.

David Nicoletti

Signature

11/29/2018

Date

David Nicoletti PE #76814

Name Printed

Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

PART B: Only complete Part B if Box 3 is checked in Part A. Part B is to be completed by a Civil Engineer licensed by the State of California. Complete a separate form for each road.

Road Name: Private Access Rd Date Inspected: 10/8/2018 APN: 208-231-011
 From Road: River Rd (Post Mile _____) Planning & Building
 To Road: Residence 208-231-011 (Post Mile 1.25) Department Case/File No.:
 12493

1. What is the Average Daily Traffic (ADT) of the road (including other known cannabis projects)?
 Number of other known cannabis projects included in ADT calculations:
 (Contact the Planning & Building Department for information on other nearby projects.)

ADT: <400 Date(s) measured: _____
 Method used to measure ADT: Counters Estimated using ITE Trip Generation Book

Is the ADT of the road less than 400? Yes No

If YES, then the road is considered very low volume and shall comply with the design standards outlined in the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400). Complete sections 2 and 3 below.

If NO, then the road shall be reviewed per the applicable policies for the design of local roads and streets presented in AASHTO A Policy on Geometric Design of Highways and Streets, commonly known as the "Green Book". Complete section 3 below.

2. Identify site specific safety problems with the road that include, but are not limited to: (Refer to Chapter 3 in AASHTO Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400) for guidance.)

A. Pattern of curve related crashes.

Check one: No. Yes, see attached sheet for Post Mile (PM) locations.

B. Physical evidence of curve problems such as skid marks, scarred trees, or scarred utility poles

Check one: No. Yes, see attached sheet for PM locations.

C. Substantial edge rutting or encroachment.

Check one: No. Yes, see attached sheet for PM locations.

D. History of complaints from residents or law enforcement.

Check one: No. Yes (check if written documentation is attached)

E. Measured or known speed substantially higher than the design speed of the road (20+ MPH higher)

Check one: No. Yes.

F. Need for turn-outs.

Check one: No. Yes, see attached sheet for PM locations.

3. Conclusions/Recommendations per AASHTO. Check one:

The roadway can accommodate the cumulative increased traffic from this project and all known cannabis projects identified above.

The roadway can accommodate the cumulative increased traffic from this project and all known cannabis projects identified above, if the recommendations on the attached report are done. (check if a Neighborhood Traffic Management Plan is also required and is attached.)

The roadway cannot accommodate increased traffic from the proposed use. address increased traffic.

A map showing the location and limits of the road being evaluated in PART B is attached. The statements in PART B are true and correct and have been made by me after personally evaluating the road.

David Nicoletti
 Signature of Civil Engineer

11/29/2018
 Date



Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.445.7205.

From: David Nicoletti PE QSD\QSP
DTN Engineering & Consulting
2731 K Street Unit A
Eureka, CA 95501
Email: dnicoletti@dtngineering.com

Subject: Roadway Evaluation for APN 208-231-011, APPS 12493

Introduction

On October 8th, 2018, DTN Engineering & Consulting (Engineer) performed a roadway evaluation for Daydream Enterprises, upon request from Humboldt County Public Works. Humboldt County Public Works has provided direction for the roads to be evaluated by the Engineer. The roads to be evaluated are as follows (see Exhibit A):

- River Road from the Humboldt / Trinity County Line to Unnamed Road
- Unnamed Road From River Rd to APN 208-231-011

River Rd is being evaluated as part of the Applicant's Cannabis permit referral process. The roadways were evaluated for Category 4 compliance as described in Title III – Land Use and Development, Division II, Fire Safe Regulations (Ordinance) (Exhibit D). The driveway was evaluated for Driveways in accordance with the Ordinance. This analysis performed was in accordance with the Roadway Evaluation Report Instructions provided by Humboldt County Public Works Department.

The existing site conditions for the evaluated roadways in this Technical Memorandum consists of hilly terrain (Exhibit C), crosses four Streamside Management Areas (SMA) (Exhibit C) three are Class I and one is Class II streams that are tributary to the Mad River, and high seismic instability with gradual to steep grades, there are no mapped historic landslides, The Applicant will have four employees onsite and deliveries of supplies to the Applicants facilities will occur once every year.

Evaluation

River Rd Photos 1-201 (Exhibit B)

The evaluation begins just east of the at the Railroad Car Bridge that is at or near the Humboldt County / Trinity County line. The criteria for evaluating River is a Category 4 in accordance with Humboldt County Title III - Land Use And Development Division 11 Fire Safe Regulations.

As shown in Photo 1 the measurements of River Rd have a width of approximately 14 feet and a slope of 9.6%. Photos 3 & 4 depict the rail road car bridge that is at or near the County line. River Rd generally has a width that varies from 12 feet to 14 feet wide with 1-2 foot shoulders. In some areas the roadway width is less than 12 feet and at turnouts the roadway width extends up to 20 feet. The terrain is moderately hilly, and most grades are below 16%. Most of the roadway curves generally have turnouts at curves and pullouts at strategically placed locations along with turnaround areas.

The issues found on River Rd are primarily due to drainage including partially clogged culverts, lack of waterbars and rolling dips, areas of roadway width reduced due to erosion, driveway approaches at angles less than 75%, hillside slips, and at limited locations the roadway falls under 12 feet in width and over 16% grade. The criteria listed above is from the Humboldt County SRA Road Ordinance and AASHTO Guidelines for Geometric Design of Low Volume Roads.

The following are photo locations that are not in accordance with Humboldt County SRA Ordinance, AASHTO Guidelines for Geometric Design of Low Volume Roads, or industry standard practices for gravel roadway maintenance, and drainage.

Curve Locations Requiring Turnouts: Photo #18, 184, 195

Slope Over 16%: Photos 52, 148, 158, 186

Width Under 12 Feet: Photos 19, 43, 94, & 95

Slide Locations: Photos 51, 56, & 116/118

Clogged / Partially Culverts: Photos 25/26, 28/29, 33, 50/51, 61, 68/69 (sizing), 111, 125/126, 144, 152/154, 164, 169 (approach culvert), 176, & 179.

Erosion / Drainage Issues: Photos 8, 9, 14, 25, 27, 30/31/32, 41, 60, 80/90, 99, 114/115, 117, 119, 127, 129, 140, 145, 174, 187, 192

This roadway does not meet a Category 4 or Equivalent Category 4 Roadway. The Engineer recommends the following improvements for safe travel on River Rd for the amount of Average Daily Traffic (ADT) calculated.

Curve Locations Requiring Turnouts: Construct Turnouts at the following photo locations 18, 184, & 195.

Slopes Over 16%: The Engineer recommends no improvements for photo locations 52, 148, 158, & 186 where slopes are over 16%. The traffic benefits to

environmental impacts doesn't justify paving or lowering grades. Typically, the steep grades shown at these locations are for short segments of roadway.

Width Under 12 Feet: *The Engineer recommends no improvements for Photo locations 19, 43, 94 & 95. The traffic benefits to environmental impacts doesn't justify cutting into hillsides or expanding travel width on hillsides with fill.*

Slide Locations: *The Engineer recommends repairs to areas that slides have occurred. Slides have occurred in Photos 51, 56, 116, 117, & 118 and repairs such as re-establishing a stable slope with grading and placing Rock Slope Protection (RSP) on the slope to stabilize with weight. At some locations, slides have occurred due to clogged culverts and poor drainage.*

Clogged / Partially Culverts: *Almost all culverts locations have clogged inlets or are completely clogged. This has resulted in erosion and drainage issues as shown in Photos 25/26, 28/29, 33, 61, 68/69 (sizing), 111, 125/126, 144, 152/154, 164, 169 (approach culvert), 176, & 179. The Engineer recommends unclogging all culverts that have been shown to be partially clogged or fully clogged.*

Erosion / Drainage Issues: *Erosion Issues are related to a lack of waterbars or rolling dips, impacted by nearby slide, or clogged culverts. The Engineer recommends the following:*

- *Photo 8/9 Construct rolling dip or waterbar.*
- *Photo 14 Unclogging nearby culvert will alleviate erosion.*
- *Photos 25/27, & 30/31/32 Unclogging nearby culvert will alleviate erosion.*
- *Photo 41 Construct rolling dip or waterbar.*
- *Photo 60 Re-establish embankment and construct roadside ditches to daylight water from.*
- *Photo 89 Re-establish embankment and construct roadside ditches to daylight water from.*
- *Photo 99 Construct rolling dip or waterbar.*
- *114/115/116 & 117/118/119 This erosion issue is tied to the nearby slide and lack of culvert. Repair of the slide and installation of a culvert at each location.*
- *125/126/127 Re-establish embankment and construct roadside ditches to daylight water from.*
- *Photo 129 Construct rolling dip or waterbar.*
- *Photo 140 Unclogging nearby culvert will alleviate erosion.*
- *Photo 174 Construct rolling dip or waterbar.*

- *Photo 192 Construct rolling dip or waterbar.*

Miscellaneous: *The Engineer recommends that grass be mowed along the roadside, which will expose the turnouts. Then Engineer also recommends that the roadside ditches be cleaned and re-established.*

Evaluation

Unnamed Main Rd Photos 731-864A (Exhibit B)

The of Unnamed Main Rd was evaluated for Category 4 compliance as described in Title III – Land Use and Development, Division II, Fire Safe Regulations.

The evaluation begins just at the River Rd Intersection (Photo 731). As shown in Photo 731A the measurements of the Gate at the intersection of Unnamed Main Rd and River Rd has a width of approximately 12 feet. Unnamed Main Rd generally has a width that varies from 10 feet to 12 feet wide with 1-2 foot shoulders. The terrain is moderately hilly, and many grades are above 16%. Most of the roadway curves generally have turnouts at curves and pullouts at strategically placed locations.

The following are photo locations that are not in accordance with Humboldt County SRA Ordinance, AASHTO Guidelines for Geometric Design of Low Volume Roads, or industry standard practices for gravel roadway maintenance, and drainage.

Gate Widths Under 14 Feet: Photo 731A, 783, & 864

Curve Locations Requiring Turnouts: None

Slope Over 16%: Photos 732, 744, 763, 779, 787, 789, 793, 801, 805, 812, 814, 818, 819, 824, 830, 835, 857

Width Under 12 Feet: Photos 732, 763, 779, 781, 787, 789, 793, 797, 812, 822, 857, 861

Slide Locations: None

Clogged / Partially Culverts: Photos 754, 781 (sizing), 848

Erosion / Drainage Issues: None

This roadway does not meet a Category 4 or Equivalent Category 4 Roadway. The Engineer recommends the following improvements for safe travel on River Rd for the amount of Average Daily Traffic (ADT) calculated.

Slopes Over 16%: *The Engineer recommends no improvements for photo locations where slopes are over 16%. The traffic benefits to environmental impacts doesn't justify paving or lowering grades. Typically, the steep grades shown at these locations are for short segments of roadway.*

Width Under 12 Feet: *The Engineer recommends no improvements. The traffic benefits to environmental impacts doesn't justify cutting into hillsides or expanding travel width on hillsides with fill.*

Clogged / Partially Culverts: *The Engineer recommends unclogging all culverts that have been shown to be partially clogged or fully clogged.*

Miscellaneous: *The Engineer recommends that grass be mowed along the roadside, which will expose the turnouts. Then Engineer also recommends that the roadside ditches be cleaned and re-established.*

Report Completed By:



David Nicoletti PE

Exhibit A

Exhibit A

Road Evaluation Areas

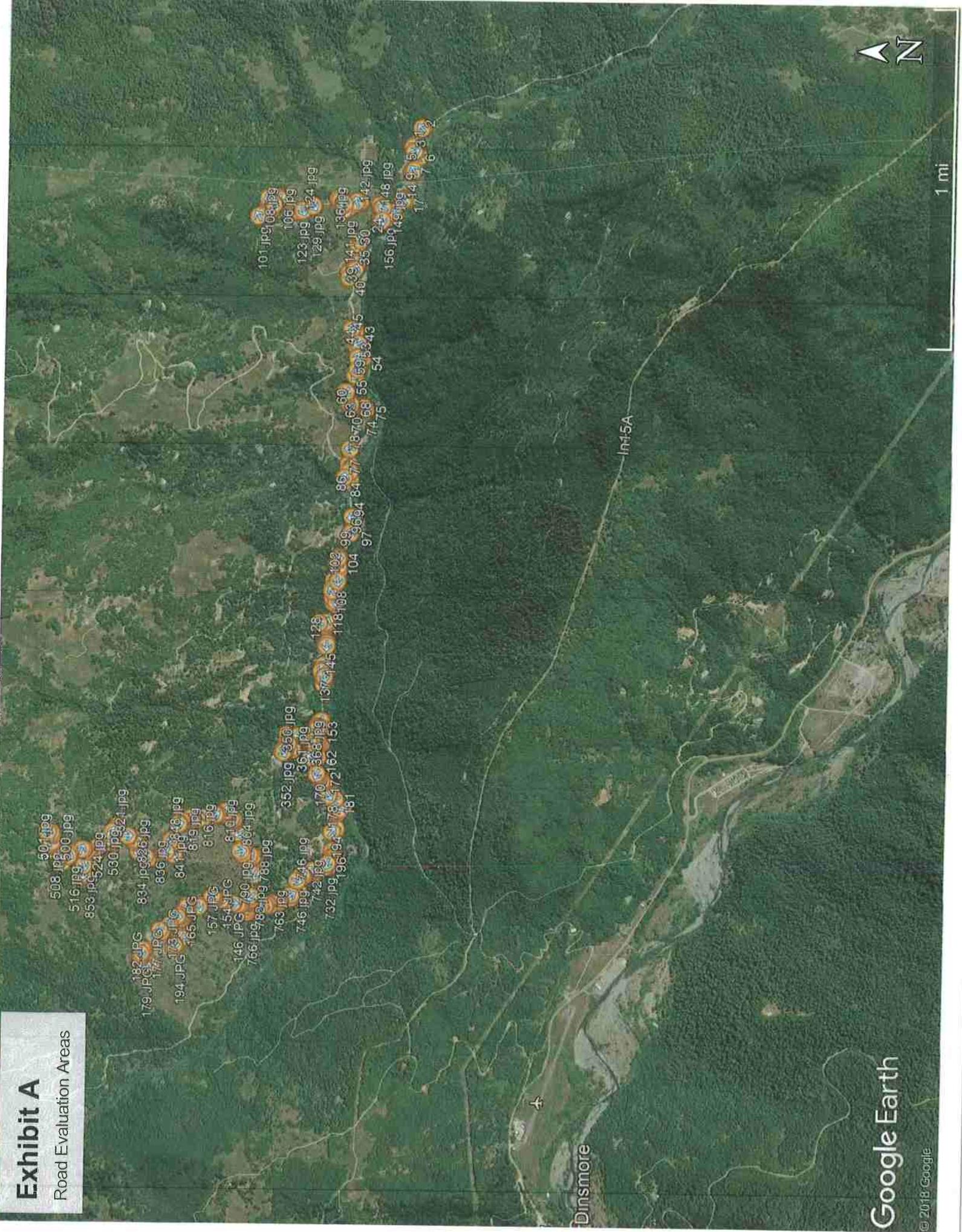


Exhibit A

River Rd Photos 1-42



Exhibit A

River Rd Photos 43-76



Exhibit A

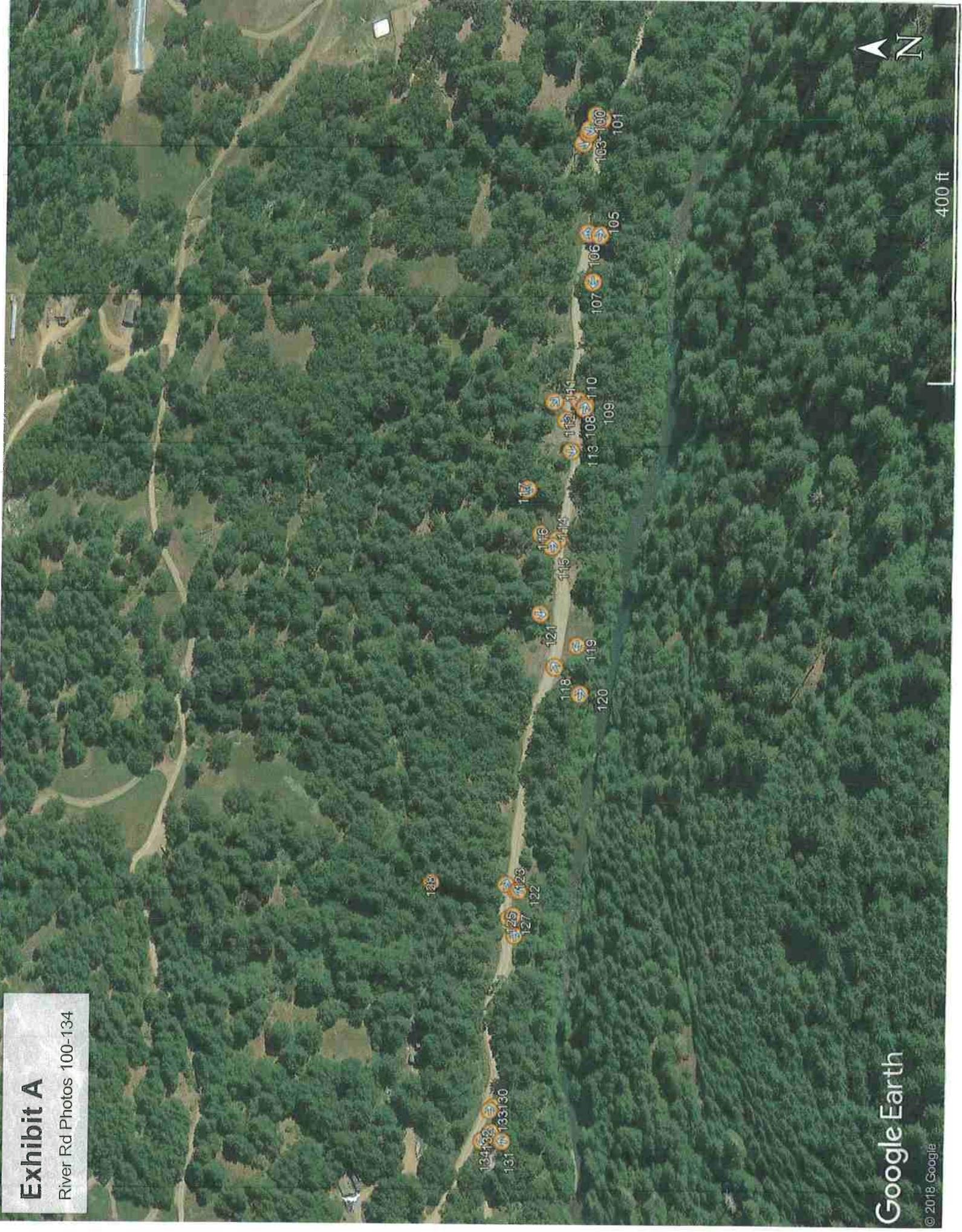
River Rd Photos 77-99



400 ft

Exhibit A

River Rd Photos 100-134



400 ft

Exhibit A

River Rd Photos 135-166



400 ft



Google Earth

© 2018 Google

Exhibit A

River Rd Photos 167-198



400 ft

Exhibit A - Unnamed Main Rd

River Rd To APN 208-231-011
Photos 731-781

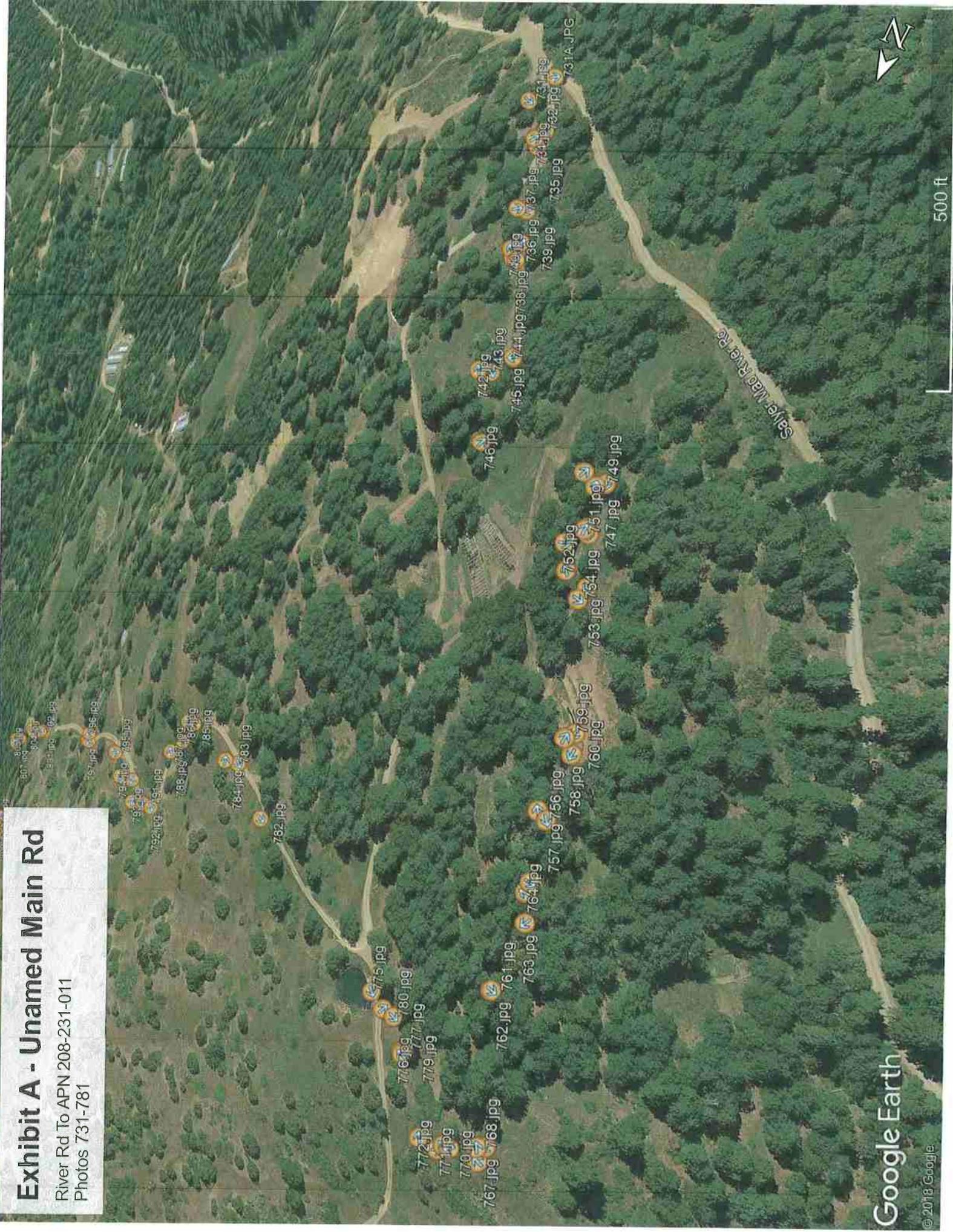


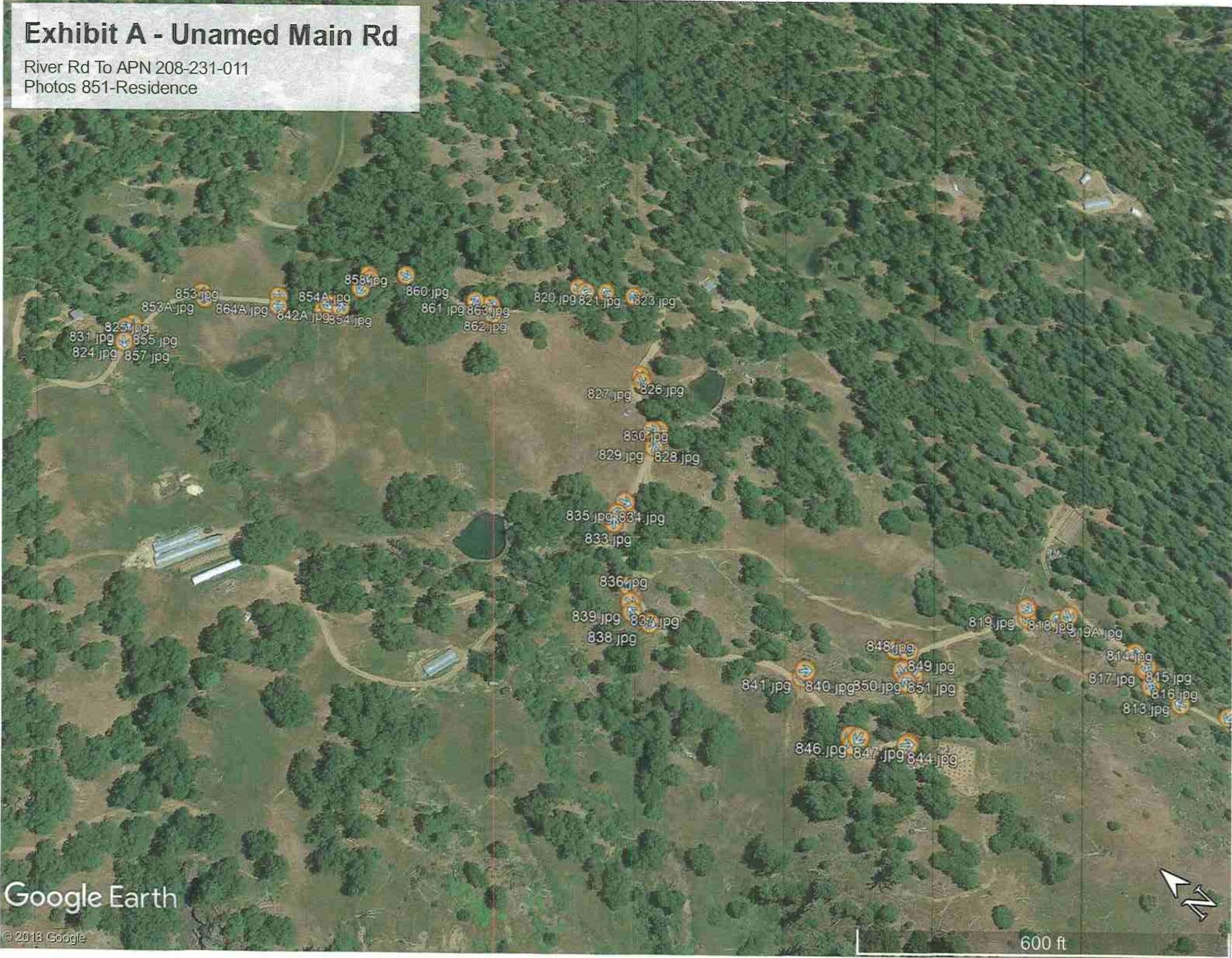
Exhibit A - Unnamed Main Rd

River Rd To APN 208-231-011
Photos 782-807



Exhibit A - Unnamed Main Rd

River Rd To APN 208-231-011
Photos 851-Residence



Google Earth

© 2018 Google

600 ft

Exhibit B

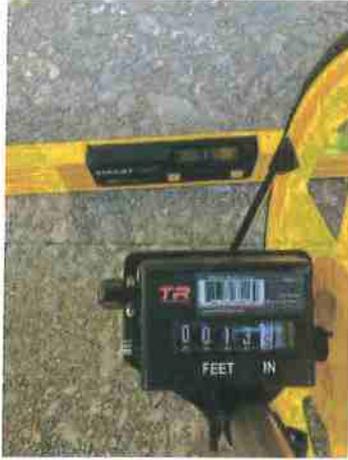


Photo #1 River Rd Width 13.9'

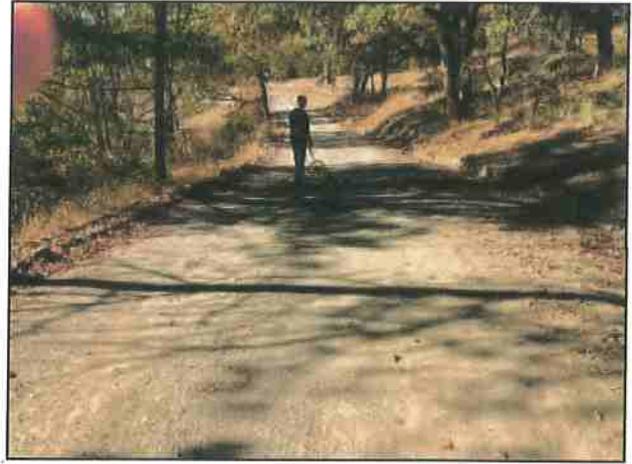


Photo #2 River Rd Looking NW

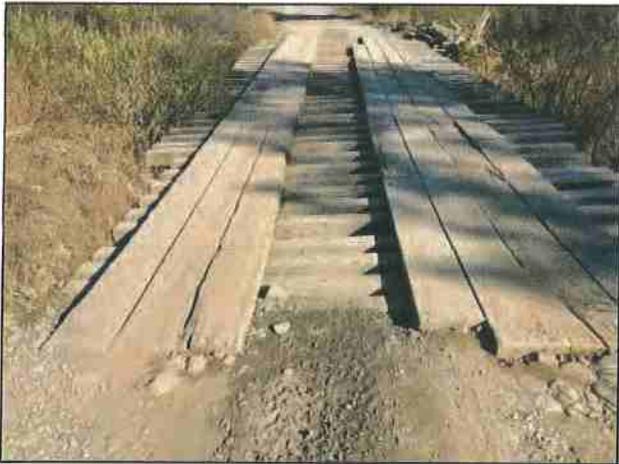


Photo #3 River Rd Looking East @ RR Car Bridge

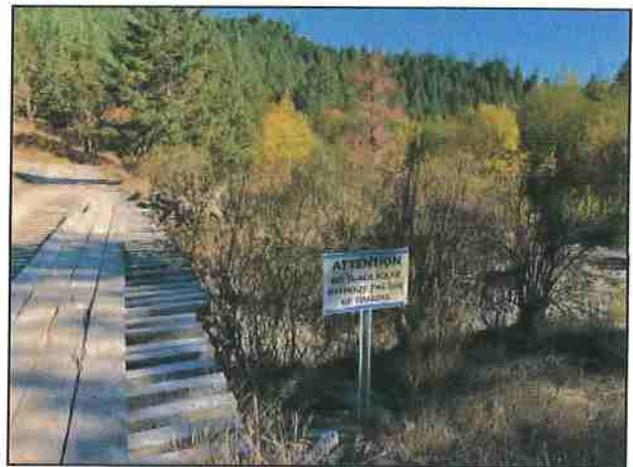


Photo #4 River Rd Warning sign @ RR Car Bridge



Photo #5 River Rd Looking SW @ Curve w/ Turn-out

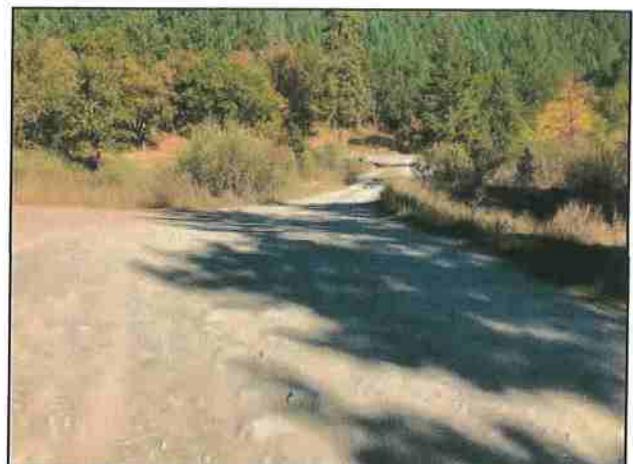


Photo #6 River Rd Looking NE @ Curve w/ Turn-out

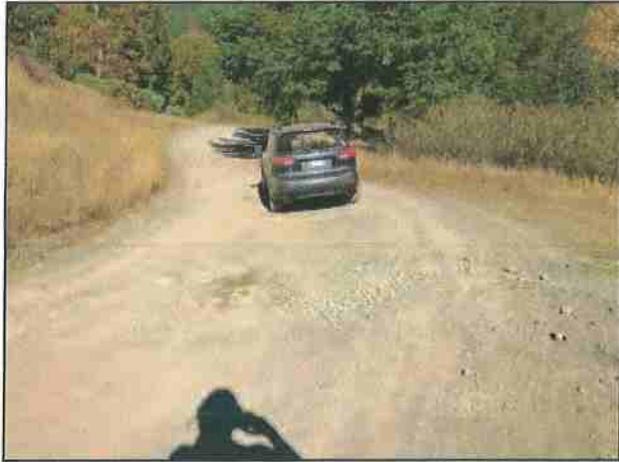


Photo #7 River Rd Looking NE @ Curve w/ Turn-out



Photo #8 River Rd Looking SW @ Curve w/ Turn-out

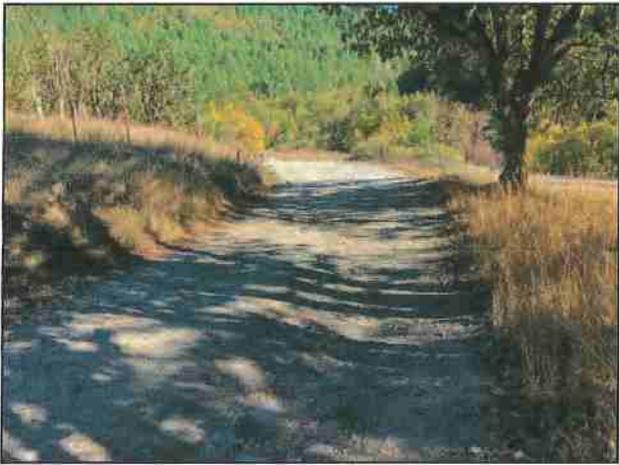


Photo #9 River Rd Looking SE @ Curve w/ Turn-out



Photo #10 River Rd Width 14.3'

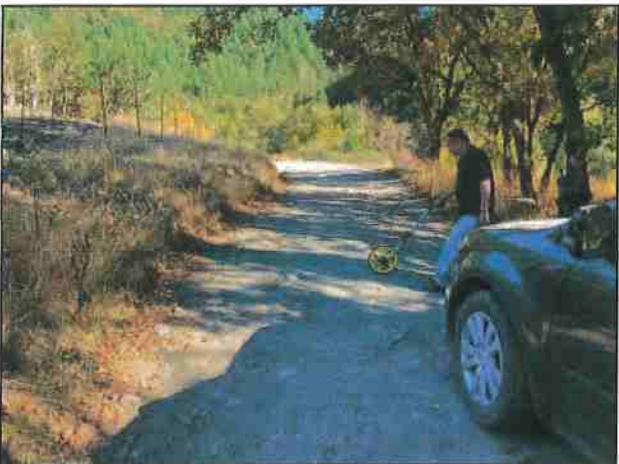


Photo #11 River Rd Looking East @ Curve w/ Turnout

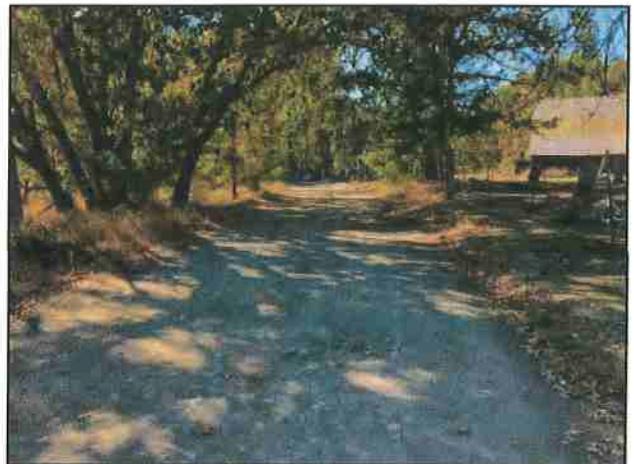


Photo #12 River Rd Looking West

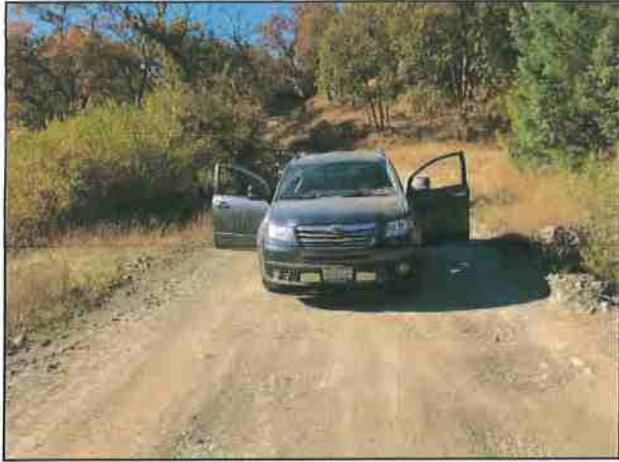


Photo #13 River Rd Looking NW

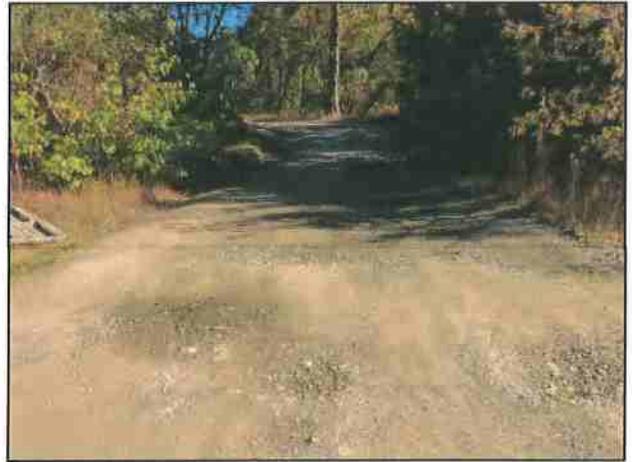


Photo #14 River Rd Looking SE @ Potholing Caused by Poor Drainage



Photo #15 River Rd Looking @ 36" Culvert In



Photo #16 River Rd Looking @ Dual 36" Culverts Out

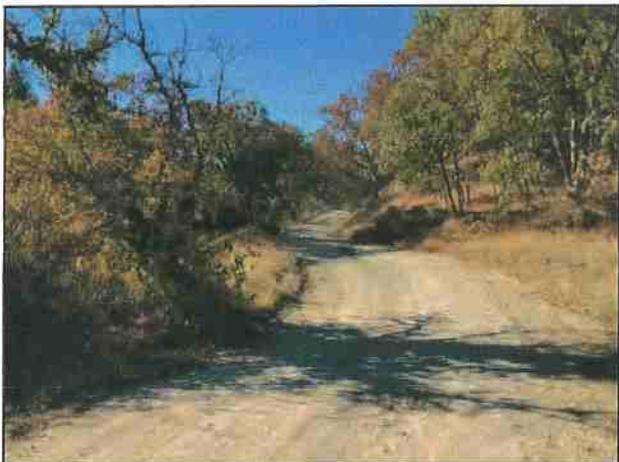


Photo #17 River Rd Looking NW @ Curve w/ Turnout

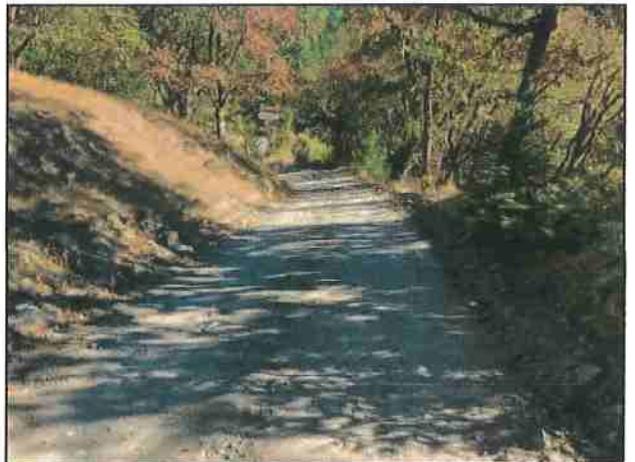


Photo #18 River Rd Looking SE @ Curve w/o Turnout

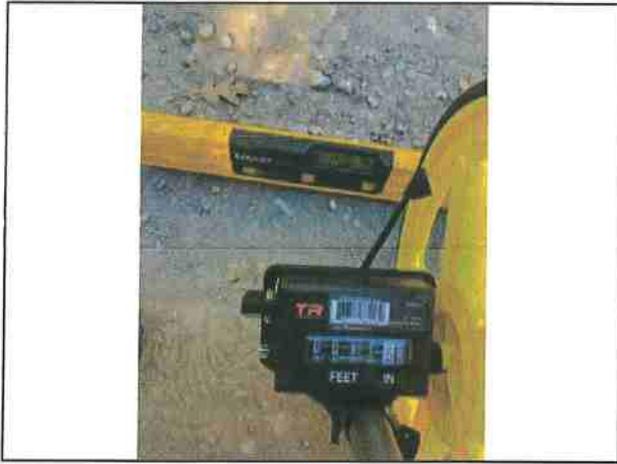


Photo #19 River Rd 14.8% Slope & 11.5' Width



Photo #20 River Rd Looking SE @ Curve w/ Turnout

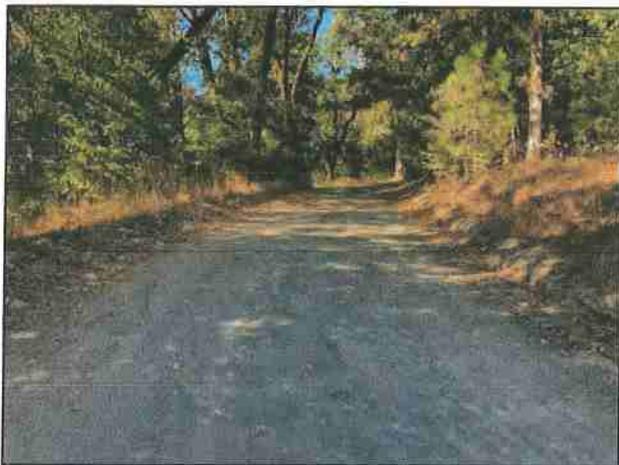


Photo #21 River Rd Looking NW

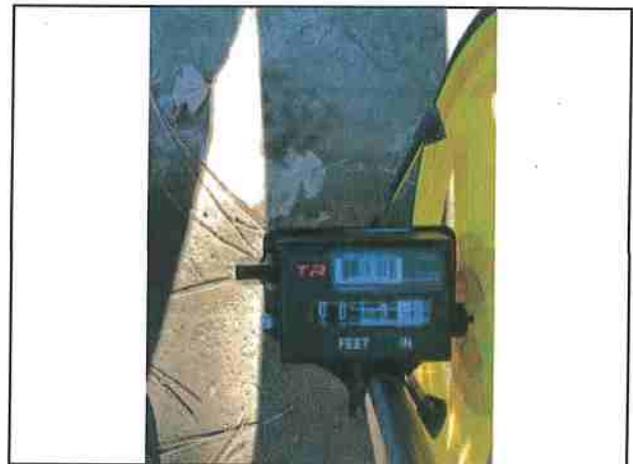


Photo #22 River Rd 13.9' Width

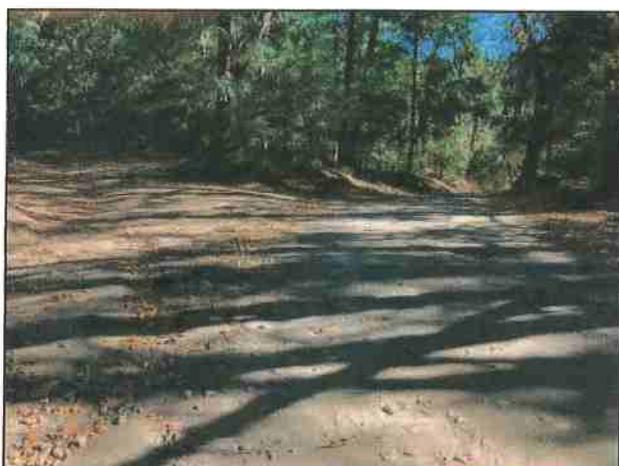


Photo #23 River Rd Looking @ Curve w/ Turnout

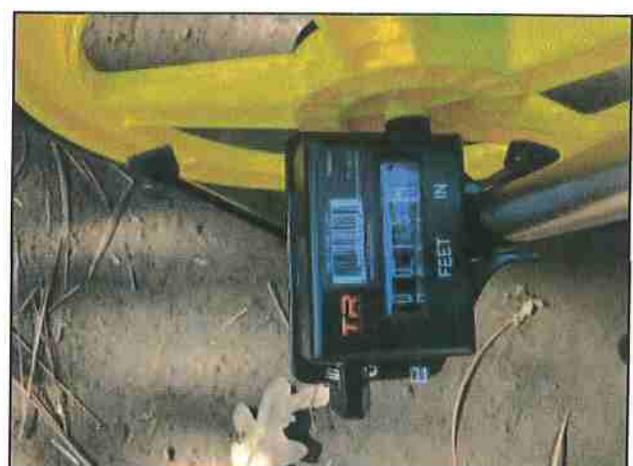


Photo #24 River Rd 15.10' Width Including Turnout Width



Photo #25 River Rd Looking @ Clogged 12" Culvert In



Photo #26 River Rd Looking @ Clogged 12" Culvert Out



Photo #27 River Rd Looking NW @ Erosion & Tire Tracks Over Eroded Area



Photo #28 River Rd 12" Clogged 12" Culvert Out

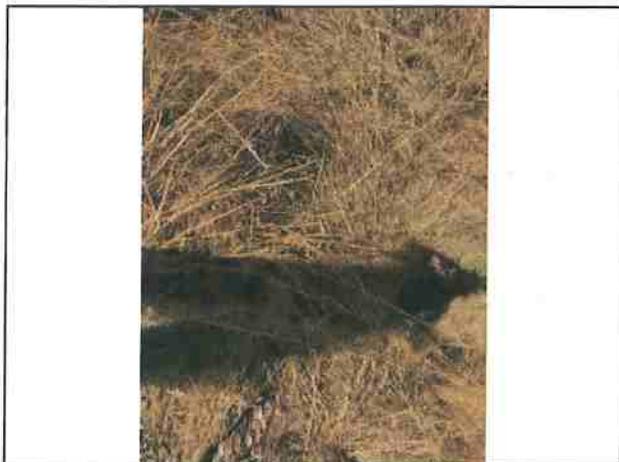


Photo #29 River Rd Looking @ Clogged 12" Culvert In



Photo #30 River Rd Looking SE @ Erosion



Photo #31 River Rd Looking SE Closeup @ Erosion

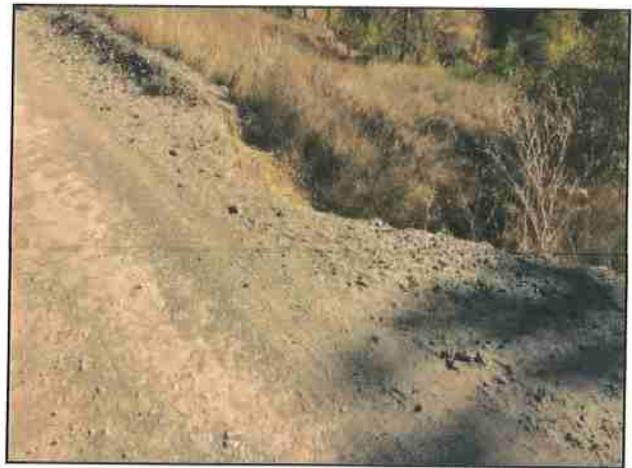


Photo #32 River Rd Looking SE @ Tire Tracks @ Erosion Area

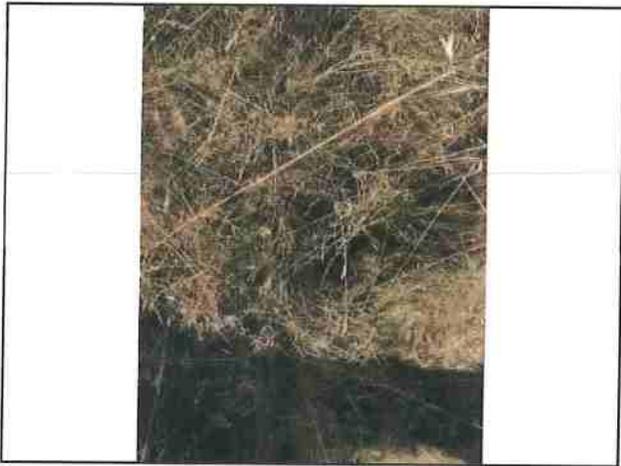


Photo #33 River Rd Possible Culvert In. No Culvert Out Was Identified.

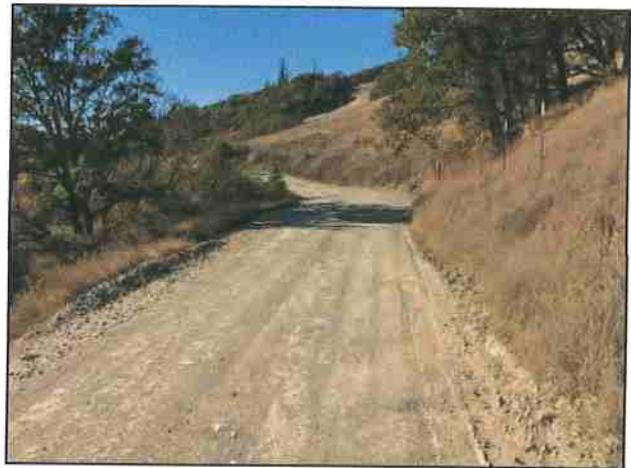


Photo #34 River Rd Looking NW @ Curve w/ Pullout



Photo #35 River Rd 10.3% Slope & 12.2' Width

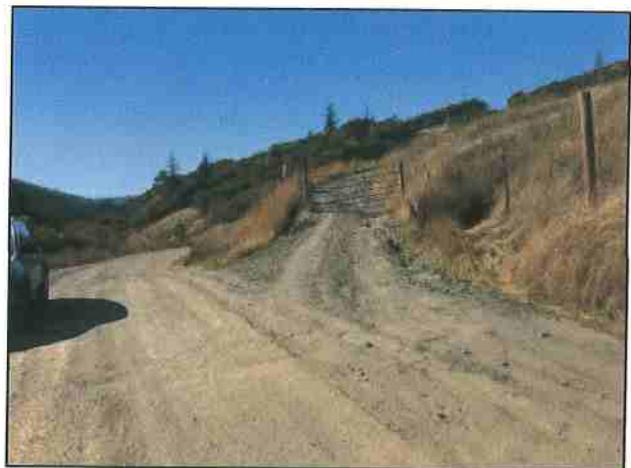


Photo #36 River Rd Looking NW @ Curve w/ Pullout & Approach

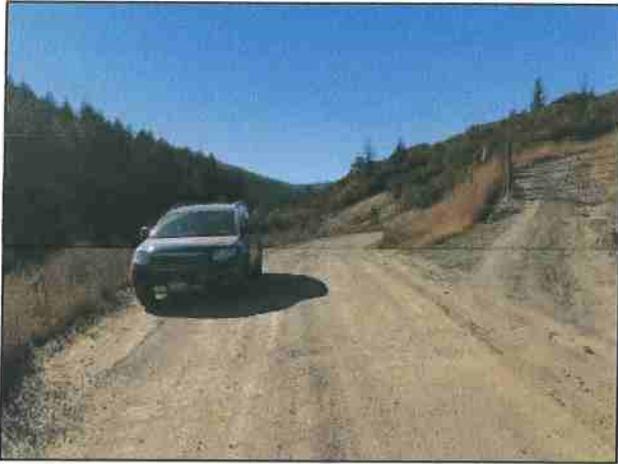


Photo #37 River Rd Looking West @ Curve w/
Pullout



Photo #38 River Rd Looking East

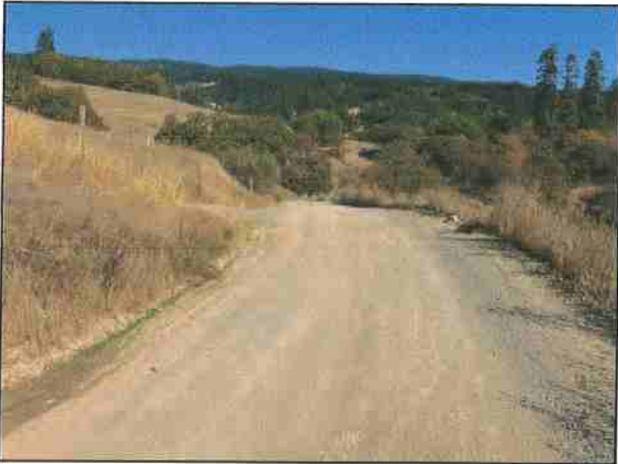


Photo #39 River Rd Looking East @ Curve w/
Pullout



Photo #40 River Rd Width 16.1'



Photo #41 River Rd Looking East @ Curve w/
Pullout & Approach w/ Erosion from Drainage

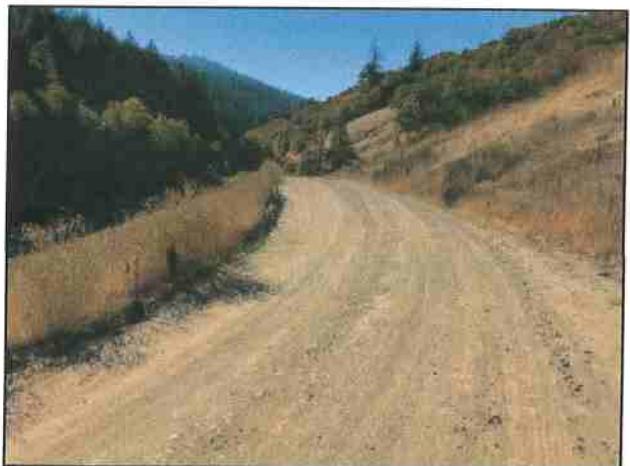


Photo #42 River Rd Looking West @ Curve w/
Pullout

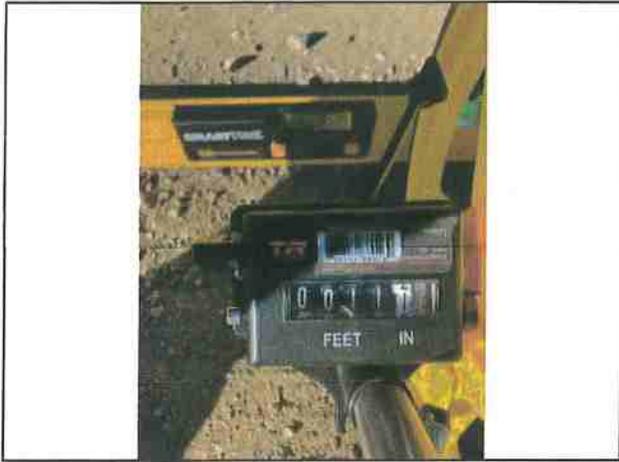


Photo #43 River Rd Slope 10.2% Width 11.1'

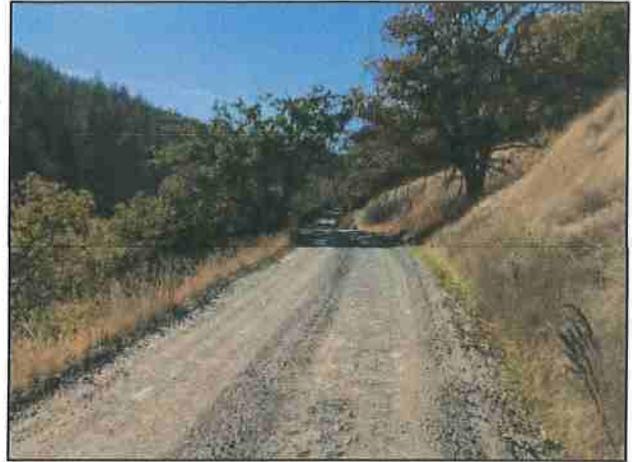


Photo #44 River Rd Looking West @ Curve w/o Turnout

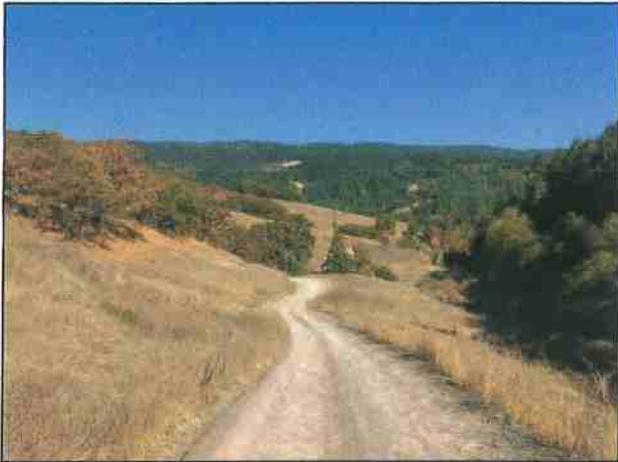


Photo #45 River Rd Looking East @ Curve w/ Pullout



Photo #46 River Rd Looking West @ Turnout

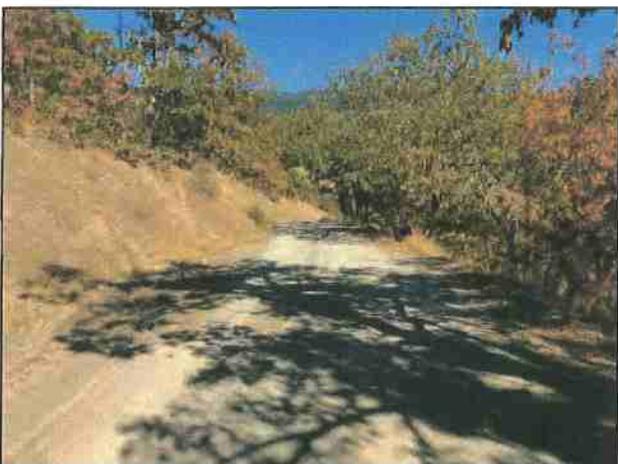


Photo #47 River Rd Looking East @ Turnout

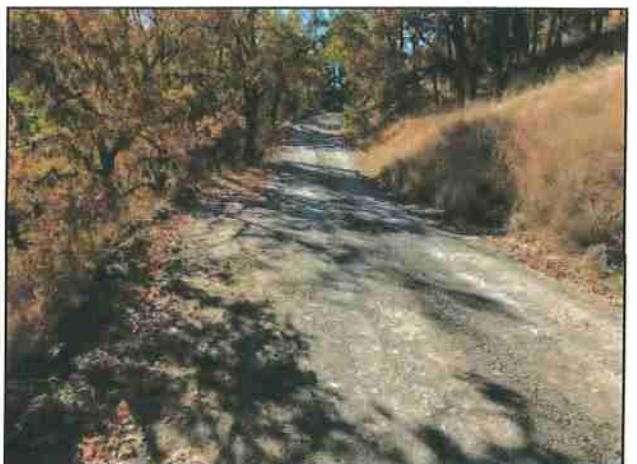


Photo #48 River Rd Looking West @ Turnout



Photo #49 River Rd 12" Culvert Out



Photo #50 River Rd Partially Clogged 12" Culvert In



Photo #51 River Rd Looking North @ Slide Area Feeding Culvert In Photo #50



Photo #52 River Rd Slope 17.5% Width 12.8'



Photo #53 River Rd Looking SE @ Curve w/ Turnout

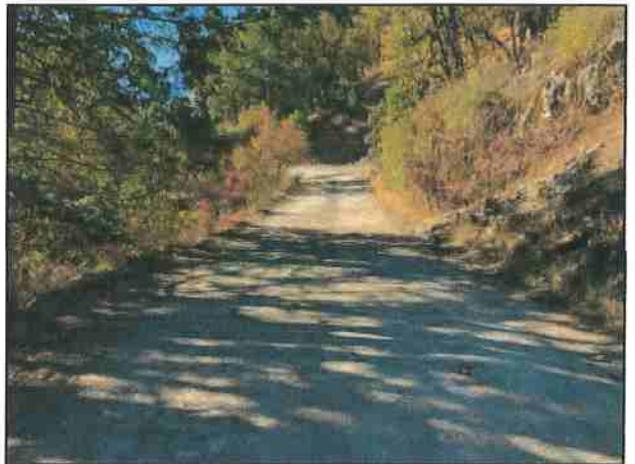


Photo #54 River Rd Looking NW @ Curve w/ Turnout

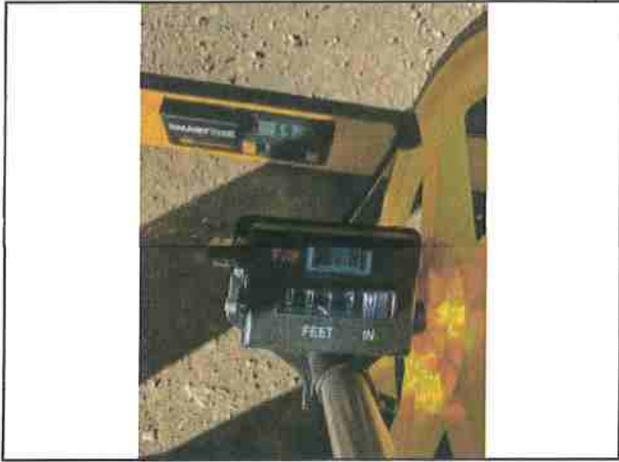


Photo #55 River Rd Slope 6.9% Width 13.0'



Photo #56 River Rd Looking @ Slide

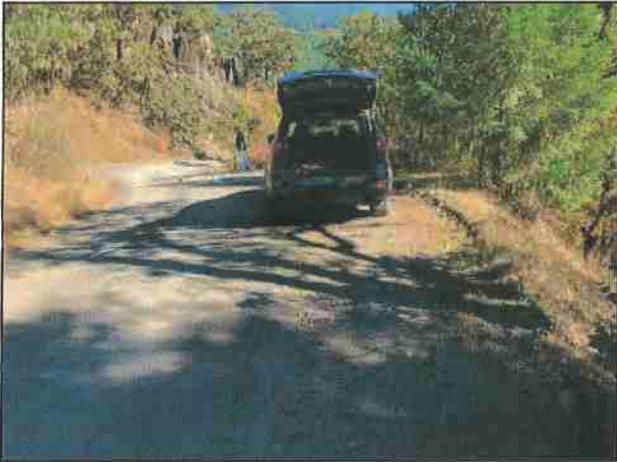


Photo #57 River Rd Looking East @ Curve w/ Turnout

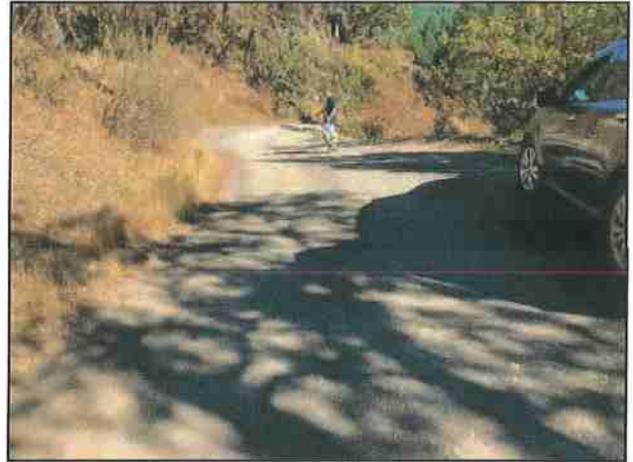


Photo #58 River Rd Looking East @ Curve w/ Turnout

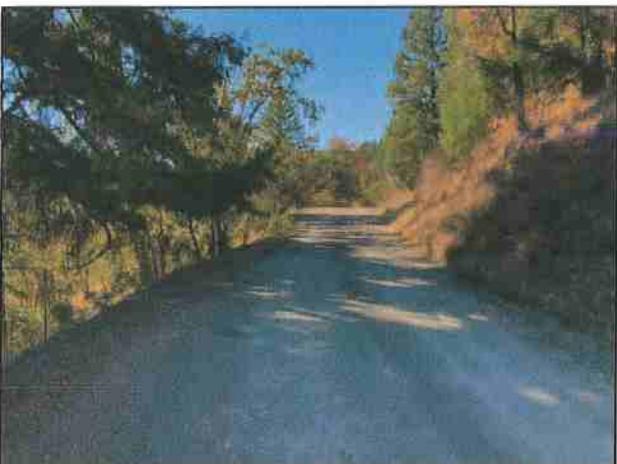


Photo #59 River Rd Looking NW @ Curve w/ Turnout



Photo #60 River Rd Looking @ Erosion and Tire Tracks through Erosion Area



Photo #61 River Rd Looking @ Clogged Culvert In



Photo #62 River Rd Looking @ 36" Culvert Out (Dual?)



Photo #63 River Rd Looking @ 36" Culvert Out (Dual?)

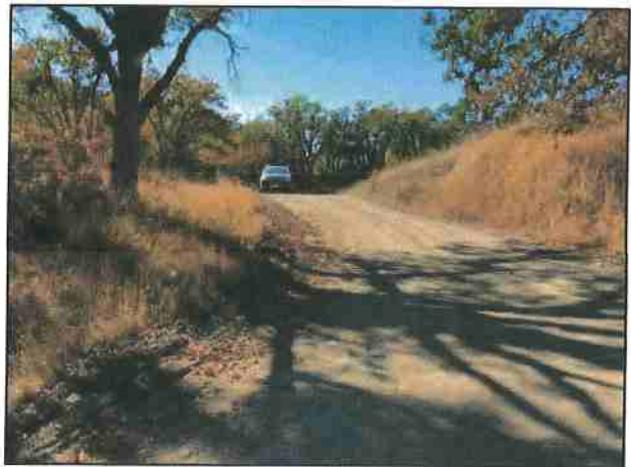


Photo #64 River Rd Looking SW @ Turnout Prior to Curve

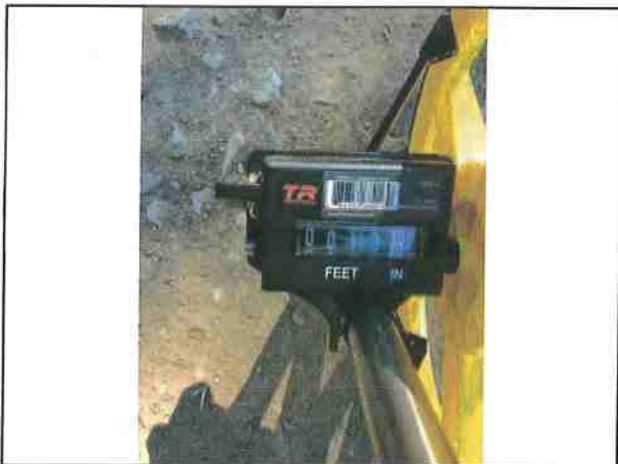


Photo #65 River Rd Width 13.9'

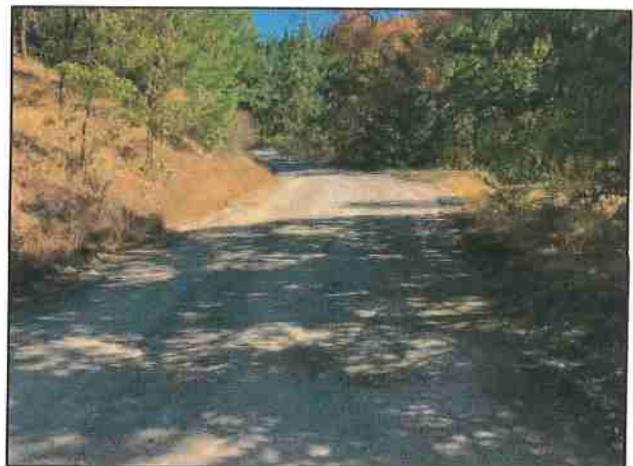


Photo #66 River Rd Looking SE @ Curve w/ Turnout

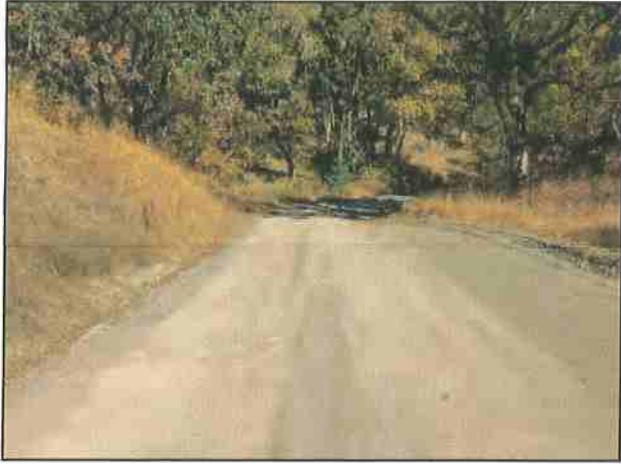


Photo #67 River Rd @ Turnout Looking @ Curve

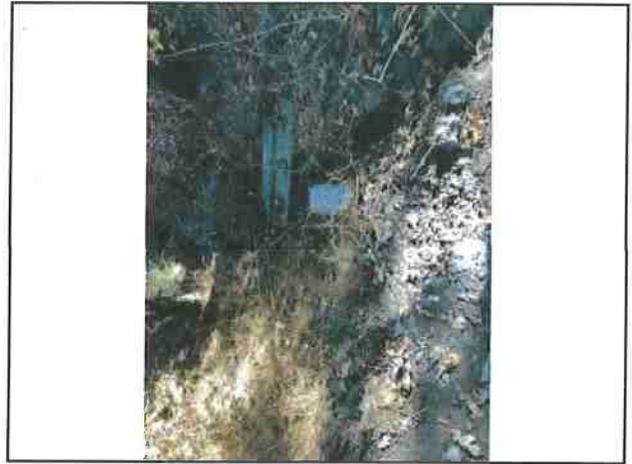


Photo #68 River Rd Looking @ 6" Culvert In



Photo #69 River Rd Looking @ 6" Culvert Out



Photo #70 River Rd @ Turnout Looking @ Curve

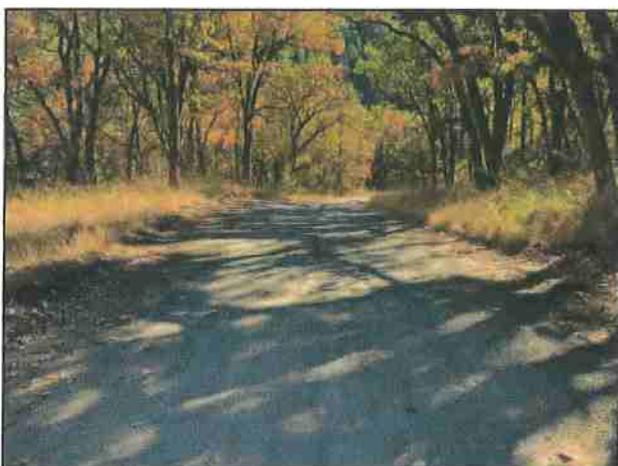


Photo #71 River Rd Looking North @ Curve w/
Pullout

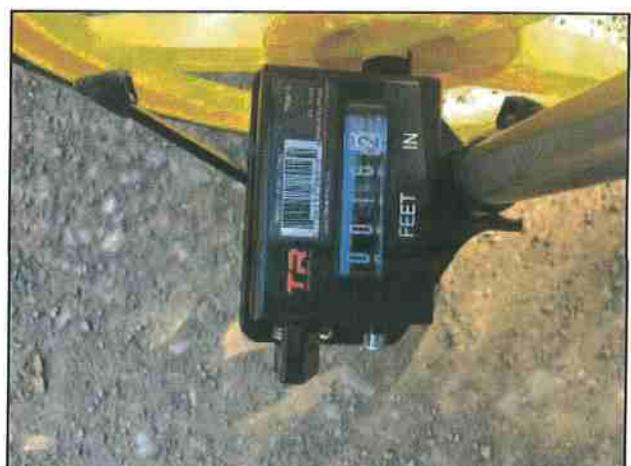


Photo #72 River Rd Width 16.2' @ Turnout

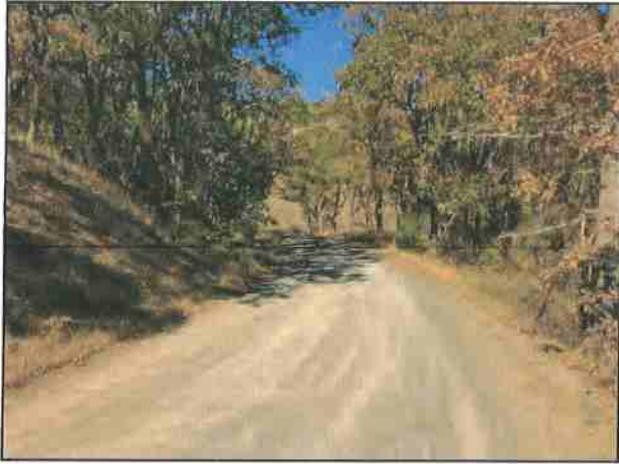


Photo #73 River Rd @ Turnout Looking North @ Curve

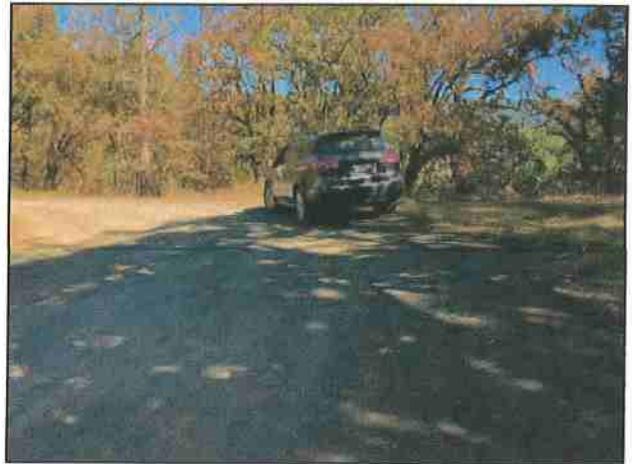


Photo #74 River Rd Looking @ Curve w/ Turnout

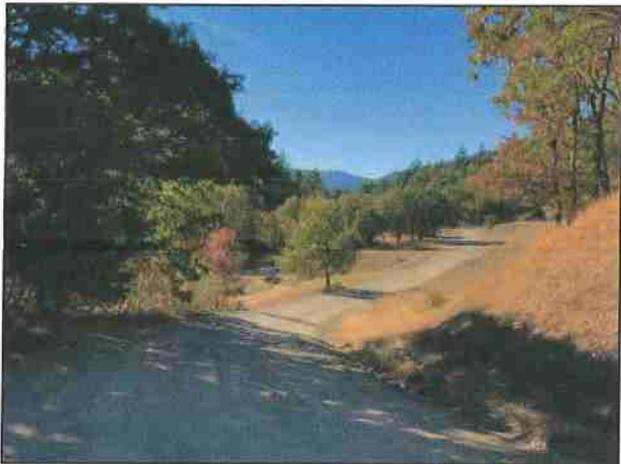


Photo #75 River Rd Looking SW @ Curve w/ Turnout

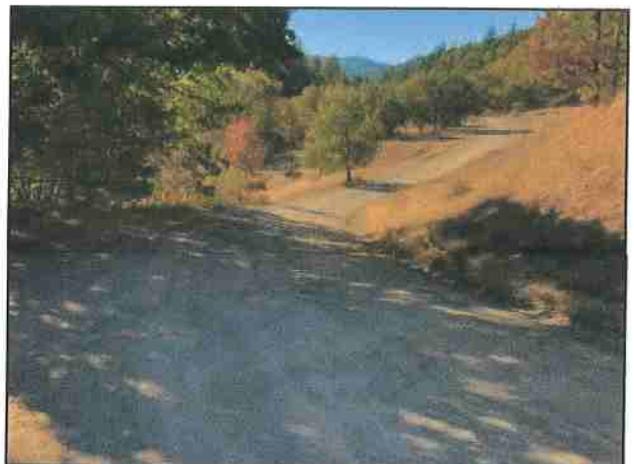


Photo #76 River Rd Looking SW @ Curve w/ Turnout

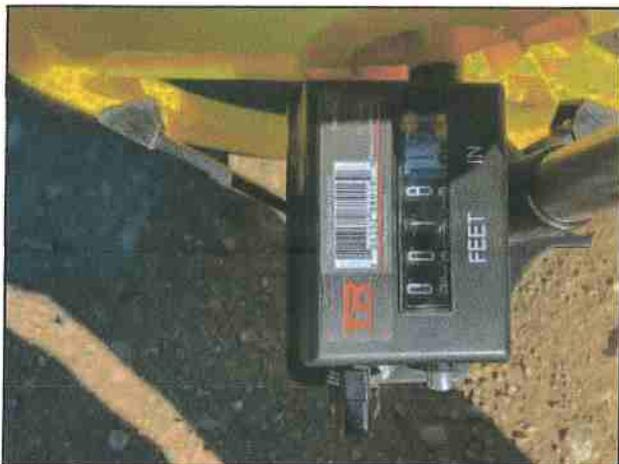


Photo #77 River Rd Width 18.1' @ Turnout

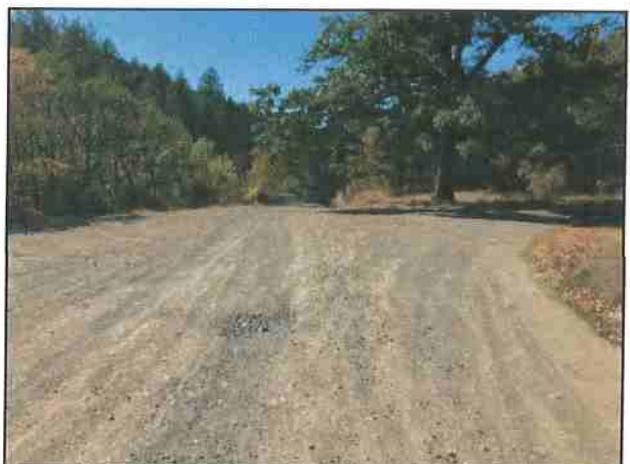


Photo #78 River Rd Looking West @ Turnaround Area

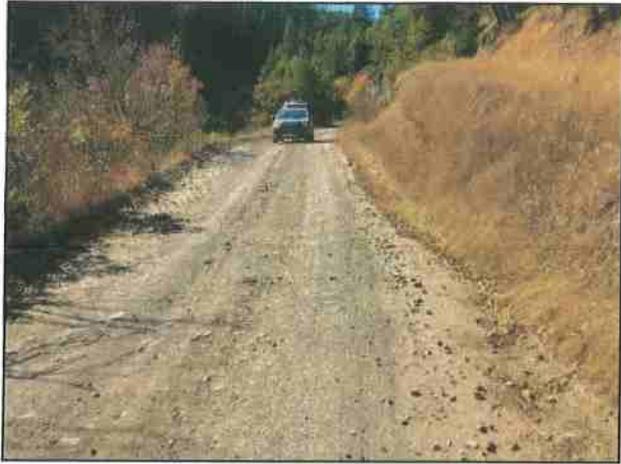


Photo #79 River Rd Looking West@ Curve w/ Turnout

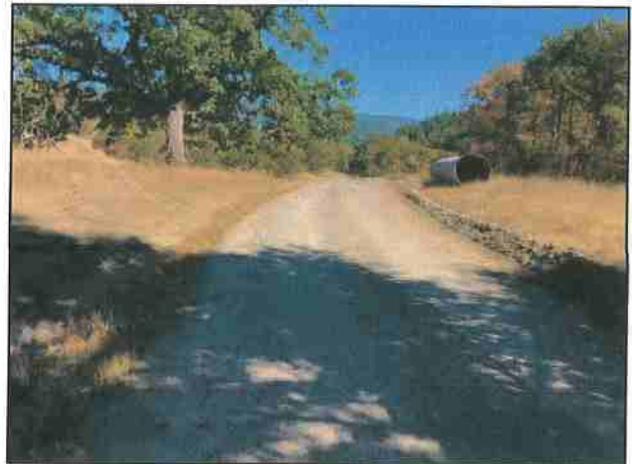


Photo #80 River Rd Looking East @! Curve w/ Turnout



Photo #81 River Rd Slope 9.0% Width 10.7'

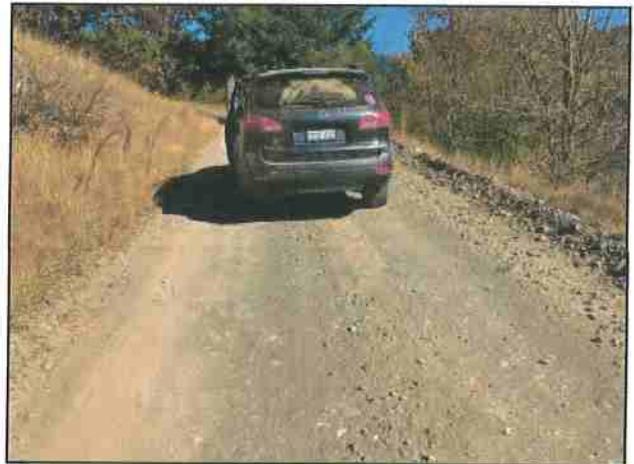


Photo #82 River Rd Looking East



Photo #83 River Rd Looking West @ gate

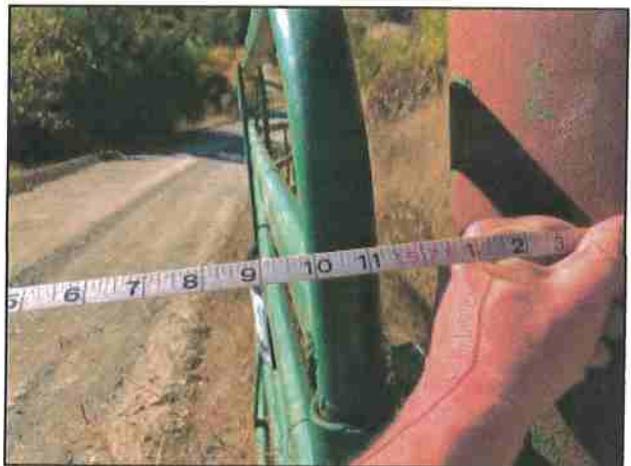


Photo #84 River Rd 15Ft Wide Gate

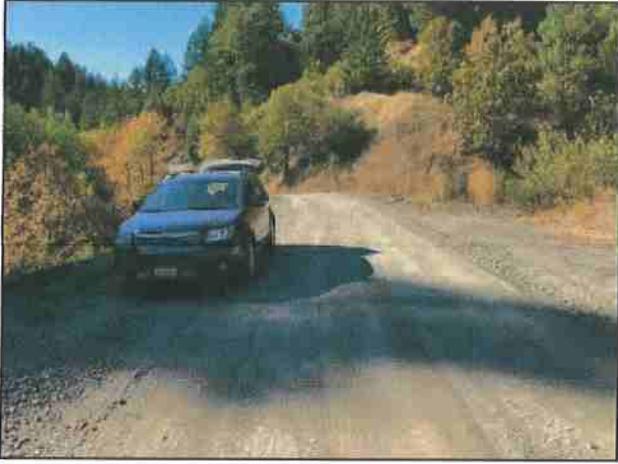


Photo #85 River Rd Looking West @ Turnout @ Curve

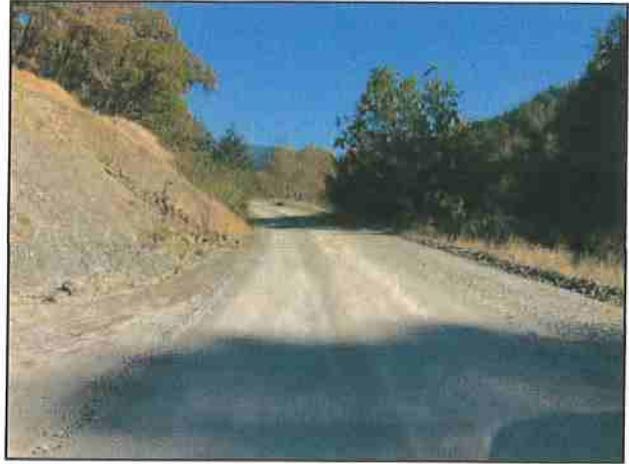


Photo #86 River Rd Looking East @ Turnout @ Curve

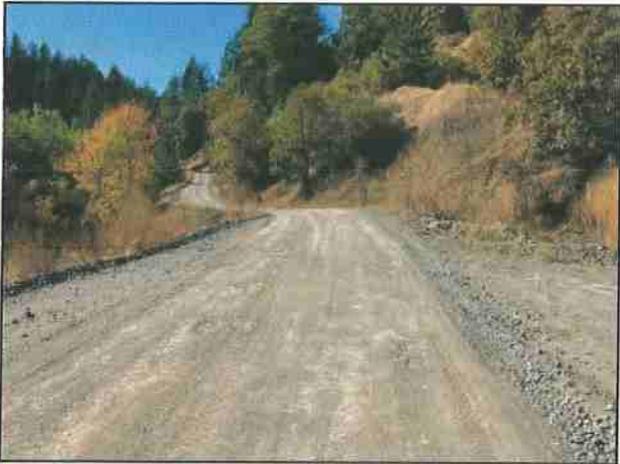


Photo #87 River Rd @ Turnout Looking West Towards Curve

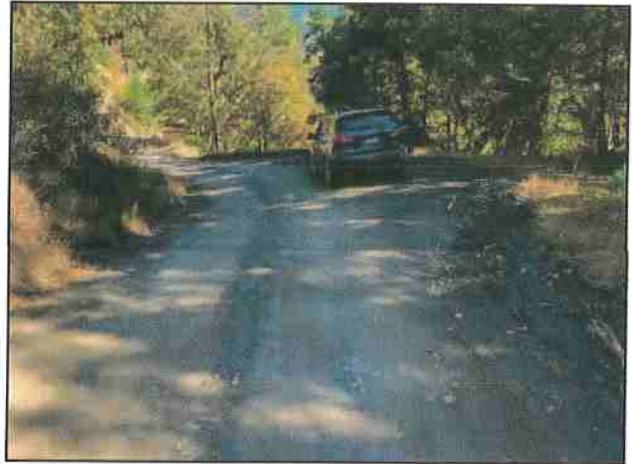


Photo #88 River Rd Looking East @ Curve w/ Turnout

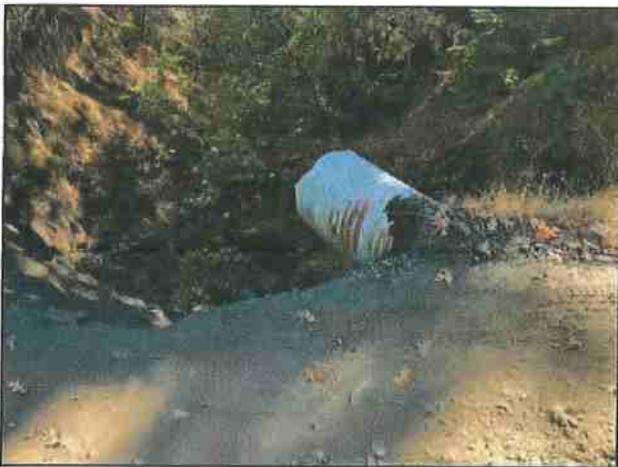


Photo #89 River Rd Looking @ 24" Culvert Out



Photo #90 River Rd Looking @ Clogged 24" Culvert In



Photo #91 River Rd Looking North @ Approach



Photo #92 River Rd Looking SW @ Turnout, Approach, & Curve

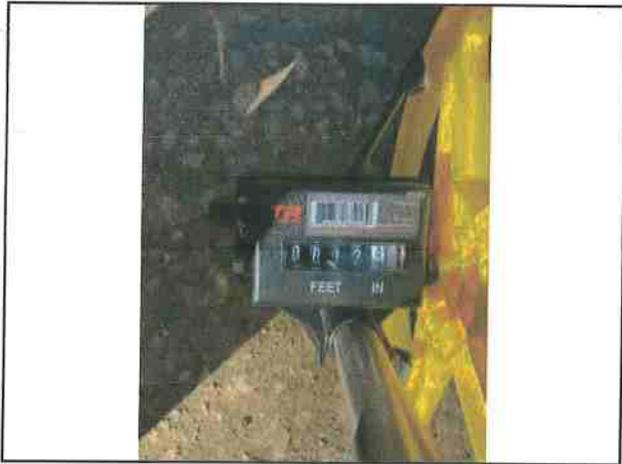


Photo #93 River Rd Width 12.4'

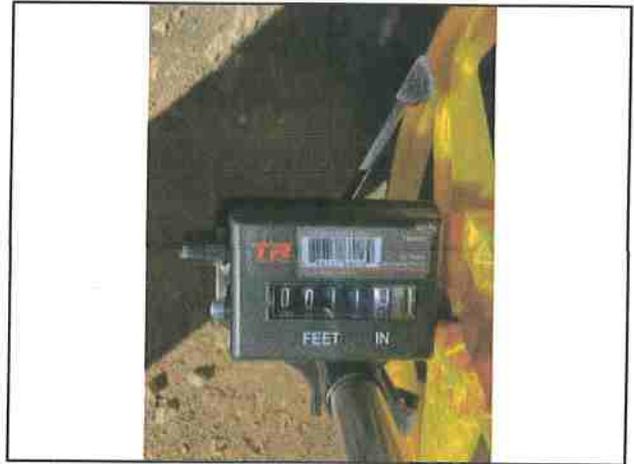


Photo #94 River Rd Width 11.10'

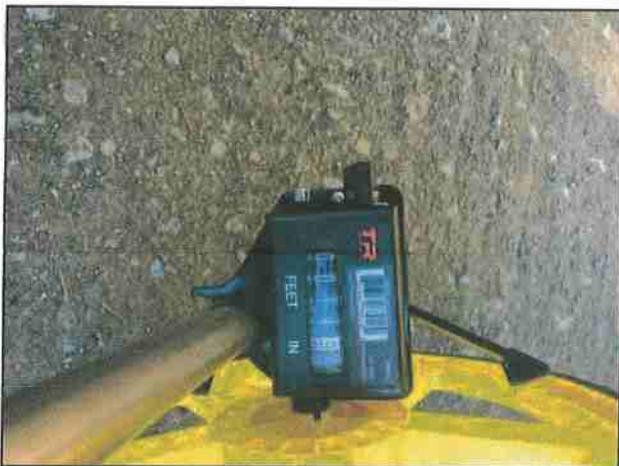


Photo #95 River Rd Width 11.9'

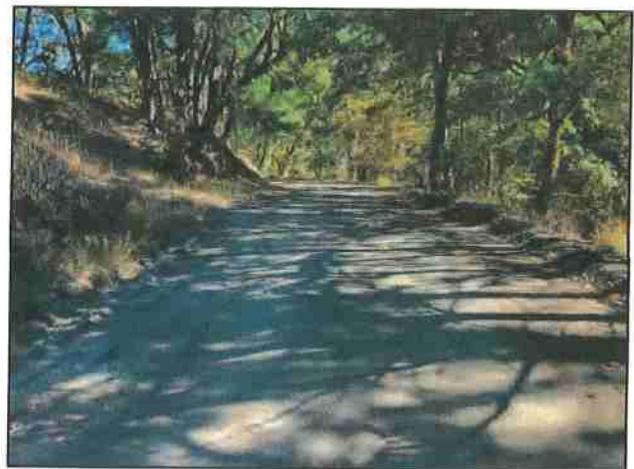


Photo #96 River Rd Looking SE @ curve w/ Turn-out

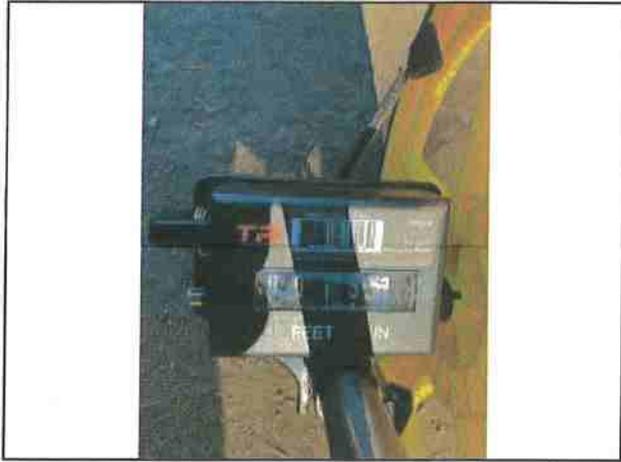


Photo #97 River Rd Width 15.1'

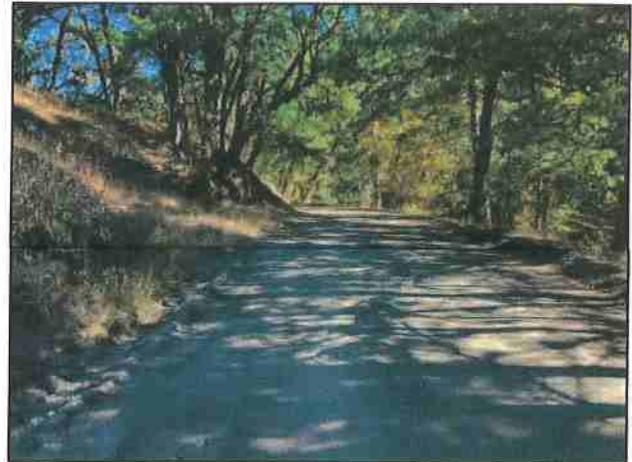


Photo #98 River Rd Looking SE @ Curve w/ Turnout

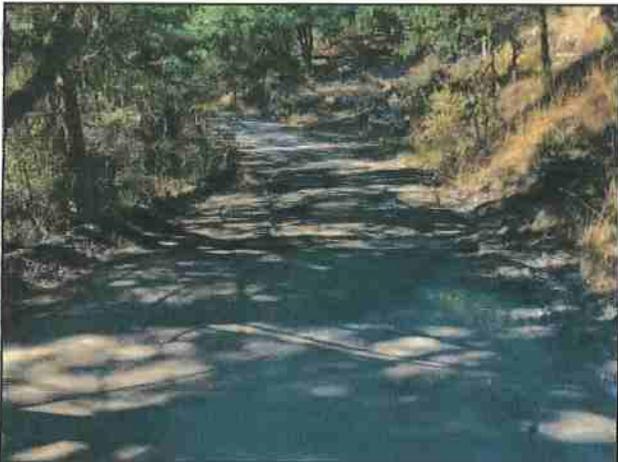


Photo #99 River Rd Looking NW @ Drainage Problem

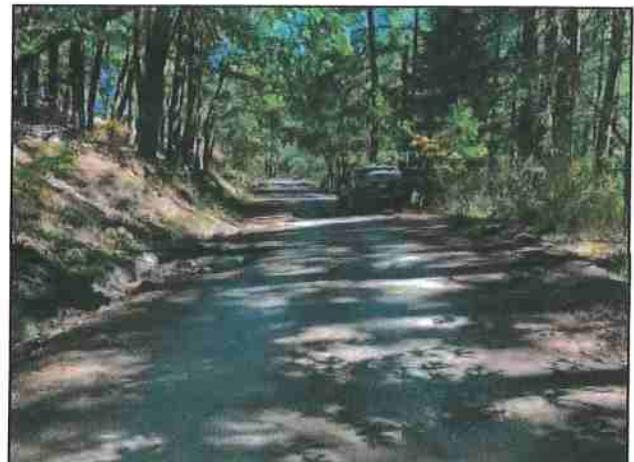


Photo #100 River Rd @ Curve w/ Turnout Looking SE

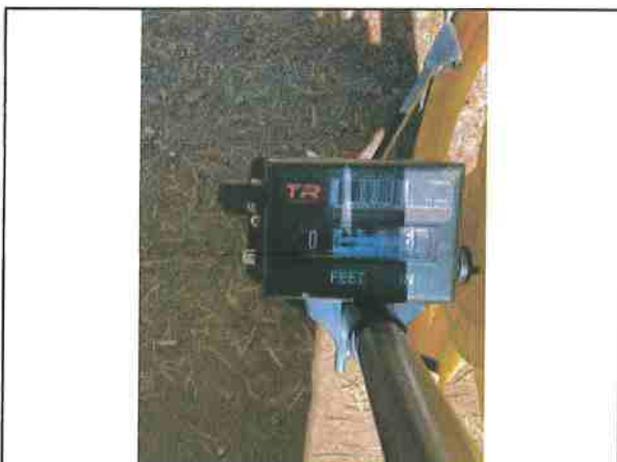


Photo #101 River Rd Width 12.6'

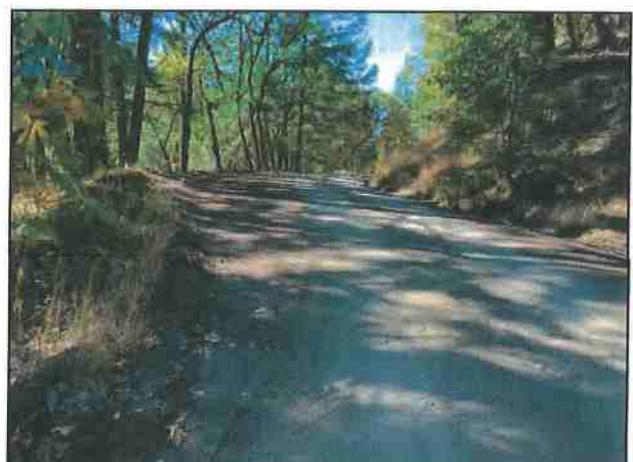


Photo #102 River Rd Looking SE @ Curve w/ Turnout



Photo #103 River Rd Looking @ 36" Culvert Out



Photo #104 River Rd Looking @ Partially Clogged 36" Culvert In

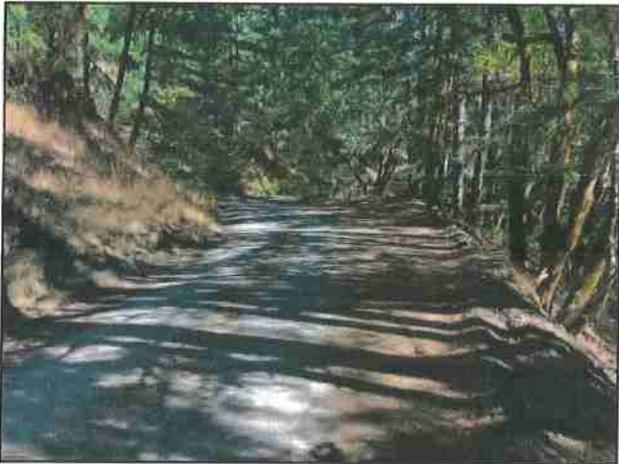


Photo #105 River Rd Looking East @ Curve w/ Turnout

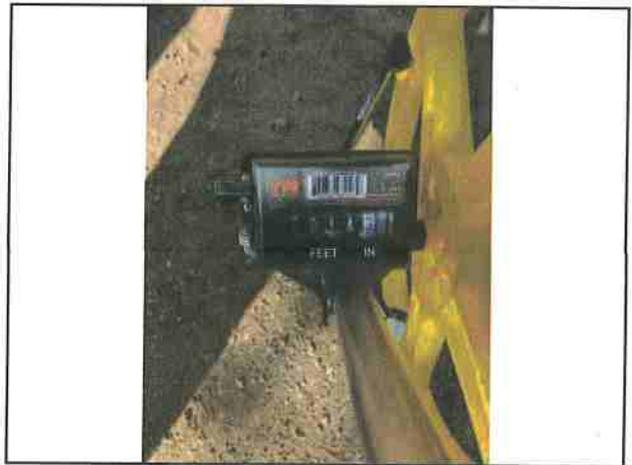


Photo #106 River Rd Width 14.3'

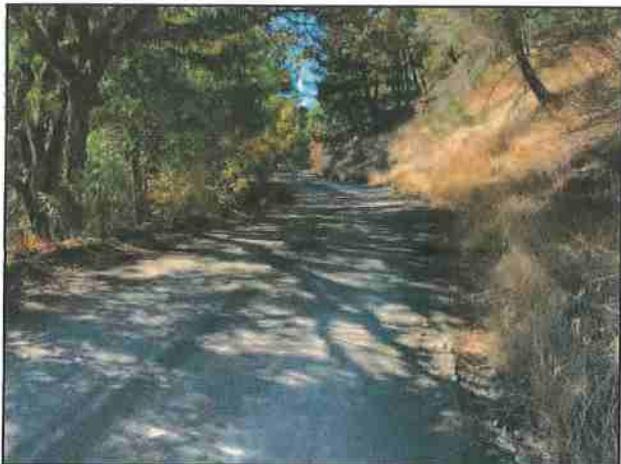


Photo #107 River Rd Looking West @ Curve w/ Turnout

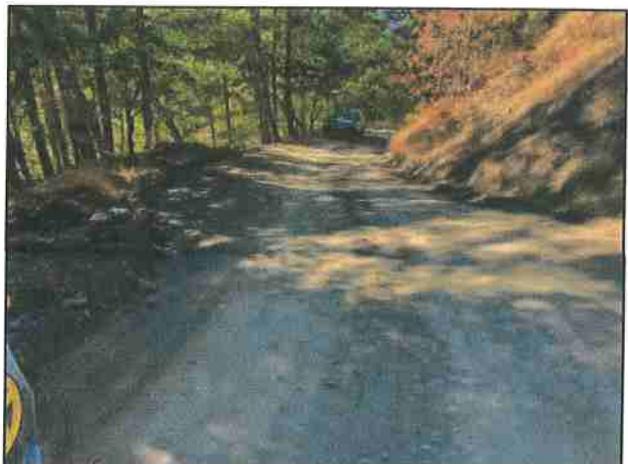


Photo #108 River Rd Looking West @ Curve w/ Turnout

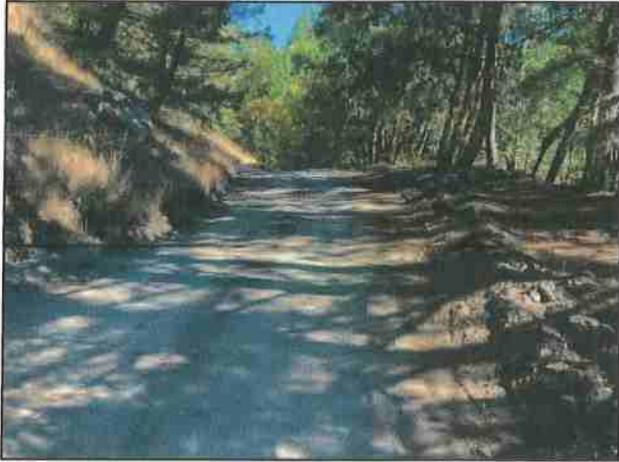


Photo #109 River Rd Looking East @ Curve w/ Turnout



Photo #110 River Rd Looking @ 36" Culvert Out



Photo #111 River Rd Looking @ Partially Clogged 36" Culvert In

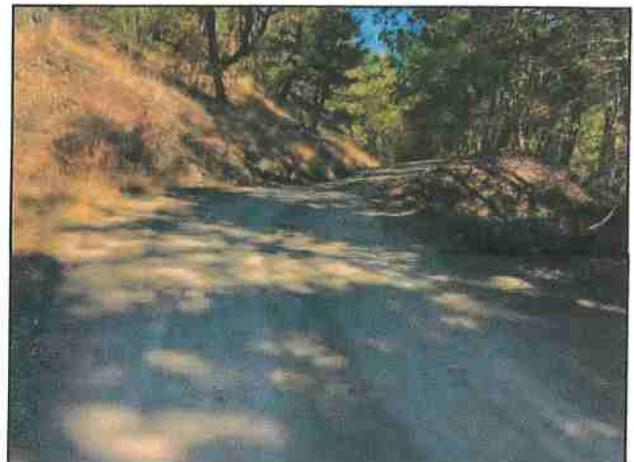


Photo #112 River Rd Looking East @ Curve w/ Turnout

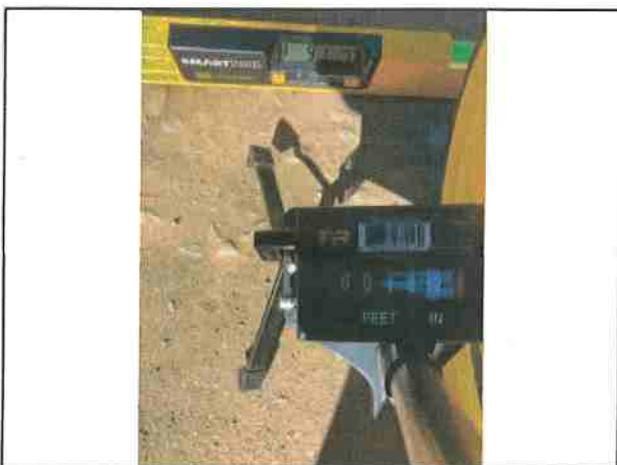


Photo #113 River Rd Slope 9.1% Width 14.6'



Photo #114 River Rd Looking @ Erosion Issue

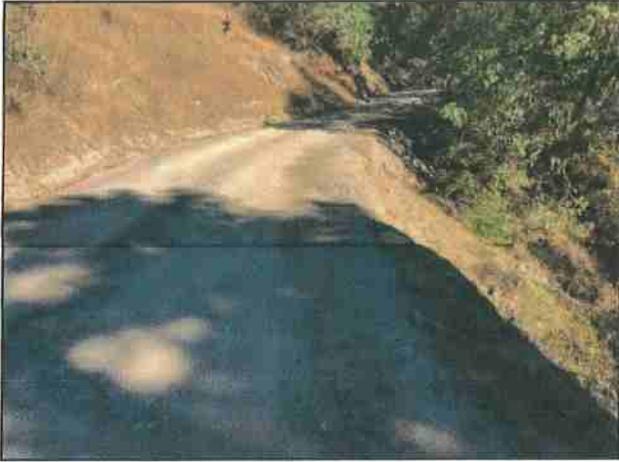


Photo #115 River Rd Looking East @ Narrowed Curve Area w/ Tire Tracks Over Eroded Area

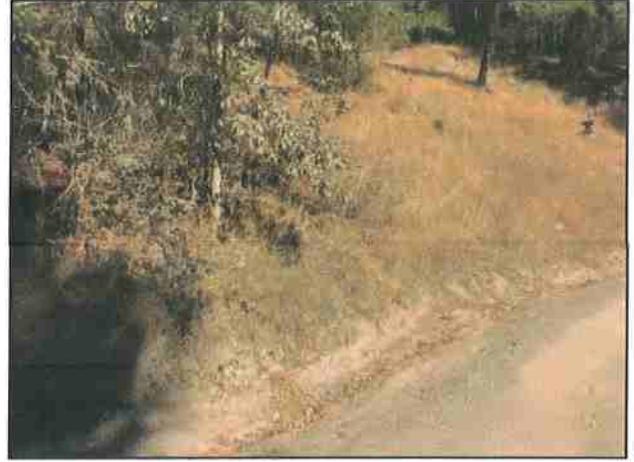


Photo #116 River Rd Looking North @ Hilside Slip



Photo #117 River Rd Looking West @ Narrowed Curve Area w/ Tire Tracks Over Curve Area



Photo #118 River Rd Looking North @ Hilside Slip

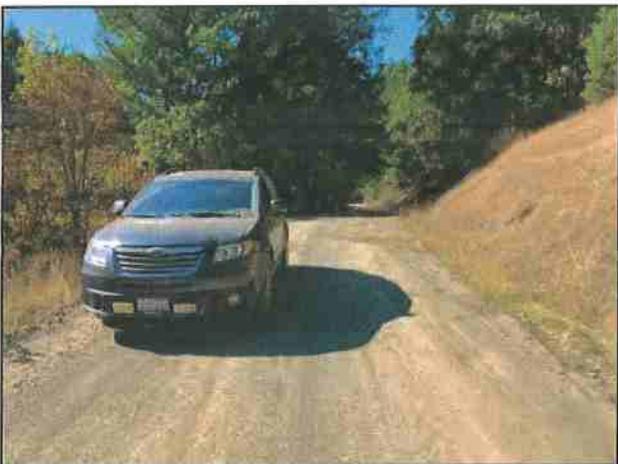


Photo #119 River Rd Looking West

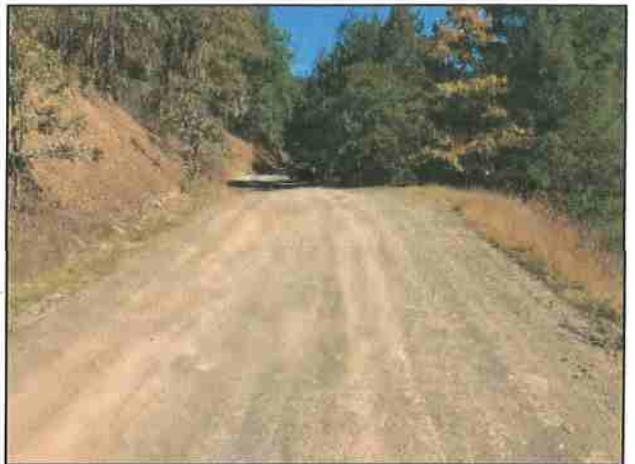


Photo #120 River Rd Looking East @ Curve w/ Turnout

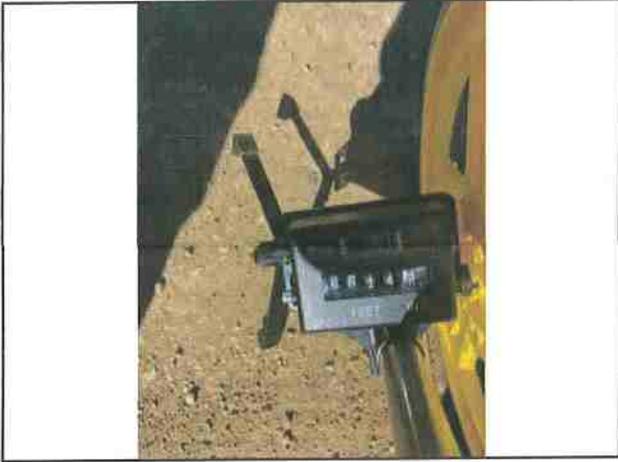


Photo #121 River Rd Width 14.0'

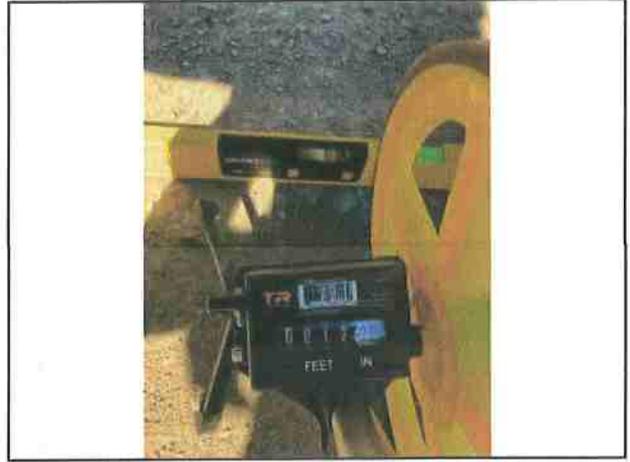


Photo #122 River Rd Width 12.2'

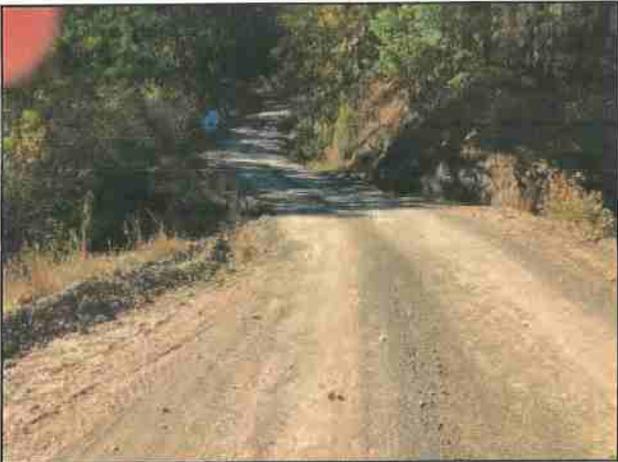


Photo #123 River Rd Looking West @ Curve w/ Turnout

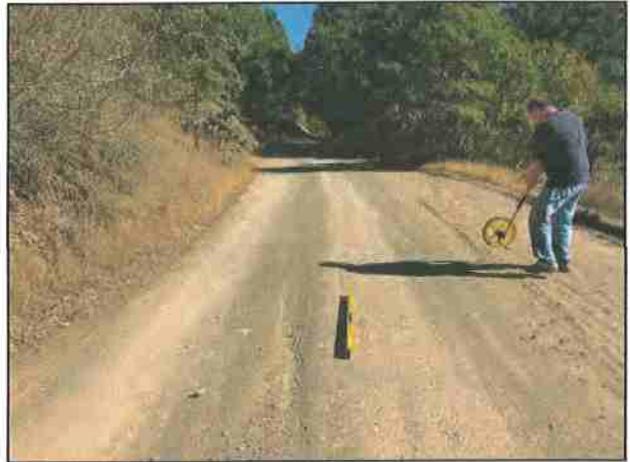


Photo #124 River Rd Looking East @ Curve w/ Turnout



Photo #125 River Rd Looking @ 36" Culvert Out



Photo #126 River Rd Looking @ 36" Culvert In

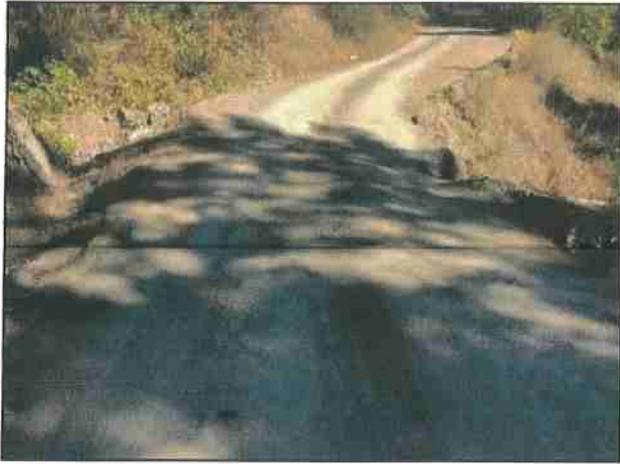


Photo #127 River Rd Looking @ Culvert Location In Photos 126 & 125 Erosion Area

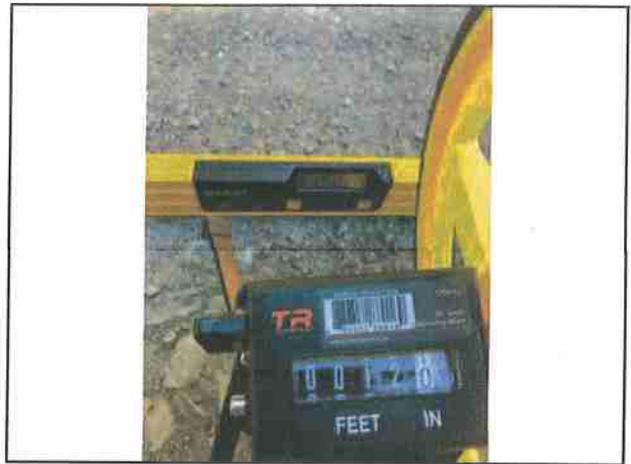


Photo #128 River Rd Slope 14.2% Width 12.0'

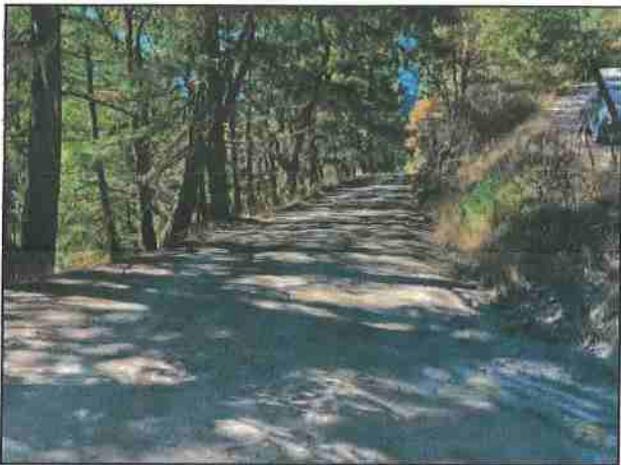


Photo #129 River Rd @ Curve w/ Turnout Looking NW



Photo #130 River Rd Looking East @ Approach Looking @ Curve w/ Turnout

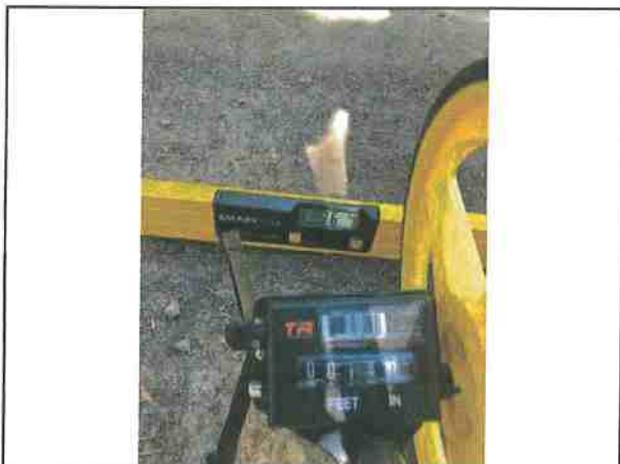


Photo #131 River Rd Slope 3.6% Width 14.1'

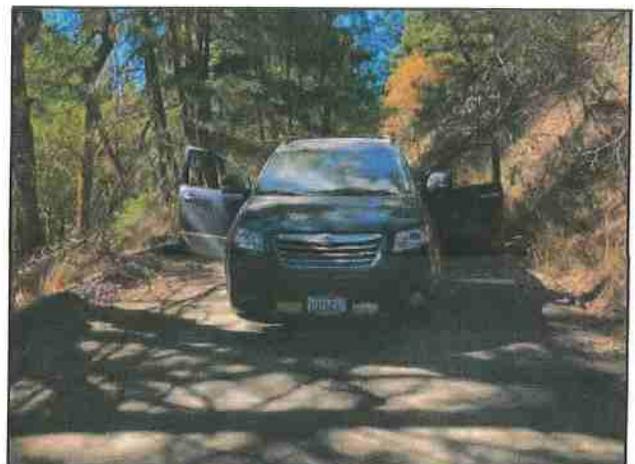


Photo #132 River Rd Looking West

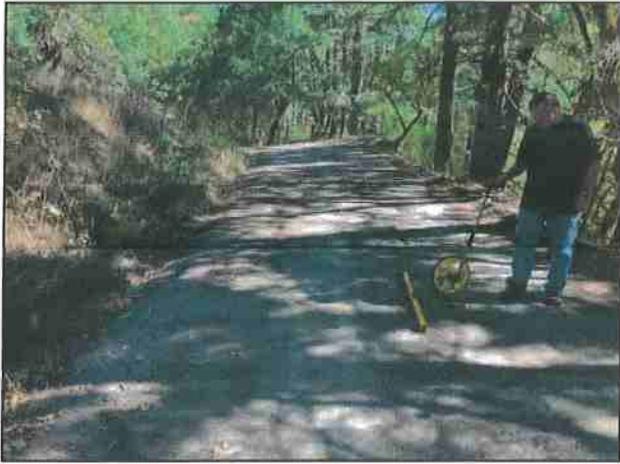


Photo #133 River Rd Looking East @ Curve w/ Turnout

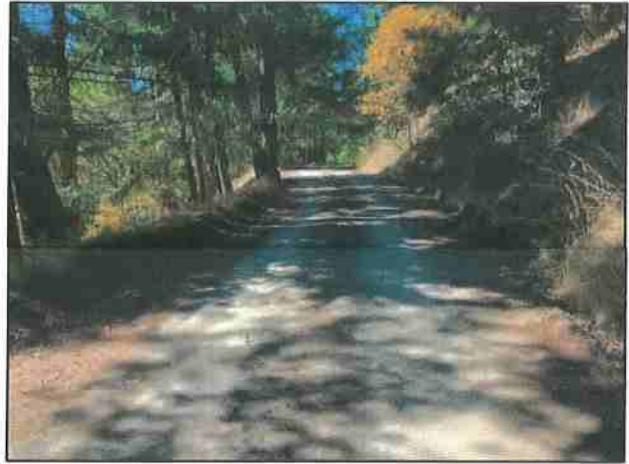


Photo #134 River Rd Looking West @ Curve w/ Turnout

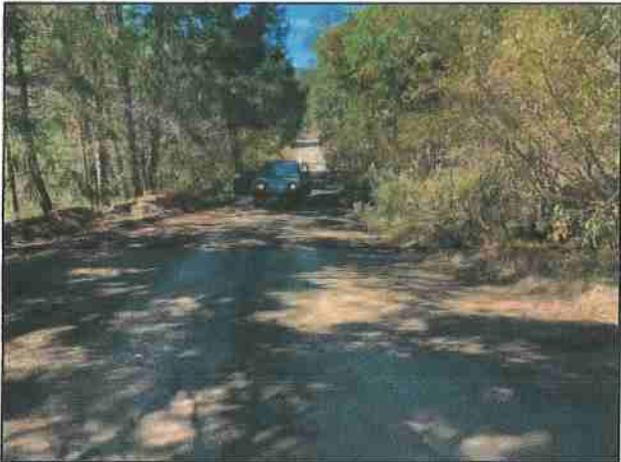


Photo #135 River Rd @ Curve w/ Turnout Looking West



Photo #136 River Rd Turnout Width 19.7' Including Turnout

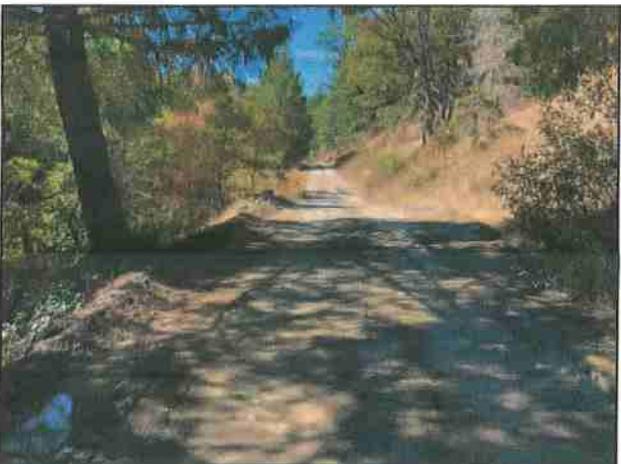


Photo #137 River Rd @ Curve w/ Turnout Looking West

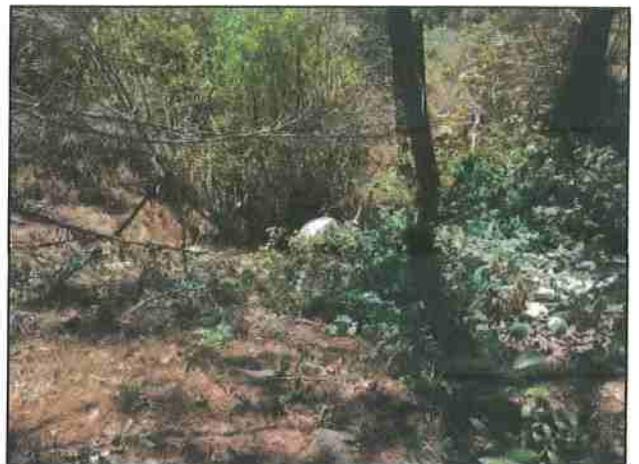


Photo #138 River Rd Looking @ 36" Culvert Out



Photo #139 River Rd Looking @ Partially Clogged 36" Culvert In



Photo #140 River Rd Looking West @ Drainage Issue

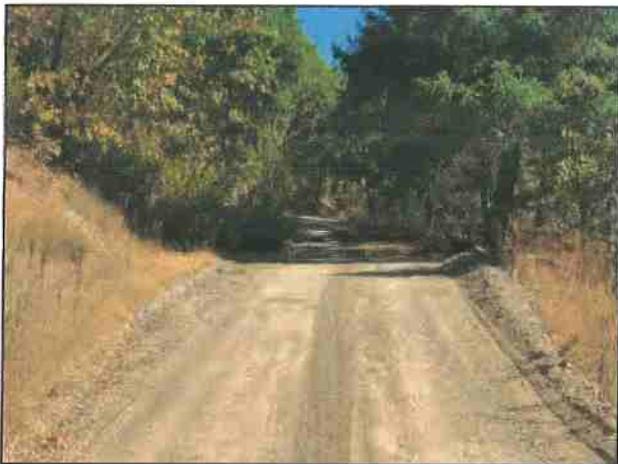


Photo #141 River Rd Looking East @ Curve w/ Turnout

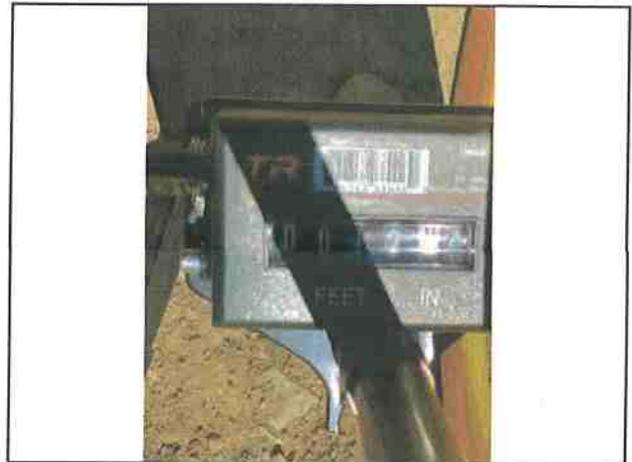


Photo #142 River Rd Width 21.10' Including Turnout



Photo #143 River Rd Looking @ Drainage Path Over Road



Photo #144 River Rd Looking @ Clogged Culvert Inlet. Outlet Was't Found



Photo #145 River Rd Looking @ Erosion Issue From Lack of Functioning Culvert



Photo #146 River Rd Width 14.5'



Photo #147 River Rd Looking West from Turnout Area

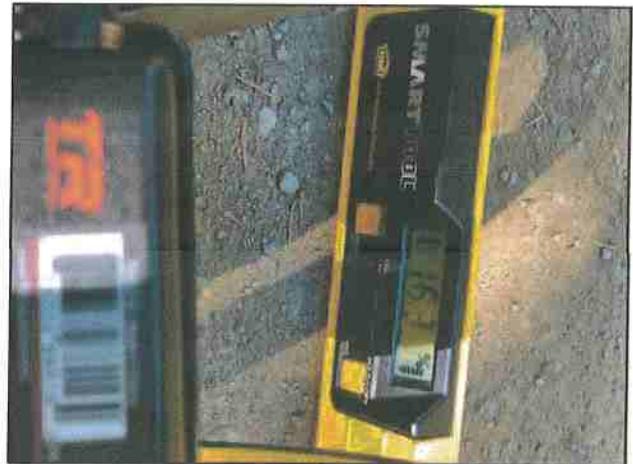


Photo #148 River Rd Slope 16.3'

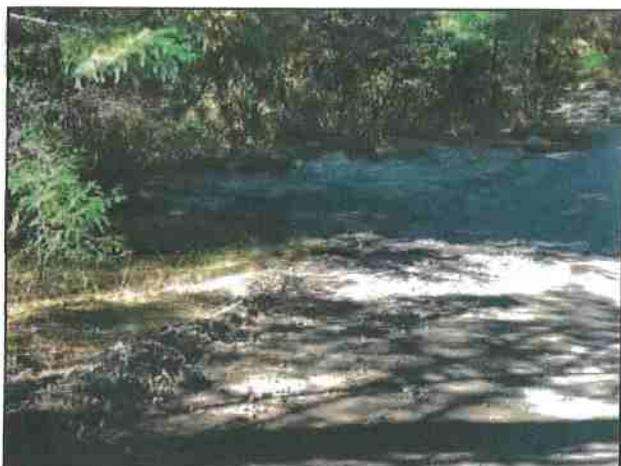


Photo #149 River Rd Looking NW @ Curve w/ Turnout

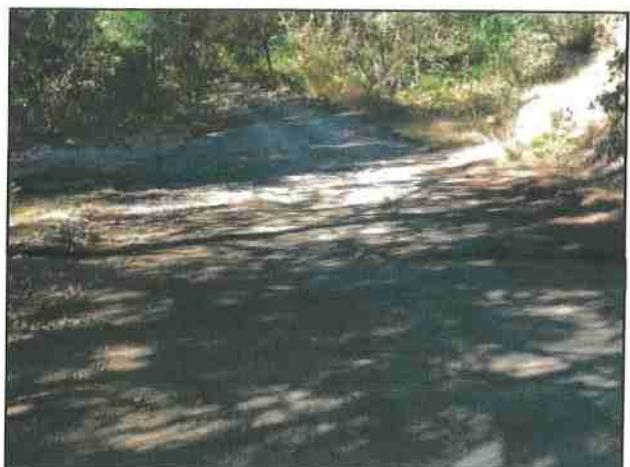


Photo #150 River Rd Looking NW @ Curve w/ Turnout



Photo #151 River Rd Looking @ 24" Culvert Out



Photo #152 River Rd Looking @ Partially C;logged 24" Culvert In



Photo #153 River Rd Looking @ 36" Culvert Out



Photo #154 River Rd Looking @ Partially Clogged 36" Culvert In

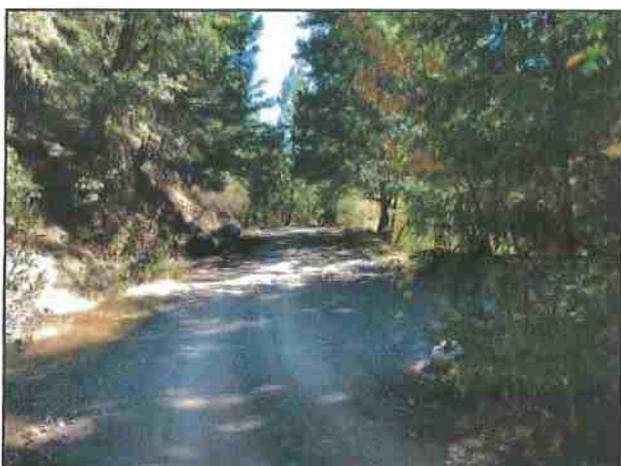


Photo #155 River Rd Looking SE @ Curve w/ Turnout & Old Culvert

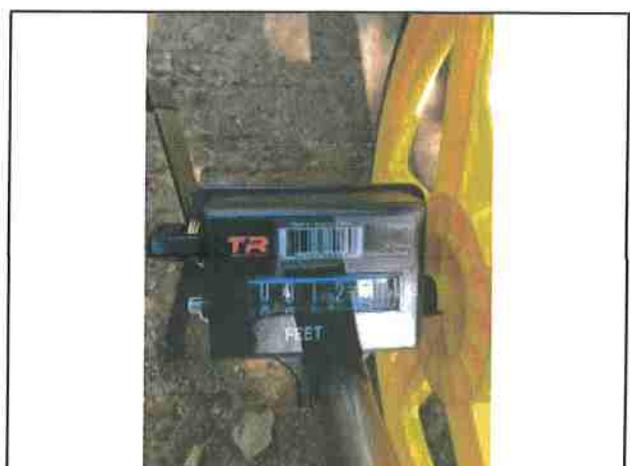


Photo #156 River Rd Width 12.8'

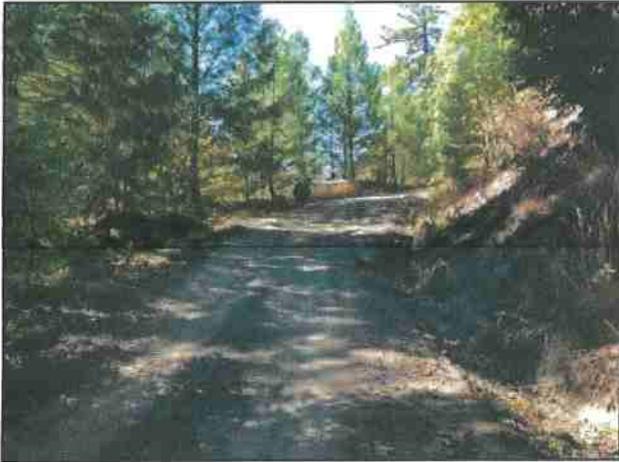


Photo #157 River Rd Looking West @ Curve w/ Turnout & Old Culvert Seen In Photo 155

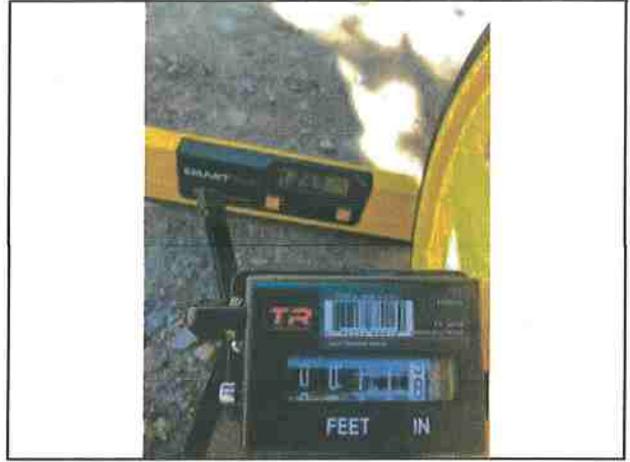


Photo #158 River Rd Slope 23.7% Width 11.8'



Photo #159 River Rd Looking East @ Approach



Photo #160 River Rd Looking West

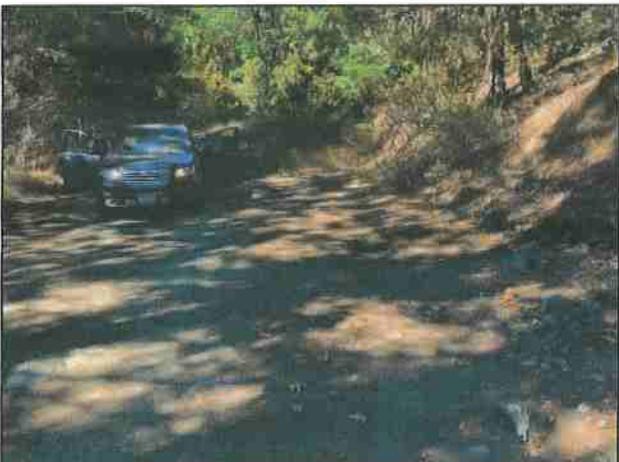


Photo #161 River Rd Looking West @ Curve w/ Turnout



Photo #162 River Rd Looking West



Photo #163 River Rd Width 17.0' @ Turnout



Photo #164 River Rd Looking @ Partially Clogged 24" Culvert Out



Photo #165 River Rd Looking @ 24" Culvert Out

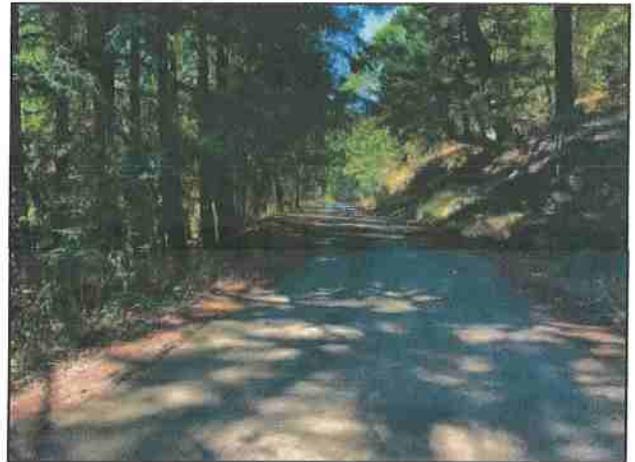


Photo #166 River Rd Looking SE @ Curve w/ Turnout

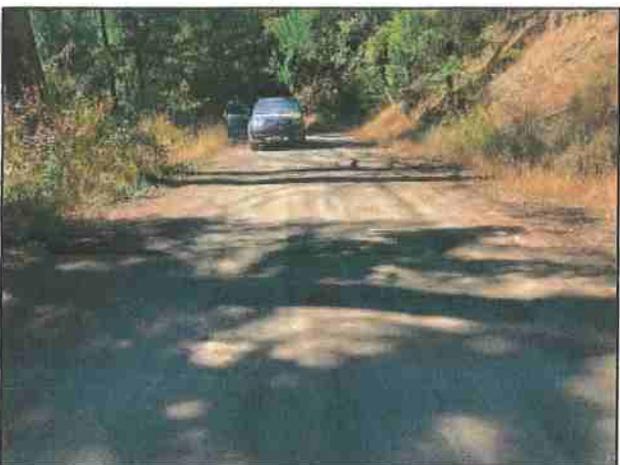


Photo #167 River Rd @ Turnout Looking SW



Photo #168 River Rd Looking NE @ Approach & Turnout Area



Photo #169 River Rd Looking @ Partially Clogged 24" Culvert Under Approach Running E to W

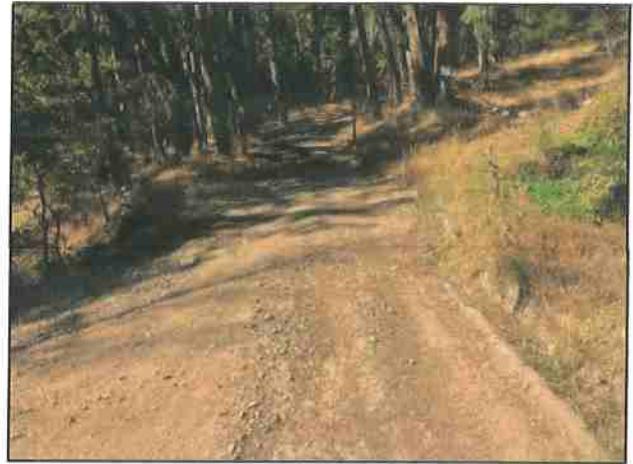


Photo #170 River Rd Looking SW @ Curve w/ Turnout



Photo #171 River Rd Looking @ 24" Culvert Out Under Approach Running East to West



Photo #172 River Rd Turnout Width 16.5'

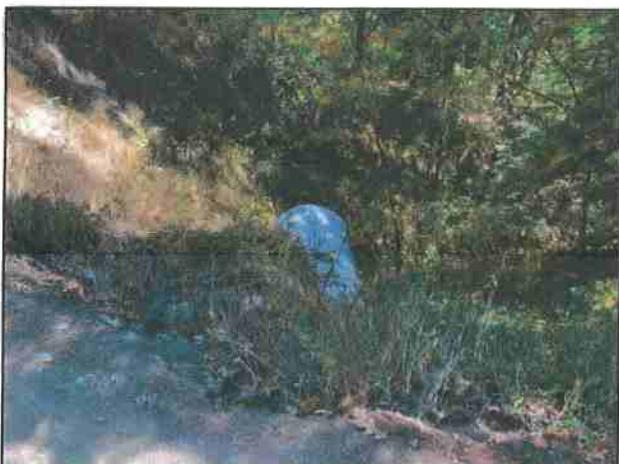


Photo #173 River Rd Looking @ 36" Culvert Out, Inlet Not Found

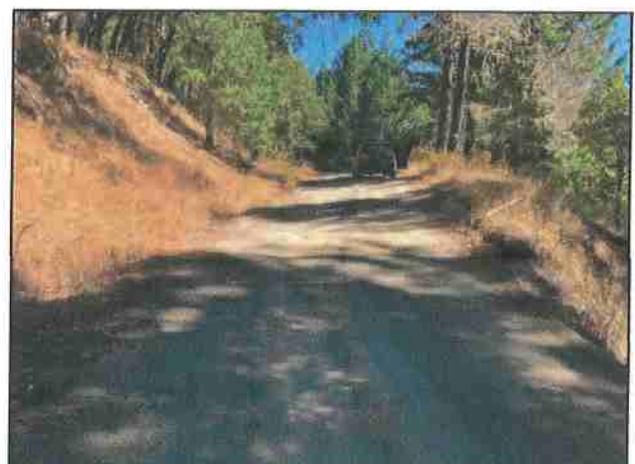


Photo #174 River Rd Looking NE @ Curve w/ Pullout

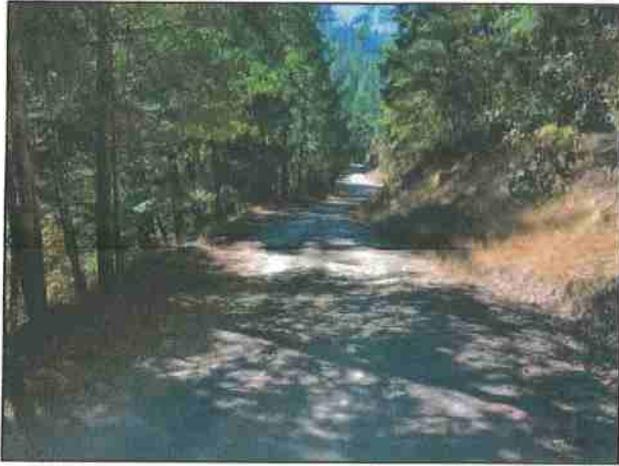


Photo #175 River Rd Looking SW @ Turnout Area



Photo #176 River Rd Looking @ Partially Clogged 36" Culvert In

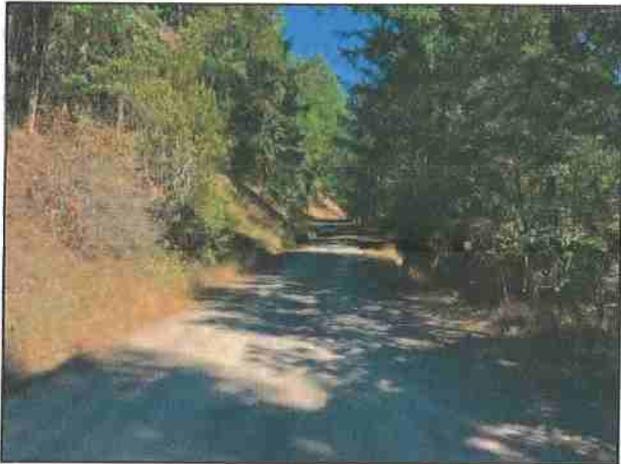


Photo #177 River Rd Looking NE @ Curve w/ Turnout



Photo #178 River Rd Looking @ 36" Culvert Out

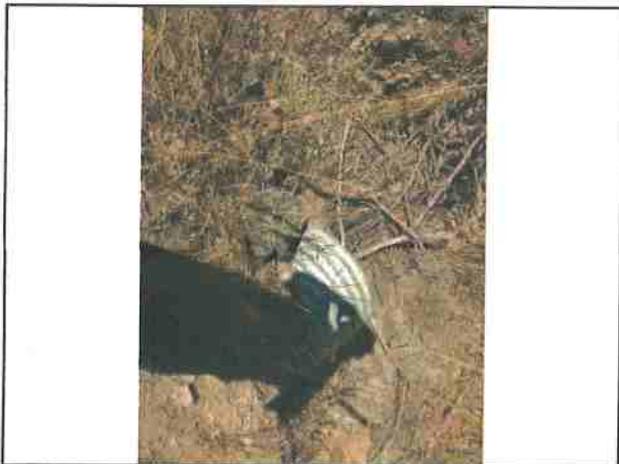


Photo #179 River Rd Looking @ Partially Clogged 36" Culvert In

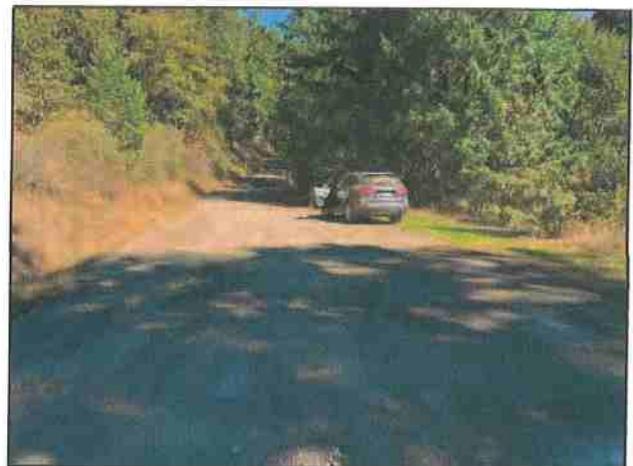


Photo #180 River Rd Looking East @ Turnout Area

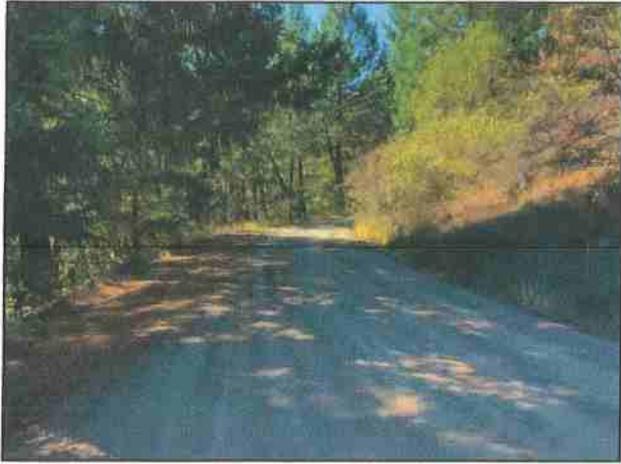


Photo #181 River Rd Looking SW @ Curve w/ Turnout



Photo #182 River Rd Looking West

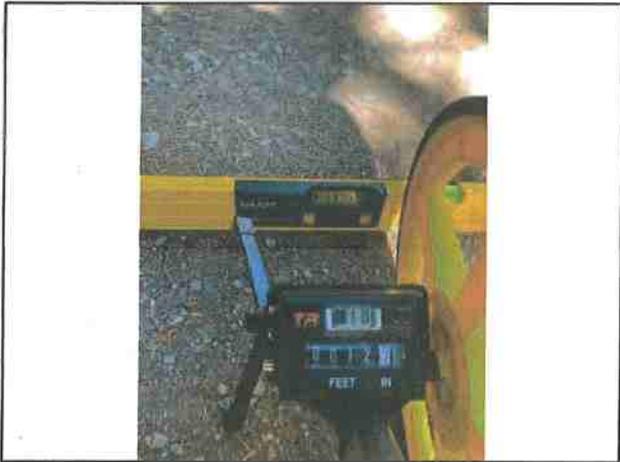


Photo #183 River Rd Slope 11.0% Width 12.7'

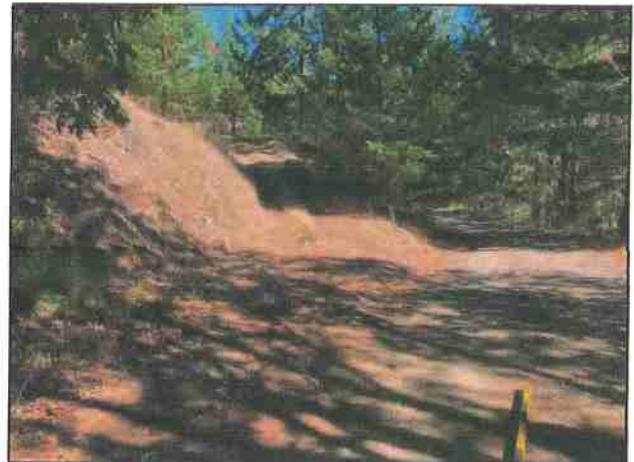


Photo #184 River Rd Looking SE @ Approach

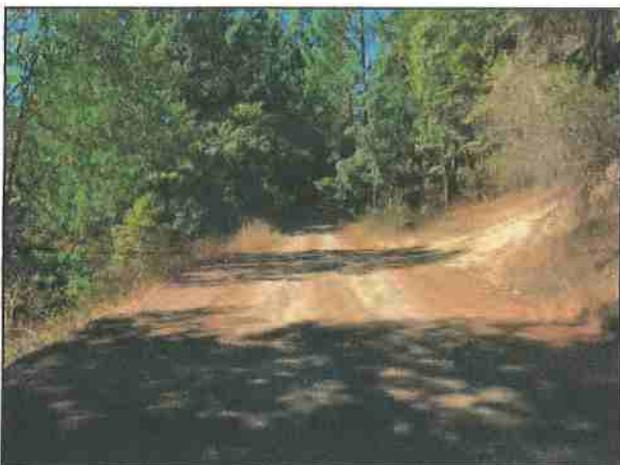


Photo #185 River Rd @ Turnout Looking NW @ Approach

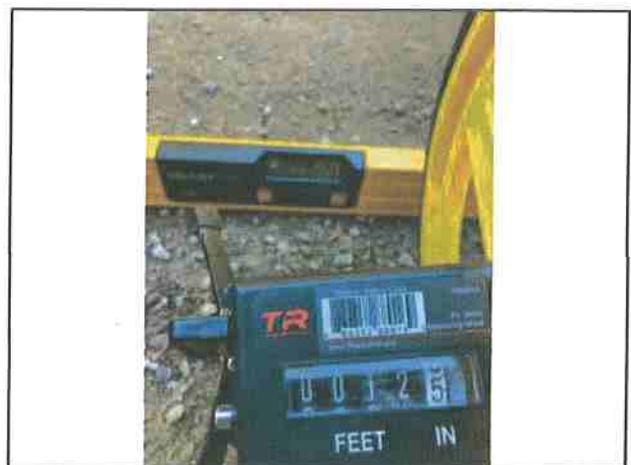


Photo #186 River Rd Width 12.5'

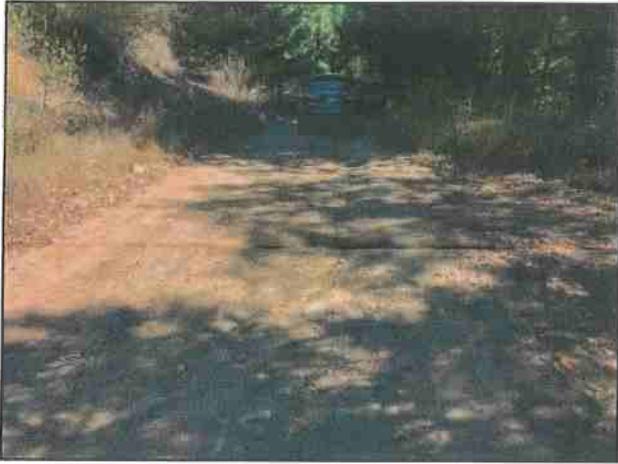


Photo #187 River Rd Looking SE @ Turnout Area

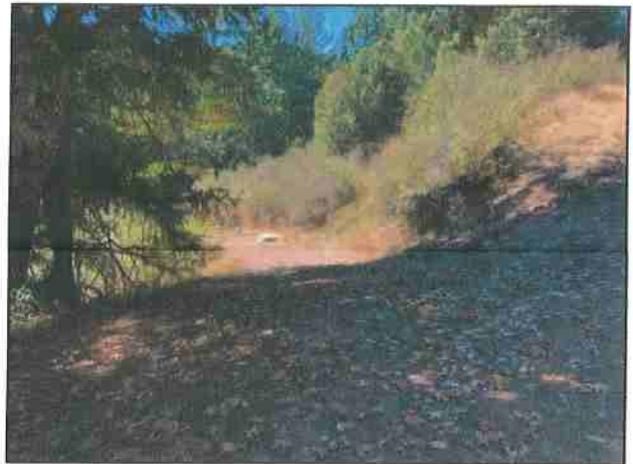


Photo #188 River Rd Looking NW @ Approach

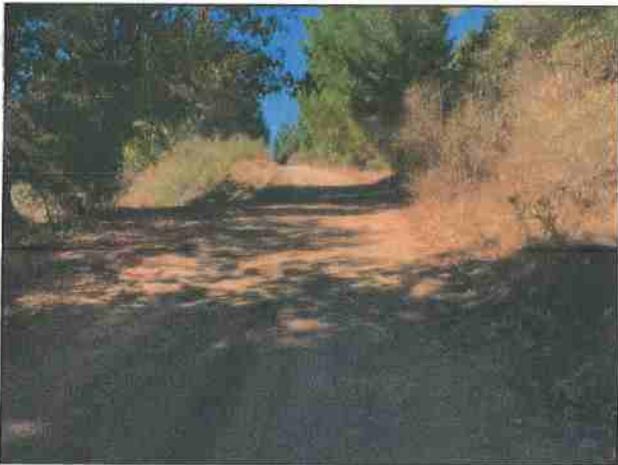


Photo #189 River Rd @ Turnout Looking @ Curve w/ Turnout



Photo #190 River Rd Looking SW @ Turnout Area On Curve

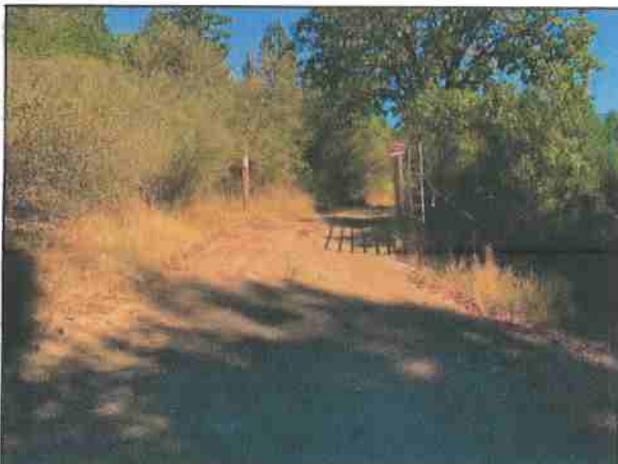


Photo #191 River Rd Looking North @ Gate on Approach

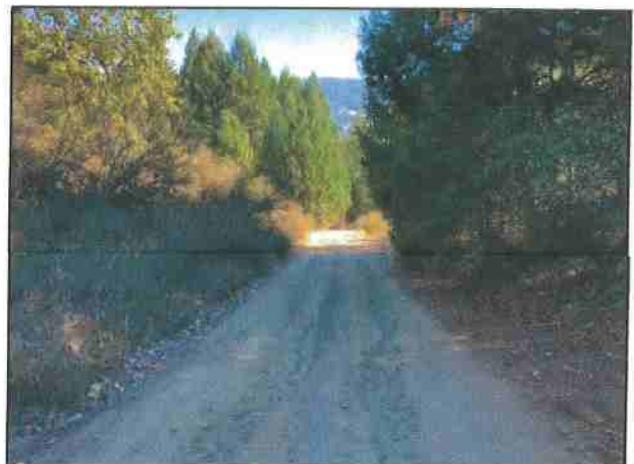


Photo #192 River Rd Looking East

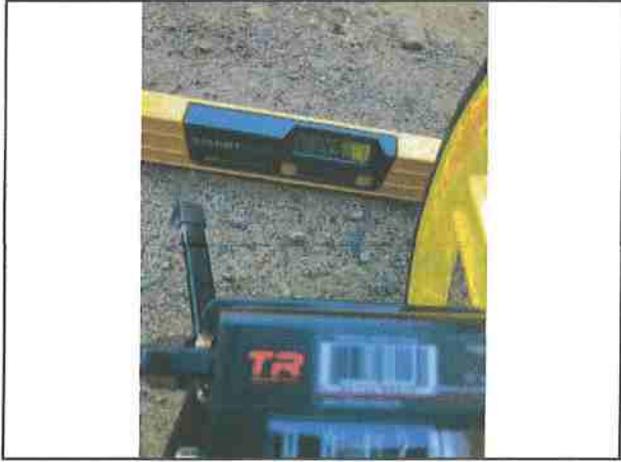


Photo #193 Slope 14.5% Width 12.0' ver Rd

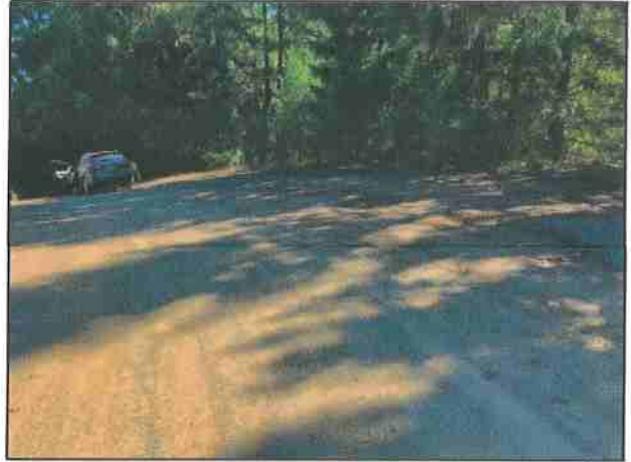


Photo #194 River Rd Looking SE @ Curve w/ Turnout

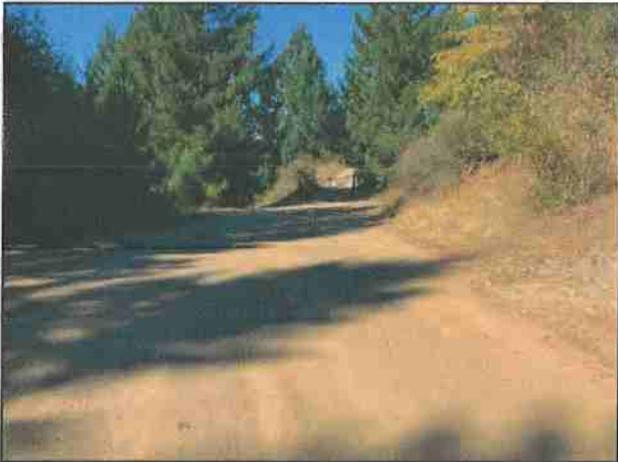


Photo #195 River Rd Looking NW @ Curve w/ Turnout



Photo #196 River Rd Looking NW @ Gated Approach



Photo #197 River Rd Looking East @ Curve w/ Turnout



Photo #198 12' Gate @ Approach on River Rd Seen in Photo 196

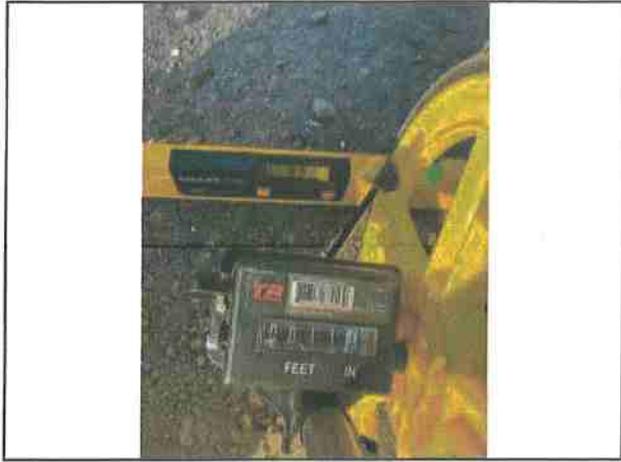


Photo #199 River Rd Slope 8.9\$ Width 11.7'

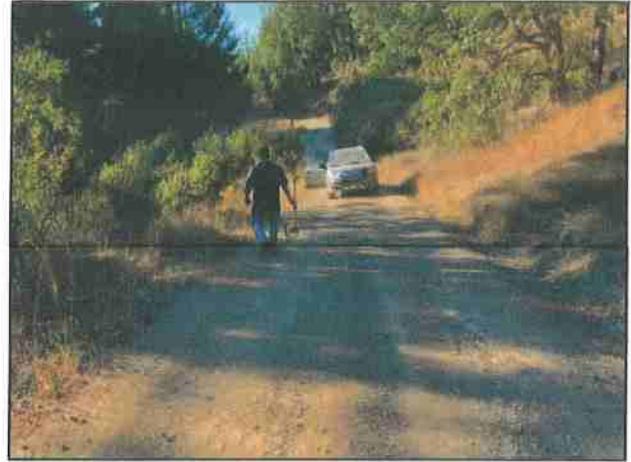


Photo #200 River Rd Looking NW

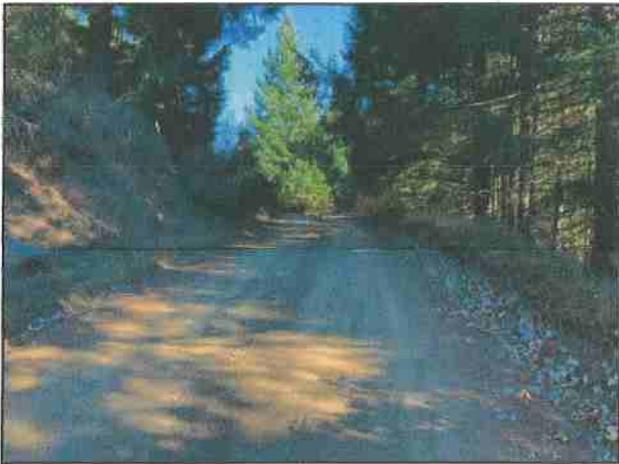


Photo #201 River Rd Looking SE @ Curve w/
Turnout

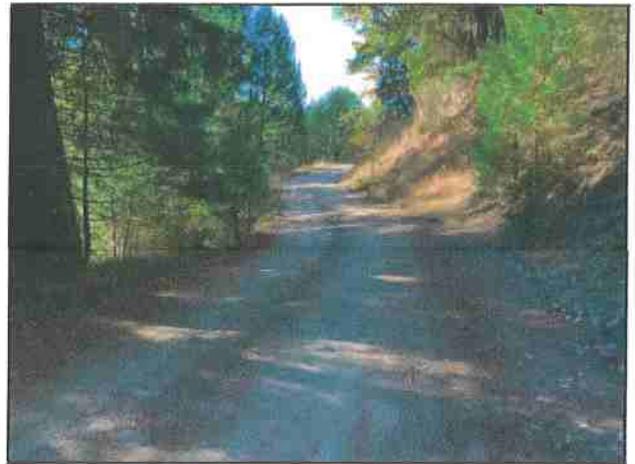


Photo #202 River Rd Looking NW @ Curve w/
Turnout



Photo #203 River Rd Looking @ 12" Culvert In

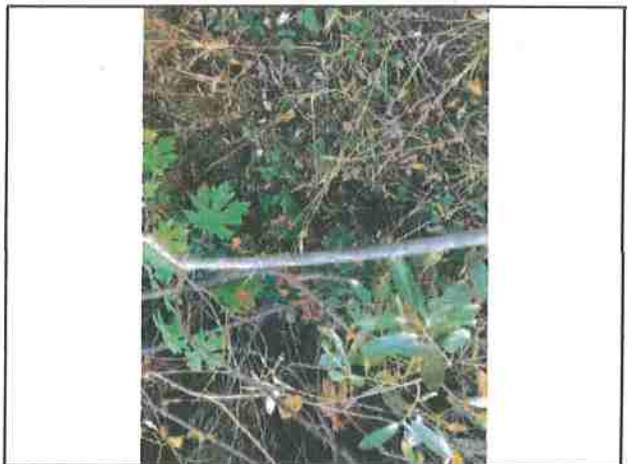


Photo #204 River Rd Looking @ 12" Culvert Out



Photo #731 Intersection of River Rd & Private Access Rd Looking NE @ Gated Entrance



Photo #731A Looking @ Gate in Photo 731 Width 12'

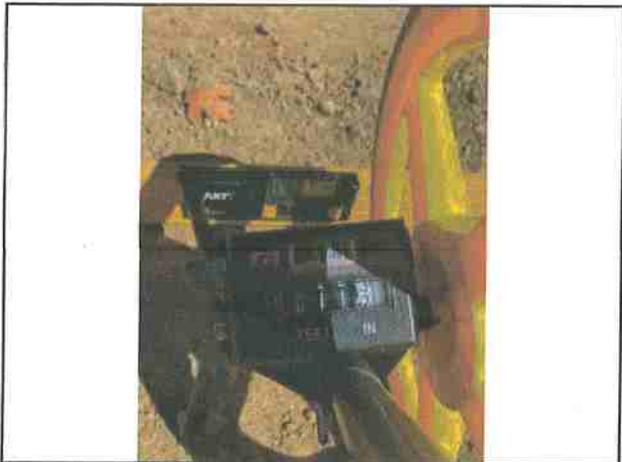


Photo #732 Private Access Rd Slope 19.7% Width 11'3"

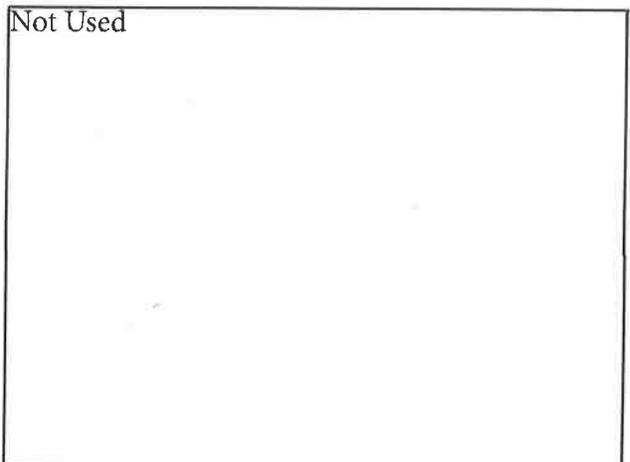


Photo #733 Not Used

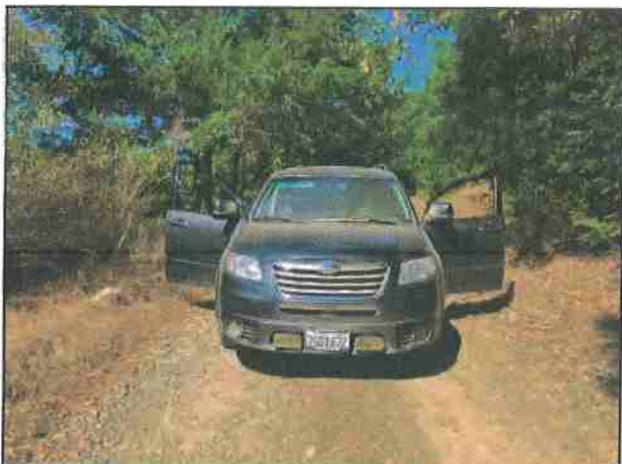


Photo #734 Private Access Rd Looking SW

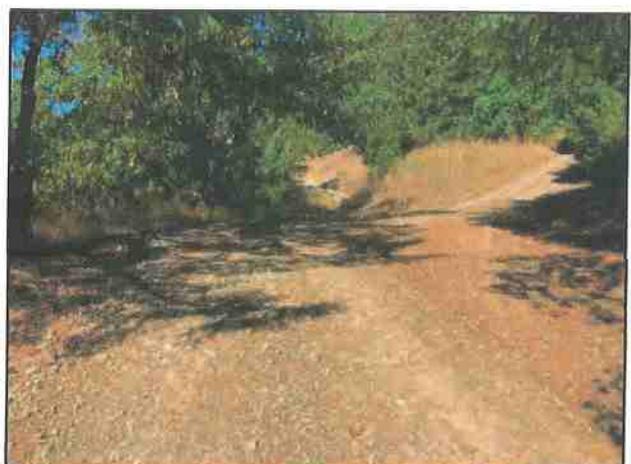


Photo #735 Private Access Rd @ Curve w/ Turn-out Looking NE

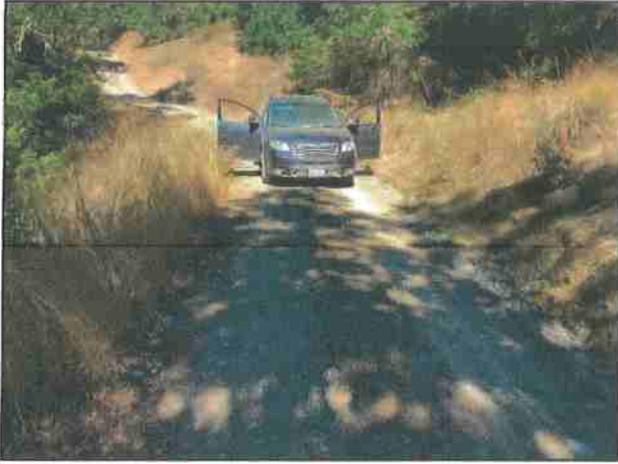


Photo #736 Private Access Rd Looking SW

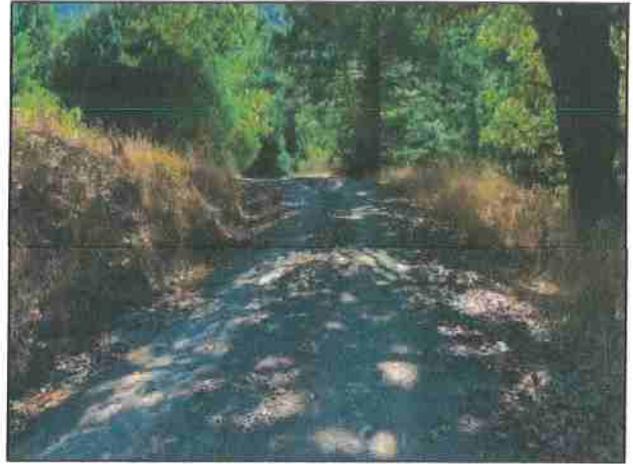


Photo #737 Private Access Rd @ Curve w/ Turn-out Looking NE

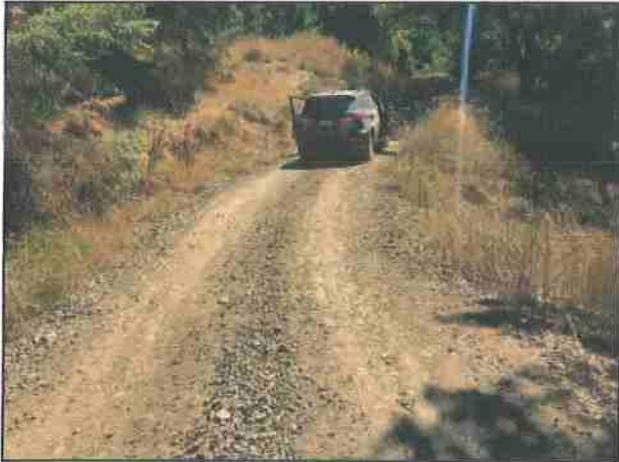


Photo #738 Private Access Rd @ Curve w/ Turn-out Looking NE

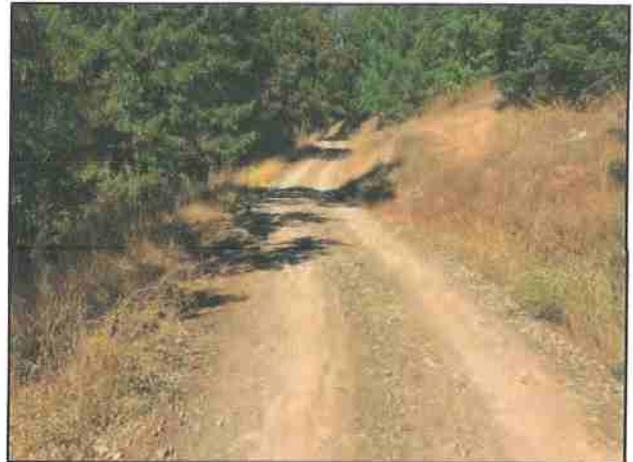


Photo #739 Private Access Rd @ Curve w/ Turn-out Looking SW



Photo #740 Private Access Rd Looking @ 12" Culvert Out

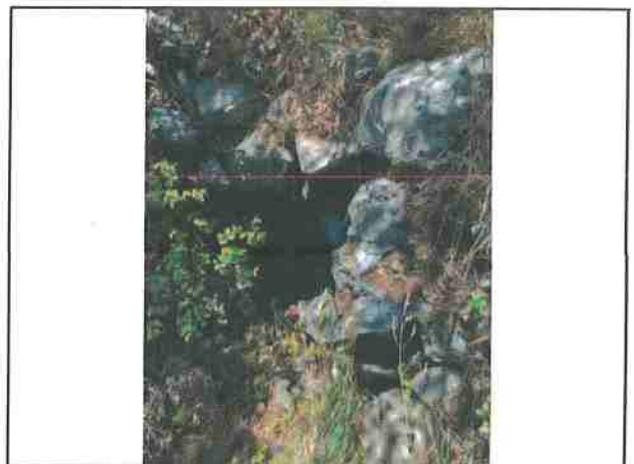


Photo #741 Private Access Rd Looking @ 12" Culvert In

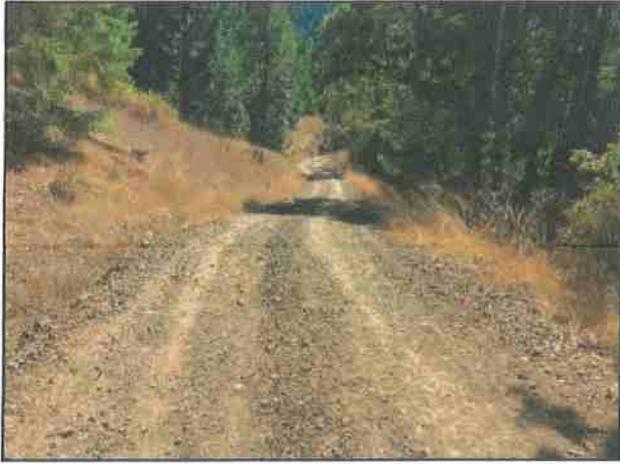


Photo #742 Private Access Rd @ Turnout Looking SE

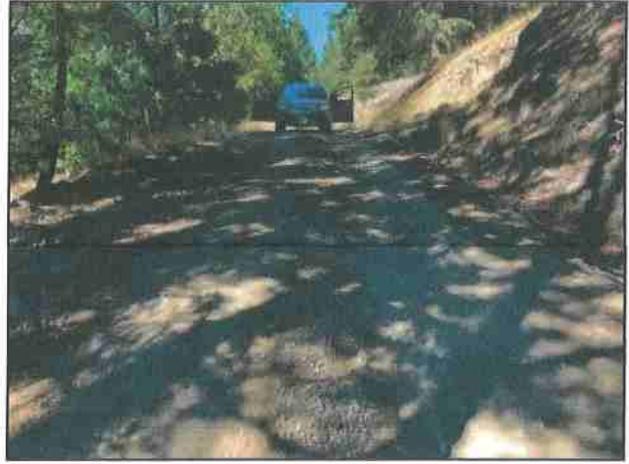


Photo #743 Private Access Rd @ Turnout Looking NW

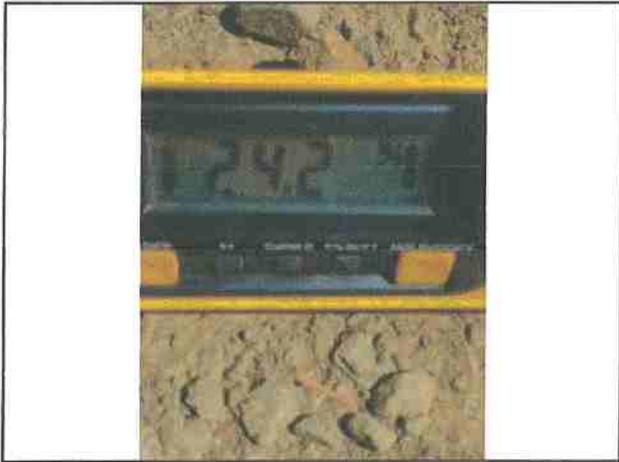


Photo #744 Private Access Rd Slope 24.2%

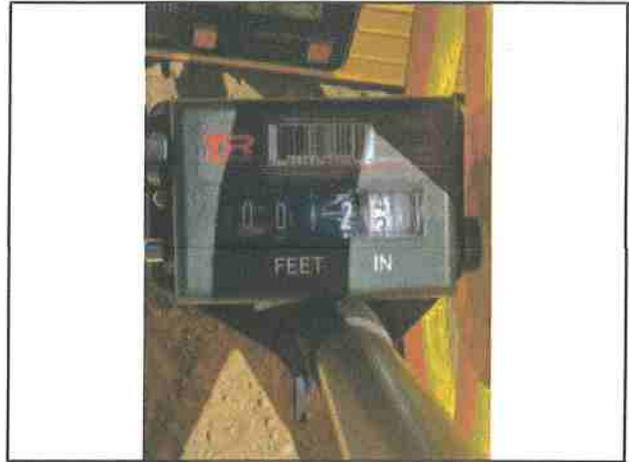


Photo #745 Private Access Rd Slope 12'4"

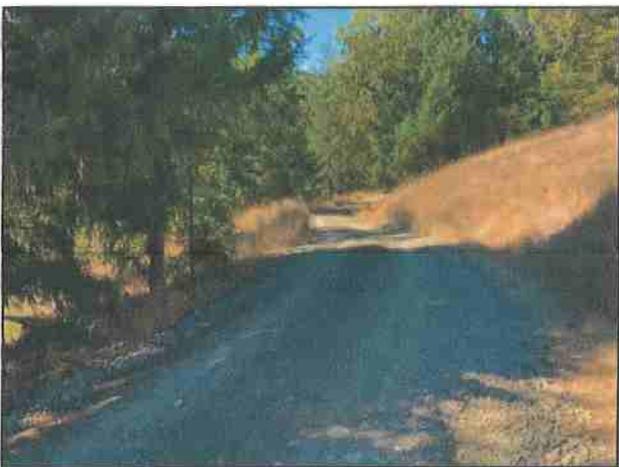


Photo #746 Private Access Rd @ Curve w/ Turnout Looking SW

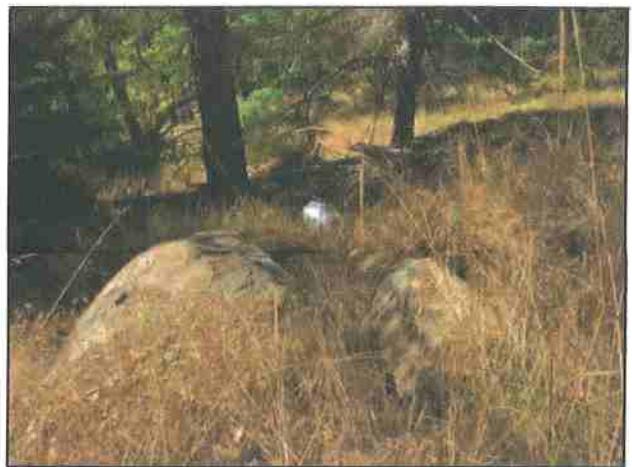


Photo #747 Private Access Rd @ 18" Culvert Out. Culvert In Was Not Found

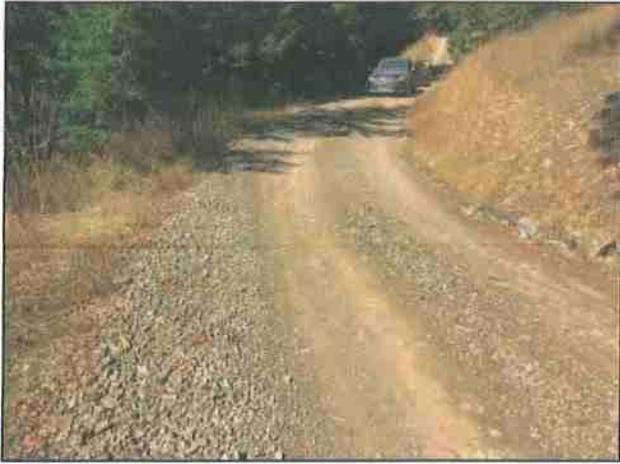


Photo #748 Private Access Rd @ Curve w/ Turn-out Looking SW

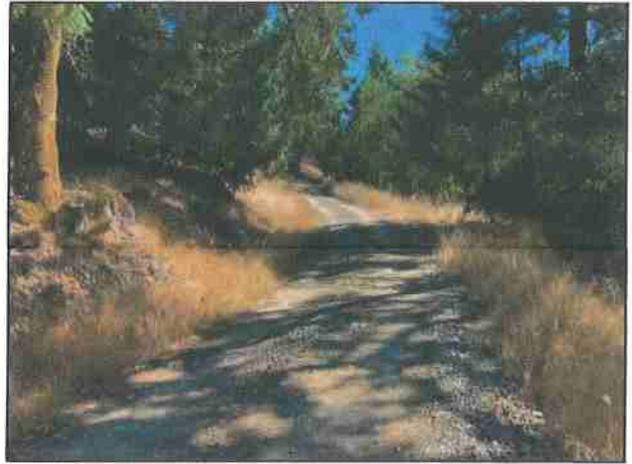


Photo #749 Private Access Rd @ Curve w/ Turn-out Looking NE

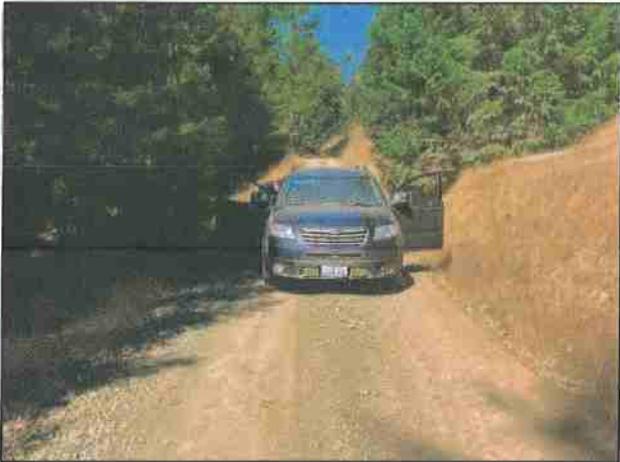


Photo #750 Private Access Rd @ Curve w/ Turn-out Looking SW

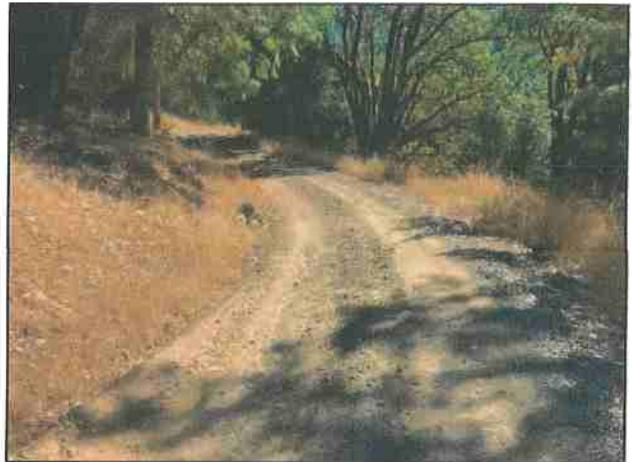


Photo #751 Private Access Rd @ Curve w/ Turn-out Looking NE

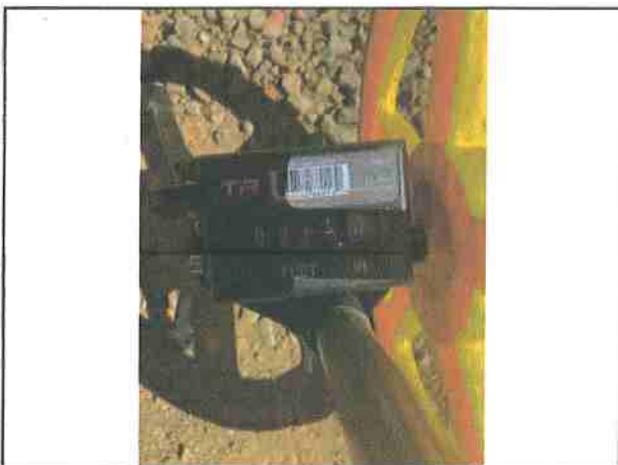


Photo #752 Private Access Rd Width 15'



Photo #753 Private Access Rd Looking @ 18" Culvert Out



Photo #754 Private Access Rd Looking @ Partially Clogged 18" Culvert In

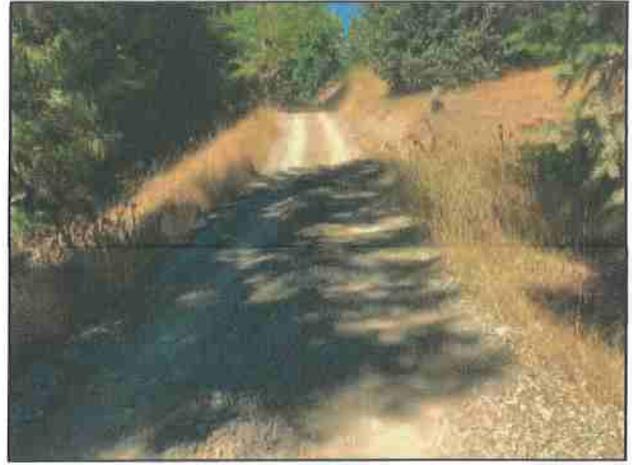


Photo #755 Private Access Rd @ Curve w/ Turnout Looking SE



Photo #756 Private Access Rd @ Curve w/ Turnout Looking NW

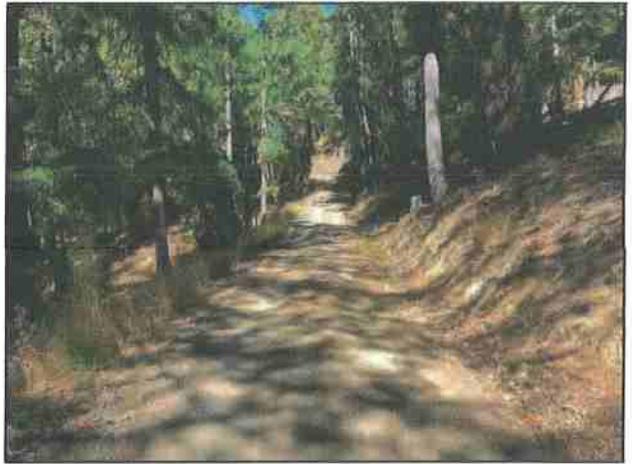


Photo #757 Private Access Rd @ Curve w/ Turnout Looking SE

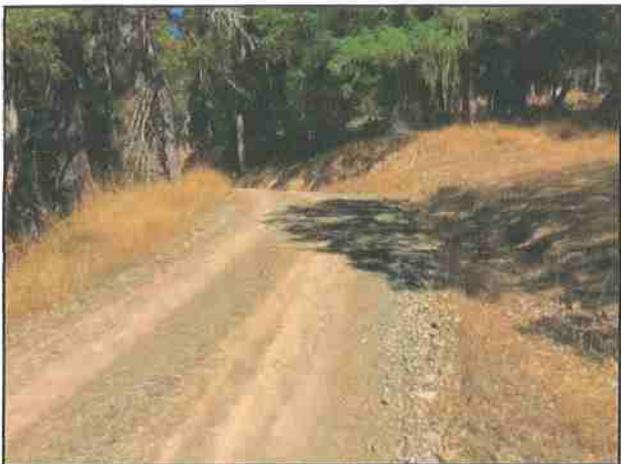


Photo #758 Private Access Rd @ Curve w/ Turnout Looking NW

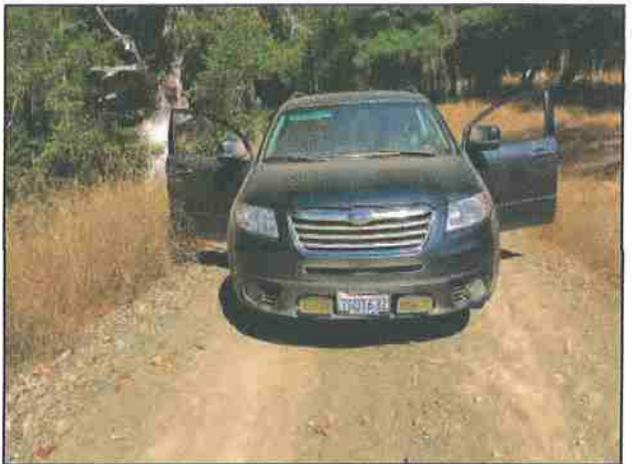


Photo #759 Private Access Rd @ Curve w/ Turnout Looking NE



Photo #760 Private Access Rd @ Curve w/ Turn-out Looking SW



Photo #761 Private Access Rd @ Curve w/ Turn-out Looking NE

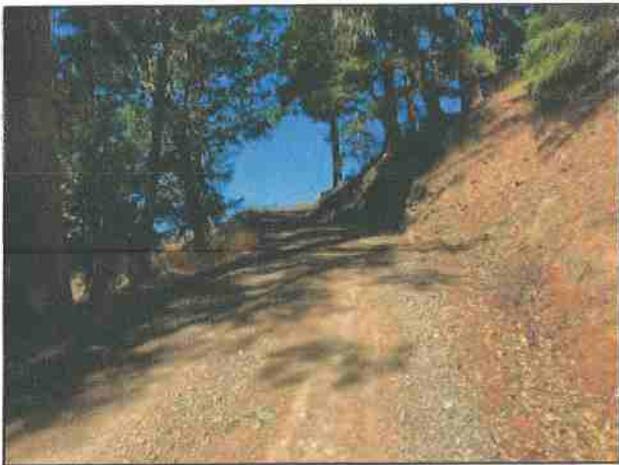


Photo #762 Private Access Rd @ Curve w/ Turn-out Looking NW

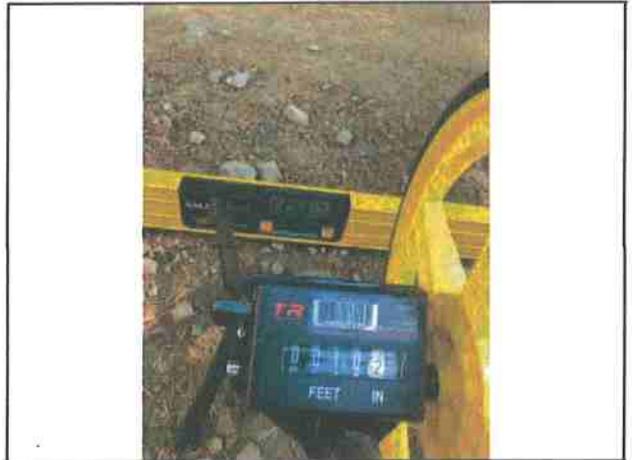


Photo #763 Private Access Rd Slope 25.1% Width 10'2"

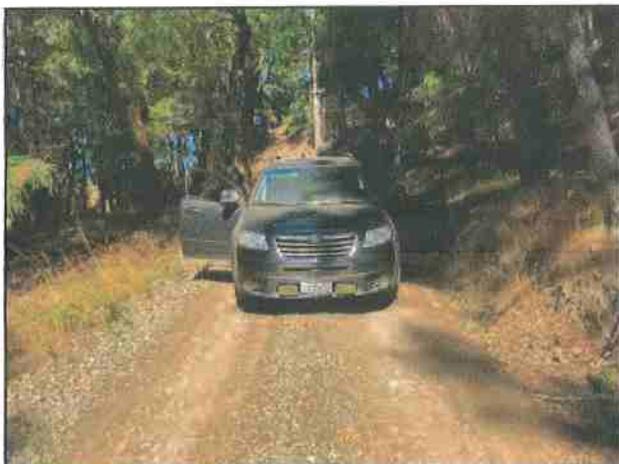


Photo #764 Private Access Rd @ Turnout Looking NW

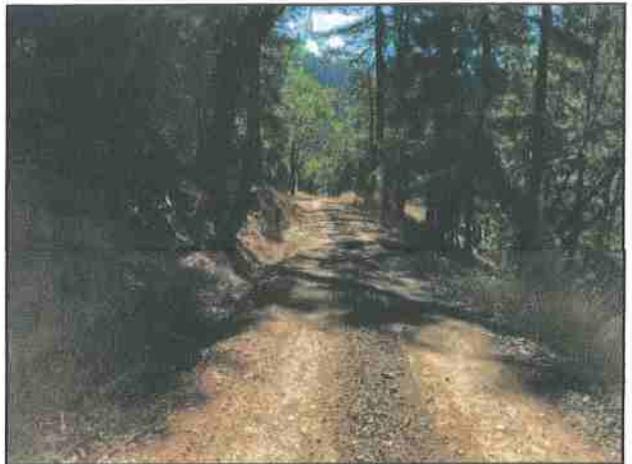


Photo #765 Private Access Rd @ Turnout Looking SE

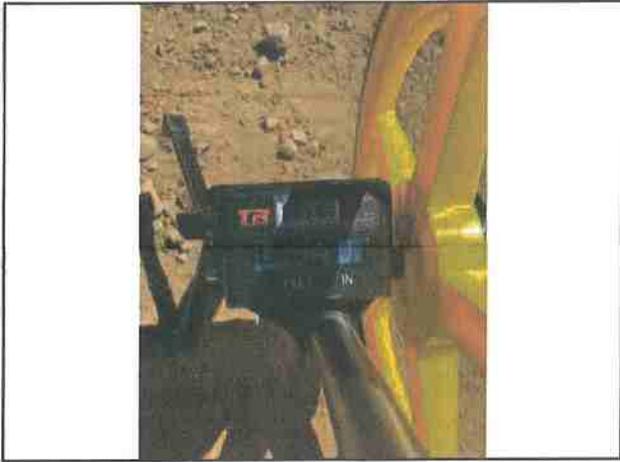


Photo #766 Private Access Rd Width 14'11"

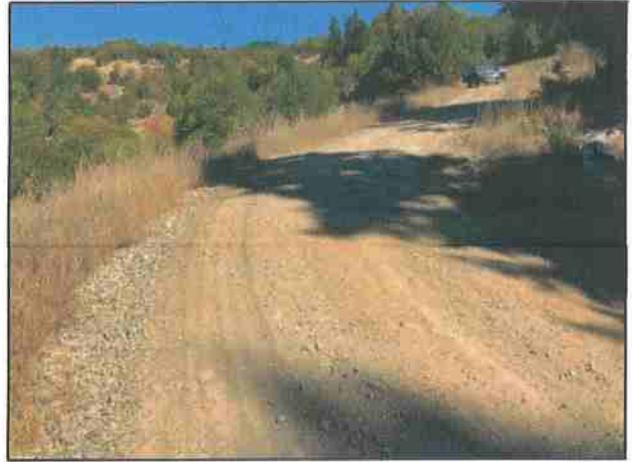


Photo #767 Private Access Rd @ Curve w/ Turn-out Looking NE

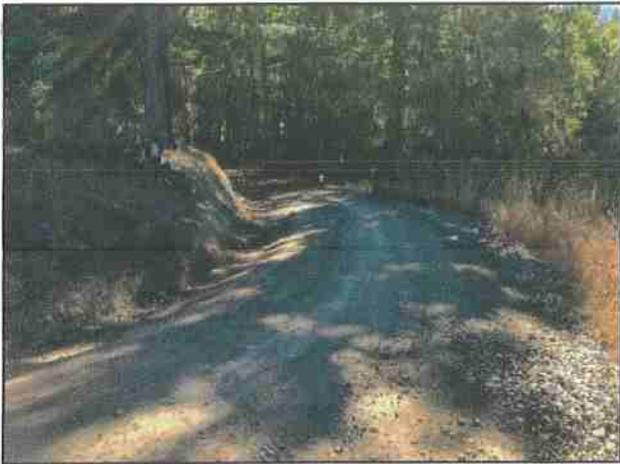


Photo #768 Private Access Rd @ Curve w/ Turn-out Looking SW



Photo # 769 Private Access Rd @ Curve w/ Turn-out Looking SW

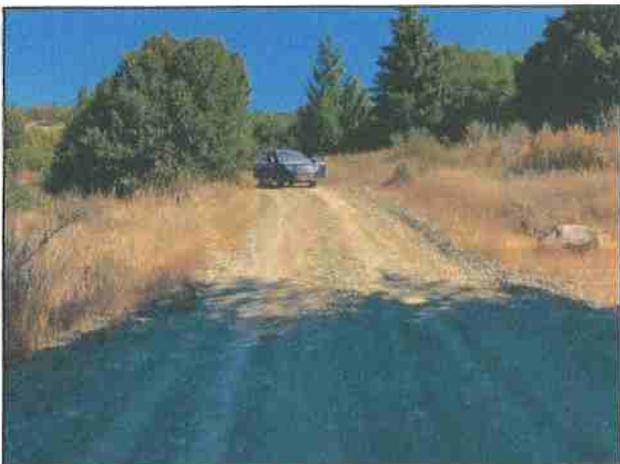


Photo #770 Private Access Rd @ Curve w/ Turn-out Looking NW

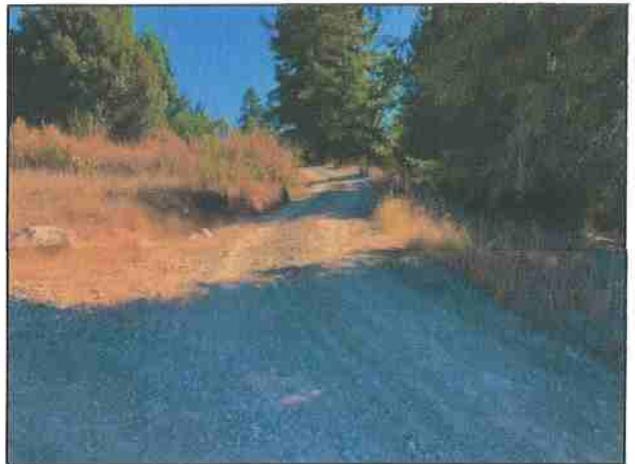


Photo #771 Private Access Rd @ Curve w/ Turn-out Looking SE

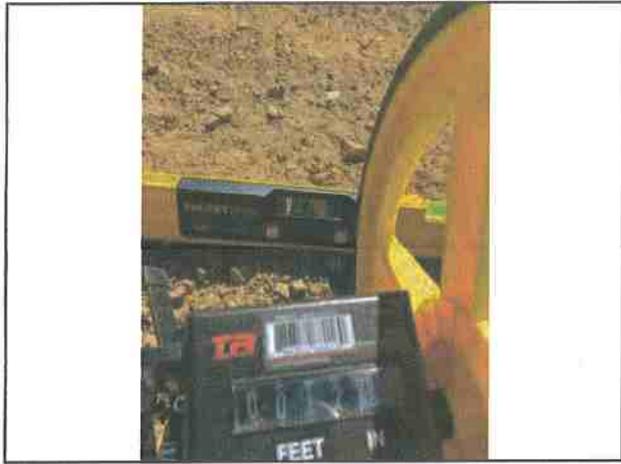


Photo #772 Private Access Rd Slope 24.0% Width 12'1"

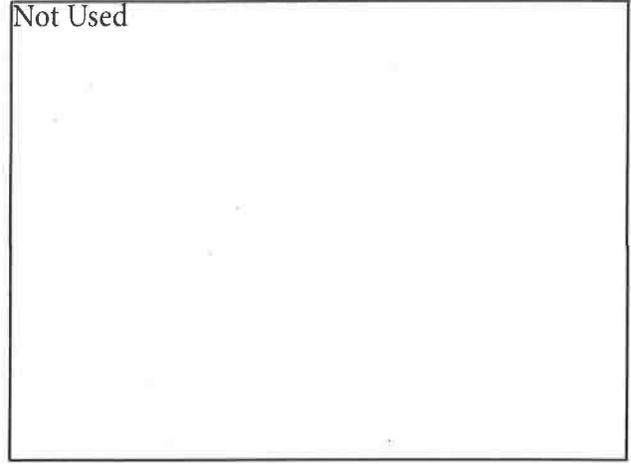


Photo # 773 Not Used

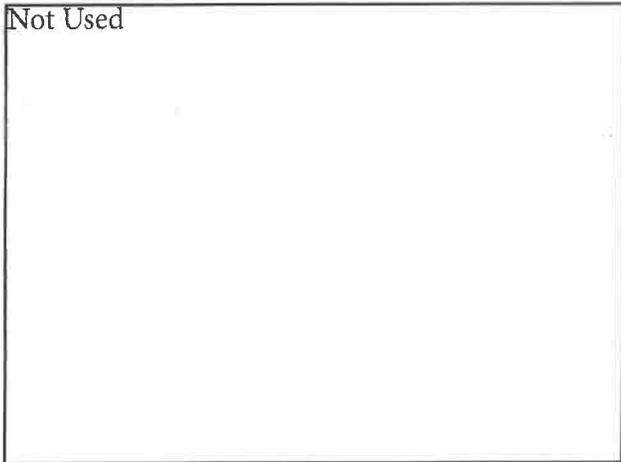


Photo #774 Not Used



Photo #775 Private Access Rd @ Curve w/ Turn-out Looking NE



Photo # 776 Private Access Rd Looking SE @ Intersection



Photo #777 Private Access Rd @ Curve w/ Turn-out Looking NW

Not Used

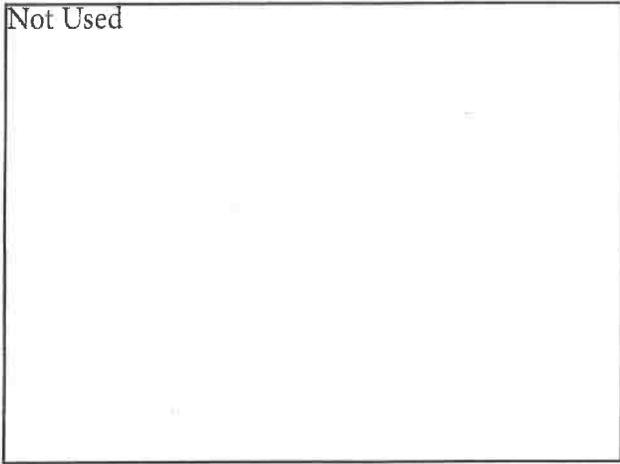


Photo #778 Not used

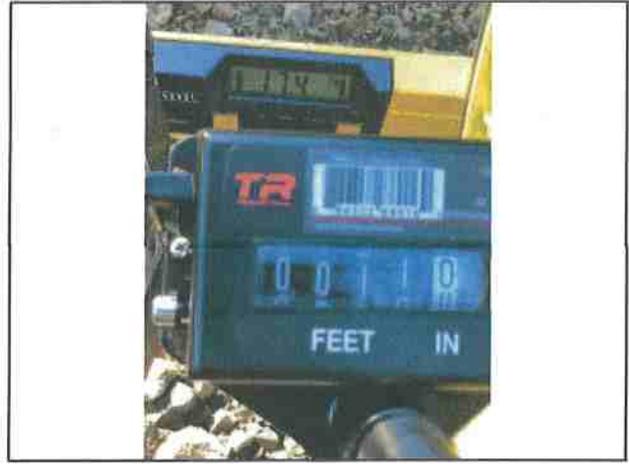


Photo #779 Private Access Rd Slope 17.4% Width 11'0"

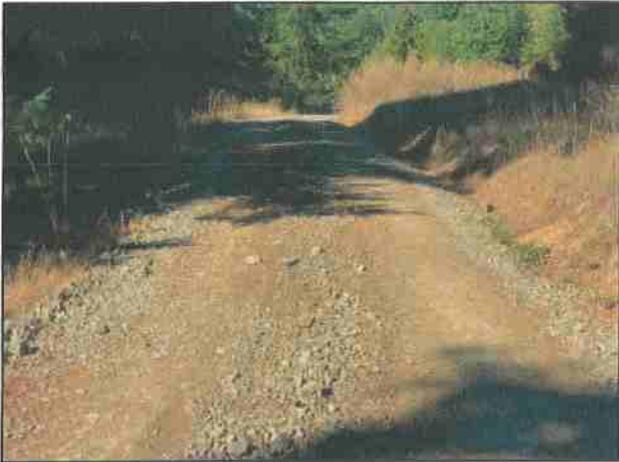


Photo #780 Private Access Rd Looking NW



Photo #781 Private Access Rd Width 11'3"

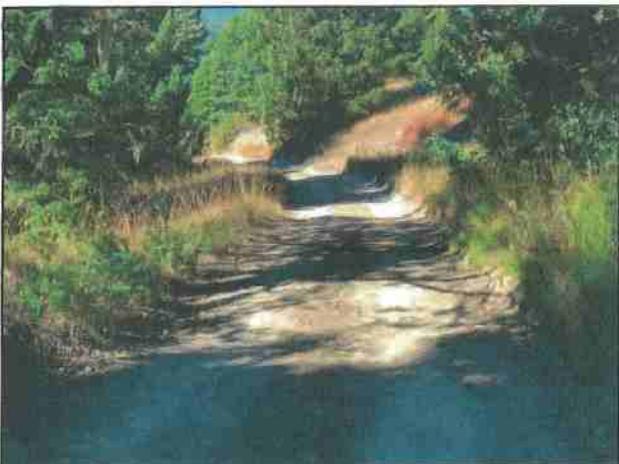


Photo #782 Private Access Rd Looking NW

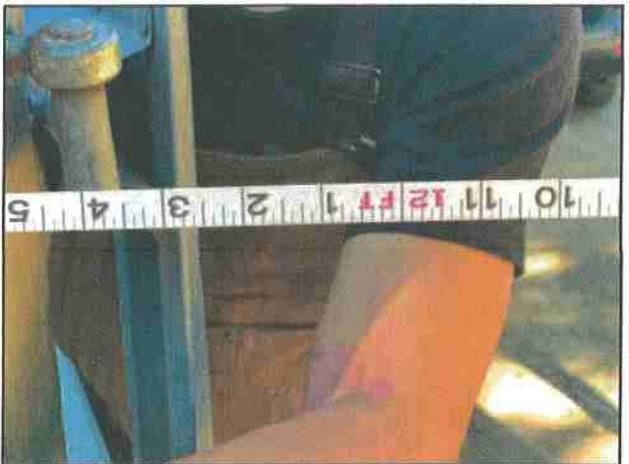


Photo #783 Private Access Rd Gate Width 12'3"

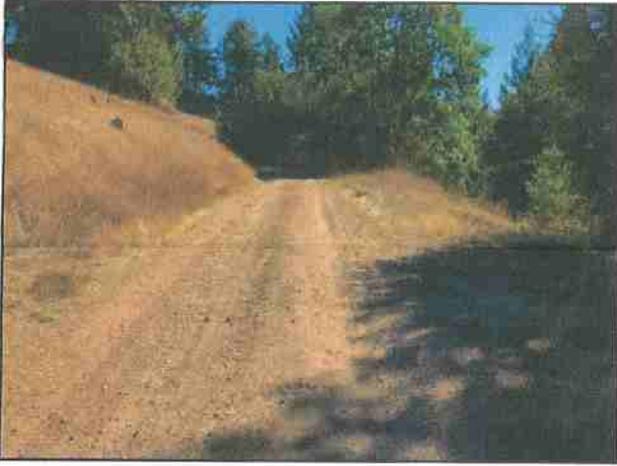


Photo #784 Private Access Rd @ Curve w/ Turn-out Looking SE

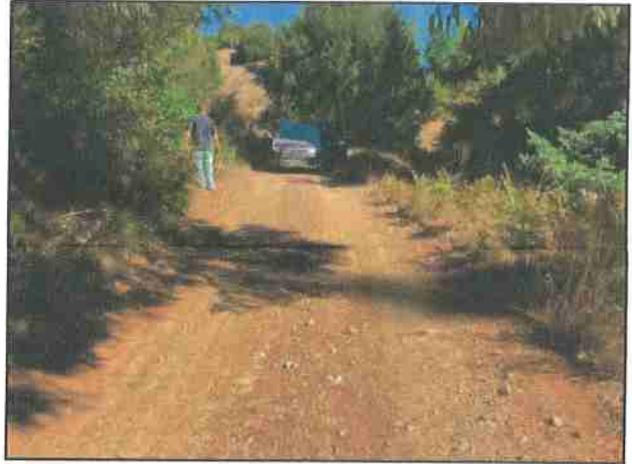


Photo #785 Private Access Rd @ Curve w/ Turn-out Looking NE

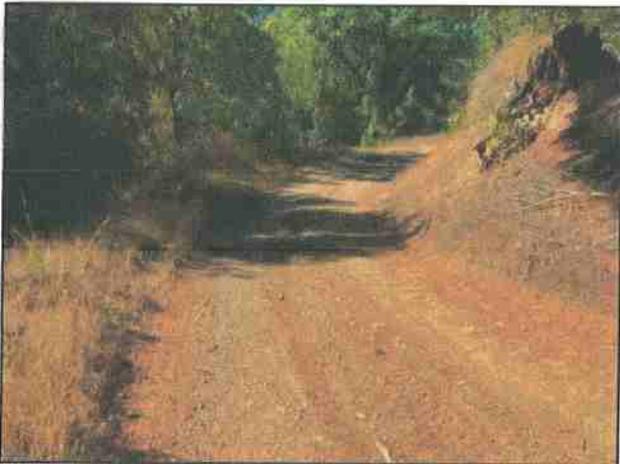


Photo #786 Private Access Rd @ Curve w/ Turn-out Looking SW

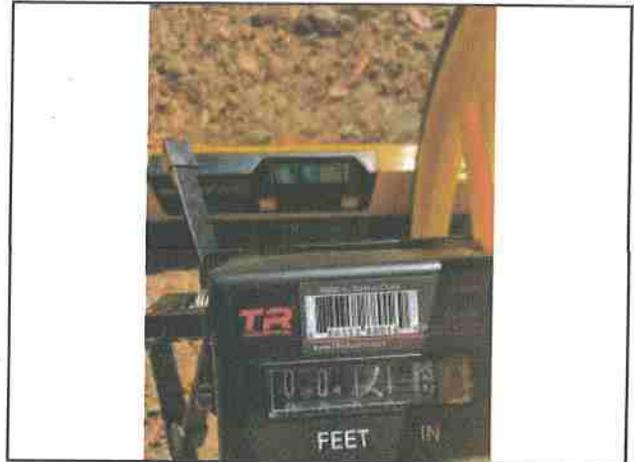


Photo #787 Private Access Rd Slope 16.8% Width 11'6"

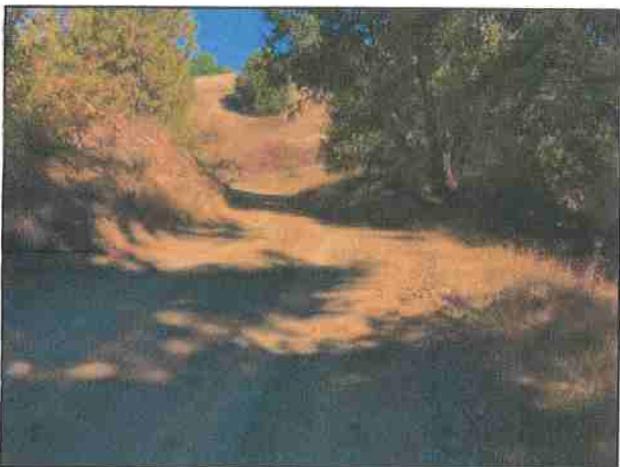


Photo #788 Private Access Rd @ Curve w/ Turn-out Looking NE

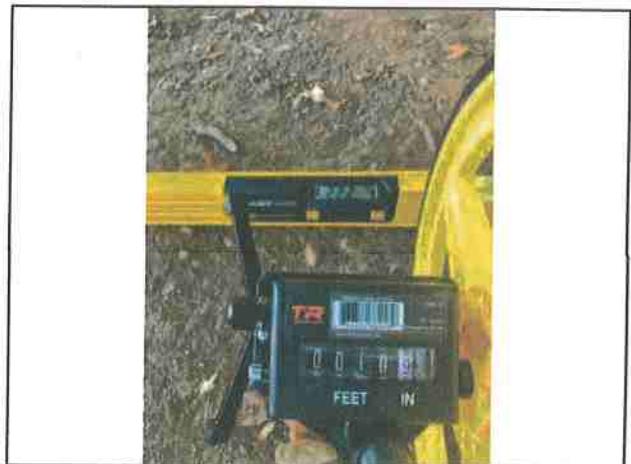


Photo #789 Private Access Rd Slope 22.2% Width 10'9"

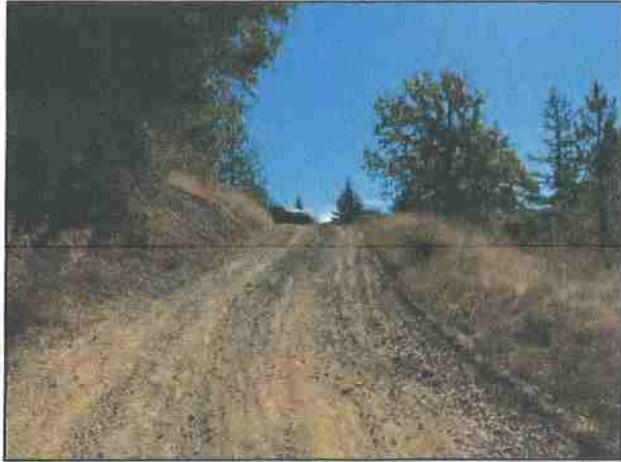


Photo #790 Private Access Rd @ Curve w/ Turn-out Looking SE

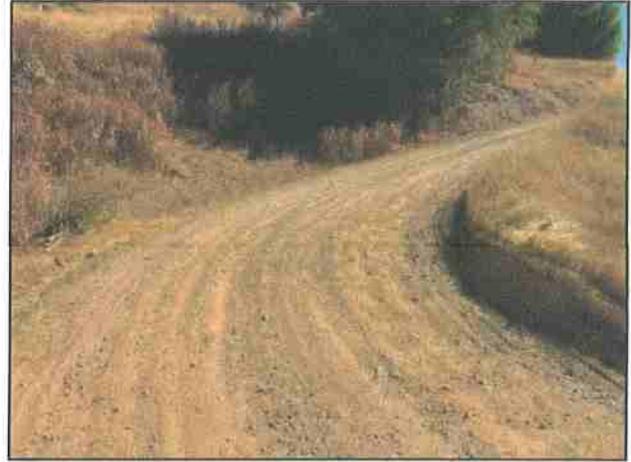


Photo #791 Private Access Rd @ Curve w/ Turn-out Looking SE



Photo #792 Private Access Rd @ Curve w/ Turn-out Looking NW

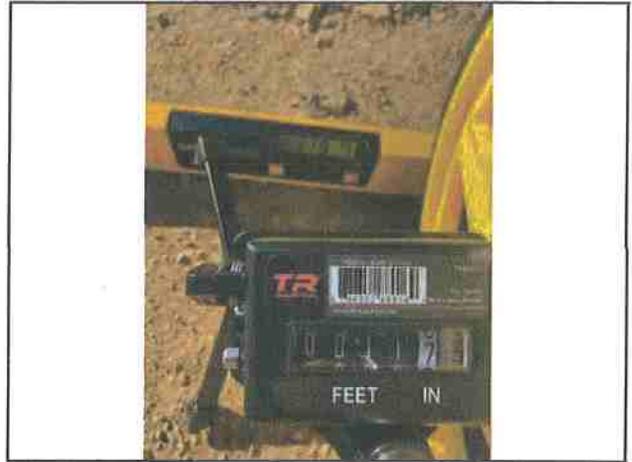


Photo #793 Private Access Rd Slope 17.9% Width 11'7"

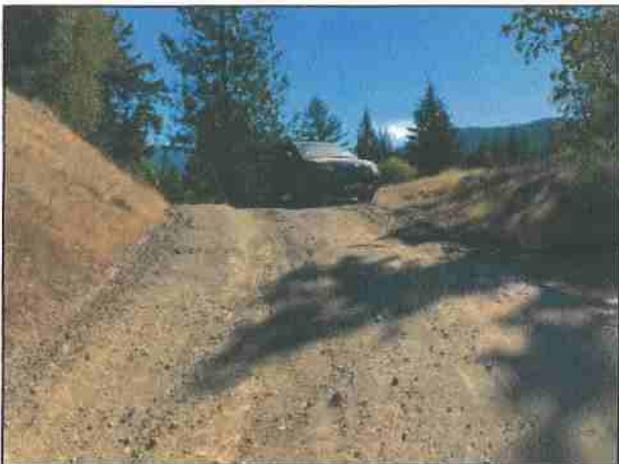


Photo #794 Private Access Rd @ Curve w/ Turn-out Looking SW

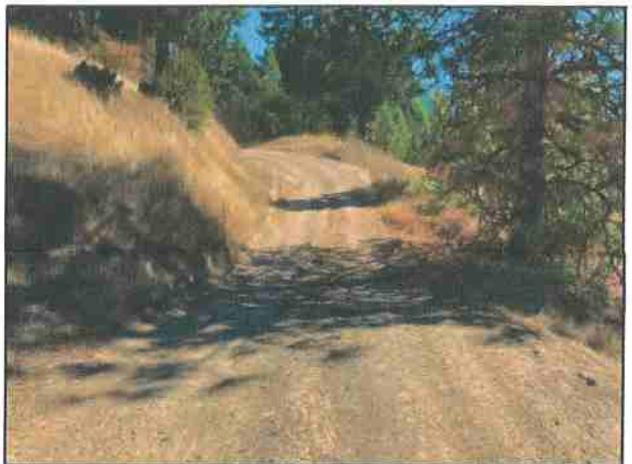


Photo #795 Private Access Rd @ Curve w/ Turn-out Looking NE

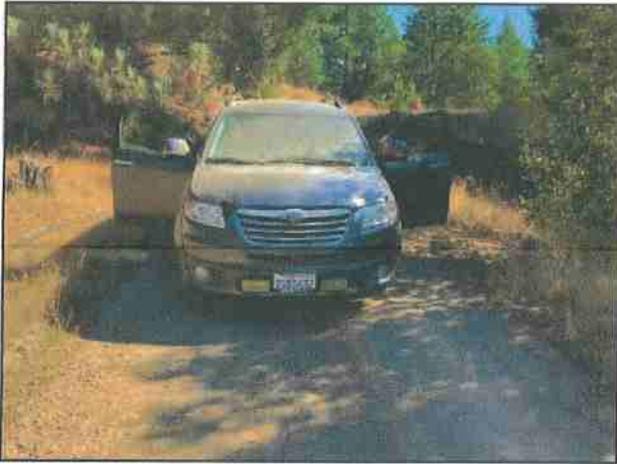


Photo #796 Private Access Rd @ Turnout Looking NE

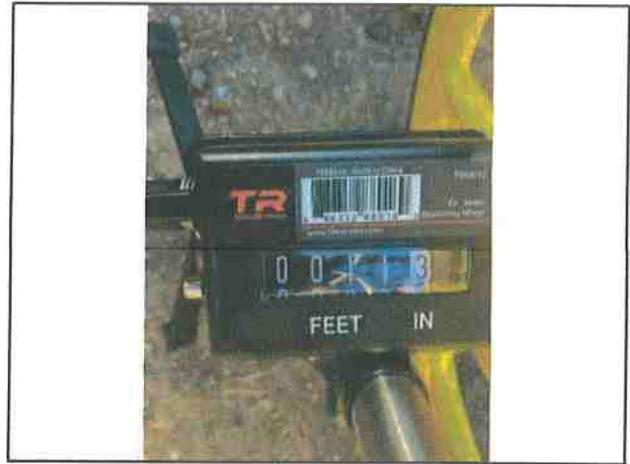


Photo #797 Private Access Rd Width 11'3"

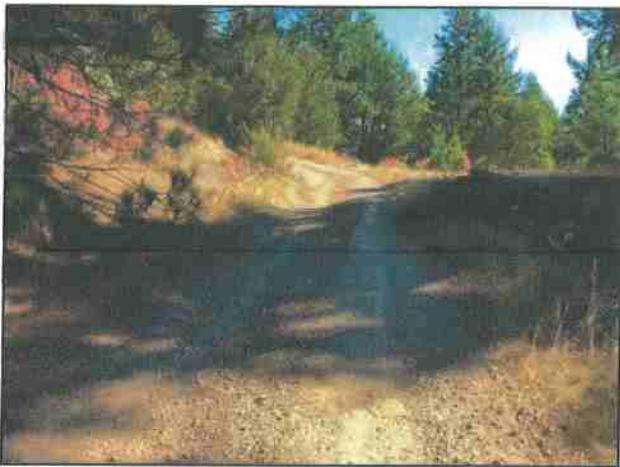


Photo #798 Private Access Rd @ Curve w/ Turnout Looking SW

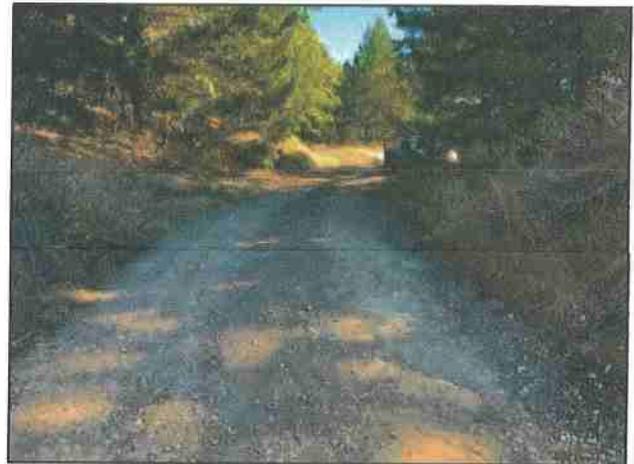


Photo #799 Private Access Rd @ Curve w/ Turnout Looking NE

Not Used

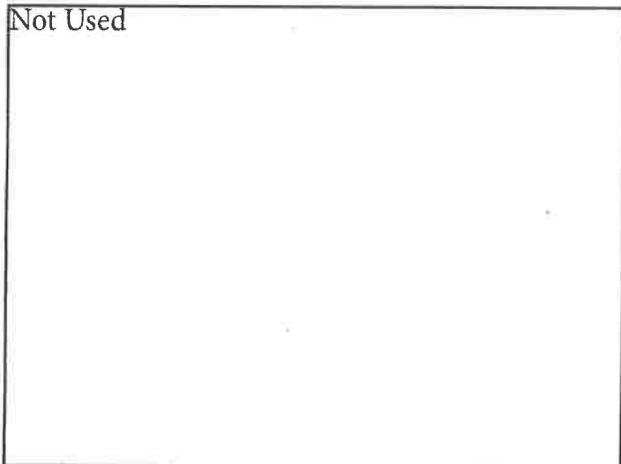


Photo #800 Not Used

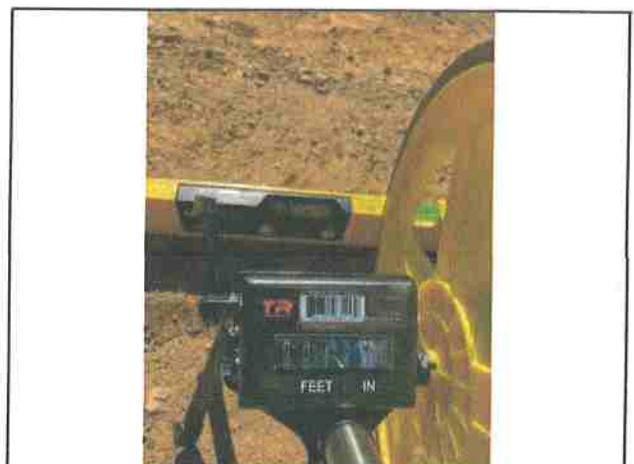


Photo #801 Private Access Rd Slope 20.4% Width 12'2"



Photo #802 Private Access Rd @ Curve w/ Turn-out Looking SW

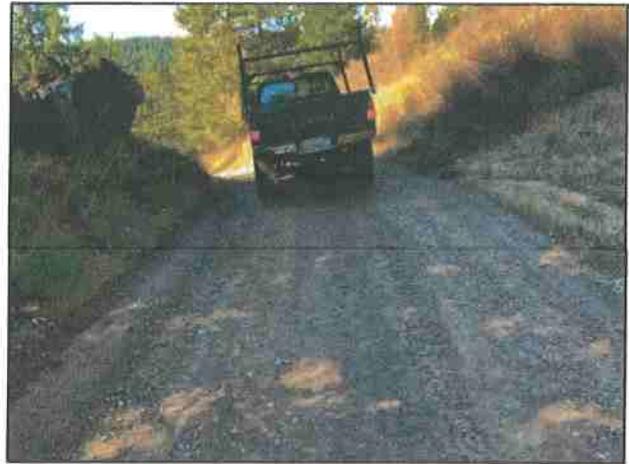


Photo #803 Private Access Rd @ Curve w/ Turn-out Looking SW

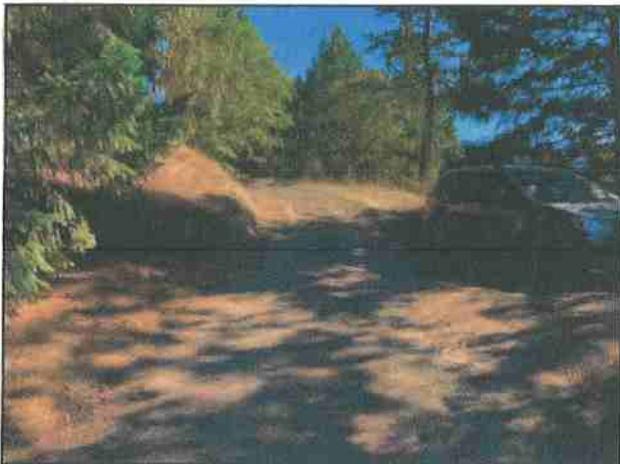


Photo #804 Private Access Rd @ Curve w/ Turn-out Looking NE

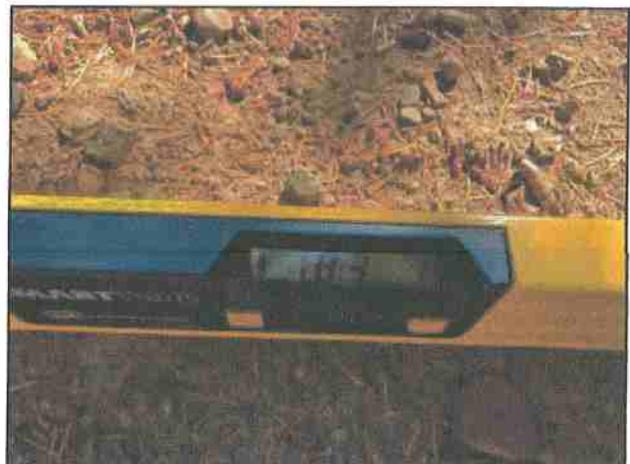


Photo #805 Private Access Rd Width 18.3%

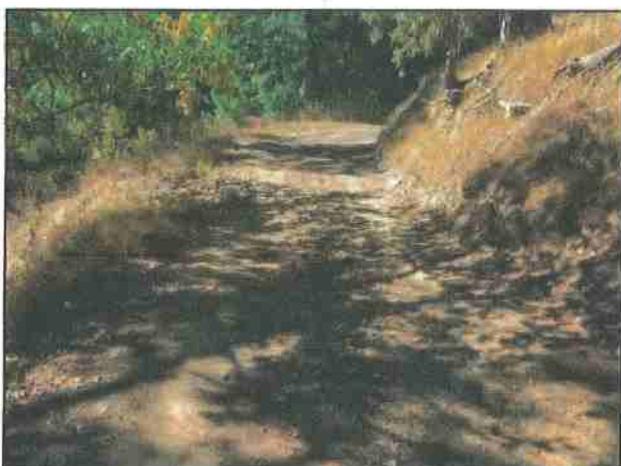


Photo #806 Private Access Rd Looking @ Curve w/ Turnout Looking NE

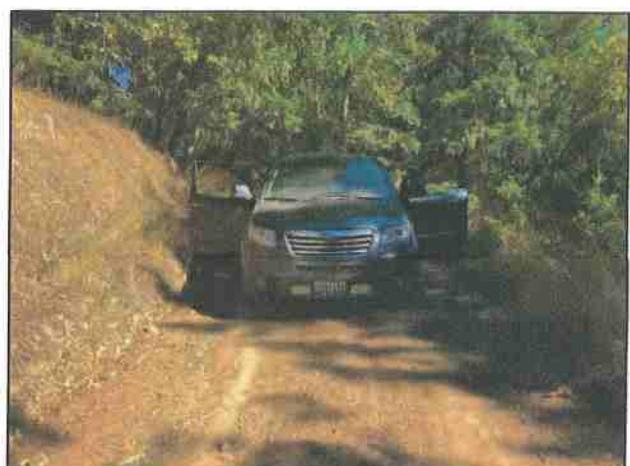


Photo #807 Private Access Rd @ Curve w/ Turn-out Looking SW

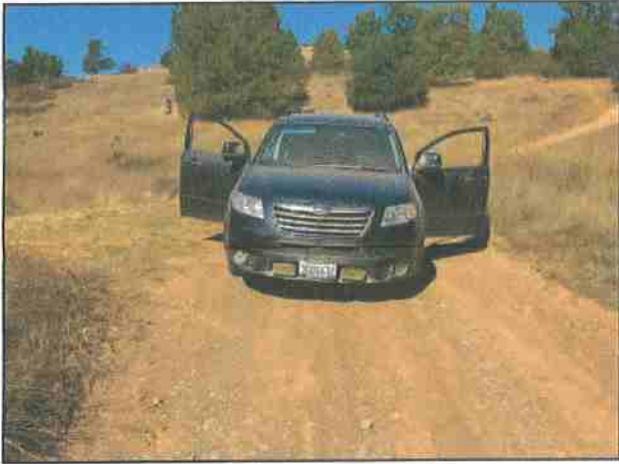


Photo #808 Private Access Rd @ Curve w/ Turn-out Looking NW

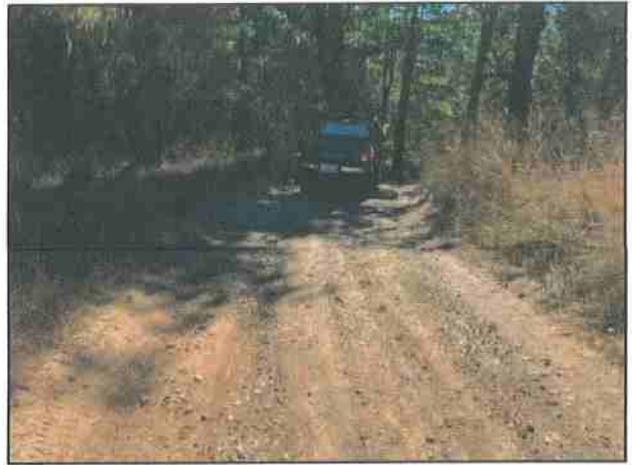


Photo #809 Private Access Rd @ Curve w/ Turn-out Looking SE

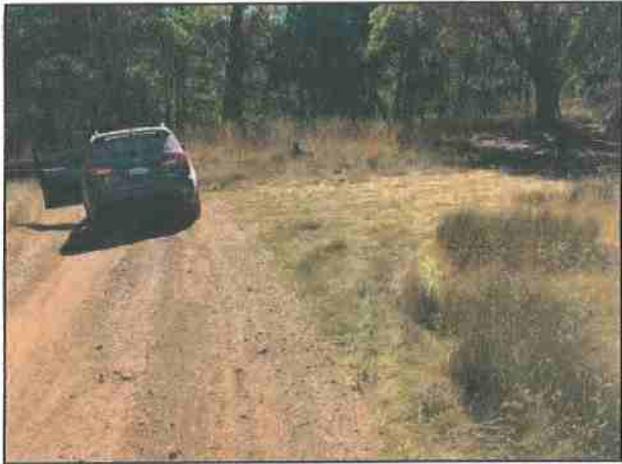


Photo #810 Private Access Rd @ Curve w/ Turn-out Looking NE

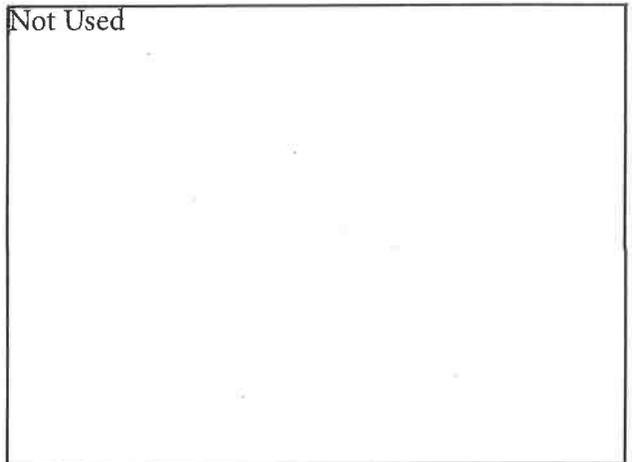


Photo #811 Not Used

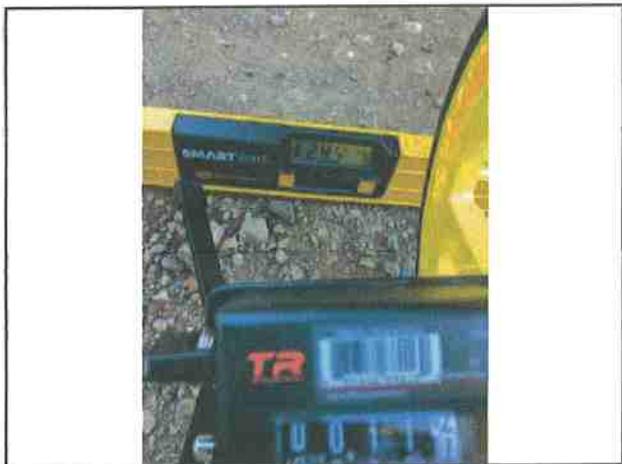


Photo #812 Private Access Rd Slope 24.5% Width 11'2"



Photo #813 Private Access Rd Looking NW

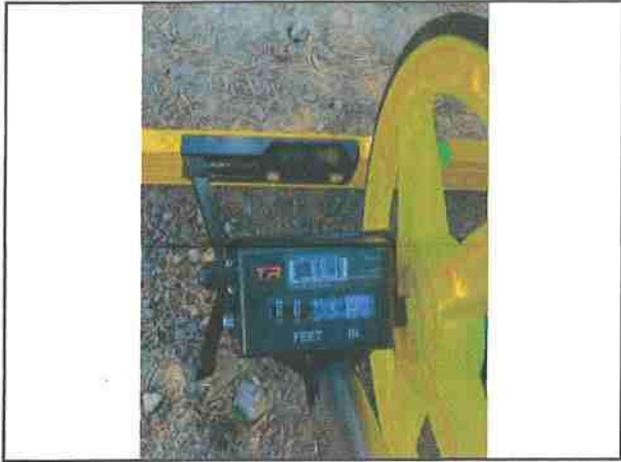


Photo #814 Private Access Rd Slope 21.0% Width 12'



Photo #815 Private Access Rd @ Curve w/ Turn-out Looking NW



Photo #816 Private Access Rd Looking @ 12" Culvert Out



Photo #817 Private Access Rd Looking @ Partially Clogged 12" Culvert In

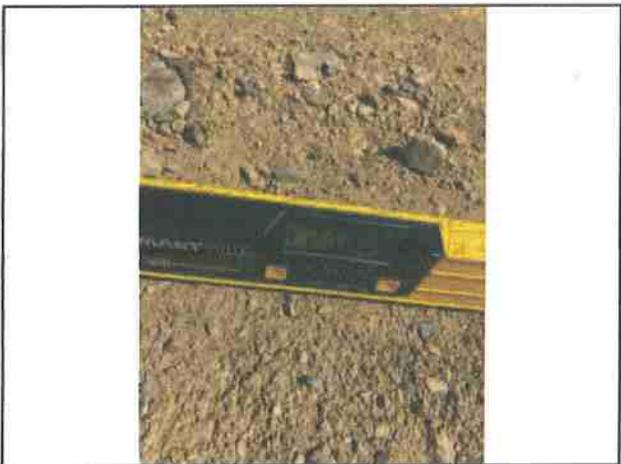


Photo #818 Private Access Rd Slope 27.0%



Photo #818A Private Access Rd @ Curve w/ Turn-out Looking SE

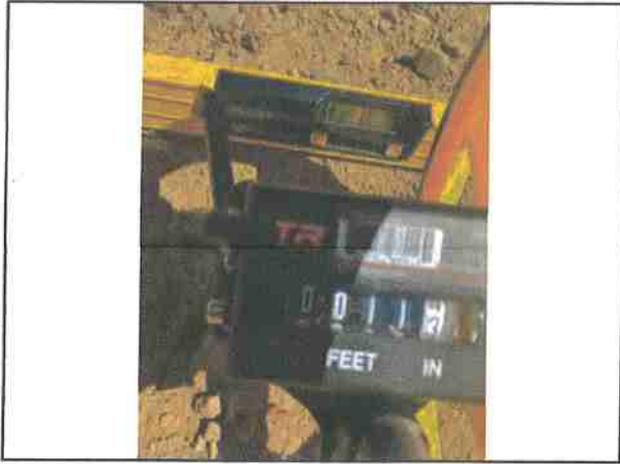


Photo #819 Private Access Rd Slope 27.0% Width 11'3"

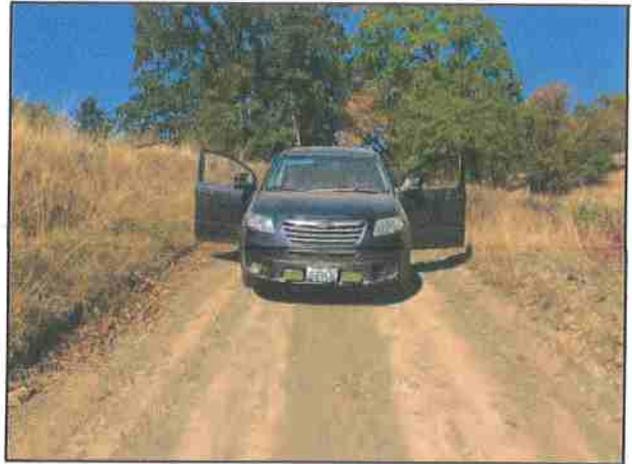


Photo #819A Private Access Rd Looking NW

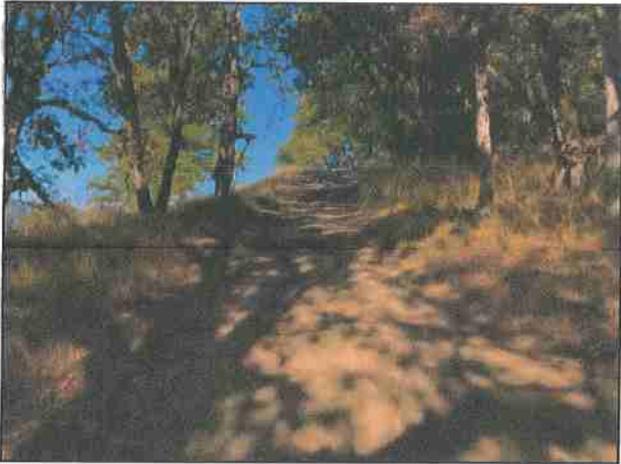


Photo #820 Private Access Rd @ Curve w/ Turn-out Looking NW



Photo #821 Private Access Rd Looking SE

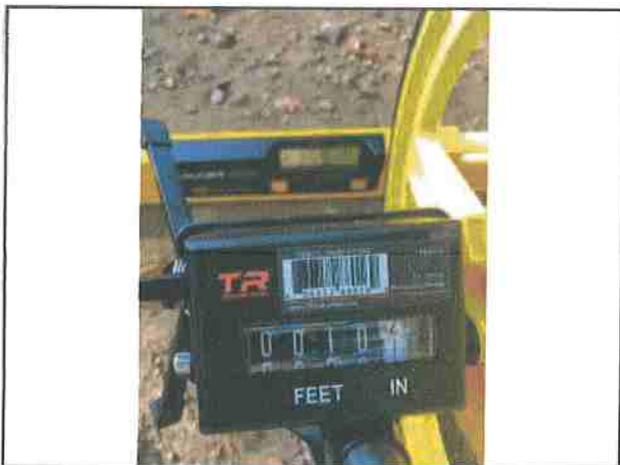


Photo #822 Private Access Rd Slope 15.9% Width 10'2"

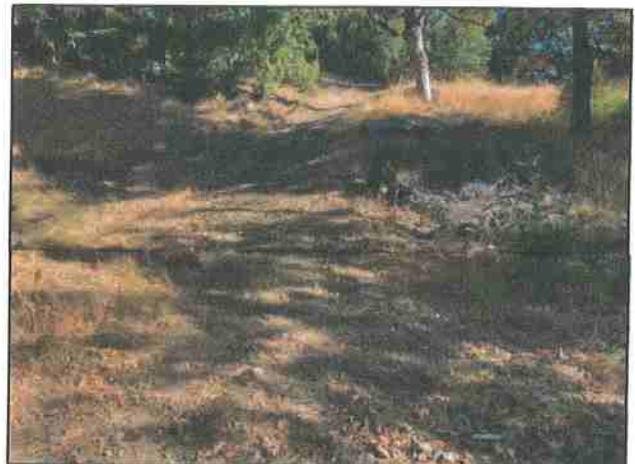


Photo #823 Private Access Rd Looking East towards Quad Trail

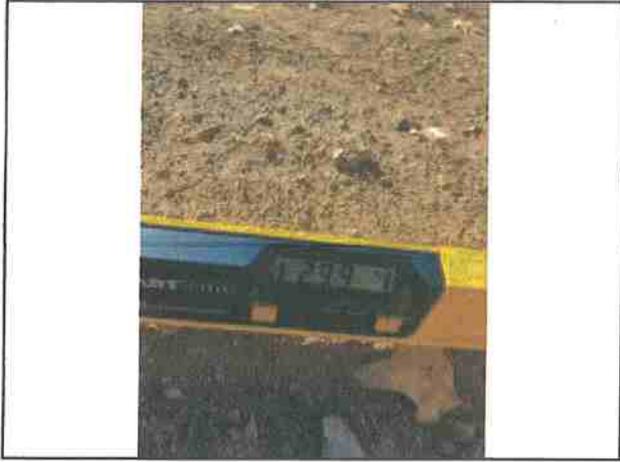


Photo #824 Private Access Rd Slope 29.9%

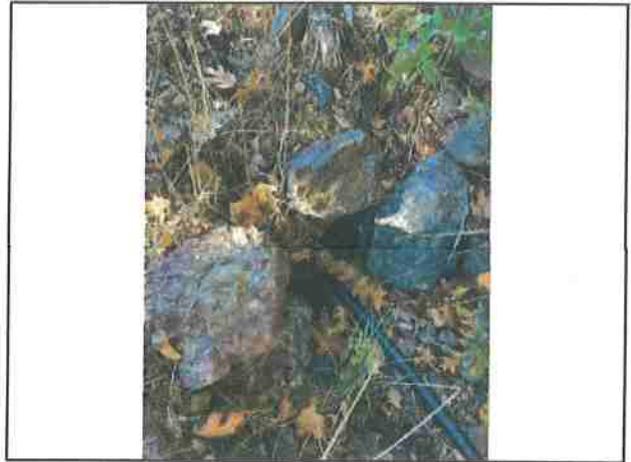


Photo #825 Private Access Rd Looking @ 12" Culvert In



Photo #826 Private Access Rd @ Curve w/ Turn-out Looking NE

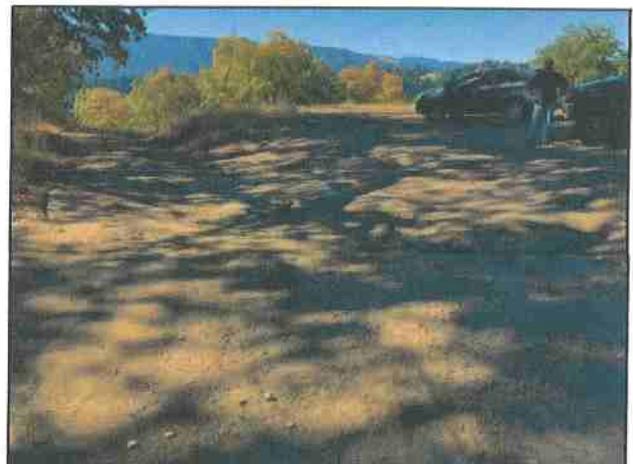


Photo #827 Private Access Rd @ Curve w/ Turn-out Looking NE

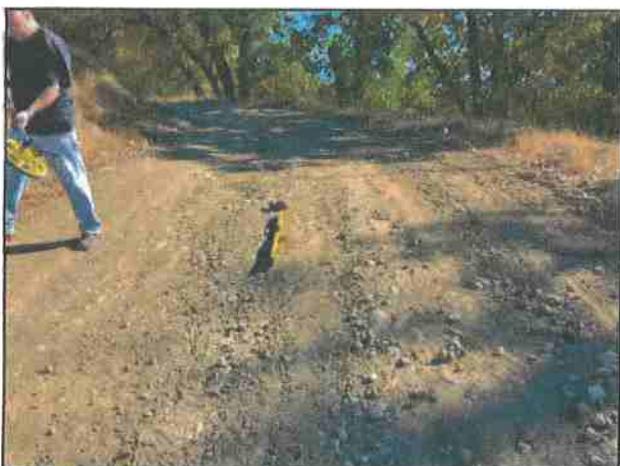


Photo #828 Private Access Rd @ Curve w/ Turn-out Looking NE

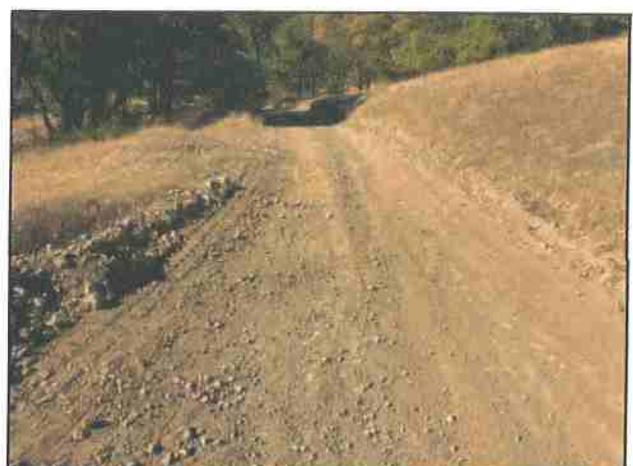


Photo #829 Private Access Rd @ Curve w/ Turn-out Looking SW

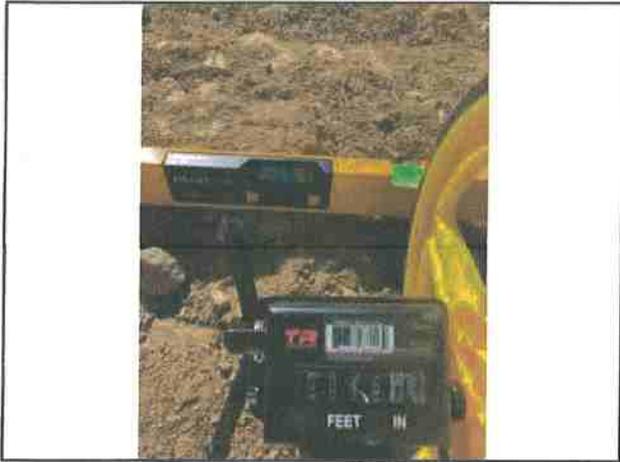


Photo #830 Private Access Rd Slope 18% Width 16'10"

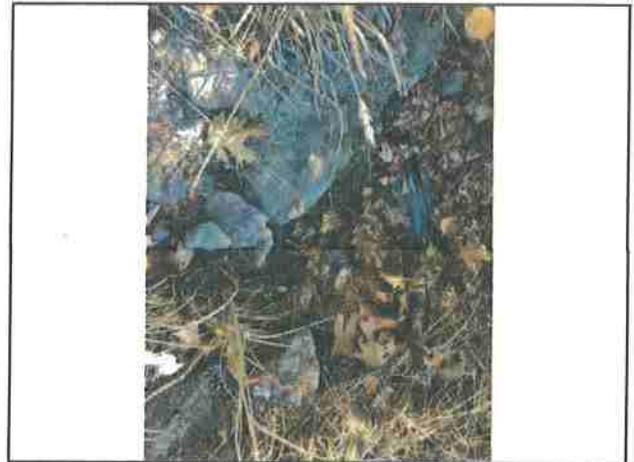


Photo #831 Private Access Rd Looking @ 12" Culvert In Photo 825 Shows Culvert Out

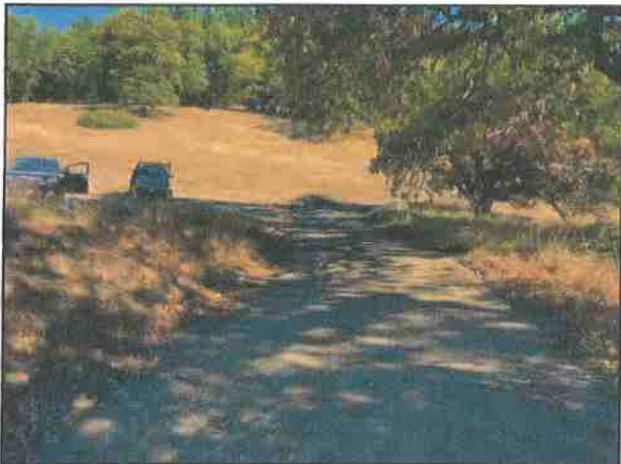


Photo #832 Private Access Rd @ Curve w/ Turn-out Looking NE

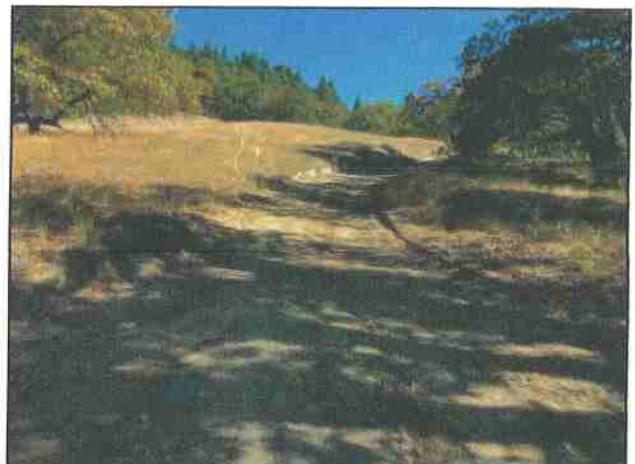


Photo #833 Private Access Rd @ Curve w/ Turn-out Looking NE



Photo #834 Private Access Rd Width 11'9"

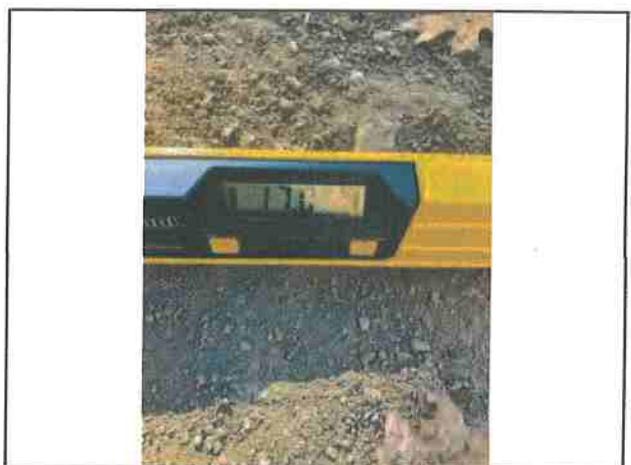


Photo #835 Private Access Rd Slope 17.0%

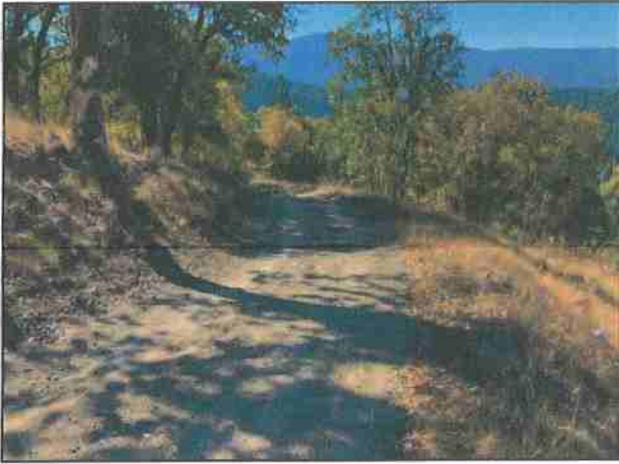


Photo #837 Private Access Rd @ Curve w/ Turnout Looking SE

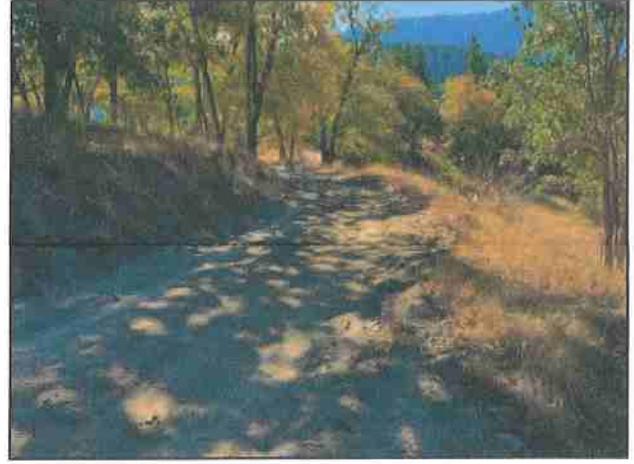


Photo #838 Private Access Rd @ Curve w/ Turnout Looking SE

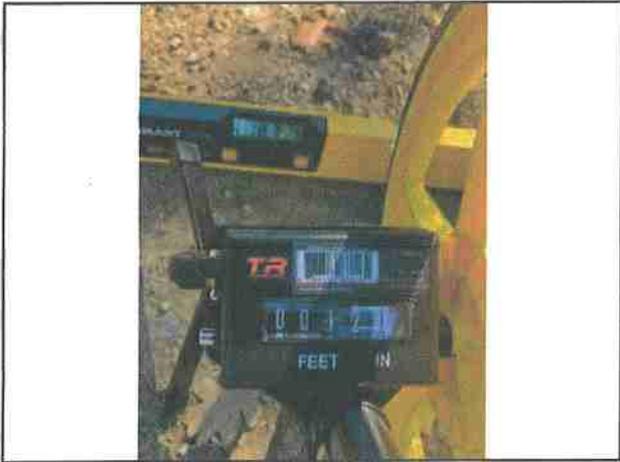


Photo #839 Private Access Rd Slope 18.7% Width 12'1"

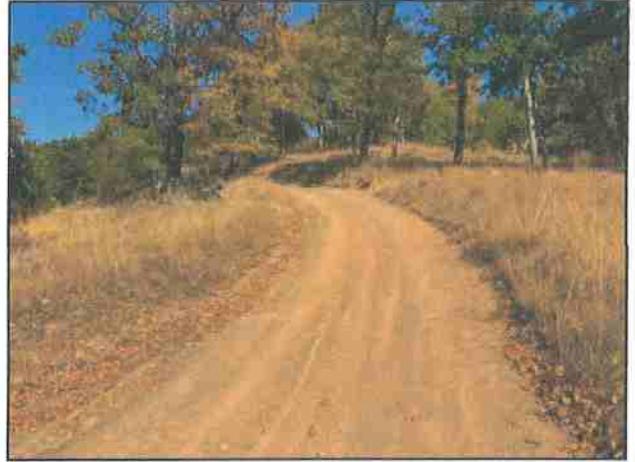


Photo #840 Private Access Rd @ Curve w/ Turnout Looking NW

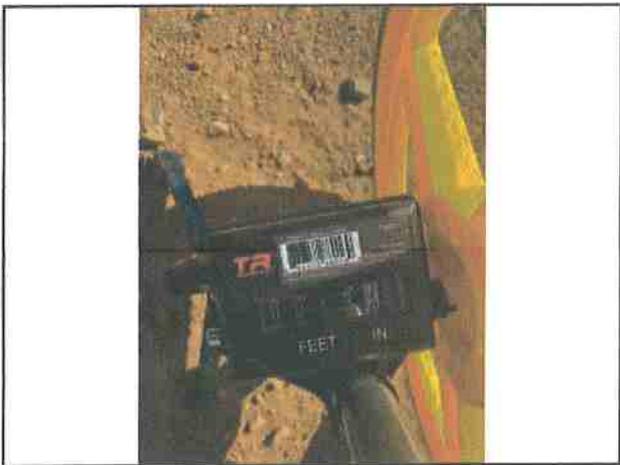


Photo #841 Private Access Rd Slope 18.7% Width 12'1"

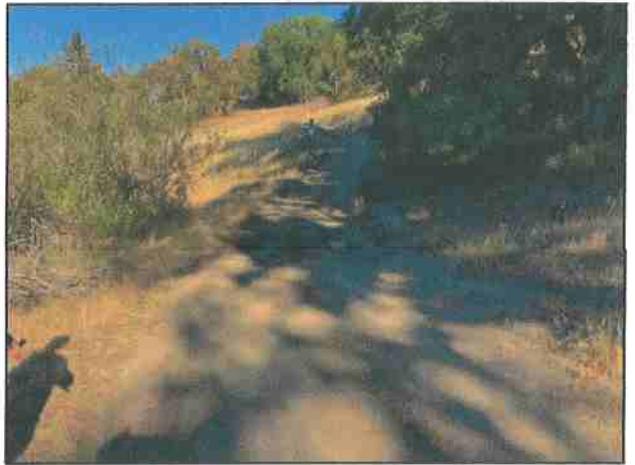


Photo #842 Private Access Rd @ Curve w/ Turnout Looking NE



Photo #843 Private Access Rd @ Curve w/ Turn-out Looking SW

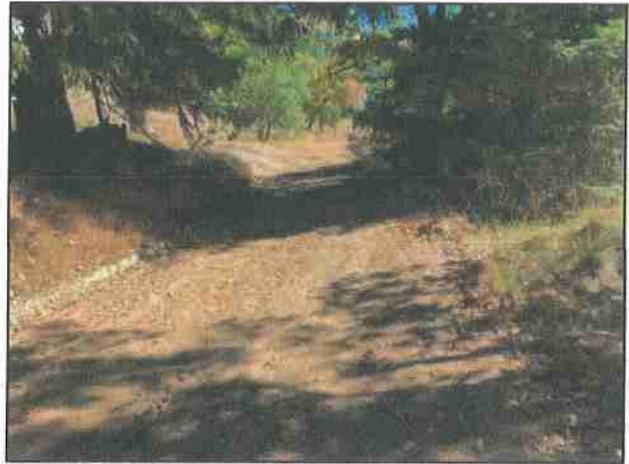


Photo #844 Private Access Rd @ Curve w/ Turn-out Looking SE



Photo #845 Private Access Rd @ Curve w/ Turn-out Looking NW

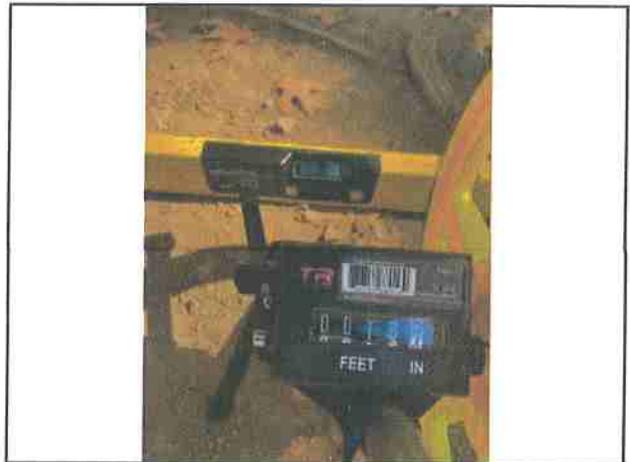


Photo #846 Private Access Rd Slope 9.4% Width 18'5" @ Turnout

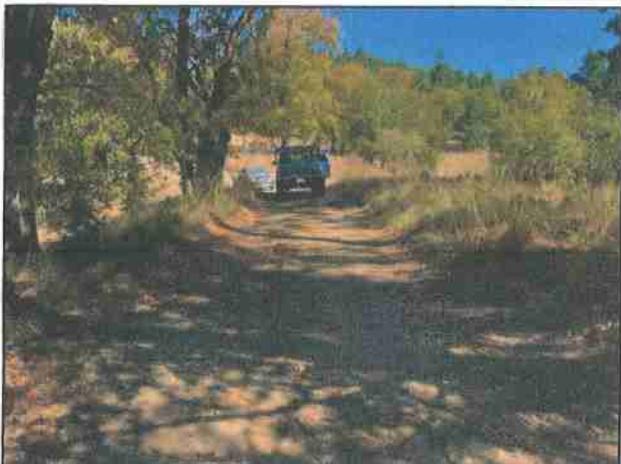


Photo 847 Private Access Rd @ Curve w/ Turnout Looking NW

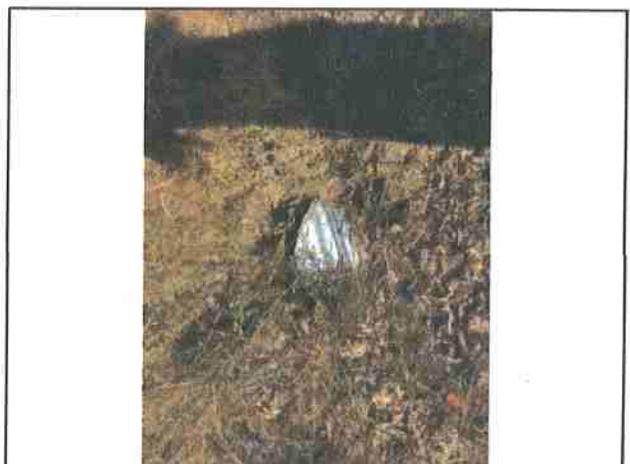


Photo #848 Private Access Rd Looking @ Partially Clogged 12" Culvert In



Photo #849 Private Access Rd 12" Culvert In, Photo 848 Show Culvert Out

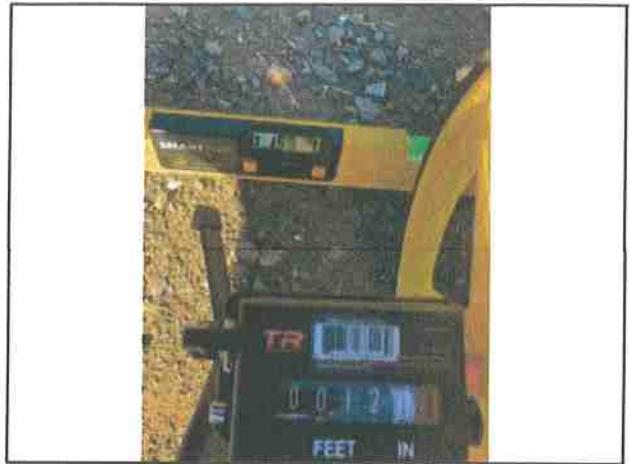


Photo #850 Private Access Rd Slope 15.3% Width 12'1"

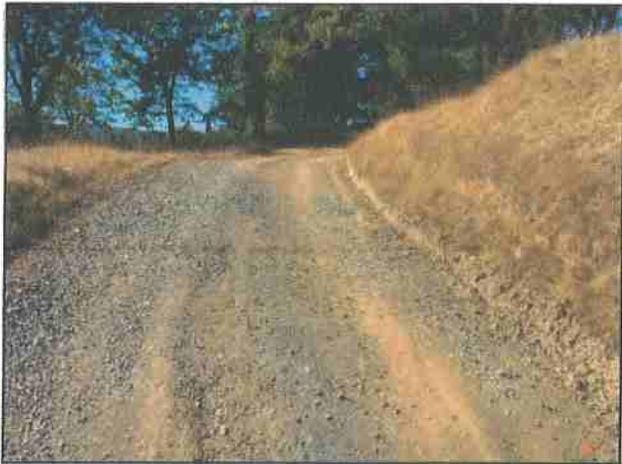


Photo #850A Private Access Rd @ Curve w/ Turn-out Looking SW



Photo #851 Private Access Rd @ Curve w/ Turn-out Looking NE

Not Used

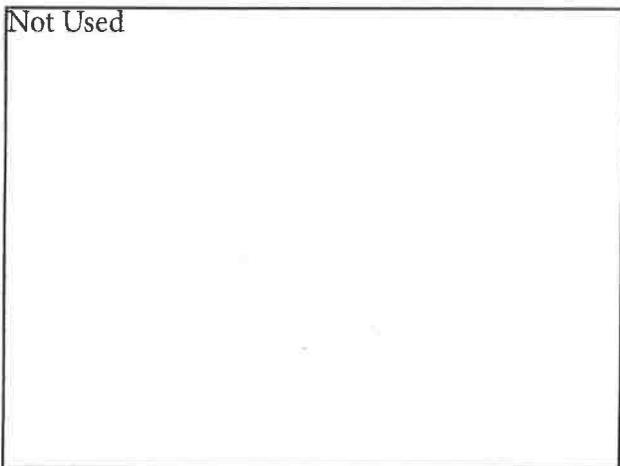


Photo #852 Not Used

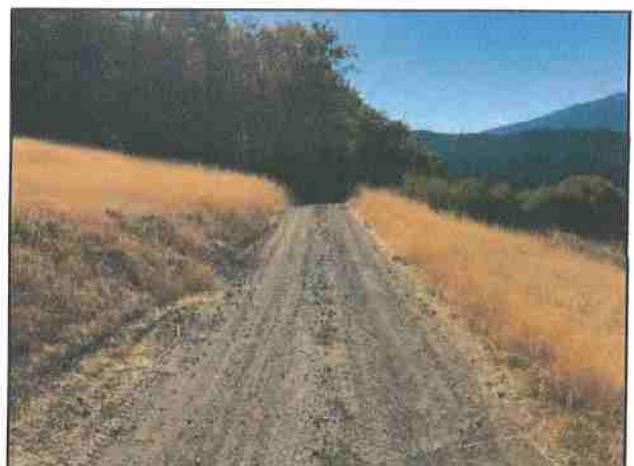


Photo #853 Private Access Rd @ Curve w/ Turn-out Looking SE

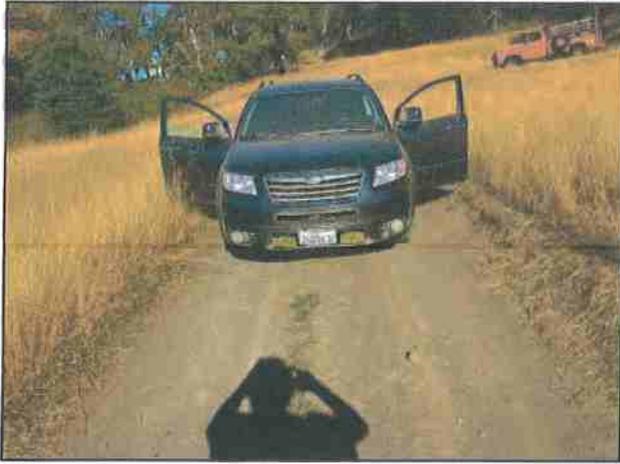


Photo #853A Private Access Rd Looking NW



Photo #854 Private Access Rd @ Curve w/ Turn-out Looking SE



Photo # 855 Private Access Rd @ Curve w/ Turn-out Looking NE

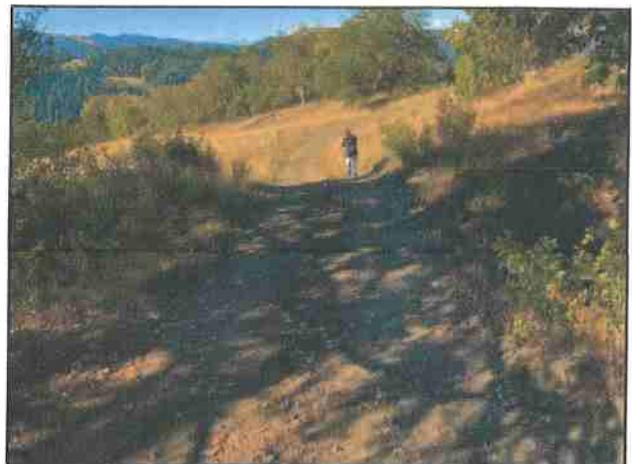


Photo #856 Private Access Rd @ Curve w/ Turn-out Looking SW

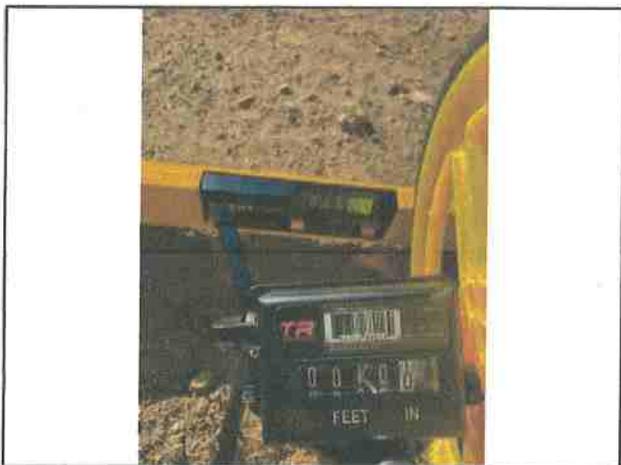


Photo # 857 Private Access Rd Slope 29.9% Width 10'

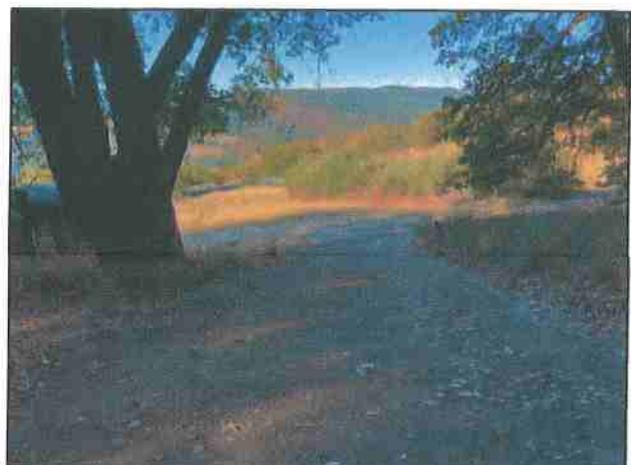


Photo # 858 Private Access Rd @ Curve w/ Turn-out Looking NW

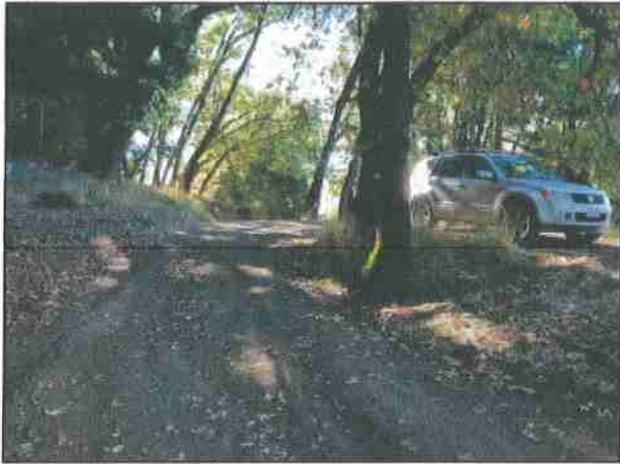


Photo #859 Private Access Rd @ Curve w/ Turnout Looking NW

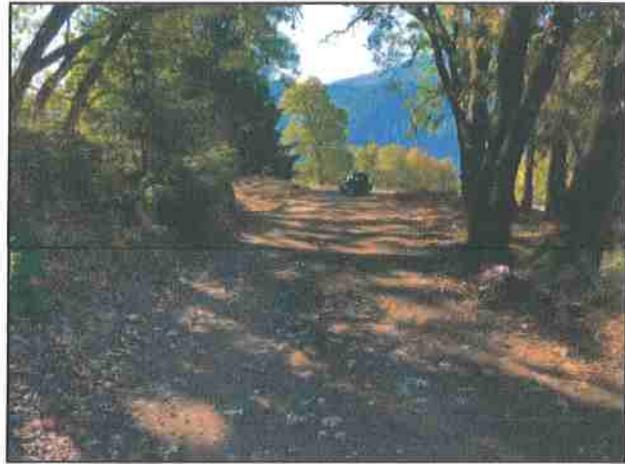


Photo #860 Private Access Rd @ Turnout Location Looking SE @ Curve



Photo #861 Private Access Rd Width 10'11"

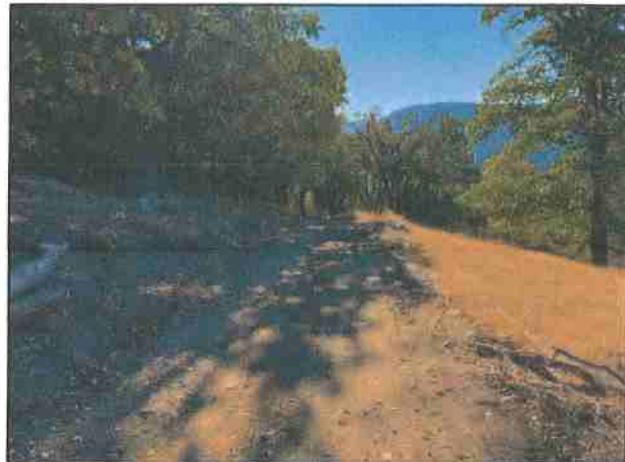


Photo #862 Private Access Rd @ Curve w/ Turnout Looking SE

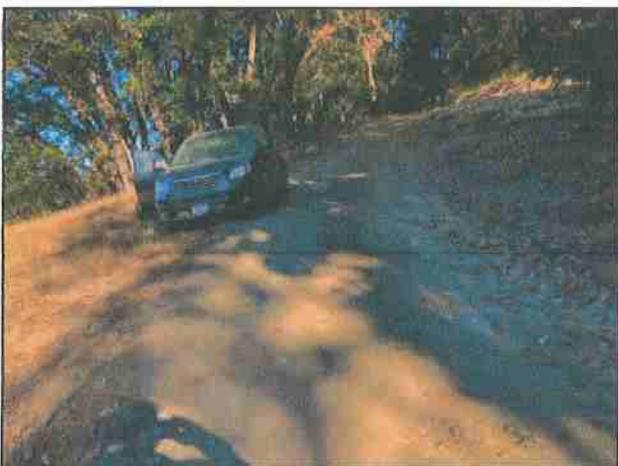


Photo #863 Private Access Rd @ Curve w/ Turnout Looking NW

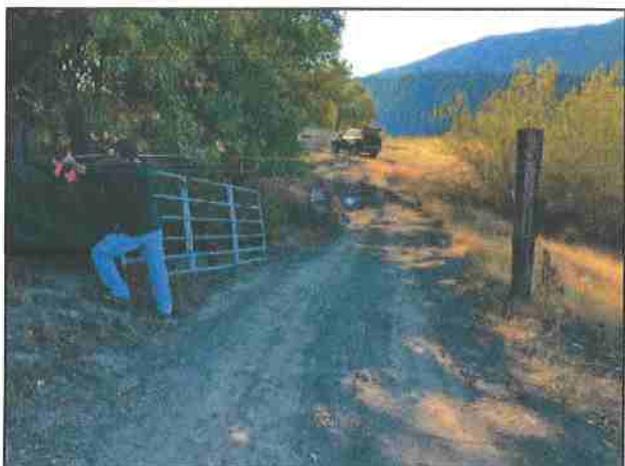


Photo # 864 Private Access Rd @ 12' Wide Gate

