Attachment D:
PHOTO LOG
CITY OF ARCATA
RAIL-WITH-TRAIL CONNECTIVITY PROJECT

DRAFT: June 30, 2010

Applicant:
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PHOTO LOG

Photo 1: Vegetation between Skate Park and Tennis Courts/City Park. (see Jacobs)

Photo 2: Photo along railroad, new Foster Avenue alignment and trail location would be upslope to right of photo.
Photo 3: Entrance to Shay park from new Foster Avenue alignment, would need to be widened to allow for proposed trail.

Photo 4 (View west): Beginning of potential high school path (“Secondary Alignment”) at Sunset Avenue, existing 12 foot wide gravel road with additional 2 foot shoulder each side would allow for trail installation without disturbing wetland ditch to north (left).
Photo 5 (view north): Wetland drainage ditches on either side of road at end of football field, area adjacent to bend in existing High School football field access road where the Secondary Alignment option is considered.

Photo 6 (view north): Photo at top of hill for Secondary Alignment option.
Photo 7 (view south): At parking lot behind high school, slope at area proposed as Secondary Alignment, steep drop off would require special trail design in this area so as not to reduce size of parking lot.

Photo 8: At fence behind high school building
Photo 9: Shay Park along railroad alignment, trail would cut through park from right and join along railroad alignment.

Photo 10: Riparian vegetation within Shay Park, existing pedestrian trail would be expanded.
Photo 11 (view south): Exiting Shay Park/railroad alignment at Alliance Avenue, east side of Alliance Road (left), looking downstream to culvert.

Photo 12 (View south): West of Shay Park at Alliance Avenue, west side of road (right), looking downstream of culvert towards Stonehenge.
| Photo 13: East side of Alliance Avenue at pedestrian refuge island |
| Photo 14: West side of Alliance Avenue in Stonehenge near pedestrian refuge island |
| Photo 15: (view southwest) Alliance Avenue at L Street, showing isolated wetland area on compacted non-native soil. |
Photo 16: (View north) Wetland ditch at north end of L Street at Storage units.

Photo 17: (view south) L Street
Photo 18: (view south) L Street extension just north of intersection with Samoa Boulevard.

Photo 19 (view towards north): Wetlands south of Samoa Boulevard along rail road tracks
Photo 20 (view to east): From northern end (at bend) of berm, looking east towards railroad tracks across area to be bridged over to return to the railroad alignment. (Section 5.1→5.2)

Photo 21 (view north): Along upland birm, existing trail with City of Arcata manmade wetland pond to west (left) and freshwater marsh to east (right) between berm and railroad alignment.

Photo 22: Crossing I Street
Photo 23: Existing crushed gravel trail along WWTP pond and riparian.

Photos 24a and b: Along existing marsh trail that will be widened into adjacent ditch/wetlands near mount trashmore.
Photo 25: (view north) Existing Butcher Slough crossing at Arcata Marsh.

Photo 26: (looking northwest) South of WWTP along South G Street, patches of riparian visible to west (left).
Photo 27: (looking north) Riparian patches along railroad alignment

Photo 28: Representative salt marsh to west of railroad alignment
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<th>Photo 29 (view south):</th>
<th>Existing railroad crossing of Gannon Slough</th>
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<td>Photo 30 (view southwest):</td>
<td>Jacoby Creek crossing</td>
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<td>Photo 31:</td>
<td>Representative brackish portion of highway ditch.</td>
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<td>Photo 32:</td>
<td>Representative freshwater emergent portion of highway ditch.</td>
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Photo 33: Old Jacoby Creek tidegate.

Photo 34: Rocky Gulch tidegate.
Photo 35: Shorebird observed roosting on boulders at bay margin and adjacent to rail road bed, as well as old piles.

Photo 36: Trail terminus at Bracut driveway.