

**INVENTORY FORM ATI-1. TOPOGRAPHICAL & ARTIFACT TRAIL EVIDENCE AT STATIONS FOR ATI:
June 22, 2012**

STATIONS FOR APPLGATE TRAIL I (ATI) NORTH SEXTON PASS I-5 EAST (1,060')

| Sta. ¹ | Name ² | Elev. ³ | Lat/Long ⁴ | Course ⁵ | “W” ⁶ | Ditches ⁷ | Shldr ⁸ | Matl ⁹ | Comments |
|-------------------|--------------------------|--------------------|---------------------------------|---------------------|------------------|----------------------|--------------------|-------------------|---|
| 0+00 | “Y” Rd No. 1 | 2,016' | 42° 36' 12.4" 123° 22' 55.0" | N 003" S 183" | (50'?) | | | | Start of ATI at junction of 200' New Access/Fire I-5 Road and 1,060' ATI |
| 1+00 | | 2,002' | 42° 36' 13.5" 123° 22' 54.9" | N 003" S 183" | 15'+ | UHD | | | |
| 1+39 | Start of Line-Of-Rocks | | ??."? ??."? | | | | LOR Berm | | LOR (start) 61' between 1+39 - 2+00 Berm (start) 61' between 1+39 - 2+00 |
| 2+00 | | 2,001' | 42° 36' 14.4" 123° 22' 55.0" | N 013" S 193" | 17' | UHD MED | LOR Berm | | 2 photos of creek entering ditches: UHD & MED |
| 2+50 | Anchor Rod ¹¹ | | | | | | | | For ATT pole east of the I-5 boundary fence line |
| 3+00 | | 1,992' | 42° 36' 15.7" 123° 22' 55.7" | N 013" S 193" | 21' | UHD MED | LOR Berm | | LOR for 100' between 3+00 - 4+00 Berm for 100' between 3+00 - 4+00 |
| 3+60 | PT Pole ¹¹ | | | | | | | | Postal Telegraph (PT) Pole Along I-5 fence line |
| 4+00 | | 1,983' | 42° 36' 16.4" 123° 22' 54.4" | N 005" S 185" | | UHD MED | LOR Berm | | LOR for 100' between 4+00 - 5+00 Berm for 100' between 4+00 - 5+00 |
| 5+00 | | 1,979' | 42° 36' 17.2" 123° 22' 54.2" | N 005" S 185" | 23' | UHD MED | LOR Berm | | LOR for 100' between 5+00 - 6+00 Berm for 100' between 5+00 - 6+00 |
| 6+00 | Cross Over | 1,971' | 42° 36' 18.2" 123° 22' 54.4" | | (25') (22') | UHD MED | LOR Berm | | LOR (end) 25' between 6+00 - 6+25 Berm (end) 25' between 6+00 - 6+25 CBS with OREHNT on stake 56' from 6+00 Parallel line of large trees on both sides of road |
| 6+25 | End of Line-Of-Rocks | | ??."? ??."? | | | | LOR Berm | | LOR (end) 25' between 6+00 - 6+25 Berm (end) 25' between 6+00 - 6+25 |

| | | | | | | | | | |
|--------------|-----------------------|--------|---------------------------------|-----|----------------|--------------|------|-----|---|
| 7+00 | | 1,908' | 42° 36' 19.4" 123° 22' 53.7" | | 30' | UHD MED | | | At 7+34 MED diverts downhill towards I-5 culvert |
| 7+60 | “Y” Rd No. 2 | 1,934' | 42° 36' 19.8" 123° 22' 53.8" | | (24') (33') | MED | | | Down cedar with 2 tops crosses at “Y” Rd. No. 2 33' across top of “Y”; 24' across bottom at “Y” |
| 8+00 | Big Sugar Pine | 1,938' | 42° 36' 20.0" 123° 22' 53.8" | | 18' | MED? DED? | | | Big Sugar Pine (3'7" dia. & 10.5' cir.) uphill side of road (2 photos of tree); CBS with 568HNT on stake 31' from 8+00; bank off lower edge of ATI road & bank up to upper ATII road. |
| 9+00 | | 1,924' | 42° 36' 21.5" 123° 22' 53.8" | | 14' | MED | Berm | | |
| 10+00 | I-5 Culvert | 1,912' | 42° 36' 22.0" 123° 22' 54.3" | | 18' | | Berm | | There is an I-5 culvert downhill from 10+00. Three benches at 10+00 (2 photos taken); 10' elevation difference from ATI & ATII. |
| 10+60 | End of ATI | | ??."? ??."? | | 19' | | Berm | | End of ATI is at I-5 Sign meadow; 6' elevation difference from ATI & ATII; CBS 6' from 10+60. |
| 11+40 | I-5 Sign | | 42° 36' 23.7" 123° 22' 54.0" | n/a | n/a | n/a | n/a | n/a | I-5 Sign is in an open meadow on course of ATI to JA-15; I-5 Sign can be viewed on Google Earth. |

Footnotes (all information is in bearing and distance from the stations)

1. Station (feet description).
2. Station Name (e.g., some descriptive name of geographic location; names will be added as applicable; Cross Over describes the point where the normal walking path on *Trail* crosses over from the downhill side to uphill side of *Trail*).
3. Station Elevation per GPS mark; these GPS elevations are not necessarily accurate.
4. Lat/Long = Latitude and Longitude of Station (upper coordinate is the north latitude; lower number is west longitude)
5. Course is true azimuth (upper number is north course; lower number is south course).
6. "W" = width of Road/Trail in feet at Station. One would expect the *Trail* from ATI 7+60 to ATI 11+40 to be narrower as it was the original *Trail* not improved as much. Measure from base of uphill cut to downhill berm.
7. There are presently four choices for Ditches: 1. UHD = Uphill Ditch parallel with road/trail, 2. MED = Middle Erosion Ditch parallel with road/trail, 3. DED = Downhill Ditch parallel with road/trail, and 4. Other. Are ditches ruts?
8. "Shldr" = Shoulder of the road/trail. There are three choices: 1. berm, 2. no berm, 3. and line-of-rocks (LOR).
9. "Matl" = Material either dirt or rocks and dirt. One would expect the Trail from ATI 7+60 to ATI 11+40 to be more dirt as it was the original Trail not improved as much.
10. Comments (e.g., cut bank stake = CBS; diameter at breast height = dia.; circumference at breast height = cir; etc.). Additional information on the Line-of-Rocks came be found on Form ATI-2. Line of Rocks Evidence at Stations for ATI. Parallel lines of trees next to Trail may become a new recorded feature with its own column.
11. Appendix E, draft "*Applegate Trail I North Sexton Pass I-5 East: II*" paper.