

Exhibit C-49 S-1C: Grip Road measurements, attached to McLeod Letter

Exhibit S-1C
Potential for Collision at Two Grip Road Locations
From Gravel Truck/Pup Trailer Crossovers

Location of curve or outlet	Degree of turn	Width heading from Prairie Road (Entering and exiting the curve)	Width heading to Prairie Road (Entering and exiting the curve)	Estimated intrusion across center line From TIA model	Space remaining in opposite lane for oncoming Car or truck
21804 Grip Rd	90	Enter = 11' Exit = 11'6"	Enter = 12' Exit = 11'6"	2 ½ to 3 ½ feet 2 ½ to 3 ½ feet	7'6" to 8'6"
21993 Grip Rd	90	Enter = 11'6" Exit = 12'	Enter = 12' Exit = 10' 6"	2 ½ to 3 ½ feet 2 ½ to 3 ½ feet	7' to 8'6"

Notes:

- Points of measure are located at the point where a curve begins or ends from a straight-away. Measurements are taken perpendicular to the road, from the inner pavement edge of the curve to the outer pavement edge.
- From Prairie Road = heading southeast travel. To Prairie Road = northwest travel.
- Intrusion is estimated crossover from the pup trailer, using standard estimated crossover width from the applicant's Traffic Impact Analysis on Prairie Road crossover points (Sept. 2020) (on the two Prairie Road curves approaching Hwy 99 at 19287 and 19353 Prairie Road). Grip Road is assumed to be more restrictive for turning due to less available pavement for turns.
- Lane width measurement uses entire pavement from center line to asphalt edge and none of the unstable gravel shoulder.
- Gravel truck wheel base is 8 feet wide and does not include extended side mirrors. Any remaining width less than 8 feet is a collusion hazard.