HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Just Crav Ventures APN: 221-061-034

Planning & Building Department Case/File No.: PLN-12313-SP

Road Name: Salmon Creek Road (County Maintained) *(complete a separate form for each road)*

From Road (Cross street): Maple Hills Road

To Road (Cross street): Thomas Road (County Maintained)

Length of road segment: 1.7 miles Date Inspected: 05/09/23

Road is maintained by: ☑ County ☐ Other
(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.

Signature 05-30-23 Date

Tyler Martin, EIT
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: _____ Date Inspected: _____ APN: _____

From Road: _____ (Post Mile _____) Planning & Building Department Case/File No.:

To Road: _____ (Post Mile _____) _____

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: _____ 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 not possible to 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.

(SEAL)

Signature of Civil Engineer 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.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Just Crav Ventures APN: 221-061-034

Planning & Building Department Case/File No.: PLN-12313-SP

Road Name: Thomas Road (County Maintained) *(complete a separate form for each road)*

From Road (Cross street): Salmon Creek Road

To Road (Cross street): Thomas Road (Not County Maintained)

Length of road segment: 4.1 miles Date Inspected: 05/09/23

Road is maintained by: ☑ County ☐ Other _____
(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.

Signature 05-30-23 Date

Tyler Martin, EIT
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: _____ Date Inspected: _____ APN: _____

From Road: _____ (Post Mile _____) Planning & Building Department Case/File No.:

To Road: _____ (Post Mile _____) _____

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: _____ 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 not possible to 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.

(SEAL)

Signature of Civil Engineer 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.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Just Crav Ventures APN: 221-061-034

Planning & Building Department Case/File No.: PLN-12313-SP

Road Name: Thomas Road (Not County Maintained) *(complete a separate form for each road)*

From Road (Cross street): Thomas Road (County Maintained)

To Road (Cross street): Upper Samuels Ranch Loop Road

Length of road segment: 1.5 miles Date Inspected: 05/09/23

Road is maintained by: ☐ County ☑ Other Road Maintenance 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.

Signature 05-30-23
Date

Tyler Martin, EIT
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: Thomas Road (Not County) Date Inspected: 05/09/23 APN: 221-061-034

From Road: Thomas Road (County) (Post Mile) Planning & Building Department Case/File No.:

To Road: Upper Samuels Ranch Loop Road (Post Mile) PLN-12313-SP

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: 4
   (Contact the Planning & Building Department for information on other nearby projects.)

   ADT: 242 Date(s) measured: 10/03/2017 (as per road eval., permit #11021)

   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 not possible to 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.

Kimberly D. Preston 5-30-23

Signature of Civil Engineer Date

REGISTERED PROFESSIONAL ENGINEER KIMBERLY D. PRESTON No. 62665 CIVIL STATE OF CALIFORNIA

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

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Just Crav Ventures APN: 221-061-034

Planning & Building Department Case/File No.: PLN-12313-SP

Road Name: Upper Samuels Ranch Loop Road *(complete a separate form for each road)*

From Road (Cross street): Thomas Road (Not County Maintained)

To Road (Cross street): Project Parcel

Length of road segment: 2.8 miles Date Inspected: 05/09/23

Road is maintained by: ☐ County ☑ Other Road Maintenance 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.

Signature 05-30-23 Date

Tyler Martin, EIT
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: Upper Samuels Ranch Loop Road Date Inspected: 05/09/23 APN: 221-061-034

From Road: Thomas Road (Not County) (Post Mile _____)

To Road: Project Parcel (Post Mile _____)

Planning & Building Department Case/File No.: PLN-12313-SP

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.) 6

   ADT: 150 Date(s) measured: 05/09/23

   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.) - See attached road eval

   ☐ The roadway cannot accommodate increased traffic from the proposed use. It is not possible to 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.

Kimberly D. Preston 5-30-23

Signature of Civil Engineer Date

REGISTERED PROFESSIONAL ENGINEER KIMBERLY D. PRESTON No. 62665 CIVIL STATE OF CALIFORNIA

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

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ROAD EVALUATION

for

THOMAS ROAD (COUNTY/PRIVATE) &

UPPER SAMUELS RANCH LOOP ROAD (PRIVATE)

APN 221-061-034, MIRANDA, CA

Prepared for: Justin Plesh
PLN-2022-12313
(Applicant: Lina Farms, LLC / Owner: Petar D. Arbalov)

Prepared by:
OMSBERG & PRESTON
402 E Street
Eureka, CA 95501
(707) 443-8651

May 26, 2023

Job. No.: 23-2295

Kimberly D. Preston

Kimberly D. Preston, R.C.E. 62665

Dated: 5-26-2023

Overview

A road analysis of Upper Samuels Ranch Loop Road (private road) and Thomas Road (private road) was conducted by Omsberg & Preston staff members Tyler Martin, EIT and Joe Klawitter on May 9, 2023 in order to review sections of said roads in conjunction with County permit application number PLN-2022-12313. The road segments encompassed by this Road Evaluation Report (hereafter referred to as Report) begin at Salmon Creek Road (a County road), and conclude at the driveway on the subject parcel, APN 221-061-034 (refer to Figures 1, 2 & 3, Tables 1-6 and Appendix A). This Report was undertaken at the request of the County of Humboldt to rectify issues raised by the Department of Public Works relating to the previously submitted evaluation(s), and to assess the road with respect to the following:

(1) fire safe access and standards and
(2) the road's ability to support increased traffic due to operations under the proposed plan.

Background Information

Upper Samuels Ranch Loop Road (private road) and Thomas Road (private road) are maintained by a Road Maintenance Association, accessed by Thomas Road (County-maintained road) via Salmon Creek Road (County-maintained road) and US Highway 101 (refer to Figure 1). The previous road evaluations undertaken for these roads are included herein for reference. While this report covers all four roads, supporting imagery is only included for the County-maintained and private portions of Thomas Road and Upper Samuels Ranch Loop Road to the project parcel.

Salmon Creek Road (County-maintained)

Salmon Creek Road, a County-maintained road accessed via US Highway 101, was previously evaluated by Tyler Martin, EIT, of Omsberg & Preston on October 19, 2022. At that time, the entire segment of Salmon Creek Road evaluated was found to have been repaired, widened, and significantly improved in sight distance through vegetation removal. This was confirmed during our May 9, 2023 road assessment.

Joel Monschke of Stillwater Sciences evaluated this portion of Salmon Creek Road under that Technical Memorandum dated October 3, 2017, prepared for APN 221-081-004. Mr. Monschke's Memorandum covered 1.7 miles of Salmon Creek Road, from Maple Hills Road to Thomas Road, and found the Average Daily Traffic (ADT) to be 640 vehicle trips per day over the segment of road evaluated. We believe current usage rates are now well below that figure due to the current economic conditions surrounding the cannabis market. Table 1, below, from said Memorandum is presented herein for reference only.

Table 1: Road Description per Technical Memorandum by Monschke (2017)

MILEPOST (MP)	Monschke (2017)
0.0 – 0.7	PAVED, WITH YELLOW STRIP, 18-24 FT WIDTH W/2-FT GRVL SHLDRS
0.7 – 0.8	RELATIVELY NARROW SECTION, 16-FT WIDTH NO SHLDR, DEEP DITCH
0.8 – 0.9	RELATIVELY NARROW SECTION, 15-FT WIDTH W/1-FT SHLDRS
0.9 – 1.0	18-FT ROAD WIDTH W/1-FT SHLDRS
1.0 – 1.1	20-FT ROAD WIDTH W/1-FT SHLDRS
1.1 – 1.2	24-FT ROAD WIDTH W/1-FT SHLDRS
1.2 – 1.3	16-FT ROAD WIDTH W/1-FT SHLDRS, PINCH POINT W/GOOD VISIBILITY
1.3 – 1.4	22-FT ROAD WIDTH W/2-FT SHOULDERS
1.4 – 1.45	28-FT WIDTH BRIDGE W/NO SHLDR
1.45 – 1.5	24-FT ROAD WIDTH W/2-FT SHLDRS
1.5 – 1.6	24-FT ROAD WIDTH W/2-FT SHLDRS
1.6 – 1.7	THOMAS ROAD INTERSECTION, 32-FT ROAD WIDTH W/2-FT SHLDRS

Thomas Road (County-maintained)

Thomas Road, a County-maintained road accessed via Salmon Creek Road, was previously evaluated by Joel Monschke of Stillwater Sciences under that Technical Memorandum dated October 3, 2017, prepared for APN 221-081-004. Mr. Monschke's Memorandum covered 4.1 miles of that County-maintained portion of Thomas Road, from Salmon Creek Road to that privately-maintained portion of Thomas Road and found the ADT to be 494 vehicle trips per day over the segment of road evaluated. We believe current usage rates are now well below that figure due to the current economic conditions surrounding the cannabis market. Refer to Table 2, below, for road evaluation data from Monschke (2017) and Omsberg & Preston (2023).

Table 2: Road Description per Technical Memorandum by Monschke (2017), with Omsberg & Preston Field Data (2023) added

MILEPOST (MP)	MONSCHKE (2017)	O & P (2023)
0.1 – 0.2	15-FT WIDTH W/1-FT GRVL SHLDRS, FAIR VISIBILITY	16-18FT WIDTH, SATISFACTORY
0.2 – 0.3	18-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, EXCELLENT
0.3 – 0.4	18-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
0.4 – 0.45	18-FT WIDTH W/1-FT GRVL SHLDRS	16-18FT WIDTH, SATISFACTORY
0.45 – 0.5	16-FT WIDTH W/DECENT VISIBILITY, PINCH POINT	16-18FT WIDTH, GOOD
0.5 – 0.6	18-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
0.6 – 0.7	24-FT WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
0.7 – 0.8	20-FT WIDTH W/2-FT GRVL SHLDRS	19-21FT WIDTH, SATISFACTORY
0.8 – 0.9	30-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
0.9 – 1.0	24-FT WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
1.0 – 1.1	15-FT WIDTH W/1-FT GRVL SHLDRS, PINCH POINT	18-20FT WIDT, SATISFACTORYH
1.1 – 1.2	20-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
1.2 – 1.3	20-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
1.3 – 1.4	22-FT WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
1.4 – 1.5	22-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
1.5 – 1.6	20-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
1.6 – 1.7	20-FT WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, EXCELLENT
1.7 – 1.8	20-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
1.8 – 1.9	20-FT WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOID
1.9 – 2.0	18-FT WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATIOSFACTORY
2.0 – 2.1	15-FT WIDTH W/1-FT GRVL SHLDRS	15-17FT WIDTH, SATISFACTORY
2.1 – 2.15	18-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
2.15 – 2.2	15-FT ROAD WIDTH W/1-FT GRVL SHLDRS	
2.2 – 2.3	20-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
2.3 – 2.35	20-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
2.35 – 2.4	20-FT ROAD WIDTH, PINCH POINT	18-20FT WIDTH
2.4 – 2.5	15-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, EXCELLENT
2.5 – 2.6	18-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
2.6 – 2.7	18-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, EXCELLENT
2.7 – 2.8	20-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
2.8 – 2.9	18-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, POOR
2.9 – 3.0	18-FT ROAD WIDTH W/1-FT GRVL SHLDRS	15-17FT WIDTH, SATISFACTORY
3.0 – 3.1	15-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
3.1 – 3.15	20-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
3.15 – 3.2	15-FT ROAD W/1-FT GRVL SHLDRS, PINCHPOINT	16FT WIDTH, FAIR
3.2 – 3.3	20-FT ROAD WIDTH W/2-FT GRVL SHLDRS	14-16FT WIDTH, GOOD
3.3 – 3.4	16-FT ROAD WIDTH ON BRIDGE, NO SHLDR	16-18FT WIDTH, EXCELLENT
3.4 – 3.5	16-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY
3.5 – 3.6	18-FT ROAD WIDTH W/1-FT GRVL SHLDRS	13-15FT WIDTH, GOOD
3.6 – 3.65	12-FT ROAD WIDTH W/2-FT GRVL SHLDRS	13-15FT WIDTH, SATISFACTORY
3.65 – 3.7	12-FT ROAD WIDTH W/1-FT GRVL SHLDRS	14FT WIDTH, GOOD
3.7 – 3.8	12-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, EXCELLENT
3.8 – 3.9	18-FT ROAD WIDTH W/1-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
3.9 – 4.0	15-FT ROAD WIDTH W/2-FT GRVL SHLDRS	20-22FT WIDTH, EXCELLENT
4.0 – 4.1	15-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, GOOD
4.1	20-FT ROAD WIDTH W/2-FT GRVL SHLDRS	18-20FT WIDTH, SATISFACTORY

During our May 9, 2023 road assessment, the roadway was found to be well maintained. In general, the entire segment of County-maintained Thomas Road evaluated by this Report was found to have been repaired and improved in sight distance and traffic safety along its entire length.

Thomas Road (Private Road –MP 4.2 – 5.7)

Thomas Road, unpaved and well maintained by the Road Maintenance Association, was also evaluated by Mr. Monschke under said Technical Memorandum prepared for APN 221-081-004. The Memorandum covered 1.6 miles of Thomas Road (non-County maintained), from Thomas Road (County-maintained) to Salmon Creek School and found the ADT to be 242 vehicle trips per day over the segment of road evaluated. We believe current usage rates are now well below that figure due to the current economic conditions surrounding the cannabis market. Table 3, below, from said Memorandum is presented herein for reference only.

Table 3: Road Description per Technical Memorandum by Monschke (2017) with Omsberg & Preston Field Data (2023) added

MILEPOST (MP)	MONSCHKE (2017)	MILEPOST (MP)	O & P (2023)
0.1 – 0.2	18-FT WIDTH W/1-FT SHLDR	4.2	18-24FT WIDTH, GOOD
0.2 – 0.3	16-FT WIDTH	4.3	18-20FT WIDTH, SATISFACTORY
0.3 – 0.35	20-FT WIDTH W/2-FT SHLDR	4.4	16-18FT WIDTH, GOOD
0.35 – 0.4	16-FT WIDTH, PINCH POINT	4.45	16-18FT WIDTH, SATISFACTORY
0.4 – 0.5	18-FT WIDTH W/1-FT SHLDR	4.5	18-20FT WIDTH, GOOD
0.5 – 0.55	18-FT WIDTH W/1-FT SHLDR	4.6	16-18FT WIDTH, GOOD
0.55 – 0.6	16-FT WIDTH, PINCH POINT	5.55	16-18FT WIDTH, SATISFACTORY
0.6 – 0.7	18-FT WIDTH W/1-FT SHLDR	4.7	16-18FT WIDTH, SATISFACTORY
0.7 – 0.8	18-FT WIDTH W/1-FT SHLDR	4.8	18-20FT WIDTH, SATISFACTORY
0.8 – 0.9	22-FT WIDTH W/1-FT SHLDR	4.9	18-20FT WIDTH, SATISFACTORY
0.9 – 1.0	18-FT WIDTH W/1-FT SHLDR	5.0	16-18FT WIDTH, EXCELLENT
1.0 – 1.1	16-FT WIDTH W/NO SHLDR	5.1	16-18FT WIDTH, EXCELLENT
1.1 – 1.2	18-FT WIDTH W/NO SHLDR	5.2	16-18FT WIDTH, EXCELLENT
1.2 – 1.3	18-FT WIDTH W/NO SHLDR	5.3	16-18FT WIDTH, EXCELLENT
1.3 – 1.4	18-FT WIDTH W/2-FT SHLDR	5.4	18-20FT WIDTH, GOOD
1.4 – 1.5	20-FT WIDTH W/2-FT SHLDR	5.5	16-18FT WIDTH, GOOD
1.5 – 1.6	18-FT WIDTH W/1-FT SHLDR	5.6	16-18FT WIDTH, SATISFACTORY
1.6	18-FT WIDTH W/1-FT SHLDR	5.7	14-16FT WIDTH, GOOD

In general, the entire segment of Thomas Road (private) evaluated by this Report was found to have been repaired, widened and improved in sight distance through vegetation removal; therefore, we believe all road deficiencies have been addressed.

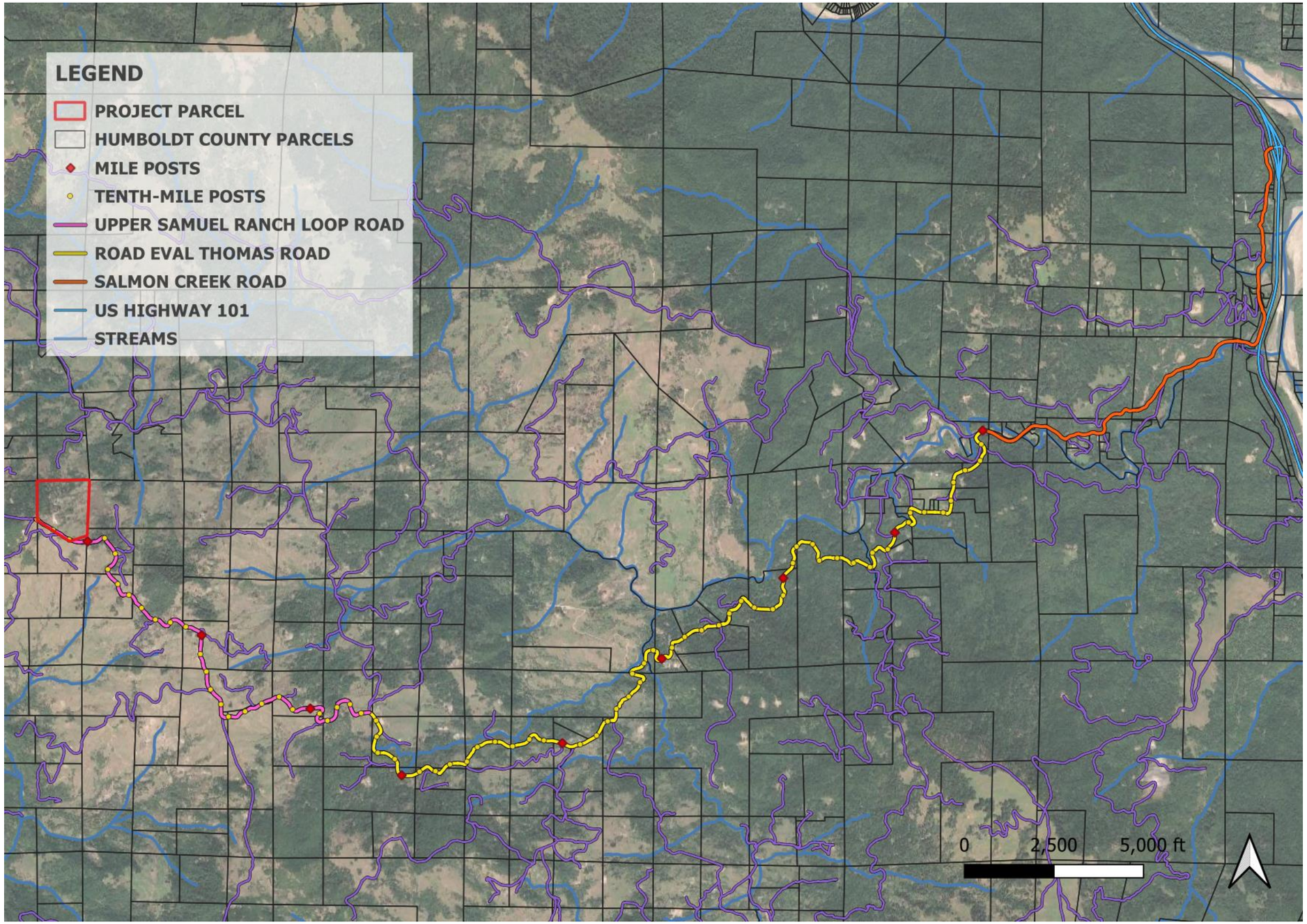
Upper Samuels Ranch Loop Road (Private Road – MP 5.7 – 8.3)

Upper Samuels Ranch Loop Road (private road), an unpaved road well-maintained by the Road Maintenance Association, was evaluated by Omsberg & Preston from Thomas Road (private road) to the subject parcel located at APN 221-061-034. In general, the entire segment of Upper Samuels Ranch Loop Road evaluated by this Report was found to have been repaired and improved in sight distance through vegetation removal. We determined the ADT to be roughly 150 vehicle trips per day (ITE Trip Generation Book) over the segment of road evaluated. We believe current usage rates are now well below that figure due to the current economic conditions surrounding the cannabis market. Refer to Table 4, below, for our collected field data.

Table 4: Road Description per Omsberg & Preston Field Data (2023)

MILEPOST	O & P (2023)
5.7 – 5.8	14-16FT WIDTH, GOOD
5.8 – 5.9	16-18FT WIDTH, SATISFACTORY
5.9 – 6.0	14-16FT WIDTH, EXCELLENT
6.0 – 6.1	14-16FT WIDTH, EXCELLENT
6.1 – 6.2	14-16FT WIDTH, SATISFACTORY
6.2 – 6.3	18-20FT WIDTH, EXCELLENT
6.3 – 6.4	16-18FT WIDTH, EXCELLENT
6.4 – 6.5	16-18FT WIDTH, SATISFACTORY
6.5 – 6.6	16-18FT WIDTH, EXCELLENT
6.6 – 6.7	16-18FT WIDTH, EXCELLENT
6.7 – 6.8	16-18FT WIDTH, SATISFACTORY
6.8 – 6.9	16-18FT WIDTH, SATISFACTORY
6.9 – 7.0	16-18FT WIDTH, SATISFACTORY
7.0 – 7.1	14-16FT WIDTH, SATISFACTORY
7.1 – 7.2	12-14FT WIDTH, EXCELLENT
7.2 – 7.3	16-18FT WIDTH, GOOD
7.3 – 7.4	16-18FT WIDTH, SATISFACTORY
7.4 – 7.5	16-18FT WIDTH, EXCELLENT
7.5 – 7.6	16-18FT WIDTH, GOOD
7.6 – 7.7	16-18FT WIDTH, SATISFACTORY
7.7 – 7.8	14-16FT WIDTH, EXCELLENT
7.8 – 7.9	14-16FT WIDTH, EXCELLENT
7.9 – 8.0	14-16FT WIDTH, EXCELLENT
8.0 – 8.1	14-16FT WIDTH, EXCELLENT
8.1 – 8.2	14-16FT WIDTH, EXCELLENT
8.2 – 8.3	14-16FT WIDTH, EXCELLENT
8.3	14-16FT WIDTH, EXCELLENT

OMSBERG & PRESTON	ROAD SYSTEM OVERVIEW	FIGURE 1
402 E Street	**JUST CRAV VENTURES(PLESH)**	May 9, 2023
Eureka, CA 95501	**APN 221-061-034**	23-2295
(707) 443-8651	**PLN-2022-12313**	1” = 2500 FEET



Site Investigation & Analysis

This road analysis was undertaken to determine if the road improvements called for in the previous evaluations have been completed and satisfy the County's Road Category 4 standards. In addition, corrections to the road evaluation submission for the subject parcel requested by Humboldt County Public Works are addressed by this report and road evaluation form submissions.

Mile Post (MP) markers are referenced herein at one-tenth of a mile increments, with MP 0.0 being located at the start of Thomas Road (County). The total "driving distance" of road covered by this evaluation was found to be approximately 8.3 miles (refer to Figure 1 for an overview of the road segment covered by this Report), divided into four segments as follows:

Segment 1: Salmon Creek Road (County-maintained)
Segment 2: Thomas County (County-maintained), MP 0.0 to 4.1
Segment 3: Thomas Road (Private) MP 4.1 to 5.5
Segment 4: Upper Samuels Ranch Loop Road (Private), MP 5.5 to MP 8.3

Note: Road segments 1 & 2 were found to have been improved to Road Category 4 standards. These County-maintained roads have been the subject of numerous road evaluations under other permit applications, and the called-for improvements have been completed, or are in progress of being completed.

Segment 1 (County-maintained Salmon Creek Road)

That County-maintained portion of Salmon Creek Road covered by this evaluation was found to have been improved to Road Category 4 Standards or better.

Segment 2 (County-maintained Thomas Road - MP 0.0 to 4.1)

The County-maintained portion of Thomas Road, above-referenced, was found to be in need of improvements as outlined in Table 5, below.

Table 5: Road Recommendations per Technical Memorandum by Monschke (2017), with Omsberg & Preston Field Data (2023)

MILEPOST (MP)	MONSCHKE (2017)	O & P (2023)
.1	Widen pavement, cut vegetation	Continue seasonal vegetation clearing
1.0	Widening, tree removal, blind corner	Widening of roadway is advised to mitigate blind corner
1.9 – 2.2	Pinch points, widening difficult, add signage for traffic control	Excellent visibility, no improvements have been made, additional signage still recommended
2.4	Corner widening, blind	Road widened, no additional recommendations
3.15	Corner widening, blind	Good visibility, road widening still advised
3.3	Vegetation removal, bridge, western extent	Continued seasonal vegetation clearing
3.4	Corner widening, blind	Visibility improved, continue vegetation clearing
3.5	Very steep, reduce grade & lengthen radius	Road improvements still advised
3.65 – 3.7	Corner widening, improve width & visibility, blind	Visibility improved, continue widening
3.7	Corner widening, partially blind	Visibility improved, continue vegetation clearing

In general, this segment of road has areas where additional widening should be undertaken. Additionally, seasonal brush clearing should be performed continuously along its entire length.

Segment 3 (Private Thomas Road – MP 4.1 to 5.5)
The private, unpaved portion of Thomas Road, above-referenced, is currently being maintained by the Road Maintenance Association. Previous and current road evaluation observations and recommendations are as called for below in Table 6.

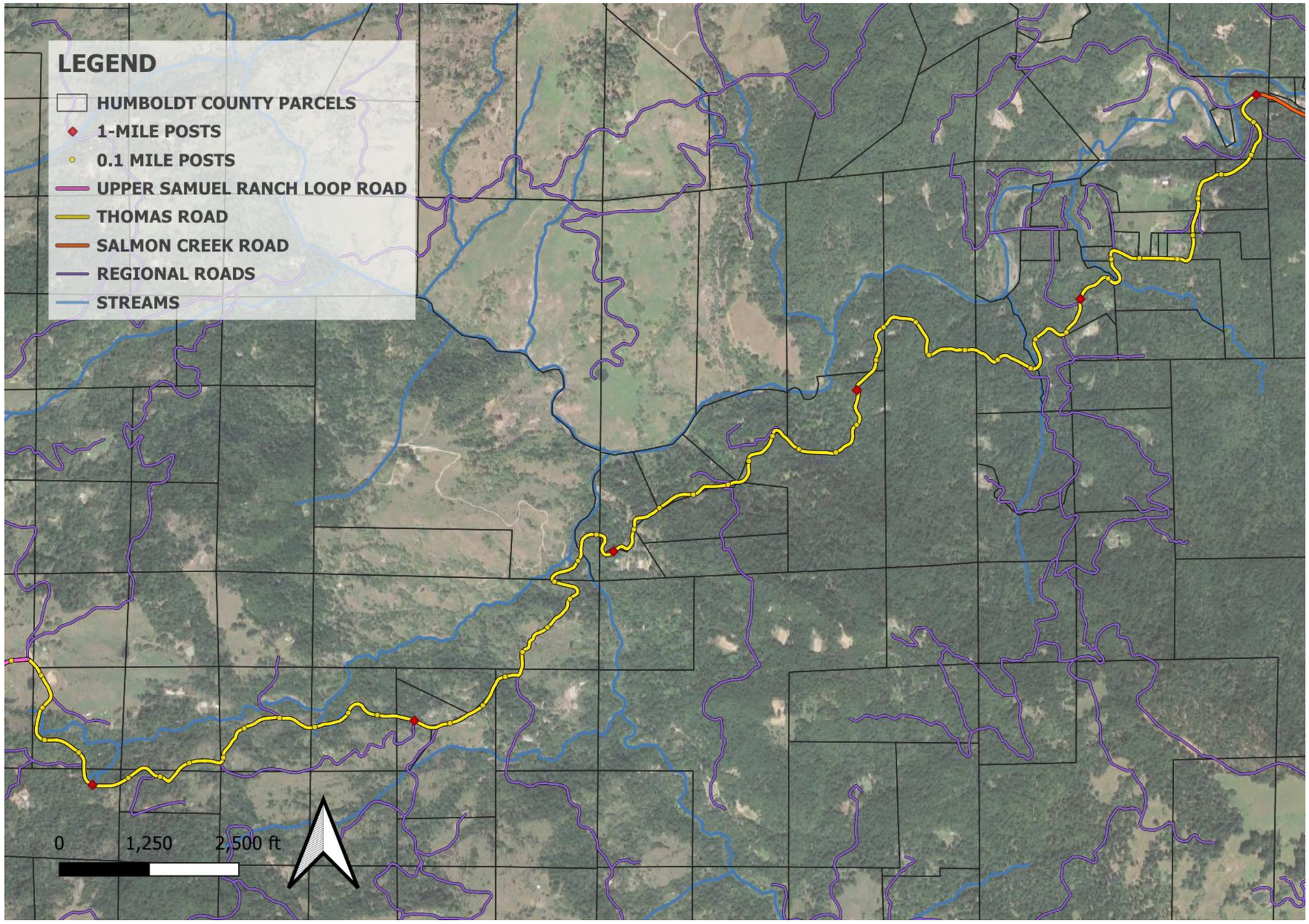
Table 6: Road Recommendations per Technical Memorandum by Monschke (2017), with Omsberg & Preston Field Data (2023)

MILEPOST (MP)	MONSCHKE (2017)	O & P (2023)
.35	Widen road, improve culvert, armor ditch	Evidence of armoring present

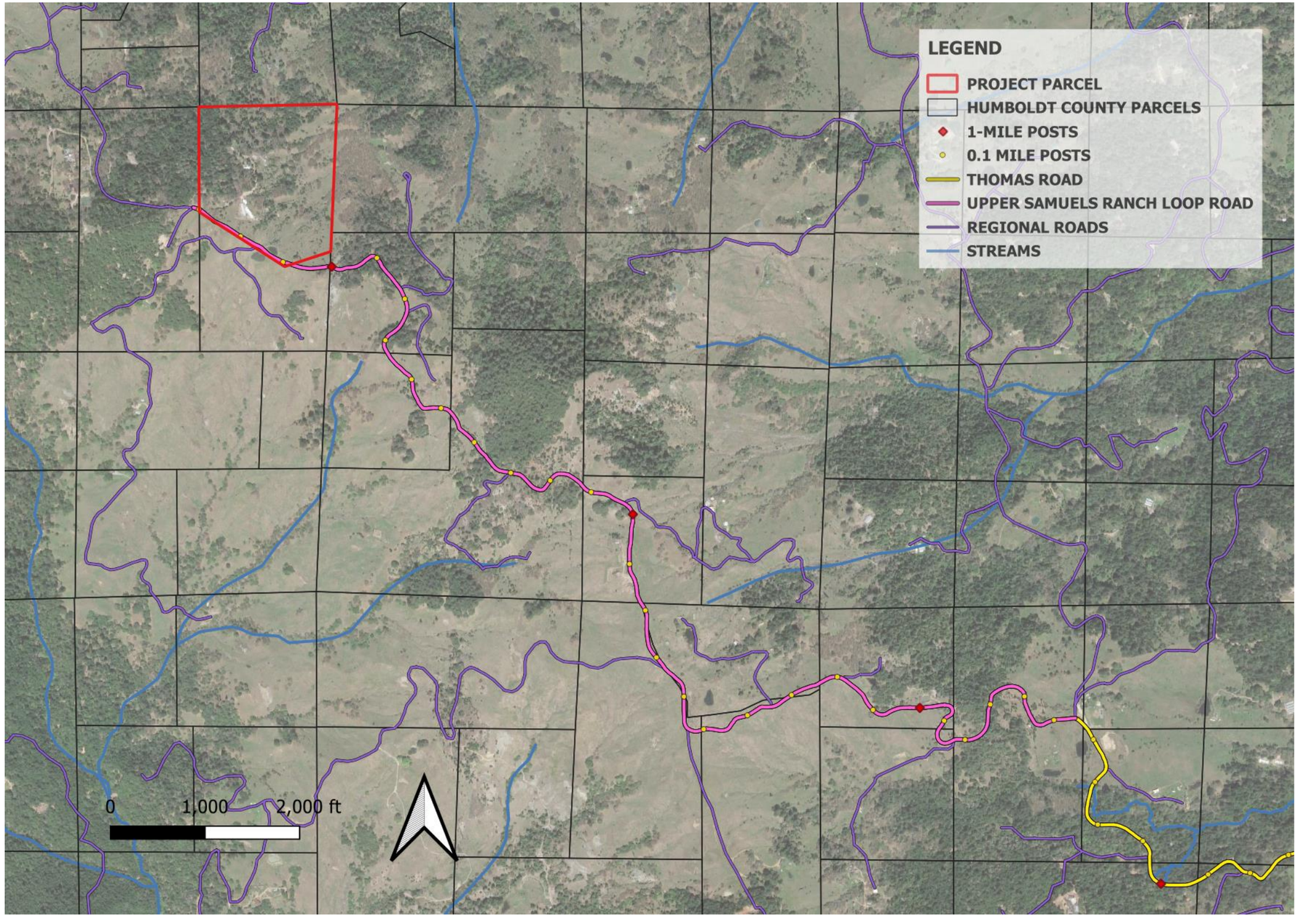
This unpaved portion of Thomas Road appears to be well maintained by the Road Maintenance Association, and in general, has several areas where widening should be considered. Seasonal brush clearing should also be undertaken along its entire length.

Segment 4 (Private Upper Samuels Ranch Loop Road – MP 5.5 to 8.3)
This private, unpaved portion of Upper Samuels Ranch Loop Road appears to be well maintained by the Road Maintenance Association; however, there are areas where widening should be considered. Seasonal brush clearing should also be undertaken along its entire length.

OMSBERG & PRESTON	THOMAS ROAD	FIGURE 2
402 E Street	**JUST CRAV VENTURES (PLESH)**	May 9, 2023
Eureka, CA 95501	**APN 221-061-034**	23-2295
(707) 443-8651	**PLN-2022-12313**	1” = 1250 FEET



OMSBERG & PRESTON	**UPPER SAMUELS RANCH LOOP ROAD**	FIGURE 3
402 E Street	**JUST CRAV VENTURES (PLESH)**	May 9, 2023
Eureka, CA 95501	**APN 221-061-034**	23-2295
(707) 443-8651	**PLN-2022-12313**	1” = 1000 FEET



Sight Distance

Road segments 1 through 4, inclusive, were found to have adequate sight distances at most locations; however, as a few "blind" spots were noted these roadways have been determined to be "Road Category 4 Equivalent" or better. Brush clearing maintenance should be undertaken to aid in improved site distance.

Road Drainage

Road segments 1 through 4, inclusive, were found to have adequate drainage control (rolling dips, ditch relief culverts, etc.) in place. The roads showed minimal signs of water damage along the entire length analyzed, where minor rutting was found, likely due to vehicular travel during wet and muddy conditions. With the exception of the routine maintenance to drainage improvements discussed herein, no further improvements were determined necessary at the time of our field visit.

Fire Safe Access

During our site visit, we observed that segments 1 and 2 had some sections that approached 18-20% grade. Unpaved road segments 3 and 4 were determined to have grades under 15%. Subsequent analysis in the office following our site visit utilizing USGS 1-meter digital elevation models supported our field observations. Please refer to Appendix A for road grades and photos.

Overall, the roads were observed to have been well-maintained along their entire length, with roadside and overhanging vegetation cleared, in addition to several locations where new asphalt pavement, indicative of road repairs and/or widening, was found. The recent road maintenance is likely due to the multitude of cannabis projects utilizing these roads and the associated conditions of project approval being undertaken. The paved portions of Salmon Creek and Thomas Roads had turnouts located at intervisible distances, at least one (1) every 0.1 to 0.15 miles. No portion of the unpaved roads evaluated by this Report were found to have grades over 16%, centerline curve radii less than 50 feet, or dead-end segments. At this time, we believe the road segments analyzed by this evaluation meet the Fire Safe Road Access standards prescribed by HCC§3112.

Capacity to Support Average Daily (ADT) Traffic Volumes

The average daily traffic (ADT) for this project was estimated using trip data as shown in the Technical Memorandum by Monscke (2017) and the ITE Trip Generation dataset used by Omsberg & Preston (2023). The project was conservatively assumed to be equivalent to a "Single-Family Detached Housing" (ITE Code 210) for the purpose of ADT estimation. Based on our analysis, we believe Upper Samuels Ranch Road (private) and Thomas Road (private) will be able to handle any increase in traffic due to the proposed project, and the project will not generate significant traffic impacts, even at peak use periods.

The first 4.1 miles of roadway leading to the project site consisted of asphalt pavement with sufficiently wide travel lanes. In addition, the road has undergone improvements and repairs that have improved the travel surface along segments 1 and 2. New turnout construction and/or improvements to existing turnouts were found to have been undertaken, and large swaths of vegetation removal had occurred, greatly improving sight distances.

The recent reduction in cannabis cultivation in Humboldt County has likely directly impacted the traffic volume on these roads. As noted in the Monschke Memorandum, as many as 92 active cannabis permits existed as of October 12, 2017. We believe this number, along with the associated traffic, has likely decreased over the last five (5) years.

Due to the reduction in traffic associated with the reduction of permitted cannabis activity, together with our assumption that all other permitted activities will remain the same, it is our opinion that the road segments evaluated by this Report have the capacity to support the anticipated traffic volumes.

Recommendations

The following improvements are being recommended in order to maintain those portions of the roadway that currently meet Humboldt County Road Category 4 standards, and to bring those segments with deficiencies up to said Category 4 standards or "equivalent". In addition, turnouts along the entire length shall be maintained for safety, visibility requirements and emergency access.

Segment 1: With brush clearing and routine maintenance continuing as is currently occurring, no additional improvements are deemed necessary within this County-maintained portion of Salmon Creek Road

Segment 2: No significant improvements to this County-maintained portion of Thomas Road were found to be necessary at this time. Maintenance of the road's drainage features, potential limited widening, in addition to brush clearing, shall continue along this segment of road.

Segment 3: The unpaved private portion of Thomas Road shall be seasonally resurfaced with rock along its entire length, and limited widening undertaken as necessary. The installation of a 10-mph speed limit sign could be posted in an effort to limit impacts to air quality and/or sediment transport. No significant improvements are deemed necessary along road segment 3 provided these recommendations are carried out.

Segment 4: The private unpaved portion of Upper Samuels Ranch Loop Road shall be seasonally resurfaced with rock along its entire length, and limited widening undertaken as necessary. As with road segment 3, the installation of a 10-mph speed limit sign could be posted in an effort to limit impacts to air quality and/or sediment transport. No significant improvements are deemed necessary along road segment 4 provided these recommendations are carried out.

Refer to Appendix A for photos and supplementary supporting information.

Conclusions

The road network evaluated by this Report will continue to meet or exceed Humboldt County's Road Category 4 standards provided that:

1. The roads undergo seasonal brush clearing and drainage maintenance,
2. Turnouts are properly maintained, and
3. The roads are seasonally resurfaced with appropriate road rock as necessary.

Appendix A: Road Evaluation
Supporting Information & Imagery

May 9, 2023

(Evaluation by Tyler Martin, EIT and Joe Klawitter)

Thomas Road (County-maintained)

Mile 0.00: 16-18 ft wide road

- Good visibility and sight distance
- ~0-20% grade

Paved road found to be in poor to satisfactory condition

Mile 0.10: 18-20 ft wide road

- Good visibility and sight distance
- ~12% grade

Paved road found to be in excellent condition

Mile 0.20: 18-20 ft wide road

- Good visibility and sight distance
- ~0-12% grade

Paved road found to be in good condition.

Mile 0.30: 16-18 ft wide road

- Good visibility and sight distance
- ~0-12% grade

Road found to be in satisfactory condition

Mile 0.40: 16-18 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition

Mile 0.50: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition

Mile 0.60: 19-21 ft wide road

- Excellent visibility and sight distance
- ~0-6% grade

Road found to be in satisfactory condition

Mile 0.70: 18-20 ft wide road

- Good visibility and sight distance
- ~10-20% grade

Road in satisfactory condition

Mile 0.80: 18-20 ft wide road

- Excellent visibility and sight distance
- ~0-4% grade

Road in good condition

Mile 0.90: 18-20 ft wide road

- Excellent visibility and sight distance
- ~6-10% grade

Road in satisfactory condition

Mile 1.00: 18-20 ft wide road

- Good visibility and sight distance
- ~0-4% grade

Road found to be in satisfactory condition

Mile 1.10: 18-20 ft wide road

- Good visibility and sight distance
- ~0-6% grade

Road found to be in satisfactory condition

Mile 1.20: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 1.30: 18-20 ft wide road

- Excellent visibility and sight distance
- ~0-2% grade

Road found to be in good condition, turnout present

Mile 1.40: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition, turnout present

Mile 1.50: 18-20 ft wide road

- Excellent visibility and sight distance
- ~0-4% grade

Road found to be in excellent condition

Mile 1.60: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 1.70: 18-20 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in good condition; 2 turnouts present

Mile 1.80: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 1.90: 15-17 ft wide road

- Good visibility and sight distance
- ~8-12% grade

Road found to be in satisfactory condition

Mile 2.00: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition

Mile 2.10: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition, turnout present

Mile 2.20: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 2.30: 18-20 ft wide road

- Good visibility and sight distance
- ~2-8% grade

Road found to be in good condition, turnout present

Mile 2.40: 18-20 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in excellent condition, turnout present

Mile 2.50: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition

Mile 2.60: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in excellent condition

Mile 2.70: 18-20 ft wide road

- Good visibility and sight distance
- ~15-18% grade

Road found to be in excellent condition

Mile 2.80: 15-17 ft wide road

- Excellent visibility and sight distance
- ~18% grade

Road was found to be in satisfactory condition

Mile 2.90: 15-17 ft wide road

- Good visibility and sight distance
- ~20% grade

Road found to be in satisfactory condition

Mile 3.00: 18-20 ft wide road

- Excellent visibility and sight distance
- ~16-18% grade

Road found to be in good condition, with a neckdown area

Mile 3.10: 18-20 ft wide road

- Excellent visibility and sight distance
- ~18-22% grade

Road found to be in good condition, turnout present

Mile 3.20: 14-16 ft wide road

- Good visibility and sight distance
- ~12% grade

Road found to be in good condition

Mile 3.30: 16-18 ft wide road

- Good visibility and sight distance
- ~18-22% grade

Road found to be in excellent condition; neckdown area with a turnout present

Mile 3.40: 18-20 ft wide road

- Good visibility and sight distance
- ~15-18% grade

Road found to be in satisfactory condition

Mile 3.50: 13-15 ft wide road

- Excellent visibility and sight distance
- ~10-15% grade

Road found to be in good condition; turnout present

Mile 3.60: 13-15 ft wide road

- Good visibility and sight distance
- ~10-18% grade

Road found to be in satisfactory condition

Mile 3.70: 18-20 ft wide road

- Excellent visibility and sight distance
- ~0-10% grade

Road found to be in good condition

Mile 3.80: 18-20 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in good condition

Mile 3.90: 20-22 ft wide road

- Good visibility and sight distance
- ~12-15% grade

Road found to be in excellent condition, turnout present

Mile 4.00: 18-20 ft wide road

- Good visibility and sight distance
- ~10-15% grade

Road found to be in good condition

Thomas Road (Non-County Maintained)

Mile 4.10: 18-20 ft wide road

- Good visibility and sight distance
- ~10-15% grade

Road found to be in satisfactory condition

Mile 4.20: 18-20 ft wide road

- Good visibility and sight distance
- ~0-10% grade

Road found to be in good condition

Mile 4.30: 18-20 ft wide road

- Good visibility and sight distance
- ~10-15% grade

Road found to be in satisfactory condition, turnout present

Mile 4.40: 16-18 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in good condition

Mile 4.50: 18-20 ft wide road

- Good visibility and sight distance
- ~0-10% grade

Road found to be in good condition, turnout present

Mile 4.60: 16-18 ft wide road

- Good visibility and sight distance
- ~6-15% grade

Road found to be in good condition

Mile 4.70: 16-18 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 4.80: 18-20 ft wide road

- Good visibility and sight distance
- ~0-6% grade

Road found to be in satisfactory condition

Mile 4.90: 18-20 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in satisfactory condition, turnout present

Mile 5.00: 16-18 ft wide road

- Good visibility and sight distance
- ~0-4% grade

Road found to be in excellent condition

Mile 5.10: 16-18 ft wide road

- Excellent visibility and sight distance
- ~0-6% grade

Road found to be in excellent condition

Mile 5.20: 16-18 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in excellent condition

Mile 5.30: 16-18 ft wide road

- Excellent visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 5.40: 18-20 ft wide road

- Excellent visibility and sight distance
- ~8-15% grade

Road found to be in good condition

Mile 5.50: 16-18 ft wide road

- Good visibility and sight distance
- ~8-15% grade

Road found to be in good condition

Mile 5.60: 16-18 ft wide road

- Good visibility and sight distance
- ~2-6% grade

Road found to be in satisfactory condition

Upper Samuels Ranch Loop Road (Non-County)

Mile 5.70: 14-16 ft wide road

- Good visibility and sight distance
- ~2-10% grade

Road found to be in good condition

Mile 5.80: 16-18 ft wide road

- Excellent visibility and sight distance
- ~8-10% grade

Road found to be in satisfactory condition, turnout present

Mile 5.90: 14-16 ft wide road

- Good visibility and sight distance
- ~5-12% grade

Road found to be in excellent condition

Mile 6.00: 14-16 ft wide road

- Excellent visibility and sight distance
- ~12-14% grade

Road found to be in excellent condition

Mile 6.10: 14-16 ft wide road

- Good visibility and sight distance
- ~10-15% grade

Road found to be in satisfactory condition

Mile 6.20: 18-20 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in excellent condition

Mile 6.30: 16-18 ft wide road

- Good visibility and sight distance
- ~0-2% grade

Road found to be in excellent condition

Mile 6.40: 16-18 ft wide road

- Good visibility and sight distance
- ~0-6% grade

Road found to be in satisfactory condition

Mile 6.50: 16-18 ft wide road

- Good visibility and sight distance
- ~8-15% grade

Road found to be in excellent condition

Mile 6.60: 16-18 ft wide road

- Good visibility and sight distance
- ~6-12% grade

Road found to be in excellent condition

Mile 6.70: 16-18 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in satisfactory condition

Mile 6.80: 16-18 ft wide road

- Good visibility and sight distance
- ~2-8% grade

Road found to be in satisfactory condition

Mile 6.90: 16-18 ft wide road

- Good visibility and sight distance
- ~0-10% grade

Road found to be in satisfactory condition

Mile 7.00: 14-16 ft wide road

- Good visibility and sight distance
- ~2-15% grade

Road found to be in satisfactory condition, turnout present

Mile 7.10: 12-14 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in excellent condition

Mile 7.20: 16-18 ft wide road

- Good visibility and sight distance
- ~0-5% grade

Road found to be in good condition

Mile 7.30: 16-18 ft wide road

- Good visibility and sight distance
- ~0-8% grade

Road found to be in satisfactory condition

Mile 7.40: 16-18 ft wide road

- Excellent visibility and sight distance
- ~0-5% grade

Road found to be in excellent condition, turnout present

Mile 7.50: 16-18 ft wide road

- Good visibility and sight distance
- ~2-10% grade

Road found to be in good condition, turnout present

Mile 7.60: 16-18 ft wide road

- Excellent visibility and sight distance
- ~2-6% grade

Road found to be in satisfactory condition

Mile 7.70: 14-16 ft wide road

- Excellent visibility and sight distance
- ~0-7% grade

Road found to be in excellent condition

Mile 7.80: 14-16 ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in excellent condition, turnout present

Mile 7.90: 14-16 ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in excellent condition, turnout present

Mile 8.00: 14-16 ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in excellent condition

Mile 8.10: 14-16 ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in excellent condition, turnout present

Mile 8.20: 14-16 ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in good condition

Mile 8.30: 14-16ft wide road

- Good visibility and sight distance
- ~0-3% grade

Road found to be in excellent condition, turnout present