

CISCO FARMS, INC
APNs: 105-101-011, 104-232-005 & 104-191-001
ROAD SYSTEM EVALUATION REPORT
HUMBOLDT COUNTY, CA

Lead Agency:

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ROAD SYSTEM EVALUATION REPORT
CISCO FARMS, INC

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1. INTRODUCTION

This Road Assessment contains a detailed overview of the road system that is used to access the subject parcel, APNs: 1015-101-001, 104-232-005 & 104-191-001 (Subject Parcel), and premises on which commercial cannabis activities are proposed to occur on.

The assessment describes how the road system meets the Performance Standard set forth in Section 55.4.12.1.8 – *Road Systems in Humboldt County Ordinance No. 2599, Commercial Cannabis Land Use Ordinance*.

This assessment also describes how the road system meets **the relevant sections** of the *State Fire Safe Regulations, California Code of Regulations, Title 14 Natural Resources, Division 1.5 Department of Forestry, Chapter 7 – Fire Protection* (SRA Fire Safe regulations).

The road system leading to the Subject Parcel is comprised of Chambers Road, which is comprised of sections that are County maintained as well as sections that are non-County maintained. The first 1.1 miles of Chambers Road is maintained by Humboldt County, and the remaining 0.3 miles of Chambers Road is privately maintained.

The attached Road System Map depicts the route used to access the subject parcel and delineates the sections that are County maintained and privately maintained. This report includes a separate section for each of the Performance Standards in section 55.4.12.81, and the relevant section in the SRA Fire Safe Regulations. Each section describes how the road system meets each Performance Standard and SRA Regulations.

2. ROAD POINTS

Road Points (RPs) were located along the route leading to the Subject Parcel. RPs are defined as interest points along the subject roads; locations of pinch points, locations of sight distance restrictions, intersections, gates, turnouts, typical road sections, stream crossings or drainage features (inboard ditches, culverts, etc.). RPs can contain multiple features, such as a pinch point along with a stream crossing. The road widths were measured, photos were taken, and recommendations were prescribed at each RP. The recommendations are based on whether the RPs pose a site-specific safety problem or pose a threat to water quality or biological resources.

Table 1 below contains a description of the Road Points, Latitude and Longitude, and the measure road width of each RP. The table also describe if there is a turnout present within appropriate distance to the RPs that present a pinch point or visibility restriction, and the recommended prescription for each RP. See the attached Road System Map for more details of the location of each road segment. See the attached Road System Photographs for photos of each RP.

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Table 1: Road Points identified along road system leading to the Subject Parcel.

RP #	Figure(s)	Measured Roadway Width (ft.)	Lat., Long.	Description	Recommendation *
1	1 - 2	24	40.3222°, -124.2856°	Intersection of Mattole Road (County maintained. State Road No.: F3C010) and Chambers Road (County maintained. State Road No.: 2D020). Cross walks, 'School Zone' signs present. No sight distance restrictions.	Maintain existing roadway width, pedestrian access, and sight distance.
2	3 - 4	24	40.3222°, -124.2830°	Typical section of Chambers Road (County maintained). Paved surface. "SLOW DOWN" sign visible to westbound traffic. No sight distance restrictions.	Maintain existing roadway width, pedestrian access, and sight distance.
3	5 - 6	25	40.3226°, -124.2761°	Typical section of Chambers Road (County maintained). Paved surface. "ONE LANE BRIDGE AHEAD" sign visible to eastbound traffic. No sight distance restrictions.	Maintain existing roadway width, pedestrian access, and sight distance.
4	7 - 11	10.5	40.3213°, -124.2730°	Single-Lane Bridge (County maintained). Bridge is 10.5'x60' in dimension. Turnouts present on both sides of bridge approach. No sight distance restrictions. 20' roadway width on both side of bridge approach. Railcar bridge affixed to rock abutments. Gravel road surface leading to bridge. No sediment discharge from road surface.	Maintain existing roadway width, bridge width and sight distance. Maintain existing turnouts on either side of bridge approach.
5	12 - 13	20	40.3216°, -124.2697°	Typical section of Chambers Road (County maintained). No sight distance restrictions.	Maintain existing roadway width and sight distance.
6	14 - 15	18	40.3215°, -124.2674°	Typical section along Chambers Road (County maintained). No sight distance restrictions.	Maintain existing roadway width and sight distance.

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7	16 - 17	13	40.3214°, -124.2661°	Pinch Point. Gate to subject parcel. End of County Maintained Chambers Road. Gate measures 13' in width. No vertical clearance restrictions. Gravel surface road, 11' in width with 2' shoulders on each side of roadway. Large turnout/turnaround area adjacent to gate. No sight distance restrictions.	Increase gate width to a minimum of 14 feet (to conform to SRA Fire Safe Regulations Section 1273.11.) Maintain existing roadway width, turnout area and sight distance.
8	18 - 19	20	40.3208°, -124.2647°	Typical section of non-County maintained Chambers Road. Adjacent to on-site infrastructure. Large turnout areas located adjacent to infrastructure. No sight distance restrictions.	Maintain existing roadway width and sight distance. Maintain existing turnout areas adjacent to on-site infrastructure.
9	20 - 23	10	40.3210°, -124.2641°	Pinch Point. Narrow roadway width and shoulders. Turnout provided. Turnout provided at RP 10 as well. No sight distance restrictions.	Maintain existing roadway width and sight distance. Maintain existing turnouts, located at RP 8 & RP 10.
10	24 - 26	10	40.3213°, -124.2633°	Pinch Point. Cattle chute and gate reduce roadway width for approximately 115 feet in length. Gate measures 13' in width. Gate does not have vertical restrictions. Turnout provided. Turnout provided at RP 9 as well. No sight distance restrictions.	Increase gate width to a minimum of 14 feet (to conform to SRA Fire Safe Regulations Section 1273.11.) Maintain roadway width, turnout area and sight distance.
11	27 - 30	20	40.3218°, -124.2623°	Two-Lane Bridge. Bridge measures 20'x60' in dimension. No vertical restrictions. Turnout provided on south approach of bridge. No sight distance restrictions.	Maintain existing turn out (located on south approach side of bridge) Install signage warning motorists of oncoming bridge.
12	31	14	40.3225°, -124.1267°	Pinch Point. Cattle gate. Gate measures 14' in width. No vertical restrictions. No sight distance restrictions. Space	Maintain roadway width, gate width and sight distance.

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				available to develop dedicated turnout at RP 13.	
13	32 - 33	25+	40.3227°, -124.2613°	Turnoff to proposed cultivation area. No sight distance restrictions.	Develop dedicated SRA turnaround and access road prior to development of proposed infrastructure.

**: All roadway improvements and militance along the non-County maintained section of Chambers Road is to be coordinated and conducted by the Road Maintenance Association (To be formed in the future)*

3. STANDARD 1 – DEAD END ROAD LENGTH

Project shall not be located more than 2-mile (driving distance) from the nearest intersection with a Category 4 road or secondary access for emergency vehicles and personnel, including wildland fire equipment.

The Subject Parcel is located approximately 1.1 miles from Mattole Road (State Road No.: F3D010, per Humboldt County WebGIS). Mattole Rd is a paved, two-lane road with a painted center-line stripe.

The turnoff to proposed cultivation site (RP 13) is approximately 1.4 miles from Mattole Road.

Table 2 below describes each road segment that is included in the road system that is used to access the Subject Parcel. See the attached Road System Evaluation Map for more details of the location and alignment of the road segment that is used to access the Parcels.

Table 2: Road system leading to the Subject Parcel.

Road Name	Length (mi.)	Start Road Point	End Road Point
Chambers Road (County maintained. State Road No.: 2D020)	1.1	RP 1	RP 7
Chambers Road (non-County maintained)	0.3	RP 7	RP 13

4. STANDARD 2 – FUNCTIONAL CAPACITY

Roads providing access to the parcel must meet or exceed the Category 4 road standard (or same practical effect).

The entire road segment leading to the Subject Parcel is developed to the equivalent of a Category 4 road standard.

The section of Chambers Road, from RP 1 to RP 13 is developed to the equivalent of a Category 4 road standard. The roadway from RP 1 to RP 4 is 20 feet in width, is paved but lacks a center stripe. RP 4 is the location of a single-lane bridge, which presents a pinch point in the roadway. The roadway from RP 4 to RP 13 is not paved in its entirety but is equivalent to Category 4 road standard in all other aspects.

Although there are pinch points present along the road segment, there are turnouts provided at all pinch points. All road segments have designated speeds of 25 MPH (per Humboldt County WebGIS). The roadway will allow accommodation for the anticipated increase in traffic associated with the proposed project.

4.1. AVERAGE DAILY TRAFFIC

There are numerous applications filed for Commercial Cannabis Activities along the County maintained section of Chambers Road, and in the surrounding area. From analyzing Humboldt County WebGIS, it appears there are a total of four (4) other active cannabis cultivation applications. Table 3 below contains information associated with the other active cannabis cultivation applications. The table describes the associated APN, Planning & Building Department Case/File number, a short description of the project and the number of employees associated with each project. The number of employees were obtained from analyzing the operations plans and staff reports for each of the projects. The number of employees is used to determine the current ADT of Chambers Road, which is described in more detail below.

Table 3: Details of other known cannabis projects along Chambers Road.

APN	PLN	Description	Employee Count
105-061-011	PLN-11558-SP Post Approval Monitoring	Special Permit for 10,000 square feet of outdoor cultivation	1 – 3 (from Operations Plan)
105-071-006	PLN-11786-CUP Post Approval Monitoring	Conditional use Permit for 64,800 square feet of outdoor cultivation	15 (from Operations Plan)
105-141-001	PLN-2022-17669 Application Submitted	A Special Permit for 10,000 square feet mixed-light cultivation	13 (from Operations plan)
105-101-014	PLN-10583-ZCC Post Approval Monitoring	Zoning Clearance Certificate for 10,000 square feet outdoor cultivation.	(Nothing listed in Operation Plan or Staff Report. Assume 10 for this analysis)
Total Number of Employees Associated with Other Know Cannabis Projects:			41

The subject section of Chambers Road serves a total of twenty-four (24) parcels (per Humboldt WebGIS), including the subject parcel. The current average daily traffic (ADT) for the 1.4-mile section of Chambers Road is two hundred and fifty (202) trips per day. This is calculated by multiplying the number of parcels served by the road system by 5 (Humboldt County Code – Design Standards for Roadway Category), as well as including two (2) trips per day for all proposed employees from other known cannabis projects (Table 3).

$$(24) \text{ Parcels} \times 5 = 120 \text{ trips per day}$$

$$(41) \text{ employees from other know cannabis projects} \times 2 \text{ trips per day} = 82 \text{ trips per day}$$

$$120 \text{ trips per day} + 82 \text{ trips per day} = 202 \text{ trips per day}$$

During the peak operating season, Cisco Farms, INC is proposing to employ up to thirty-four (34) employees. During this time, the ADT is estimated to increase to two-hundred and seventy (270) trips per day. The increase in traffic is minimal and is not expected to negatively impact the function of the subject roadways.

The American Association of State Highways and Transportation Officials (AASHTO) defines a very low-volume local road as a road that is functionally classified as a local road and has a design average daily traffic volume (ADT) of 400 vehicles per day or less.

Furthermore, the designated road speed for all roads comprised in the subject route is 25 miles per hour (Humboldt County WebGIS), classifying it as a very low-volume road with low speeds (AASHTO, 2001).

4.2. SRA FIRE SAFE

4.2.1. SECTION 1273.04 ROADWAY GRADE

(a) At no point shall the grade for all roads and driveways exceed 16 percent; (b) The grade may exceed 16%, not to exceed 20%, with approval from the County of Planning & Building Department with mitigation, such as paving, to provide for the same practical effect. Mitigation measures other than paving require an exception to be approved per Section 1270.06.

All road grades along Chambers Road do not exceed 16%. The steepest grade along Chambers Road is leading/approaching to the bridge at RP 4. The grade leading to the bridge is approximately 12%, for approximately 200 feet (in either direction).

4.2.2. SECTION 1273.07 ROADWAY STRUCTURES

(a) Appropriate signing, including but not limited to weight or vertical clearance limitations, one way road or single traffic lane conditions, shall reflect the capability of each bridge.

(b) Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge shall be constructed and maintained in accordance with the American Association of State and Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), hereby incorporated by reference. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the local authority having jurisdiction.

(c) Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, barriers, or signs, or both, as approved by the local authority having jurisdiction, shall be installed, and maintained.

(d) A bridge with only one traffic lane may be authorized by the local jurisdiction; however, it shall provide for unobstructed visibility from one end to the other and turnouts at both ends.

Chambers Road contains two bridge crossings, located at RP 4 and RP 11.

The bridge at RP 4, 'Single-Lane Bridge' is a single lane bridge measuring 10.5' x 60' in dimension. The Single-Lane Bridge is located on the County-maintained section of Chambers Road and appeared structurally sound during the time of inspection. The Single-Lane Bridge is comprised of a single railcar span, situated on rock abutments. The driving surface of the Single-Lane Bridge is comprised of steel plates, with wooden railings on either side. Large turnout areas are present on either approach side of the bridge. There is signage warning motorists of the oncoming bridge; there is a "SINGLE LANE BRIDGE AHEAD" sign visible to eastbound traffic and a "PREPARED TO STOP" sign visible to westbound traffic. The alignment of the bridge allows motorist unobstructed visibility, from both approach sides of the bridge, allowing plenty of space for a vehicle to stop and have another cross the bridge safely.

The bridge at RP 11, 'Two-lane Bridge,' is a two-lane bridge measuring 20' x 60' in dimension. The Two-Lane Bridge is located on the non-County maintained section of Chambers Road and appeared to be structurally sound during the time on inspection. The Two-Lane Bridge is comprised of five large steel I-Beams situated on concrete abutments. The driving surface of the Two-Lane Bridge is comprised of twelve 5' x 20' concrete slabs, approximately 8 inches in thickness, with steel railings on either side. There is a turnout area on the western approach side of the bridge only. There is currently no signage warning motorists of the oncoming bridge. The alignment of the bridge allows motorist unobstructed visibility, from both approach sides of the bridge, allowing plenty of space for a vehicle to stop and have another cross the bridge safely.

5. STANDARD 3 – PRIVATE ROAD SYSTEMS – PROTECTION FOR WATER QUALITY AND BIOLOGICAL RESOURCES

Private road systems and driveways providing access to parcel shall be designed, maintained, or retrofitted in accordance with the "Five Counties Salmonid Conservation Roads Maintenance Manual." This includes measures to protect water quality using best management practices so that:

- *Impacts from point source and non-point source pollutants are prevented or minimized.*
- *Design and construction of culverts, stream crossings, and related drainage features shall remove barriers to passage and use by adult and juvenile fish, amphibians, reptiles and aquatic invertebrates.*

The subject road systems are located within the Lower Mattole River Watershed (per Humboldt County WebGIS) and includes two (2) surface water crossings. Road Points (RPs) that are associated with water quality and biological resources were located along the entire road system, and assessed for functionality, design and potential impacts to water quality and biological resources. These RPs include, but are not limited to stream crossings, drainage relief culverts, lead-out ditches, or any other physical feature that have a potential to impact water quality or biological resources.

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See the attached Road System Assessment Photographs for photos of each RP. See the Road System Map for more details of the location of RPs. RPs associated with water quality and biological resources have a unique identifier and are colored blue on the Road System Map.

Table 4 below describes all road points associated with water quality and biological resources. The table lists the location (Lat./Long.) of each RP, describes the relation to water quality/biological resources, describes any issues related to water quality due to functionality and describes any recommendations associated for each RP.

Table 4: Road Points associate with water quality and biological resources.

RP #	Figure(s)	Measured Roadway Width (ft.)	Lat., Long.	Description	Recommendation *
4	7 - 11	10.5	40.3213°, -124.2730°	<p>Single-Lane Bridge (County maintained). Bridge is 10.5'x60' in dimension. Turnouts present on both sides of bridge approach. No sight distance restrictions.</p> <p>20' roadway width on both side of bridge approach.</p> <p>Railcar bridge affixed to rock abutments. Gravel road surface leading to bridge. No sediment discharge from road surface.</p>	<p>Maintain existing roadway width, bridge width and sight distance.</p> <p>Maintain existing turnouts on either side of bridge approach.</p>
11	27 - 30	20	40.3218°, -124.2623°	<p>Two-Lane Bridge. Bridge measures 20'x60' in dimension. No vertical restrictions. Turnout provided on south approach of bridge. No sight distance restrictions.</p>	<p>Maintain existing turn out.</p> <p>Install signage warning motorists of oncoming bridge.</p>

**: All roadway improvements and militance along the non-County maintained section of Chambers Road is to be coordinated and conducted by the Road Maintenance Association (To be formed in the future)*

Overall, the subject road system is designed and maintained in accordance with the “Five Counties Salmonid Conservation Roads Maintenance Manual.” All sections along the road system are adequately sloped to allow and convey surface water to runoff the road surface away from watercourses, minimizing surface riling and minimizing sediment mobilization. All inboard ditches leading to watercourses, culvert inlets/outlets have sufficient vegetation buffers to capture and settle any mobile sediment.

The two of the surface water crossings consist of bridge crossings that do not pose a barrier to aquatic species. During the investigation, there were no observations of aquatic life, no observations of threats to biological resources or observations of potential threats to biological resources.

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There were no signs of road failure, landslides, sediment plumes or any other indication of potential threats to water quality or biological resources.

Road Maintenance Associations and Cost Sharing

- 1) Where three or more permit applications have been filed for Commercial Cannabis Activities on parcels served by the same shared private road system, the owner of each property must consent to join or establish the appropriate Road Maintenance Association (RMA) prior to operation or provisional permit approval. This requirement shall also apply to existing permittees seeking to renew their permit. Evidence shall be provided to the satisfaction of the County, and may include minutes from a meeting, written correspondence and confirmation from the RMA Secretary, or similar information.*

There are numerous applications filed for Commercial Cannabis Activities along the County maintained section of Chambers Road, and in the surrounding area.

From analyzing Humboldt County WebGIS, it appears that Cisco Farm, INC is the only open cannabis cultivation application located on the non-County maintained section of Chambers Road. It is recommended that the Applicants in the area coordinate and create a Road Maintenance Association (RMA). It is recommended that all members of the RMA actively participate, and equally share costs and responsibilities of roadway improvements and maintenance along the non-County maintained section of Chambers Road.

6. CONCLUSION

In conclusion, the road system used to access the Subject Parcel, APNs: 105-101-011, 104-232-005 & 104-191-001, meets all Performance Standard set forth in Section 55.4.12.1.8 – Road Systems in Humboldt County Ordinance No. 2599, Commercial Cannabis Land Use Ordinance.

Chambers Road, from RP 1 to RP 4 is developed to the equivalent of Category 4 road standards. This section is maintained by the County, has a width of 20 feet, is paved, but lacks a painted center stripe.

Chambers Road, from RP 4 to RP 13 is developed to the equivalent to a Category 4 road. Although Chambers Road is County maintained from RP 1 to RP 7, the section from RP 4 to RP 13 contains pinch points that narrow the roadway. The roadway from RP 4 to RP 13 is not paved in its entirety but is equivalent to Category 4 road standard in all other aspects. Although this section contains pinch points, there is visibility to allow a driver to see oncoming traffic through the pinch points, allowing an oncoming vehicle to stop and wait in a 20-foot-wide section of road for the other vehicle to pass.

Additionally, the roadway and roadway structures conform to the standards within Section 1273.03 *Roadway Grades* and Section 1273.07 *Roadway Structures* from the SRA Fire Safer Regulations.

All roadway improvements and maintenance along the non-County maintained section of Chambers Road are to be coordinated and conducted by a Road Maintenance Association (RMA). The RMA shall include participation/cost sharing from all applicants who are seeking a permit for commercial cannabis cultivation activities along the non-County maintained section of Chambers Road.

This Road System Assessment Report is solely a guiding document for information of the location, attributes, and condition of all the road features (Road Points). All recommendations set forth in this report shall be reviewed by all involved parties/agencies, prior to any construction. Furthermore, prior to any construction activities, a pre-construction meeting shall be held between the Applicant, contractors, and any other members of the RMA.

**APPENDIX A: HUMBOLDT
COUNTY DEPARTMENT OF
PUBLIC WORKS ROAD
EVALUATION REPORTS**

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Cisco Farms, INC APN: 105-101-011, 104-232-005 & 104-191-001

Planning & Building Department Case/File No.: PLN-2021-17384

Road Name: Chambers Road (State Road No.: 2D020)
(From RP 1 to RP 4) (complete a separate form for each road)

From Road (Cross street): Mattole Road (State Road No.: F3C010)

To Road (Cross street): Chambers Road (State Road No.: 2D020)

Length of road segment: 0.73 miles Date Inspected: 09/20/2022

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. A map showing the location and limits of the road being evaluated in PART A is attached.

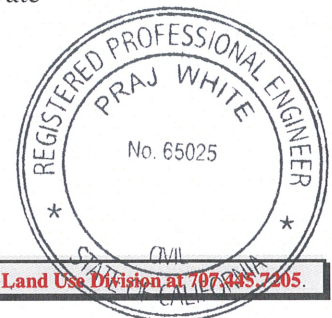
Signature

PRAY O. WHITE

Name Printed

Date

10.10.12



Important: Read the instructions before using this form. If you have questions, please call the Dept. of Public Works Land Use Division at 707.435.7205.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Cisco Farms, INC APN: 105-101-011, 104-232-005 & 104-191-001

Planning & Building Department Case/File No.: PLN-2021-17384

Road Name: Chambers Road (State Road No.: 2D020) (From RP 4 to RP 7) *(complete a separate form for each road)*

From Road (Cross street): Chambers Road (State Road No.: 2D020)

To Road (Cross street): Chambers Road (State Road No.: 2D020)

Length of road segment: 0.37 miles Date Inspected: 09/20/2022

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. A map showing the location and limits of the road being evaluated in PART A is attached.

Signature

Date

Praj White
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.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Cisco Farms, INC APN: 105-101-011, 104-232-005 & 104-191-001

Planning & Building Department Case/File No.: PLN-2021-17384

Road Name: Chambers Road (From RP 7 to RP 13) *(complete a separate form for each road)*

From Road (Cross street): Chambers Road

To Road (Cross street): Chambers Road

Length of road segment: 0.30 miles Date Inspected: 09/20/2022

Road is maintained by: County Other Private
(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. A map showing the location and limits of the road being evaluated in PART A is attached.

Signature

Date

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.

**APPENDIX B: ROAD
SYSTEM
EVALUATION MAP**

**APPENDIX C: ROAD SYSTEM
EVALUATION PHOTOS**

ROAD SYSTEM EVALUATION PHOTOS

CISCO FARMS, INC



Figure 1: RP 1. Intersection of Mattole Rd (State Road No.: F3C010) and Chambers Rd (County maintained. State Road No.: 2D020). Photo taken facing west.



Figure 2: RP 1. Intersection of Mattole Rd (State Road No.: FC3010) and Chambers Rd (County maintained. State Road No.: 2D020). Photo taken facing east.

ROAD SYSTEM EVALUATION PHOTOS

CISCO FARMS, INC

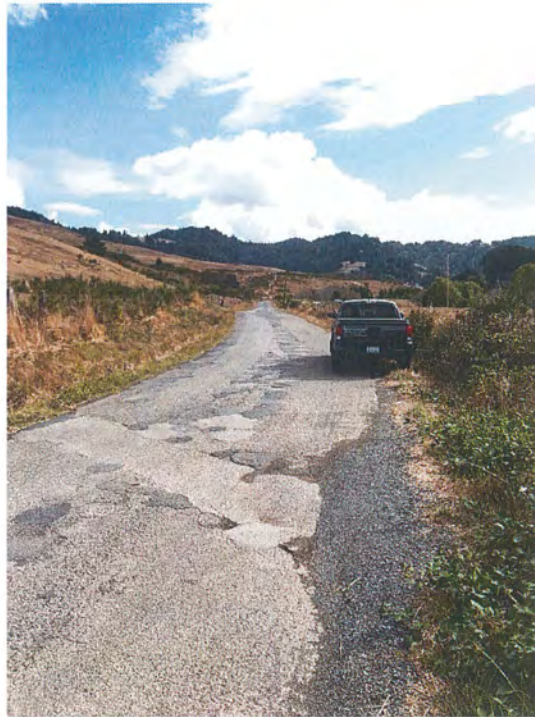


Figure 3: RP 2. Typical section of Chambers Rd (County maintained. State Road No.: FC010). Vehicle traveling east, photo taken facing east.



Figure 4: RP 2. Typical section of Chambers Rd (County maintained. State Road No.: FC010). Vehicle traveling east, photo taken facing west.

ROAD SYSTEM EVALUATION PHOTOS

CISCO FARMS, INC



Figure 5: RP 3. Typical section of Chambers Rd (County maintained. State Road No.: FC010). Vehicle traveling east, photo taken facing east. "ONE LANE BRIDGE AHEAD" sign visible to eastbound traffic.



Figure 6: RP 3. Typical section of Chambers Rd (County maintained. State Road No.: FC010). Vehicle traveling east, photo taken facing west.

ROAD SYSTEM EVALUATION PHOTOS
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Figure 7: RP 4. Large turnout leading to the Single-Lane Bridge. Vehicle traveling east, photo taken facing east.



Figure 8: RP 4. Single-Lane Bridge. Vehicle traveling east (parked in large turnout west of bridge), photo taken facing west.

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Figure 9: RP 4. Single-Lane Bridge. Vehicle traveling east (parked in large turnout east of bridge), photo taken facing east.



Figure 10: RP 4. Turnout after Single-Lane Bridge (bridge pictured in foreground). Vehicle traveling east (parked in large turnout east of bridge), photo taken facing west.

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Figure 11: "BE PREPARED TO STOP" sign visible to westbound traffic. Photo taken facing west.

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Figure 12: RP 5. Typical section of Chambers Rd (County maintained. State Road No.: 2D020). Vehicle traveling east, photo taken facing east.



Figure 13: RP 5. Typical section of Chambers Rd (County maintained. State Road No.: 2D020). Vehicle traveling east, photo taken facing west.

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Figure 14: RP 6. Typical section of Chambers Rd (County maintained. State Road No.: 2D020). Vehicle traveling east, photo taken facing east.



Figure 15: RP 6. Typical section of Chambers Rd (County maintained. State Road No.: 2D020). Vehicle traveling east, photo taken facing east.

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Figure 16: RP 7. Entrance gate to subject parcel. End of County-maintained section of Chambers Rd. Vehicle traveling east, phot taken facing east.



Figure 17: RP 7. Entrance gate to subject parcel. End of County maintained section of Chambers Road. Vehicle traveling east, phot taken facing west. large turnout pictured to the right of the vehicle.

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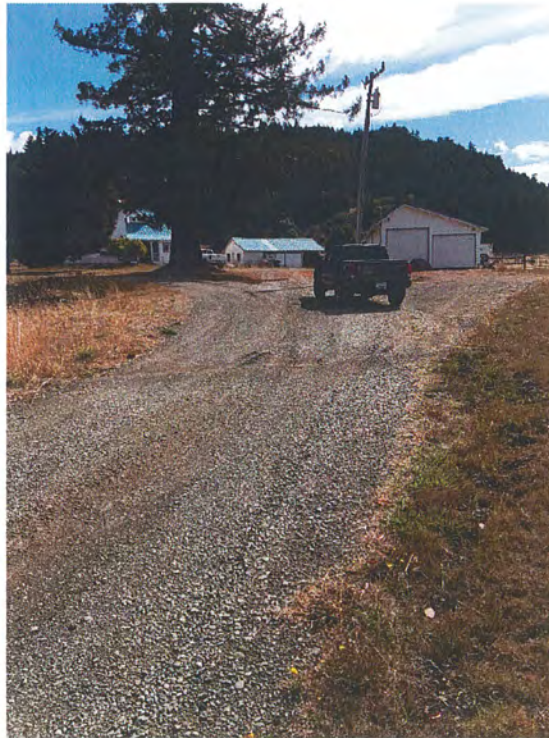


Figure 18: RP 8. typical section of Chambers Rd (non-County maintained). Large turnout areas adjacent to structures. Vehicle traveling east, phot taken east.



Figure 19: RP 8. Typical section of Chambers Rd (non-County maintained). Large turnout areas adjacent to structures. Vehicle traveling east, phot taken west.

ROAD SYSTEM EVALUATION PHOTOS

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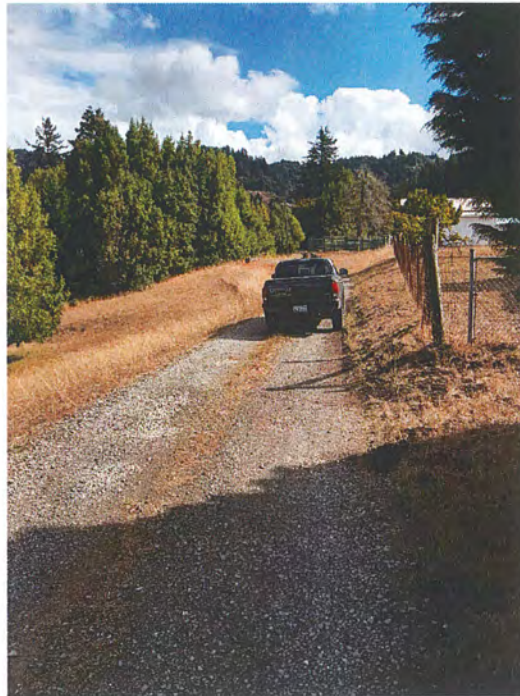


Figure 20: RP 9. Pinch point along Chambers Rd (non-County maintained). Residential fence adjacent to roadway. Vehicle traveling east, photo taken facing east.



Figure 21: RP 9. Pinch point along Chambers Rd (non-County maintained). Residential fence adjacent to roadway. Vehicle traveling east, photo taken facing west.

ROAD SYSTEM EVALUATION PHOTOS

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Figure 22: RP 9. Turnout provided for pinch points at RP 9 and RP 10. Vehicle traveling east, photo taken facing east.

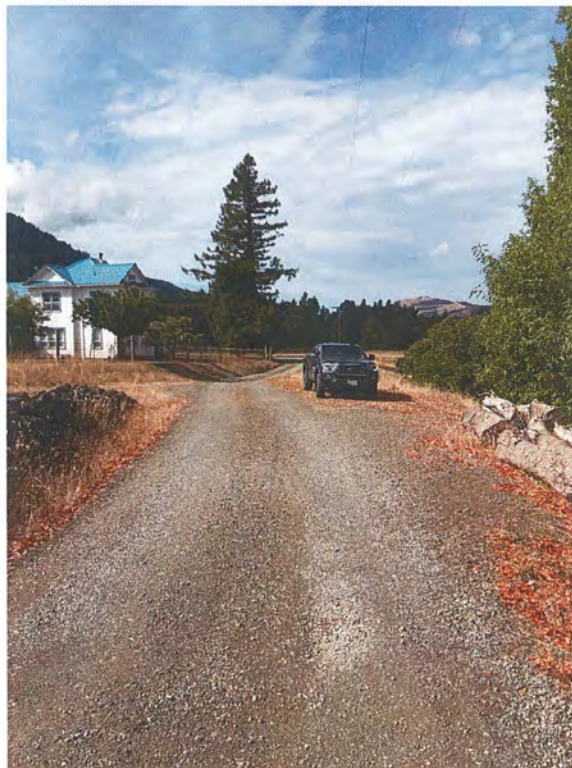


Figure 23: RP 9. Turnout provided for pinch points at RP 9 and RP 10. Vehicle traveling east, photo taken facing west.

ROAD SYSTEM EVALUATION PHOTOS

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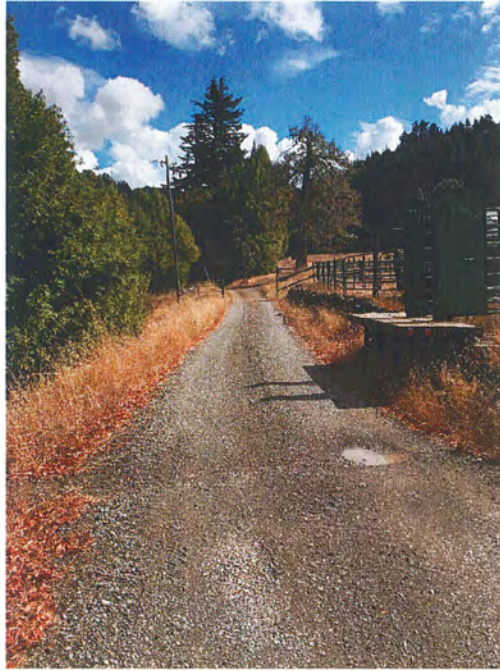


Figure 24: RP 9. Pinch point along driveway. Cattle chute and gate restrict roadway width. Turnout present (see Figures 22 & 23).

ROAD SYSTEM EVALUATION PHOTOS

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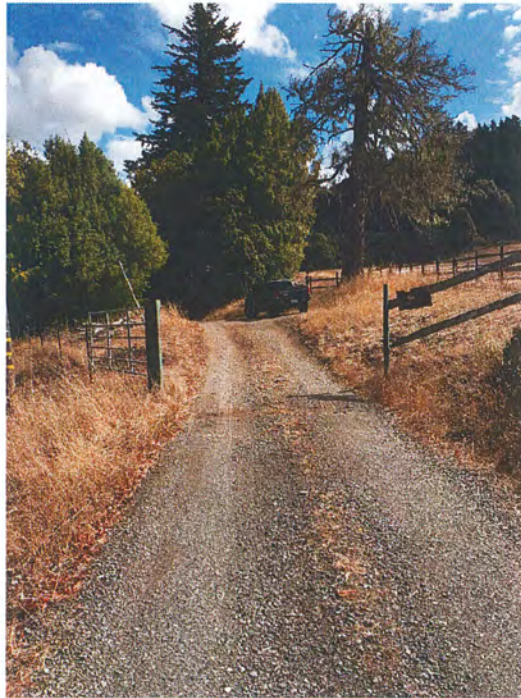


Figure 25: RP 10. Gate and turnout (east side of gate). Vehicle parked in turnout. Vehicle traveling east, photo taken facing east.



Figure 26: RP 10. Gate and turnout (east side of gate). Vehicle parked in turnout. Vehicle traveling east, photo taken facing west.

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Figure 27: RP 11. Two-Lane Bridge. Vehicle parked in turnout. Vehicle traveling east, photo taken facing east.



Figure 28: RP 11. Two-Lane Bridge. Vehicle parked in turnout. Vehicle traveling east, photo taken facing west.

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Figure 29: RP 11. Two-Lane Bridge. Vehicle traveling east, photo taken facing east.



Figure 30: RP 11. Two-Lane Bridge. Vehicle traveling east, photo taken facing west.

ROAD SYSTEM EVALUATION PHOTOS
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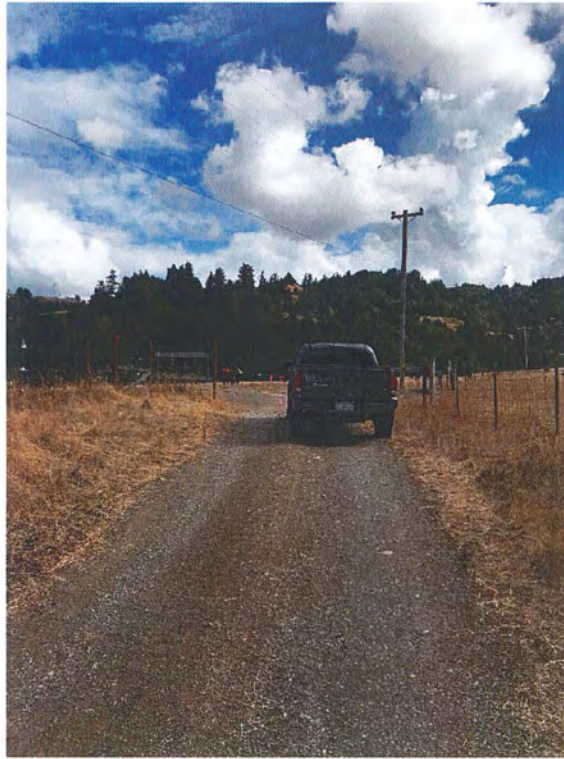


Figure 31: RP 12. Cattle gate. Vehicle traveling east, photo taken facing east.

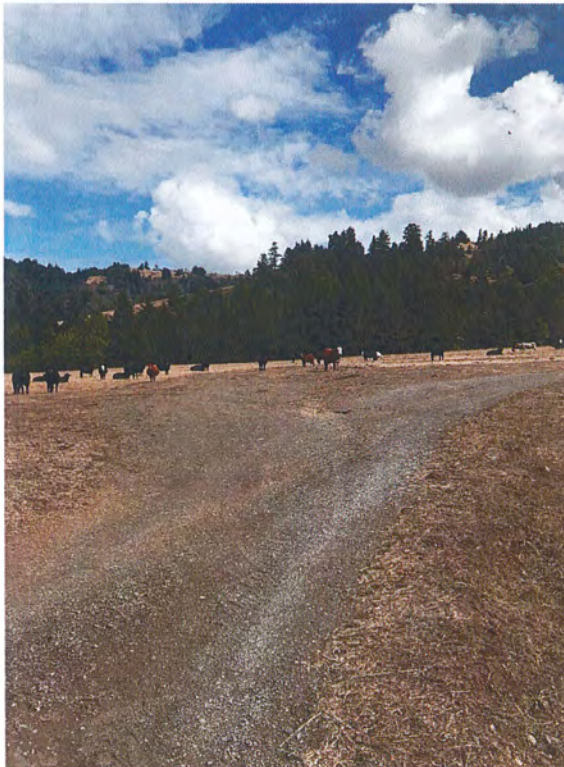


Figure 32: RP 13. Turnoff to proposed cultivation area. Photo taken facing east.

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Figure 33: RP 13. Turnoff to proposed cultivation area. Vehicle traveling east, photo taken facing east.