

HSOM

HUMBLE SERVANTS OF THE
MATTOLE 600 F STREET STE. 3 #223
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SUBMITTAL AND ACKNOWLEDGEMENT

Humboldt County Planning Department acknowledges submittal of the documents described below to the C-POD unit for cannabis permit application.

Permit Application No: 11949

APN: 222-083-007 Date: July 6, 2018

Description of Documents Submitted:

Road Evaluation

County Date Stamp

Notes:
Hand Delivered to Humboldt County
Planning Department



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HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: BURR ROAD LLC APN: 222-083-007

Planning & Building Department Case/File No.: CUP16-465

Road Name: OLD SOMERVILLE CREEK ROAD (complete a separate form for each road)

From Road (Cross street): Briceland Thorne Road

To Road (Cross street): OLD Briceland Road

Length of road segment: 1.9 miles Date Inspected 7/6/2018

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.

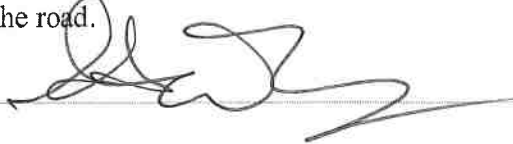
Box 2 The entire road segment is developed to the equivalent of a road category 4 standard. If checked, then the road is adequate for the proposed use without further review by the applicant.

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.

Signature



Date

7/6/2018

Name Printed

STEVE DOYLE



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: Old Somerville Creek Road Date Inspected: 7/6/2018 APN: 222-083-007

From Road: Old Briceland Road (PM .1)

Planning & Building
Department Case/File No.:

To Road: Old Somerville Creek Road (PM 1.9)

CUPI6-465

1. What is the Average Daily Traffic of the road?

ADT: 41 Date(s) measured: 7/5 + 7/6 2018

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 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 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 increased traffic from the proposed use.

The roadway can accommodate increased traffic from the proposed use 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.

Signature of Civil Engineer

Date

7/6/2018



Road Evaluation for Old Briceland Road and Old Somerville Creek Road
Completed on July 6, 2018 by Steve Doyle @ Six Rivers Construction & Consulting
California Contractors License # 1031712

Briceland Thorne Road has a single lane road at PM 1.4 with early warning signs and K-Rail up to prevent any accidents. PM 5.7 is turnoff to Old Briceland Road
Old Briceland road is in terrible condition with pot holes consuming the road surface but vehicles only travel to PM .1 to get to Old Somerville Creek Road
Old Somerville Creek Road is a privately ran road that has shared cost from all the residents.
Old Somerville Road varies in width from 16'-20' wide with multiple areas to turnout and allow passing. The roadway consists of gravel with small sections of the road being dirt. The road has been out-sloped and rolling dips have been installed. PM 1.9 is the driveway to Burr Road, LLC.



