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ROAD EVALUATION REPORT
for a
BEAR CREEK ROAD/OAK ROAD
ETTERSBERG, CALIFORNIA

Prepared for:
GEAN AFANASIEFF
APN 208-251-008/APPS. #12355

Prepared by:
OMSBERG & PRESTON
434 7th Street, Suite B
Eureka, CA 95501
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December 28, 2018
(Job. No. 16-1892)

Stephen G. Nesvold, P.E.
R.C.E. 25681



On December 15, 2018, Stephen G. Nesvold, PE completed a road evaluation for Bear Creek Road, a private road off State Highway 36 that lead to the applicant's parcel (APN 208-251-008). I estimate the ADT to be under 400 vehicles per day.

This evaluation was undertaken to determine if this road meets the intent of the County's Road Category 4 standard (18'-20' wide travel way). Narrow spots with adequate sight distance meet the intent of Road Category 4 standards. Without road improvements, this road does not meet this standard.

In order to meet this standard for Bear Creek Road, cutting of tree limbs and clearing of brush will be required in numerous locations, mostly on the inside of curves to improve sight distance. For road maintenance and environmental concerns, such as sediment into creeks, approximately ten rolling dips need to be graded and rocked. Presently, stretches of road where there is approximately 15% grade the drainage drains down the road, causing down cutting of the rocked surface with sediment transport. Properly constructed rocked rolling dips will greatly reduce sediment delivery.

●ak Road will meet Road Category 4, provided limbing of trees and clearing of brush is completed. It was apparent that these roads are currently being maintained. The road surface looked to be in good shape and the road drainage controlled, except as noted. Assessment of the culverts are not part of this report.

If you have any questions or comments, please don't hesitate to contact me.

BEAR CREEK ROAD

Jiminez

18-2084

#1. MP 0.7 14' - Photo down station has turnouts at both ends, needs limbing of trees



#2. MP 0.7, 14' - Photo up station, has turnouts at both ends, needs limbing of trees



#3. MP 0.9 14' - Turnout left



#4. MP 1.6 16' - Inter-visible turnouts



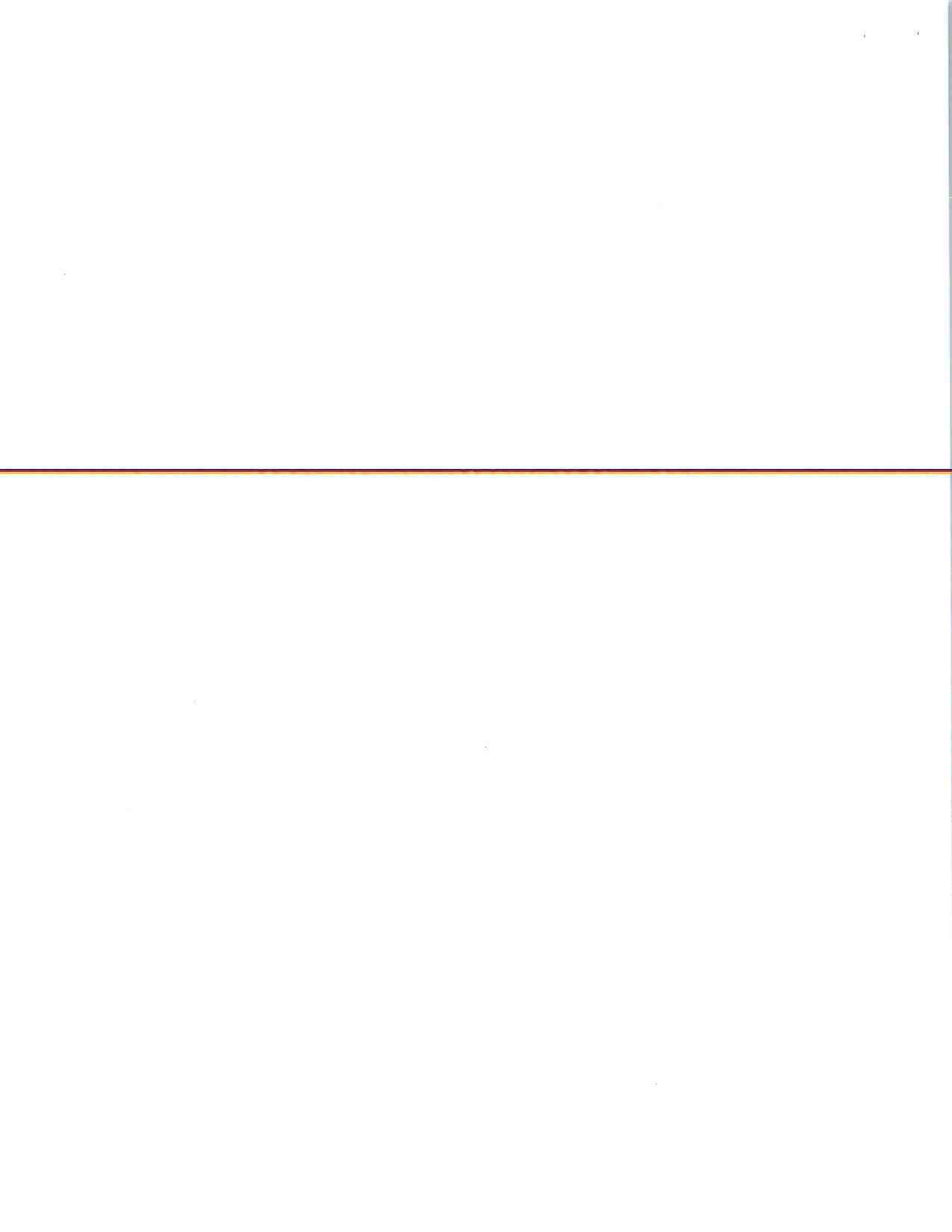
#5. MP 2.0 20' - 4 Corners intersection



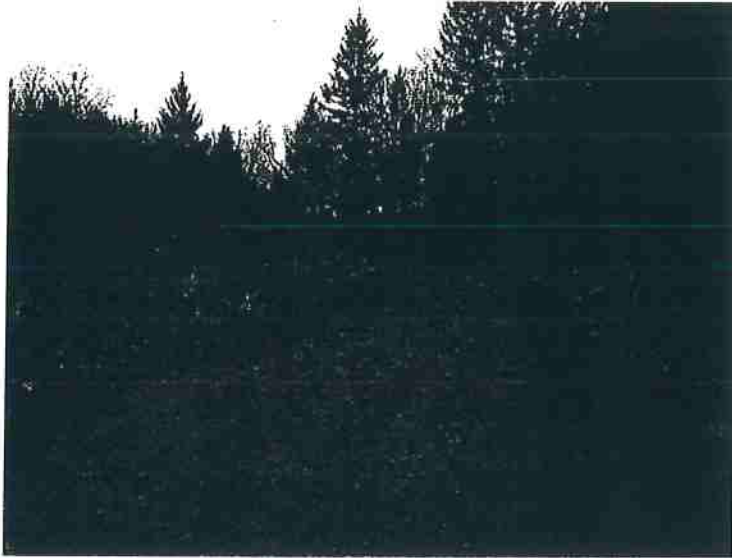
Beginning of Coyote Creek Road

#6. MP 2.1 24'





#1. MP 2.6 24'



#2. MP 2.7 18' – Intersection with Oak Road (Right on photo)



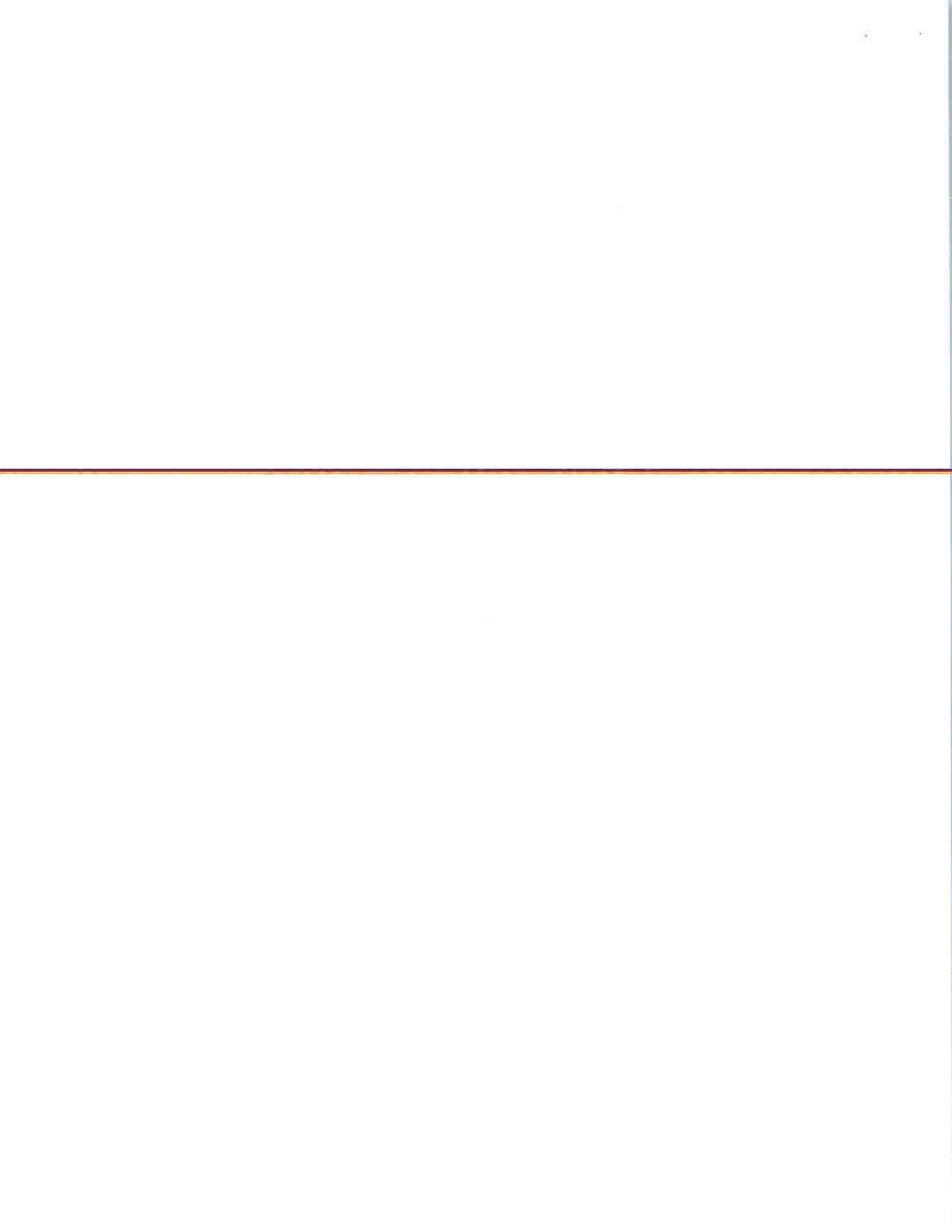


#3. Oak Road MP 0.0 16' – With turnout



#4. MP 0.3 18'



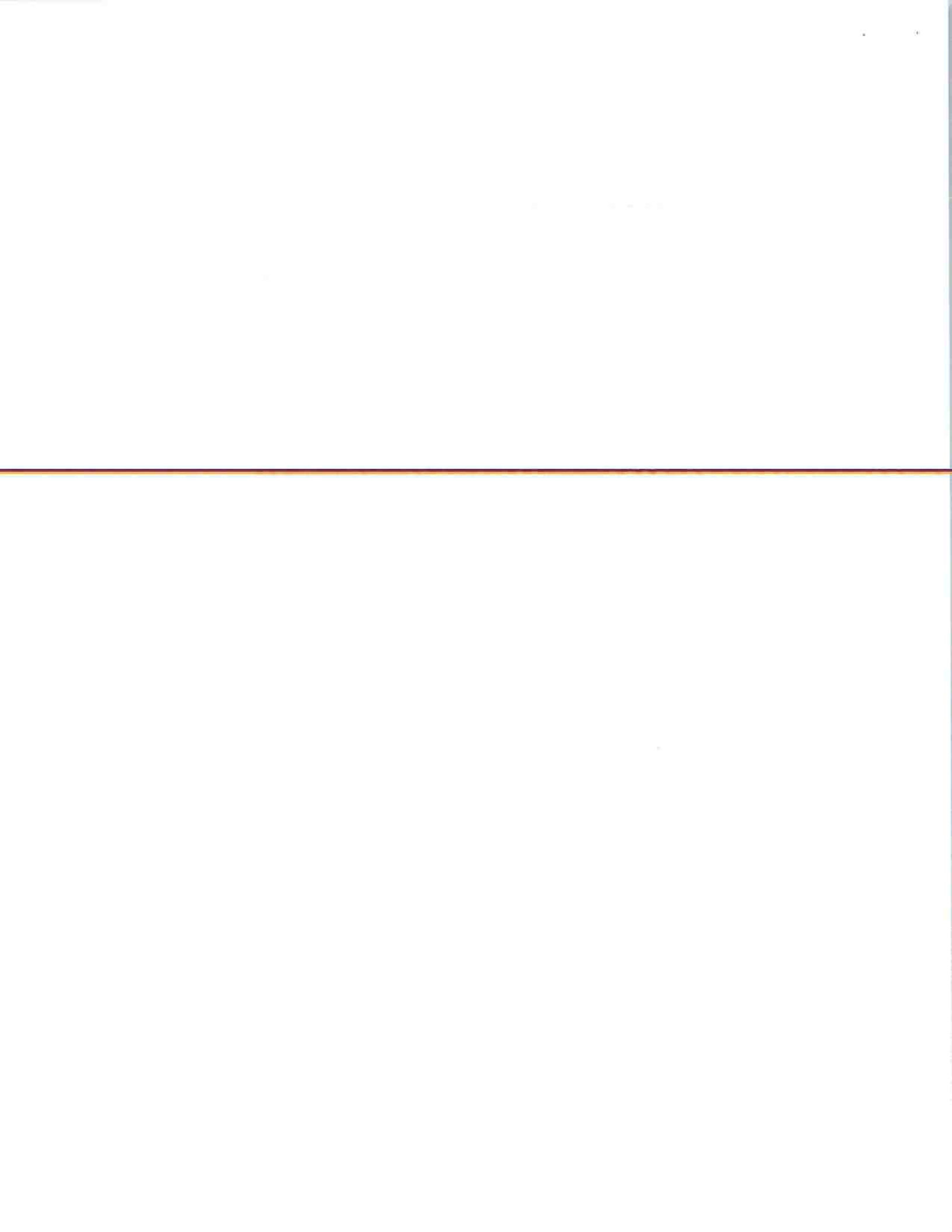


#5. MP 0.8 16' - With turnout. Needs limbing and brush clearing for site distance



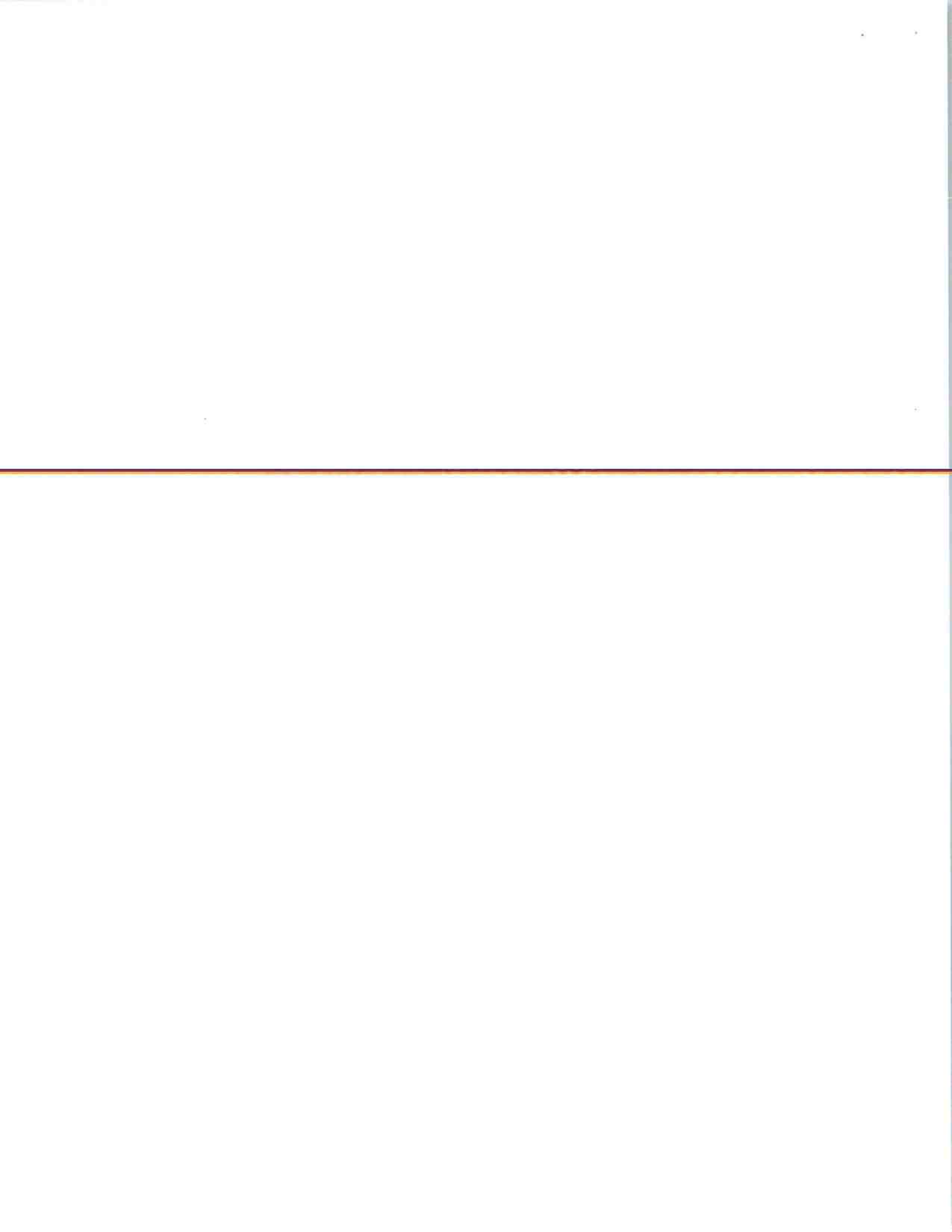
#6. MP 1.3 14' - With inter-visible turnouts

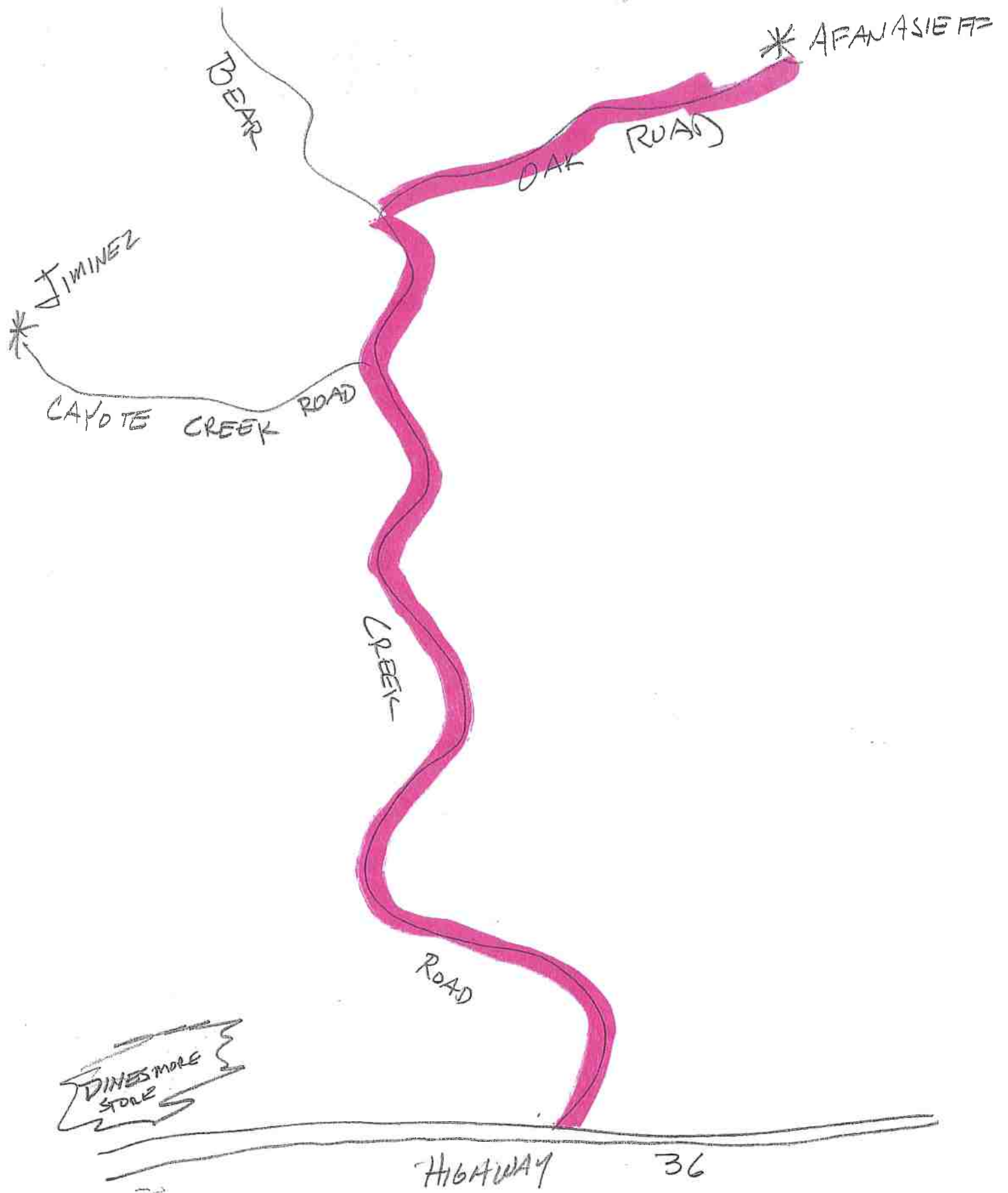


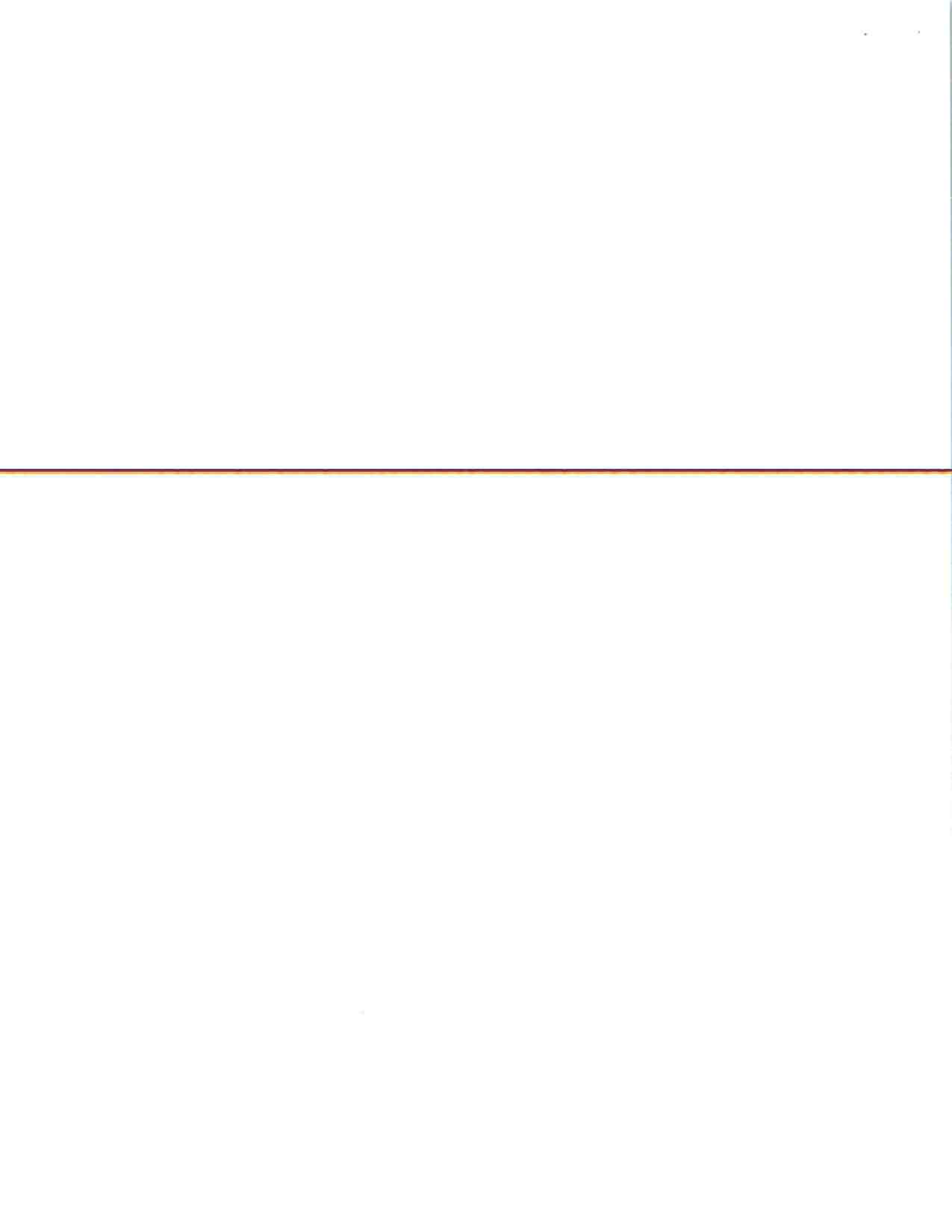


#7. MP 1.7 16' – With inter-visible turnouts









HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: GEAN AFANASIEFF APN: 208-251-008

Planning & Building Department Case/File No.: 12355

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

From Road (Cross street): STATE HIGHWAY 36

To Road (Cross street): OAK ROAD

Length of road segment: 1.4 MILES miles Date Inspected: 12/15/18

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

Stephen G. Newbold PE

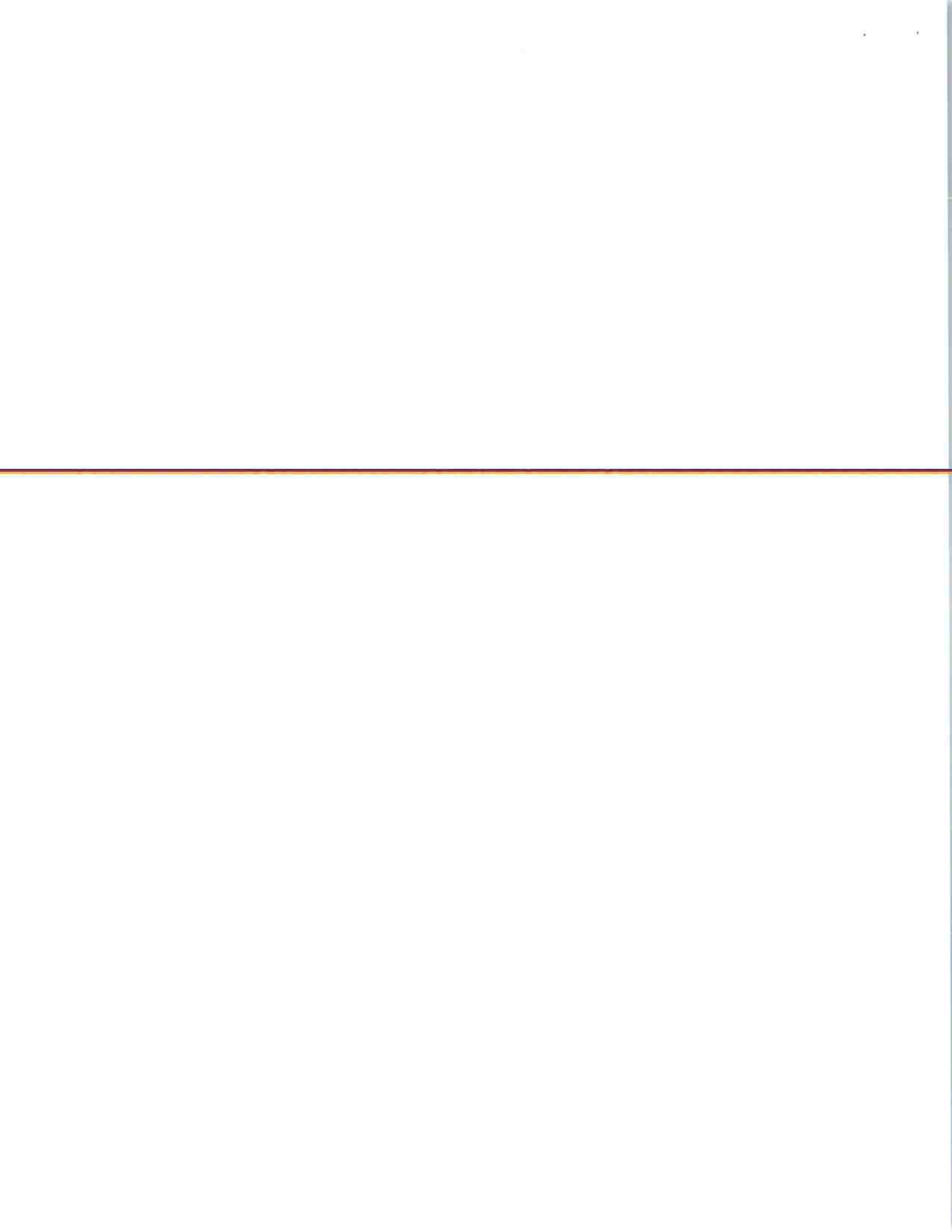
Date

12/31/18

Name Printed

STEPHEN G. NEWBOLD P.E.

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: BEAR CREEK ROAD Date Inspected: 12/15/18 APN: 208-257-008
 From Road: STATE Route 36 (Post Mile 0.0) Planning & Building
 To Road: DAK ROAD (Post Mile 1.4) Department Case/File No.: 12355

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: 300 Date(s) measured: ESTIMATED

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.

Signature of Civil Engineer

Date

12/31/18

(S) (M)

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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: GEAN AFANASIEFF APN: 208-008

Planning & Building Department Case/File No.: _____

Road Name: OAK ROAD (complete a separate form for each road)

From Road (Cross street): BEAR CREEK ROAD

To Road (Cross street): APPLICANTS PARCEL

Length of road segment: 1.8 miles Date Inspected: 12-15-18

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.

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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

Stephen G. Nesbold PE

Date

12/31/18

Name Printed

STEPHEN G. NESBOLD

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