

HSOM

HUMBLE SERVANTS OF THE
MATTOLE 600 F STREET STE. 3 #223
ARCATA, CA 95521
Email: hsom16@hotmail.com
707-683-6686

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: 11892

APN: 108-023-008 Date: June 1, 2018

Description of Documents Submitted:

Road Evaluation for Big River Farm, LLC

County Date Stamp

Notes:
Hand Delivered to Humboldt County
Planning Department



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: BIG RIVER FARM LLC APN: 108-023-008

Planning & Building Department Case/File No.: CUPI6-437

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

From Road (Cross street): BRICELAND THORN ROAD

To Road (Cross street): ETTERSBURG ROAD

Length of road segment: 9.9 miles miles Date Inspected: 5/8/18

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 [Handwritten Signature]

Date 5/8/18

Name Printed STEVE DOYLE

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: Ettersburg Road Date Inspected: 5/8/18 APN: 108-023-008
From Road: Briceland Thorn Road (PM 10.0) Planning & Building
To Road: Ettersburg Road (PM 9.9) Department Case/File No.:
CUP 16-437

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

ADT: 109 Date(s) measured: 4/27, 5/1, 5/7

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

5/8/18
Date

(SEAL)

Road Evaluation for Wilder Ridge Road & Ettersburg Road
Completed on May 8, 2018 by Steve Doyle @ Six Rivers Construction & Consulting
California Contractors License # 1031712

Ettersburg Road is located off Briceland Thorn Road at PM 10.0 headed Northwest towards Honeydew Ca. Ettersburg Road is currently rated as a category 4 per Humboldt County public works but has severe edge rutting and major pot holes located in the right and left wheel ruts which has caused vehicle crashes and blown tires. To identify the PM for each location is extremely hard due to the fact the road needs to have a layer of petro mat installed with a minimum of 2 Inch overlay with $\frac{3}{4}$ inch asphalt. Pot holing is effective if it is done with hot asphalt and not cold mix, and placed at the proper elevation so traffic does not cause displacement. Wilder Ridge Road is in the same condition as described above, however there are several culvert failures that has caused road failures on the northwest direction that will need to be addressed before a complete road failure happens and shuts down the road. Big River Farm, LLC will need to apply for an encroachment permit to pave a 20x50 asphalt approach per Humboldt County. This report is to identify the increased traffic volume in conjunction with a poor unstable road surface that will need to be addressed to facilitate the future for traveling to Honeydew Ca. I believe that with the proposed road improvements Ettersburg Road and Wilder Ridge Road can meet or exceed all road standards for Humboldt County.

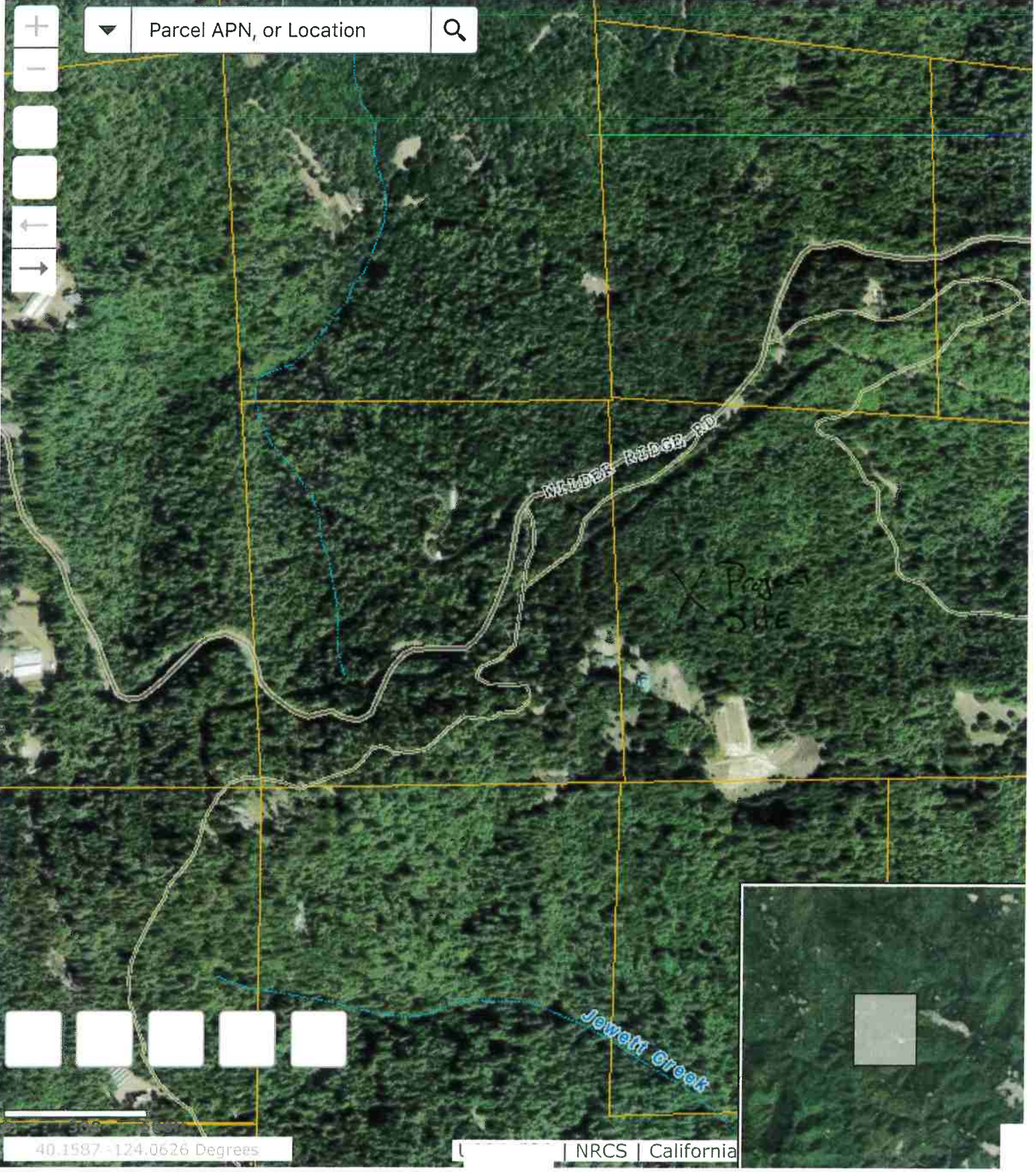
Steve Doyle
Six Rivers Construction & Consulting



Humboldt County Web GIS

Planning & Building Department

Parcel APN, or Location



40.1587 -124.0626 Degrees

NRCS | California