



ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
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DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707



PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741
BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540
ENGINEERING	445-7377	PARKS	445-7651
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CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

LAND USE 445-7205

ROAD EVALUATION REPORT INSTRUCTIONS

PURPOSE: The *Road Evaluation Report* is intended as a way for an applicant to document the condition of the access road(s) serving the subject property for cannabis projects that require a Conditional Use Permit (CUP), Special Permit (SP), or Zoning Clearance Certificate (ZCC). This report is not intended to be used for any other type of Planning & Building Department permit application. This will enable Public Works staff to determine if the existing roadway network [excluding on-site driveway(s)] is suitable to accommodate the proposed use on the subject property.

In rural areas, a category 4 road is usually adequate for most uses. If the road is paved and has a centerline stripe it is considered by the Department to be a category 4 road. In urban and suburban areas, the road may also need to accommodate other road users (pedestrians, bicycles, equestrians, etc.). When roads meet or exceed this standard, the roadways can typically accommodate increased traffic. This evaluation is accomplished by the applicant completing Part A of the *Road Evaluation Report*.

When the roadways do not meet a category 4 standard, there is a question that road may not be able to accommodate traffic from the proposed use. The goal is to evaluate roads that do not meet road category 4 standards in order to determine if the roads can accommodate increased traffic. This evaluation is accomplished by the applicants engineer completing Part B of the *Road Evaluation Report*.

In lieu of constructing road improvements to meet a category 4 road standard, the Department may approve a *Neighborhood Traffic Management Plan*. A neighborhood traffic management plan may include (but is not limited) the following elements: restricting the times that project traffic will use the road to off-peak hours; combining trips to reduce the volume of project traffic; carpooling to reduce the volume of project traffic; the use of signs and CB radios to coordinate traffic using the road(s); etc. The Department's criteria for approving a *Neighborhood Traffic Management Plan* is based upon site specific conditions; sound engineering judgment; the proposed ADT and DHV of the roads; the need to accommodate other road users (pedestrians, bicycles, equestrians, and other cannabis projects using the road, etc.); and the frequency and quantity of traffic associated with the proposed use. The applicant's Civil Engineer can address this in Part B of the *Road Evaluation Report*.

There may be other cannabis projects that use the same access road(s) as your project. Part B of the *Road Evaluation Report* needs to address the cumulative impacts from your project and all other cannabis projects that will also use the same road(s). There may be benefits of applicants collectively working together with one engineer to complete the *Road Evaluation Reports* for all of the projects.

(continued on next page)

REFERENCES:

- Humboldt County *Road Design Manual*, Chapter 7, Design Standards for Roadway Categories.
- American Association of State Highway and Transportation Officials (AASHTO) *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)*.
- American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets (AKA "Green Book")*
- Institute of Transportation Engineers (ITE) *Trip Generation*

INSTRUCTIONS: The *Road Evaluation Report* consists of two parts. The first part (Part A) may be completed by the applicant. If the second part (Part B) is needed, it must be completed by a Civil Engineer licensed by the State of California. The .pdf version of this document provides fields that can be filled in.

A separate *Road Evaluation Report* is required for each road. **Save Time: before completing these forms consult with the Land Use Division at 707.445.7205 to make sure you are evaluating all of the necessary roads for your project; that other cannabis projects in the vicinity have been included; and to make sure that you understand what is needed.**

Special instructions to the applicant's Civil Engineer in completing Part B:

- Engineer will need to contact the Department for a list of other cannabis projects that may be using all or some of the same roads in the roadway network.
- Engineer will need to determine which of these projects utilize the roads within the same roadway network by personally reviewing the cannabis project applications at the Planning & Building Department. Many of the cannabis project applications are incomplete; therefore the engineer may need to directly contact other applicants to determine how these other cannabis projects will utilize the roads in question.
- Engineer may propose a master plan in which any required roadway improvements are incrementally divided among several cannabis projects. However, the master plan must be designed so that improvements to the road(s) will be adequate when constructed incrementally.

// END //

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: Matt Grace - Green with Envy APN: 210-131-015

Planning & Building Department Case/File 12323 & 12321

No.: Road Name: Burr Valley Road *(complete a separate form for each road)*

From Road (Cross street): Burr Valley Road 6.5 miles

To Road (Cross street): Burr Valley Road 7.5 miles

Length of road segment: 1 Mile miles Date Inspected: 11/5/2021

Road is maintained by: County Other Road Association / Adjacent Land Owners
(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.

Matt Grace
Signature

11/17/2021
Date

Matt Grace
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
To Road: _____ (Post Mile _____) Department Case/File No.: _____

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.

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.

Road Evaluation Report for Burr Valley Road

Prepared for:

Green with Envy

APN : 210-131-018 &210-131-015

Prepared by:

ETA Humboldt

Contact Name: Vanessa Valare

Telephone: 707.923.1180

Email: etahumboldt@gmail.com

Road Evaluation Site Map


Green with Envy : APN 210-131-018 & 210-131-015


 Property Boundary

 Road Site

Roads

 Six Rivers Construction & Consulting Road Evaluation

 Applicant Road Evaluation

 Permanent

 Seasonal

Site 4 - Class III Watercourse Crossing
22ft road width
10% Grade

Site 3 - Turnout
25ft road width
0-5% Grade

Site 1 - Turnout
30ft width
0-5% Grade

Site 2 - Turnout
25ft road width
3% Grade
(Road Mile 6.7)

Site 5 - Turnout
35ft road width
0-5% Grade

Site 6 - Turnout
32ft road width
0-5% Grade

Site 9 - Class II Watercourse Crossing
25ft Road Width
5-10% Grade

Site 8 - Turnout
20ft road width
10% Grade

Site 7 - Watercourse Crossing / Intersection
30ft road width
0-5% Grade

210-131-018-000

210-131-015-000

30
Survey feet



Introduction:

The subject of this road evaluation is for a section of Burr Valley Road located in the Dinsmore, CA. The evaluation of this access road leading to 210-131-018 and 210-131-015. This road evaluation was undertaken to determine if the road network used to access the project site is at Humboldt County Road Category 4 standard or equivalent.

Background:

This road evaluation assessed approximately one mile of Burr Valley Road, located southwest of Dinsmore, California. There are three culverts along this section of road as well as multiple rolling dips. The road is drained primarily by in-sloping with inside ditches with sections of outsloping. This road is a community used and road association maintained road. From the intersection of Highway 36 and Burr Valley Road, Mile 0.1 to Mile 6.7 has been evaluated by licensed Civil Engineer Steve Doyle from Six River Construction & Consulting and determined to be a Category 4 road with a low traffic volume of approximately 42 vehicle average daily traffic.

To access the site Via Highway 36, exit Burr Valley Road and travel approximately 6.5 miles. The section of road that has been assessed and accesses the applicants property is from mile 6.5 to mile 7.5.

Findings:

The ADT for this section of road is less than 30 vehicles per day. The width of the road ranged from 14ft-25ft. Multiple locations were observed and referenced on the site map to have adequate room for vehicles to pull over and or pass with good visibility. Road is well rocked with adequate and appropriate drainage structures. There are nine locations mapped and references as Road Sites that were over 20ft in width and or provided a location to pull a vehicle over, watercourse crossings were also referenced. Travel way width along the road varies from 14-28 ft wide with 1 ft -2 ft shoulder and adequate turnouts. This section of evaluated road accommodates passing traffic with appropriate turnouts. See Site Map for specified locations.

Drainage control on the private road was found to be functioning adequately with well defined and appropriately spaced rolling dips, push-outs, ditches and ditch relief culverts.

Assessment of culverts and/or stream crossings was not part of our access road evaluation.

No improvements are being recommended for this section of Burr Valley Road to function as a road category 4, provided that the road is adequately maintained. No significant sediment discharge sites were observed on this access road.

Conclusion:

This section of Burr Valley Road to the applicant's properties, Apn- 210-131-018 and 210-131-015 is equivalent to Road Category 4 due to an adequate distribution of turnouts and low ADT.

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: BURR Valley ROAD Date Inspected: 8/16/18 APN: 210-131-017
 From Road: Hwy 36 (PM 37.70) Planning & Building Department Case/File No:
 To Road: BURR Valley ROAD (PM 6.7)

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

ADT: 42 Date(s) measured: 8/16/18

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

8/16/18
Date

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: 210-131-017

Planning & Building Department Case/File No.: SP16-350

Road Name: BURR Valley Road (complete a separate form for each road)

From Road (Cross street): Hwy 36

To Road (Cross street): BURR Valley Road

Length of road segment: 6.7 miles Date Inspected 8/14/18

Road is maintained by: County Other ROAD COMMITTEE
(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 overhangs, 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

8/16/18

Name Printed

STEVE DOYLE

Road Evaluation for Burr Valley Road, Bridgeville CA
Completed on August 16, 2018 by Steve Doyle @ Six Rivers Construction & Consulting
California Contractors License # 1031712

Burr Valley Road is located off of State HWY 36 at PM 37.70. Burr Valley Road is maintained by a road committee and is in fair condition. The road width varies from 14 feet wide to 20 feet wide with turnouts located in random locations. The steepness of the road varies from 5% to 10% depending on the topography of the land. Burr Valley Road is an old logging road that was built with multiple turnouts, rolling dips, and rocked fords that helps control the sediment delivery and surface water drainage. Burr Road LLC, is located 6.7 miles from HWY 36 with little to no traffic. Burr Valley Road has the lowest traffic volume I have analyzed in Humboldt County. Mother Earth Consulting and I are reaching out to all cannabis farms located on Burr Valley Road to help contribute to the road committee and preserve the quality of the existing logging road with applying rock and compaction to lessen the potential of sediment delivery to any stream system. I believe that with the proposed improvements Burr Valley Road will be able to meet or exceed all Humboldt County road standards.

Steve Doyle
Six Rivers Construction & Consulting