

A.M. BAIRD

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CONSULTING - LAND DEVELOPMENT - DESIGN - SURVEYING

10/4/19

Ken Freed
Humboldt County of Public Works
3015 H Street Eureka, CA 95501

RE: Road Eval Supplement for Hawk Valley Farms
Apn: 204-091-012, App#11141

Dear Mr. Freed,

The following is additional information and research into the Item 3, of Part B, of the Road Eval Report created by this office and signed on July 15, 2017. From this offices research and inquiries with Public work and Planning there are 2 applications before Hawk Valley's Operation.

1. Application No. 12157 APN: 204 091-022, River Bar Farms. With approximately 15 employees.
2. Application No. 21314 APN: 204-331-001, Delany. This application has been withdrawn.

There were several other applications past Hawk Valley. Some of them have been either closed by planning or withdrawn by the application.

1. Application No. 1105 APN 204-331-006, Jennings- withdrawn
2. Application No. 13317 APN 204-191-031, Verishock. This would have used the same driveway as hawk valley. This application has also been withdrawn.
3. Application No. 12261 APN 204-101-008, Orion. This application has only one employee and that person lives on site.
4. Application No. 15779 APN 204-331-019, David Parris, Lavendar Farms . This application has one employee.
5. Application No. 15500, APN 204-331-014, Corterpassi, This application has one employee and he lives on site.

I have reviewed the increase of traffic from these cannabis operations and have found the following has been proposed. River bar farms Bed and Breakfast, Ap No. 12157. They are located 0.25 miles from Hwy 36. They have proposed a turn out as shown on Exhibit B, dated 1/19/18. This turn out has been accepted by the Public Works Department as a mitigation measure for their additional traffic load.

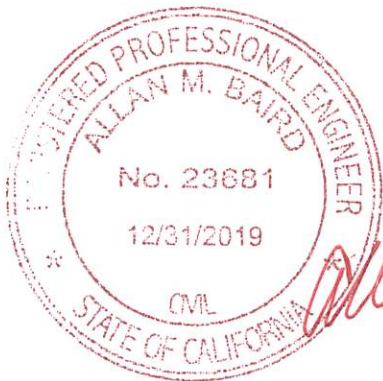
I have attached aerial photos showing the length of River Bar Road from Hwy 36 past the Hawk Valley Project.

As shown on aerials 1 through 3, there are four distinct turn outs. The first is approximately .25 miles from Hwy 36, located at River Bar Farms. The second turn around is at mile marker .5, which I refer to as Moora Turn out. The third is at mile marker 0.95 and refer to it as the Noble turn out. The fourth is at mile marker 1.2, which can be seen near the S turn at the Delany project. At mile post 1.7 is sharp right-hand turn and the access to the hawk Valley project, and the withdrawn Verishock project.

Between these turnouts there is a high degree of visibility. From review of the increase of employee traffic for the projects up to Hawk Valley and past River Bar Farms there is at most up to an additional 8 trips a day. With the high degree of visibility and the existing paved section the following recommendation to the access to hawk Valley can satisfy the category 4 road classification.

In the past 15 to 20 years there was a high degree of truck traffic from gravel and logging operations that used the entirety of River Bar Road. These operations have since stopped which increases the existing and future available ADT. Hawk Valley is proposing to pave its turn out and access. I have attached a sketch similar to the exhibit B for River Bar Farms and their widening.

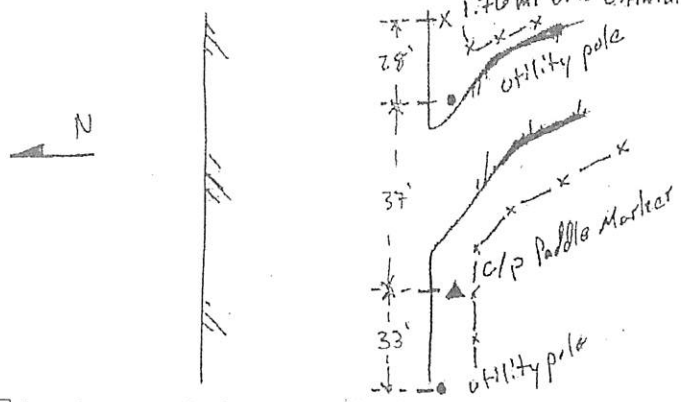
I have acquired a copy of the collision report summary for River Bar Road, Dated 12/31/18. It shows the number of accidents at 5, number of persons injured. 4. Of these 5 collisions 2 were from DUI, 1 was for speeding, 1 for unsafe turning and 1 for a head on collision at approximate 1 mile south of Hwy 36.



End of County Maintenance Paddle Marker Location Verification Form

Road Name: <u>River Bar Road</u>	Date: <u>1/19/18</u>
Road No. <u>46010</u>	By: <u>LG, WH</u>
Road Log Mileage: <u>1.76 miles</u>	
Status of <i>end of county maintenance</i> paddle marker:	
<input type="checkbox"/> Paddle marker not found.	Starting Point X-Street Name: <u>State Hwy 36</u>
<input checked="" type="checkbox"/> Paddle marker found; DMU mileage <u>1.7474</u>	GPS Latitude: <u>40.54593</u>
	GPS Longitude: <u>-124.11444</u>

Sketch of road and site conditions at mileage listed in the road log. DMU Mileage: 1.7474



GPS Latitude: 40.53242
GPS Longitude: -124.09468

- location at *end of maintained mileage* marked for USA.
- paddle marker and road log mileage are at the same location ($\pm 10'$). If not, complete the bottom portion of this form.

Sketch of road and site conditions at paddle marker. DMU Mileage: _____
GPS Latitude: _____
GPS Longitude: _____

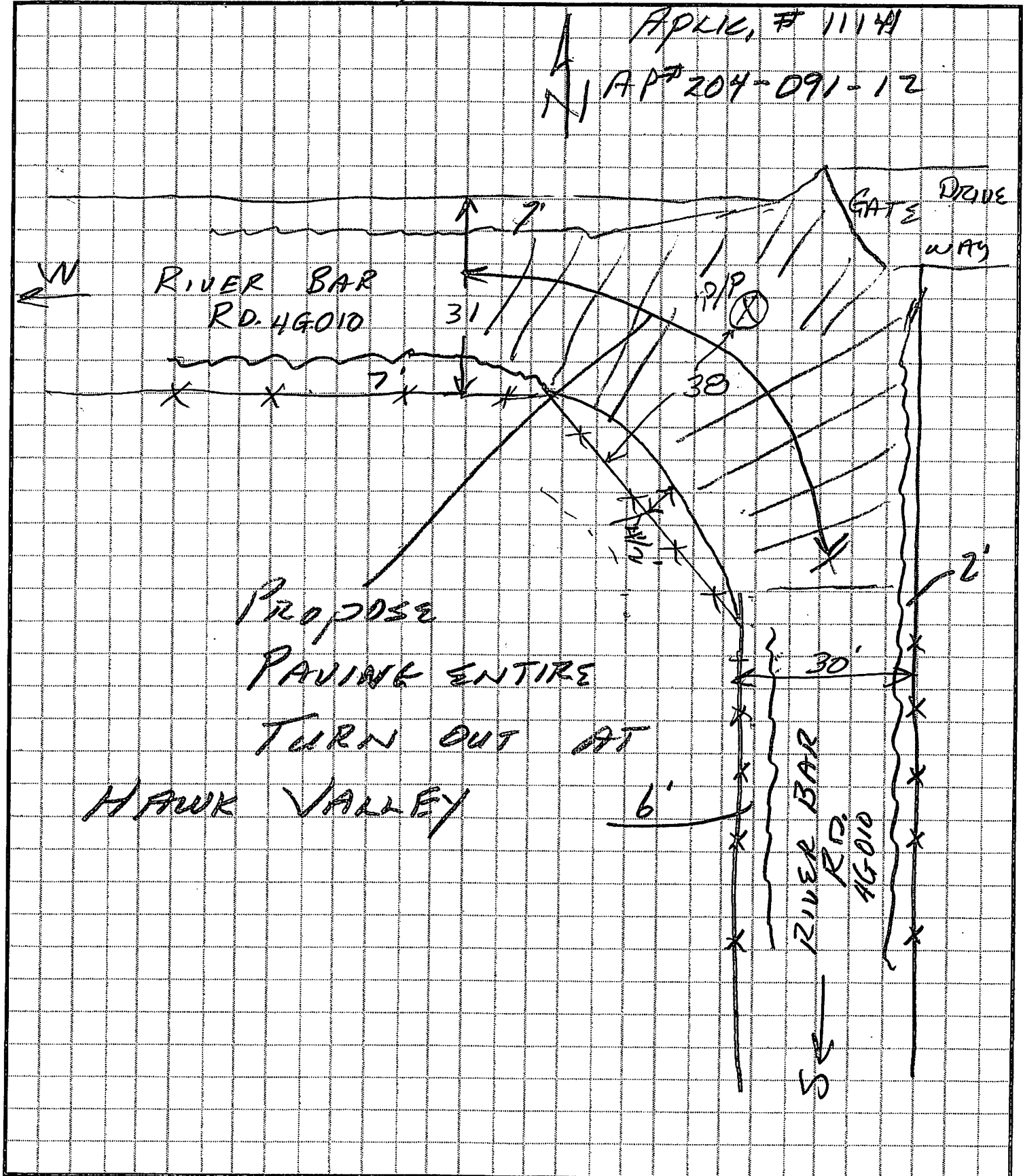
Attach photographs for each point.

Deputy Director Determination	
<input type="checkbox"/> Accept existing paddle marker as the location of End of County Maintenance.	By: _____
<input type="checkbox"/> Set a new paddle marker at location of mileage in the Road Log; and remove the existing paddle marker (if present).	Date: _____

EXHIBIT "B"

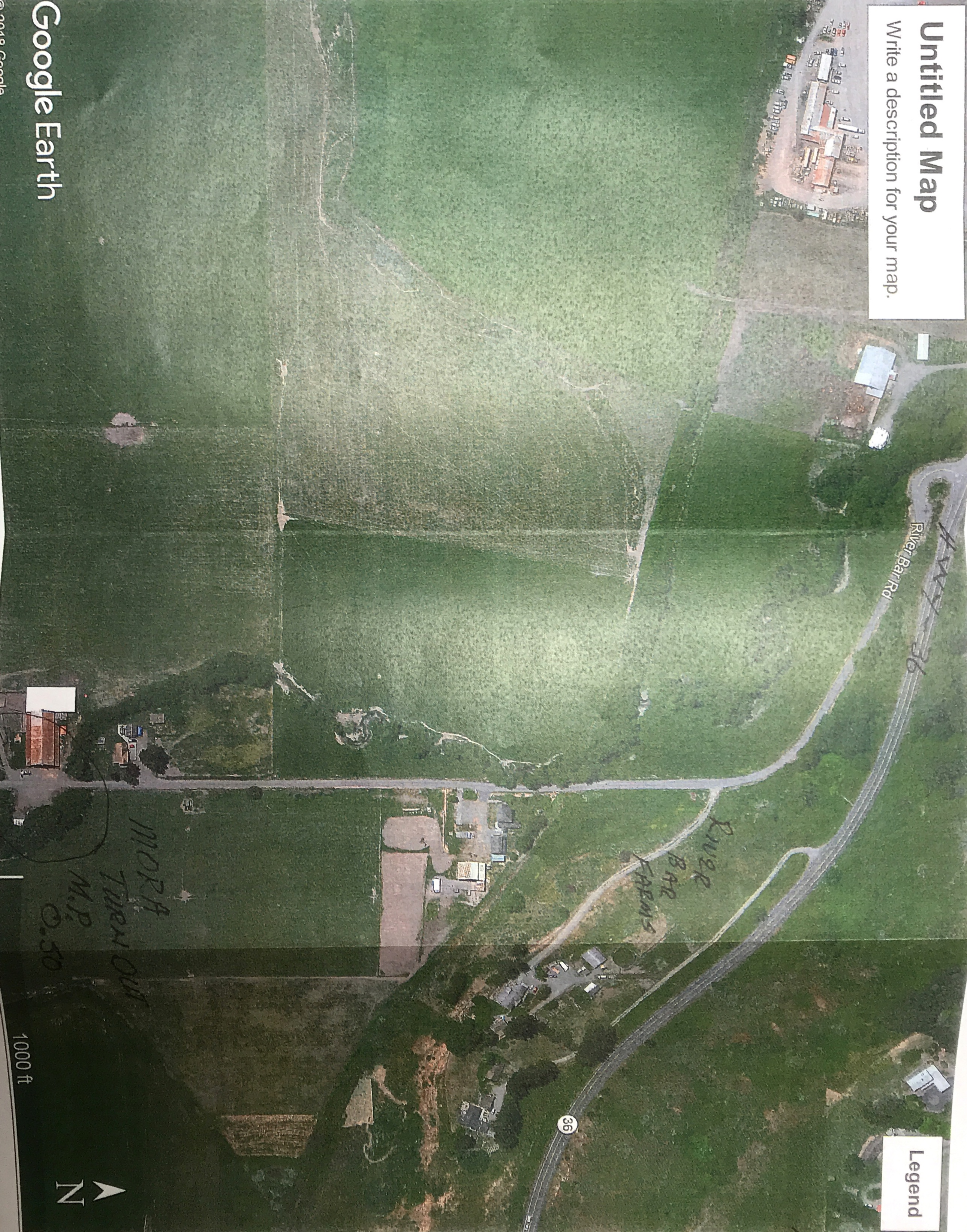


SUBJECT PROPOSED TURN OUT IMPROVEMENT MAP ± 1.7
BY AMB DATE 10-7-19 CLIENT CORY NUHES CHECKED BY _____ APPROVED _____
JOB NO. _____



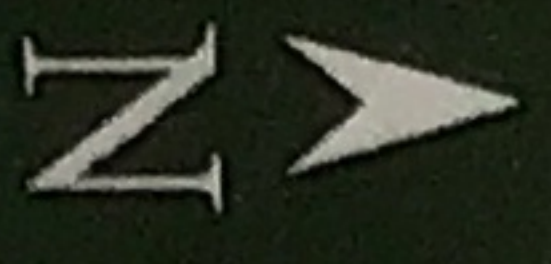
Untitled Map

Write a description for your map.



Legend

1000 ft



Untitled Map

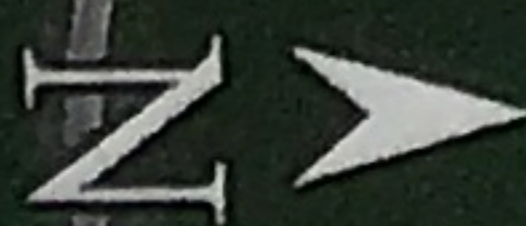
Write a description for your map.

MORE
TURN
OUT
MP 0.50

MP 0.25
NOBLE
TURN
OUT

Legend

1000 ft



Untitled Map

Write a description for your map.

Legend

MP 0.95
NOBEL
TURN

SHAWNEE

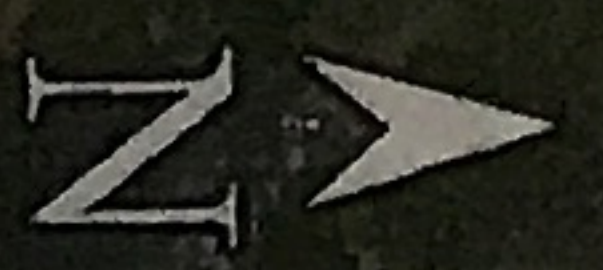
NUNES
CORNER

MR SHOLE

MILLERS

LENNING

ORION



3/3



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: Hawk Valley LLC APN: 204-091-012

Planning & Building Department Case/File No.: CUP 16-161; APPS# 11141

Road Name: River Bar Road (complete a separate form for each road)

From Road (Cross street): HWY 36

To Road (Cross street): Site Driveway- 1492 River Bar Road

Length of road segment: 1.3 miles Date Inspected: 12/12/17

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.

Allan M Baird

7-15-17

Signature

Date

ALLAN M. BAIRD

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: River Bar Road Date Inspected: 12/12/17 APN: 204-091-012
 From Road: HWY 36 (Post Mile 1.62) Planning & Building Department Case/File No.:
 To Road: 1492 River Bar Road (Post Mile 1.3) CUP 16-161 APP# 11141

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.) 4

ADT: <25 Residences Date(s) measured: 12/12/17

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. ****Excellent Visibility Along Entire Road**

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.)

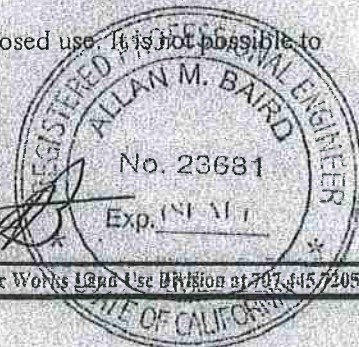
The roadway cannot accommodate increased traffic from the proposed use. It is not possible to address increased traffic.

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

7-15-17



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.