HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: MIB LLC APN: 221-021-026

Planning & Building Department Case/File No.: CUP16-284

RECEIVED
JUN 20 2018
Humboldt County
Planning Division

Road Name: UPPER THOMAS ROAD *(complete a separate form for each road)*

From Road (Cross street): SALMON CREEK ROAD

To Road (Cross street): UPPER THOMAS ROAD

Length of road segment: 9.4 miles Date Inspected 6/5/18

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 Date

Name Printed

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: UPPER THOMAS ROAD Date Inspected: 6/5/18 APN: 221-021-026

From Road: SALMON CREEK ROAD (PM 2.9)

To Road: UPPER THOMAS ROAD (PM 9.4)

Planning & Building Department Case/File No.: CUP16-284

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

   ADT: 38 Date(s) measured: 6/4 & 6/5

   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 6/5/18 Date

Road Evaluation for Salmon Creek and Upper Thomas Road
Completed on June 5, 2018 by Steve Doyle @ Six Rivers Construction & Consulting
California Contractors License # 1031712

Salmon Creek Road from PM .3 to .6 has severe edge rutting in the west bound lane and deep pot holes which are in both travel ways. PM 1.4 there is s continuous slide which obstructs the west bound lane but during winter will obstruct both lanes of traffic. Salmon Creek road width varies from 20 feet wide to 16 feet wide and the steepness is from 5% to 12% to Upper Thomas Road which is at PM 2.9 off Salmon Creek road. Upper Thomas road width varies from 20 feet wide to 16 feet wide with several locations where two vehicles will not be able to pass by safely. PM 0.0 to PM 2.2 in the west bound lanes the right wheel rut has severe asphalt and subgrade failures which has caused a grade break in the travel way. The existing asphalt is causing the west bound traffic to drive in the east bound lanes for extended period of time which is extremely unsafe. PM 2.5 has a failed culvert which has caused a complete road failure to both east and west bound lanes and is currently base rock. Early warning signs such as loose gravel ahead or uneven asphalt ahead would allow the traveling public to avoid potential injuries. PM 3.3 to 3.6 is only 16 feet to 14 feet wide with a steepness of 18% + and the line of sight is obstructed by trees which makes this location extremely unsafe. There has been multiple times I have met a fuel truck in this location and was forced to back up until there was room to pass. There is evidence of scarred trees and this location and has severe pot holes in both the east and west bound directions. Upper Thomas Road turns into base rock at PM 3.9 and the road is 20 feet wide to 18 feet wide with the road steepness at 8% to 14%. Salmon Creek school is located at PM 5.5 and the road width is 20 feet wide to 16 feet wide and rolling dips are present to control sediment delivery. PM 6.0 to 8.4 the road width varies from 20 feet to 16 feet with multiple safe areas to allow for passing. PM 8.4 to 9.4 the road width varies from 16 feet wide to 12 feet wide with turnouts located randomly and the line of sight is great. PM 9.4 is MIB, LLC APN# 221-021-026
Steve Doyle
Six Rivers Construction & Consulting

Humboldt County Web GIS

Planning & Building Department