



NorthPoint Consulting Group, Inc.
P.O. Box 44
Eureka, CA 95502
(707) 798-6438

February 18, 2019

Humboldt County Department of Public Works
531 K St. Eureka, CA 95501

RE: Fantastic Gardens Humboldt, INC. Road Evaluation Report
APN: 210-141-008
Apps# 11966

Burr Valley Road, FR 1N10, FR 1N08 along with unnamed and private roads provide access for numerous property owners in the Burr Valley and Sway Back Ridge area, and are classified as *very low-volume local roads*. The American Association of State Highways and Transportation Officials (AASHTO, 2001) defines a *very low-volume local road* as a road that is functionally classified as a local road and has a design average daily traffic volume (ADT) of 400 vehicles per day or less.

This Road Evaluation Report summarizes the evaluation of the routes that lead to the subject parcel. The routes consist of multiple roads. (See Exhibit 1 for a map of the routes, and for a map of the roads that make up each route). Each route was evaluated separately, and the summaries of the evaluations are presented separately. This report summary is comprised of the following Exhibits:

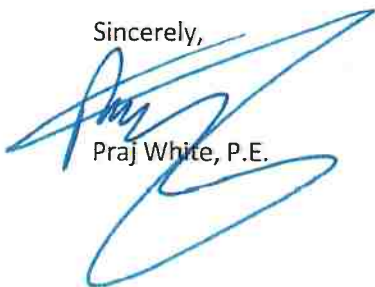
- Exhibit 1: Map of Routes
 - Eastern Route & Western Route Overview
 - Eastern Route Map
 - Western Route Map
- Exhibit 2: Road Evaluation Summary
- Exhibit 3: Road Evaluation Photographs

Road Points (RPs) were located along each route, leading to the subject parcel. RPs are defined as interest points along the subject roads; locations of pinch points, locations of sight distance restrictions, stream crossings or intersections. The road widths were measured, photos were taken, and recommendations were prescribed at each Road Point. The recommendations are based on whether the RPs pose a site-specific problem. See Exhibit 3: Road Evaluation Photographs for photos of each RP. The photos also contain indication of the location of any remediation/treatment, if any were recommended for that corresponding RP.

In conclusion, the roads leading to the subject parcel need only minor modifications to accommodate the increased traffic due to Fantastic Gardens Humboldt's proposed project. Minor modifications are summarized in Tables 2 and 3, in Exhibit 2.

If you have any questions, please contact me at (707) 798-6438.

Sincerely,



Praj White, P.E.



Fantastic Gardens Humboldt
APN: 210-141-008
APPS# 11966

Eastern Route & Western Route Overview

- HYW 36
- Eastern Route
- Western Route
- Private Access Drive



Fantastic Gardens Humboldt
APN: 210-141-008
APPS# 11966

Eastern Route Map (1 of 4)

-  HYW 36
-  FR1N10
-  FR1N08
-  Unnamed Road 1
-  Private Access Drive



Google Earth



Fantastic Gardens Humboldt
APN: 210-141-008
APPS# 11966

Eastern Route Map (3 of 4)

- FR1N10
- FR1N08
- Unnamed Road 1
- Private Access Drive



Fantastic Gardens Humboldt
APN: 210-141-008
APPS# 11966

Eastern Route Map (4 of 4)

- FR1N10
- FR1N08
- Unnamed Road 1
- Private Access Drive



Fantastic Gardens Humboldt
APN: 210-141-008
APPS#11966

Western Route Map (1 of 5)

- HYW36
- Burr Valley Road
- UNN 1
- Unnamed Road 2
- Private Access Drive



Fantastic Gardens Humboldt
APN: 210-141-008
APPS#11966

Western Route Map (2 of 5)

- Burr Valley Road
- UNN 1
- Unnamed Road 2
- Private Access Drive

RP23
RP22

RP24

RP25

Google Earth

800 ft





Fantastic Gardens Humboldt
APN: 210-141-008
APPS#11966

Western Route Map (5 of 5)

- Burr Valley Road
- UNN 1
- Unnamed Road 2
- Private Access Drive



Exhibit 2: Road Evaluation Summary



APN: 210-141-008
APPS#11966

This Road Evaluation Summary describes the routes that are used to access the subject parcel, APN: 210-141-008. The subject parcel is located off a private access drive, which can be access via two (2) routes leading off from State Highway 36, Eastern Route and Western Route. Table 1 below outlines the two routes and private access drive, describing their lengths, associated Road Points, number of adjoining parcels and the estimated Average Daily Traffic (ADT). See the attached maps in Exhibit 1 for details of each route that is used to access the parcel and locations of Road Points.

Table 1: Description of Routes used to access subject parcel.

Route	Roads	Length (mi.)	Start RP	End RP	Adjoining Parcels	Estimated ADT
Eastern Route	HWY 36	N/A	N/A	RP1	N/A	N/A
	1N10	4.72	RP1	RP7	7	28
	1N08	5.32	RP7	RP12	4	16
	Unnamed Road 1	0.37	RP12	RP15	3	12
Total:						56
Western Route	HYW 36	N/A	N/A	RP22	N/A	N/A
	Burr Valley Rd.	6.96	RP22	RP45	33	116
	UNN 1	0.87	RP45	RP21	4	16
	Unnamed Road 2	1.37	RP21	RP15	4	16
Total:						148
Private Access Drive		0.15	RP15	RP17 (Parcel)	2	8
Total:						8

Tables 2 and 3 below contain a description of the Road Points, Latitude and Longitude, and the measured road width of each RP along the subject section of road. The table also describe if there is a turn out present within appropriate distance to the RPs, and the recommended prescription for each RP. See Exhibit 3: Road Evaluation Photographs for photos of each RP. The photos also contain indication of the location of any remediation/treatment, if any were recommended for that corresponding RP. Not including the RPs, all other sections of the subject road are at least 20 feet in width, do not restrict visibility and do not pose a site-specific problem.

Table 2: Eastern Access Route Road Point Summary.

RP	Figure(s)	Lat., Long.	Description	Measured Width (ft.)	Turnout Provided?	Recommendation
1	-	40.4885, -123.6269	Intersection of HWY 36 & FR 1N10	20	N/A	N/A
2	-	40.4878, -123.6218	Pinch Point. No sight distance restriction. Paved road.	17	No	***
3	-	40.4873, -123.6212	Pinch Point. No sight distance restriction. Paved road.	15	No	***
4	1	40.4859, -123.6152	Pinch Point. Bridge. No sight distance restriction.	14	No	Install "SINGLE LANE BRIDGE" signs
5	-	40.4794, -123.5991	Pinch Point. Cattle Guard. No sight distance restriction. Paved road.	20+	No	None
6	-	40.4680, -123.5823	Pinch Point. No sight distance restriction.	12.5	Yes	Maintain turnout
7	-	40.4646, -123.5777	Intersection of FR 1N10 and FR 1N08.	20+	N/A	N/A
8	2	40.4661, -123.5850	Pinch Point for ~200' segment. No sight distance restriction.	13	No	***
9	3	40.4616, -123.5815	Pinch Point. No sight distance restriction.	14	Yes	Maintain turnout
10	4	40.4607, -123.5875	Pinch Point. No sight distance restriction.	14	No	***
11	5	40.4769, -123.6179	Pinch Point for ~800' segment. No sight distance restriction.	15	Yes	Maintain turnout
12	6	40.4322, -123.5904	Pinch point. Gate. No sight distance restriction. Intersection of 1N08 and Unnamed Road 1	16	Yes	Maintain turnout
13	-	40.4318, -123.5889	Pinch Point. Stream crossing. No sight distance restriction.	13	Yes	Maintain turnout
14	7	40.4301, -123.5882	Pinch Point. 100' in length. No sight distance restriction.	12	No	***
15	8	40.4290, -123.5877	Intersection of Unnamed Road 1 and Private Access Drive.	20+	N/A	N/A
16	-	40.4290, -123.5875	Pinch Point. Gate. No sight distance restriction.	16	No	***
17	-	40.4284, -123.5854	Entrance to APN: 210-141-008	20+	N/A	N/A

*** = Maximize usable road width by clearing existing inside ditches and outside berms

Table 3: Western Access Route Road Point Summary.

RP	Figure(s)	Lat., Long.	Description	Measured Width (ft.)	Turnout Provided?	Recommendation
22	13	40.4712, -123.6544	Intersection of HWY 36 and Burr Valley Road	N/A	N/A	N/A
23	14	40.4714, -123.6540	Pinch point. 300' in length along fence line.	15	No	Install "DRIVE SLOW" signs
24	15	40.4713, -123.6506	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
25	16	40.4702, -123.6481	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
26	17	40.4564, -123.6281	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
27	18	40.4548, -123.6287	Pinch Point. Stream crossing. No sight distance restriction.	14	Yes	Maintain turnout
28	19	40.4540, -123.6284	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
29	20	40.4529, -123.6287	Pinch Point. 500' in length	15	No	Install turnout between RP34 & RP35
30	21	40.4503, -123.6295	Pinch Point. Cattle guard. No sight distance restriction.	10	Yes	Maintain turnout
31	22	40.4380, -123.6080	Pinch Point. No sight distance restriction.	16	No	***
32	23	40.4366, -123.6049	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
33	24	40.4325, -123.6037	Pinch Point. No sight distance restriction.	16	No	***
34	25	40.4303, -123.6017	Pinch Point. No sight distance restriction.	15	No	***
35	26	40.4285, -123.6029	Pinch Point. No sight distance restriction.	15	No	***
36	27	40.4273, -123.6042	Pinch Point. No sight distance restriction.	16	Yes	Maintain turnout
37	28	40.4267, -123.6043	Pinch Point. No sight distance restriction.	14	No	***
38	29	40.4255, -123.6053	Pinch Point. Cattle guard. No sight distance restriction.	12	No	***
39	30	40.4228, -123.6057	Pinch Point. Stream crossing. No sight distance restriction. No structure.	12	No	***
40	31	40.4220, -123.6055	Pinch Point. Stream crossing. No sight distance restriction.	15	No	***
41	32	40.4213, -123.6048	Pinch Point. Gate. No sight distance restriction.	15	No	***
42	33	40.4204, -123.6047	Pinch Point. No sight distance restriction.	15	No	***
43	34	40.4190, -123.6044	Pinch Point. No sight distance restriction.	15	No	***
44	35	40.4179, -123.6038	Pinch Point. Slight uphill slope. No sight distance restriction.	15	No	***
45	36	40.4176, -123.6019	Pinch Point. Stream crossing. No sight distance restriction. Intersection of Burr Valley and UN	17	Yes	Maintain turnout
46	37	40.4175, -123.5989	Pinch Point. No sight distance restriction.	16	No	***
47	38	40.4178, -123.5979	Pinch point. Stream crossing. No sight distance restriction.	12	Yes	Maintain turnout
48	39	40.4180, -123.5945	Pinch Point. No sight distance restriction.	15	Yes	Maintain turnout
21	12	40.4181, -123.5918	Intersection of UNN 1 and Unnamed Road 2	N/A	N/A	N/A
20	11	40.4191, -123.5907	Pinch Point. Through cut. No sight distance restriction	14	No	***
19	10	40.4209, -123.5887	Pinch Point. Stream crossing. No sight distance restriction.	13	No	***
18	9	40.4228, -123.5889	Pinch Point. Bridge. No sight distance restriction	12	Yes	Maintain turnout
15	8	40.4290, -123.5877	Intersection of Unnamed Road 2 and Private Access Drive.	20+	N/A	N/A
17	-	40.4284, -123.5854	Entrance to APN: 210-141-008	20+	N/A	N/A

*** = Maximize usable road width by clearing existing inside ditches and outside berms

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Eastern Route
PG. 1-6

PART A: Part A may be completed by the applicant

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966



Road Name: FR1N10 (complete a separate form for each road)

From Road (Cross street): HWY 36

To Road (Cross street): FR1N08

Length of road segment: 4.72 miles Date Inspected 12/12/18

Road is maintained by: ☐ County ☒ Other Forest Service

(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

Praj White

Name Printed

2/18/19

Date

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: FR1N10 Date Inspected: 12/12/18 APN: 210-141-008
 From Road: HWY 36 (PM RP1) Planning & Building
 To Road: FR1N08 (PM RP7) Department Case/File No.:
 11966

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

ADT: 28 Date(s) measured: 12/12/18

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.)

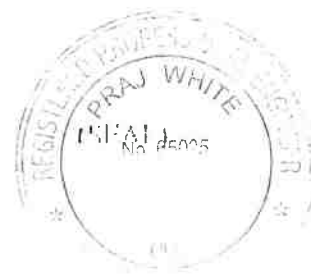
☐ The roadway cannot accommodate increased traffic from the proposed use. It is not possible to address increased traffic.

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

2/18/19

Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Eastern Route
pg 3-6

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

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

Road Name: FR1N08 (complete a separate form for each road)

From Road (Cross street): FR1N10

To Road (Cross street): Unnamed Road 1

Length of road segment: 5.32 miles Date Inspected 12/12/18

Road is maintained by: ☐ County ☒ Other Forest Service
(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

Praj White

Name Printed

2/18/19

Date

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: FR1N08 Date Inspected: 12/12/18 APN: 210-141-008
 From Road: FR1N10 (PM RP7)
 To Road: Unnamed Road 1 (PM RP12)

Planning & Building
Department Case/File No.:
11966

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

ADT: 16 Date(s) measured: 12/12/18

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

2/18/19
Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Eastern Date
Pg 5-6

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

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

Road Name: Unnamed Road 1 (complete a separate form for each road)

From Road (Cross street): FR1N08

To Road (Cross street): Private Access Drive

Length of road segment: 0.37 miles Date Inspected 12/12/18

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.

2/18/19

Date

Signature

Praj White

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: Unnamed Road 1 Date Inspected: 12/12/18 APN: 210-141-008
 From Road: FR1N08 (PM RP12)
 To Road: Private Access Drive (PM RP15)
 Planning & Building
 Department Case/File No.:
11966

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

ADT: 12 Date(s) measured: 12/12/18

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

2/18/19

Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Western Route
Pg 1-6

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

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

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

From Road (Cross street): HWY 36

To Road (Cross street): UNN 1

Length of road segment: 6.96 miles Date Inspected 12/12/18

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

Praj White

Name Printed

2/18/19

Date

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: 12/12/18 APN: 210-141-008
 From Road: HWY 36 (PM RP22) Planning & Building
 To Road: UNN 1 (PM RP45) Department Case/File No.:
 11966

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

ADT: 116 Date(s) measured: 12/12/18

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

2/18/19

Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

PART A: Part A may be completed by the applicant

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

Road Name: UNN 1 (complete a separate form for each road)

From Road (Cross street): Burr Valley Road

To Road (Cross street): Unnamed Road 2

Length of road segment: 0.87 miles Date Inspected 12/12/18

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

Praj White

Name Printed

2/18/19

Date

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: UNN 1 Date Inspected: 12/12/18 APN: 210-141-008
 From Road: Burr Valley Road (PM RP45)
 To Road: UNN 1 (PM RP21)

Planning & Building
Department Case/File No.:
11966

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

ADT: 16 Date(s) measured: 12/12/18

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

2/18/19

Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Western Route
Pg 5-6

PART A: Part A may be completed by the applicant

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

Road Name: Unnamed Road 2 (complete a separate form for each road)

From Road (Cross street): UNN 1

To Road (Cross street): Private Access Drive

Length of road segment: 1.37 miles Date Inspected 12/12/18

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.

2/18/19

Signature

Date

Praj White

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: Unnamed Road 2 Date Inspected: 12/12/18 APN: 210-141-008
 From Road: UNN 1 (PM RP21) Planning & Building
 To Road: Private Access Drive (PM RP15) Department Case/File No.:
 11966

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

ADT: 16 Date(s) measured: 12/12/18

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

2/18/19

Date



HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

Private access Drive
Pg 1-2

PART A: Part A may be completed by the applicant

Applicant Name: Fantastic Gardens Humboldt, INC. APN: 210-141-008

Planning & Building Department Case/File No.: 11966

Road Name: Private Access Drive (complete a separate form for each road)

From Road (Cross street): Unnamed Road 2

To Road (Cross street): Subject Parcel

Length of road segment: 0.15 miles Date Inspected 12/12/18

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.

2/18/19

Date

Signature

Praj White

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: Private Access Drive Date Inspected: 12/12/18 APN: 210-141-008
From Road: Unnamed Road 1 / Unnamed Road 2 (PM RP15)
To Road: Subject Parcel (PM RP17)

Planning & Building
Department Case/File No.:
11966

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

ADT: 8 Date(s) measured: 12/12/18

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

2/18/19
Date



Exhibit 3: Road Evaluation Photographs

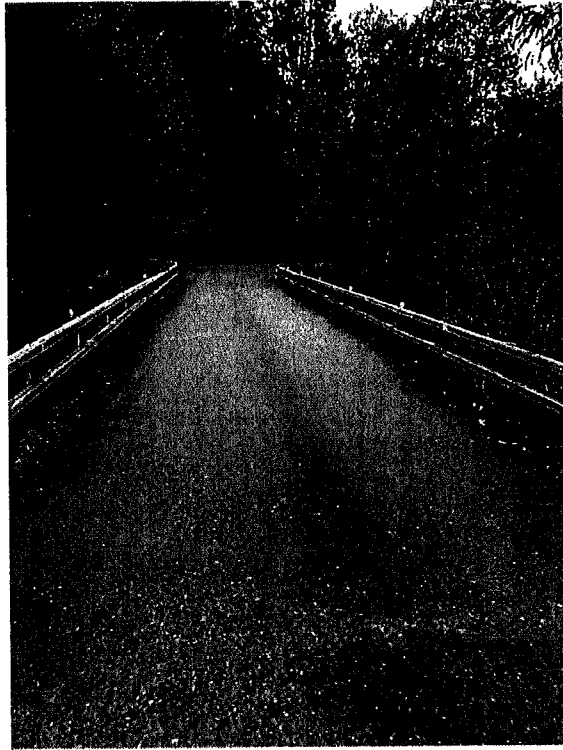


Figure 1: RP4

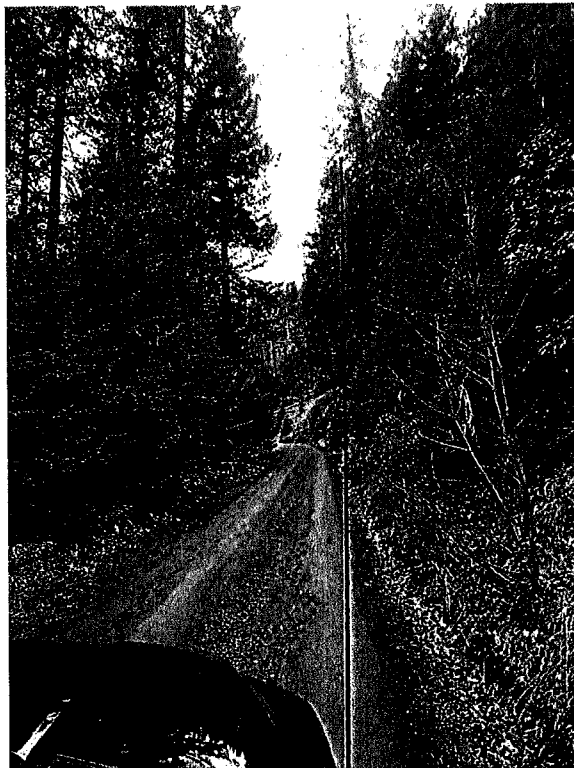


Figure 2: RP8

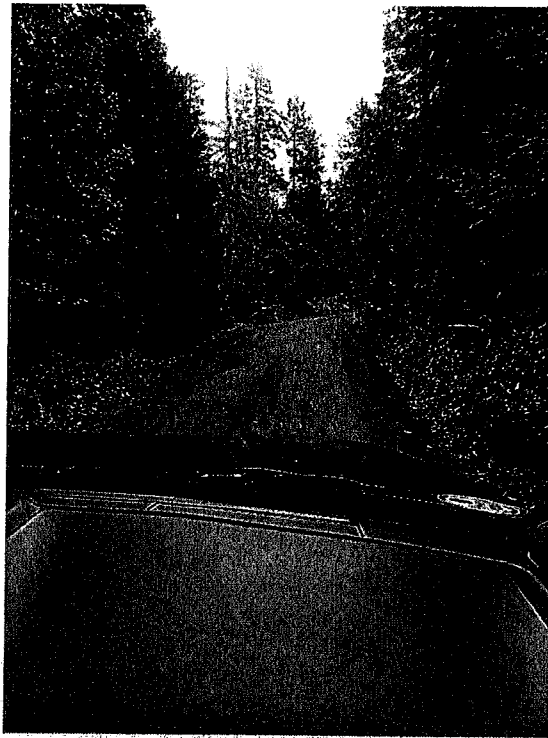


Figure 3: RP9

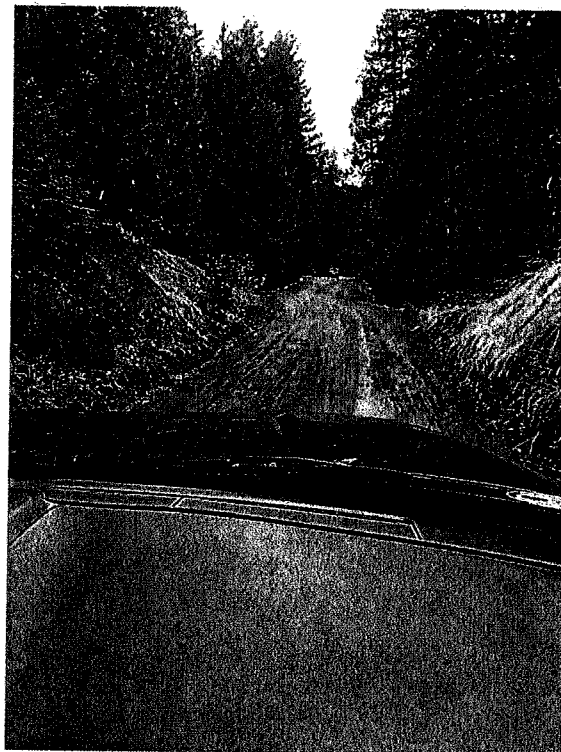


Figure 4: RP10

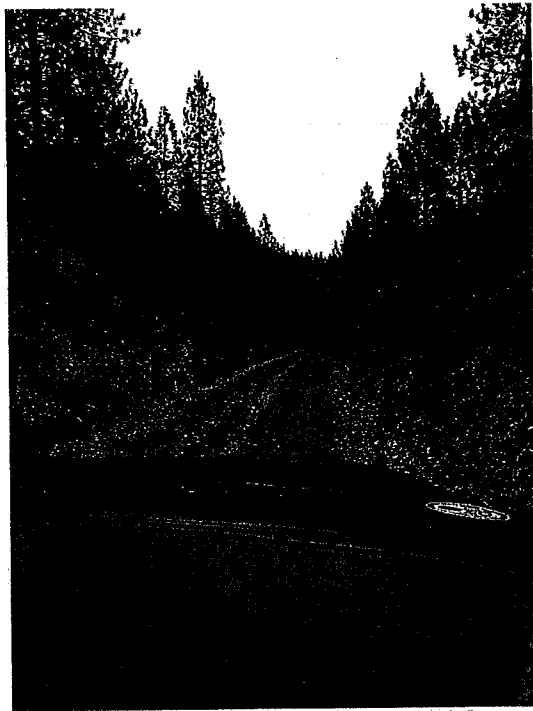


Figure 5: RP11



Figure 6: RP12



Figure 7: RP14



Figure 8: RP15



Figure 9: RP18



Figure 10: RP19

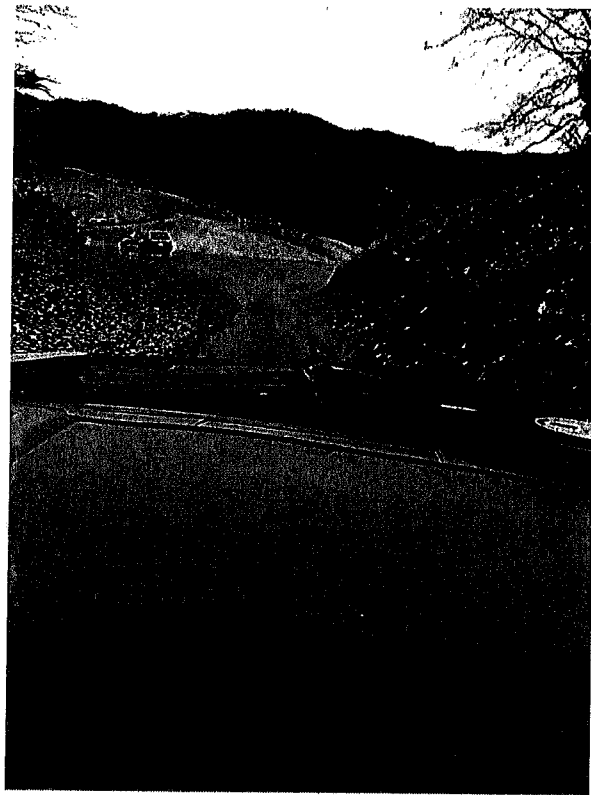


Figure 11: RP20

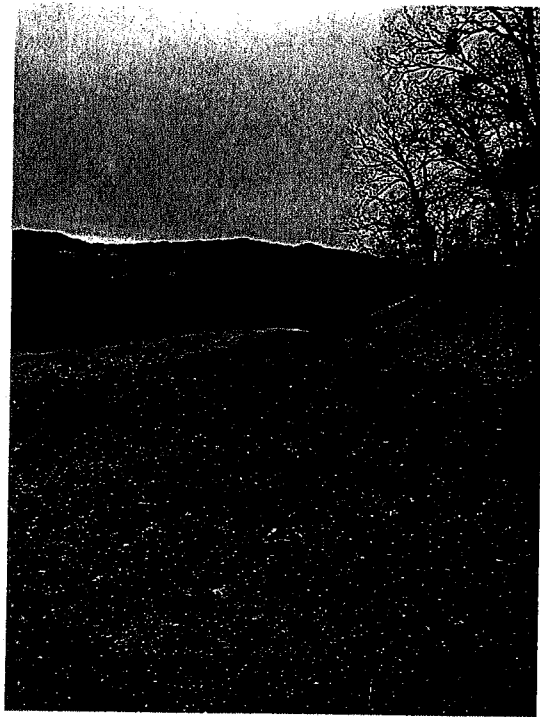


Figure 12: RP21

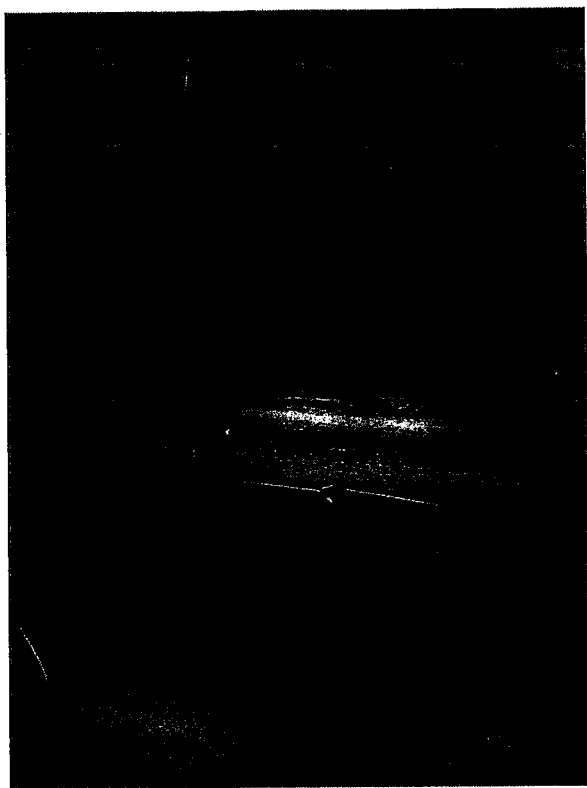


Figure 13: RP22

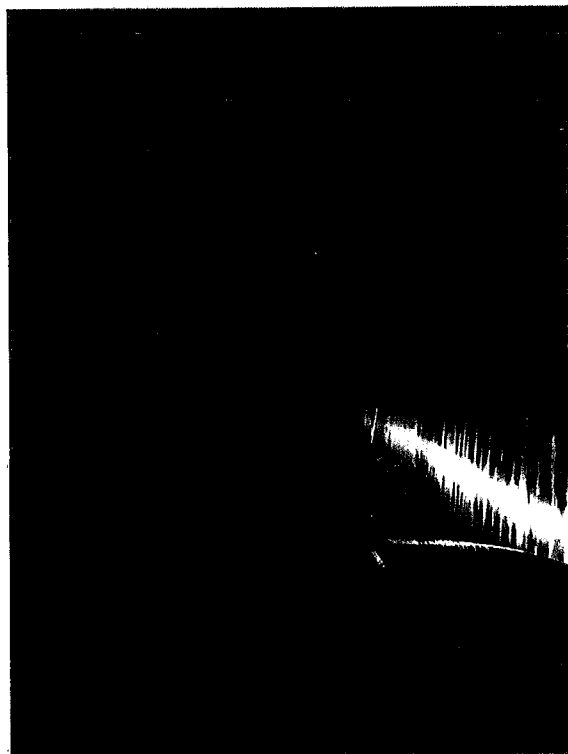


Figure 14: RP23

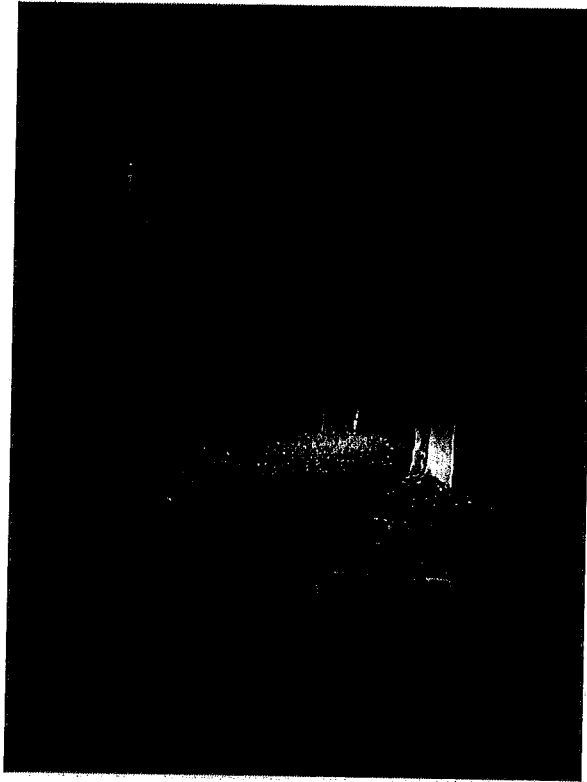


Figure 15: RP24

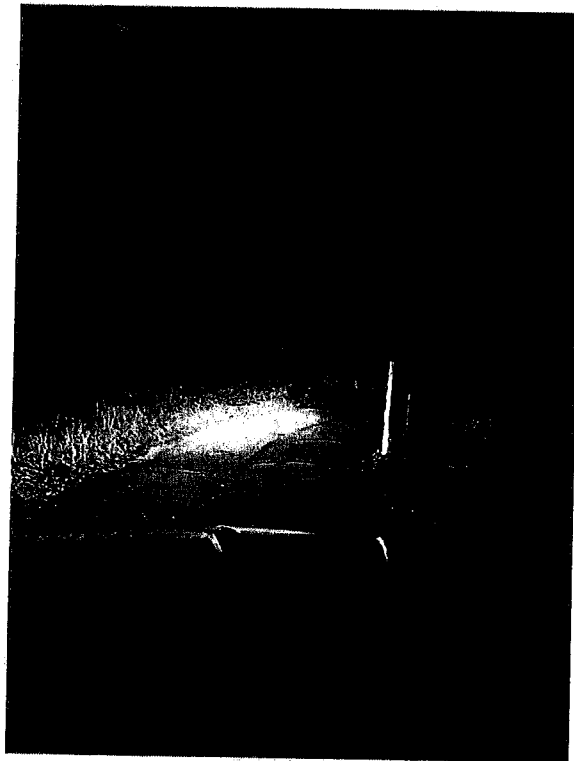


Figure 16: RP25

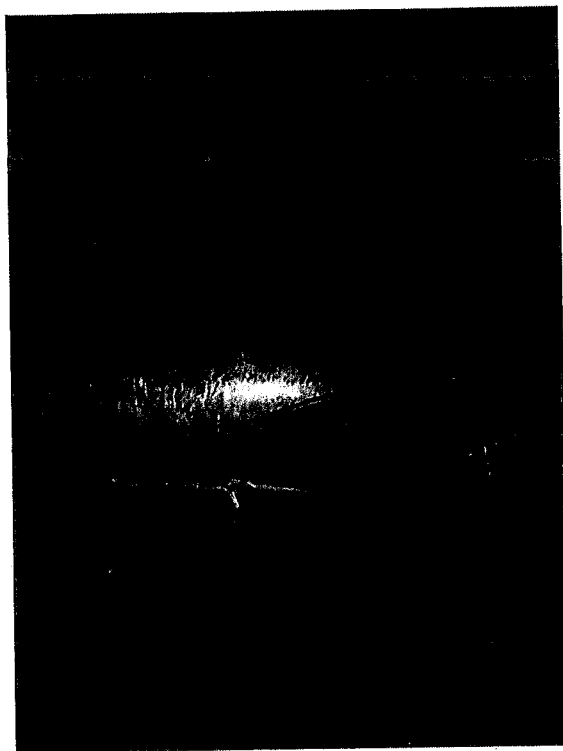


Figure 17: RP26

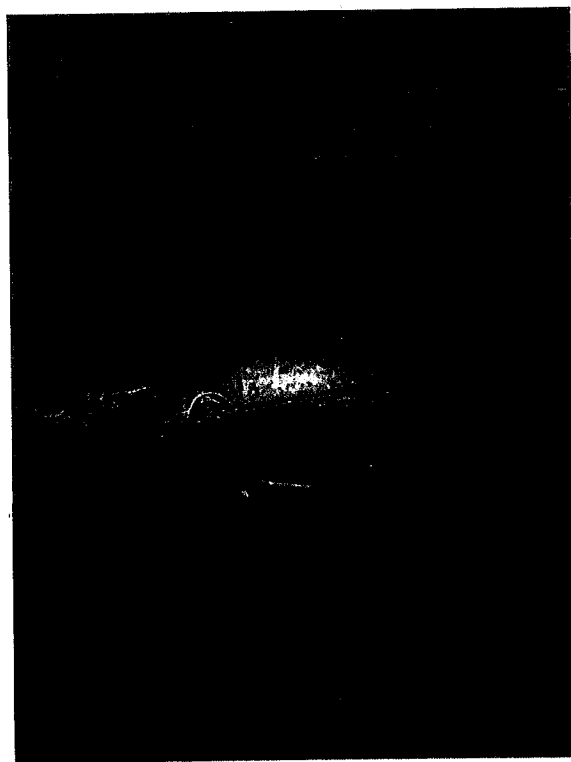


Figure 18: RP27



Figure 19: RP28

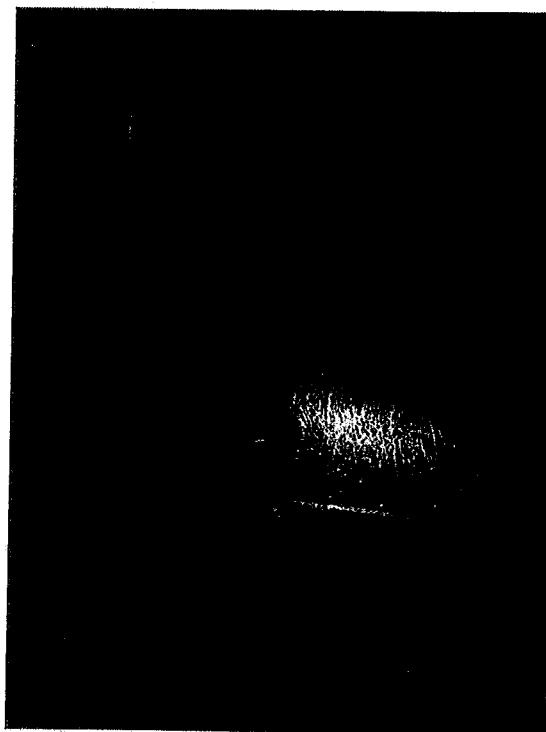


Figure 20: RP29



Figure 21: RP30



Figure 22: RP31



Figure 23: RP32

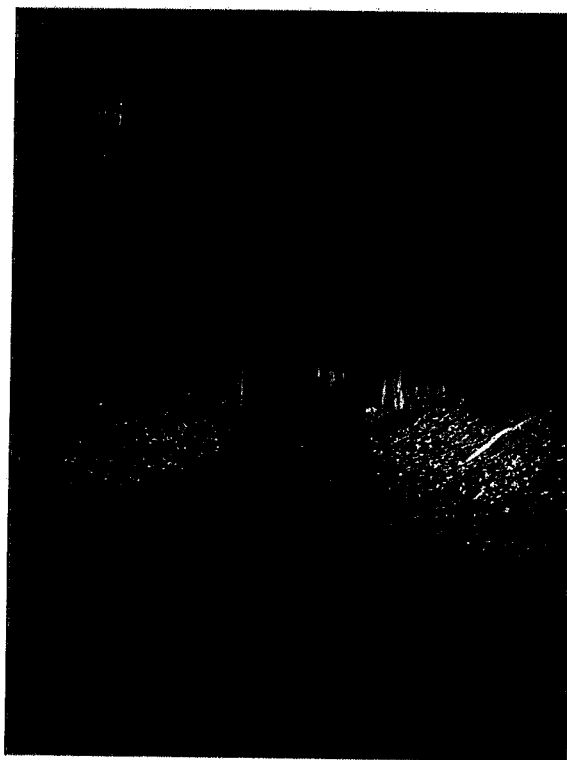


Figure 24: RP33



Figure 25: RP34



Figure 26: RP35

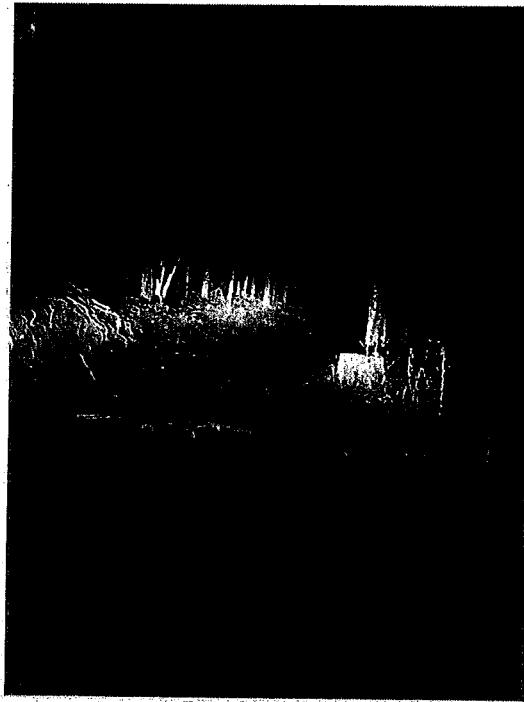


Figure 27: RP36



Figure 28: RP37



Figure 29: RP38



Figure 30: RP39

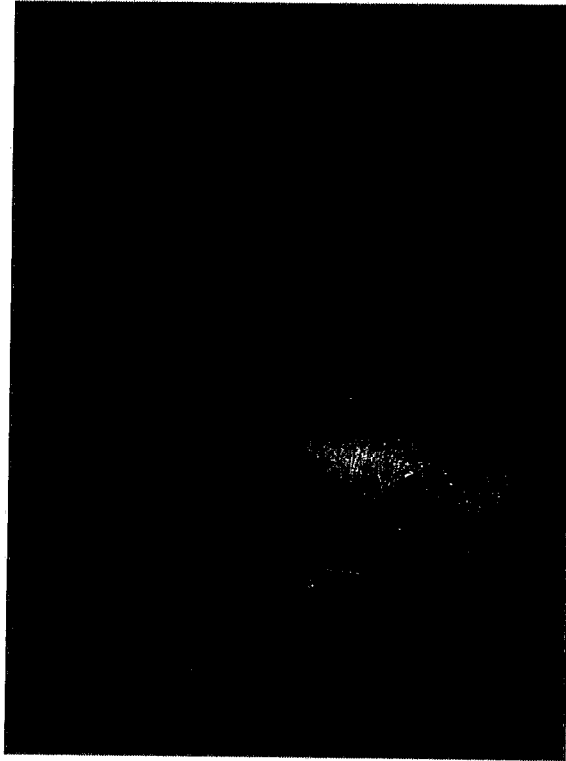


Figure 31: RP40

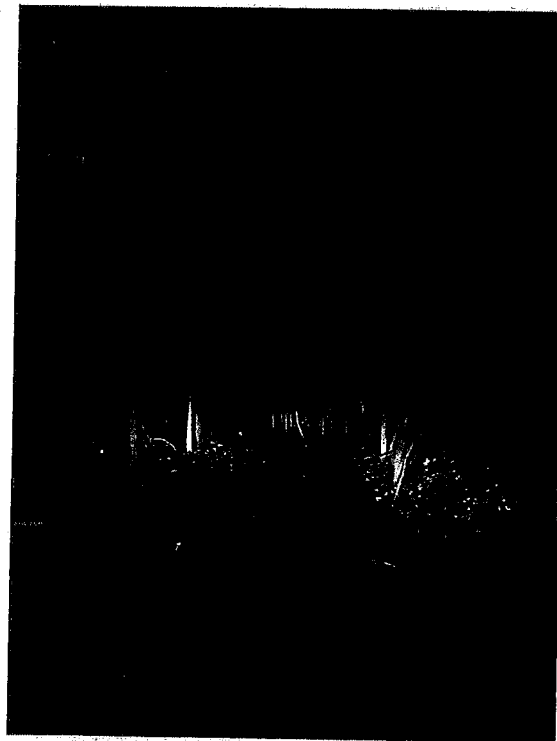


Figure 32: RP41

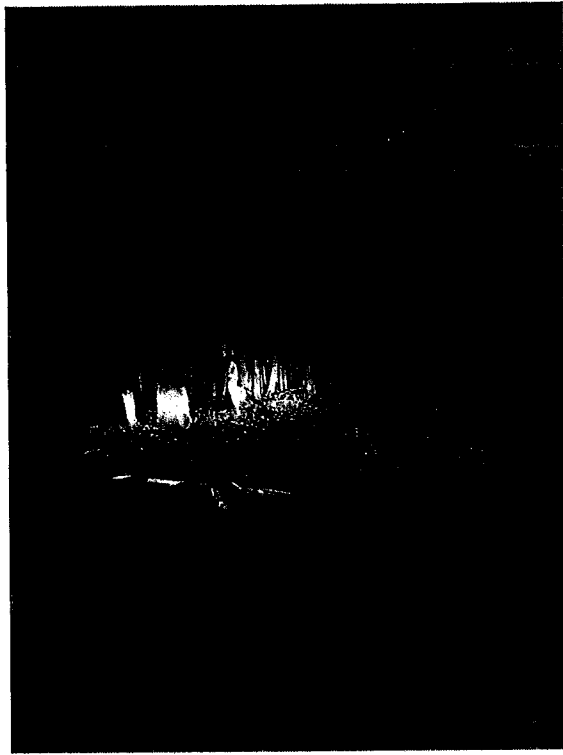


Figure 33: RP42

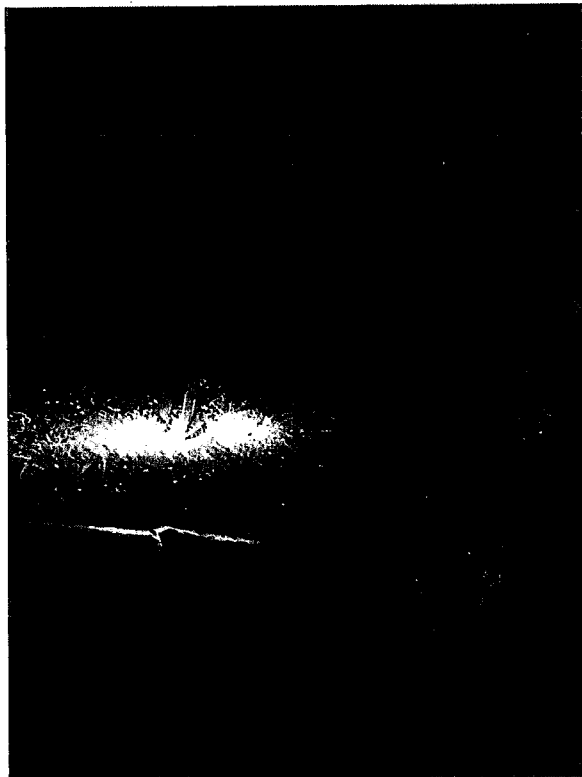


Figure 34: RP43



Figure 35: RP44

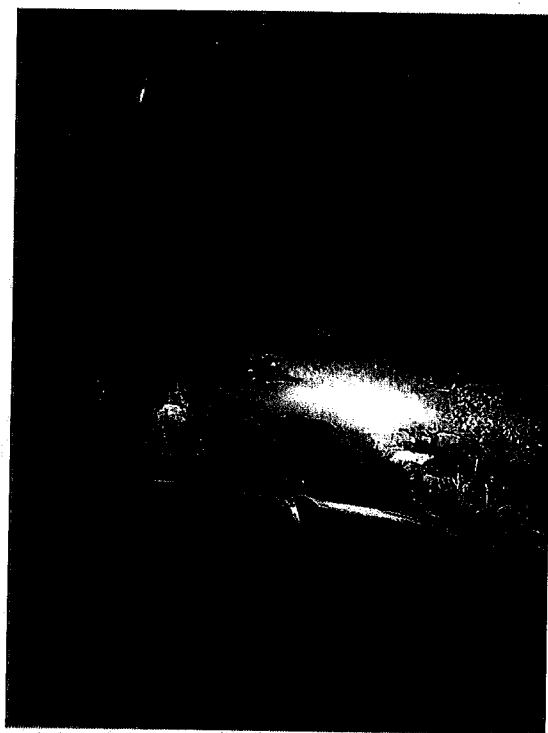


Figure 36: RP45



Figure 37: RP46

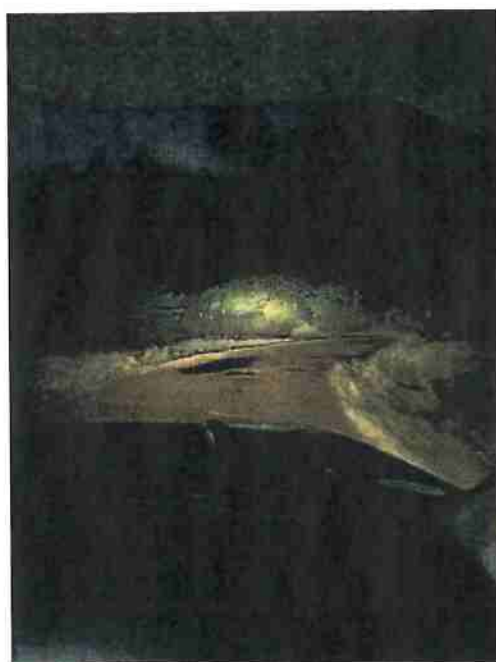


Figure 38: RP47



Figure 39: RP48

