



NorthPoint Consulting Group, Inc.  
P.O. Box 44  
Eureka, CA 95501  
(707) 798-6438

December 7, 2018

RE: Journey Aquarian – Humboldt Kingz, LLC Road Evaluation Description  
APN: 216-081-013, 216-135-015, 216-135-008 & 216-136-004  
APPS# 12121 #12124 & #12125

Harris Road provides access for numerous property owners in the Garberville area and is classified as a *very low-volume local road*. 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 (ADV) of 400 vehicles per day or less. The subject parcels, APNs 216-081-013, 216-135-015, 216-135-008 and 216-136-004 are accessed from Harris Road. Harris Road leads off from Bell Springs Road, which is paved and maintained by the County of Humboldt.

A Road Evaluation has been performed on the first 2.1 miles of Harris Road, leading off from Bell Springs Road. Road Points (RPs) were located along Harris Road, and the Road Points were analyzed. Road Points are defined as interest points along the subject road; locations of pinch points, locations of sight distance restrictions 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 attached Road Evaluation Map for the section of road that was evaluated, and the location of the Road Points. Table 1 below contains a description of the Road Points, Latitude and Longitude, and the measure road width of each RP. 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 attached Road Evaluation Photographs for photos of each Road Point. 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 1 Description of Road Points

Road Point	Figure	Lat., Long.	Description	Road Width	Turnout Provided	Recommendations
1	1	40.1048, -123.6572	Entrance to 216-135-008	21' 11"	YES	NONE
2	2	40.1043, -123.6578	Pinch point	15' 10"	YES	NONE
3	3	40.1040, -123.6599	Road section W/ turnout	20'	YES	NONE
4	4	40.1040, -123.6615	Pinch point	14'	NO	NONE
5	5	40.1028, -123.6638	Pinch point	14' 10"	YES	NONE
6	6	40.1019, -123.6626	Pinch point	16' 11"	YES	NONE
7	7	40.1012, -123.6610	Pinch point	18'	YES	NONE
8	8	40.1006, -123.6608	Pinch point	12' 3"	YES (RP9)	NONE
9	9	40.1003, -123.6608	Pinch point	16' 4" (w/ turnout)	YES	NONE
10	10	40.0990, -123.6617	Pinch point	11' 6"	YES	NONE
11	11	40.0981, -123.6625	Pinch point	15' 8"	YES	NONE
12	12	40.0971, -123.6616	Pinch point	17' 4"	YES	NONE
13	13	40.0959, -123.6597	Pinch point (Cattle guard)	12' 3"	YES	NONE
14	14	40.0926, -123.6612	Pinch point	15' 9"	YES	NONE
15	15	40.0915, -123.6626	Pinch point	15' 3"	YES	NONE
16	16	40.0909, -123.6624	Pinch point	11' 6"	YES	NONE
17	17	40.0887, -123.6623	Pinch point	14' 4"	YES	NONE
18	18	40.0865, -123.6600	Pinch point	16' 8"	YES	NONE
19	19	40.0842, -123.6592	Intersection of Harris Rd. and Bell Springs Rd.	23' 9"	N/A	NONE

The current average daily traffic (ADT) of the 2.1 mile section of Harris Road is estimated to be 64. There are 16 parcels located off of Harris Road, 4 of which are owned by the applicant. Based on 2 trips per day per parcel that access the subject segment of road, the current ADT was estimated to be 64. Anticipating the introduction of commercial agriculture to these parcels, we estimate the ADT may increase to 5 trips per day per parcel. If this estimate is projected to every parcel on this road segment, a max anticipated ADT would become 160. The designated road speed for Harris Road is 25 miles per hour (mph) (Humboldt County WebGIS), classifying it as a very low-volume road with low speeds (AASHTO, 2002). The AASHTO guidelines also suggest that rural very low-volume roads are traveled by drivers that are familiar with the road segments, which corresponds to even fewer auto accidents. The AASHTO guidelines suggest that existing, very low-volume roads with low speeds should not be modified except in cases where there is evidence of a site-specific safety problem. There is no evidence of a site-specific safety problem along the 2.1 miles of Harris Road.

Furthermore, the 2.1-mile section of Harris Road complies with all SRA Fire Safe Regulations. This includes roadway surfaces and appropriate turnouts provided no further than approximately 1,320 feet apart. All RPs are less than 1,320 feet apart.

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

Sincerely,

Praj White, P.E.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS  
ROAD EVALUATION REPORT

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

Applicant Name: Journey Aquarian - Humboldt Kingz, LLC APN: 216-081-013, 216-135-015, 216-135-008 & 216-136-004

Planning & Building Department Case/File No.: 12121, 12124 & 12125

Road Name: Harris Rd. (complete a separate form for each road)

From Road (Cross street): Bell Springs Rd.

To Road (Cross street): Private Access Road

Length of road segment: 2.1 miles Date Inspected 10/10/2018

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

12-7-18  
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: Harris Road Date Inspected: 10/10/2018 APN: 216-081-013, 216-135-015, 216-135-008 & 216-  
 From Road: Bell Springs Road (PM RP19) Planning & Building  
 To Road: Unnamed Access Road (PM RP1) Department Case/File No.:  
 12121, 12124 & 12125

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

ADT: 64 to 160 Date(s) measured: 10/10/2018

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

Date

10-7-18







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RE: Journey Aquarian – Humboldt Kingz, LLC Road Evaluation Photographs  
APN: 216-081-013, 216-135-015, 216-135-008 & 216-136-004  
APPS# 12121, 12124 & 12125

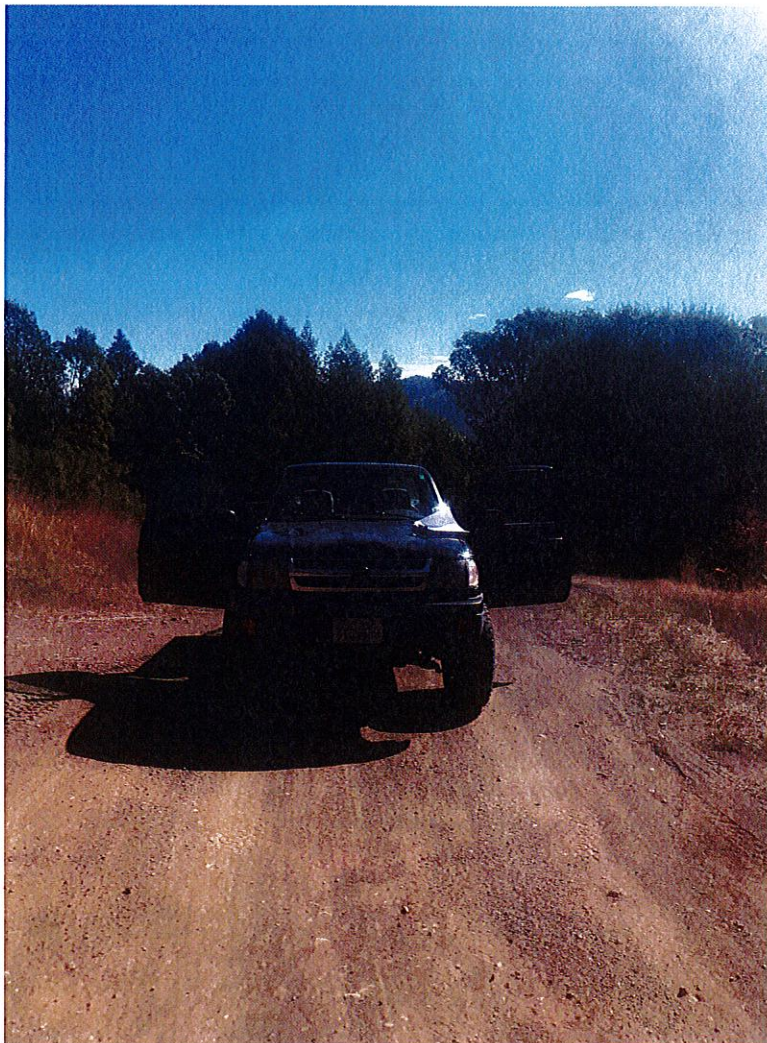


Figure 1: RP-1. Entrance to APN: 216-135-008. Road width: 21' 11".

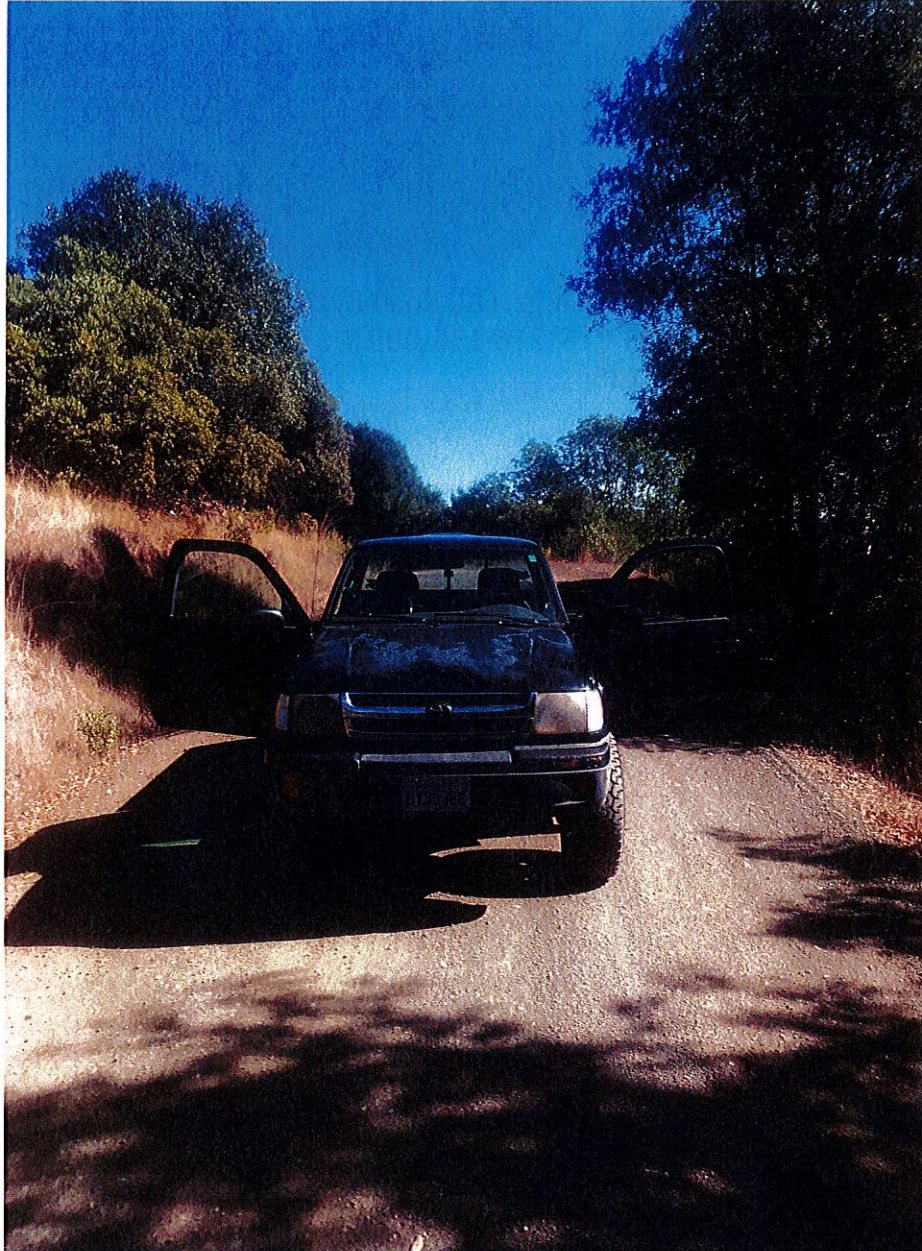


Figure 2: RP-2. Road width: 15' 10".



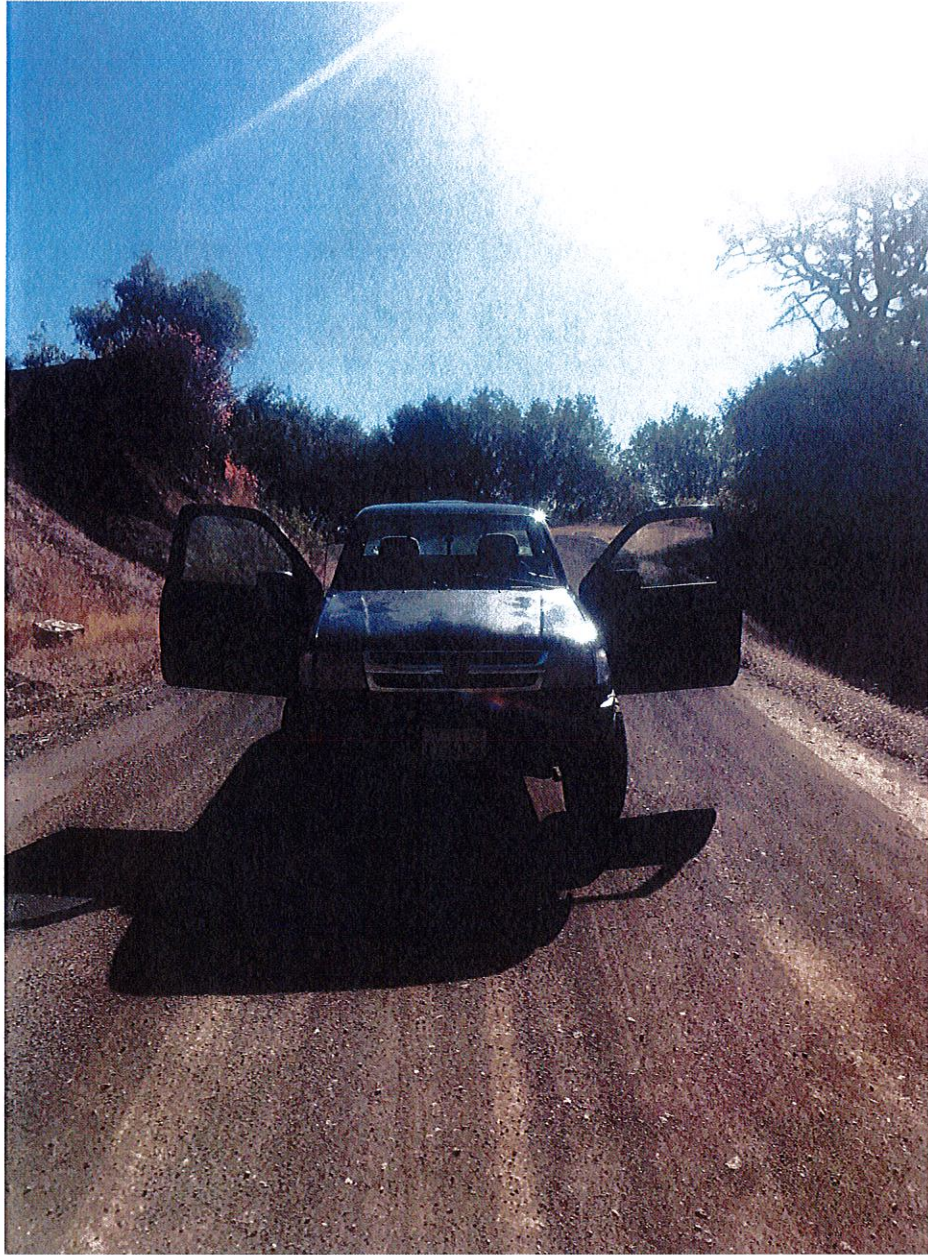


Figure 3: RP-3. Road width: 20' 0".



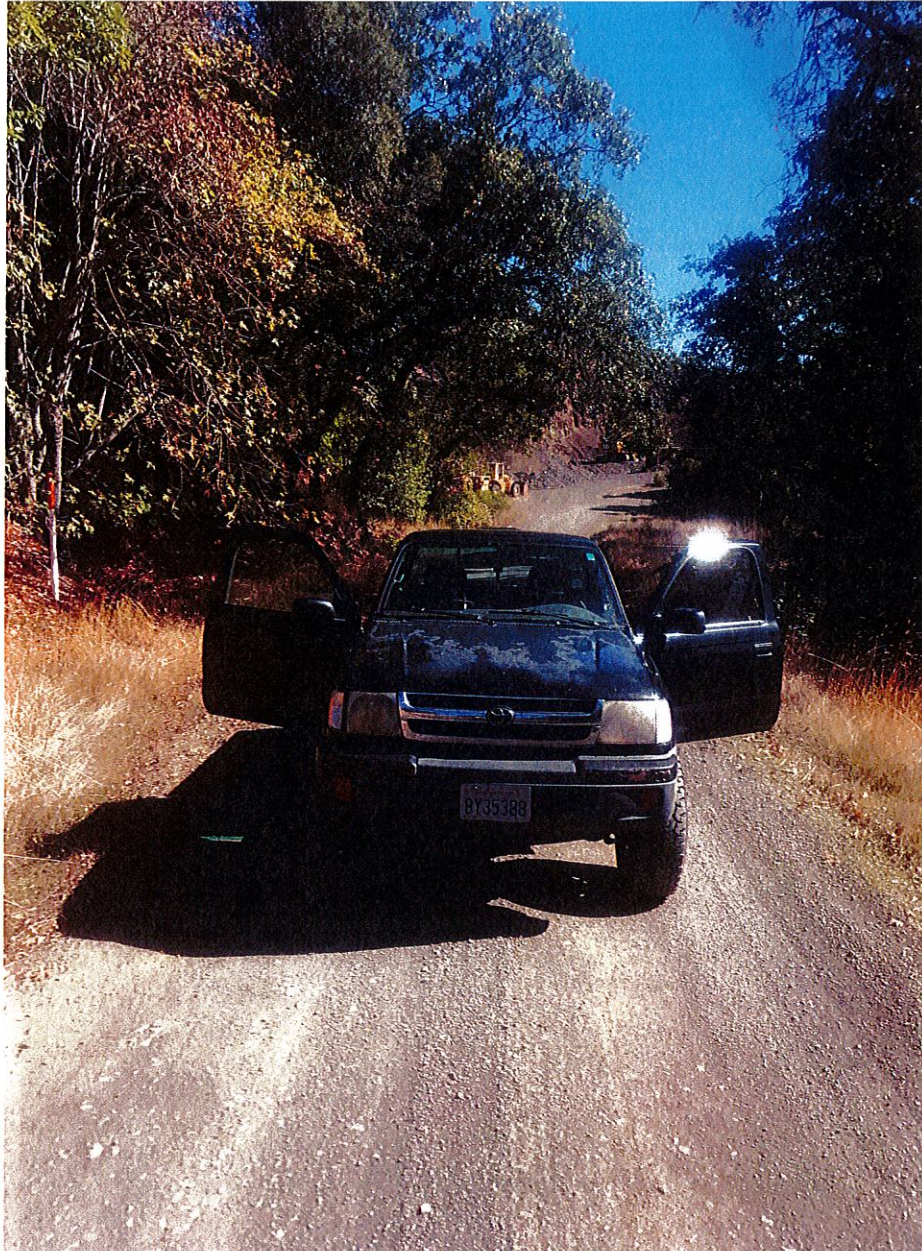


Figure 4: RP-4. Road width: 14' 0".





Figure 5: RP-5. Road width: 14' 10".





Figure 6: RP-6. Road width: 16' 11".





Figure 7: RP-7. Road width: 18' 0".





Figure 8: RP-8. Road width: 12'03". Turnout located at PR-9.





Figure 9: RP-9. Road width: 16' 14" with 7' 6" turnout.





Figure 10: RP-10. Road width: 11' 6".





Figure 11: RP-11. Road width: 15' 8".



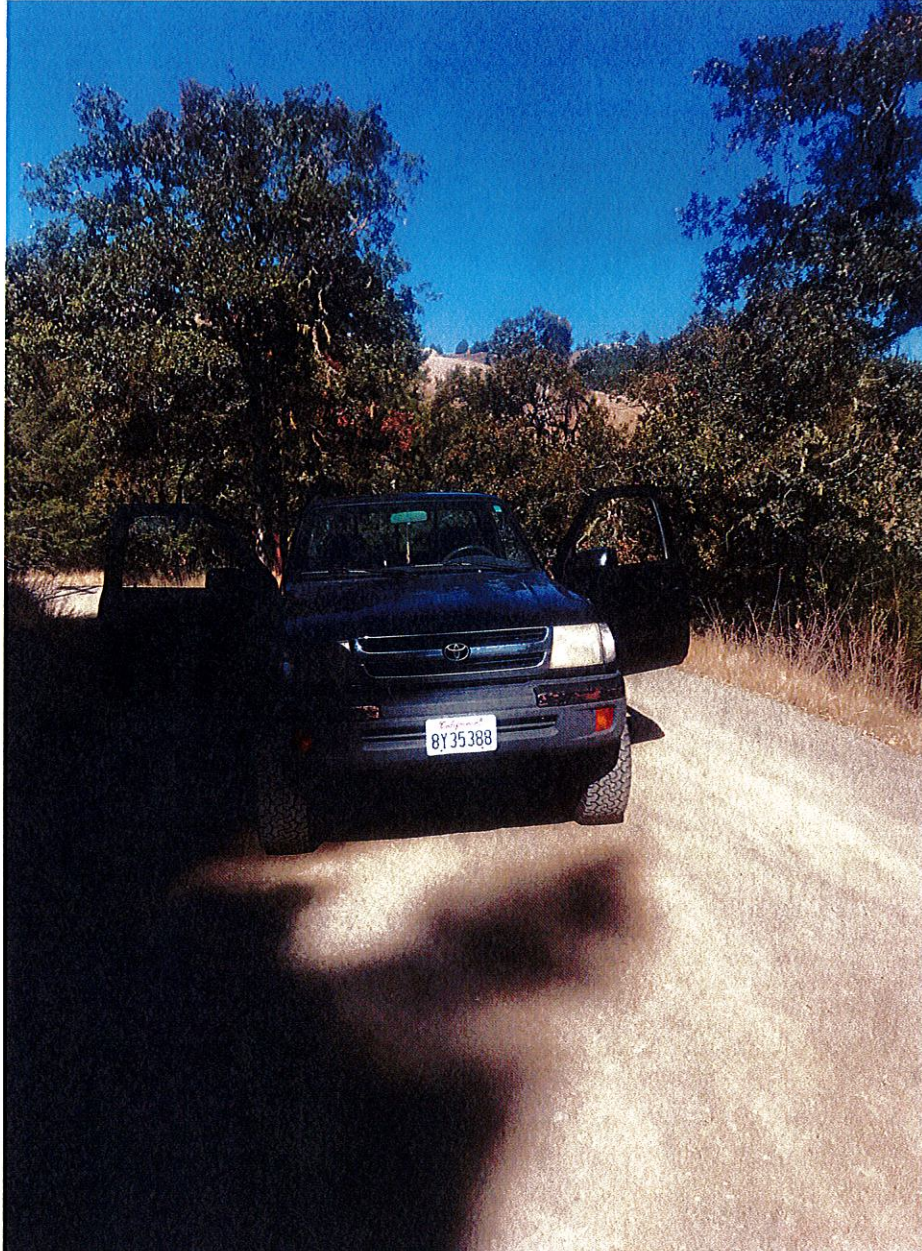


Figure 12: RP-12. Road width: 17' 4".





Figure 13: RP-13. Road width: 12' 3" at cattle guard.





Figure 14: RP-14. Road width: 15' 9".





Figure 15: RP-15. Road width: 15' 3".





Figure 16: RP-16. Road width: 11' 6".





Figure 17: RP-17. Road width: 14' 4".





Figure 18: RP-18. Road width: 16' 8".





Figure 19: RP-19. Intersection of Bell Springs Rd. and Harris Rd. Harris Rd. is paved for approximately 150 feet from the intersection of Bell Springs Rd. Road width: 23' 9".



