



June 4, 2018

Ken Freed  
Humboldt County Department of Public Works  
1106 Second Street  
Eureka, CA 95501-0579

RE: Road Evaluation Reports for APN 219-041-012 (Anderson Property)

Dear Mr. Freed,

Enclosed is one Road Evaluation Reports covering the last 0.3 miles of road accessing APN 219-041-012. The other five road segments accessing the property are identical to those previously submitted for the Blido property (Road Segments 1-2 for APN 221-081-004), the Keller Property (Road Segment 3 for APN 219-051-006) and the Harris property (Road Segments 4A and 5A for APN 219-041-010, the Harris Property) and should be used for the Anderson Road Evaluation.

The road was divided into six segments based on physical characteristics and major intersections with the expectation that subsequent properties seeking permitting for cannabis projects may utilize one or more of these Road Evaluation Reports.

Most of the substantial maintenance projects needed to improve safety on the access road are located on the Humboldt County-maintained road segments (Segment 1 and Segment 2) which are used to access many parcels (>247) and over 79 cannabis projects. Based on our evaluation and the expectation that numerous cannabis permits within the Salmon Creek community will be processed to completion over the upcoming year, we recommend that a public-private partnership should be developed between Humboldt County and residents/cultivators within the Salmon Creek community. An example of this type of partnership is the Humboldt County Rural Transportation & Access Partnership (RTAP), with a goal of working together to improve County-maintained access road segments. Community contribution could be calculated based on a sliding scale that takes into consideration the size of cultivation and length of County-maintained road utilized.

In the meantime, we recommend that Anderson focus on maintaining Segments 5A and 6 since they are shared by only two other cannabis permit applicants and prepare to contribute to projects on the County-maintained segments of access road in the future.

Please don't hesitate to contact me with any questions.

Sincerely,



Joel Monschke, PE  
Civil Engineer  
[jmonschke@stillwatersci.com](mailto:jmonschke@stillwatersci.com)  
cell: 707-496-7075

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS  
ROAD EVALUATION REPORT

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

Applicant Name: Micah Anderson APN: 219-041-012

Planning & Building Department Case/File No.: 12214

Road Name: Lower Thomas Rd - Segment 6 (complete a separate form for each road)

From Road (Cross street): Begin private driveway off Lower Thomas

To Road (Cross street): APN 219-041-012

Length of road segment: 0.3 miles Date Inspected: 5/10/2018

Road is maintained by:  County  Other Community-maintained  
(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.

Joel Monschke  
Signature

6/4/2018  
Date

Joel Monschke, Stillwater Sciences  
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 707.445.7265.**

**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: Lower Thomas Rd - Segment 6 Date Inspected: 5/10/2018 APN: 219-041-012  
 From Road: Begin private driveway off Lower Thomas (Post Mile N/A) Planning & Building  
 To Road: APN 219-041-012 (Post Mile N/A) Department Case/File No.:  
 12214

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.) 1

ADT: 2 Date(s) measured: See explanation in Technical Memorandum Section 2.3

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.

Jed Knauth Signature of Civil Engineer Date 6/4/2018

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.



## TECHNICAL MEMORANDUM

DATE: 4 June 2018  
TO: Humboldt County Department of Public Works  
FROM: Joel Monschke, Stillwater Sciences  
SUBJECT: Road Evaluation for APN 219-041-012 (Anderson Property):  
**Segment 6** - 0.3 miles of private driveway from Lower Thomas Road to APN 219-041-012.

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I hereby state that all work described in the attached Technical Memorandum follows accepted engineering practice and was completed under my direction. This Technical Memorandum summarizes results from an evaluation conducted on the access road leading to APN 219-041-012 per guidance from the Humboldt County Department of Public Works. The Anderson property is located approximately 8.2 miles from US-101 and approximately 2.4 miles from county-maintained Thomas Road. Based on physical characteristics of the roads, the access road to the Harris property has been divided into 6 segments as follows:

- **Segment 1** – 1.7 miles of County-maintained road (Salmon Creek Road) from Maple Hills Road junction to the Thomas Road junction.
- **Segment 2** – 4.1 miles of county-maintained Thomas Road, from Salmon Creek Road junction to end of County-maintained segment (past Lower Thomas Road junction).
- **Segment 3**– 1.4 miles of community-maintained road (Lower Thomas Road) from Thomas Road junction to Lower Thomas Road main split.
- **Segment 4A** – 0.3 miles of community-maintained road (Lower Thomas Road) as shown on Figure 1.
- **Segment 5A** – 0.4 mile of private community-maintained road as shown on Figure 1 and ending at the Harris property.
- **Segment 6 (Subject of this Technical Memorandum)** – 0.3 mile of private community-maintained road as shown on Figure 1 and ending at the Anderson property.



Joel Monschke, P.E.  
Civil Engineer  
Stillwater Sciences

# 1 INTRODUCTION

Stillwater Sciences has been contracted to conduct road evaluation the proposed cannabis project on APN 219-041-012. On 10 May 2018, the field evaluation was conducted by Stillwater Sciences engineer (Joel Monschke). Information in this Technical Memorandum pertains to Segment 6 (See Figure 1) covering 0.3 miles of community-maintained road (private driveway off Lower Thomas Road).

## 2 EXPECTED INCREASE IN USE DUE TO CANNABIS PROJECT

### 2.1 Cannabis Project on APN 219-041-012

The cannabis project proposed on APN 219-041-012 is unlikely to significantly increase traffic on the roads evaluated herein because cultivation only covers 9,512 SF. Additionally, the applicant strives to reduce impacts to all access roads by conducting all work on the property, reusing soil and storing all water onsite (no water deliveries).

### 2.2 Other Cannabis Projects in the Vicinity

Areas accessed by Salmon Creek Road were delineated into eight sub-areas so that projected use could be estimated along the various road segments evaluated in this project. Humboldt County Department of Public Works provided Stillwater with a list of cannabis permit applications in the vicinity. The number of cannabis applicants and number of parcels were tallied by sub-area and are shown in Table 1.

Table 1. Access road area users.

Sub-area	Description of sub-area	Cannabis permit applications	Parcels
Lower Salmon Creek Road	Salmon Creek Road from Maple Hills Road to Thomas Road/Salmon Creek Road split	4	29
Upper Salmon Creek Road	Salmon Creek Road from Thomas Road/Salmon Creek Road split to terminus	9	44
Thomas Trunk Road	Thomas Road from Thomas Road/Salmon Creek Road split to Main/Upper Thomas Road split	14	49
Lower Thomas Road	Main Thomas Road from Main/Upper Thomas Road split to Salmon Creek School	16	41
Upper Thomas Road	Lower Thomas Road from Main/Lower Thomas Road split to terminus	17	36
Main Thomas Road	Upper Thomas Road from Main/Upper Thomas Road split to terminus	7	14
Lower Samuels Ranch Loop	Lower Samuels Ranch Loop Road (Thomas Road) from School to Serendipity sign	12	52
Upper Samuels Ranch Loop	Upper Samuels Ranch Loop Road (Thomas Road) from School to Serendipity sign	13	55

Only one APN is accessed by Segment 6.

### **2.3 Average Daily Traffic Estimate**

Stillwater Sciences' engineer estimated average daily trips based on traffic observations during the road evaluation, number of properties utilizing the access road, and engineering judgement. There is one parcel that utilizes Segment 6. If each parcel accounts for two trips per day, that equates to approximately 2 total trips per day. This is generally consistent with the observations made during the road evaluation.

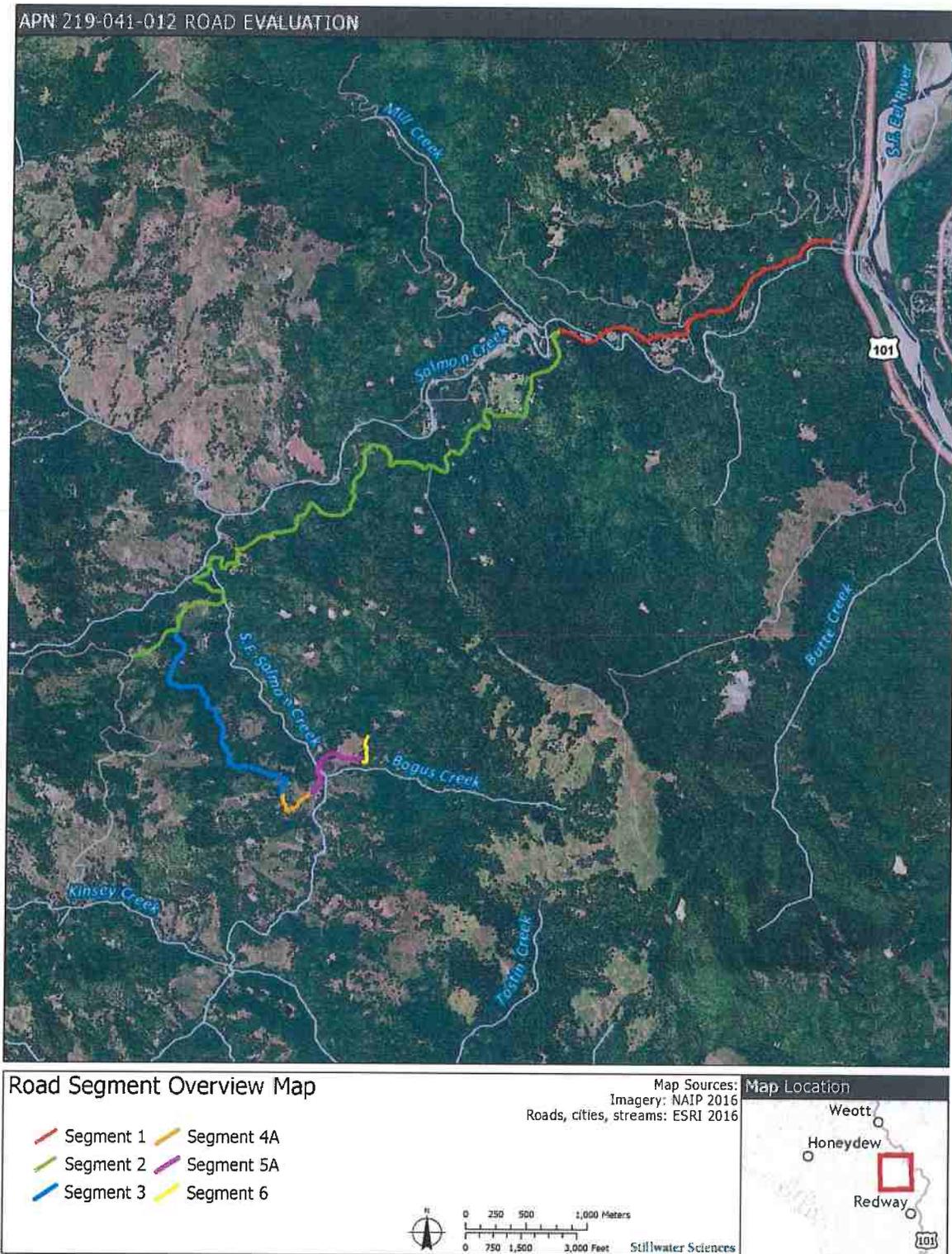


Figure 1. Road evaluation overview map.

### 3 FIELD OBSERVATIONS

#### 3.1 General Observations

Overall, the 0.3 mile segment of Lower Thomas Road is in relatively good condition. There is no evidence of skid marks along the segment. The road is fairly narrow, but it only serves one property so the width is adequate.

#### 3.2 Description of Specific Road Segments

A detailed map of the road segment is shown on Figure 2. Measurements were taken along the road segment after mile at 0.1-mile intervals as shown in Figure 2:

- Mile 0.0: 12-ft road width with 2-ft shoulders.
- Mile 0.1: 12-ft road width with 1-ft shoulders.
- Mile 0.2: 10-ft road width with 1-ft shoulders.



Figure 2. Road Segment 6 map.

## **4 RECOMMENDATIONS**

### **4.1 General Recommendations for this Road Segment**

Brush trimming to improve visibility.

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**Appendix A**

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**Photos**

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**Photo 1.** Mile 0.0: 12-ft width and 2-ft shoulders.



**Photo 2.** Mile 0.1: 12-ft width and 1-ft shoulders.



**Photo 3.** Mile 0.2: 10-ft width and 1-ft shoulders.