

12015

Road Evaluation Report



Humboldt Headless Chicken Ranch
Palo Verde Recreational Ranch



Prepared for:

Mr. William Finley
and Ms. Jasmine Finley

January 2021

018244.100



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Reference: 018244.100

January 29, 2021

William Finley and Jasmine Finley
1530 D Road
Garberville, CA 95542

**Subject: Road Evaluation Report, Humboldt Headless Chicken Ranch Palo Verde
Recreational Ranch, Island Mountain Area, Humboldt County, California;
APN's 218-151-005 and 218-151-006**

William Finley and Jasmine Finley:

The enclosed report documents the results of our evaluation of the access road leading to your property. The road repair plan included herein is intended to provide the necessary recommendations to bring the road into compliance with County and wildlife/water quality agency standards. This document is consistent with the County of Humboldt's "Road Evaluation Report," and includes worksheets for both Parts A and B. The "Road Evaluation Report" Part B checklist was completed relative to the standards of Humboldt County Code Title III, Division 11 Chapter 2 Emergency Access.

Respectfully,

SHN

Gary D. Simpson, CEG
Geosciences Director

GDS:lam

Enclosure: Report

Anson Call, PG
Project Geologist



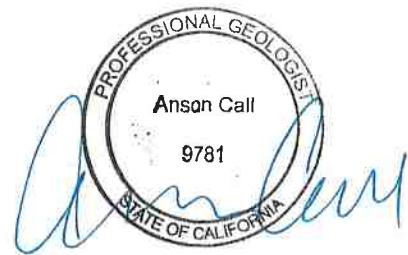
Road Evaluation Report

Humboldt Headless Chicken Ranch Palo Verde Recreational Ranch

Prepared for:

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1530 D Road
Garberville, CA



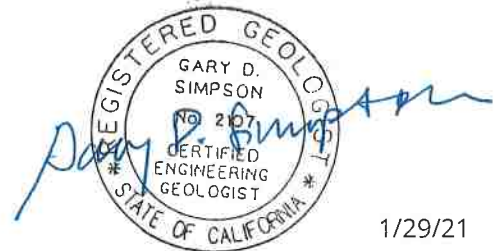
1/29/21

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Anson Call, PG



1/29/21

January 2021

QA/QC: GDS__

Reference: 018244.100

Gary Simpson, CEG

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1.0 Introduction

This report presents the results of SHN's evaluation of the existing access road leading to the Humboldt Headless Chicken Ranch cannabis cultivation site (Assessor's parcel numbers [APNs] 218-151-005 and 218-151-006) in the Island Mountain Road area of southeast Humboldt County (Figure 1). We understand there is an existing industrial cannabis cultivation operation at the site, and you are in the process of applying for appropriate permits. One requirement is completion of an evaluation of access roads. This road repair plan is intended to provide an assessment of the existing conditions and to provide the recommendations necessary to allow all-season industrial use of the driveway to the site, compliant with County and wildlife/water quality agency standards. As such, the goal is to develop a stable, all-season driveway that can be used safely under the anticipated traffic conditions, without contributing sediment to area watercourses. This plan is intended to provide information consistent with Humboldt County's "Road Evaluation Report," including Part A and Part B worksheets, but includes additional information relative to erosion potential and the necessity to prevent road-related sediment from reaching area watercourses.

Access to the subject property is by way of an approximately 1,920-foot-long driveway, mapped on Humboldt County Web GIS portal as a portion of "Road D." Road D consists of two independent segments. The layout design route of Road D originally called for a road that crossed Chamise Creek in two places and would have formed a loop that connected both existing segments of Road D into a single continuous road. The proposed Road D segment that would have crossed Chamise Creek was never constructed, leaving the two segments of road currently (both) called "Road D" that do not connect. We observe that the subject driveway connects the two road segments, locally referred to as Upper Road D and Lower Road D. The subject driveway is a private drive with a gate, rather than a public road. On Google Earth, Upper Road D is referenced as South Face Road. We refer to this upper section of road, in this document as Upper Road D. The driveway begins at an intersection with Upper Road D, crosses APN 218-151-006, and provides access to the commercial agricultural production facility on APN 218-151-005. Some of the improvements proposed herein are associated with the driveway where it crosses the neighboring property (APN 218-151-006). We assume that it is the Owner's responsibility to maintain the easement such that they can improve and use the access road into the future.

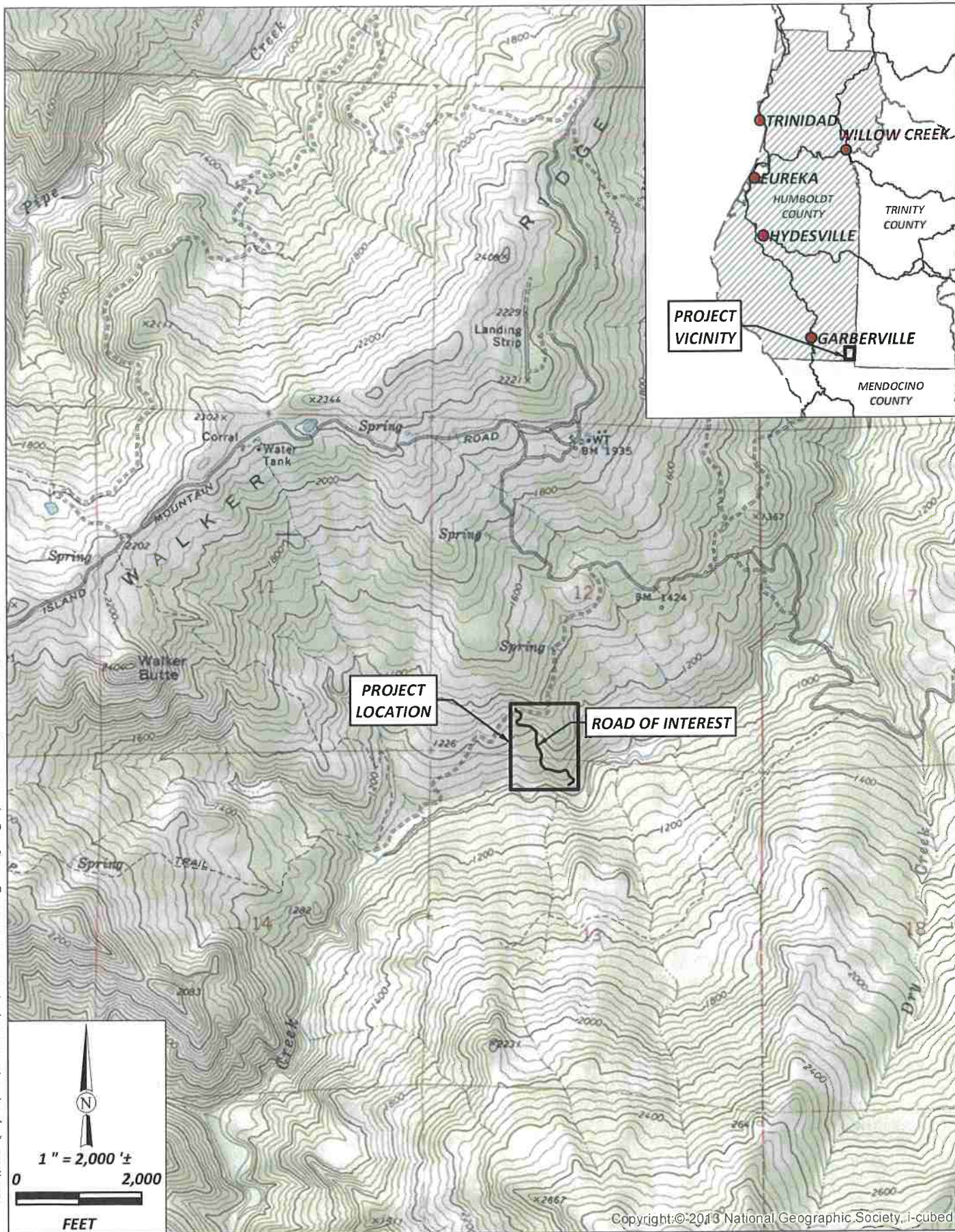
Prior to our site visit, we inquired with Keenan Hilton (Planner II Cannabis Services Division) from Humboldt County Planning and Building Department about whether it would be appropriate for this road evaluation report to be prepared by a Certified Engineering Geologist licensed in the state of California if major grading plans were not required. The road evaluation report instructions provided by the County of Humboldt Department of Public Works states that the report must be prepared by a Civil Engineer licensed in the State of California. Mr. Hilton responded,

"In this case we would be willing to accept a) the findings of a licensed geologist if no substantial work is needed; or b) the recommendations of a licensed engineer (with a stamp) based on the field observations of a licensed geologist if substantial work must be performed to bring the driveway into compliance with applicable laws and codes."

It is with this guidance that we have performed our field inspection and prepared this report.

On January 15, 2021, SHN staff conducted a field inspection of the subject road. Select road segments were measured using a 300-foot fiberglass tape measure and handheld clinometer. Select segments were measured for grade, length, and width. The condition of the road was noted relative to (but not limited to) wheel ruts, condition of cuts and fill, culvert locations, and evidence of overall distress to the driveway.





2.0 Existing Conditions

The site is in Humboldt County, very near the extreme southeast corner of the county. Access to the site is from Island Mountain Road, by way of a network of roads within the "Palo Verde Recreational Ranch," a rural, sparsely developed residential subdivision that occupies the broad valley wall at the headwaters of Chamise Creek. The subject driveway is a long-term ranch road that has historically seen very limited usage. A site map is provided as Figure 2.

Review of aerial photographs indicates the road has persisted for many years (it appears to have been built after 1993 but before 2005) as a basic, unimproved (dirt surfaced) ranch road. The driveway occurs on steep native slopes, descending to the lower valley wall slopes adjacent to Chamise Creek. The road follows natural grade and was constructed with minimal earthwork; no significant cut or fill is associated with road construction.

The road is associated with a firm, generally rocky subgrade that has low erosion potential. As such, the road has persisted with minimal, occasional maintenance without significant erosion or rutting. A few soft areas are present (Road Points RP-2, RP-7; see descriptions of road points below), which have required periodic application of aggregate. We observed 3-inch angular gravel had been placed on steeper parts of the driveway (Owner reported gravel had been placed in 2019).

Local sections of the driveway are steep, to 23% (Road Points RP-1, RP-2, RP-3, RP-5) and as much as 26% (RP-9) at the lowest reach, toward the bottom of the hill. The driveway is generally 13 feet wide, with a few areas as narrow as 11 feet and several as much as 15 feet or more. At five locations, there are existing intersections or driveway spurs that may be used as pull-outs, and there is available space for the development of several turn-outs to allow traffic to pass. Although steep, we understand that the site has been successfully accessed in the past by CAL FIRE and there is general understanding that it is accessible to the local Palo Verde Volunteer Fire Department.

Road drainage improvements are intermittent along the driveway, and several steep road segments lack water breaks of any kind. The subject driveway is outsloped in places and insloped at others, with an inboard ditch. Some stretches have sufficient wheel ruts to guide water down the road surface, rather than allowing it to freely flow off to the side. A 12-inch culvert provides relief from the inboard ditch at one location (RP-7).

A 15-foot-wide sidecast fill failure was observed encroaching upon the southwestern road shoulder (RP-8). Toward the middle of the slope, a residence and associated driveway spur are located on the west side of the driveway. The spur at this location has a stream crossing with a culvert over a Class II waterway (RP-6).

Traffic loading has historically been extremely light and is likely to stay as such based upon current development plans. The road has exclusively served the purpose of providing access to the residence and the commercial cannabis production facility in the past and will continue to do so in the future. Lower D Road provides alternative access to an additional commercial agricultural production facility; however, main access to that operation is provided through Lower D Road in the opposite way. The operators of that ranch do not regularly (if ever) use this driveway for road access, although we understand that it may be used for emergency access or evacuation. The planned activities associated with commercial cannabis production is anticipated to generate typically only a small handful of vehicle trips per day, with approximately 10 vehicle trips per day during peak seasonal use.

The primary improvements required to upgrade the road to a compliant all-season industrial roadway (with very low anticipated traffic usage) are rock surfacing, regrading of existing road surface to provide adequate outsloping or insloping as appropriate, improvement of inboard ditches, creation of water breaks/rolling dips, and the need for additional line of sight turnouts to allow opposing vehicles to safely pass one another (See Figure 3 for a turnout schematic). Below, we describe a series of road points to document the road condition and to define areas where upgrades are recommended.





IMAGE SOURCE: GOOGLE EARTH, DATED 4/21/2019



Jasmine Finley
Finley Road Evaluation
Humboldt County, California

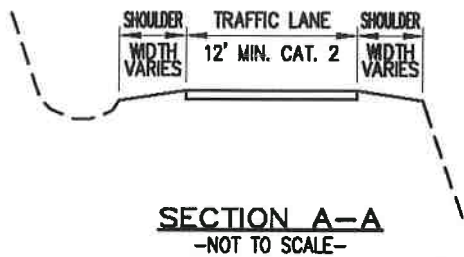
Site Map

SHN 018244.100

January 2021

Figure2_SiteMap

Figure 2



REFERENCES

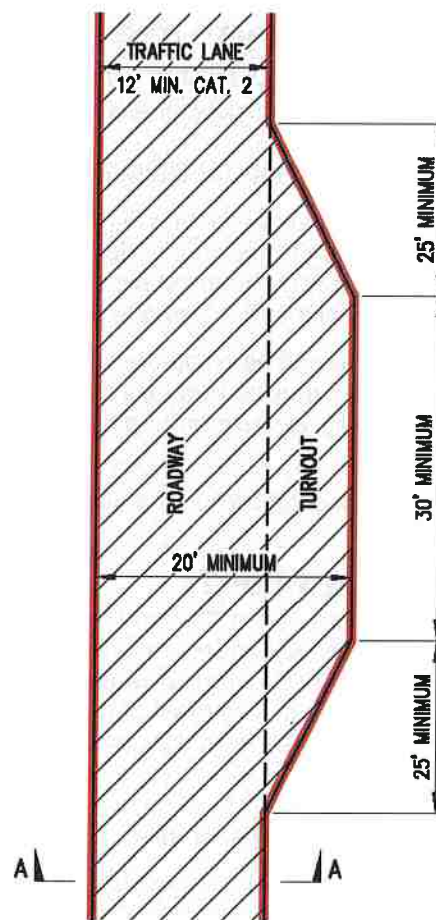
COUNTY CODE SECTIONS:
 3111-11 DEFINITIONS
 3112-3 ROADWAY WIDTHS
 3112-3 SHOULDER WIDTHS
 3112-4 ROADWAY SURFACE
 3112-5 ROADWAY GRADES
 3112-6 ROADWAY RADIUS
 3112-8 TURNOUTS
 3112-12 DRIVEWAYS
 3113-7 SIGNS

NOTES

NO PARKING IS ALLOWED ON ROADWAY. IN AREAS WHERE PARKING ON THE ROADWAY IS PROBABLE, PAINT CURB RED (WHEN PRESENT) AND/OR INSTALL CA-MUTCD R26F(CA) "NO STOPPING - FIRE LANE" SIGNS, AS DIRECTED BY COUNTY. REFERENCE CA-MUTCD SECTION 2B.46 AND CALIFORNIA VEHICLE CODE SECTION 22500.1

LEGEND

-  ROADWAY AREA
-  TRAFFIC LANE
-  PARKING RESTRICTION



BASE IMAGE FROM HUMBOLDT COUNTY CODE SECTION 3112-8, "FIGURE 3112-8. ROADWAY TURNOUT", DATED DECEMBER 15, 2020



Jasmine Finley
 Finley Road Evaluation
 Humboldt County, California

Roadway Turnout Schematic

SHN 018244.100

January 2021

Figure3_RoadwayTurnoutSchematic

Figure 3

The existing driveway, although very steep, has functioned for many years without significant environmental impacts. Improvements to the road, and regular maintenance, would appear adequate to allow continued use as a very, very low volume road to access the commercial cannabis production facility. Considering that the road is extremely rural and can apparently provide fire access in its current condition, we are not recommending that the steep segments of the road be paved. It may be considered an option, as appropriate.

3.0 Description of Road Points

Specific road points discussed herein are shown on Figure 2. Road points are measured from the upper intersection with South Face Road. Locations indicated on the map provided are estimated, and actual locations of improvements may need to be verified in the field.

3.1 Entire Road Length from Intersection with Upper D Road to Agricultural Production Facility (0 to 1,920 feet)

The current road is an unimproved gravel/dirt surface that is marginally suitable for all-season use.

Recommended Improvements for Entire Road:

- Current practice suggests that in order to convert the driveway to provide all-season access, it will be necessary to rock the surface over the steep (greater than 15% grade) segments and specific locations outlined below. Use durable material suitable for application as road rock; the type of material may be dependent on the availability of nearby aggregate sources.
- Rolling Dips should be created on steep sections of road at intervals no more than 100 feet; closer intervals may be required depending on site specific conditions. Due to the steep grade of the driveway, we recommend the use of broad dips to prevent unnecessary increase in road grade.
- Provide line-of-sight turnouts at available locations to allow opposing traffic to pass.

3.2 Road Point 1 (RP-1)

From the driveway entrance to RP-1, the driveway descends a winding, steep (23%) grade for 190 feet. There is a flatter section with a security gate. Below the gate, at RP-1 there is an existing drainage that encroaches on the west side of the driveway, fed by a culvert that discharges from South Face Road, upslope from this location. The drainage is known to incise and down cut during severe rain events. The drainage diverges away from the driveway as the driveway again descends a steep (23%) grade for 210 feet.

Recommended Improvements for RP-1

- In order to improve drainage, install rolling dips across the road at favorable locations at intervals not exceeding 100 feet on steep slopes (greater than 15% grade).
- One specific rolling dip should be located such that the discharge point is downslope from the point where the driveway diverges away from the existing drainage such that water is prevented from entering the drainage.
- A rock energy dissipator should be constructed at the point of discharge, from which water should be allowed to flow across the vegetated slope.
- Between the security gate and the rolling dip (below the drainage), the driveway should be graded to prevent water from entering the drainage.
- Place and maintain rock on steep slopes above and below RP-1, and above the security gate.



3.3 Road Point 2 (RP-2)

The driveway continues at 23% grade downhill then forms a gentle dip at RP-2. The dip coincides with a gentle swale in the landscape, and a relatively flat area is on the east side of the driveway. The driveway at this location remains wet for longer periods of time following a rain event; wet road and soft soil conditions have resulted in wheel ruts that causes water pond on the driveway surface. Ponding water aggravates the condition; if untreated, the road is likely to deteriorate with continued use.

Recommended Improvements for RP-2

- Break up the continuous flow between RP-1 and RP-2 by placing a rolling dip near the base of the slope approaching RP-2.
- Convey surface water to the vegetated slope southwest of the driveway.
- At RP-2, re-grade the road surface to facilitate drainage toward the outboard edge (west side of the driveway).
- Place angular rock on the steep 23% slope uphill from RP-2, and across the re-graded swale area at RP-2 for additional stability.
- Provide rock energy dissipator at the point of discharge at RP-2 (the lowest point of the swale).
- Create a turnout on the east side of the driveway at the existing (relatively flat) area adjacent to the swale, as it allows a line of sight uphill toward RP-1.

3.4 Road Point 3 (RP-3)

This driveway segment is 310 feet long, steep (23% grade), and curved. There is an existing, relatively flat area on the outside road shoulder roughly halfway down on this slope.

Recommended Improvements for RP-3

- Place rock on steep (23% grade) road surface.
- Develop the flat area at this location into a usable turnout (in accordance with Humboldt County Code Title III, Division 11 Chapter 2, section 3112-9, Figure 3112-8; see attached). Clear out existing vegetation, reshape the road edge to allow for vehicular access, and place rock to develop turnout.
- Rolling dips should convey water to the downhill (west) side of the road, be no more than about 100 feet apart, and be located above or below turnouts, not occupying the same part of the driveway.

3.5 Road Point 4 (RP-4)

A preexisting spur road on the west side of the driveway is located here. The spur surface is inclined, and the surface has not been well maintained.

Recommended Improvements for RP-4:

- Create a pullout out of the spur road to allow traffic to pass.
- Re-grade the uphill portion of the spur road and place rock as needed to improve the surface.
- Uphill from the intersection with the spur road, install a rolling dip across the driveway, discharging to the west side of the driveway.
- Provide grading such that water is prevented from flowing off of the driveway onto the surface of the spur road.



- The rolling dip should be located uphill from the spur road far enough to allow for enough vegetated slope west of the driveway so as to act as an effective sediment filter.
- Outslope the driveway below the spur road.

3.6 Road Point 5 (RP-5)

On the east side of the driveway, an intersection with a spur road that provides access to 18, 4,800-gallon water tanks provides a potential pullout. At the time of our observations, there were several large, unused plastic water tanks staged adjacent to the driveway here.

Recommended Improvements for RP-5

- Remove unused water tanks and establish a serviceable turnout at this location to allow traffic to pass.
- Outslope the driveway immediately above and below the spur at this location.
- Place rock as needed on steep portions of the driveway.

3.7 Road Point 6 (RP-6)

There is a residence on the west side of the driveway at this site, and a spur road that has a Class II stream crossing with a culvert. The driveway was established with a gentle slope down to the west toward the stream crossing. The uphill boundary of the area draining to the stream crossing and culvert is defined by a break in slope on the driveway. Above the break in slope, water may flow from the outsloped road onto the vegetated slope.

Recommended Improvements for RP-6

- Place angular gravel on the driveway surface leading to the Class II crossing. Gravel should cover the surface of the road spur across the stream crossing and culvert. The gravel is intended to slow and filter runoff toward the Class II watercourse.
- Options to regrade the slope here to divert runoff away from the Class II watercourse are not feasible because they would require excessive earthwork.

3.8 Road Point 7 (RP-7)

The driveway continues downhill from the residence and stream crossing to a low point with a culvert. After the driveway crosses the culvert, it trends uphill for several meters, and then begins a steep (26%) descent. The western (downhill) side of the driveway is initially a vegetated, gentle slope that becomes steeper as one approaches the culvert. The culvert does not show signs of erosion at the discharge point, rather a small amount of sediment has been deposited at this location. On the west side of the driveway, between the culvert and the crest of the gentle rise, a 15-foot wide sidecast fill failure is encroaching to within a few feet of the driveway shoulder. The fill failure does not at this point create a hazard; however, if allowed to grow and develop, it may present a problem for the driveway.

Recommended Improvements for RP-7

- The section of driveway between the stream crossing at RP-6, above, and the 12-inch culvert should be outsloped to allow water to drain freely across the vegetated landscape.
- The driveway section between the culvert and the gentle rise should be insloped. An existing inboard ditch at this location is in poor condition; it should be cleaned out and regularly maintained to convey water to the culvert for relief.



- Due to vegetation growth and sedimentation, we were unable to see the culvert inlet during our inspection, although we observed that it was functioning. Thus, the culvert inlet will require cleaning out and regular maintenance as well. It is important to route water flow away from the sidecast fill failure.

3.9 Road Point 8 (RP-8)

The driveway continues downhill at a steep grade (up to 26%) for 145 feet. There is a spur road on the east side of the driveway. This intersection is a favorable location to develop a turnout. The drainage of this road segment is not well defined, and some modest gulying was observed here.

Recommended Improvements for RP-8

- Re-grade the driveway above the pullout (spur road) so that it is insloped toward the inboard ditch. Outsloping the road here is not feasible as the outboard edge is coincident with the sidecast fill failure at this location. Again, it is important to guide water away from the sidecast fill failure.
- At the intersection, construct a water break (rolling dip) to drain water across the spur road. Construct a rock energy dissipator at the discharge point and allow water to flow across the vegetated landscape below the spur road.
- Place and maintain rock on steep grade, where it does not already exist.

3.10 Road Point 9 (RP-9)

As the driveway continues to descend the steep (26%) slope, another spur road (Lower Road D) intersects the driveway from the east side. The landscape slopes down to the east. The driveway is 15 feet wide here.

Recommended Improvements for RP-9

- Re-grade the driveway so that it insloped (to the west side).
- Below the intersection with Lower Road D, construct a rolling dip across the driveway to convey water from the west side inboard ditch to the east side of the driveway.
- Discharge water to the vegetated landscape (south of Lower Road D intersection).
- Place and maintain rock on the steep driveway surface.

3.11 Road Point 10 (RP-10)

The driveway becomes wider and less steep as it reaches the termination of the active road at the primary cultivation and processing area. There is an accessory building located on the east side of the driveway. The road surface is not well drained in this area and is flowing down the driveway. The driveway ends in a hammerhead turnout. The south arm of the turnaround continues downhill as a walking path but is currently unused by vehicular traffic. Runoff is currently flowing down the path forming gullies in the road surface.

Recommended Improvements for RP-10

- Inslope the driveway.
- Construct an inboard ditch on the west side of the driveway.
- Develop a water break to convey runoff across the driveway to the outboard edge of the walking path at the downhill arm of the hammerhead turnaround. A rock energy dissipator should be constructed at the discharge point here. Water should then be allowed to flow across the vegetated landscape.



4.0 Conclusions

Based on our field reconnaissance of the subject driveway, it appears it can accommodate the proposed industrial use, assuming the improvements outlined above are followed. For the work described herein, we recommend working with a licensed earthwork contractor experienced in rural road building. They will be familiar with the objectives presented in this report and will be familiar with nearby sources for materials that may help reduce the overall cost of trucking and so on.

The primary upgrade to the road at the site will be the addition of rock surfacing. The type of material used for this purpose may depend on the proximity to available rock sources. The material should be durable and should ideally contain a mixture of angular rock clasts. We are available to help identify suitable material, as appropriate. Minor drainage upgrades will be required to reduce erosion potential and to facilitate distribution of runoff to suitable outlets.

We recognize that there are segments of the driveway that are steep (greater than 15%). No viable alternative route appears feasible, based on the landscape. We recognize that this driveway system has been used for the proposed purpose for several years, without major structural problems or apparent sediment delivery to Chemise Creek or any other nearby receiving water bodies. The primary concern is with the ability of emergency vehicles to access the site during a fire or other emergency. We understand that the responding fire agencies have vehicles that can access and egress on such steep driveway segments. A letter from the local fire jurisdiction may be requested to confirm that they are able to respond.

Although we present an option to pave the steep (greater than 15% grade) portions of the driveway, we recognize that this may not be feasible due to the extreme remoteness of the site. Due to the very low intended traffic loads and the performance history of the existing driveway, it is our opinion that paving may not be necessary, provided that the remaining recommendations herein are followed.

Based on the condition of the road and scale of recommended improvements (maintenance level upgrades, a grading plan requiring an engineer licensed in the State of California does not appear to be required. Only minor earthwork is expected, mostly in the form of shallow drainage improvement, site preparation and vegetation removal. No significant structural improvement or culvert is proposed in these recommendations. It is our opinion that the recommendations presented herein are consistent with the purview of a California-licensed Certified Engineering Geologist.

5.0 References

- Finley, William and Jasmine Finley. (2020). Discussion regarding gravel placement in 2019.
- Hilton, Keenan. (2020). Conversation with Planner II Cannabis Services Division, Humboldt County Planning and Building Department regarding need for licensed Engineer vs. licensed geologist for this report.
- Humboldt County Planning and Building Department. (2015). "Humboldt County GIS Portal," accessed at: <http://gis.co.humboldt.ca.us/Freeance/Client/PublicAccess1/index.html?appconfig=podgis4>
- National Geographic Society. (2013). Topographic Map of Island Mountain, Humboldt County, California. Accessed at: <http://maps.nationalgeographic.com/maps>



County Road Evaluation Report Forms (Parts A and B)

1

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 driveway Date Inspected: 1/15/21 APN: 218-151-005
From Road: _____ (Post Mile _____) Planning & Building
To Road: _____ (Post Mile _____) Department Case/File No. _____

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: 10

Date(s) measured: _____

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.

Signature of Civil Engineer [Signature]

Date 1/28/21

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.

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

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

Applicant Name: William Finley APN: 218-151-005

Planning & Building Department Case/File No.: 12015

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

From Road (Cross street): D Road

To Road (Cross street): N/A to termination of road

Length of road segment: less than 1/2 miles Date Inspected: 1/15/21

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

Date

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.

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