



DEPARTMENT OF PUBLIC WORKS
C O U N T Y O F H U M B O L D T

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PARKS 445-7651
ROADS & EQUIPMENT MAINTENANCE 445-7421

LAND USE 445-7205

ROAD EVALUATION REPORT INSTRUCTIONS

PURPOSE: The *Road Evaluation Report* is intended as a way for an applicant to document the condition of the access road(s) serving the subject property for cannabis projects that require a Conditional Use Permit (CUP), Special Permit (SP), or Zoning Clearance Certificate (ZCC). This report is not intended to be used for any other type of Planning & Building Department permit application. This will enable Public Works staff to determine if the existing roadway network [excluding on-site driveway(s)] is suitable to accommodate the proposed use on the subject property.

In rural areas, a category 4 road is usually adequate for most uses. If the road is paved and has a centerline stripe it is considered by the Department to be a category 4 road. In urban and suburban areas, the road may also need to accommodate other road users (pedestrians, bicycles, equestrians, etc.). When roads meet or exceed this standard, the roadways can typically accommodate increased traffic. This evaluation is accomplished by the applicant completing Part A of the *Road Evaluation Report*.

When the roadways do not meet a category 4 standard, there is a question that road may not be able to accommodate traffic from the proposed use. The goal is to evaluate roads that do not meet road category 4 standards in order to determine if the roads can accommodate increased traffic. This evaluation is accomplished by the applicants engineer completing Part B of the *Road Evaluation Report*.

In lieu of constructing road improvements to meet a category 4 road standard, the Department may approve a *Neighborhood Traffic Management Plan*. A neighborhood traffic management plan may include (but is not limited) the following elements: restricting the times that project traffic will use the road to off-peak hours; combining trips to reduce the volume of project traffic; carpooling to reduce the volume of project traffic; the use of signs and CB radios to coordinate traffic using the road(s); etc. The Department’s criteria for approving a *Neighborhood Traffic Management Plan* is based upon site specific conditions; sound engineering judgment; the proposed ADT and DHV of the roads; the need to accommodate other road users (pedestrians, bicycles, equestrians, and other cannabis projects using the road, etc.); and the frequency and quantity of traffic associated with the proposed use. The applicant's Civil Engineer can address this in Part B of the *Road Evaluation Report*.

There may be other cannabis projects that use the same access road(s) as your project. Part B of the *Road Evaluation Report* needs to address the cumulative impacts from your project and all other cannabis projects that will also use the same road(s). There may be benefits of applicants collectively working together with one engineer to complete the *Road Evaluation Reports* for all of the projects.

(continued on next page)

REFERENCES:

- Humboldt County *Road Design Manual*, Chapter 7, Design Standards for Roadway Categories.
- American Association of State Highway and Transportation Officials (AASHTO) *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤400)*.
- American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* (AKA "Green Book")
- Institute of Transportation Engineers (ITE) *Trip Generation*

INSTRUCTIONS: The *Road Evaluation Report* consists of two parts. The first part (Part A) may be completed by the applicant. If the second part (Part B) is needed, it must be completed by a Civil Engineer licensed by the State of California. The .pdf version of this document provides fields that can be filled in.

A separate *Road Evaluation Report* is required for each road. **Save Time: before completing these forms consult with the Land Use Division at 707.445.7205 to make sure you are evaluating all of the necessary roads for your project; that other cannabis projects in the vicinity have been included; and to make sure that you understand what is needed.**

Special instructions to the applicant's Civil Engineer in completing Part B:

- Engineer will need to contact the Department for a list of other cannabis projects that may be using all or some of the same roads in the roadway network.
- Engineer will need to determine which of these projects utilize the roads within the same roadway network by personally reviewing the cannabis project applications at the Planning & Building Department. Many of the cannabis project applications are incomplete; therefore the engineer may need to directly contact other applicants to determine how these other cannabis projects will utilize the roads in question.
- Engineer may propose a master plan in which any required roadway improvements are incrementally divided among several cannabis projects. However, the master plan must be designed so that improvements to the road(s) will be adequate when constructed incrementally.

// END //

**HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT**

PART A: Part A may be completed by the applicant

Applicant Name: Mike's Farm APN: 221-021-003

Planning & Building Department Case/File 11002

No.: Road Name: Upper Thomas Road (complete a separate form for each road)

From Road (Cross street): Thomas Road

To Road (Cross street): Upper Thomas Road

Length of road segment: 6 Miles miles Date Inspected: 09/8/2022

Road is maintained by: County Other Road Association / Adjacent Land Owners
(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. A map showing the location and limits of the road being evaluated in PART A is attached.

Signature

11/28/2022
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.

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: _____ Date Inspected: _____ APN: _____
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.) _____

ADT: _____ 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.

(SEAL)

Signature of Civil Engineer

Date

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.

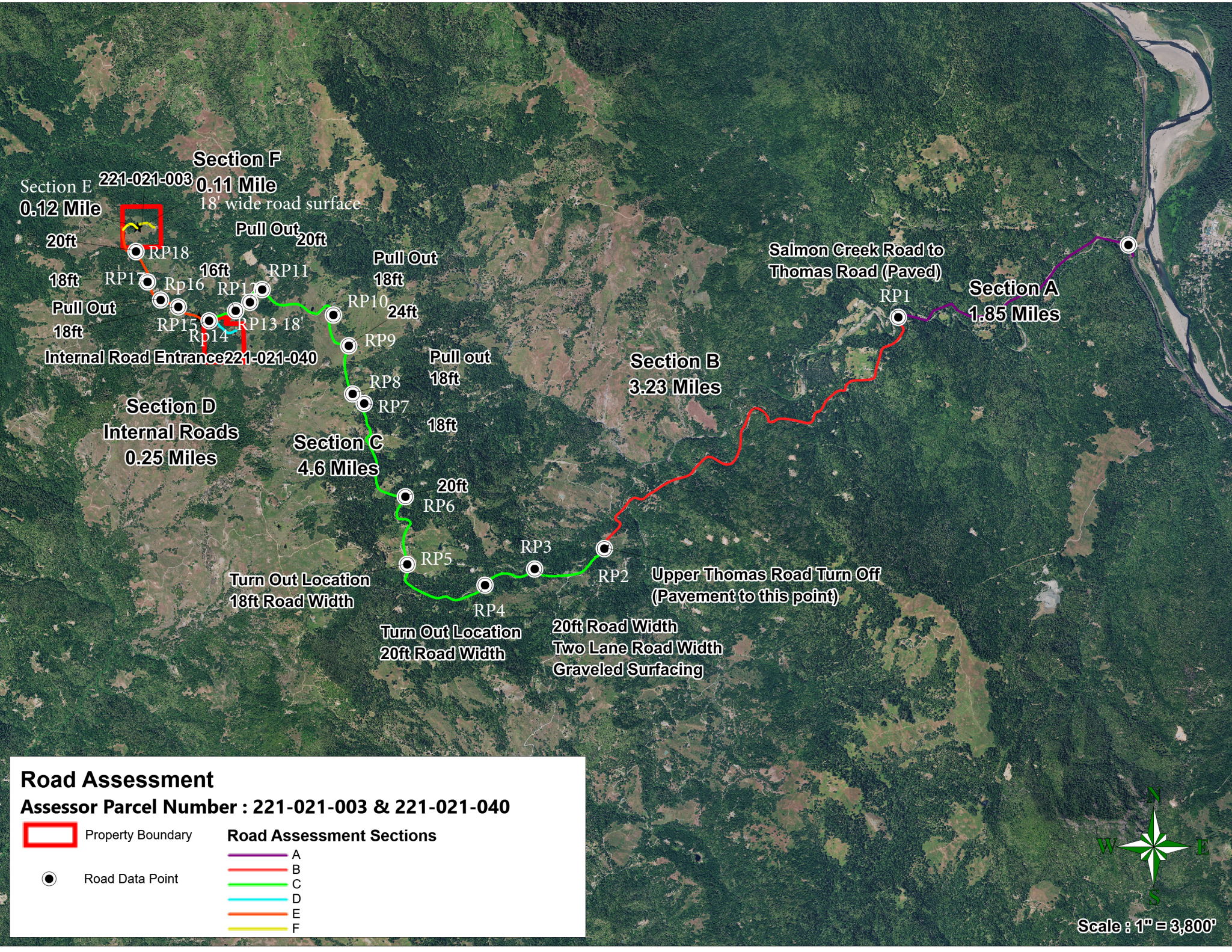


Table of Map Points

Map Area	Road Point (RP)	Road Width	Other
A Salmon Creek Rd to Thomas RD	1		Not Evaluated
B- Thomas Rd	2		County Maintained Portion Not Evaluated
C- 4.6 miles total	3	20 feet	Gravel 2 lane
C- 4.6 miles total	4	20 feet	Turnout
C- 4.6 miles total	5	18 feet	Turnout
C- 4.6 miles total	6	20 feet	
C- 4.6 miles total	7	18 feet	
C- 4.6 miles total	8	18 feet	Turnout
C- 4.6 miles total	9	24 feet	
C- 4.6 miles total	10	18 feet	Turnout
C- 4.6 miles total	11	20 feet	
C- 4.6 miles total	12	16 feet	
C- 4.6 miles total	13	18 feet	
D- Internal Road Entrance	14	18 feet	.25 miles of private driveway
E- Internal Road	15	18 feet	.12 miles of private road
E- Internal Road	16	18 feet	Turnout
E- Internal Road	17	18 feet	
E- Internal Road	18	20 feet	
F- Internal Road	19	18 feet	0.11 miles of private road

Humboldt County Road Assessment

APN: 221-021-040

Permit: LLC 12524

&

APN: 221-021-003

License: LLC11002

Date: 11/28/2022

1.0 Project Description

This road assessment evaluates public and private roads associated with APN 221-021-003 & 221-021-040 of which are both accessed by Thomas Road via Salmon Creek road. These roads are located in the Salmon Creek Area of Humboldt County. These roads were assessed on September 8th, 2022. Public roads that the properties are accessed by were assessed for road width, surfacing, stability, and location/distribution of pull outs to allow for vehicle passage. Access to the properties is as follows. Highway 101 to the Salmon Creek Road exit; Salmon Creek Road to Thomas Road; Thomas Road to Upper Thomas Road. Access point for APN 221-021-040 is at GPS coordinate 40.22748599, -123.9448690. Access point for APN 221-021-003 is 40.23386902, -123.9538810.

Descriptions and specifications for each road section are outlined in the road assessment section found below. Public and private roads were assessed in tandem. Private roads were assessed only to the point of accessing cultivation area and associated infrastructure.

2.0 Road Assessment

The main goals of this assessment is to ensure that the public and private roads systems that are utilized are:

1. Safety. Roads built to allow for the safe passage of vehicles. Important factors include:
 - A. The amount of traffic using the road, Average Daily Travel (ADT).
 - B. The size of the vehicle using the road.
 - C. The number of parcels/people using the road
2. Water Quality. Limiting erosion to reduce sedimentation into the watercourses.
3. Access. To provide year-round access to our-property and homes.

This assessment gives a brief outline of the existing roads and their current condition. No erosion control recommendation and or watercourse crossing specifications are included as part of this Assessment. The Road Sections are defined as Section A, B, C, D, E, and F. Mileage is an approximated per GIS track mileage.

Section A: Salmon Creek Road to Thomas Road 1.8 miles (County maintained)

This road section consists of a paved County Road serving multiple parcels including numerous permitted cannabis properties. Road Condition was observed to be a Category 4 or equivalent and allows for two lane traffic for the majority of the route. Road widths ranged from 16ft to 24ft.

Section B: Thomas Road to Upper Thomas Road 3.23 miles (County maintained)

This road section consists of a paved County Road that is utilized to access numerous parcels including permitted cannabis properties. Road Condition was observed to be a Category 4 or equivalent and allows for two lane traffic for the majority of the route. There were adequate and appropriately located pullouts on the entirety of this road section. Road widths ranged from 16ft to 20ft.

Section C: Upper Thomas Road 4.6 Miles (Road Association Maintained)

This section of Upper Thomas Road is private. It is a year-round road and is maintained by two (2) separate road associations. It meets category 4 standards with minor pinch points. The road prism was found to be in acceptable state with no major erosion issues. Road widths varied from 12ft to 20ft allowing for two lane traffic in most sections. The road surface is rock but needs additional rock. The road serves multiple parcels, many of which have permitted and unpermitted cultivation sites. Numerous users make road prism modifications difficult as owners along the right-of-way have various stipulations on what they will allow.

Section D: Internal Road for Assessor Parcel Number 221-021-040 .25 Miles (Landowner Maintained)

The section of private road that leads up to the primary residence and the cultivation area consist of a rock permanent access road with widths ranging from 12ft to 16ft. This road is well maintained and showed little to no drainage issues. Slopes on the access road were at a maximum of 10%. There are no watercourse crossings on this parcel. The road prism meets category 4 standards with pinch points. No portion of the traveled roadway is on a fill. Erosion control and road drainage is functioning adequately and shows little to no signs of erosion on the road surface.

Section E: Section of Upper Thomas Between Assessed parcels: 1.12 miles (Road association maintained) This section of Upper Thomas Road is private. It is a year-round road and is maintained by two (2) separate road associations. It meets category 4 standards with minor pinch points. The road prism was found to be in acceptable state with no major erosion issues. Road widths varied from 12ft to 20ft allowing for two lane traffic in most sections. The road surface is rock but needs additional rock. The road serves multiple parcels, many of which have permitted and unpermitted cultivation sites. Numerous locations were observed to have appropriate and adequate pull outs to allow for traffic to pass at pinch points.

Section F: Internal Road for Assessor Parcel Number 221-021-003 .12 Miles (Landowner Maintained)

The section of private road that leads up to the primary residence and the cultivation area consist of a rock permanent access road with widths ranging from 10ft to 14ft. This road is well maintained and showed little to no drainage issues. Slopes on the access road were at a maximum of 12%. There are no watercourse crossings on this parcel. The road prism meets category 4 standards with pinch points. No portion of the traveled roadway is on a fill. Erosion control and road drainage is functioning adequately and shows minor signs of erosion on the primary access road.

3.0 Private Road Designations Providing Access to the Parcels

For the purpose of this permit, Road name designations will be those used on the Humboldt County GIS and Google Maps.

4.0 Access Road Distance to APN 221-021-040 and 221-021-003

Salmon Creek Road (County Road) from exit on Highway 101 to Thomas Road (County Road) Thomas Road to end of pavement (Upper Thomas Road) (End of County Road)	1.85 Miles 3.23 Miles 4.6 miles
Upper Thomas Road (County Road) to Private Drive 221-021-040 Internal Road for Assessor Parcel Number 221-021-040	.25 Miles 1.12 Miles
Private Drive to Upper Thomas Road to Private drive for 221-021-003	.12 Miles
Private Drive for APN 221-021-003	

5.0 Winterization

Appropriate erosion prevention and sediment control measures are in effect to ensure proper maintenance, repair and construction of roads. They are monitored for effectiveness prior to and during the winter season. Winterization of the main access roads includes temporary and long-term runoff management and soil stabilization measures, such as the rocking of inboard ditches, installing check dams, and stream inlet protection. Culverts will be inspected for erosion or clogging prior to and after significant storm events. Any debris and sediment found to be clogging culverts, inlets/outlets, or drainage ways will be removed and appropriately stored, reused or disposed. No immediate road maintenance projects were observed during this road assessment. For Private road systems it is recommended to inspect during storm events to observe erosion points or poorly functioning drainage structures. No watercourse crossings were observed on the subject properties.

7.0 Photographs

Photographs that are included are specific to this road assessment and the associated roads conditions. Photographs show the road points that are defined on the site map to show associated road widths and or pull out locations. Photographs were primarily taken on Upper Thomas Road.





















