

# DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

MAILING ADDRESS:

ADMINISTRATION

FACILITY MAINTENANCE

BUSINESS ENGINEERING 1106 SECOND STREET, EUREKA, CA 95501-0579 AREA CODE 707

PUBLIC WORKS BUILDING SECOND & L ST., EUREKA FAX 445-7409

FAX 445-7409

445-7491 NATURAL RESOURCES

NATURAL RESOURCES PLANNING

445-7377 PARKS

 NATURAL RESOURCES PLANNING
 267-9540

 PARKS
 445-7651

 ROADS & EQUIPMENT MAINTENANCE
 445-7421

CLARK COMPLEX HARRIS & H ST., EUREKA FAX 445-7388

445-7205

### ROAD EVALUATION REPORT INSTRUCTIONS

445-7493

**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) <u>may</u> be completed by the applicant. If the second part (Part B) is needed, it <u>must</u> 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: Pa	art A may be completed by the applicant
Applicant Nam	10: Naney Nunez APN: 217 401 32
Planning & B	Building Department Case/File No.: 1081/3
Road Name:	Aldrowd 22 (complete a separate form for each road)
From Road (C	Cross street): Alder point Rd (Blacksberg going worth)
To Road (Cro	2 3
Length of roa	d segment: miles Date Inspected: 6.20-18
Road is maint	rained by: 🔲 County 🔲 Other
Check one of	(State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc) 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 measuring the	s in PART A are true and correct and have been made by me after personally inspecting and road. A map showing the location and limits of the road being evaluated in PART A is attached.
My (°. 2 Signature	6-22-18 Date
Name Printed	RECEIVED JUN 22 2018 Humboldt County Planning Division

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.

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 Number of other known cannabis (Contact the Planning & Building Department of the Planning & Building Departm	(ADT) of the road (including of projects included in ADT calculation of the road (including of projects included in ADT calculation of the rear Date(s) measured:  Counters ☐ Estimated using 100? ☐ Yes ☐ No 100 N	lations: by projects.)  ITE Trip Ge with the design AASHTO) Gu below. be design of loc amonly known at are not limit Local Roads	neration Book  In standards outlined in the idelines for Geometric Design of all roads and streets presented in as the "Green Book". Complete ited to: (Refer to Chapter 3 in (ADT \( \leq 400 \)) for guidance.)
B. Physical evidence of curve procheck one: No. Substantial edge rutting or enactive control of the control of	Yes, see attached sheet for PM I croachment. Yes, see attached sheet for PM I esidents or law enforcement. Yes ( check if written documentation estantially higher than the designates. Yes, see attached sheet for PM I have a se	ocations. ocations. ocations. is attached) n speed of the ocations. affic from the	is project and all known trare done. ( check if a
A map showing the location and limits of that tached. The statements in PART B are true me after personally evaluating the road.	e road being evaluated in PART e and correct and have been ma	ΓB is de by	



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445-7741 267-9540 445-7651 445-7421 AND 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.

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(continued on next page)



#### REFERENCES:

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- Institute of Transportation Engineers (ITE) Trip Generation

**INSTRUCTIONS:** The *Road Evaluation Report* consists of two parts. The first part (Part A) <u>may</u> be completed by the applicant. If the second part (Part B) is needed, it <u>must</u> 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

santos de la vista de la	t anniated by the applicant	
	may be completed by the applicant	217116162
Applicant Name: N	lancy Nunez	APN: 21740102
Planning & Buildin	ng Department Case/File No.: 1081	3
Road Name: Ale	derpoint Rd.	(complete a separate form for each road)
	street): Alderpoint Rd.	
To Road (Cross st	\	
	gment: 1.4 miles	miles Date Inspected:
		National Park, State Park, BLM, Private, Tribal, etc)
Check one of the	following:	
ch	ecked, then the road is adequate for the pro-	egory 4 road standards (20 feet wide) or better. If oposed use without further review by the applicant.
th	en the road is adequate for the proposed as	equivalent of a road category 4 standard. If checked, se without further review by the applicant.
wi or vi or n	idth, but has pinch points which harrow the ne-lane bridges, trees, large rock outcropp isibility where a driver can see oncoming v ncoming vehicle to stop and wait in a 20 fo ass.	lefined as a roadway that is generally 20 feet in the road. Pinch points include, but are not limited to, bings, culverts, etc. Pinch points must provide whicles through the pinch point which allows the poot wide section of the road for the other vehicle to
Box 3 T	1.	o the equivalent of road category 4 or better. The road e proposed use and further evaluation is necessary. For licensed by the State of California.
	150	oeen made by me after personally inspecting and of the road being evaluated in PART A is attached.
a o	5 .	6-2201
Signature	8	Date
Name Printed	Nuoz	

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.

Road Name:	Date Inspected:		APN:
From Road:	(Post Mile	)	Planning & Building
To Road:	(Post Mile		Department Case/File No.:
	c (ADT) of the road (including oth		annabis projects)?
	s projects included in ADT calcular artment for information on other nearby		
ADT:	Date(s) measured:		
	Counters	ΓΕ Trip Ge	neration Book
Is the ADT of the road less than 4	( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( ) ( )		
American Association of State Hi Very Low-Volume Local Roads (A	ed very low volume and shall comply wighway and Transportation Officials (AADT $\leq$ 400). Complete sections 2 and 3 b	ASHTO) Gui below.	idelines for Geometric Design of
AASHTO A Policy on Geometric section 3 below.	ewed per the applicable policies for the endergene of Highways and Streets, common	design of loc lonly known	al roads and streets presented in as the "Green Book". Complete
AASHTO Guidelines for Geometr	ems with the road that include, but a ric Design of Very Low-Volume Lo	are not limi ocal Roads	ited to: (Refer to Chapter 3 in (ADT \le 400) for guidance.)
A. Pattern of curve related crass			
	Yes, see attached sheet for Post M	, ,	
	problems such as skid marks, scarre		scarred utility poles
	Yes, see attached sheet for PM loc	cations.	
C. Substantial edge rutting or e			
	Yes, see attached sheet for PM loc	cations.	
	residents or law enforcement.		
	Yes (☐ check if written documentation is		
E. Measured or known speed su	ubstantially higher than the design	speed of th	e road (20+ MPH higher)
Check one: No.	Yes.		
F. Need for turn-outs.			
Check one: No.	Yes, see attached sheet for PM loc	cations.	
3. Conclusions/Recommendations pe	er AASHTO. Check one:		
cannabis projects identified above.			
The roadway can accommon cannabis projects identified above, Neighborhood Traffic Management Plan is a	odate the cumulative increased traft, if the recommendations on the attrals also required and is attached.)	fic from the ached repor	is project and all known rt are done. (☐ check if a
The roadway cannot accomaddress increased traffic.	amodate increased traffic from the	proposed u	ise. It is not possible to
A map showing the location and limits of t	the road being evaluated in PART	B is	
attached. The statements in PART B are tra	ue and correct and have been made	e by	
me after personally evaluating the road.			8
Signature of Civil Engineer	Date		



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#### 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.

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- 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

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// END //

## HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS ROAD EVALUATION REPORT

·	
PART A: Part A may be compl	
Applicant Name: Naney	Nunez APN: 217-401-02
Dianning & Building Departmen	nt Case/File No.: 10813
Road Name: Homestead	; P-G-
From Road (Cross street):	lomestead La
To Road (Cross street):	ylvanglade Pd.
r anoth of road segment: Z v	miles Bute hispers
Road is maintained by: Co	ounty Other Lacabee Crede Subdintion Road Association (State, Forest Service, National Park, State Park, BLM, Private, Tribal, etc)
Check one of the following:	(20 C - 4 - wide) or better. If
checked, then the	segment is developed to Category 4 road standards (20 feet wide) or better. If ne road is adequate for the proposed use without further review by the applicant.
then the road is	segment is developed to the equivalent of a road category 4 standard. If checked, adequate for the proposed use without further review by the applicant.
An equivalent r width, but has p one-lane bridge visibility where oncoming vehic pass.	coad category 4 standard is defined as a roadway that is generally 20 feet in points which narrow the road. Pinch points include, but are not limited to, es, trees, large rock outcroppings, culverts, etc. Pinch points must provide a driver can see oncoming vehicles through the pinch point which allows the cle to stop and wait in a 20 foot wide section of the road for the other vehicle to
Box 3 The entire road may or may no Part B is to be	I segment is not developed to the equivalent of road category 4 or better. The road of the able to accommodate the proposed use and further evaluation is necessary. completed by a Civil Engineer licensed by the State of California.
man signathe road A map si	re true and correct and have been made by me after personally inspecting and nowing the location and limits of the road being evaluated in PART A is attached.
4 1 5/	Date
Signature	Date
Name Printed	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.

(Post Mile (Post Mile ne road (including other luded in ADT calculator on other nearborns)		Planning & Building Department Case/File No.:
ne road (including oth		
luded in ADT calcula		anabis projects)?
Estimated using I No ume and shall comply was portation Officials (Amplete sections 2 and 3 aplicable policies for the hways and Streets, compared that include, but I Very Low-Volume Leached sheet for Post I as skid marks, scartiched sheet for PM lower than the design of the ched sheet for PM lower forcement.  If written documentation is igher than the design of the ched sheet for PM lower forcement.  If written documentation is igher than the design of the ched sheet for PM lower forcement.  If written documentation is igher than the design of the ched sheet for PM lower forcement.  If written documentation is igher than the design of the ched sheet for PM lower forcement.	y projects.)  TTE Trip Gen  with the design of ASHTO) Guid below. design of local monly known a  are not limite ocal Roads (A  Mile (PM) local red trees, or s ocations.  design of local monly known a  are not limite ocal Roads (A  Mile (PM) local red trees, or s ocations.  design of local monly known a  are not limite ocal Roads (A  Mile (PM) local red trees, or s ocations.  design of local monly known a  are not limite ocal Roads (A  Mile (PM) local red trees, or s ocations.	eration Book  standards outlined in the delines for Geometric Design of a roads and streets presented in the "Green Book". Complete and to: (Refer to Chapter 3 in ADT ≤400) for guidance.)  cations.  carred utility poles  road (20+ MPH higher)
		e. It is not possible to
	Estimated using I No sume and shall comply wansportation Officials (Amplete sections 2 and 3 oplicable policies for the hways and Streets, common road that include, but I Very Low-Volume Lanched sheet for Post I has skid marks, scarnached sheet for PM load aw enforcement.  If written documentation is igher than the design whether the common than the design and the common than the design and the common than the design and the common than the attached.)  I was enforced than the design and the common than the common that the common than the common than the common that the common than the com	Estimated using ITE Trip General No  Jume and shall comply with the design sansportation Officials (AASHTO) Guid mplete sections 2 and 3 below.  Deplicable policies for the design of local hways and Streets, commonly known as road that include, but are not limited as a skid marks, scarred trees, or seached sheet for Post Mile (PM) local as skid marks, scarred trees, or seached sheet for PM locations.  The check of the design speed of the sched sheet for PM locations.  The check one:  The check one:  The check of the check of the seached traffic from this mendations on the attached report



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- Institute of Transportation Engineers (ITE) Trip Generation

**INSTRUCTIONS:** The *Road Evaluation Report* consists of two parts. The first part (Part A) <u>may</u> be completed by the applicant. If the second part (Part B) is needed, it <u>must</u> 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

unlicant Name	A may be completed by the applicant  APN: 217-401-02
pplicant Name	
lanning & Bu	ilding Department Case/File No.: 10813  (complete a separate form for each road)
oad Name:	Sylvanglade (complete a separate)
rom Road (C	ross street): Sylvangla de
To Road (Cros	ss street): <u>Site</u> entrence
ength of roac	segment: O e miles Date Inspected:
Road is maint	ained by: County Other Large Creek Read Assaciation (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 roam 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 stateme	nts in PART A are true and correct and have been made by me after personally inspecting and he road. A map showing the location and limits of the road being evaluated in PART A is attached.
4	(-224)
70 7	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.

#### Engineer licensed by the State of California. Complete a separate form for each road. Date Inspected: Road Name: \_\_\_\_\_ (Post Mile \_\_\_\_\_) Planning & Building From Road: Department Case/File No.: To Road: 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. Yes ( check if written documentation is attached) Check one: No. E. Measured or known speed substantially higher than the design speed of the road (20+ MPH higher) Check one: \Box 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 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

PART B: Only complete Part B if Box 3 is checked in Part A. Part B is to be completed by a Civil

# APNH 217401001 APP# 10813



RECEIVED
JUN 2 2 2018
Humboldt County
Planning Division

## Zoellner, Brienna

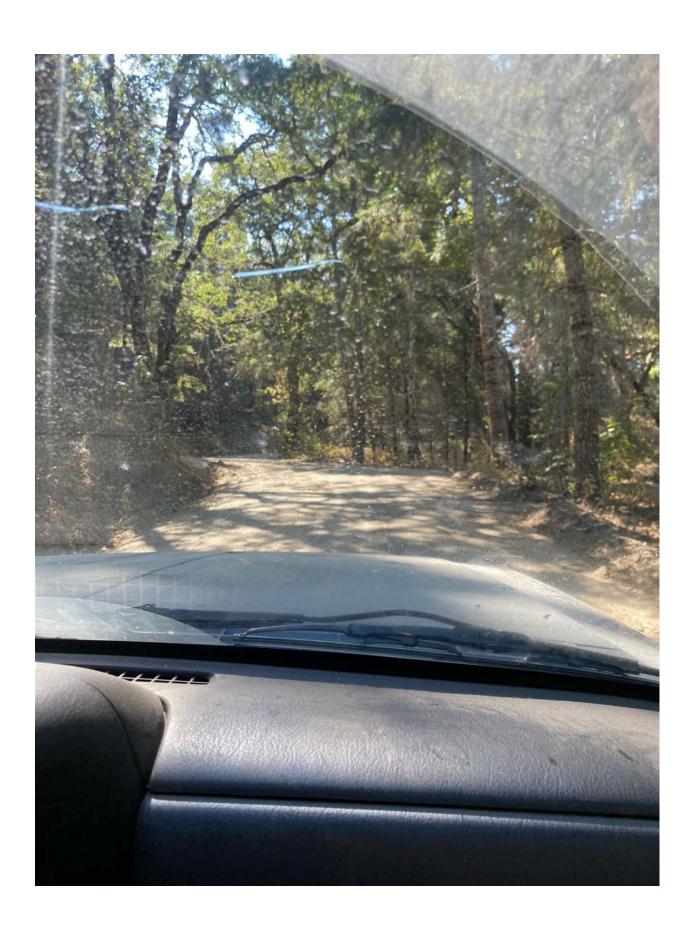
From: dakota ringo <djringo89@gmail.com>
Sent: Tuesday, August 11, 2020 3:18 PM

**To:** Hilton, Keenan

**Subject:** Requested photo of Road for the Ringo project

Here are the photos. I can send you one with a truck in it if you still would like. I will be sending the map that goes with it shortly.

1. This is a photo of leaving the gate of the site. (Sylvanglade Rd).

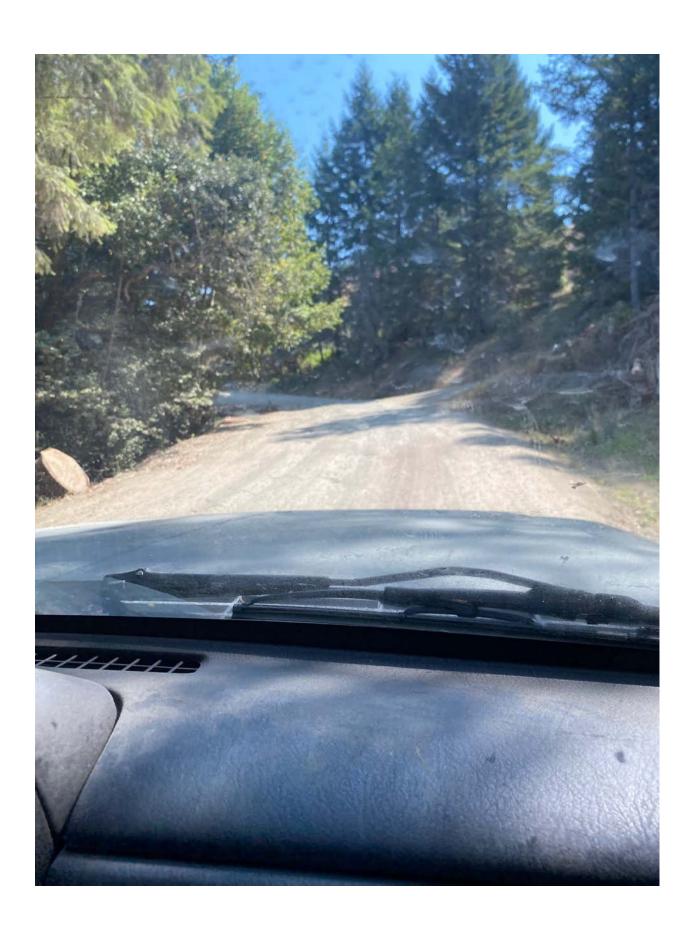


rd.		

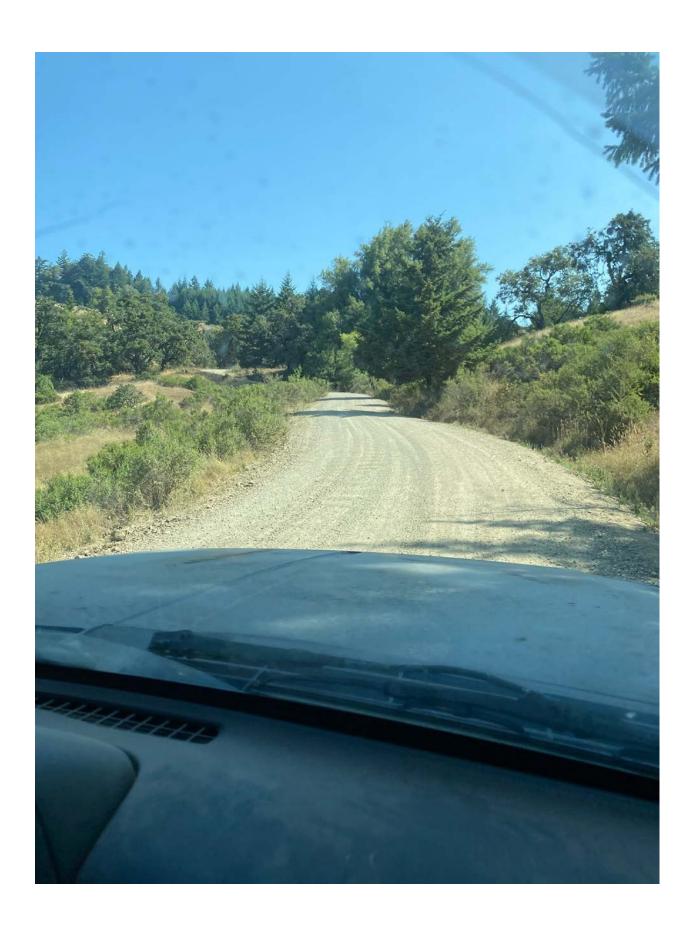
2. This is the first fork if you were leaving the site you would take a right. This is where Sylvanglade Rd meets homestead



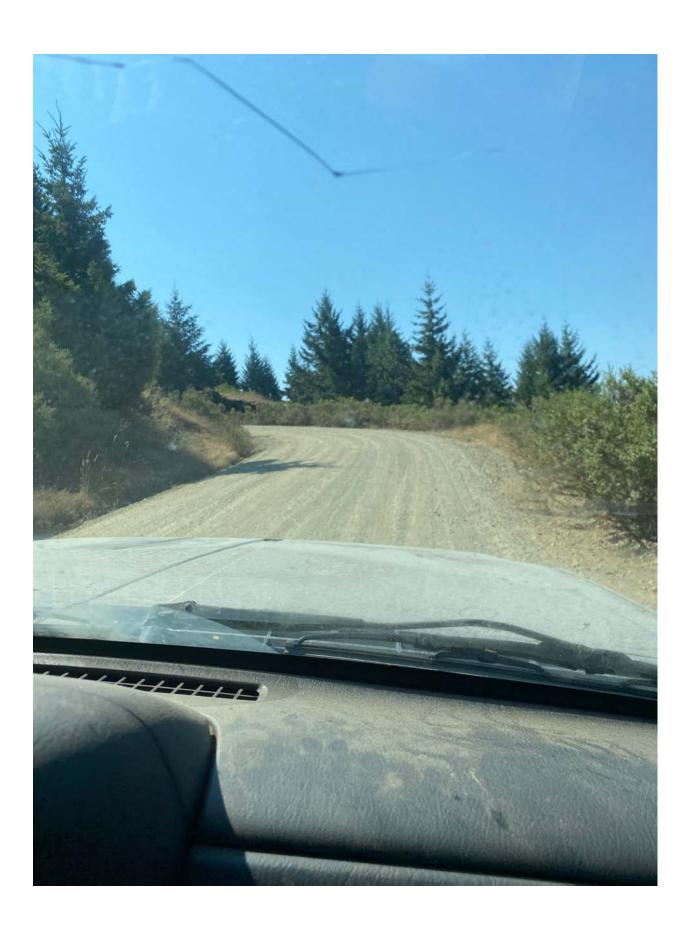
3. Homestead road



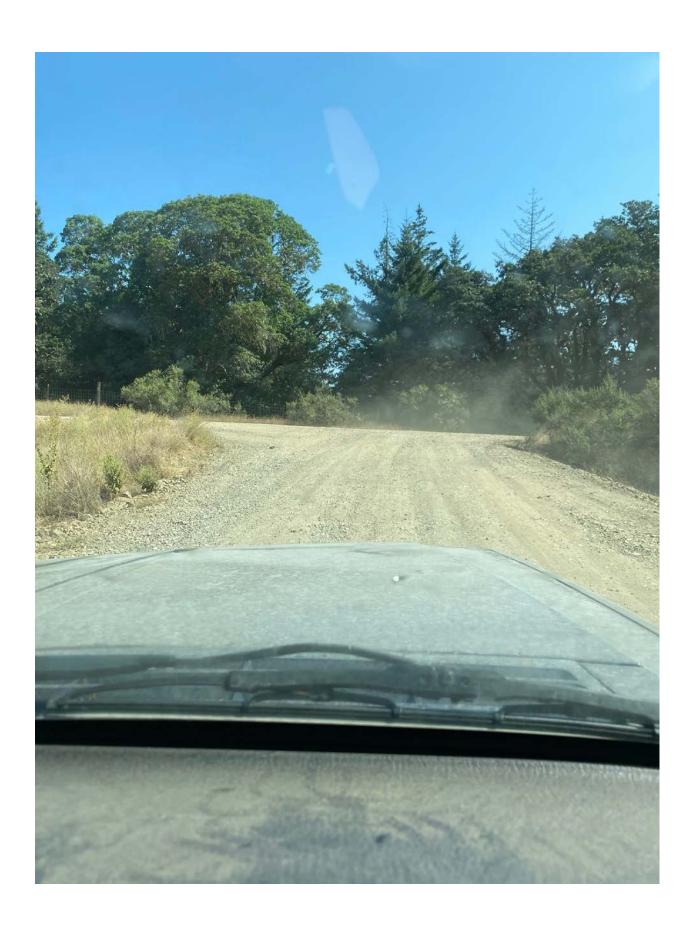
4. Going up the hill on Homestead road.



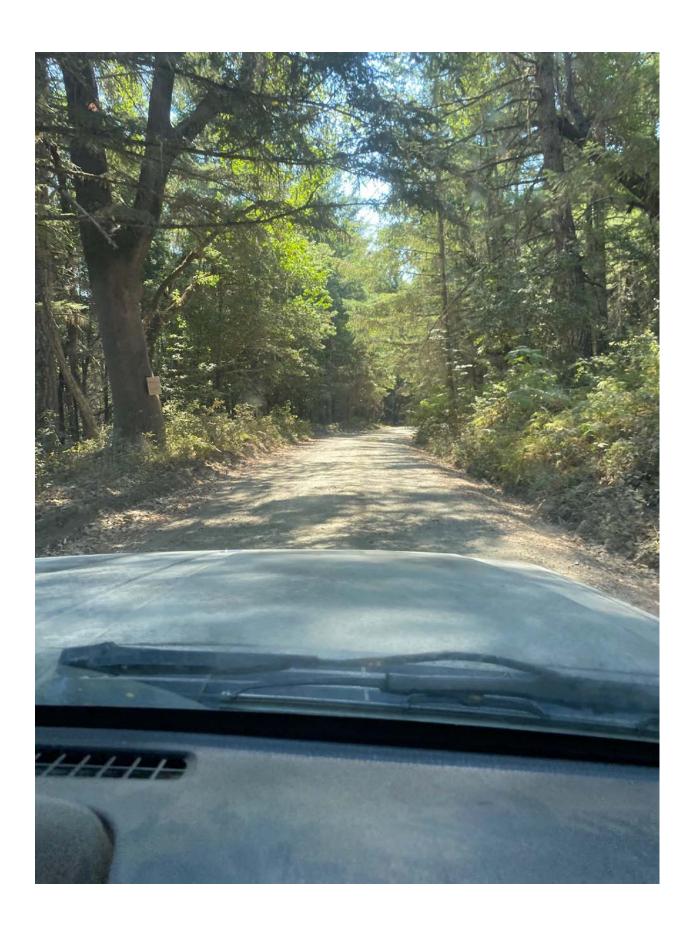
5. Continuing to Up the hill on Homestead Rd.



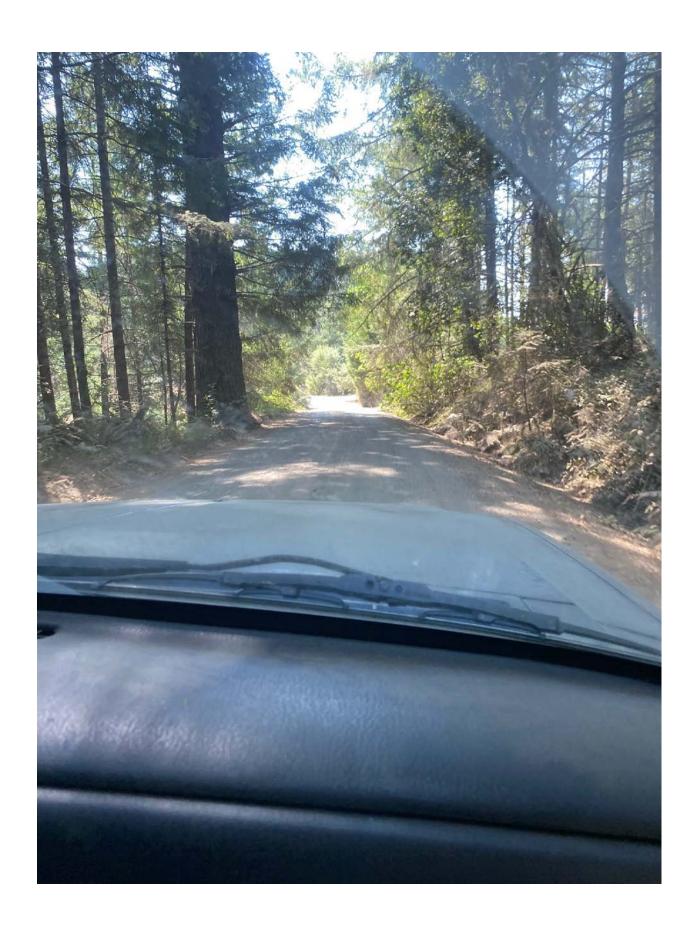
6. Fork two where Homestead meets Sunset Ridge Rd. You would take a right.



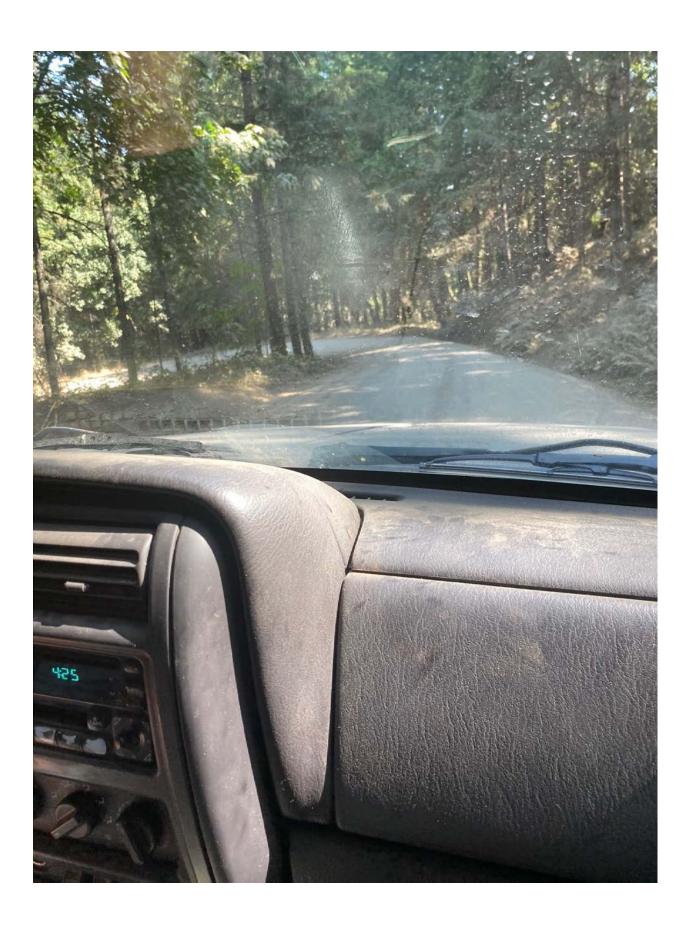
7. Sunset Ridge



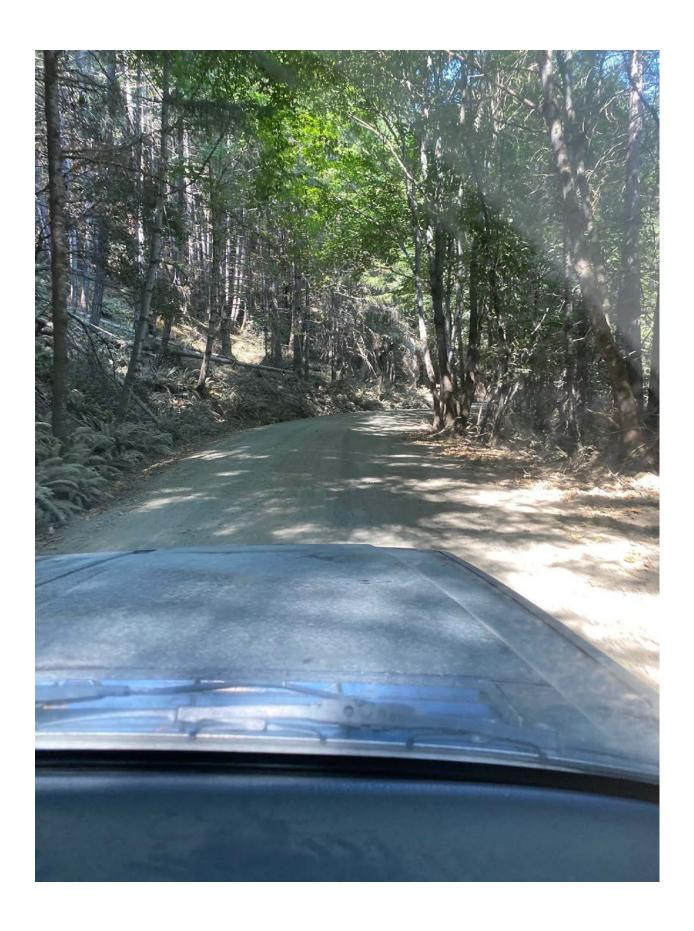
8. SunSet Ridge.



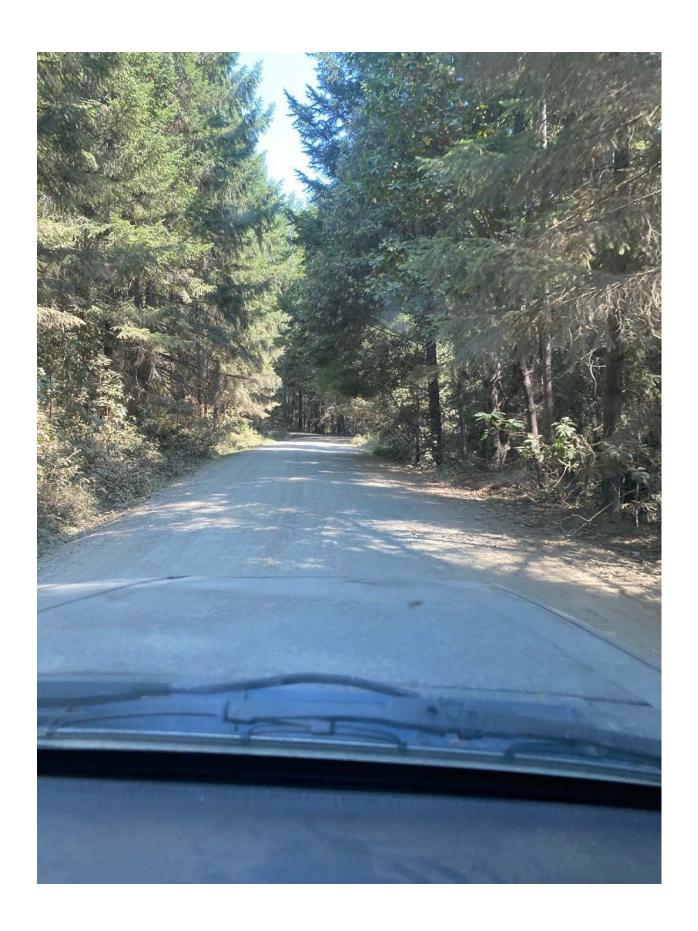
9. Sunset ridge going down the hill.				



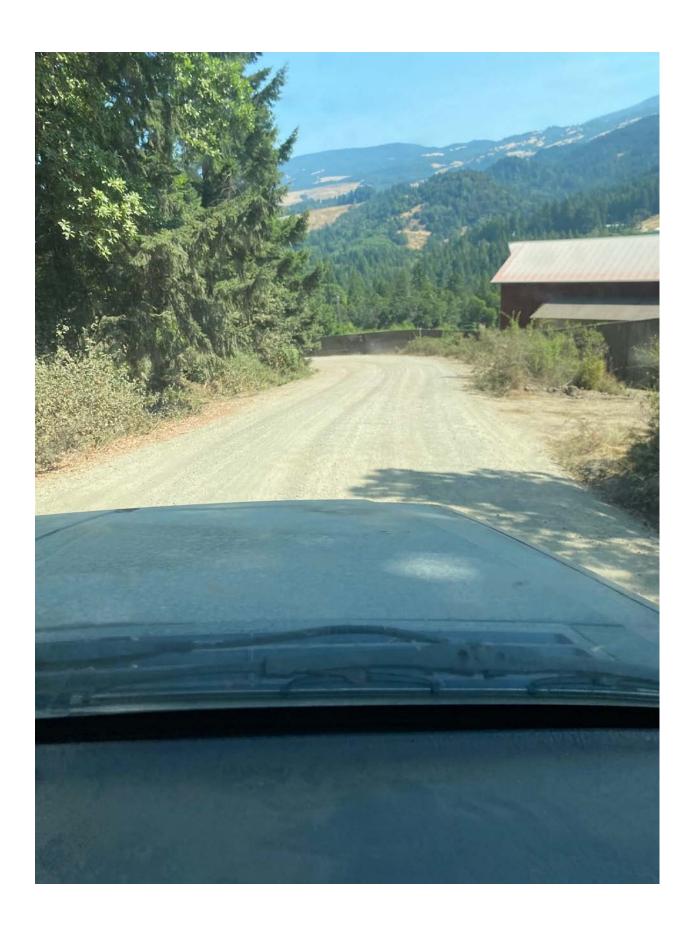
10. Continuing down Sunset Ridge Rd.		



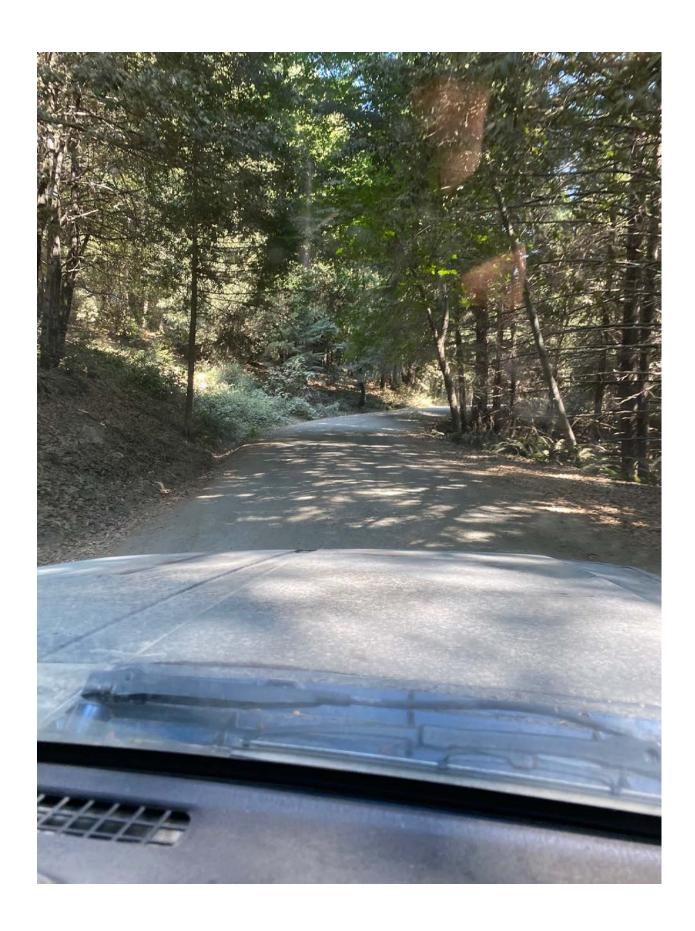
11. Sunset Ridge Rd.



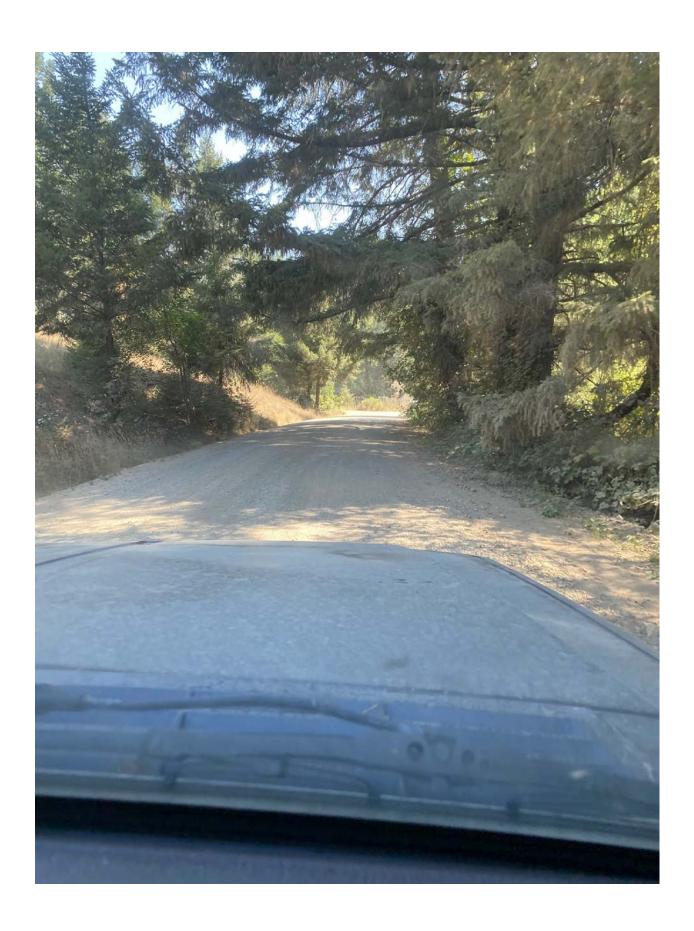
12. Almost to the Alderpoint road going down the hill from Sunset Ridge Rd.



13. Sunset Ridge Rd



14. The straight on sunset that meets the last fork going out before you hit Alderpoint Rd. (the county Rd.).



15. The exit and entrance of Larabee Subdivision where Sunset Ridge Road meets Alderpoint Rd.

