



Humboldt County Planning Department
3015 H Street
Eureka, CA 95501

RE: Moon and Stars Farm – Humboldt County APPS 11252 – APN: 316-065-008

November 14, 2017

To Whom It May Concern:

After receiving the letter dated September 14, 2017 from the California State Transportation Agency, Department of Transportation, District 1, I conducted a site visit of APN: 316-065-008 on October 5, 2017. The Parcel has a current cannabis application in for 3,500 square feet of existing mixed light cultivation and 6,500 square feet of existing outdoor cultivation. The Driveway of the Parcel connects to State Route 299, near Willow Creek, CA near post mile 33.7. The following information is in response to the letter that was received on September 14, 2017.

The Driveway in question currently only accesses the above referenced Parcel. The parcel was once a residence that served a family and their two children and the cannabis farm. The family used the road multiple times daily to take two adults to full-time, offsite jobs, children to and from school and extracurricular activities. The family has since moved from the Parcel, reducing its use solely to a cannabis cultivation site. The commercial cannabis cultivation should not increase the traffic flow to greater than when the family resided on the Parcel. The Driveway is paved, and the width has a minimum of 20 feet throughout the driveway.

At the driveway, there is an Eastbound Site Distance of approximately 1,106 feet (see Attachment 1). For the Site Distance for Eastbound Traffic an 80-mph Design Speed was used for a Site Distance of 930 feet, according to the Highway Design Manual, Page 200-1, dated November 20, 2017. This Site Distance more than meets the Design Criteria (see Attachment 2).

At the driveway, there is a Westbound Site Distance of approximately 389 feet (See Attachment 1). This does not meet the Design Criteria. Because of this, I recommend that that Left-Hand Turns be restricted on State Route 299 to eliminate the possibility of collisions due to the limited site distance. There are multiple adequate turn around locations along State Route 299 for the Applicant to use.

Please feel free to contact me with any questions,

Robin Collins, P.E.
Green Road Consulting
1650 Central Ave
McKinleyville, CA 95519
707-630-5041

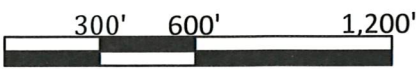
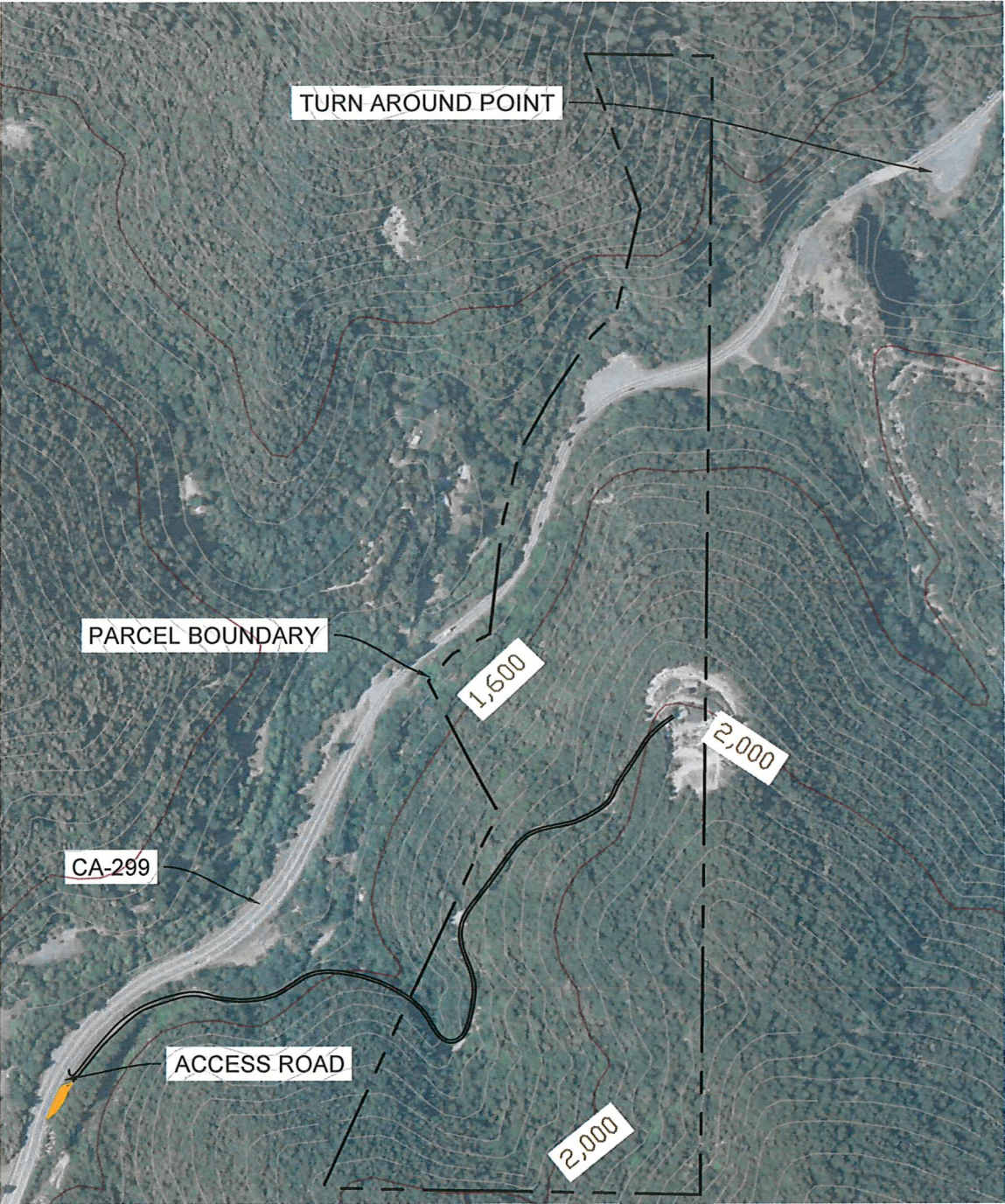
Attachment 1

10/26/2017 - X:\Projects\0\Co.Hu.W\16.9\CAD\County Permit\0\CON-ACCESS-RD-COUNTY.dwg - 1:42 PM - Green Road

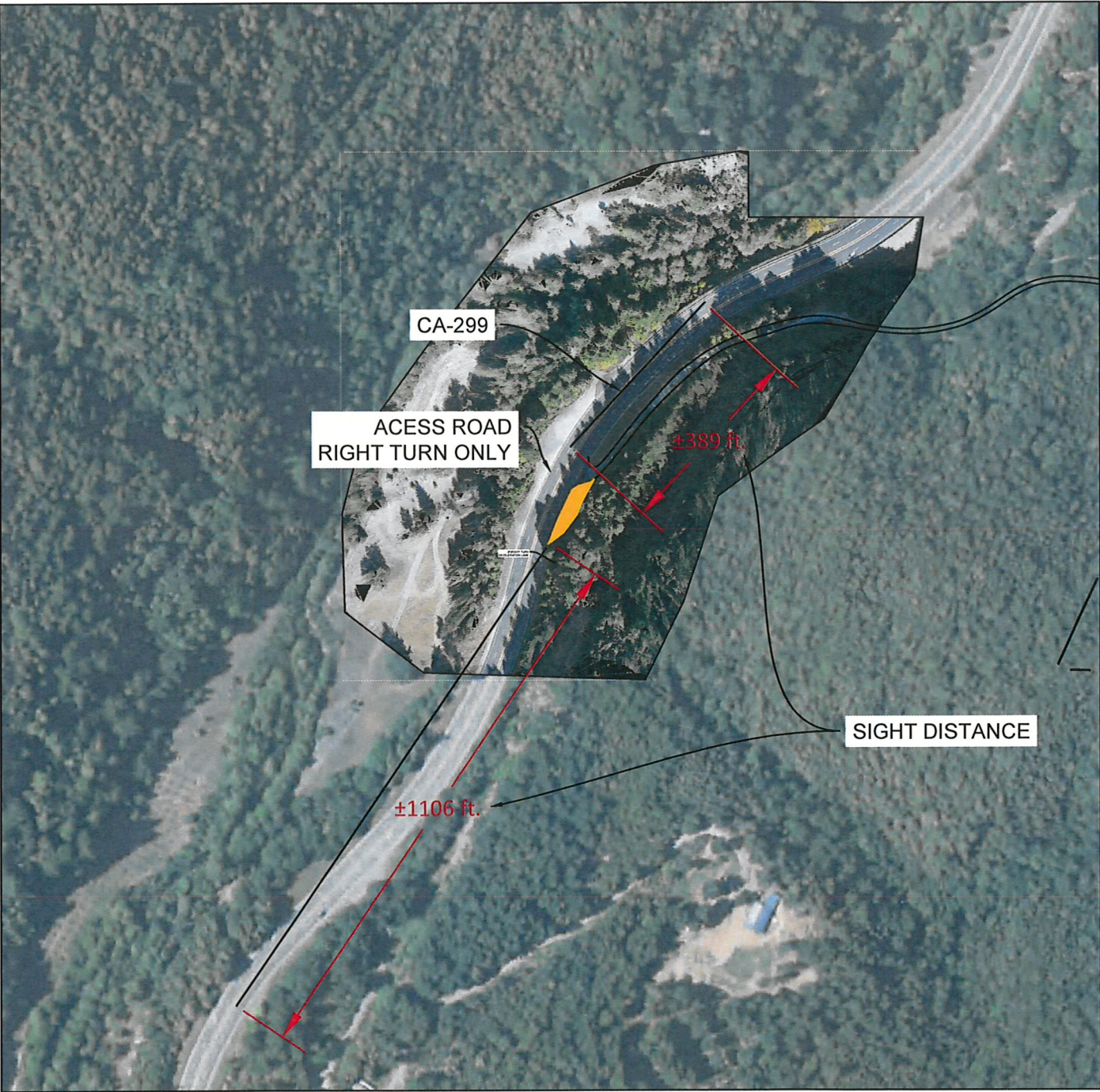
PARCEL OVERVIEW

APN: 000-000-000

LOCATION



PARCEL ACCESS



PROJECT INFORMATION

PROPERTY OWNER
ADDRESS
SHEET INFO

APN: 000-000-000
PARCEL OVERVIEW

REVISIONS

NO.	NOTES	DATE

DATE 10/26/17
DRAFTER X
SCALE AS SHOWN

SHEET
PO

Attachment 2

CHAPTER 200
GEOMETRIC DESIGN AND
STRUCTURE STANDARDS

Topic 201 - Sight Distance

Index 201.1 - General

Sight distance is the continuous length of highway ahead, visible to the highway user. Four types of sight distance are considered herein: passing, stopping, decision, and corner. Passing sight distance is used where use of an opposing lane can provide passing opportunities (see Index 201.2). Stopping sight distance is the minimum sight distance for a given design speed to be provided on multilane highways and on 2-lane roads when passing sight distance is not economically obtainable. Stopping sight distance also is to be provided for all users, including motorists and bicyclists, at all elements of interchanges and intersections at grade, including private road connections (see Topic 504, Index 405.1, & Figure 405.7). Decision sight distance is used at major decision points (see Indexes 201.7 and 504.2). Corner sight distance is used at intersections (see Index 405.1, Figure 405.7, and Figure 504.3I).

Table 201.1 shows the minimum standards for stopping sight distance related to design speed for motorists. Stopping sight distances given in the table are suitable for Class II and Class III bikeways. The stopping sight distances are also applicable to roundabout design on the approach roadway, within the circulatory roadway, and on the exits prior to the pedestrian crossings. Also shown in Table 201.1 are the values for use in providing passing sight distance.

See Chapter 1000 for Class I bikeway sight distance guidance.

Chapter 3 of "A Policy on Geometric Design of Highways and Streets," AASHTO, contains a thorough discussion of the derivation of stopping sight distance.

201.2 Passing Sight Distance

Passing sight distance is the minimum sight distance required for the driver of one vehicle to pass another vehicle safely and comfortably. Passing must be

accomplished assuming an oncoming vehicle comes into view and maintains the design speed, without reduction, after the overtaking maneuver is started.

Table 201.1
Sight Distance Standards

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

(1) See Topic 101 for selection of design speed.

(2) For sustained downgrades, refer to advisory standard in Index 201.3

The sight distance available for passing at any place is the longest distance at which a driver whose eyes are 3 ½ feet above the pavement surface can see the top of an object 4 ¼ feet high on the road. See Table 201.1 for the calculated values that are associated with various design speeds.

In general, 2-lane highways should be designed to provide for passing where possible, especially those routes with high volumes of trucks or recreational vehicles. Passing should be done on tangent horizontal alignments with constant grades or a slight sag vertical curve. Not only are drivers reluctant to pass on a long crest vertical curve, but it is impracticable to design crest vertical curves to provide for passing sight distance because of high cost where crest cuts are involved. Passing sight



Figure 1 View to the West.



Figure 2 View to the east.