

HUMBOLDT COUNTY DEPARTMENT OF PUBLIC WORKS
ROAD EVALUATION REPORT

RECEIVED

FEB 25 2020

Humboldt County
Planning Division

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

Applicant Name: Eubank Creek, LLC APN: 220-171-017

Planning & Building Department Case/File No.: 12972

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

From Road (Cross street): Eubanks Road

To Road (Cross street): Subject Parcel

Length of road segment: 1.92 miles Date Inspected 12/04/2019

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.

D. Roelle
Signature

12/11/2019

Date

Derek Roelle

Name Printed



NorthPoint Consulting Group, Inc.
P.O. Box 44
Eureka, CA 95502
(707) 798-6438

December 11, 2019

Humboldt County Department of Public Works
531 K St. Eureka, CA 95501

RE: Eubank Creek, LLC. - Road Evaluation Report
APN: 220-171-017
Apps# 12972

Eubanks Road along with private roads provide access for numerous property owners in the Whitethorn area and are classified as *very low-volume local roads*. The American Association of State Highways and Transportation Officials (AASHTO, 2001) defines a *very low-volume local road* as a road that is functionally classified as a local road and has a design average daily traffic volume (ADT) of 400 vehicles per day or less. This Road Evaluation Report describes the 2.75-mile route leading to the subject parcels from the County maintained road, Ettersburg-Honeydew Road. Table 1 below outlines the route that is used to access the subject parcels. See the attached maps for the route that leads to the subject parcel.

Table 1: Route to subject parcel.

Access to Site from Ettersburg-Honeydew Road	Miles	Start RP	End RP
Eubanks Road	0.83	N/A	RP1
Private Drive	1.92	RP1	RP16

A separate Road Evaluation has been performed on Eubanks Road, leading from Ettersburg-Honeydew Road to RP1 (APN: 220-081-015; not involved with subject project), and is attached to this report. The section of Eubanks Road, leading to RP1 has been determined to be equivalent to category 4 road standards by Humboldt County Department of Public Works (see attached report). The attached map depicts the section of Eubanks Road that has been determined to be equivalent to category 4 road standards.

Road Points (RPs) were located along the remaining route leading to the subject parcels. RPs are defined as interest points along the subject roads; locations of pinch points, locations of sight distance restrictions, stream crossings or intersections. The road widths were measured, photos were taken, and recommendations were prescribed at each RP. The recommendations are based on whether the RPs pose a site-specific problem. See the attached Road Evaluation Photographs for photos of each RP.

Table 2 below contains a description of the Road Points, Latitude and Longitude, and the measure road width of each RP. The table also describe if there is a turnout present within appropriate distance to the RPs, and the recommended prescription for each RP.

Table 2: Description of Road Points.

RP	Figures	Measured Width (ft.)	Lat., Long.	Description	Turnout provided	Recommendation
1	-	20+	40.0943°, -123.9614°	Start of Road Evaluation.	N/A	N/A
2	1	15.5	40.0951°, -123.9644°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnout and road width
3	2	14	40.0927°, -123.9676°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnout and road width
4	3	13.5	40.0918°, -123.9689°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnouts and road width
5	4-5	13	40.0917°, -123.9701°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnouts and road width
6	6-7	12.5	40.0899°, -123.9704°	Pinch Point ~100' in length. No visibility restriction.	Yes	Maintain existing turnouts and road width
7	8-9	10.5	40.0901°, -123.9697°	Pinch Point ~200' in length. No visibility restriction.	Yes	Maintain existing turnouts and road width
8	10-12	14	40.0890°, -123.9705°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnouts and road width
9	13-14	12.5	40.0893°, -123.9737°	Pinch Point. No visibility restrictions.	Yes	Maintain existing turnouts and road width
10	15-21	9.5	40.0887°, -123.9739°	Pinch Point. Bridge. No visibility restriction.	Yes	Maintain existing turnouts and road width
11	22-23	11.5	40.0878°, -123.9750°	Pinch Point. Gate. No visibility restriction.	Yes	Maintain existing turnouts and road width
12	24-25	20+	40.0876°, -123.9758°	Pinch Point. Gate. No visibility restriction.	Yes	Maintain existing turnouts and road width
13	26-27	16	40.0867°, -123.9764°	Pinch Point ~215' in length. Bench cut for access road. No visibility restriction.	Yes	Maintain existing turnouts and road width
14	-	25+	40.0856°, -123.9789°	Intersection of unnamed roads.	N/A	Maintain existing road width
15	28-29	15	40.0858°, -123.9796°	Pinch Point. Fairly sharp turn on slope. No Visibility restriction.	Yes	Maintain existing turnouts and road width
16	30-31	17	40.0866°, -123.9794°	Entrance to parcel. No sight distance restriction.	Yes	Maintain existing turnouts and road width

The average daily traffic (ADT) of the 2.75-mile route is estimated to be 44. There are 11 parcels located off of the subject route. Based on 2 trips per day per parcel that access the subject route, the ADT was estimated to be 44. During the peak operating season, Eubank Creek, LLC employs up to seven (7) employees. During this time, the ADT is estimated to increase to 58. The increase in traffic is minimal and is not expected to negatively impact the surrounding area. Furthermore, the designated road speed for all roads comprised in the subject route is 25 miles per hour (Humboldt County WebGIS), classifying it as a very low-volume road with low speeds (AASHTO, 2001).

The AASHTO guidelines also suggest that rural very low-volume roads are traveled by drivers that are familiar with the road segments, which corresponds to even fewer auto accidents. The AASHTO guidelines suggest that existing, very low-volume roads with low speeds should not be modified except in cases where there is evidence of a site-specific safety problem. There are no RPs or sections that have evidence of a site-specific safety problem.

In conclusion, the roads leading to the subject parcel do not need modification to support the increased traffic due to Eubank Creek, LLC's proposed project. The subject section of road is equivalent to category 4 road standards.

If you have any questions, please contact me at (707) 798-6438.

Sincerely,

Derek Roelle, E.I.T.



December 11, 2019

Humboldt County Department of Public Works
1106 Second Street
Eureka, CA 95501

Subject: Eubank Creek, LLC – Humboldt County APN: 220-171-017

APPS# 12972

Road Evaluation Report Photos



Figure 1: RP 2. Traveling North. Photo taken facing North.



Figure 2: RP 3. Traveling North. Photo taken facing North.



Figure 3: RP 4. Photo taken facing North.



Figure 4: RP 5. Traveling South. Photo taken facing North.



Figure 5: RP 5. Traveling South. Photo taken facing South.



Figure 6: RP 6. Traveling East. Photo taken facing West.



Figure 7: RP 6. Traveling East. Photo taken facing East.



Figure 8: RP 7. Traveling South. Photo taken facing North.



Figure 9: RP 7. Traveling South. Photo taken facing South.

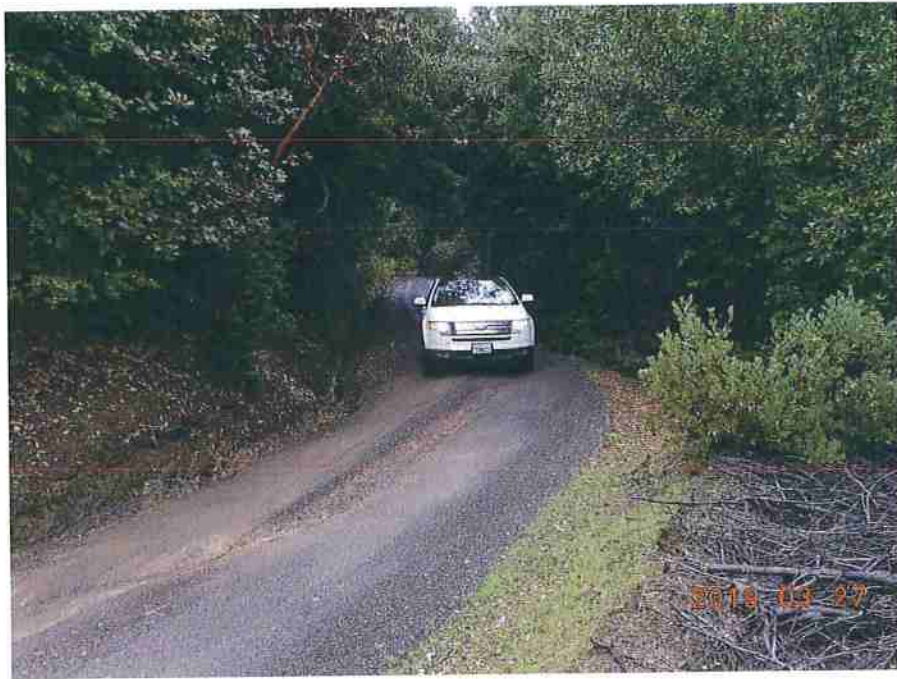


Figure 10: RP 8. Traveling South. Photo taken facing North.



Figure 11: RP 8. Traveling South. Photo taken facing South.



Figure 12: RP 8. Traveling South. Photo taken facing South.



Figure 13: RP 9. Traveling North-West. Photo taken facing South-East.



Figure 14: RP 9. Traveling North-West. Photo taken facing North-West.



Figure 15: RP 10. Traveling South-East. Photo taken facing North-West.



Figure 16: RP 10. Traveling South-East. Photo taken facing North.



Figure 17: RP 10. Traveling South-East. Photo taken facing North-West.

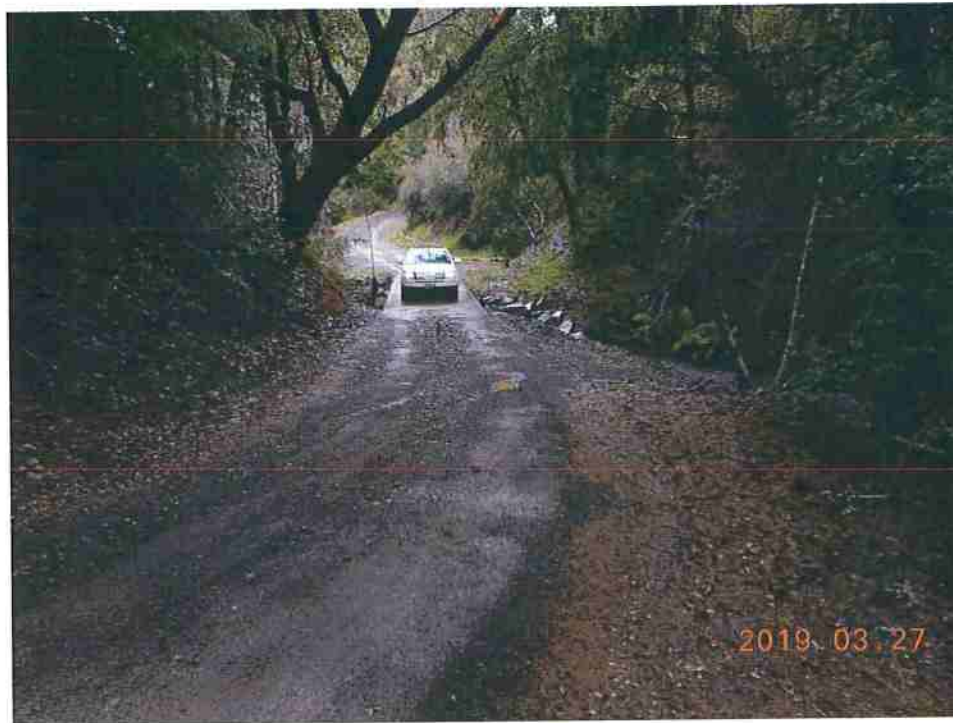


Figure 18: RP 10. Traveling South-East. Photo taken facing North-West.



Figure 19: RP 10. Traveling South-East. Photo taken facing South-East.



Figure 20: RP 10. Traveling South-East. Photo taken facing South-East.



Figure 21: RP 10 Traveling South-East.



Figure 22: RP 11. Traveling South. Photo taken facing North.



Figure 23: RP 11. Traveling South. Photo taken facing South.



Figure 24: RP 12. Traveling South. Photo taken facing North.



Figure 25: RP 12. Traveling South. Photo taken facing South.



Figure 26: RP 13. Traveling South. Photo taken facing North.



Figure 27: RP 13. Traveling South. Photo taken facing South.



Figure 28: RP 15. Traveling north. Photo taken facing south.



Figure 29: RP 15. Traveling north. Photo taken facing north.



Figure 30: RP 16. Traveling north. Photo taken facing south.



Figure 31: RP 16. Traveling north. Photo taken facing north.