

DRAFT

**Traffic Impact Study
for Bear Paws Casino**

In the County of Humboldt

July 22, 1997

**Prepared by
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INTRODUCTION AND SUMMARY

Introduction

A project is proposed for Bear Paws Casino, a Class II gaming facility, to be located on Singley Road north of Bear River Drive in an unincorporated area of Humboldt County east of the community of Loleta.

A Draft Environmental Assessment (EA) has been prepared for the project. One of the recommendations of the EA was that a traffic study be conducted according to Humboldt County Department of Public Works guidelines. Another recommendation is that the tribe obtain an encroachment permit from the County Public Works Department to serve the gaming facility.

The site was visited by a registered traffic engineer who also consulted with the Humboldt County Public Works to determine the parameters of the study. This report presents the findings of that study.

Summary

The increases in traffic generated by the casino will change the volume and character of traffic on Singley Road. Four-foot wide paved shoulders are recommended on Singley Road from the project site southerly to the Singley Road interchange.

An engineering and traffic survey should be conducted after the casino is in operation in order to establish a speed zone on Singley Road. Speed limit signs should be installed to inform the public of the speed zone.

The proposed entrance driveway should be relocated and combined with the proposed exit driveway at a single access point. A 30-foot wide driveway is recommended. A second driveway limited to right turn inbound only for buses can be permitted at the site of the proposed entrance driveway.

EXISTING CONDITIONS

Project Location

The project will be located on Singley Road northerly of Bear River Drive in an unincorporated area of Humboldt County near the community of Loleta.

The site is part of the Rohnerville Rancheria which is located on Bear River Drive east of Singley Road. The Rancheria contains 19 one-acre single family lots.

The surrounding land uses on Singley Road are zoned Agriculture Exclusive (AE).

Figure 1 shows the location of the site.

Circulation System

Primary traffic flows will be served by Singley Road which will provide access to the site. Singley Road is a two-lane rural local road with a marked centerline and no shoulders. Singley Road contains steep grades, up to 20% and several vertical curves. There is no speed limit posted along Singley Road so the basic speed law applies. Section 22350 of the *California Vehicle Code* reads "no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent heavy due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

Traffic Volumes

Traffic volume data was collected on a weekday in July 1997. Daily traffic on Singley Road was 270 vehicles per day south of Bear River Drive and 220 vehicles per day north of Bear River Drive. The peak hour was between 4:30 and 5:30 p.m. There were 30 vehicles per hour south of Bear River Drive and 25 vehicles per hour north of Bear River Drive during the peak hour.

Historically traffic volumes have decreased. Traffic volume data on file with the Humboldt County Department of Public Works showed a traffic count on Singley Road north of the Highway 101 on-ramp of 440 vehicles per day in September 1991. Historical traffic counts are summarized in Table I.

MITIGATED NEGATIVE DECLARATION
**Improvements to Singley Road between Highway 101 and Bear
River Casino**

Humboldt County, California

January 2007

Lead Agency

Humboldt County Department of Public Works
Natural Resources Division
1106 Second Street
Eureka, CA 95501
707-445-7741

Contact: Hank Seemann, Environmental Services Manager

PROJECT DESCRIPTION

The Bear River Band of Rohnerville Rancheria has proposed to fund road improvements to approximately 0.3 miles of Singley Road. Proposed improvements include road and shoulder widening within the existing right-of-way and drainage improvements. (Changes to the intersection controls at the intersection of Bear River Drive and Singley Road will be considered as a separate project under CEQA.) The roadway would be expanded from a 20-foot roadway to a 24-foot roadway with four feet of paved shoulders on each side for a total width of 32 feet. Four retaining walls would be constructed along the shoulders. Existing road-side drainage ditches would be filled and new asphalt concrete dikes would be placed on the sides of the widened road. During improvements, emergency access and access to existing residences would be maintained. The project would be implemented in accordance with Humboldt County Standards and the California Department of Transportation Standard Plans and Standard Specifications for construction of local streets and roads.

PROJECT LOCATION

The Proposed Project is located east of Highway 101, approximately 1.5 miles from the town of Loleta in unincorporated Humboldt County, California. Improvements would occur along Singley Road between the southern interchange with Highway 101 and the Bear River Casino. (Section 20, Township 3 North, Range 1 West, HBM)

DETERMINATION

Based on the findings of the attached Initial Study (AES, 2007), the project will not have a significant effect on the environment.

MITIGATION MEASURES

MITIGATION MEASURE 1

A Section 404 permit will be obtained for the filling of waters of the U.S. Additionally, impacts to roadside drainages will be mitigated for by replacing wetlands off-site at a ratio approved by the U.S. Army Corps of Engineers.

MITIGATION MEASURE 2

If cultural resources are encountered during project construction, construction shall be halted immediately in the subject area and a qualified professional archaeologist or paleontologist consulted. Prehistoric resources may include chert or obsidian flakes, projectile points, mortars and pestles, dark friable soil containing shell and bone dietary debris, and heat-affected rock. Historic resources may include stone or adobe foundations or walls, structures or remains with square nails, or refuse deposits.

If human graves are encountered, work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, an archaeologist shall be contacted to evaluate the situation. If human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification.

MITIGATION MEASURE 3

Construction activities shall comply with all Humboldt County construction standards. BMPs, such as the following, shall be followed to reduce the risk of soil erosion and pollutant discharge.

- Vegetation removal shall be limited to the minimum amount necessary to accommodate the Proposed Project. As the permanent vegetation cover is maturing, temporary vegetation or other erosion control measures sufficient to stabilize the soil shall be established on all disturbed areas. New planting shall be protected by using such measures as jute netting, straw mulching and fertilizing.
- Temporary erosion control measures, such as silt fences, staked straw bales, and temporary revegetation, shall be employed for disturbed areas.
- No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained on site by a system of sediment basins, traps, or other appropriate measures.

MITIGATION MEASURE 4

Standard operating precautions shall be employed by the project contractor to prevent accidental release of fuels or other hazardous materials. All construction equipment shall include spark arresters in good working order. This includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

During construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. To the extent feasible, the contractor shall keep these areas clear of combustible materials in order to maintain a firebreak.

MITIGATION MEASURE 5

In the event that contaminated soil and/or groundwater or other hazardous materials are generated or encountered during construction, all work shall be halted in the affected area and the type and extent of the contamination shall be determined. A qualified professional, in consultation with the appropriate regulatory agencies, shall develop an appropriate method to remediate the contamination.

MITIGATION MEASURE 6

Design drawings and plans, along with a permit application and applicable fees, shall be submitted to Humboldt County in order for the County to issue an encroachment permit for construction activities along Singley Road.

MITIGATION MEASURE 7

If construction plans require disturbance to over one acre of land, the Tribe would apply for a NPDES permit and prepare a Stormwater Pollution Prevention Plan.

MITIGATION MEASURE 8

Removed trees shall be replaced with replanting of native trees at a 2:1 ratio on Tribally-owned property in the vicinity of the project.

Traffic Impact Study

Abrams Associates
Transportation • Traffic • Engineering • Planning

Bear River Casino Expansion in Humboldt County

Prepared for:

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AUGUST, 2009

SECTION 1.0

INTRODUCTION

1.1 PURPOSE AND NEED

The proposed project would be located about a mile southeast of the City of Loleta, in Humboldt County. The proposed project (hereafter referred to as the “Proposed Action”) would include an expansion of the existing Bear River Casino that would include a new restaurant, a ballroom/meeting room, and some additional casino-related areas for a net total of 7,300 square feet of new building space. The Proposed Action would also include the construction of a four-story hotel with 105 rooms that would be attached to the casino building.

The purpose of this study is to evaluate the potential transportation impacts of the Proposed Action and to recommend any traffic mitigation measures that may be required. This traffic study also includes a review of the access design, the driveways, and the internal traffic system proposed. This traffic study and the trip generation assumptions were prepared based on guidelines set forth by Humboldt County and the California Department of Transportation’s (Caltrans) Guide to the Preparation of Traffic Impact Studies¹. The location of the existing Bear River Casino and the project study area is shown in **Figure 1**.

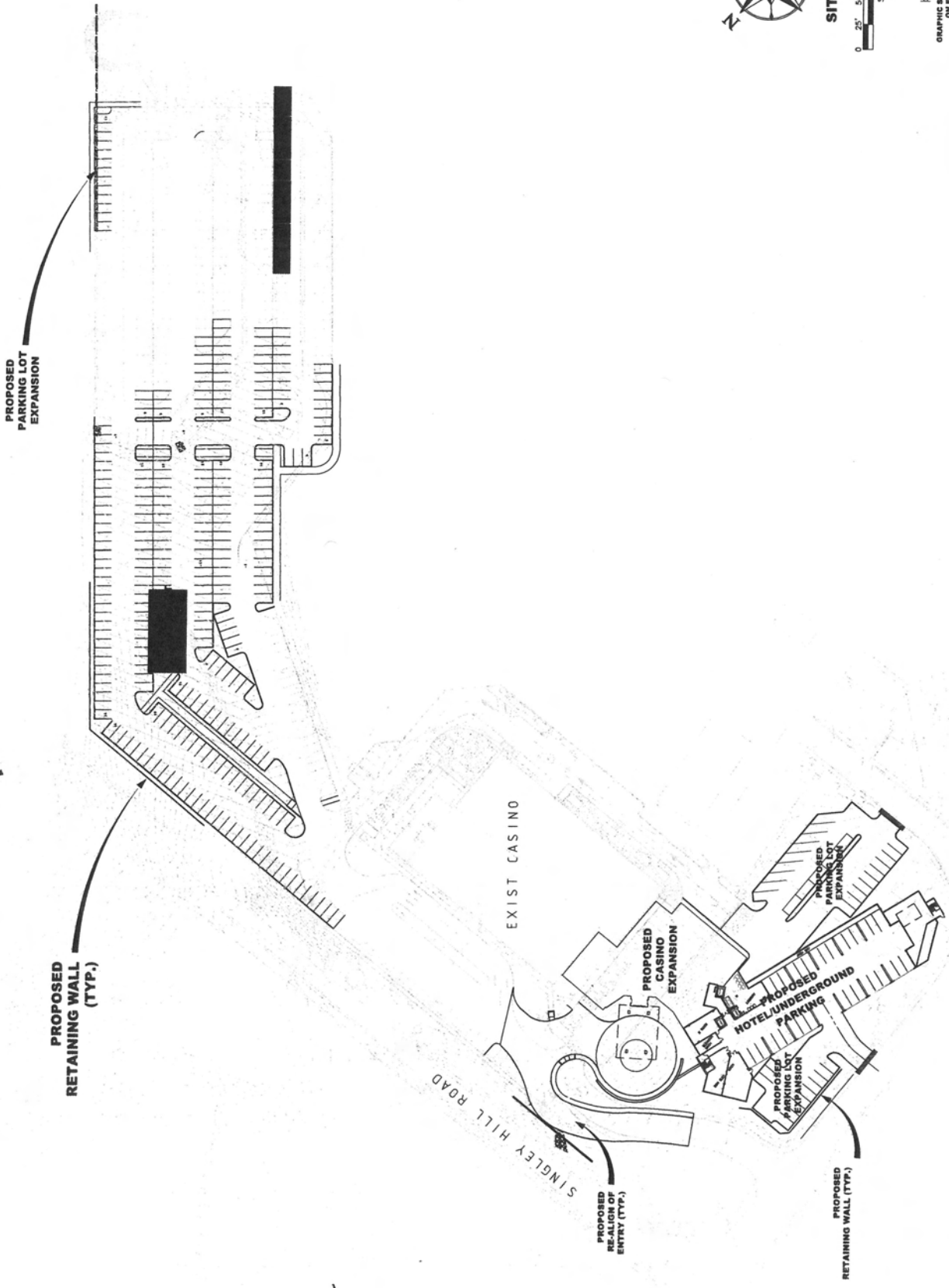
1.2 STUDY INTERSECTIONS

For this analysis five (5) study intersections were selected for analysis in this report, based on their proximity to the site, Caltrans guidelines, and their potential to be impacted by the Proposed Action. The location of the project study intersections is shown in **Figure 1**. For this project, all of the project study intersections are controlled by stop signs on the minor approaches.

1. Loleta Drive at the Southbound U.S. 101 Ramps
2. Loleta Drive at the Northbound U.S. 101 Ramps
3. Singley Hill Road/Fernbridge Drive at the Southbound U.S. 101 Ramps
4. Singley Hill Road at the Northbound U.S. 101 Ramps
5. Singley Hill Road at Fearrien Street (Project Entrance) and Bear River Drive

All intersections have been analyzed for the AM peak hour (7:30 – 8:30 AM), and the PM commute peak hour (5:00-6:00 PM). Intersection turning movement data was obtained from the

¹ Guide for the Preparation of Traffic Impact Studies, Caltrans, Sacramento, CA, 2001.



SITE PLAN



SCALE: 1"=50'

1"

GRAPHIC SCALE MEASURES 1 INCH ON FULL-SIZE PLANE.

FIGURE 2 | CONCEPTUAL SITE PLAN
TRAFFIC IMPACT STUDY
Bear River Casino Expansion
 Humboldt County

EXISTING INTERSECTION LEVELS OF SERVICE

Level of service is a qualitative measure reflecting the traffic operation of the intersection. As with signalized intersections, there are six levels of service for unsignalized intersections, A through F, which represent conditions from best to worst, respectively. **Table 1** shows the corresponding average total delay per vehicle at unsignalized intersections for each LOS category from A to F.

TABLE 1
LEVEL-OF-SERVICE FOR UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Ave Total Delay (sec/veh)	Traffic Condition
A	< 10	No Delay
B	>10 - 15	Short Delay
C	>15 - 25	Moderate Delay
D	>25 - 35	Long Delay
E	>35 - 50	Very Long Delay
F	> 50	Volume>Capacity

Table 2 summarizes the existing a.m. and p.m. peak-hour levels of service at each study intersection. As seen in this table all five study intersections currently operate at LOS B or better during both the a.m. and p.m. peak hours. LOS C is considered the minimum acceptable level of service set forth by Humboldt County. Thus each intersection operates acceptably according to the County's level of service standards.

TABLE 2
PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY EXISTING CONDITIONS

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Average Delay ¹	Level of Service	Average Delay	Level of Service
1) U.S. 101 Northbound Ramps at Loleta Drive <i>SIB</i>	Stop Sign	9.4 sec	A	9.8 sec	A
2) U.S. 101 Southbound Ramps at Loleta Drive <i>NID Singly Low</i>	Stop Sign	10.2 sec	B	10.5 sec	B
3) U.S. 101 Southbound Off-Ramp at Fernbridge Drive <i>off/on</i>	Stop Sign	10.3 sec	B	10.2 sec	B
4) U.S. 101 Northbound Ramps at Singly Hill Road/Fernbridge Drive <i>HJK</i>	Stop Sign	9.5 sec	A	10.1 sec	B
5) Singly Hill Road at Bear River Drive and the Project Entrance <i>X</i>	Stop Sign	11.4 sec	B	12.0 sec	B

¹ Average total delay in seconds/vehicle

BASELINE INTERSECTION LEVELS OF SERVICE

Traffic generated by the planned Fearrien Property residential project was added to the existing a.m. and p.m. peak-hour volumes along with a 15% percent increase in the existing casino traffic volumes. **Table 3** summarizes the a.m. and p.m. peak-hour level of service at each study intersection under the baseline conditions. As seen in this table all project intersections are projected to continue to operate at LOS C or better. *DPL - project*

TABLE 3
BASELINE PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Average Delay ^a	Level of Service	Average Delay	Level of Service
1) U.S. 101 Northbound Ramps at Loleta Drive	Stop Sign	9.4 sec	A	9.9 sec	A
2) U.S. 101 Southbound Ramps at Loleta Drive	Stop Sign	10.2 sec	B	10.6 sec	B
3) U.S. 101 Southbound Off-Ramp at Fernbridge Drive	Stop Sign	10.4 sec	B	10.4 sec	B
4) U.S. 101 Northbound Ramps at Singley Hill Road/Fernbridge Drive	Stop Sign	9.6 sec	A	10.6 sec	B
5) Singley Hill Road at Bear River Drive and the Project Entrance	Stop Sign	11.4 sec	B	12.0 sec	B

¹ Average total delay in seconds/vehicle

² Level of service

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TABLE 2-1
PROPOSED EXPANSION PROGRAM

Component	Approximate Net Gain
Hotel Guest Rooms and Suites ¹	58,500 sf
Sports Bar/Deli Remodel ²	-1,500 sf
New 130-Seat Fine Dining Restaurant	3,250 sf
New Kitchen	2,000 sf
Meeting/Ballroom/Pre-Function Space	3,200 sf
Ballroom Pantry/Foyer/ Storage	1,055 sf
Hotel Guest Amenities (Business Center, Fitness Center, Outdoor Pool Deck, Gift Shop, Arcade)	1,939 sf
Hotel Vestibule/Lobby/Lounge	1,975 sf
Administrative/Hotel BOH	2,262 sf
Guest Circulation/Restrooms	3,607 sf
Parking Spaces (surface and underground) ³	242 spaces
Total Project Square Footage	76,288 sf

Notes: ¹ Hotel includes 96 standard guest rooms, 6 standard suites, and 3 deluxe suites.

²The existing full-service restaurant will be converted to a "Grab 'N Go" deli and an expansion of the existing sports bar.

³ Not included in square footage total.

Source: ROI, 2009

As shown in **Figure 2-4**, the hotel facilities and new restaurant will be located on the southern side of the existing casino. The existing casino building and the new hotel will be linked by new construction to allow for additional guest services and reconfiguration of various existing amenities, including the remodeling of areas within the existing Bear River Casino. This will include the conversion of the existing full-service restaurant and private dining area into a "Grab 'n Go" deli and an expansion of the existing sports bar.

2.2.1 PROJECT CONSTRUCTION

The proposed project would be constructed in compliance with the Uniform Building Codes, including all fire, plumbing, electrical, mechanical, and related codes. The design and construction would be in compliance with Zone 4 standards of the California Building Code. In addition, construction would comply with the Americans with Disabilities Act, P.L. 101-336, as amended, 42 U.S.C. Section 1201 et seq. The proposed project would also comply with the following provisions:

- Prior to occupancy, the development would be issued a certificate of occupancy by the Tribal Gaming Agency;
- The Tribal government would adopt and comply with standards no less stringent than State of California public health standards for food and beverage handling;
- The Tribal government would adopt and comply with standards no less stringent than Federal water quality and safe drinking water regulations that are applicable in California;

for outdoor activity. Additionally, a very small percentage of the project traffic generated in the peak hour would travel past the northern residents on Singley Road. The Tribal housing and hotel on the Rancheria would also be sensitive receptors and thus it is in the Tribe's best interest to limit noise impacts.

3.7.3 MITIGATION

The Tribe should implement the following mitigation measure during construction:

- Noise-generating activities during construction will be restricted to normal daytime hours (7 A.M. to 7 P.M.), Monday through Saturday.

3.8 POPULATION AND HOUSING

3.8.1 EXISTING ENVIRONMENT

The Rancheria is located in Humboldt County, which includes unincorporated areas and the following incorporated municipalities: Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, and Trinidad.

POPULATION

As of January 2009, it has been estimated that Humboldt County has a population of approximately 132,755 people (**Table 3-7**). Approximately 54 percent of this population resides in the unincorporated areas of the County. The City of Eureka is the largest city within the County with a population of approximately 26,002 people. In the vicinity of the project site (Fortuna and nearby unincorporated areas) the growth rate from 1990 to 2000 was approximately 2.5 percent. The primary areas of growth are Arcata, Fortuna, and unincorporated portions of the County. Over the next 20 years, Humboldt County is expected to grow at 0.6 percent per year, while the State of California growth rate is projected at 1.4 percent per year (Dyett and Bhatia, 2002).

TABLE 3-7
HUMBOLDT COUNTY DEMOGRAPHICS

	2008	2009
Humboldt County	132,177	132,755
Arcata	17,476	17,610
Blue Lake	1,160	1,169
Eureka	26,006	26,002
Ferndale	1,437	1,441
Fortuna	11,318	11,351
Rio Dell	3,269	3,279
Trinidad	311	311
Unincorporated Areas	71,201	71,592

SOURCE: State of California, Department of Finance, 2009a

3.10 TRANSPORTATION AND CIRCULATION

3.10.1 EXISTING ENVIRONMENT

TRANSPORTATION NETWORK

The Rancheria is located in a remote and rural area of coastal hills and scenic vistas. U.S. Highway 101 provides the main transportation artery for both local residents and tourists.

The Traffic Impact Study prepared by Abrams Associates (2009) provides a detailed description and analysis of the local transportation network (**Appendix D**).

- Highway 101 is a major highway running generally north-south nearly the entire length of California along or near the Pacific Coast. Within Humboldt County, the highway alternates between a 2-lane undivided highway and a 4-lane divided highway. Within the immediate vicinity of the site the highway is a 4-lane divided highway. The average daily traffic (ADT) along Highway 101 in the vicinity of the project is approximately 23,000 vehicles, with approximately 2,200 vehicles during the peak hours.
- Singley Road is a generally north-south rural 2-lane roadway, which runs along the western edge of the Rohnerville Rancheria and provides access to the Bear River Casino. The roadway has recently been improved to a 24-foot cross-section with shoulders between the freeway and the casino. North of the intersection with Bear River Drive, the roadway width is approximately 20 feet and has little or no shoulders in most areas.
- Fernbridge Drive is a two-lane road, which runs in a general north-south direction parallel to the western side of Highway 101. The primary vehicular access to and from the project site is via the Highway 101 interchange with Fernbridge Drive. To the south, Fernbridge Drive provides a connection to State Highway 211 and the communities of Fernbridge and Worswick.

The traffic impact study evaluated the following intersections:

- Loleta Drive at the Southbound Highway 101 Ramps;
- Loleta Drive at the Northbound Highway 101 Ramps;
- Fernbridge Drive at the Southbound Highway 101 Ramps;
- Singley Road at the Northbound Highway 101 Ramps;
- Singley Road at Bear River Drive (project entrance).

Singley Lane on east side of US 101

All intersections are controlled by stop signs on the minor approaches as shown in **Figure 3-2**.

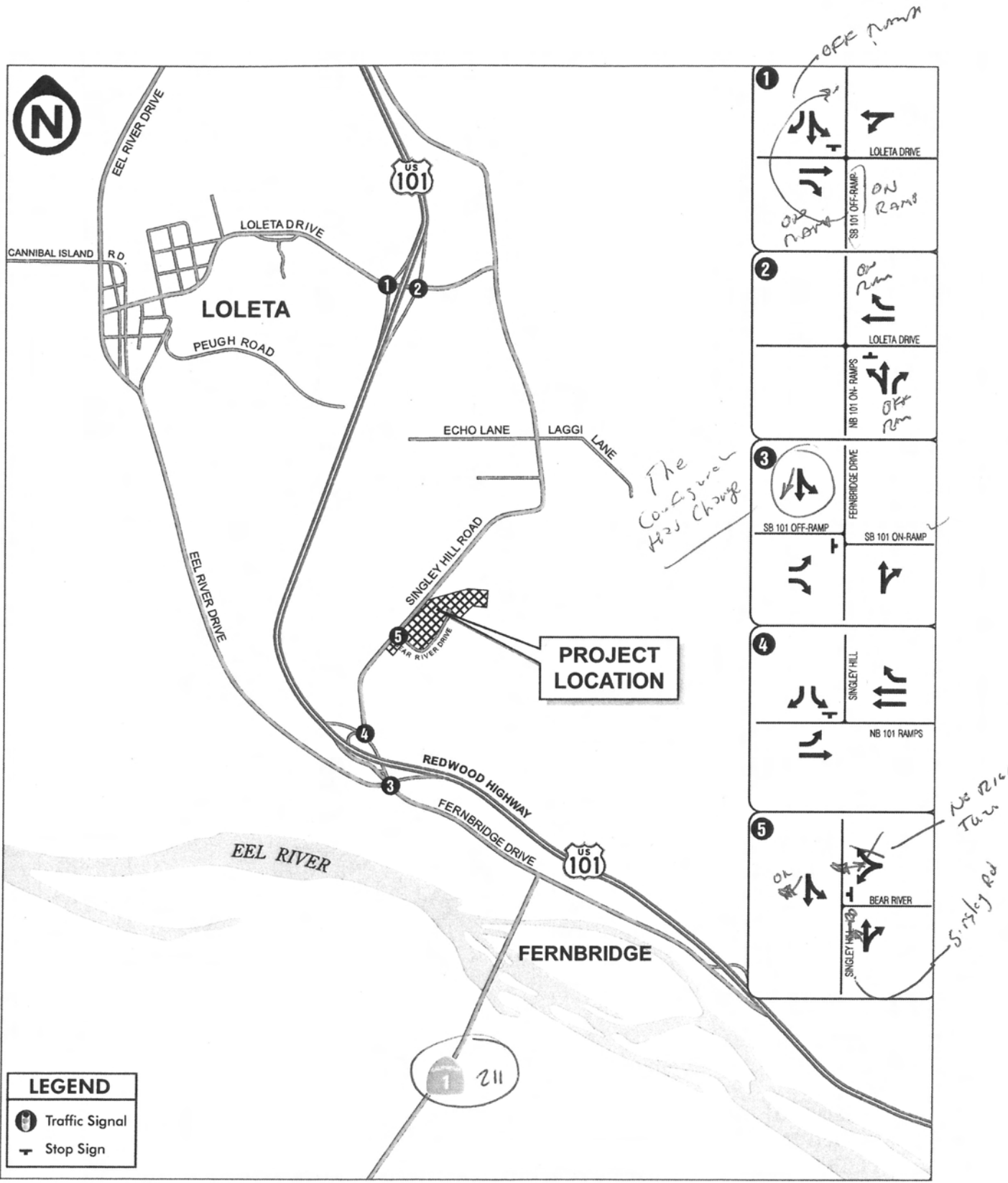


Figure 3-2
Existing Lane Configurations

As shown in **Table 3-11**, all five study intersections are projected to continue operating at acceptable levels of service (LOS A or B) for baseline plus project conditions. Thus, the project's contribution to local traffic volumes would be less than significant.

Site Access

The proposed site plan is expected to function well and not cause any safety or operational problems. The main issue to be addressed regarding site access involves improvements that may be recommended at the intersection of Singley Road and Bear River Drive. It has been suggested that Singley Road north of Bear River Drive be restricted to local traffic only to minimize the amount of traffic passing by existing residences along Singley Road. There is currently a "No Right Turn" sign at the intersection of Singley Road and Bear River Drive, which is visible to patrons leaving the casino. However, additional improvements may be needed to clearly indicate that traffic exiting from the Bear River Casino must turn left onto Singley Road. Discussions with Humboldt County officials have concluded that a median-type barrier placed within Singley Road north of the intersection with Bear River Drive would discourage drivers from making a right-hand turn when leaving the casino. Although this would not be required based on analysis of traffic operations or safety considerations, it would provide a reasonable solution to the issue of casino traffic on local roads, without actually closing that segment of the public roadway.

R-11 LOCAL TRAFFIC ONLY

Freeway Impacts

Based on the analysis there would not be any freeway improvement required by the project on the mainline or at any of the ramp intersections that were studied. Due to the limited amount of traffic, the project would not add a substantial amount of traffic to any one freeway segment in the area; further analysis was not warranted.

PEDESTRIAN AND BICYCLE IMPACTS

The project would not generate a substantial increase in pedestrian or bicycling activity and would not impact an existing or planned pedestrian or bicycle system in the vicinity of the project site. No significant impacts would result with regard to pedestrian or bicycle networks.

TRANSIT IMPACTS

Implementation of the project is not anticipated to generate a substantial amount of additional transit riders, given the limited transit service in the project area. No adverse transit impacts would occur.

3.10.3 MITIGATION

All five-study intersections are projected to continue operating at acceptable levels of service (LOS A or B) for baseline plus project conditions. All other issues related to the local transportation network would experience less-than-significant impacts due to the proposed project. No mitigation would be warranted, although the Tribe has committed to working with Humboldt County officials to design and implement a

median-type improvement north of the intersection of Singley Road and Bear River Drive, in order to minimize the amount of casino traffic that drives past local residences.

3.11 CUMULATIVE EFFECTS

“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past, current, or probable future projects.

3.11.1 CUMULATIVE SETTING

The following section outlines the relevant past, current, and probable actions, which are considered in the cumulative scenario. Past actions include scattered rural-residential development and use of land for grazing along Singley Road. The development of the Bear River Casino and Tribal housing and community facilities on the Rohnerville Rancheria are also relevant past actions.

COUNTY GROWTH

Future growth in the area would largely be consistent with the land use designations of the Humboldt County General Plan and the zonings of the Humboldt County Zoning Ordinance. The properties along Singley Road are designated and zoned for future agricultural or rural-residential uses. Other than Tribal projects, there are no approved reasonably foreseeable future commercial, industrial, or housing projects in the immediate vicinity of the project site (County of Humboldt, 2009). Several residential, commercial, and mixed-use development projects have been proposed in the Eureka area, approximately 12 miles north of the project site; however, these would be located too far from the Rancheria to have any meaningful cumulative relationship to the proposed project. A growth rate of one-half of one percent per year was assumed for the cumulative scenario, which is generally consistent with the expectations of the County's General Plan.

TRIBAL PROJECTS

The Tribe has submitted a fee-to-trust application for the Fearrien Property, which consists of approximately 113 acres, for the intended purpose of residential housing (29 residential lots), an RV Park, gas station, mini-mart and associated facilities. The Fearrien Property is adjacent to Singley Road immediately west of the casino. The environmental consequences of development on the Fearrien Property have been analyzed in an Environmental Assessment (EA) prepared for the Bureau of Indian Affairs in accordance with the National Environmental Protection Act (NEPA) and released for public review in December 2006. According to the EA, there are no anticipated significant impacts, after mitigation, from the proposed action on the Fearrien Property.

TRAFFIC IMPROVEMENT PROJECTS

With the recent completion of the improvements to Singley Road south of the casino, and improvements at the Highway 101/SR 36 interchange near Alton, no local roadway improvements are planned for the foreseeable future.

The recent realignment of the SB off-ramp is NB off-ramp at Fairbridge Drive should be mentioned

The Tribe has received requests from neighbors to the north to improve the intersection of Singley Road and Bear River Drive to direct traffic leaving the casino to the south. The Tribe is considering the design and implementation of a median-type facility north of this intersection to discourage casino patrons from completing a right-hand turn as they exit the casino. The final design for any such improvements will be developed in coordination with Humboldt County. Completion of the proposed improvements is not a scheduled certainty, but in any case, is not required as the existing roadway and intersections are adequate for both the anticipated casino traffic load and any incremental traffic load resulting from cumulative development.

*Median/C
on Bear
River-Pos*

3.11.2 ENVIRONMENTAL CONSEQUENCES**AESTHETICS**

The Tribe has designed the proposed project to complement the existing development on the Rancheria and the rural quality of the surrounding areas. Because the project would take place on Tribal trust lands, the proposed hotel and casino expansion are not under the jurisdiction of Humboldt County with respect to the General Plan or other development and design guidelines; however, the scenic design principles of the General Plan have been followed with the intent of preserving natural scenic resources and environmental assets. Mitigation measures presented in **Section 3.2.3** would ensure that off-Reservation impacts related to light and glare from the proposed project would be less than significant. The EA for the Fearrien Property project states that this development would conform to the County's Rural Design Guidelines. Cumulative effects of these foreseeable developments would be less than significant.

AIR QUALITY

Air quality standards will not be violated due to the proposed project nor will the proposed project contribute to an existing or projected air quality violation. Emissions from project construction and operational activities, when combined with planned development of the Fearrien property, are still below the Federal *de minimis* levels of 100 tons per year and therefore the cumulative air quality impacts would be less than significant.

GEOLOGY AND SOILS

Mitigation is recommended in **Section 3.4.3** to reduce project impacts related to soil suitability for construction. These impact types are generally site-specific, therefore any cumulative projects in the area would develop similar appropriate measures based on their site characteristics. Erosion impacts from the proposed project are addressed by mitigation measures found in **Section 3.5.3**. The construction of other projects within the area increases the risk of erosion. Other cumulative projects (such as the Fearrien

any future new home construction. The cumulative scenario would not result in a housing shortage or displacement of a large population.

PUBLIC SERVICES AND UTILITIES

The cumulative list of projects would increase demands on local public services. New development would be required to pay development fees and fund public services through property tax and sales tax. Tribal trust land would not be subject to local development fees or local taxes. The Tribe has provided compensation to local public service agencies to offset lost property tax revenues, and will continue to do so in the future. Thus, cumulative public service impacts would remain less than significant with continued contributions to local agencies.

TRAFFIC

The cumulative (year 2030) plus project volumes are shown on **Figure 3-6**. Since traffic growth in the region surrounding the project site is forecast to be minimal, cumulative plus project traffic impacts are assumed to be reasonably reflected within the baseline plus project conditions analysis. **Table 3-12** includes existing traffic, a 15 percent increase in casino traffic, development of the Fearrien Property and future County growth anticipated by the year 2030 (cumulative conditions), both with and without the proposed project.

TABLE 3-12
CUMULATIVE AND CUMULATIVE PLUS PROJECT INTERSECTION OPERATIONS

Intersections	Control	AM Peak-Hour				PM Peak-Hour			
		Cumulative Conditions		Cumulative Plus Project		Cumulative Conditions		Cumulative Plus Project	
		Delay (sec) ¹	LOS ²	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1 Loleta Drive at the Southbound Highway 101 Ramps	Stop Sign	9.6	A	9.6	A	10.1	B	10.1	B
2 Loleta Drive at the Northbound Highway 101 Ramps	Stop Sign	10.5	B	10.5	B	11.0	B	11.0	B
3 Fernbridge Drive at the Southbound Highway 101 Ramps	Stop Sign	10.8	B	11.3	B	10.8	B	11.5	B
4 Singley Road at the Northbound Highway 101 Ramps	Stop Sign	9.8	A	9.9	A	10.9	B	11.2	B
5 Singley Road at Bear River Drive/Fearrien Street	Stop Sign	12.0	B	12.7	B	12.9	B	15.1	C

NOTES: ¹ Average total delay in seconds per vehicle

² LOS = Level of Service

SOURCE: Abrams Associates, 2009; AES, 2009.

15% inc
2009-2030 = 21 yrs
 $\frac{15}{21} = 0.71\% \text{ increase / yr}$



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

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707 / FAX 445-7409

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE

AVIATION 839-5401

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA

ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741
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LAND USE 445-7205

September 17, 2009

Leonard Bowman, Chairman
Bear River Tribal Council
27 Bear River Drive
Loleta CA 95551

309-571-001?

Dr. Ann... emailed to... 9/18/09

RE: HOTEL PROJECT

The Department of Public Works has reviewed the traffic impact portion of the environmental document. Due to proper planning by the Tribe and the Department, your recently completed project to widen the southerly end of Singley Road from U.S. 101 to Bear River Drive has resulted in a roadway that is adequate to support your proposed hotel project.

Singley Road to the north of Bear River Drive is a narrow, rural road without shoulders or pedestrian facilities that is not capable of handling traffic from the existing casino or the proposed hotel project. Because of this, the environmental document proposes mitigation measures to prevent right turn movements from Bear River Drive onto Singley Road. The Department supports this proposed mitigation measure as well as other alternatives that have been previously discussed. These alternatives include projects such as "modified" roundabout or "Woodley Island" style interchange.

The Department recommends that, prior to finalizing the environmental document, you consult with the Bureau of Indian Affairs (BIA) and obtain their support for the proposed mitigation. Otherwise, it may place the Tribe in an awkward position if mitigation is proposed that cannot be met because of BIA concerns. If the BIA and/or your traffic engineer propose an alternative mitigation measure, please let me know so that the Department can evaluate the alternative prior to the Tribe finalizing the environmental document.

In addition, it appears that the proposed project may direct storm water to Singley Road. The Department's standards for storm water is that the Q_{10} storm shall not flood the travel lanes and that the conveyance system (culverts) shall pass the Q_{100} storm. Discharges from commercial projects shall be treated through a storm water filtration system prior to discharge into the County right of way. Ideally, the project's proposed storm water detention basin should be designed to reduce storm water flows so that no off-site drainage improvements are necessary.

Please note that any work within the County right of way for Singley Road will require the issuance of an encroachment permit by the Department. Prior to engineering the proposed mitigation, I highly encourage you to meet with me to discuss the County's design requirements. A short meeting to discuss the Department's expectations can greatly reduce your costs and speed up the Department's approval process.

The Department looks forward to working with you on future enhancements to Singley Road.

Sincerely,



Robert W. Bronkall, PE, LS
Associate Engineer
Land Use Division
3033 H Street, Room 17
Eureka, CA 95501

c: Thomas K. Mattson, Director

---Original Message-----

From: Anthony, Jo
Sent: Tuesday, April 21, 2009 3:58 PM
To: Smith, Jimmy R.
Subject: FW: Bear River Tribe

Supervisor Smith:

Between Tom and Bob's calendar (mostly Tom's) the soonest the two are available is Friday, May 1st. Will sometime that day work for you?

Jo

From: Mattson, Tom
Sent: Tuesday, April 21, 2009 8:44 AM
To: Anthony, Jo
Subject: FW: Bear River Tribe

Can you schedule something, 1/2 hour.

-----Original Message-----

From: Smith, Jimmy R.
Sent: Tuesday, April 21, 2009 8:07 AM
To: Mattson, Tom; Bronkall, Bob
Cc: 'John Bergenske'
Subject: Bear River Tribe

Good morning Tom and Bob, can we get together for a very short meeting to discuss the Singley Hill Road options. The meeting went well with the Tribe yesterday. Jimmy

Bronkall, Bob

From: John Bergenske [bergenskej@lacoassociates.com]
Sent: Wednesday, April 22, 2009 10:48 AM
To: Smith, Jimmy R.; Anthony, Jo; Mattson, Tom; Bronkall, Bob
Subject: RE: Bear River Tribe

Jimmy,

If I recall, the traffic counts reported had some anomalies that may be attributed to "clipping", but more significant is the observation that Bear River was constructing the Pump and Play gas Station at the time of the counts which may have contributed some unusual traffic flow patterns on Bear River Drive. It appeared that the LOS on Singley Hill Rd uphill from the Casino remained a B, so no additional traffic mitigation would be required, but I would like to hear Bob's thinking given his traffic background.

Regarding encroachment, we have a request for extension into Ken Freed that addresses the change in crossing location for the utilities sleeves and the additional time needed to complete the work. I would like to keep this issue separate from the request for extension currently pending. Regarding this work we could submit a new application once we have agreement on the solution, I would expect this could be processed relatively quickly.

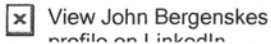
Status of one-way: I went back and looked at our previous work associated with the one way and it was tied very closely to the round about (see attached) which the Bear River Band declined because of construction costs to implement, so we would need to move from this point to a less expensive one way solution.

I have also attached a preliminary design of the minor construction required to prevent right turns when departing the Casino. I think this is a very good idea that Bob had, the Bear River accepts it, now we need to learn how the neighbors react to it, but some thought should go into how it is presented to the neighbors to ensure it is given a fair evaluation for its merits.

John

John Bergenske

General Manager
LACO Associates
21 West 4th Street, Eureka, California 95501
Phone (707) 443-5054, (800) 515-5054
Fax (707) 443-0553
Email: bergenskej@lacoassociates.com
Website: <http://www.lacoassociates.us>

 View John Bergenske's profile on LinkedIn

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From: Smith, Jimmy R. [mailto:JRSmith@co.humboldt.ca.us]
Sent: Tuesday, April 21, 2009 4:35 PM
To: Anthony, Jo; Mattson, Tom; Bronkall, Bob; John Bergenske
Subject: RE: Bear River Tribe

I may see Bob at the City of Eureka meeting on Thursday and have provided Tom with a short briefing. Here are the points and questions that came up with the Bear River Tribe. Has everyone seen the traffic information (counts)? What does the data indicate? If the barrier preventing casino exit traffic is authorized, can the project be added to the already extended encroachment permit? What is the status of the "One Way Alternative" What would it take for an encroachment permit, what would the implementation time be? I also suggested the tribe pursue an alternative that deals with their Westside build-out, that would seem appropriate given that there will be more traffic. Let me know what you all think, John was at the last half of the meeting. The Chair and the attorney will place these two options on the Tribal Council agenda along with possible water and wastewater partnerships with Loleta. Jimmy 476-2391

4/28/2009

Bronkall, Bob

From: Bronkall, Bob
Sent: Thursday, February 09, 2006 9:43 AM
To: Mattson, Tom
Subject: RE: Singley Road - Bear River Casino Expansion

Tom-

Here is some information concerning roadway geometrics.

I didn't see a speed limit listed for singley road in the County Ordinances, therefore we may want to use a rural design speed for collectors recommended by AASHTO, Table V1-1 which suggests 40 or 50 MPH, based on ADT and DHV (Design Hourly Volume).

I heard that potential plans include a RV park (with plans to open by this summer), a 80+ room hotel, casino expansion, a strip-mall, and golf course. Also being considered is building a new casino and turning the existing one into a bingo hall. The exact proposal should be provided by the tribe so that we are not basing design parameters on invalid concepts. Further, AASHTO recommends that road improvements consider needs at least 20 years into the future. The tribe may want to consider that with the planning of the roadway improvements.

The 1971 County road design manual provides the following:

Category 4 road: 25-50 MPH, 250-1000 ADT, two 11' travel lanes, two 4' shoulders*

Category 5 road, 40+ MPH, 400+ ADT, two 12' travel lanes, two 4' shoulders*

* 4 foot shoulders are acceptable when there is no dike or curb. Otherwise a 5' should be provided for bicyclists. This is based upon current bicycle standards outlined in the Caltrans design manuals.

AASHTO, 1984 edition, Table VI-4

AASHTO details out the requirements based on ADT and DHV. Based upon the proposed uses, we may see high DHV as people come to an event:

40 MPH design speed, 0-400 ADT, two 10' travel lanes, two 2' graded shoulders
50 MPH design speed, 0-400 ADT, two 11' travel lanes, two 2' graded shoulders
40+ MPH design speed, 400+ ADT, two 11' travel lanes, two 4' graded shoulders

40-50 MPH design speed, 100-200 DHV, two 11' travel lanes, two 6' graded shoulders
40 MPH design speed, 200-400 DHV, two 11' travel lanes, two 8' graded shoulders
40 MPH design speed, 400+ DHV, two 12' travel lanes, two 8' graded shoulders
50 MPH design speed, 200+ DHV, two 12' travel lanes, two 8' graded shoulders

I would recommend paving at least 5 feet of the graded shoulder area to accommodate bicycles and pedestrians.

Thanks!
--Bob

-----Original Message-----

From: Mattson, Tom
Sent: Wednesday, February 08, 2006 1:03 PM
To: Bronkall, Bob
Subject: Singley

Bob:

In reviewing the file, it appears we tentively approved the road widening at 11 feet lanes and four foot shoulders, based

on AASHTO standards for roads of ADT over 400, does this standard change now that we know the traffic is approx 1200?

Tom

Bronkall, Bob

From: Bronkall, Bob
Sent: Thursday, January 11, 2007 5:16 PM
To: Seemann, Hank
Cc: Mattson, Tom
Subject: RE: Comments on Fearrien Property EA

Per your request, I reviewed the traffic study that you provided me.

The tribe is requesting that the property opposite the Casino be brought into tribal lands. One of the proposed uses for this property is for a gas station/mini-mart. The traffic study indicates that trips will be generated from the residential area to the north. It appears that it is the intent of the tribe to provide a gas station/mini-mart that would not only serve the patrons of the casino, but the residential area to the north as well.

When the Casino was proposed, the residential area to the north stated concerns about traffic on narrow rural roads. Mitigation was proposed to 1) prevent right turns from the casino onto Singly Road and 2) to widen Singly road from U.S. 101 to the Casino. Signs were erected on the Casino to prohibit right turns onto Singly Road. The residential area to the north has stated that the current mitigation to prevent right turns is not effective. It is not clear how restricting access to north bound Singly road can be achieved with the proposed mini-mart's planned demographic.

This mitigation needs to be re-evaluated based upon community concerns. It appears that an overpass would be the most effective solution. This would allow tribal activities to occur on both sides of the road with essentially no impact to Singly Road due to cross traffic. One possibility is to construct a multiplate arch culvert (similar to the one at Woodley Island and S.R. 255) in which an access road would pass below Singly Road. Based upon potential pedestrian traffic a smaller, oval pipe could be used as a pedestrian tunnel (similar to those under U.S. 101 at Humboldt Redwoods State Park).

Thanks!
--Bob

-----Original Message-----

From: Seemann, Hank
Sent: Tuesday, January 09, 2007 2:38 PM
To: Werner, Steve
Cc: Bronkall, Bob
Subject: Comments on Fearrien Property EA

Steve-

Bob Bronkall agreed to review the traffic study and has a copy of the EA; you can contact him directly for his comments.

I submitted a written request to the BIA office in Redding for the BIA NEPA Handbook, but I'm assuming the handbook will not arrive before the comment letter is finalized.

As we discussed, the discussion of cumulative effects (Page 4-34) is incomplete because it doesn't address past actions or reasonably foreseeable plans by the Tribe for developing other portions of the Fearrien Property.

It's not clear that the EA is consistent with respect to compliance with State and local legal requirements. On the one hand, the EA indicates that the "trust action would shift civil regulatory jurisdiction over the 113 acres from the State of California and Humboldt County to the Tribe and the federal government; the State and County would continue to exercise criminal jurisdiction under 18 U.S.C. Sect. 1162 and other federal laws pertaining to jurisdiction in Indian country." (Page 2-1) On the other hand, the EA makes reference to various ways in which the proposed development

would comply with State and local laws and regulations -- for example, Humboldt County building and design standards (2-3), hazardous materials business plan (Page 2-3), requirements of the North Coast Unified Air Quality Management District's Airborne Toxic Control Measure (Page 2-3), effluent quality standards (Page 2-4). If the State and local standards are not applicable, there would be no legal requirements and no enforcement mechanism for activities that have potentially significant adverse effects to the environment. Perhaps County Counsel can comment on this issue.


The proposed development could potentially affect the County roadway. The County would require a permit for any encroachments on the right-of-way, such as the installation of underground utility lines or changes to the intersection. The County would also require that any increases in stormwater runoff associated with the proposed development would not exceed the capacity of the road drainage facilities.

Hank Seemann
Environmental Services Manager
Humboldt County Public Works Department
1106 Second Street
Eureka, CA 95501
707-268-2680

MEMO
HUMBOLDT COUNTY
DEPARTMENT OF PUBLIC WORKS
LAND USE DIVISION

TO: Tom Mattson, Director of Public Works

THRU: Robert W. Bronkall, Associate Engineer

FROM: Douglas P. Jackson, PE, Associate Civil Engineer 

DATE: June 23, 2008

RE: BEAR RIVER DRIVE RIGHT-HAND TURN RESTRICTIONS

Tom,

In response to correspondence forwarded from The Bear River Band of Rohnerville Rancheria from Dr. Virgil Akins of the Bureau of Indian Affairs to Mr. Leonard Bowman, Chairman of the Bear River Band of the Rohnerville Rancheria, I offer the following proposed correspondence as a suggested response back to Mr. Leonard Bowman, the Chairman of the Bear River Band of Rohnerville:

Chairman Bowman,

The Department is in receipt of correspondence dated May 23, 2008, from Dr. Virgil Akins, Superintendent of the Bureau of Indian Affairs Northern California Agency, regarding the restriction of right-hand turning movements from Bear River Drive onto northbound Singley Road.

Dr. Akins states within his correspondence that it is his Agency's (BIA's) understanding the traffic restriction preventing right handed turns onto northbound Singley Road is due to political pressure from local residents living east (north) of the Rancheria. As you may recall, the right-hand turn restriction was recommended within the document entitled "Traffic Study for a Proposed Gaming Facility at the Rohnerville Rancheria" that was included within the first Environmental Impact Analysis (EIA) generated for the proposed project in October of 1999. Within that study it is correctly noted that the roadway classification for Singley Road with the anticipated average daily traffic (ADT) of approximately 400, requires a minimum roadway section consisting of a ten foot wide travel lane and a four foot shoulder in each direction. Singley Road does not meet this minimum standard northerly of Bear River Drive.

It is noted that the Tribe concurred with this recommendation as the improvement plans for the overlay project dated July of 2000 included a design that would restrict right-hand turns from Bear River Drive.

Rather than endure the expense of improving Singley Road northerly of the casino to meet the minimum standards required by the anticipated ADT, which by recent traffic studies has been verified, the restriction to right-hand turning movements (i.e., "left turn only") onto north-bound Singley Road thereby restricting casino-related traffic to the US101 Singley Road interchange was and remains the optimal, cost-effective solution to mitigate traffic impacts due to the casino's presence.

Bronkall, Bob

From: Mattson, Tom
Sent: Wednesday, March 18, 2009 9:24 AM
To: Bronkall, Bob
Subject: FW: Emailing: Singley Road Cul-de-sac Memo.pdf

-----Original Message-----

From: John Bergenske [mailto:bergenskej@lacoassociates.com]
Sent: Tuesday, January 27, 2009 9:13 AM
To: Mattson, Tom
Subject: RE: Emailing: Singley Road Cul-de-sac Memo.pdf

Hi Tom,

I have had a chance to review the memo and have a few questions:

Since the Bear River Band is currently in the process of constructing the Brenard encroachment onto Singley Hill Road which will create a four-way intersection at Brenard Rd/Singley Hill Rd/Bear River Drive. Does the language in the first three paragraphs of page 2 regarding a one way section still apply?

I would like to resolve on the traffic concerns, and it appears that a one way section beginning at the four-way and proceeding up the hill approximately 1000' would serve this purpose. We would need to design and implement some curbing and signage that is consistent with one of the encroachment permit options that we submitted in fall of 08.

Let me know your thoughts,

Regards,

John

John Bergenske
General Manager -LACO Associates
21 W. 4th Street, Eureka, CA. 95501
Phone (707) 443-5054
Fax (707) 443-0553
Email: bergenskej@lacoassociates.us

-----Original Message-----

From: Mattson, Tom [mailto:TMattson@co.humboldt.ca.us]
Sent: Friday, January 23, 2009 11:52 AM
To: John Bergenske
Subject: FW: Emailing: Singley Road Cul-de-sac Memo.pdf

Attached are our comments on the original conceptual one-way proposal.

Tom

-----Original Message-----

From: Mattson, Tom
Sent: Wednesday, December 17, 2008 4:35 PM
To: Smith, Jimmy R.
Subject: FW: Emailing: Singley Road Cul-de-sac Memo.pdf

fyi -

This is what we are sending to the tribe for Singley road to go to 1 way.

Tom

-----Original Message-----

From: Bronkall, Bob

Sent: Wednesday, December 17, 2008 4:34 PM

To: Mattson, Tom

Subject: Emailing: Singley Road Cul-de-sac Memo.pdf

Tom-

Here is the final memo for your use.

--Bob

<<Singley Road Cul-de-sac Memo.pdf>>

Bronkall, Bob

From: Michael P. Acosta [legaldept@bearrivertribe.com]
Sent: Monday, May 19, 2008 3:58 PM
To: Smith, Jimmy R.; Bronkall, Bob; Mattson, Tom
Cc: lbowman@bearrivertribe.com; Bruce_merson@bearrivercasino.com
Subject: Cost estimate for the Singley Road underpass concept
Sensitivity: Confidential

Gentlemen,

Attached is the cost estimate for the concept of an underpass at Singley Road and Bear River Drive. It is realistically not in contention as a traffic mitigation solution. The Tribe just spent a million dollars on the road, and is not going to spend another million over what amounts to less than probably 3% of the traffic pattern at this point (down from a documented 8%). I know the 3% is speculative, but the County had promised a traffic count last month. We were supposed to have a few of those readers installed for a period of time. Can we still accomplish this in order to put any proposed expenditure in context?

I just want to caution against playing up a solution on May 30th that is realistically not in the picture. We want the 30th to be productive, and if we spend the time talking about a solution that isn't going to happen, then it's a wasted meeting. The Tribe committed at our last planning meeting to study the issue, but did not commit to presenting it if it was over a certain amount. The amounts discussed at the meeting ranged from \$300,000.00, which is a figure Bob threw out (if I recall right) to \$500,000, which is a figure we threw out. A figure exceeding a million dollars was not anticipated by the County. At this point, it would truly be counterproductive to present this, considering the meeting is already gearing up to be highly charged. There's apparently some anger out there about the speed humps being pulled out, so it's going to be tough enough without presenting this million dollar idea. Can we get some feedback on this point, so we know what to expect? I need to be able to tell the Tribal Council members what to expect at this meeting. If the million dollar overpass is being presented to the neighbors, it may discourage the Council from attending. That would also be counterproductive.

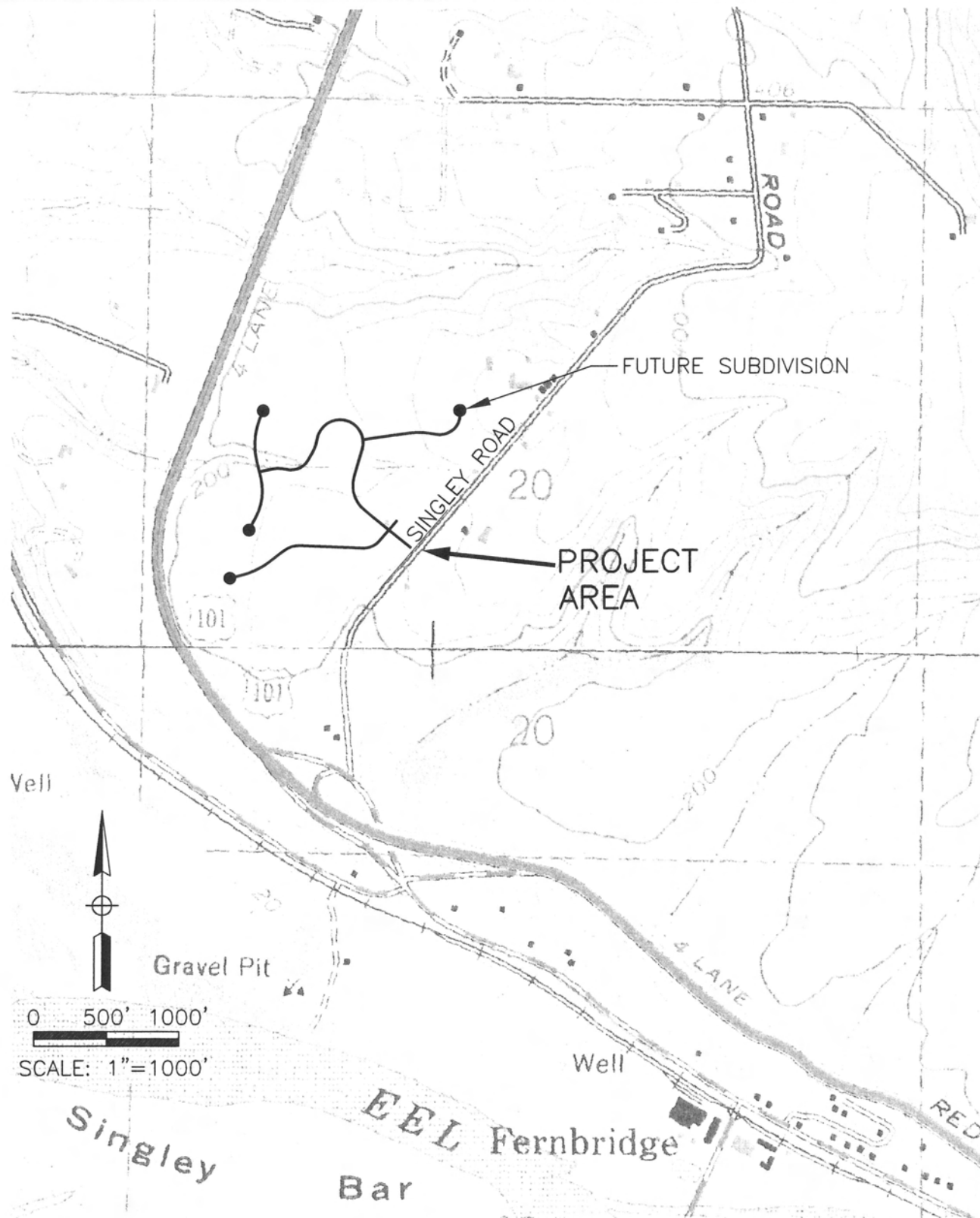
Michael P. Acosta, General Counsel
Bear River Band of Rohnerville Rancheria

5/19/2008



LACO ASSOCIATES
CONSULTING ENGINEERS
21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

PROJECT	SINGLEY ROAD ENCROACHMENT PLAN	BY	JDB	FIGURE	1
CLIENT	BEAR RIVER BAND	DATE	5/27/08	JOB NO.	
LOCATION	BEAR RIVER ESTATES	CHECK	LMO		
	VICINITY MAP	SCALE	AS SHOWN		6588.00



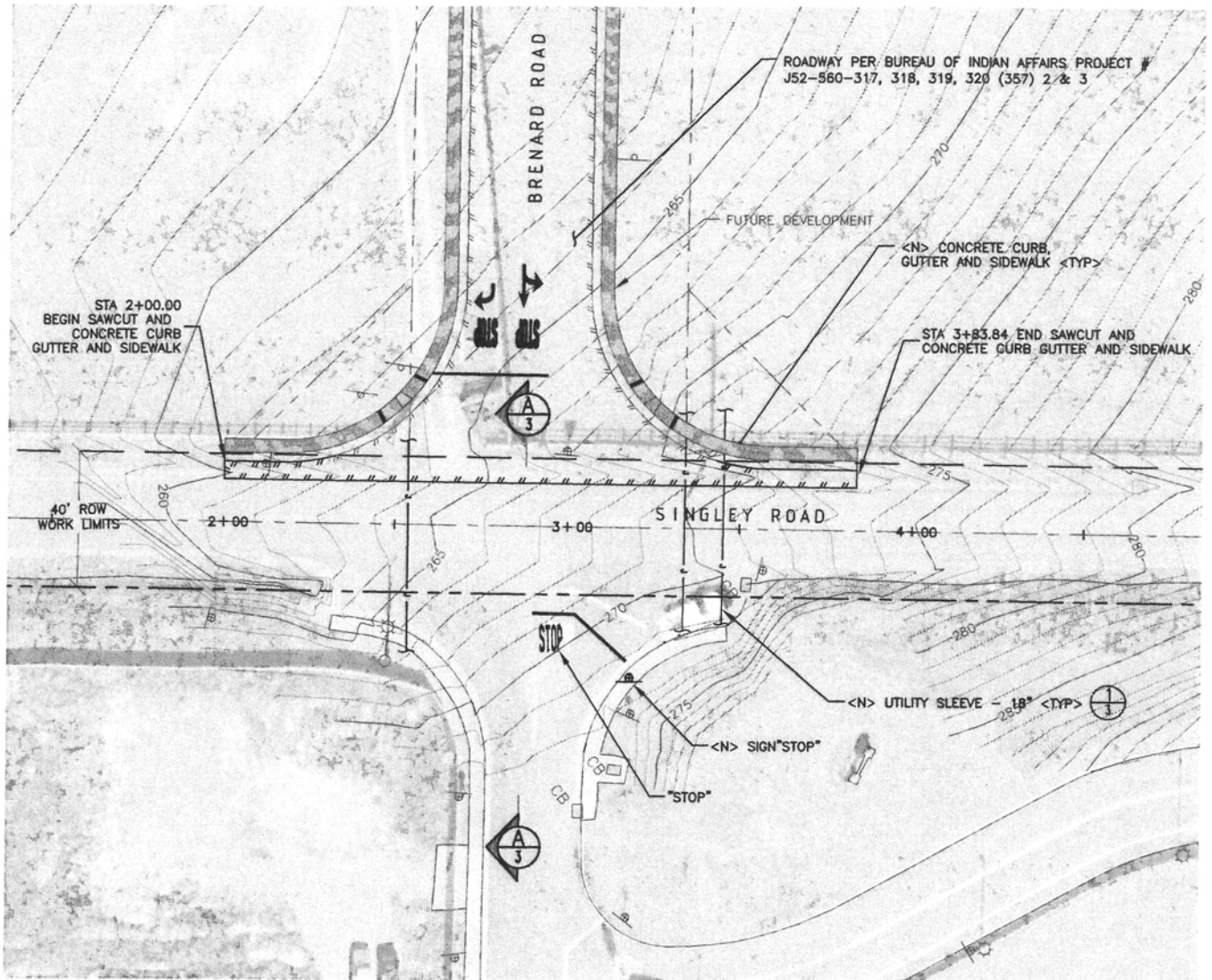
VICINITY MAP

SCALE: 1"=1000'



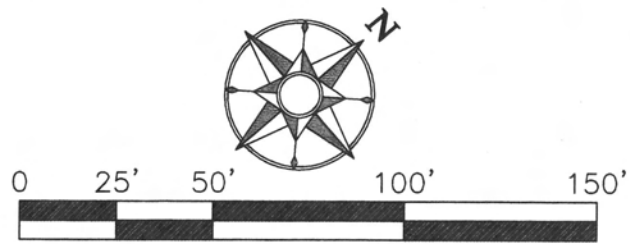
LACO ASSOCIATES
CONSULTING ENGINEERS
21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

PROJECT	SINGLEY ROAD ENCROACHMENT PLAN	BY	JDB	FIGURE	2
CLIENT	BEAR RIVER BAND	DATE	5/27/08		
LOCATION	BEAR RIVER ESTATES	CHECK	LMO	JOB NO.	6588.00
	PLAN	SCALE	AS SHOWN		



ABBREVIATIONS:
 CB CATCH BASIN
 <N> NEW
 ROW RIGHT-OF-WAY
 STA STATION
 <TYP> TYPICAL
 UB UTILITY BOX

- LEGEND:**
- — — — — CENTER LINE
 - — — — — RIGHT-OF-WAY LINE
 - — — — — PROPERTY LINE
 - — — — — JOINT UTILITY TRENCH
 - — — — — ONE FOOT CONTOUR LINE
 - SIGN
 - UTILITY POLE
 - GUY WIRE
 - UB UTILITY BOX
 - CB CATCH BASIN
 - ⊙ LIGHT



May 27, 2008 - 3:26pm
 T:\Cadfiles\6500\6588\dwg\ 6588-SINGLEY ROAD ENCROACHMENT ALT 5.dwg

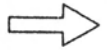
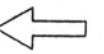
1999



NO LEFT TURN

DOUBLE STRIPE
CENTER LANE WITHIN
200 FEET OF
ENTRANCE BOTH
NORTH AND SOUTH

SINGLEY
ROAD



CURBING
OR STRIPING

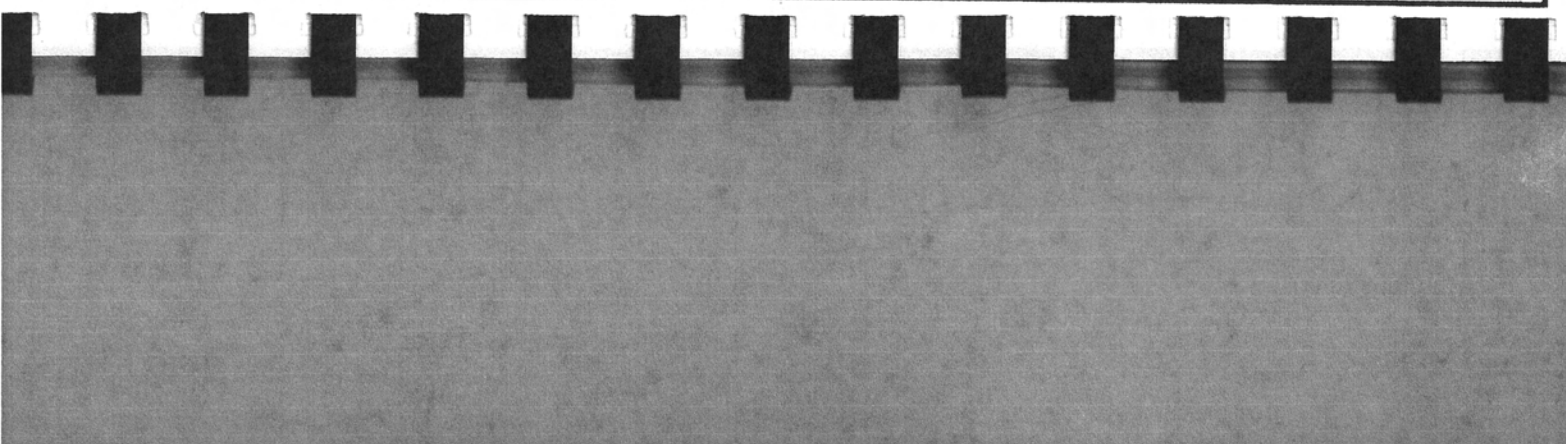
ISLAND

STOP



CASINO DR.

STOP
& NO RIGHT TURN



VI. CONCLUSIONS AND RECOMMENDATIONS

Based on the Highway Capacity Manual procedures for level of service calculations for signalized intersections, the intersections of Singley Road and Highway 101, Loleta Drive and Highway 101, Singley Road and Bear River Drive will remain unaffected due to the proposed project. No mitigation measures are recommended for these intersections.

In order to limit traffic from utilizing Singley Road north of the proposed project as an access route, the intersection of Singley Hill Road and the proposed Casino entrance should be designed to route traffic to the south and limit vehicles from entering the casino from the north. The entrance should be designed to accommodate a 42 foot turning radius and signed, curbed and striped as shown in Figure 7 of this report. The level of service for the proposed entrance is expected to operate at an LOS A at peak traffic conditions.

Based on the expected ADT of 876 south of the proposed project on Singley Road it is recommended that Singley Road be widened to meet the AASHTO Standard of a 22 foot road section with 4 foot shoulders in order to accommodate the new traffic generated from the casino.

With these measures and due to the conservative approach taken in estimating project traffic, the LOS at the subject intersections is anticipated to remain unaffected. The installation of a new entrance that causes traffic to use Singley Road to the south of the site, and the widening of Singley Road to the south will accommodate the expected traffic per AASHTO Standards. Singley Road to the north of the proposed project will still operate at less than 400 ADT as is the case today. The installation of the proposed casino is not expected to have a significant impact to the existing road system in the vicinity of the project assuming the proposed mitigation measures are implemented.

1999

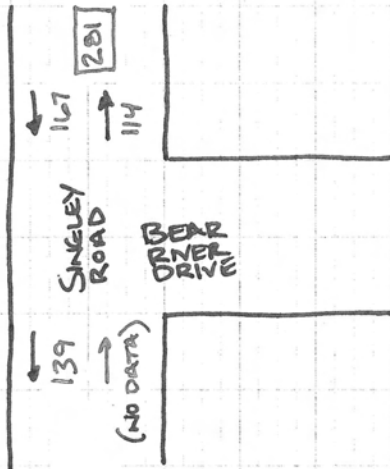
recommend that all advertising for the casino list directions that show access to the casino is from the south. Any bus traffic will be required to use Singley Road from the South.

Based on the AASHTO guidelines for width of traveled way and design traffic volumes the volume of traffic on Singley Hill Road south of the proposed casino will exceed the threshold level of 400 ADT. It is recommended that Singley Road be widened to meet the standard of a 22 foot roadway and 4 foot shoulders from the proposed entrance to the casino south to the Highway 101 interchange. The existing right of way can accommodate a 30 foot road section, however several trees may need to be removed and there are several areas where the shoulders may need to be decreased 2 feet per the AASHTO standard. These are design issues that should be addressed during design of the improvements.

Based on field observation during traffic counting, no pedestrian or equestrian traffic was noted at any of the subject intersections or on Singley Road. Due to the proposed widening of Singley Road south of the proposed casino, foot and horse traffic will be able to be accommodated on the 4 foot shoulder section. The current road section does not have a shoulder section to accommodate foot or horse traffic. Due to the routing of vehicles to the south, and the expected level of traffic less than 400 ADT it is not anticipated that pedestrian or equestrian use of Singley Road to the north of the proposed site will be affected. The existing road section does not have shoulders and conflicts to traffic due to pedestrian or equestrian use of Singley Road are not a current problem. It is anticipated this situation will remain unchanged due to the low ADT volumes that are anticipated on Singley Road, north of the proposed project after implementation of mitigation measures.

11/22/2004 to 11/24/2004

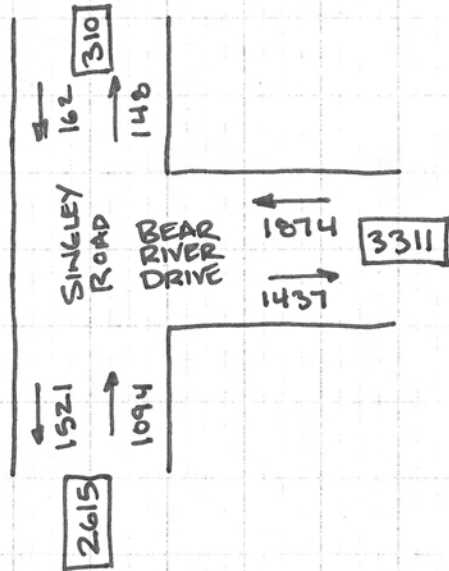
2 DAY COUNT BEFORE
CASINO OPENING DAY



* N/B COUNTER MALFUNCTION
∴ NO DATA

10/09/2008 - 10/14/2008

5 DAY COUNT BEFORE GAS
STATION OPENING DAY



* APPEARS THAT THE HOSE PLACEMENT
ON BEAR RIVER DRIVE MAY HAVE RESULTED
IN SKEWED DATA DUE TO CLIPPING FROM
VEHICLES TURNING LEFT FROM BEAR RIVER
DRIVE INTO THE CASINO DRIVEWAY.

$E/B = 1437$
 $W/B = 1874$ ∴ 437

* N/B SINGLEY TRAFFIC N/O INTERSECTION
INCREASED FROM 114 IN 2004 TO 148
IN 2008. ROUGHLY 30% INCREASE

* ACCORDING TO AASHTO A ROAD W/ AN
ADT LESS THAN 400 IS CONSIDERED A
VERY LOW VOLUME ROAD. 80% OF THE
ROADS IN THE US MEET THIS CRITERIA.



COUNTY OF HUMBOLDT

DEPARTMENT OF PUBLIC WORKS
LAND USE DIVISION

3033 "H" STREET * EUREKA * CA * 95501
TEL (707) 445-7205 * FAX (707) 445-7388

**SINGLEY ROAD AT
BEAR RIVER DRIVE**

DATE: 04/20/2009
MADE BY: RWB

PROJECT NO.:
CHECKED BY:

SHEET

OF

PRELIMINARY

PRELIMINARY



LACO ASSOCIATES

CONSULTING ENGINEERS



21 W 4TH ST. EUREKA, CA 95501 (707)443-5054

NO.	REVISION	BY	CHK	DATE

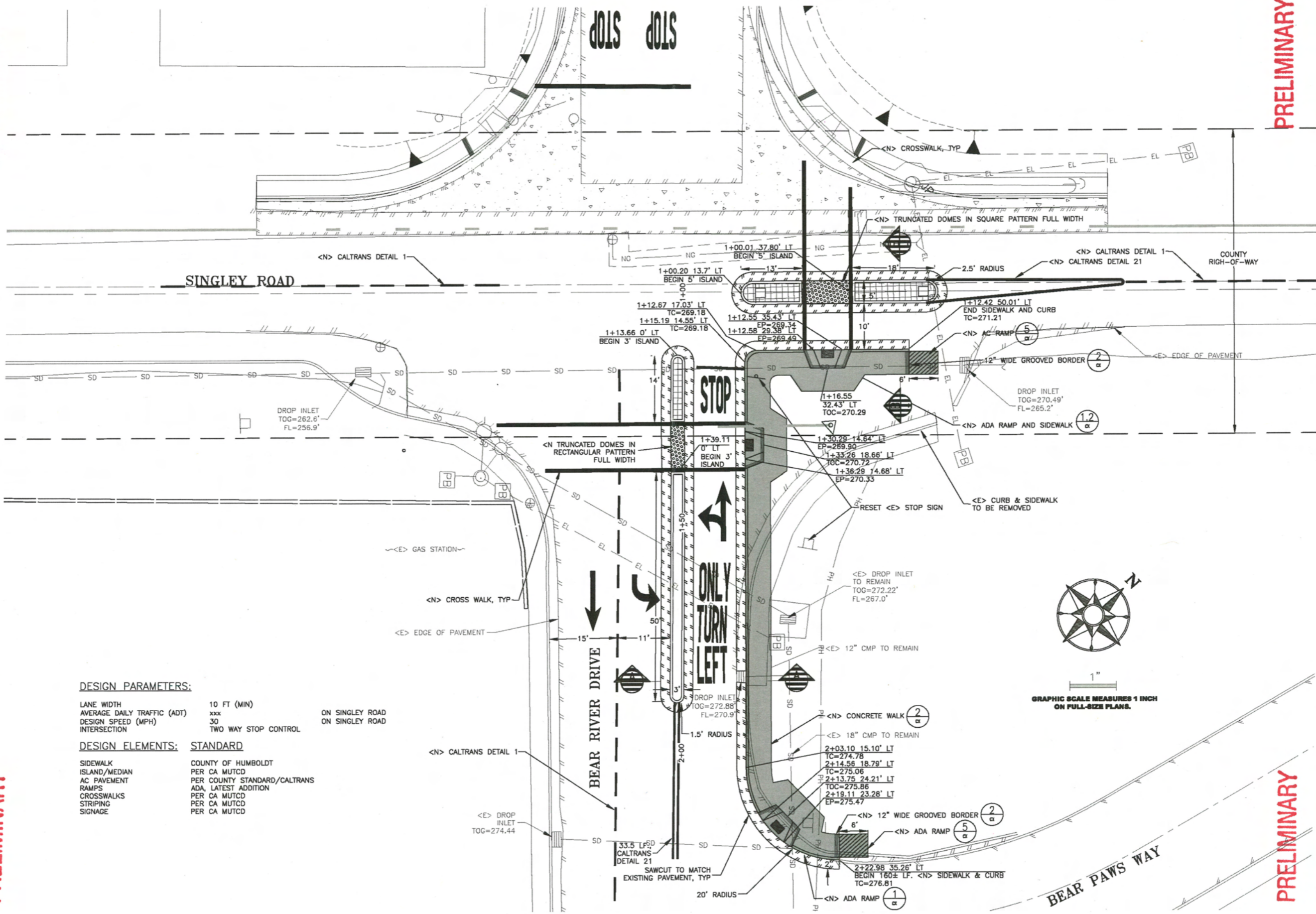
**BEAR RIVER BAND-NEW
SIDEWALK & INTERSECTION
IMPROVEMENTS PLAN
BEAR RIVER BAND OF
ROHNERVILLE RANCHERIA
LOLETA, CALIFORNIA**

SCALE 1"=10'
DRAWN JDB
CHECK NBK
APPVD NBK
DATE 8/3/10
JOB NO. 6588.15
SHEET **C1**

Aug 11, 2010 - 5:13pm T:\Cadfiles\6588\15 SINGLEY ROAD TRAFFIC CONTROL PROJECT\DWG_6588-15_C1.dwg

PRELIMINARY

PRELIMINARY



DESIGN PARAMETERS:

LANE WIDTH	10 FT (MIN)	
AVERAGE DAILY TRAFFIC (ADT)	xxx	ON SINGLEY ROAD
DESIGN SPEED (MPH)	30	ON SINGLEY ROAD
INTERSECTION	TWO WAY STOP CONTROL	

DESIGN ELEMENTS: STANDARD

SIDEWALK	COUNTY OF HUMBOLDT
ISLAND/MEDIAN	PER CA MUTCD
AC PAVEMENT	PER COUNTY STANDARD/CALTRANS
RAMP	ADA, LATEST ADDITION
CROSSWALKS	PER CA MUTCD
STRIPING	PER CA MUTCD
SIGNAGE	PER CA MUTCD

