COUNTY *of* NAPA

ROBERT J. PETERSON, P.E.
Director of Public Works
County Surveyor-County-Engineer
Road Commissioner

DONALD G. RIDENHOUR, P.E.
Assistant Director of Public Works

March 13th, 2006

Attn: Cathy A. Roche
DP&F
809 Coombs Street
Napa, CA 94559

Re: Roadway Modification site visit to Lands of Robert B. Long, Sr., APN 032-010-059-000

Dear Cathy Roche:

It is this Department's understanding that the property owner at 1535 Sage Canyon Rd. is investigating the possibility of improving a commercial winery facility on the property. For the safety and welfare of onsite workers, the public and to provide efficient all weather access for emergency service respondents that may visit the site, County code requires a minimum access roadway width of 18 feet double chip seal surface with 5 inches of aggregate base plus 2 feet of shoulder. The Department of Public Works has the authority to grant modifications to the required standards based on existing environmental and physical constraints to ensure the preservation of the unique features of the natural environment.

Based on a site visit conducted in September, 2005 at the site by Drew Lander and Nate Galambos of this department the following conditions exist:

Existing slopes greater than 30%
Width reductions are warranted where cuts and fills would otherwise require engineered retaining walls and where traffic passing lanes are inter-visible.
Large established trees
Localized roadway reductions are warranted for the large established Pine and Oak trees along the roadway.
Existing established drainage that would require extensive disturbance in the flow line.

Due to these environmental constraints this department is likely to grant modifications to the County Road and Street Standards. Please keep in mind that the goal is to achieve the maximum roadway width throughout the entire length to be improved. As discussed on site there are three design considerations that should be incorporated into the final design of the roadway to help achieve the maximum drivable width:

Where it is determined by an engineer to do so, crown or out-slope roadway to increase sheet flow runoff and reduce concentrated water flow.
Design drivable swales where drainage is required and the full roadway is not achieved.
Surface the maximum road width achievable (minimize shoulders) where the 18 ft width is not achieved.

Based on the information provided thus far, this Department would recommend roadway modifications for reductions in shoulder width and reductions in road width on a localized basis as needed to retain the large trees and minimize the disturbance on the steep slopes. Drainage swales may be considered as roadway width if designed to be drivable.

Station references are as illustrated on plans prepared by Terra Firma Surveys, revised April 21st, 2005 and titled "map of the/Conceptual Driveway Design/for road improvements to serve the lands of/Robert B. Long, Sr./as reviewed at the site meeting with state and county officials on March 7th, 2005."

The following sections have been determined to by this department to be capable of listed improvements:

Station 0+00 to 27+75 shall obtain a width of 18 feet surfaced roadway plus 2 feet of shoulder with a localized reduction in width at stations 13+75 to 14+50 due to slopes and drainage constraints.
Station 28+00 to 32+00 shall obtain a width of 17 feet surfaced roadway plus 0 feet of shoulder.
Station 32+00 to 46+50 shall obtain a width of 18 feet surfaced roadway plus 2 feet of shoulder.
Station 46+50 to 48+66 shall obtain a width of 18 feet surfaced roadway plus 0 feet of shoulder.
Station 48+66 to 54+50 shall obtain a width of 18 feet surfaced roadway plus 2 feet of shoulder.
Station 54+50 to 58+50 shall obtain a width of 16 feet surfaced roadway plus shoulder needed for stability.
Station 58+50 to 59+75 shall obtain a width of 18 feet surfaced roadway plus 2 feet of shoulder.
Station 59+75 to 62+75 shall obtain a width of 14 feet surfaced roadway plus 2 feet of shoulder.
Station 62+75 to 65+00 shall obtain a width of 18 feet surfaced roadway plus shoulder needed for stability.
Station 65+00 to 68+50 shall obtain a width of 14 feet surfaced roadway plus 2 feet of shoulder.
Station 68+50 to Winery Site shall obtain a width of 18 feet surfaced roadway plus 2 feet of shoulder with a localized reduction in width between stations 72+50 to 73+50 due to constraints of large established trees.

This department will make a final determination after submittal of a use permit to CDPD and engineered plans showing existing and proposed access improvements.

If you have any questions or comments regarding the documentation contained in this transmittal, please feel free to contact Larry Bogner or Drew Lander of this office.

Sincerely,

Nathan J. Galambos
Principal Engineer

Cc: Bob Nelson, CDPD
Gabriella Avina, CDF