

DEPARTMENT OF TRANSPORTATION
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March 7, 2008

NAP029834
NAP-029-25.51

Ms. T. Hornish
Napa County Planning Department
1195 Third Street, Suite 210
Napa, CA 94559

Dear Ms. Hornish:

ALPHA OMEGA WINERY – APPLICATION AND TRAFFIC IMPACT STUDY

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the Alpha Omega Winery project. The following comments are based on the Application and Traffic Impact Report (TIR). As the lead agency, the County of Napa is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and the Department to ensure that our concerns are resolved during the CEQA process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Traffic Impact Report

TIR, Summary of Findings, page 3, #6: Please discuss the deceleration lane length with respect to the existing speed limit of 50 miles per hour (MPH). Refer to Highway Design Manual, Chapter 400, <http://www.dot.ca.gov/hq/oppd/hdm/pdf/english/chp0400.pdf>.

Encroachment Permit

Please be advised that work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the

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construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Michael Condie, Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please forward a copy of the environmental document and the augmented TIR to the address below as soon as they are available.

Sandra Finegan, Transportation Planner
Community Planning Office, Mail Station 10D
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email Sandra Finegan of my staff at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,



LISA CARBONI
District Branch Chief
IGR/CEQA

CRANE TRANSPORTATION GROUP

2621 E. Windrim Court
Elk Grove, CA 95758
(916) 647-3046 *phone*
(916) 647-3408 *fax*

6220 Bay View Avenue
El Sobrante, CA 94806
(510) 236-9375 *phone*
(510) 236-5624 *fax*

MEMORANDUM

TO: Sandra Finegan, Transportation Planner (Sandra_finegan@dot.ca.gov)

cc: Eric Sklar (eric@aowinery.com)
Anne Cottrell (anne@cottrell-cutting.net)
Lester Hardy (lester@lfhardy.com)

FROM: Mark D. Crane, P.E.

DATE: June 30, 2008

RE: ALPHA OMEGA WINERY TRAFFIC STUDY – RESPONSE TO
CALTRANS' MARCH 7, 2008 COMMENT LETTER
(NAP 0 298 34/NAP-029-25.51)

RESPONSE TO CALTRANS COMMENT REGARDING REQUESTED DISCUSSION OF
LEFT TURN DECELERATION LANE LENGTH ON S.R.29 SOUTHBOUND APPROACH
TO MEE LANE (LENGTH VERSUS EXISTING SPEED LIMIT)

The *Highway Design Manual* page 400-10 says that "Design speed of the roadway approaching the intersection should be the basis for determining deceleration lane length. It is desirable that deceleration take place entirely off the through traffic lanes. Deceleration lane lengths are given in Table 405.2B; the bay taper length is included." Where partial deceleration is permitted on the through lanes, design speeds may be reduced 10 mph to 20 mph for a lower entry speed.

Table 405.2B shows the following design speed/length to stop relationships.

<u>Design Speed (mph)</u>	<u>Length to Stop</u>
30	235'
40	315'
50	435'

Caltrans has designed and constructed the left turn lane on the southbound S.R.29 approach to Mee Lane with a deceleration length of about 160 feet. The storage distance is about 70 to 75 feet. The posted speed on S.R.29 is 50 miles per hour.

The proposed Alpha Omega Winery expansion would not increase the one vehicle 95th percentile vehicle queuing demand in the southbound left turn pocket during weekday AM or PM peak hour conditions in 2010 or 2020. During a Saturday afternoon peak hour, the project would increase queuing demand by, at most, one vehicle (from one- up to a two-vehicle 95th percentile queue).

Mark Crane, P.E.