



May 02, 2014

Nate Galambos
Napa County Public Works
1195 Third Street
Napa, California 94559

Subject: Dalla Valle, 7776 Silverado Trail, Napa. APN: 031-060-027
Road Exception Request for Common Drive

Nate,

This letter is to request specific road exceptions for an improved access drive from Silverado Trail to an existing winery and residence. The owner of APN 031-060-027 is proposing to construct a barrel storage building adjacent to the existing winery. This site is currently accessed by an existing **common driveway** of approximately 3,800 feet from the intersection with Silverado Trail and an existing **private driveway** of approximately 800 feet from the intersection with the common driveway.

Included with this letter is a set of existing access drive exhibits which detail the access road to the proposed main residence. The plans are titled *Dalla Valle: Existing Access Drive*.

Introduction & Background

From Station 0+00 (intersection with Silverado Trail) to Station 8+50: Common driveway varies from 18 - 19 feet of pavement with 1 - 2 feet of shoulder on each side. No road exceptions are requested in this area.

From Station 8+50 to Station 29+50: Common driveway varies from 10 - 12 feet of pavement with 1 - 2 feet of shoulder on each side. The following is a list of turnouts, both existing and proposed, along this portion of the driveway (**Bold** are turnouts where road exception is requested, other turnouts will be improved to meet standard):

- Station 10+50 (Proposed standard turnout)
- Station 14+20 (**Existing nonstandard turnout**)
- Station 14+90 (**Existing nonstandard turnout**)
- Station 23+75 (**Existing nonstandard turnout**)
- Station 27+70 (Existing turnout to be improved to a standard turnout)

Some road exceptions are being requested in this portion of the driveway, see "Road Exception Request Descriptions" below for more information.

From Station 29+50 to Station 38+00: Common driveway varies from 10 - 12 feet of pavement with 1 - 2 feet of shoulder on each side. This portion of the driveway will be improved to a minimum of 18 feet of pavement with 1 foot of shoulder on each side.



From Station 38+00 to 46+00: Private driveway varies from 10 feet of pavement with 1 – 2 feet of shoulder on each side. This portion of the driveway will be improved to a minimum 18 feet of pavement with 1 foot of shoulder on each side. No road exceptions are requested in this area.

Road Exception Request Descriptions

Location #1, Station 8+87 to 9+31 Road Exception Request for Horizontal Inside Radius Under 50 Feet (see Sheet 3 of *Existing Access Drive Exhibits*)

The existing centerline turning radius for this section of road is approximately 35 feet, with an inside radius of 30 feet. Due to existing steep slopes (greater than 2:1) on the east side of the driveway and proximity to the existing driveway easement on the west side of the driveway, providing the standard horizontal inside radius is not feasible.

Location #2, Stations 14+20 and 14+90 Road Exception Request for Nonstandard Turnout (see Sheet 4 of *Existing Access Drive Exhibits*)

There are two existing turnouts in this area: one is approximately 21 feet wide and 46 feet long, and the other is approximately 18 feet wide and 57 feet long. Neither turnout includes the standard 25 foot tapers on each end. Providing the standard width and tapers would require grading on steep slopes (greater than 2:1), road construction outside the existing easement, and removing an existing 18" Live Oak tree.

In order to provide the same overall practical effect as the Road and Street Standards, Delta Consulting & Engineering notes that the two turnouts are very close together, and, taken together, provide more space for vehicles to maneuver and pass each other than a single standard turnout would provide.

Location #3, Stations 14+90 to 23+75 Road Exception Request for Turnouts (see Sheets 5 & 6 of *Existing Access Drive Exhibits*)

There are no existing turnouts in this area, and the driveway easement is only 15' wide through this area. Providing standard turnouts would require road construction outside the existing driveway easement, so is not feasible.

In order to provide the same overall practical effect as the Road and Street Standards, existing brush will be removed 15 feet westward from Stations 21+00 to 22+50 to improve sight distance. Brush will be trimmed to a maximum height of 2 feet above the existing road elevation.

Location #4, Station 23+75 Road Exception Request for Nonstandard Turnout (see Sheet 6 of *Existing Access Drive Exhibits*)

There is an existing turnout in this area that is approximately 18 feet wide and 30 feet long, but it does not include the standard 25 foot tapers on each end. Providing the standard width and tapers would require grading on steep slopes (greater than 2:1) and removing a small stand of Bay trees.



Summary

The Applicant proposes a reduced horizontal curve radius, two nonstandard turnouts, and nonstandard turnout spacing as described above and shown on the existing access drive exhibits. The reason for the road modification request is due to legal constraints, to avoid grading on steep slopes, and to preserve mature native trees including live oaks that would otherwise have to be removed.

All sections of the common driveway and private driveway not requesting a road exception will meet the Napa County Road and Street Standards for 'Common Drive Cross Sections, Detail C-7'.

It is our request that this modification to the Road and Street Standards be approved with the proposed improvements described above.

Please feel free to contact me if you have any questions.

Sincerely,

Joel Dickerson, P.E.
Project Engineer

Attachments

Existing Access Drive Exhibits

MATCHLINE - SEE SHEET 2



MATCHLINE - SEE SHEET 2

031-250-002
LOPEZ

031-250-001
BOTTO

40' WIDE RIGHT OF WAY
PER 5 PM 51

PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT

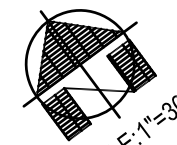
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 $\Delta=26.9397$
R=100.00

<E> GRAVEL DRIVEWAY

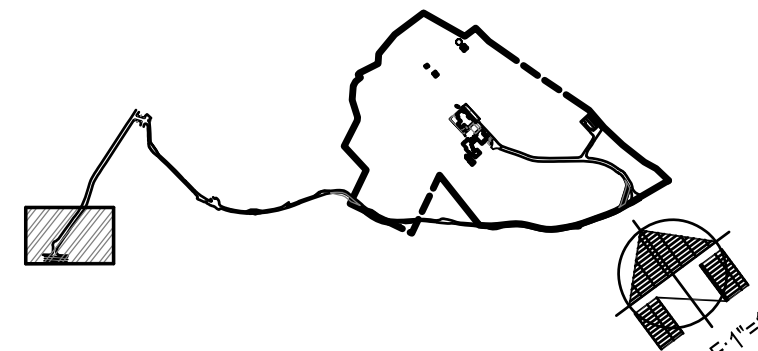
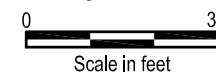
<E> EP

SILVERADO TRAIL

<E> FOG STRIPE



SCALE: 1"=30'



SCALE: 1"=1000'

EXISTING ACCESS DRIVE - SHEET 1

STATION RANGE: 0+00 - 2+50

SYSTEM LAYOUT LEGEND

DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE
CALIFORNIA

DELTA CONSULTING & ENGINEERING
OF ST. HELENA

1104 ADAMS STREET, SUITE 203 - ST. HELENA, CALIFORNIA 94574
707-963-8456 + 707-963-8528 FAX

DATE: 05/02/14

SCALE: 1"=30'

JOB #: K-106

APN: 031-060-027

1
OF
11

MATCHLINE - SEE SHEET 3

MATCHLINE - SEE SHEET 3



031-250-004
MENDELSON

L=33.87
 $\Delta=15.5269$
R=125.00

40' WIDE RIGHT OF WAY
PER 5 PM 51

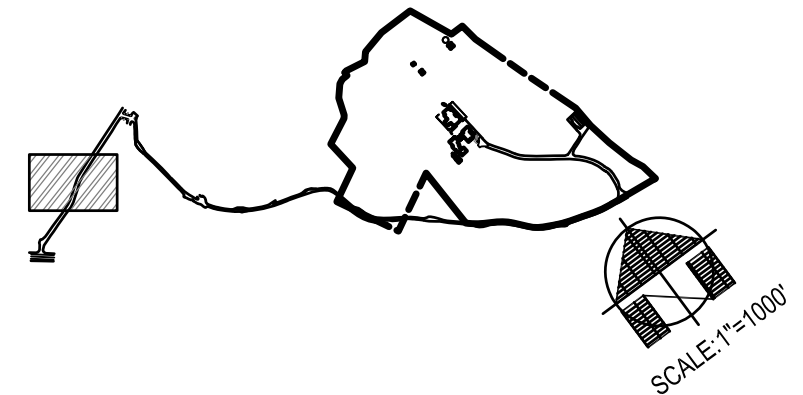
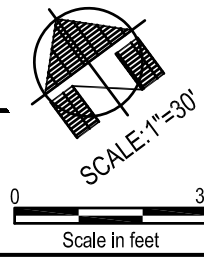
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R=175.00

PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT

MATCHLINE - SEE SHEET 1

MATCHLINE - SEE SHEET 1



EXISTING ACCESS DRIVE

STATION RANGE: 2+50 - 5+50

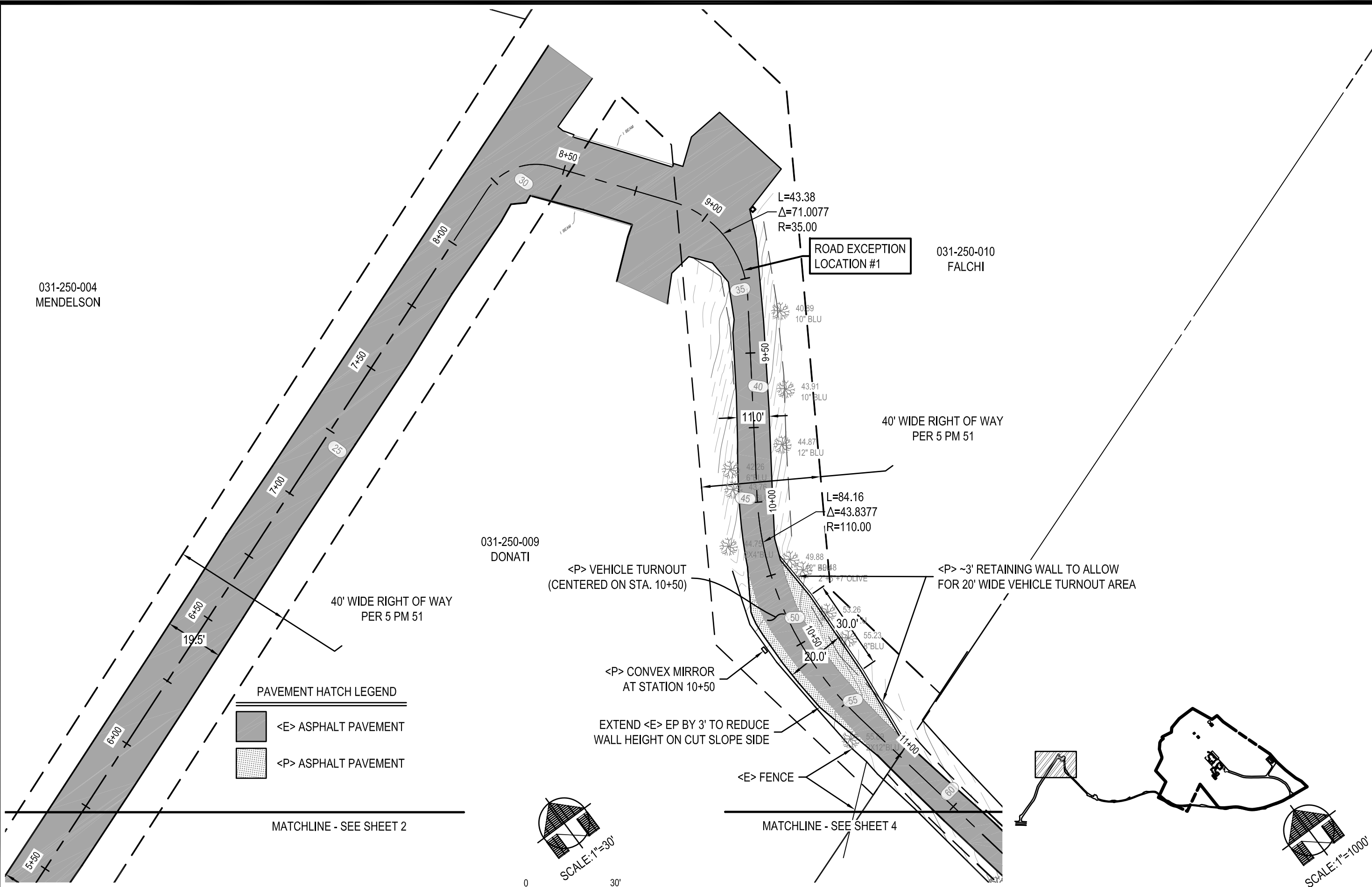
DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE
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SCALE: 1"=30'
JOB #: K-106
APN: 031-060-027

2
OF
11

SHEET LAYOUT LEGEND





031-250-004
MENDELSON

031-250-009
DONATI

031-250-010
FALCHI

PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT

MATCHLINE - SEE SHEET 2

ROAD EXCEPTION
LOCATION #1

40' WIDE RIGHT OF WAY
PER 5 PM 51

40' WIDE RIGHT OF WAY
PER 5 PM 51

<P> VEHICLE TURNOUT
(CENTERED ON STA. 10+50)

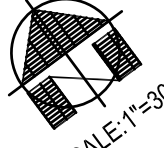
<P> ~3' RETAINING WALL TO ALLOW
FOR 20' WIDE VEHICLE TURNOUT AREA

<P> CONVEX MIRROR
AT STATION 10+50

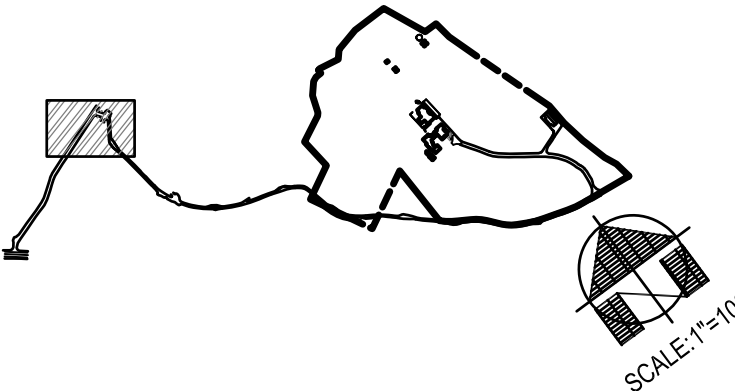
EXTEND <E> EP BY 3' TO REDUCE
WALL HEIGHT ON CUT SLOPE SIDE

<E> FENCE

MATCHLINE - SEE SHEET 4



Scale in feet
0 30'



SCALE: 1"=1000'

EXISTING ACCESS DRIVE

STATION RANGE: 5+50 - 11+00

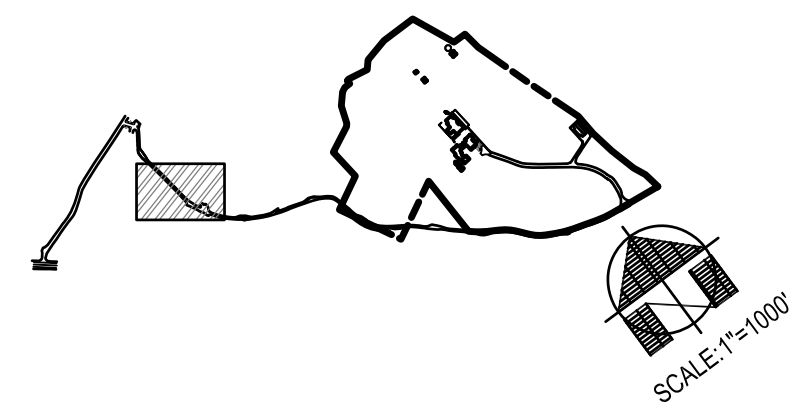
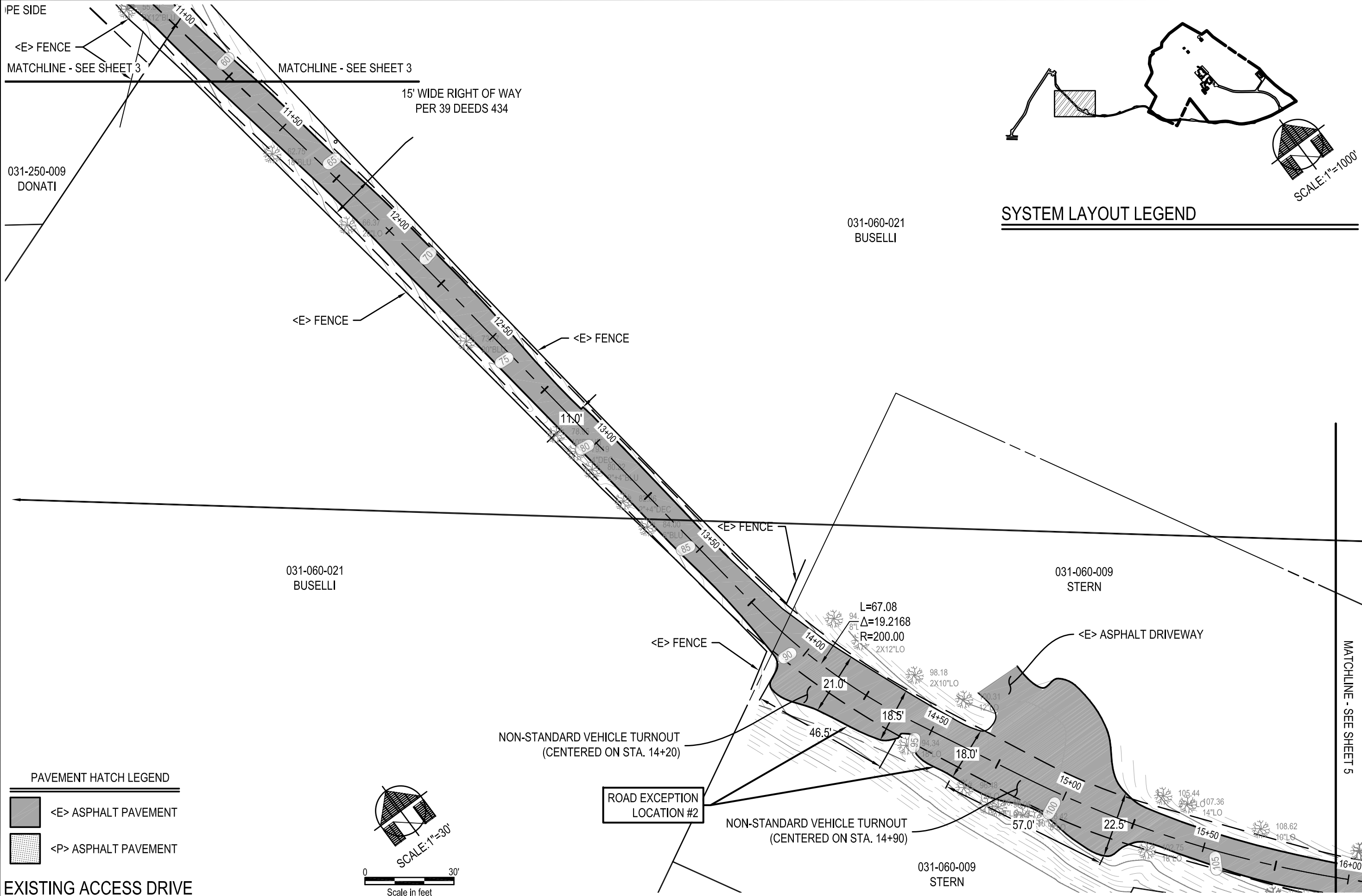
SHEET LAYOUT LEGEND

DALLA VALLE
 EXISTING ACCESS DRIVE
 OAKVILLE CALIFORNIA

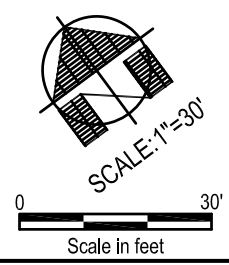
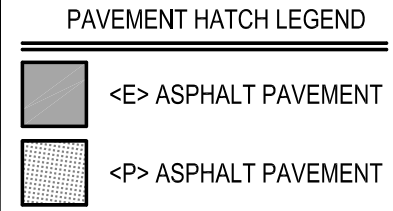
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 SCALE: 1"=30'
 JOB #: K-106
 APN: 031-060-027

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 OF
 11



SYSTEM LAYOUT LEGEND



EXISTING ACCESS DRIVE
STATION RANGE: 11+00 -16+00

DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE
CALIFORNIA

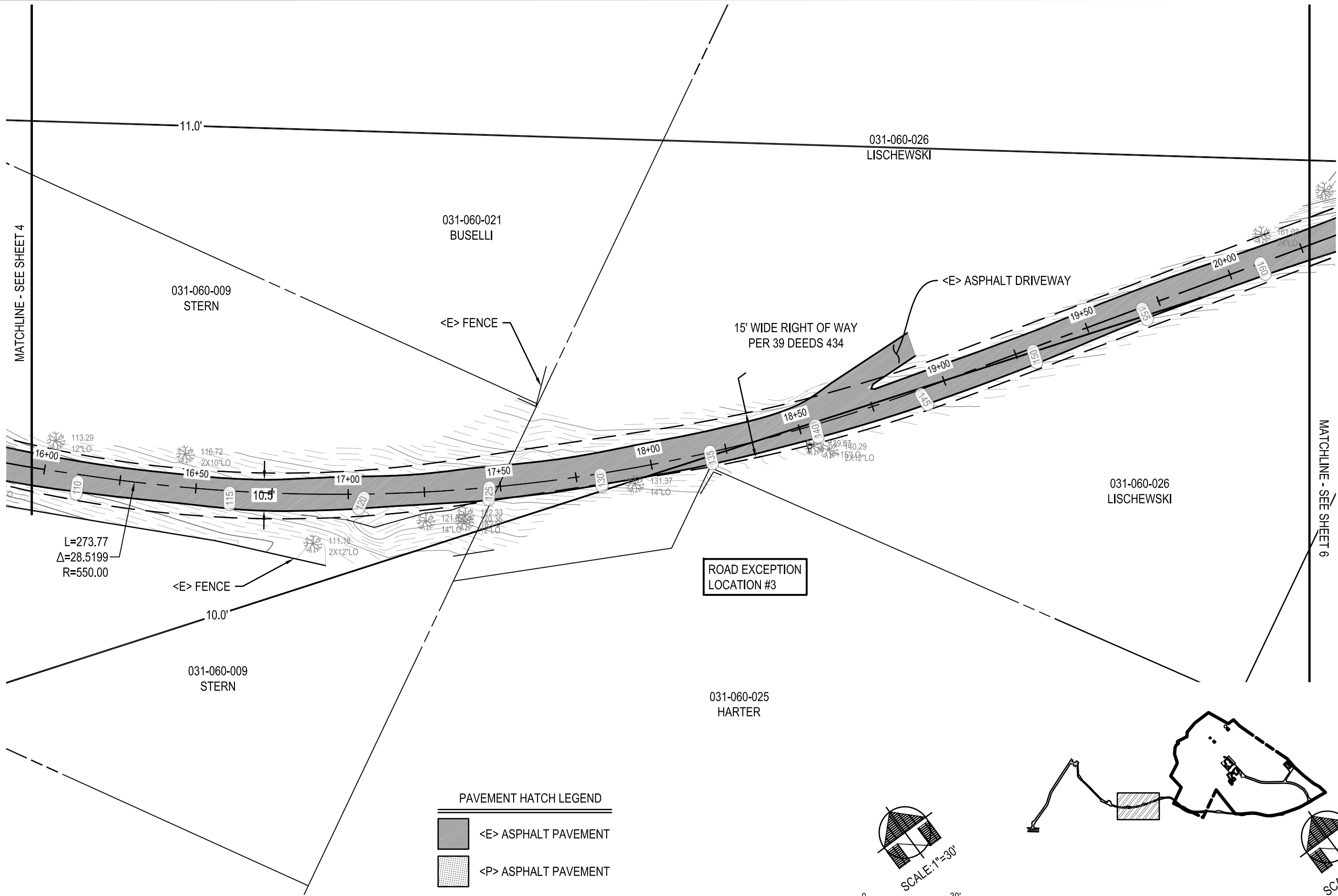
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OF
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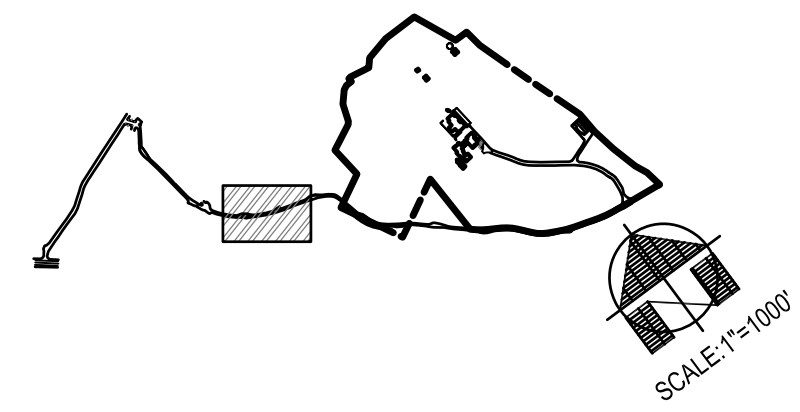
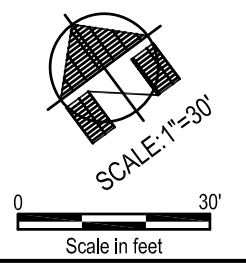
MATCHLINE - SEE SHEET 4

MATCHLINE - SEE SHEET 6



PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT



EXISTING ACCESS DRIVE
STATION RANGE: 16+00 - 20+25

DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE CALIFORNIA

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DATE: 05/02/14	SCALE: 1"=30'	JOB #: K-106	APN: 031-060-027
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5
OF
11

031-060-026
LISCHEWSKI

031-060-018
NEAL

SYSTEM LAYOUT LEGEND

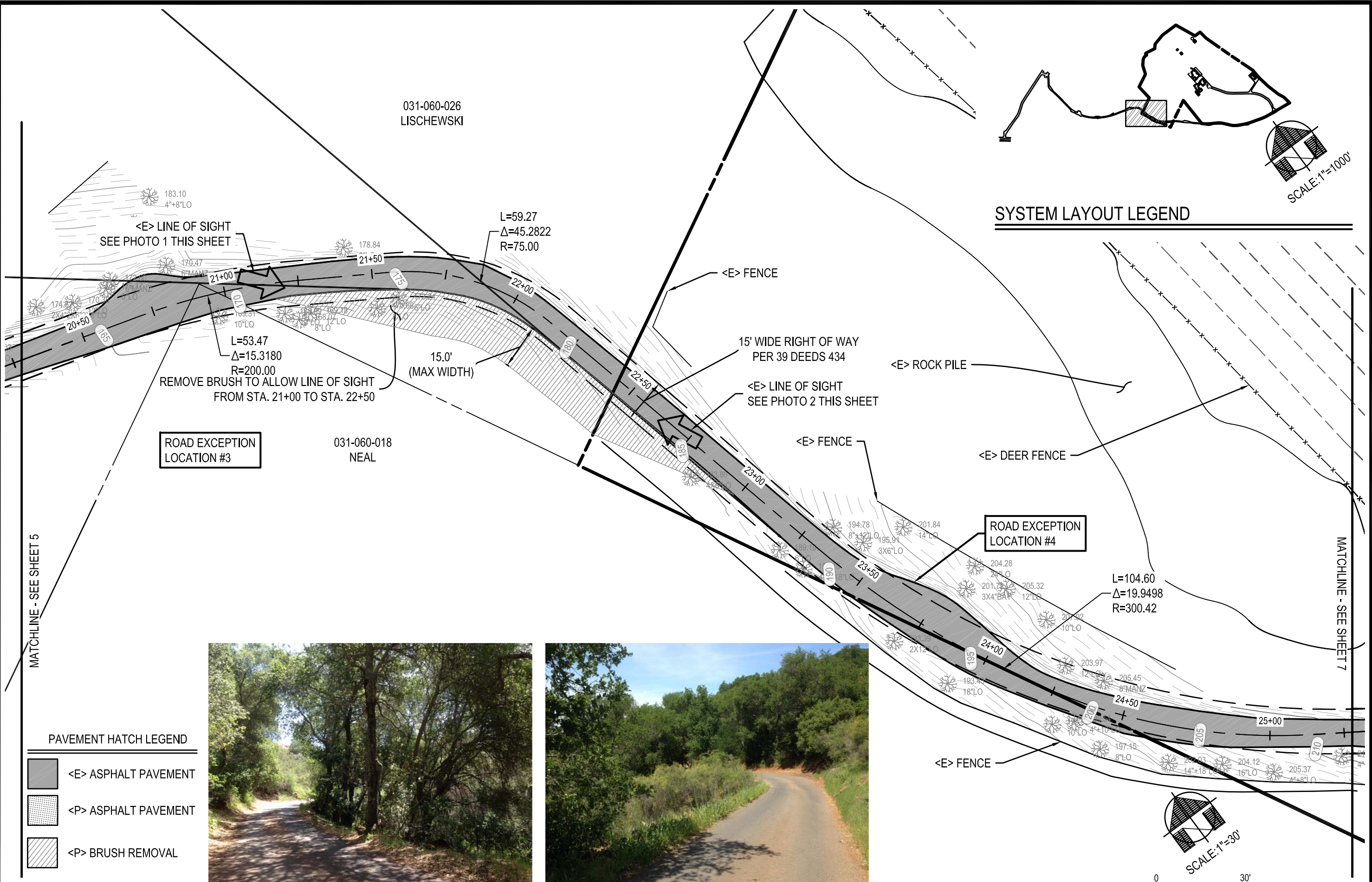
SCALE: 1"=1000'

DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE
CALIFORNIA

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OF
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ROAD EXCEPTION
LOCATION #3

ROAD EXCEPTION
LOCATION #4

MATCHLINE - SEE SHEET 5

MATCHLINE - SEE SHEET 7

PAVEMENT HATCH LEGEND




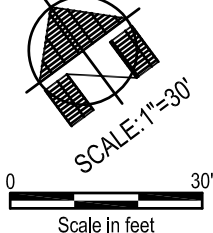
-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT
-  <P> BRUSH REMOVAL



PHOTO #1 - STATION 21+00

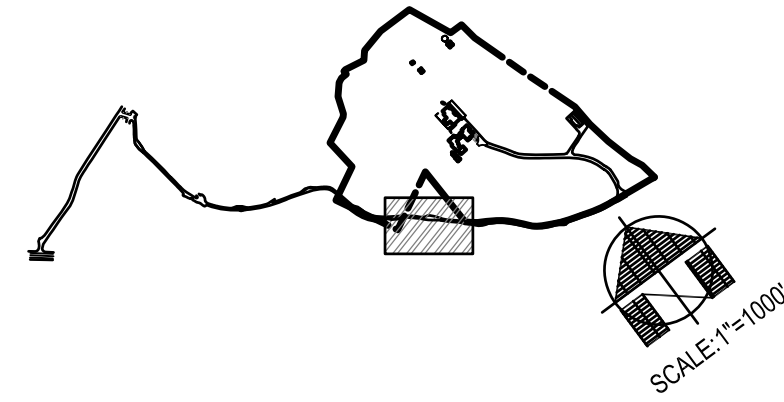
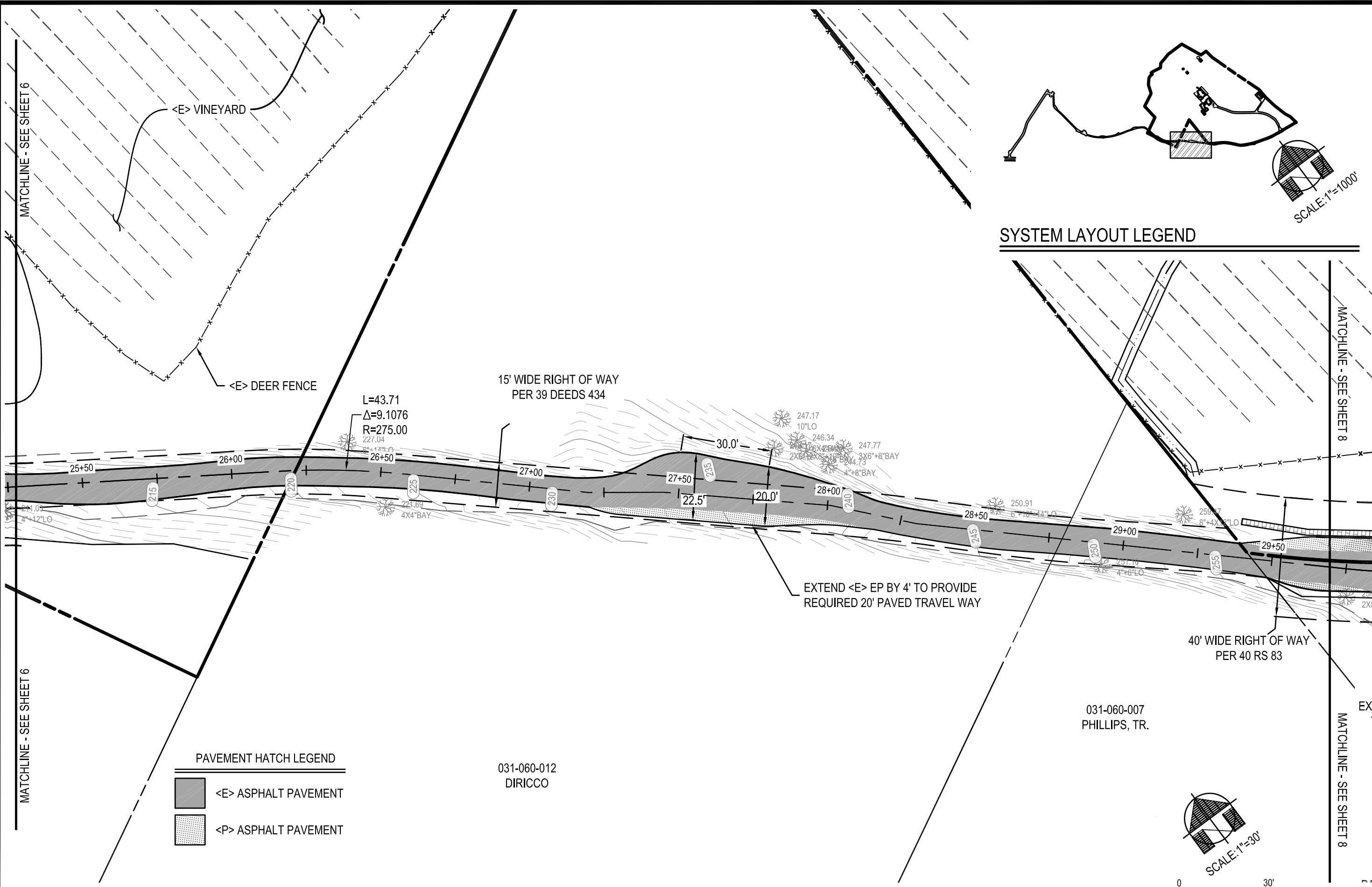


PHOTO #2 - STATION 22+75

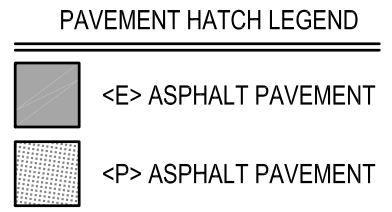


EXISTING ACCESS DRIVE

STATION RANGE: 20+25 - 25+25

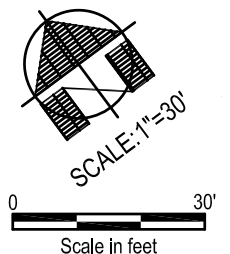


SYSTEM LAYOUT LEGEND



EXISTING ACCESS DRIVE

STATION RANGE: 25+25 - 29+50

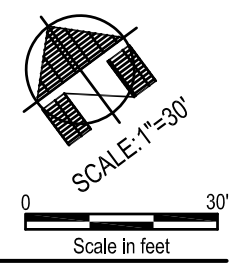
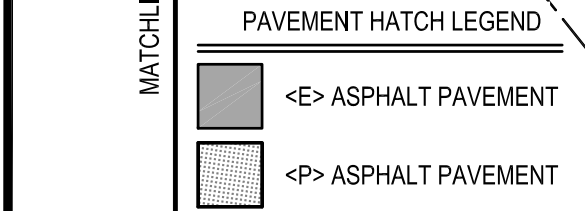
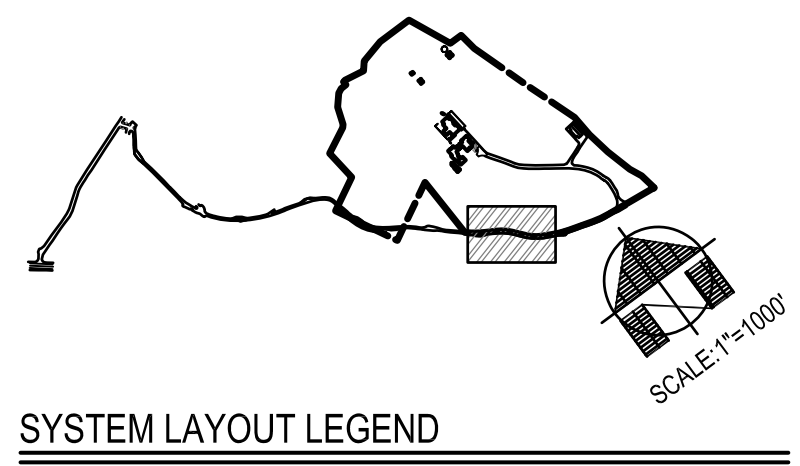
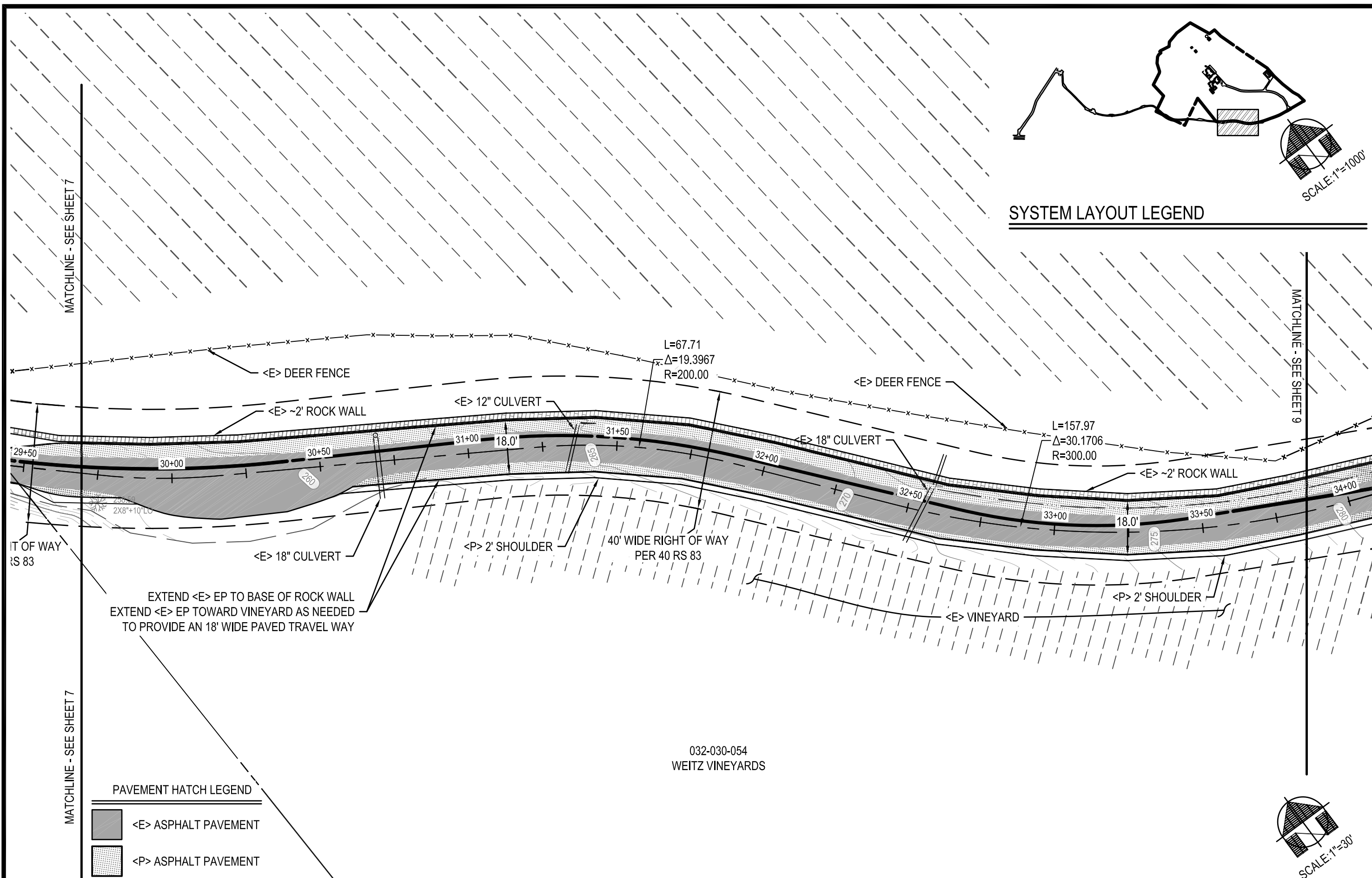


DALLA VALLE
 EXISTING ACCESS DRIVE
 OAKVILLE
 CALIFORNIA

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 SCALE: 1"=30'
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 OF
 11



EXISTING ACCESS DRIVE
STATION RANGE: 29+50 - 33+75

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EXISTING ACCESS DRIVE
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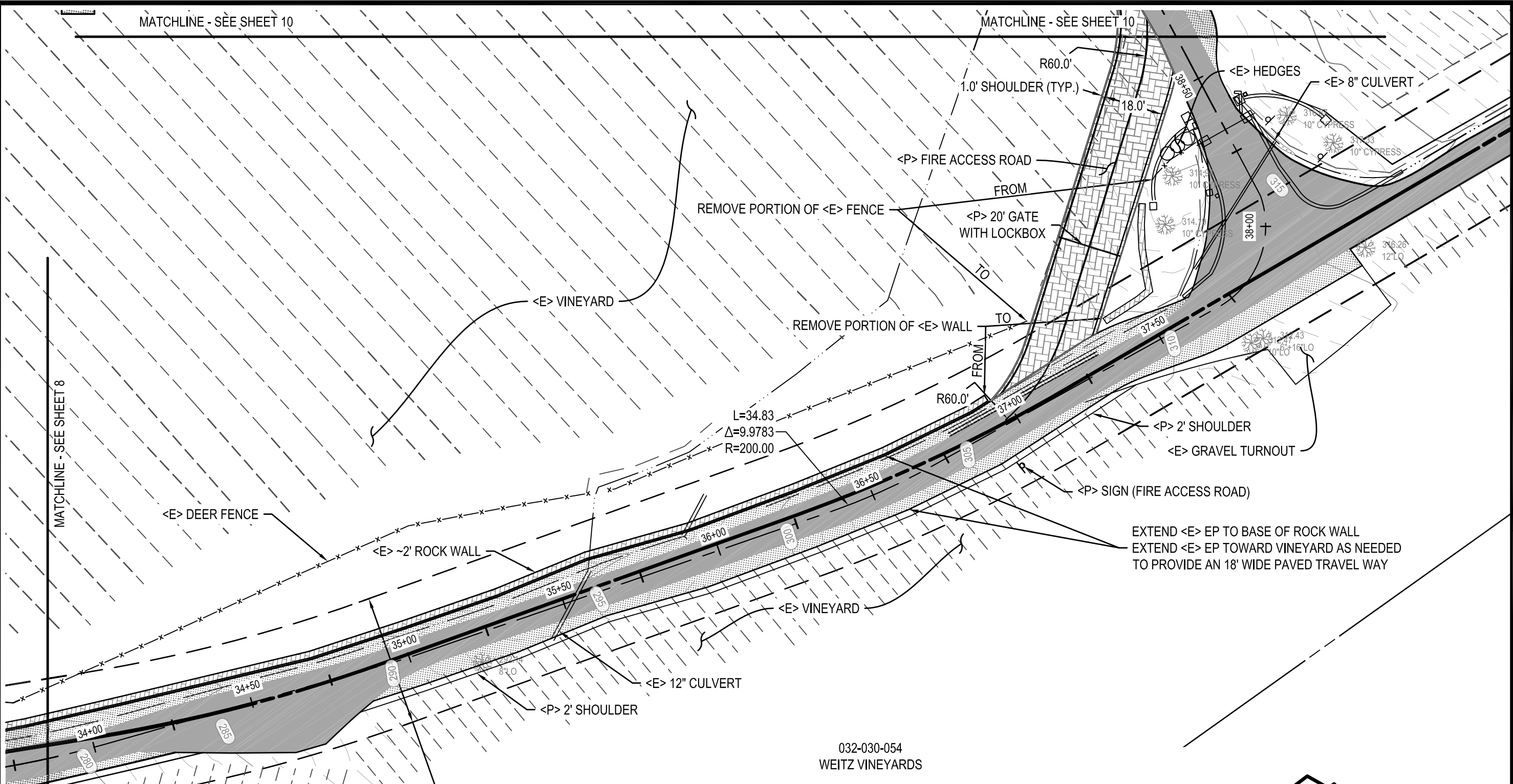
DATE: 05/02/14
SCALE: 1"=30'
JOB #: K-106
APN: 031-060-027

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


032-030-054
WEITZ VINEYARDS

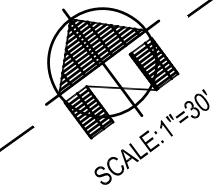
MATCHLINE - SEE SHEET 10

MATCHLINE - SEE SHEET 10

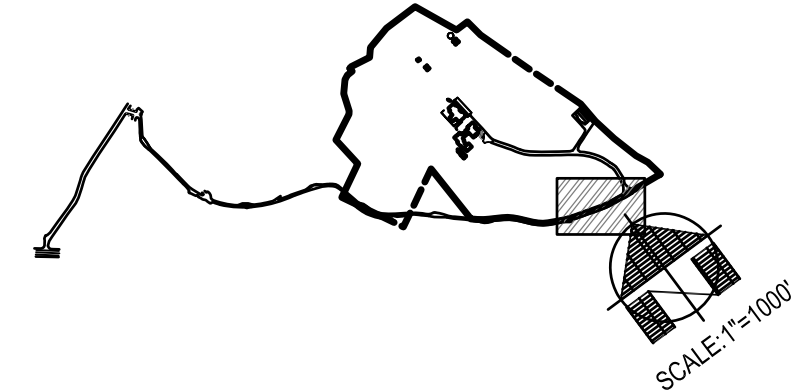


PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT
-  <P> DOUBLE CHIP SEAL



Scale in feet



SYSTEM LAYOUT LEGEND

DALLA VALLE
 EXISTING ACCESS DRIVE
 OAKVILLE CALIFORNIA

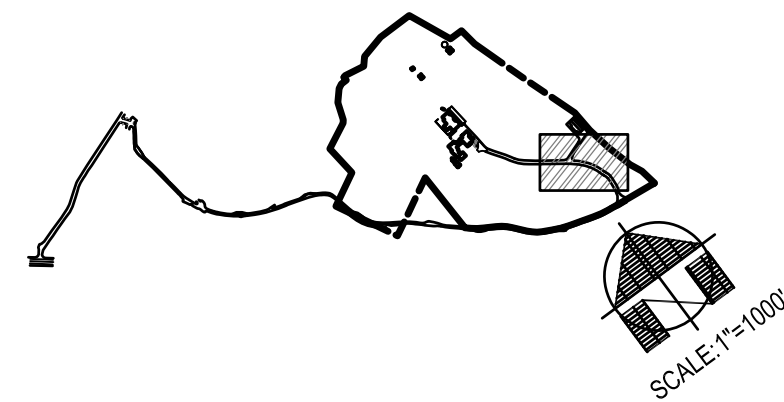
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DATE: 05/02/14
 SCALE: 1"=30'
 JOB #: K-106
 APN: 031-060-027

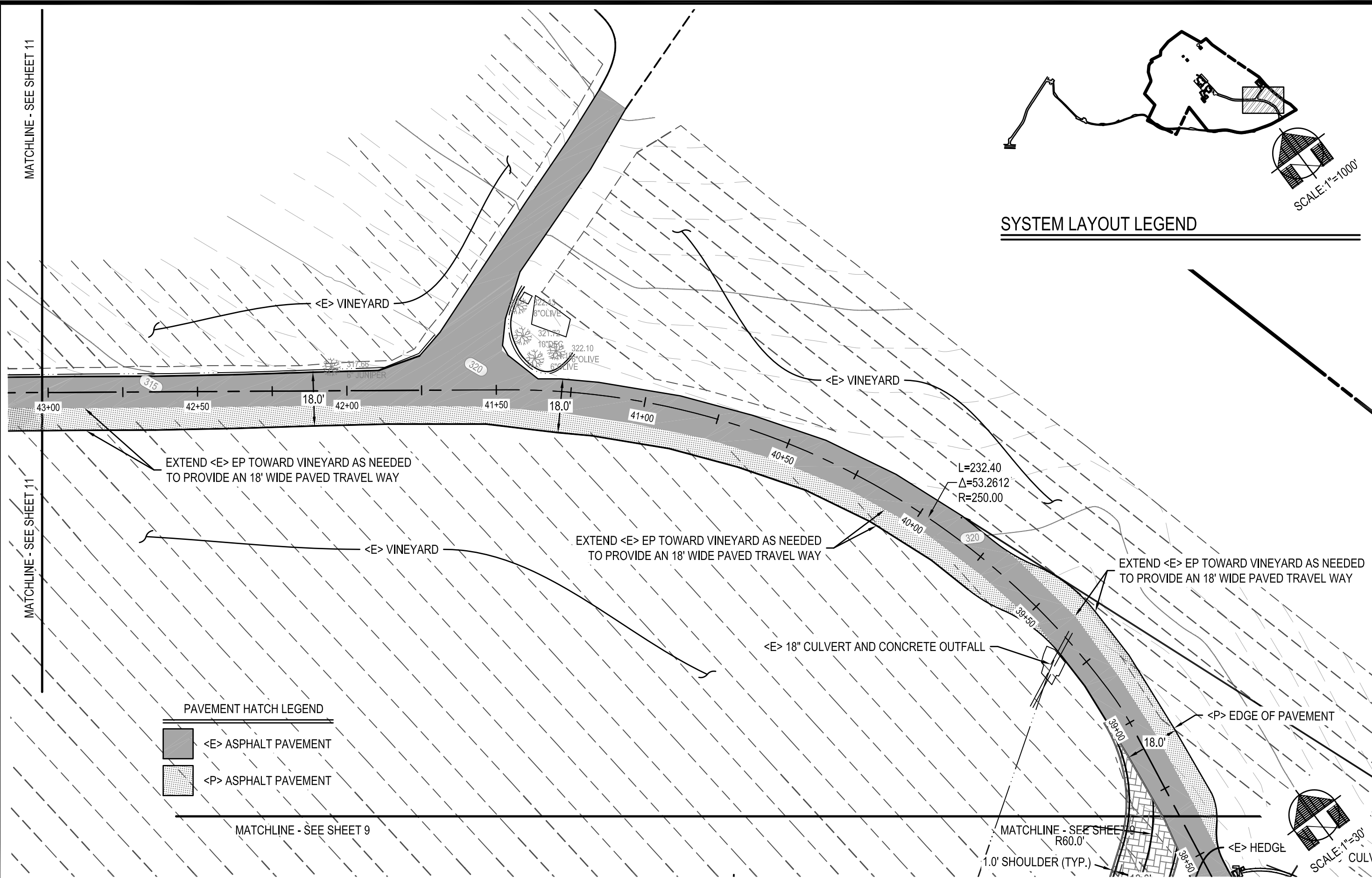
MATCHLINE - SEE SHEET 11

MATCHLINE - SEE SHEET 11

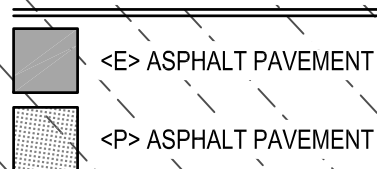
MATCHLINE - SEE SHEET 9



SYSTEM LAYOUT LEGEND



PAVEMENT HATCH LEGEND



EXISTING ACCESS DRIVE

STATION RANGE: 38+50 - 43+00

DALLA VALLE

EXISTING ACCESS DRIVE

OAKVILLE

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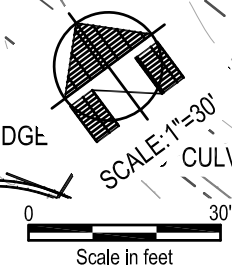
DATE: 05/02/14

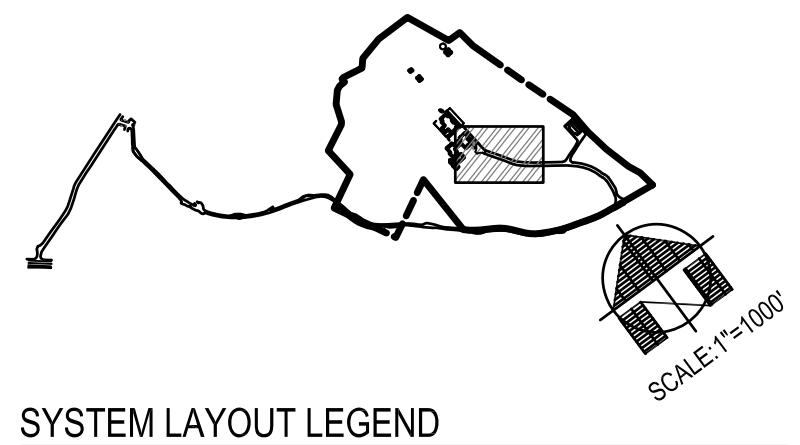
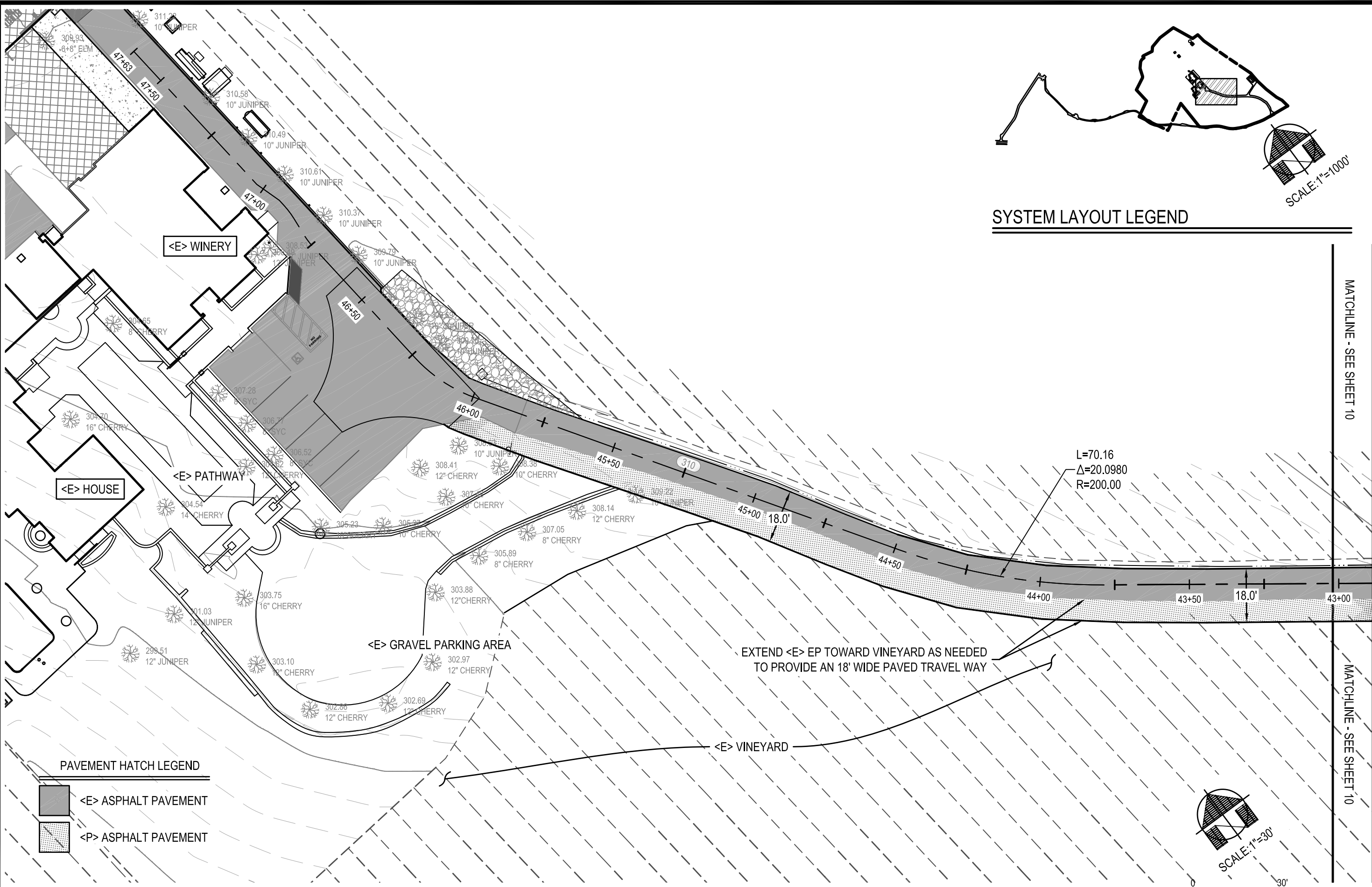
SCALE: 1"=30'

JOB #: K-106



APN: 031-060-027

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PAVEMENT HATCH LEGEND

-  <E> ASPHALT PAVEMENT
-  <P> ASPHALT PAVEMENT

EXISTING ACCESS DRIVE

STATION RANGE: 43+00 - 47+63

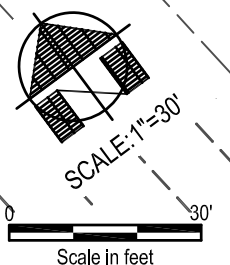
MATCHLINE - SEE SHEET 10

MATCHLINE - SEE SHEET 10

L=70.16
 $\Delta=20.0980$
R=200.00

EXTEND <E> EP TOWARD VINEYARD AS NEEDED TO PROVIDE AN 18' WIDE PAVED TRAVEL WAY

<E> VINEYARD



DALLA VALLE
EXISTING ACCESS DRIVE
OAKVILLE CALIFORNIA

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