

Attachment K
RSS Exception Request

“G”

Road and Street Standard Exception Request and Plans

Anthem Winery P14-00320-MOD and Exception to Road and Street Standards,
Variance P14-00321-VAR and Viewshed, and
Agricultural Erosion Control Plan P14-00322-ECPA
Planning Commission Hearing Date (Wednesday, October 3, 2018)

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| 707 252.3301 RSACivil.com | hLinn@RSACivil.com | | cTibbits@RSACivil.com | | RSACivil.com |

#4111010.0

January 12, 2018

Donald Barrella
Napa County Planning, Building, and Environmental Division
1195 Third Street, Suite 210
Napa, CA 94559

RE: Anthem Winery
Exception to Road and Street Standards for Existing Driveway – Option 2
APN 035-460-038 and 035-470-046

Dear Donald:

This letter is a revision to our December 13, 2016, Driveway Exception letter. It has been revised to incorporate plan review comments received from Joe Peterson, dated February 22, 2017, and from Patrick Ryan, dated March 28, 2017, and October 19, 2017.

The Anthem Winery project is pursuing a Major Modification (MM) of an existing Use Permit to build a larger winery facility including a tasting room, fermentation buildings, offices, and wine caves. All proposed winery facilities will be located on the southern parcel APN 035-470-046 of two adjacent parcels, with winery and visitor access coming through the northern parcel APN 035-460-038. Both parcels are owned by Justin and Julie Arbuckle. The existing driveway on the northern parcel currently serves a single-family residence and guest house, but will be modified to connect into the expanding winery. The existing winery is currently served by a driveway off of Redwood Road, but improving that route to meet standards is much more difficult due to its steep terrain and having a higher tree density and narrow width (10 feet) of land owned by the proponents on the West side of Redwood Creek.

As part of the Major Modification application, we are requesting an exception to the commercial driveway widths and slopes in the Napa County Road and Street Standards. The exception is based upon existing environmental, physical, and legal constraints, as allowed by Resolution No. 2016-167 Sections 3.D.1, 3.D.2, and 3.D.3. As part of this letter, we are providing Driveway Improvement Plans which delineate the extent of the requested exception. A separate Emergency Ingress/Egress Plan is also included, delineating additional signage and traffic control mitigation measures to be implemented.

The existing driveway on the 20' wide flagpole section of the northern parcel connecting to Dry Creek Road will be improved to the maximum extent feasible, as shown in the attached Driveway Improvement Plans. The Option 2 driveway entrance and drainage crossing, shown on sheets 1A and 3A respectively, do not utilize the existing residential easements, granted by the owner of the adjacent parcel (APN 035-460-024). The existing easements will not be used for winery traffic without the servient estate owner's permission, and unless permission is granted, will provide access and/or a turnout for residential use only.

Not all portions of the existing driveway meet the current Road and Street Standards, and are described in detail below. The following summarizes the proposed improvements and requested exceptions. All

dimensions of slope lengths between vertical curves are measured from PVI to PVI. The Travel Way includes paved Travel Lanes and 1' paved Driveable Shoulders. The Clear Driveable Width includes the Travel Way and mountable AC dikes.

- Station 61+16 to 61+35 This segment of the Option 2 driveway entrance includes a 19' long (GB to GB) slope transition with grade breaks from 5% to 13% and 13% to 20%. This approximates a 20' vertical curve. A vertical curve exception is necessary to accommodate the physical site limitation of grade differential between Dry Creek Road and the existing grade of adjacent properties on the flagpole section of the lot. Without this exception, the proposed driveway within the subject parcel would not conform to the existing AC pavement in the adjacent driveway easement, and additional retaining walls would be required, reducing the width of the driveway in the ensuing segment. The proposed design will provide the same overall practical effect by providing an extended entrance pavement width outside the required 20' horizontal radius at the connection to Dry Creek Road, allowing northbound vehicles on Dry Creek Road to make a wider turn into the driveway.
- Station 61+16 to 62+25 This segment of the Option 2 driveway entrance includes a 109' long (inclusive of transitions) 17.7' wide travelway. A Caltrans Type F AC Dike will be installed adjacent to a retaining wall to control drainage. The travelway surface will conform to the existing AC pavement on an adjacent driveway easement (No. 1995-029201, N.C.R.), which will be striped for residential and emergency vehicle use only. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines. The proposed design will provide the same overall practical effect by providing a 22' wide turnout for residential and emergency vehicles, extending into the adjacent driveway easement. The ensuing segment will be improved to the maximum extent practicable, providing a 16' travel way and 18' clear width within the 20' wide ROW.
- Station 61+35 to 63+00 This segment of the Option 2 driveway entrance includes a 165' long (GB to PVI) road segment with slopes up to 20%. A slope exception is necessary to accommodate the physical site limitation of grade differential between Dry Creek Road and the existing grade of adjacent properties on the flagpole section of the lot. Without this exception, the proposed driveway within the subject parcel would not conform to the existing AC pavement in the adjacent driveway easement, and additional retaining walls would be required, reducing the width of the driveway in the ensuing segment. The proposed design will provide the same overall practical effect by providing a surface equal to or greater than 3" of HMA over 5" of Class 2 AB, and a roadway grade not exceeding 10% for 100 feet immediately ensuing this segment. A 100' vertical curve will be provided at the end of the 20% segment.

| | |
|------------------------|--|
| Station 61+46 | <p>The Option 2 driveway entrance includes a 17' wide entrance gate. A gate width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a gate post would be required to be placed on an adjoining parcel. While a driveway easement exists in this location, Option 2 was prepared under the assumption that use of these easements for winery traffic is revoked. The proposed design will provide the same overall practical effect by conforming finished grade to the existing AC pavement within the easement, allowing for a turnout area on each side of the gate.</p> |
| Station 62+30 to 63+25 | <p>This segment of the Option 2 driveway entrance includes a 95' long (inclusive of transitions) 16' wide travel way with a 17' clear width. A 16" wide Caltrans Type E drivable AC dike will be installed the paved shoulder to control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines. The proposed design will provide the same overall practical effect by providing a 17' clear drivable width within this segment, a 22' wide intervisible turnout in the preceding segment, and a 20' clear drivable width, intervisibility, and signage at the ensuing segment.</p> |
| Station 3+25 to 5+00 | <p>This segment includes a 175' long 18' wide travel way and 20' wide clear width. A 16" wide Caltrans Type E drivable AC dike will be installed on each shoulder to control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines, and drainage would discharge uncontrolled to the adjacent parcel. The proposed design will provide the same overall practical effect by widening the existing driveway to the maximum extent practicable and providing a 20' clear drivable width within the 20' wide ROW.</p> |
| Station 5+00 to 7+50 | <p>This segment includes a 300' long (inclusive of transitions) 16' wide travel way with a 17' clear width. A 16" wide Caltrans Type E drivable AC dike will be installed the paved shoulder to control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines. The proposed design will provide the same overall practical effect by providing a 17' clear drivable width within this segment, and a 20' clear drivable width, intervisibility, and signage at the preceding and ensuing segments.</p> |

| | |
|------------------------|---|
| Station 7+50 to 9+00 | This segment includes a 150' long 18' wide travel way with a 20' clear width. A 16" wide Caltrans Type E drivable AC dike will be installed on each shoulder to control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines, and drainage would discharge uncontrolled to the adjacent parcel. The proposed design will provide the same overall practical effect by widening the existing driveway to the maximum extent practicable and providing a 20' clear drivable width within the 20' wide ROW. |
| Station 9+00 to 10+00 | This segment includes a 100' long (inclusive of transitions) 14' wide travel way with retaining walls on each side. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a 14% slope segment would precede the ensuing 20% slope segment. The proposed design will provide the same overall practical effect by providing a 20' clear drivable width, intervisibility, and signage at the preceding and ensuing segments. |
| Station 9+75 to 12+50 | This segment includes a 275' long (PVI to PVI) 20% road segment. A slope exception is necessary to accommodate the physical site limitation of existing grade differential of the adjacent properties. Without this exception, additional retaining walls would be required, reducing the width of the driveway in the ensuing segment. The proposed design will provide the same overall practical effect by providing a surface equal to or greater than 3" of HMA over 5" of Class 2 AB, a grade of 10% (PVI to PVI) for 100' immediately preceding this segment, and roadway grade not exceeding 10% for 100 feet immediately ensuing this segment. 100' vertical curves will be provided at both ends of the 20% segment. |
| Station 10+00 to 11+00 | This segment includes a 100' long (inclusive of ensuing transition) 16' wide travel way with a 17' clear width and a retaining wall. A 16" wide Caltrans Type E drivable AC dike will be installed the paved shoulder to control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines. The proposed design will provide the same overall practical effect by providing a 17' clear drivable width within this segment, and a 20' clear drivable width and signage at the ensuing segment and at an intervisible preceding segment. |
| Station 11+00 to 12+00 | This segment includes a 100' long 18' wide travel way with a 20' clear width. A 16" wide Caltrans Type E drivable AC dike will be installed on each shoulder to |

control drainage and conform to existing grade at the property lines. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines, and drainage would discharge uncontrolled to the adjacent parcel. The proposed design will provide the same overall practical effect by widening the existing driveway to the maximum extent practicable and providing a 20' clear drivable width within the 20' wide ROW.

- Station 12+00 to 15+50 This segment includes a 350' long (inclusive of transitions) 16' wide travel way with a 17' clear width and a retaining wall. A 16" wide Caltrans Type E drivable AC dike will be installed the paved shoulder to control drainage and conform to existing grade at the property line. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, a cross slope greater than 5% would be required to conform to existing grade at the property lines. The proposed design will provide the same overall practical effect by providing a 17' clear drivable width within this segment, a 20' clear drivable width, and signage at the preceding and ensuing segments, and a convex mirror at the high point of the road to improve intervisibility.
- Station 75+25 to 77+10 This segment of the Option 2 Drainage Crossing includes a 185' long (PVI to PVI) road segment with slopes up to 20%. A slope exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, taller retaining walls would be required within the 20' wide ROW. The proposed design will provide the same overall practical effect by providing a roadway grade not exceeding 10% for 100 feet immediately preceding and ensuing this segment. 100' vertical curves will be provided at both ends of the 20% segment.
- Station 76+00 to 78+50 This segment (inclusive of transitions) is the Option 2 crossing over an existing drainage. It includes a 250' long 14' wide travel way consisting of a bridge and approaches with retaining walls on each side. A width exception is necessary to accommodate the legal constraints of the 20' wide ROW and physical site limitations of the existing grade differential of the adjacent properties. Without this exception, slopes greater than 20%, cross slopes greater than 5%, vertical curves less than 100', and grading within the creek setback would be required to construct a culvert crossing that conforms to existing grade at the property lines within the 20' wide ROW. The proposed Option 2 design will provide the same overall practical effect by providing signage at the bridge and a compliant road segment ensuing the drainage crossing. The road would conform on both sides to the existing driveway. The adjacent 40' easement (No. 1996-014263, N.C.R., and 1996-026341) would be used for all residential traffic and would

provide an emergency pull-out area to allow passage of emergency vehicles. Additional signage and traffic controls are included in the Emergency Ingress/Egress Plan.

Station 79+25 to 23+90

This segment includes a 555' long (PVI to PVI) road segment with slopes up to 18%. A slope exception is necessary to preserve unique features of the natural environment and accommodate the physical site limitation of grade differential between the drainage crossing and the building site. Without this exception, cut and fill slopes would be increased and the roadway would deviate from its existing alignment, which would require additional grading on steep slopes and significant tree removal. The proposed design will provide the same overall practical effect by providing a surface equal to or greater than 2" of HMA over 5" of Class 2 AB.

Thank you for your time in reviewing this matter. If you should have any questions or need additional information, please do not hesitate to contact me.

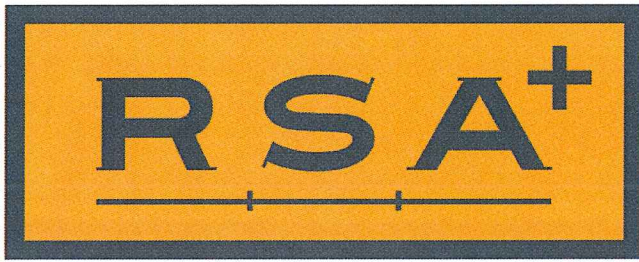
Respectfully,



Bruce Fenton, PE, MBA
Project Manager



BF/pw



EMERGENCY INGRESS/EGRESS PLAN OPTION 2

Prepared for

ANTHEM WINERY
3454 REDWOOD ROAD
NAPA, CA 94558

Prepared for:
Justin and Julie Arbuckle
400 Spear Street, Suite #122
San Francisco, CA 94105



RSA+ Project No. 4111010.0

January 12, 2018



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ATTACHMENTS

- 1) SITE SIGNAGE MAP – OPTION 2



I. Purpose

This report provides an overview of permanent and operational control measures intended to support access for emergency wildland fire equipment, safe civilian evacuation, and avoid delays in emergency equipment response.

II. Site Description

The Anthem Winery project is located at 3454 Redwood Road, Napa, California. The winery site straddles the ridge between the Redwood Creek and Salvador Channel watersheds. The existing winery shares a 10' driveway connection to Redwood Road with a single-family residence on the same parcel. A second single-family residence exists on an adjacent parcel under common ownership. This residence is on a flag lot, with a 10' driveway connection to Dry Creek Road.

Primary access to the expanded winery will be via a shared driveway along a 20' wide flag lot connection to Dry Creek Road that is shared with the applicants' Dry Creek Road residence. It is not feasible to expand some segments of this driveway to meet the current Napa County Road & Street Standards due to steep slopes and environmental and legal constraints. This driveway will be improved to the maximum extent practicable to provide the same overall practical effect as the Road & Street Standards with regard to defensible space.

The existing shared driveway connection to Redwood Road will remain to provide an alternate emergency egress route for the winery.

III. Permanent Traffic Controls

Permanent traffic controls include static signage along the driveway, a convex mirror at the driveway crest, and electronic signage at the winery site.

Electronic signage will be manually operated by a switch at the winery. Employees will be trained in evacuation procedures as described in the Emergency Plan below.

IV. Emergency Plan

In case of fire or medical emergency at the winery, the senior manager on duty will assess the situation and determine if evacuation is necessary.

No Evacuation Necessary

During an isolated emergency, when the building is safe and no evacuation is necessary, the manager will close Dry Creek access to outgoing vehicles. The manager will give verbal notification of driveway closure, via intercom or similar, to all employees, guests, and residents.



Traffic controls will include:

- Electronic signage at winery parking lot:
DRY CREEK ROAD CLOSED
EXIT REDWOOD ROAD
→
- Electronic signage at Dry Creek residence driveway:
DRIVEWAY CLOSED
EXIT REDWOOD ROAD
→
- Electronic signage at Redwood Road residence driveway:
EXIT REDWOOD ROAD
↑

The Dry Creek Road driveway will remain open to incoming and outgoing emergency vehicles.

Evacuation to Redwood Road

When evacuation is necessary and it is safe to do so, the manager will close Dry Creek access to outgoing vehicles and initiate evacuation. The April 2, 2001 Exception Request Letter by Bartelt Engineering identified the irrigated vineyard as a "safe-to-stay" area, which may be used at the manager's discretion. The manager will give verbal notification of driveway closure and evacuation instructions, via intercom or similar, to all employees, guests, and residents. Traffic controls will be the same as in the preceding section.

Evacuation to Dry Creek Road

When evacuation is necessary and Redwood Road is inaccessible, the manager will close Redwood Road access to outgoing vehicles and initiate evacuation.

Traffic controls will include:

- Electronic signage at winery parking lot:
REDWOOD ROAD CLOSED
EXIT DRY CREEK ROAD
←
- Electronic signage at Dry Creek residence driveway:
EXIT DRY CREEK ROAD
↑



- Electronic signage at Redwood Road residence driveway:

DRIVEWAY CLOSED
EXIT DRY CREEK ROAD



V. Conclusions

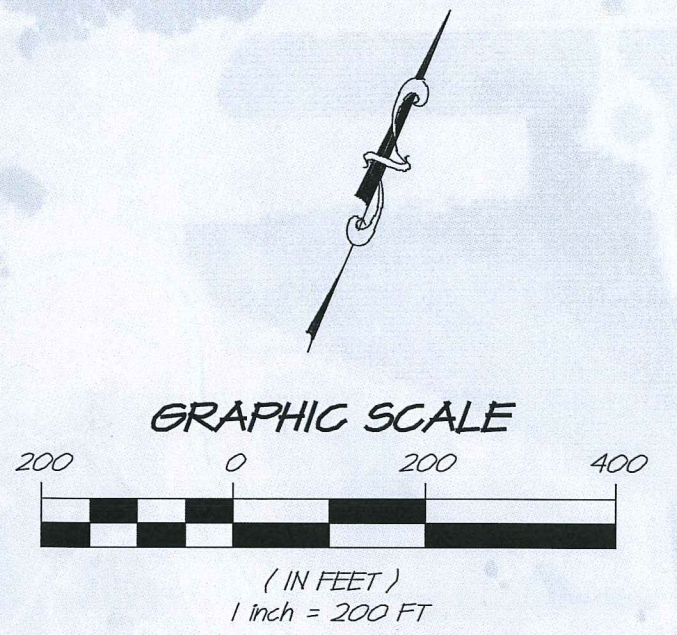
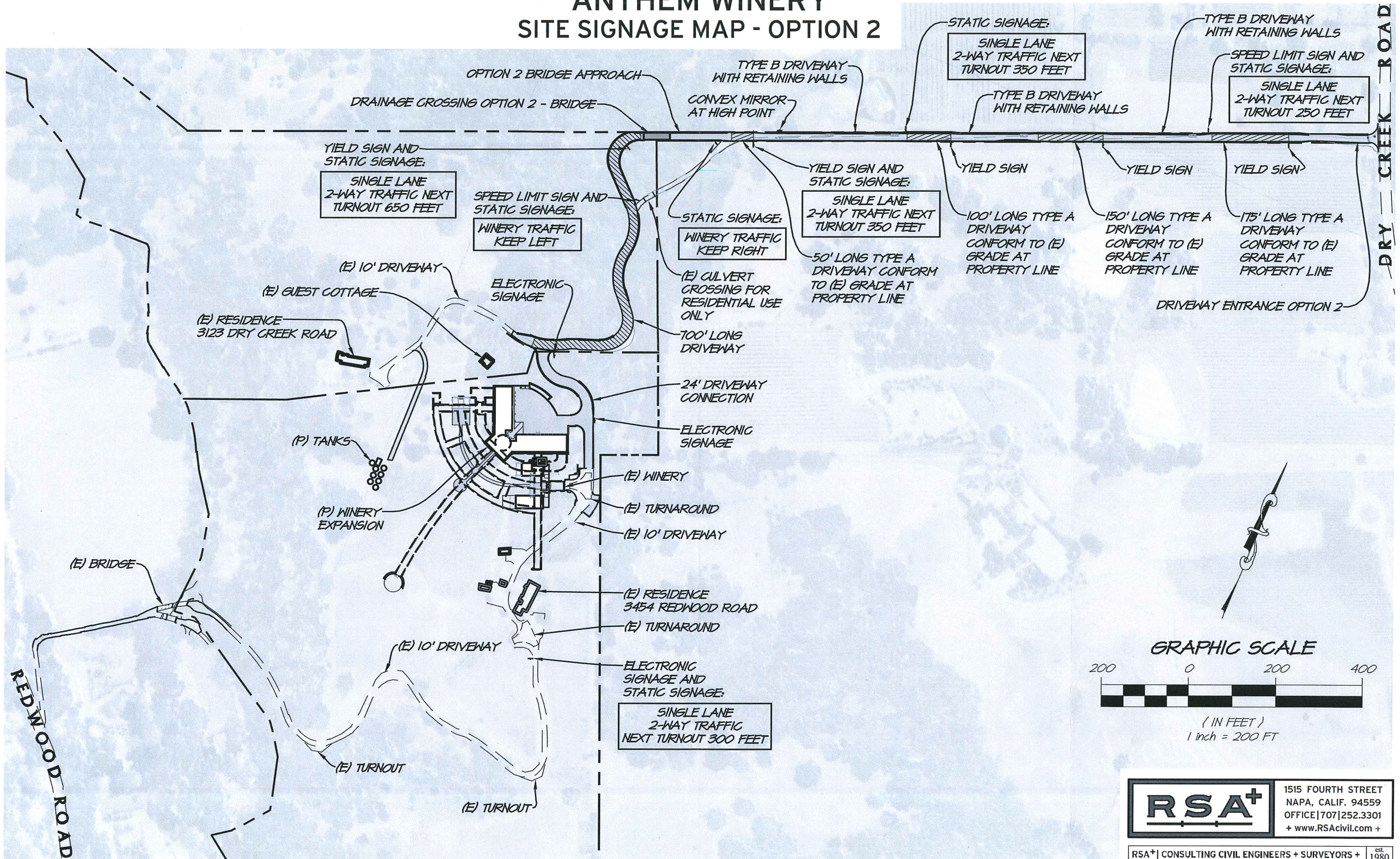
The Emergency Plan identified above provides mitigation measures for requested exceptions to the Napa County Road & Street Standards by providing access for emergency wildland fire equipment, safe civilian evacuation, and signage that avoids delays in emergency equipment response.



ATTACHMENT 1

Site Signage Map Option 2

ANTHEM WINERY SITE SIGNAGE MAP - OPTION 2

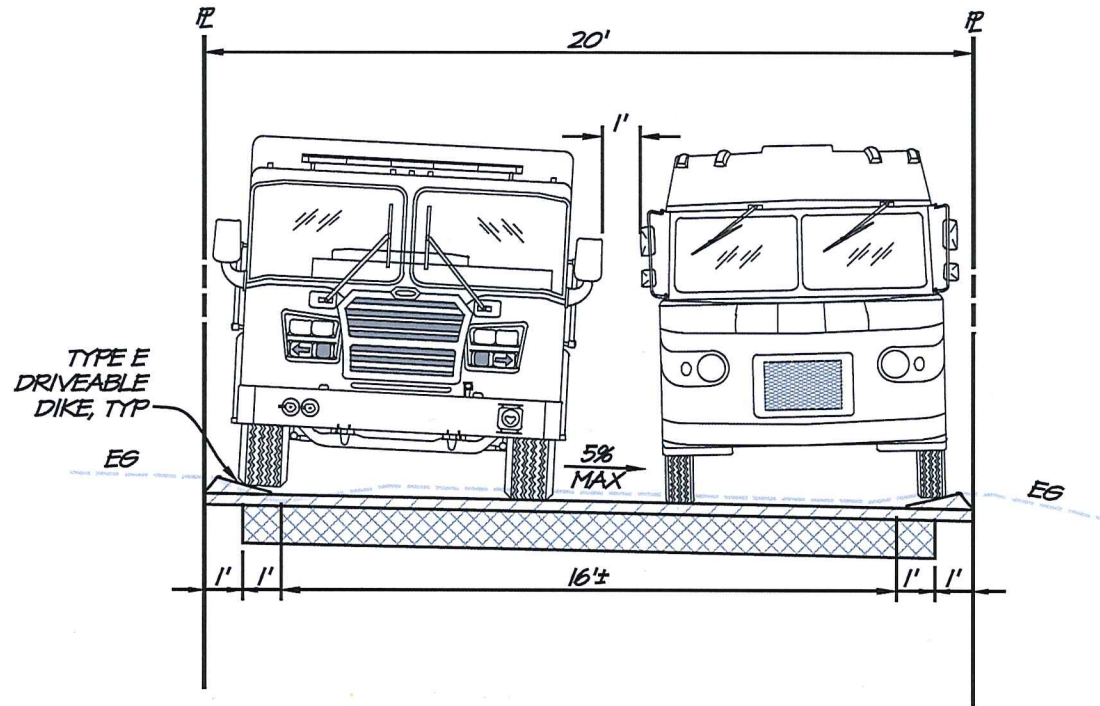


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ANTHEM WINERY TYPE 1 ENGINE AND DELIVERY TRUCK PASSING ON TYPE A DRIVEWAY



GRAPHIC SCALE



(IN FEET)

1 inch = 5 FT
Attachment K - 015



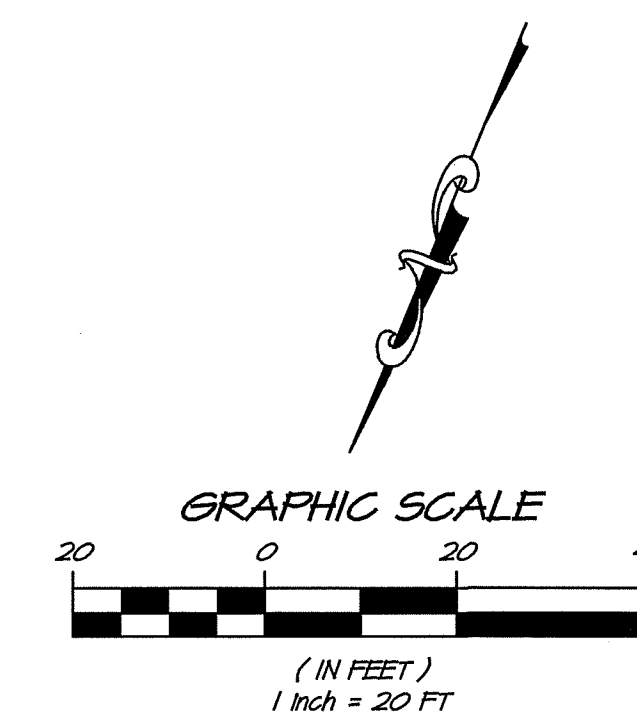
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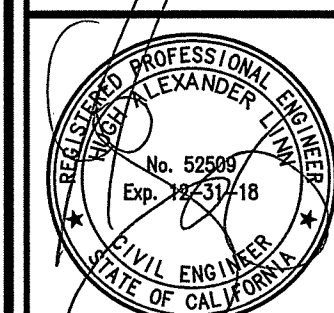
- | OPTION 2
EARTHWORK ESTIMATES | |
|---------------------------------|------------|
| CUT | 3,400 C.Y. |
| FILL | 1,700 C.Y. |
| NET CUT | 1,700 C.Y. |

1A. ENTRY OPTION 2
1B. DRIVEWAY PLAN AND PROFILE
2. DRIVEWAY PLAN AND PROFILE
3. DRIVEWAY PLAN AND PROFILE
3A. DRAINAGE CROSSING OPTION 2
4. DRIVEWAY PLAN AND PROFILE
5. SECTIONS
5A. SECTIONS - OPTION 2



USE PERMIT - NOT FOR CONSTRUCTION


ANTHEM WINERY
DRIVEWAY ENTRY OPTION 2
NAPA COUNTY CALIFORNIA



DATE JANUARY 12, 2018

| | | |
|-------|--------|-----|
| DRAWN | DRL/MM | ika |
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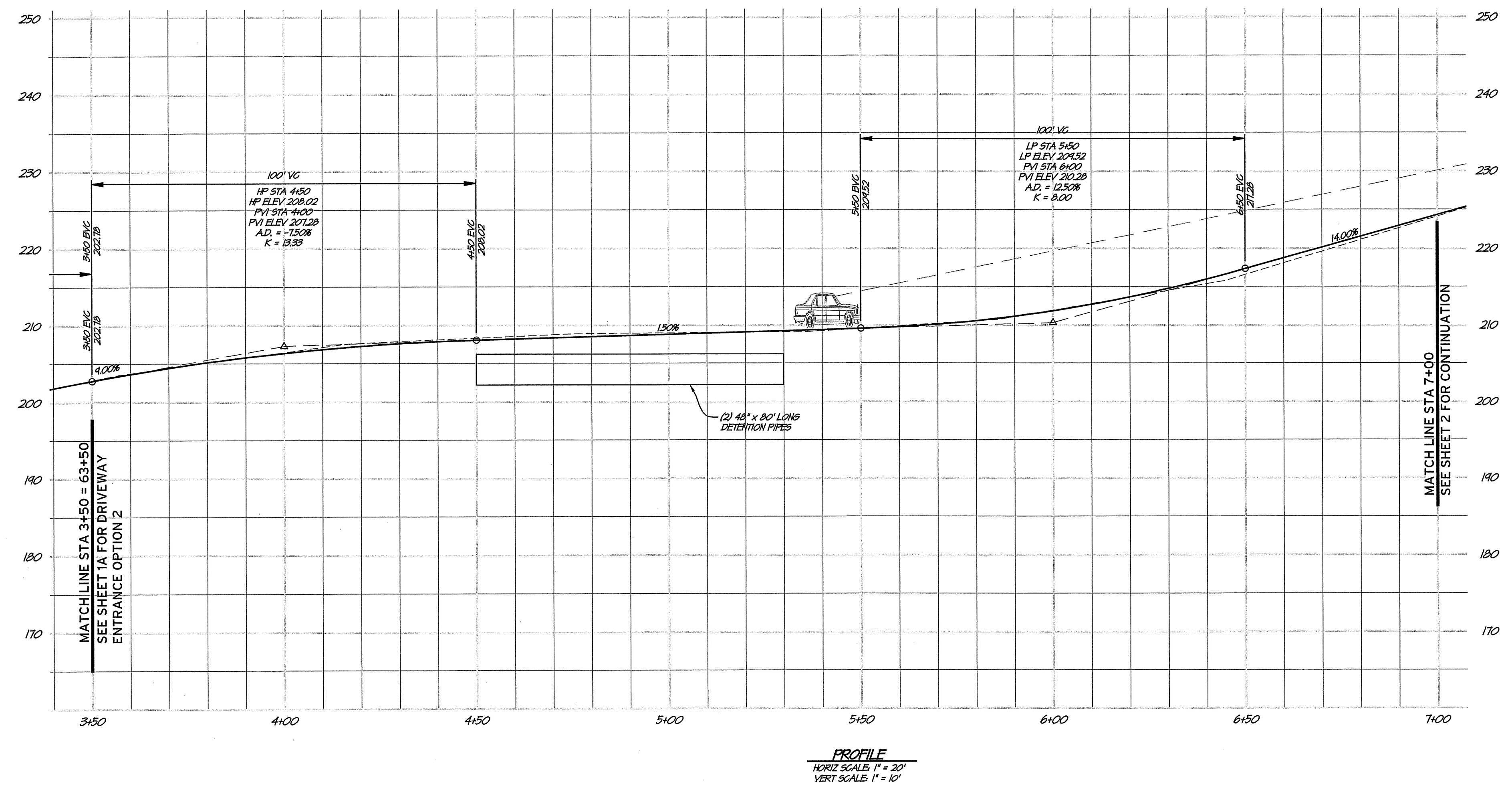
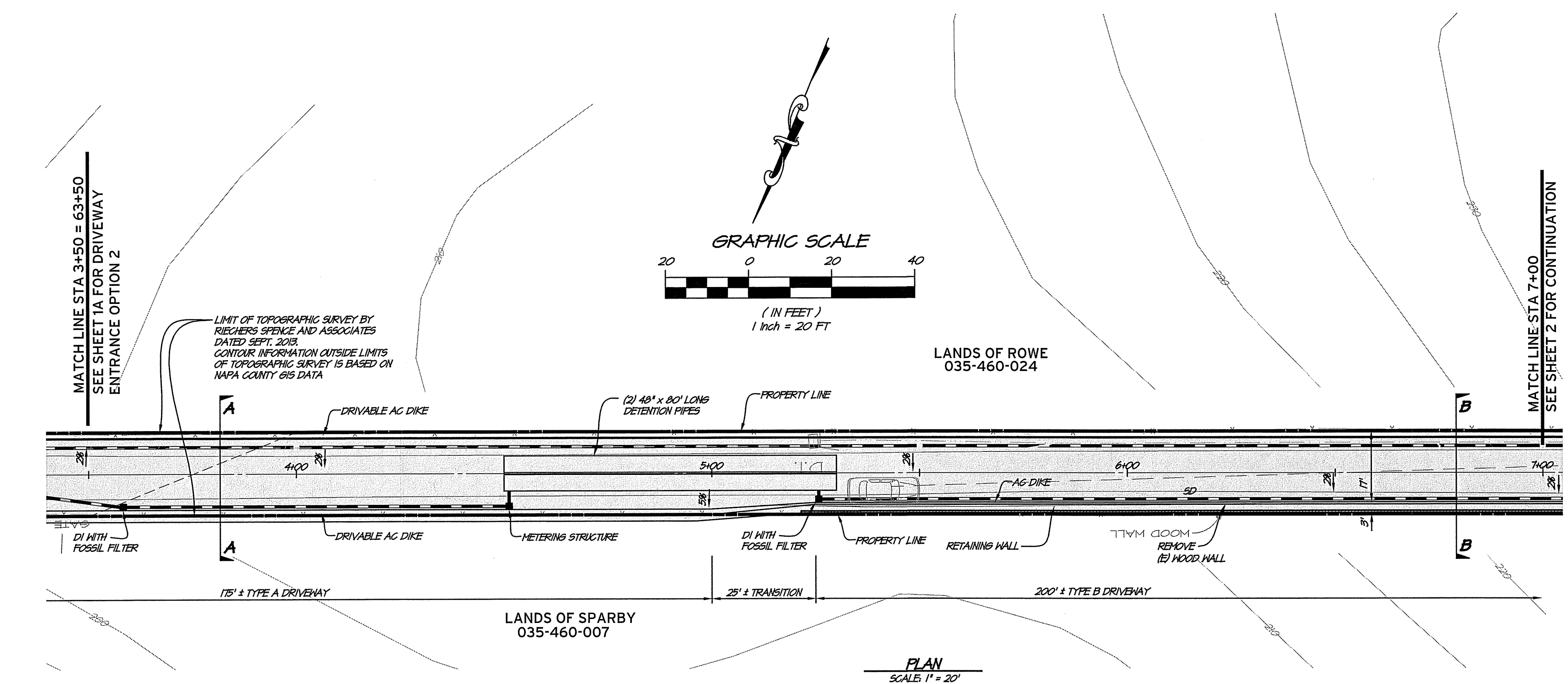
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1 OF 8 SHEETS

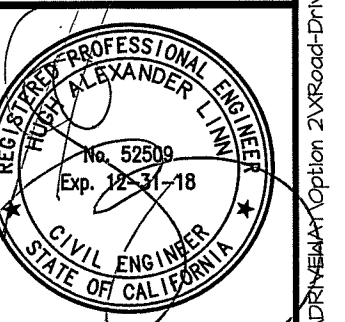
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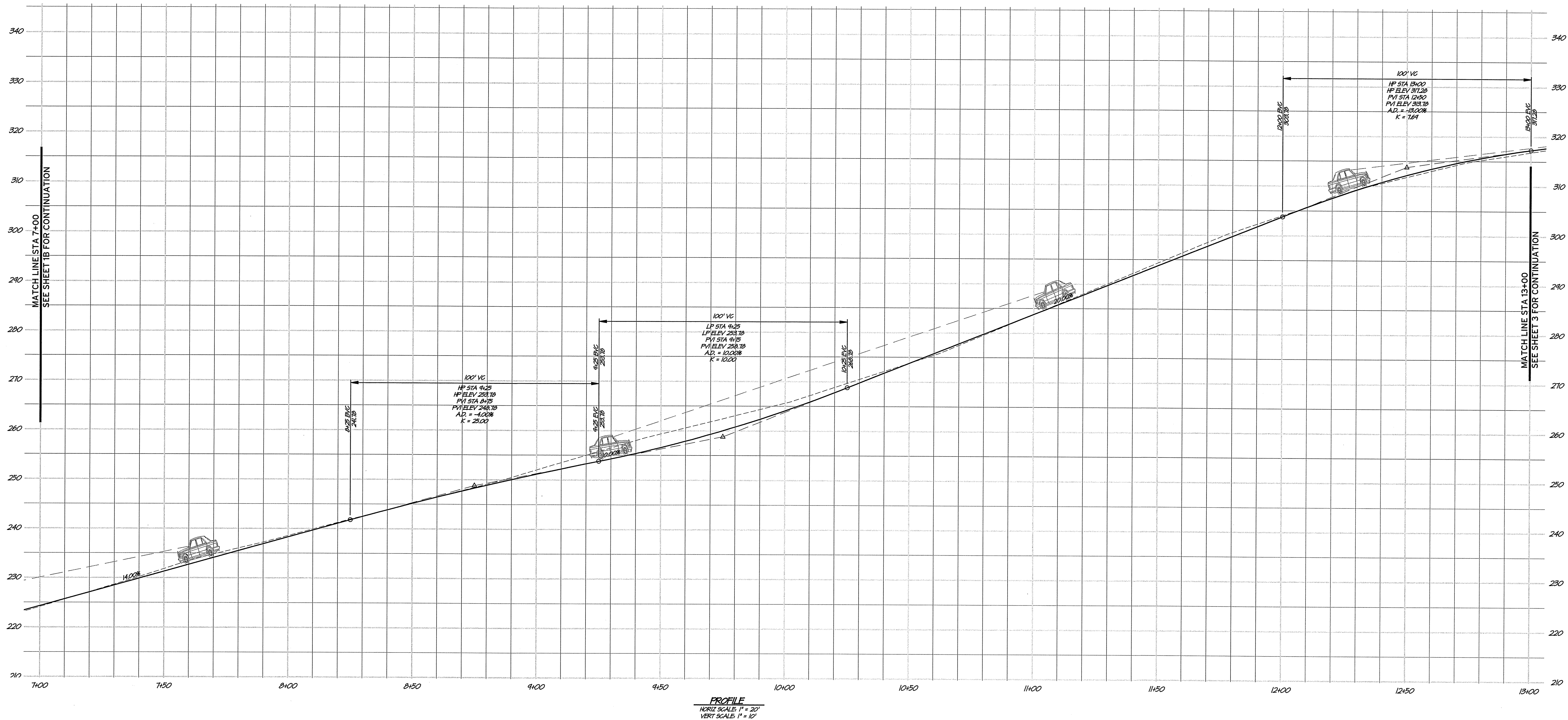
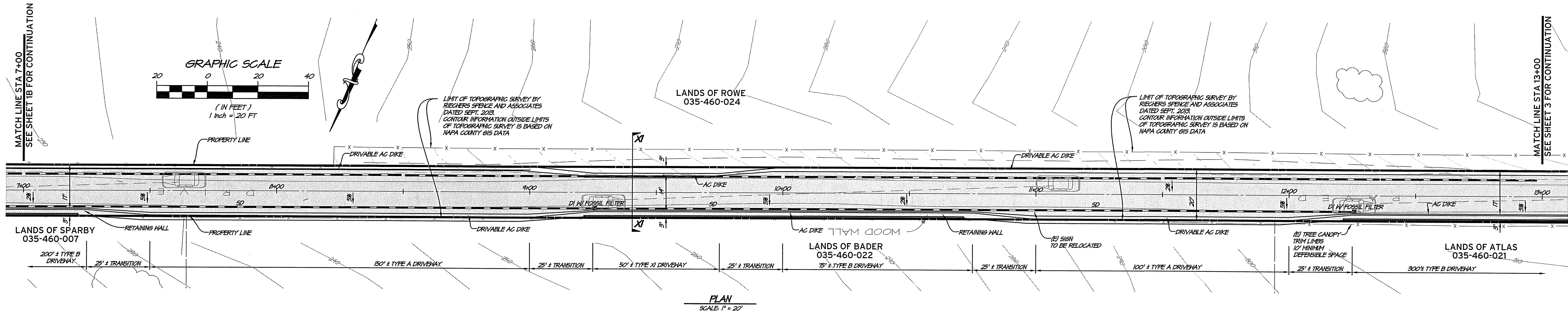
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DRIVEWAY PLAN AND PROFILE
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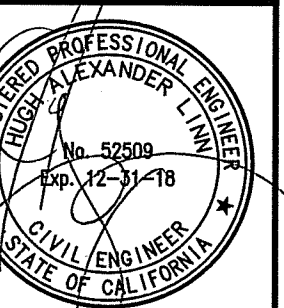


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ANTHEM WINERY DRIVEWAY PLAN AND PROFILE CALIFORNIA

NAPA COUNTY

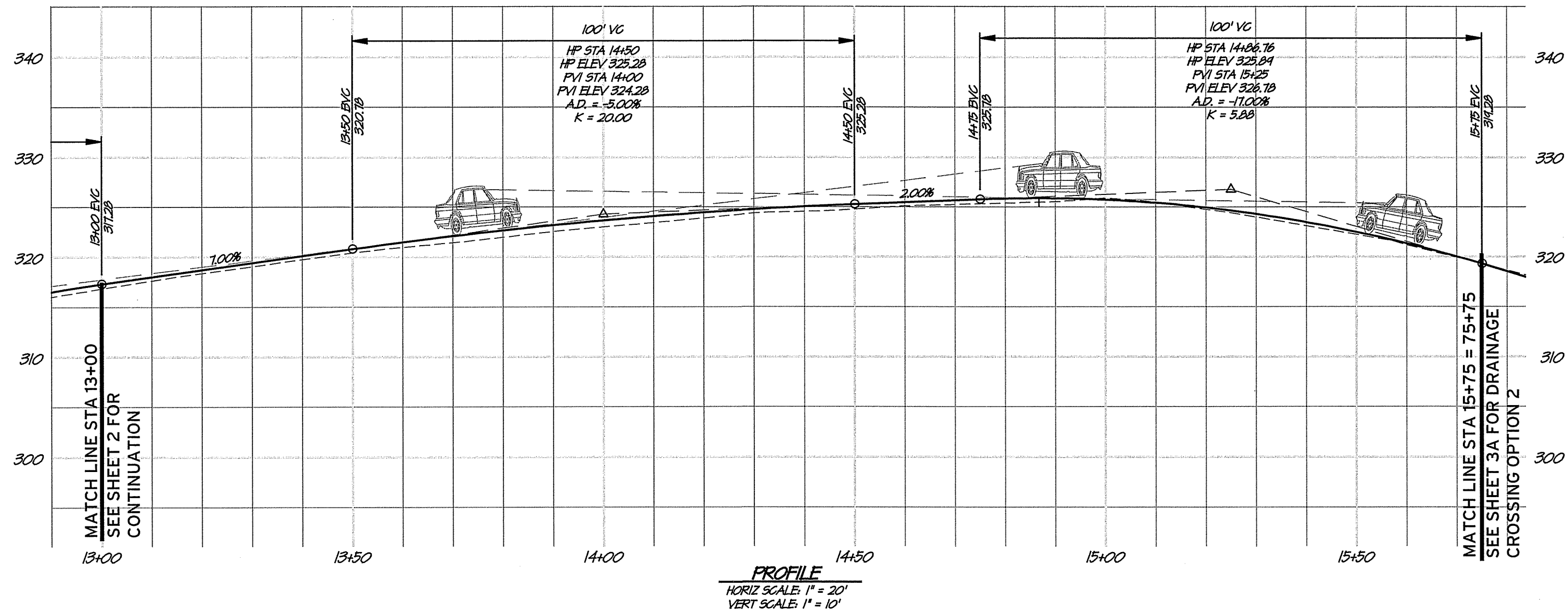
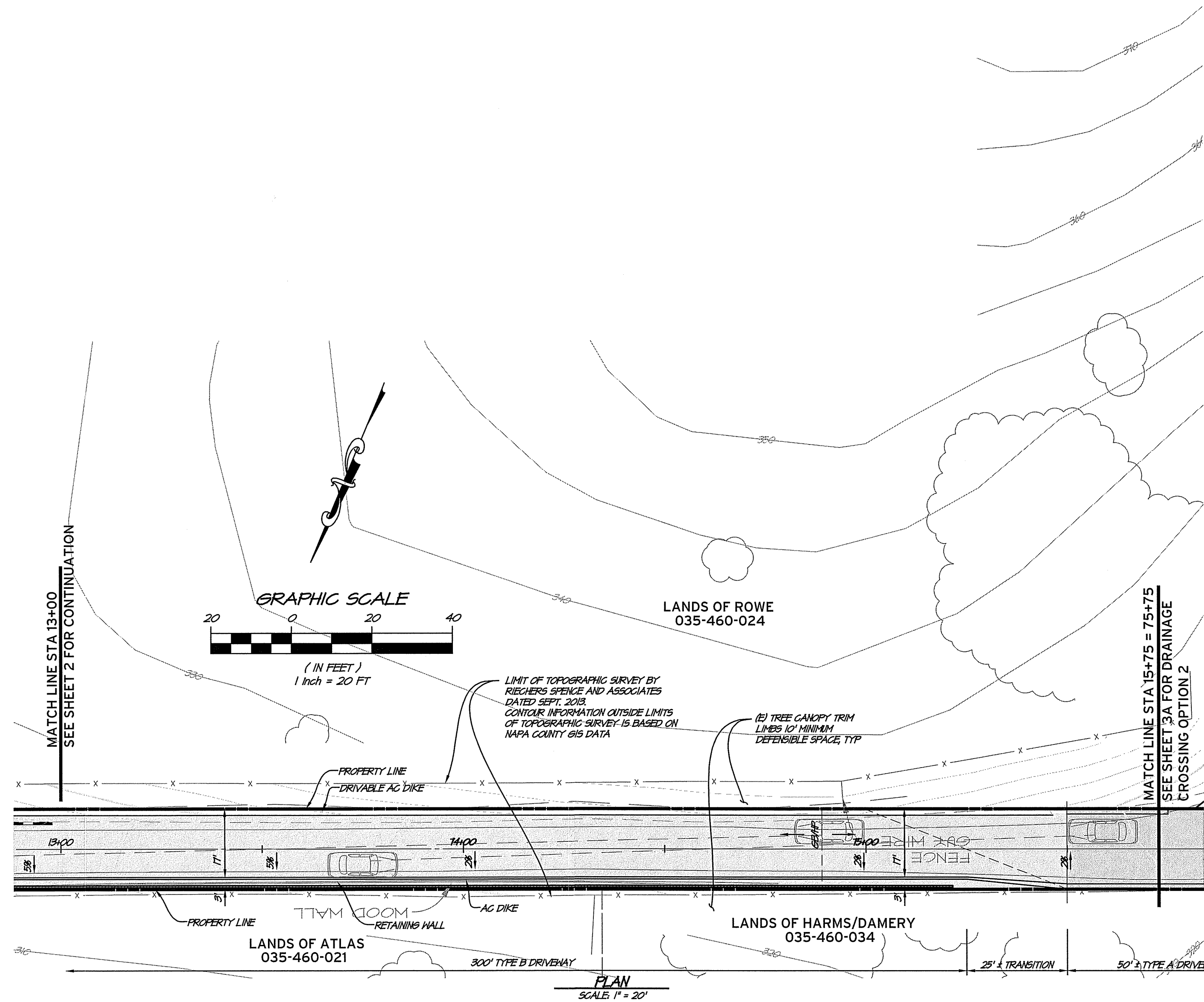


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SHEET NO.: 2

3 OF 8 SHEETS

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4 OF 8 SHEETS

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Exp. 12-31-18
CIVIL ENGINEER
STATE OF CALIFORNIA

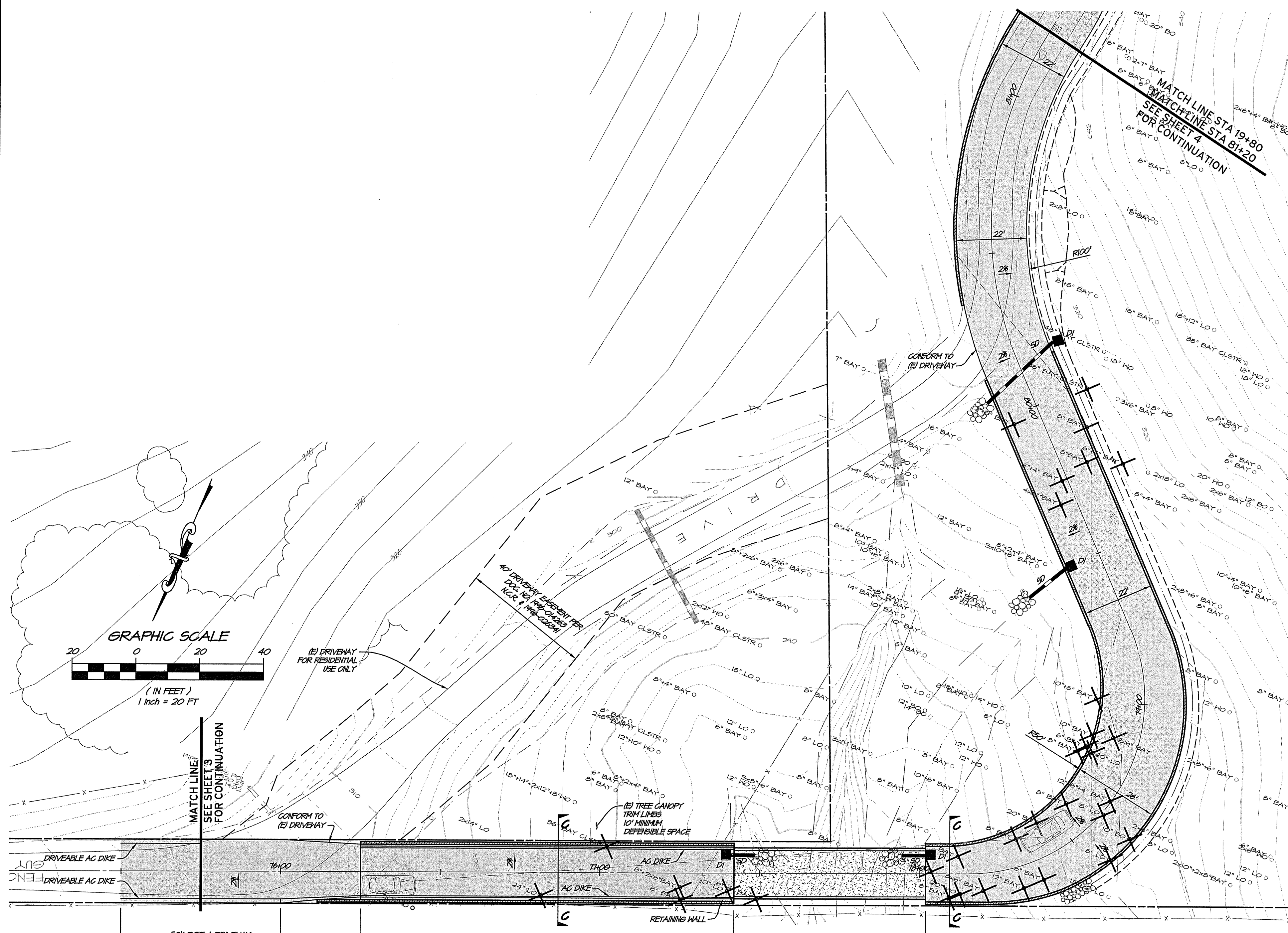
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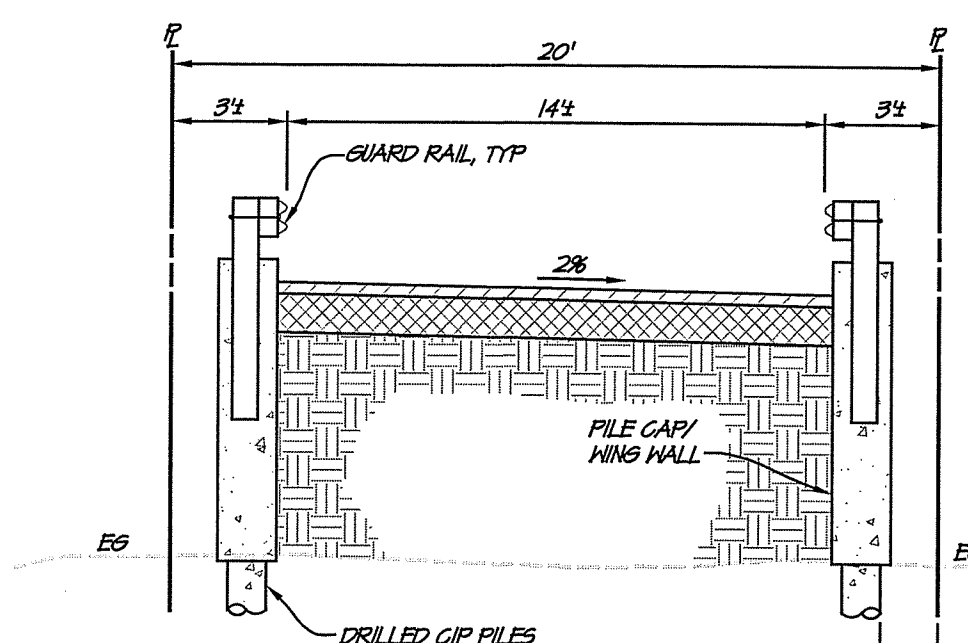
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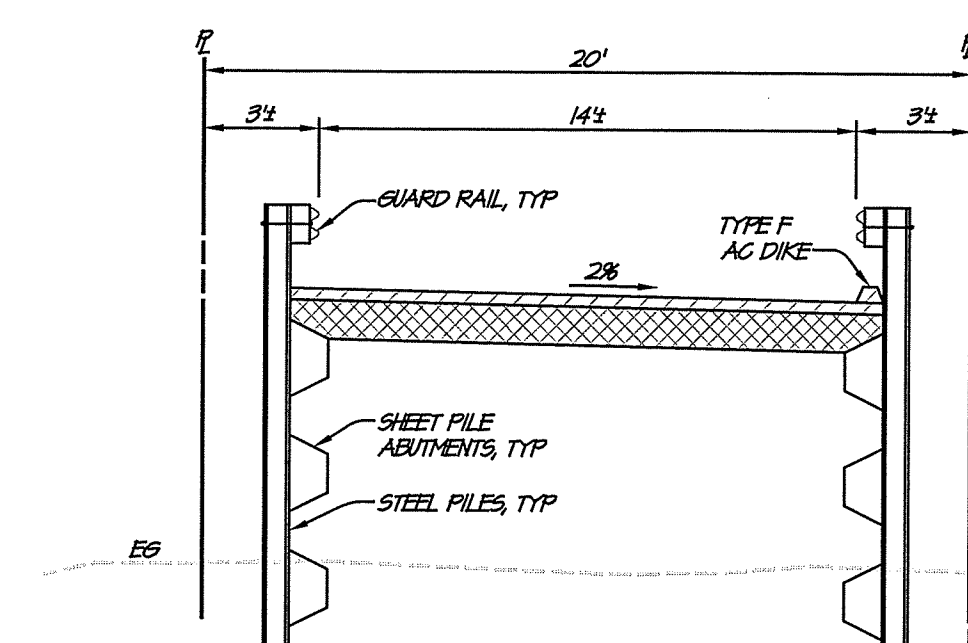


| TREE REMOVAL | | | | | | | | |
|------------------------------------|-----------|-----|-------------|------------|-----|-----------|---------|-----|
| FOR OPTION 2 DRIVEWAY MODIFICATION | | | | | | | | |
| SPECIES | SIZE | QTY | SPECIES | SIZE | QTY | SPECIES | SIZE | QTY |
| BAY | 2x6" | 1 | BAY | 12"x10"x6" | 1 | LIVE OAK | 8" | 2 |
| BAY | 2x7" | 1 | BAY | 16" | 1 | LIVE OAK | 10" | 2 |
| BAY | 3x3x6" | 1 | BAY CLUSTER | 36" | 2 | LIVE OAK | 12" | 1 |
| BAY | 3x6" | 2 | BAY CLUSTER | 48" | 0 | LIVE OAK | 14" | 1 |
| BAY | 4x6" | 1 | BAY CLUSTER | 50" | 1 | LIVE OAK | 18"x12" | 0 |
| BAY | 6" | 5 | BAY CLUSTER | 75" | 1 | LIVE OAK | 20" | 1 |
| BAY | 6"x4" | 3 | BLUE OAK | 4x6" | 1 | LIVE OAK | 24" | 1 |
| BAY | 8" | 7 | BLUE OAK | 12x16" | 1 | LIVE OAK | 26" | 1 |
| BAY | 8"x2x6" | 1 | BLUE OAK | 14" | 1 | WHITE OAK | 6x8x12" | 1 |
| BAY | 10" | 1 | BLUE OAK | 16" | 1 | WHITE OAK | 8" | 1 |
| BAY | 10"x6" | 1 | BLUE OAK | 18" | 1 | WHITE OAK | 12" | 2 |
| BAY | 10x14" | 1 | BLUE OAK | 20" | 1 | WHITE OAK | 14" | 1 |
| BAY | 12" | 1 | BLUE OAK | 34" | 1 | WHITE OAK | 18" | 1 |
| BAY | 12"x6" | 1 | LIVE OAK | 2x18" | 0 | WHITE OAK | 2" | 2 |
| BAY | 12"x8"x4" | 1 | LIVE OAK | 6" | 1 | | | |
| OPTION 2 DRIVEWAY TOTAL: 59 | | | | | | | | |

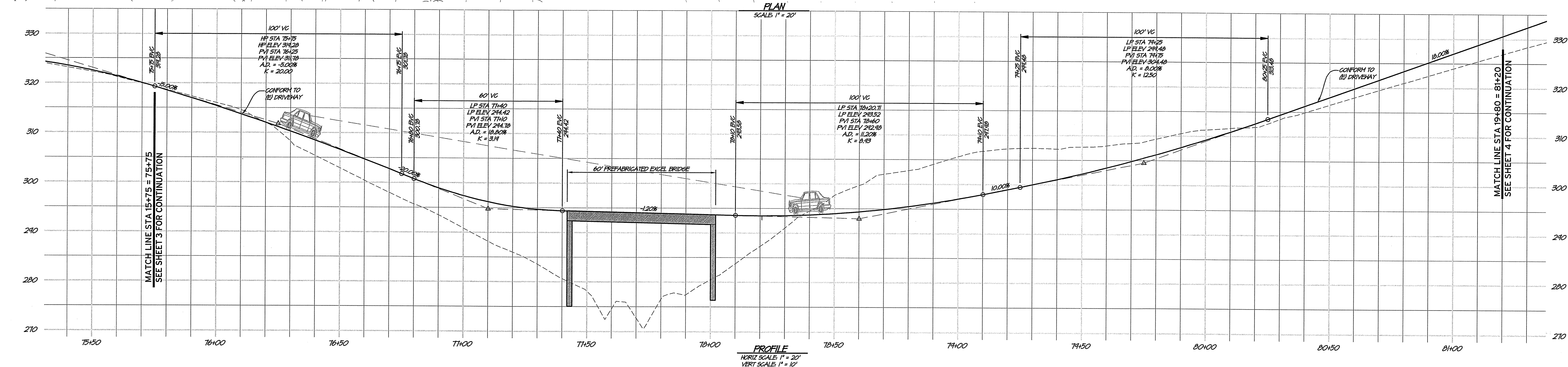
OPTION 2 DRIVEWAY TOTAL: 59



C1 TYPICAL DRIVEWAY SECTION
CONCRETE BRIDGE ABUTMENT OPTION NOT TO SCALE



C2 TYPICAL DRIVEWAY SECTION
STEEL BRIDGE ABUTMENT OPTION NOT TO SCALE



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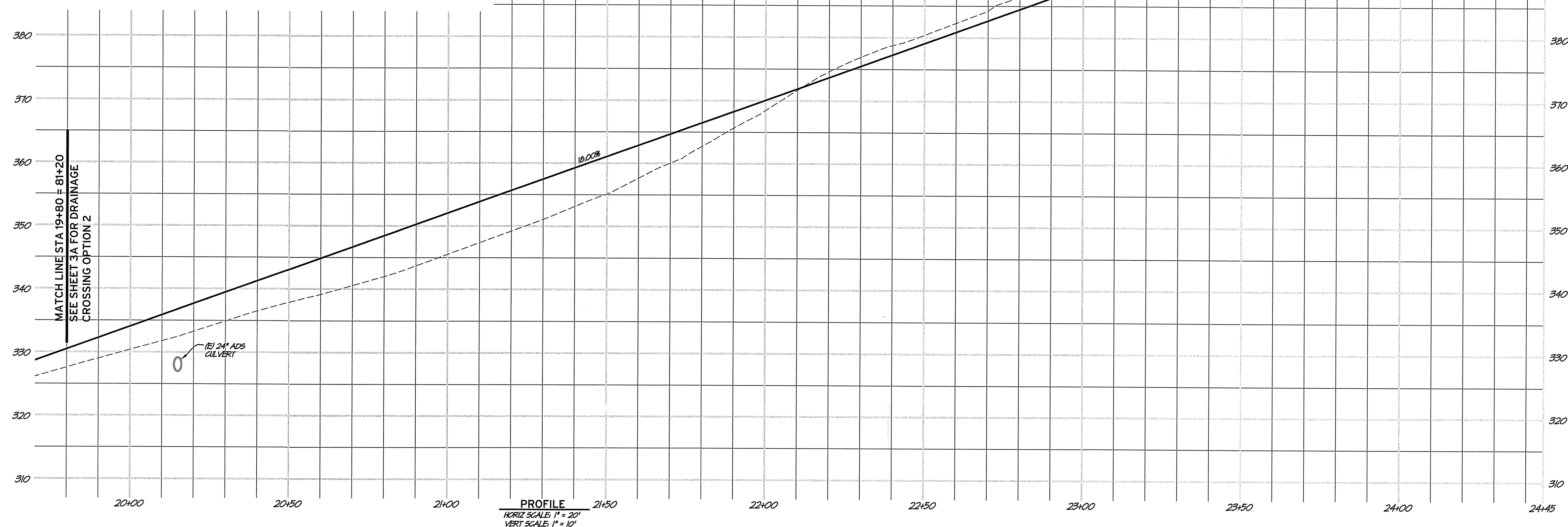
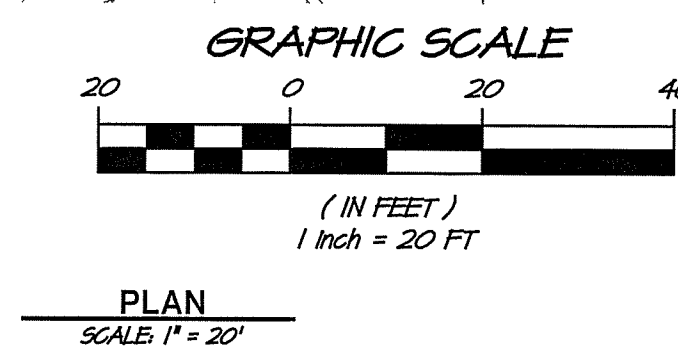
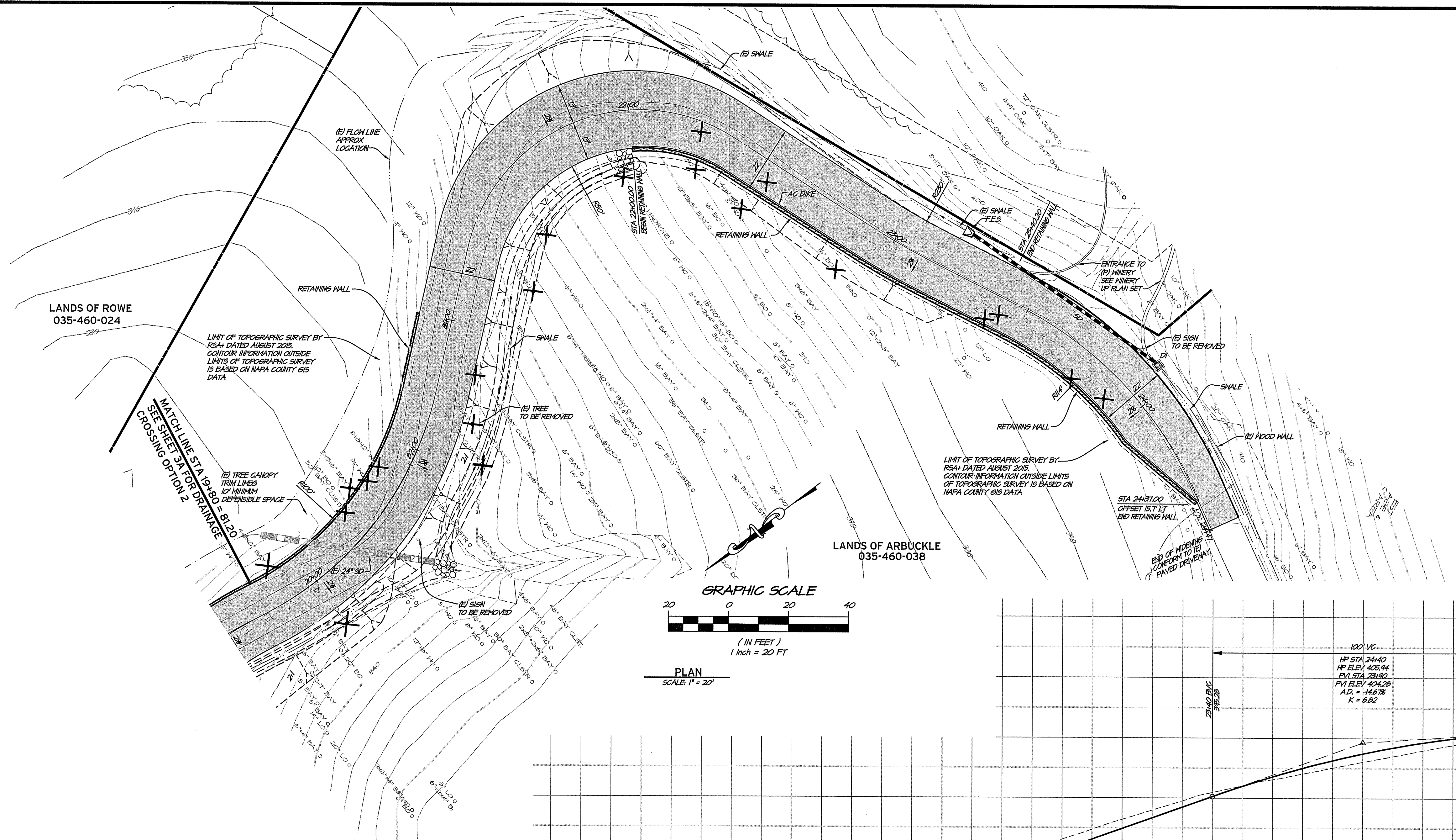
RSAC
RSAC CONSULTING CIVIL ENGINEERS - SURVEYORS + 1980

ANTHEM WINERY
DRAINAGE CROSSING OPTION 2
CALIFORNIA
NAPA COUNTY

REGISTERED PROFESSIONAL ENGINEER
No. 52509
Exp. 12-31-18
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE: JANUARY 12, 2018
DRAWN: DRILLMAN
DESIGNED: PSW
CHECKED: BNF
JOB NO.: 4110100
SHEET NO.: 3A
5 OF 8 SHEETS

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| REVISIONS | | DATE | NO. | BY | APPD |
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OFFICE (707) 252-3301
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REG. PROFESSIONAL ENGINEER
No. 52509
Exp. 12-31-18
CIVIL ENGINEER
STATE OF CALIFORNIA

DATE: JANUARY 12, 2016

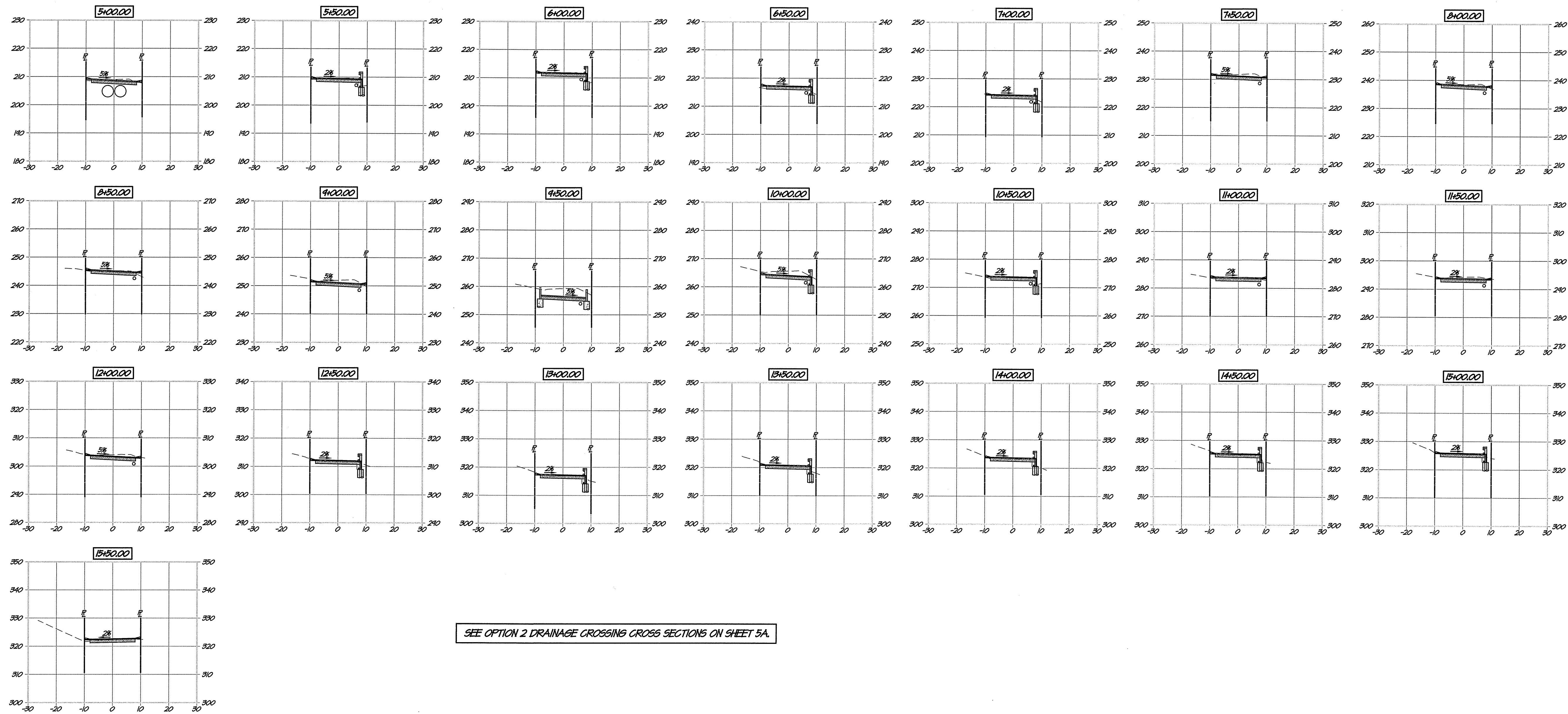
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| DRAWN | DR/LMM | WMA |
| DESIGNED | FSW | R |
| CHECKED | BWF | |

JOB NO. 4110100

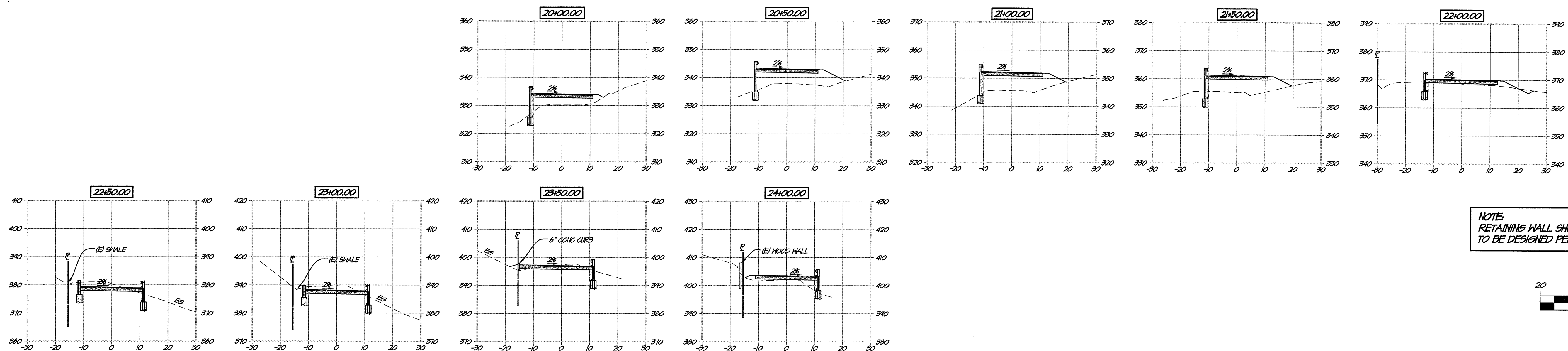
SHEET NO. 4

6 OF 8 SHEETS

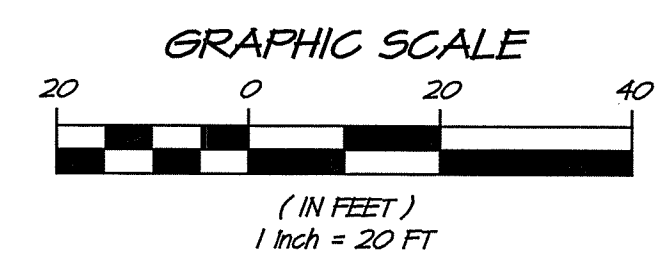
SEE OPTION 2 DRIVEWAY ENTRY CROSS SECTIONS ON SHEET 5A.



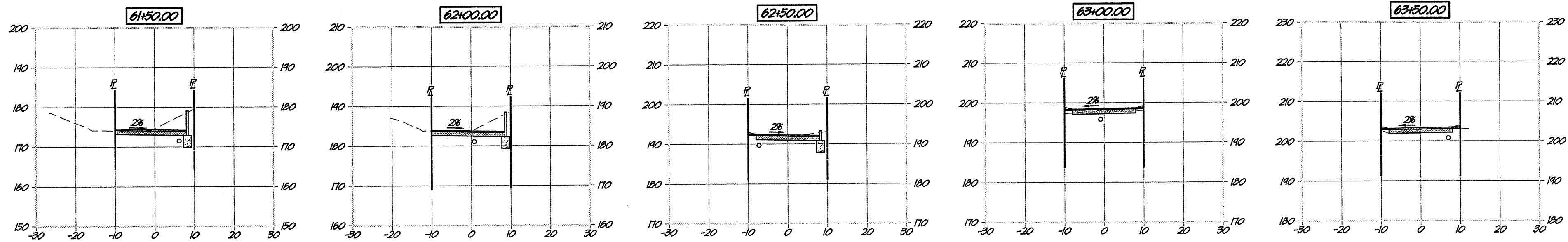
SEE OPTION 2 DRAINAGE CROSSING CROSS SECTIONS ON SHEET 5A.



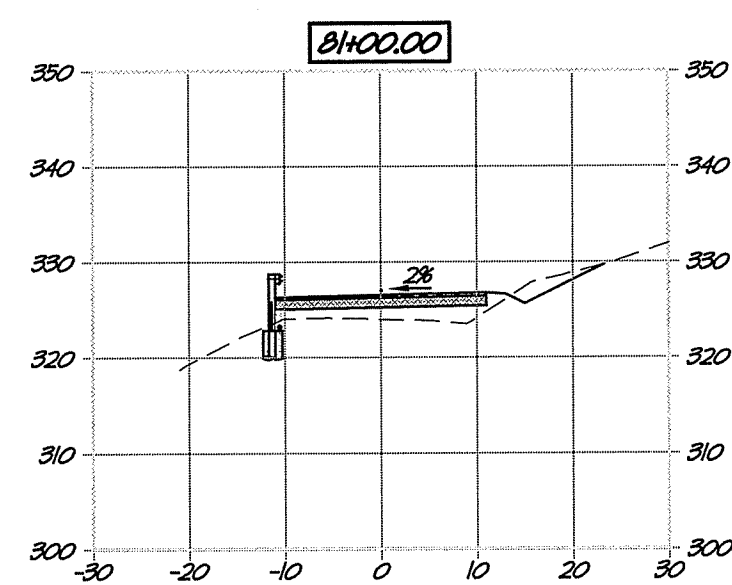
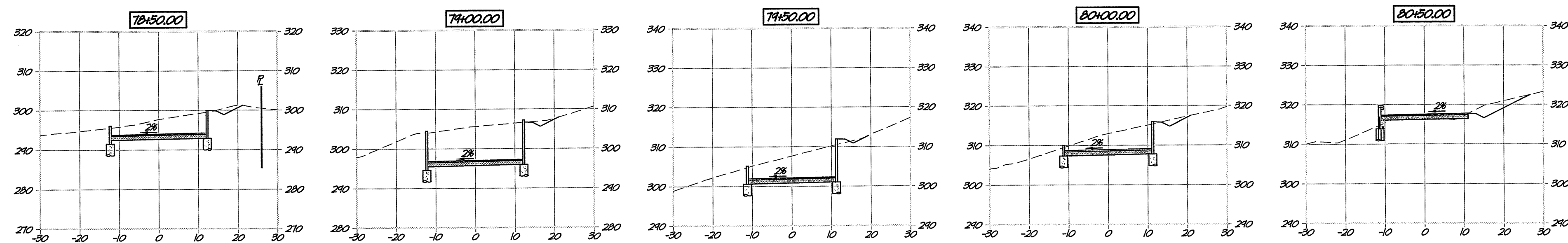
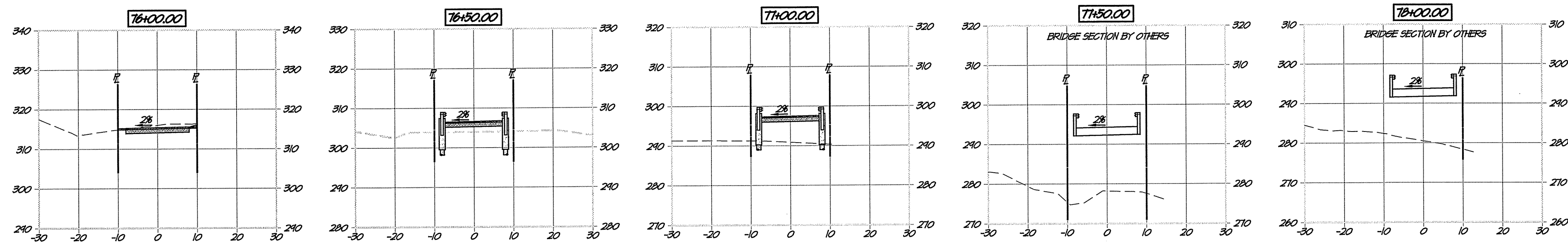
NOTE:
RETAINING WALL SHOWN IN SECTIONS IS CONCEPTUAL.
TO BE DESIGNED PER STRUCTURAL ENGINEER.



| | | | | |
|---|--|------------------|-------------|-----------|
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| <p>RSA+ CONSULTING CIVIL ENGINEERS + SURVEYORS + 1980</p> | | <p>NO.</p> | <p>DATE</p> | <p>BY</p> |
| <p>ANTHEM WINERY SECTIONS NAPA COUNTY CALIFORNIA</p> | | | | |
| <p>DATE: JANUARY 12, 2010 DRAWN: DRL/AM DESIGNED: PSW CHECKED: BWF JOB NO.: 4111010.0 SHEET NO.: 5 7 OF 8 SHEETS</p> | | | | |



1A OPTION 2 DRIVEWAY ENTRY CROSS SECTIONS
SCALE: 1" = 20'

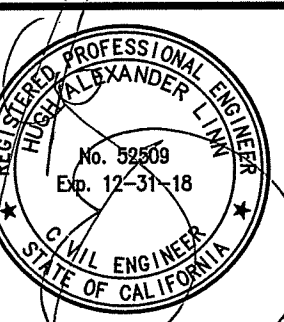


3A OPTION 2 DRAINAGE CROSSING CROSS SECTIONS
SCALE: 1" = 20'

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ANTHEM WINERY
SECTIONS - OPTION 2
NAPA COUNTY CALIFORNIA



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| DESIGNED | PSM |
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| SHEET NO. | 5A |
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