TRISH

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23360
OAKLAND, CA 94612
PHONE (510) 286-6345
FAX (510) 286-6301
TTY (800) 735-2929

Flex your power!
Be energy efficient!

December 28, 2007

Mr. Robert J. Peterson
Director of Public Works
Napa County
1195 Third Street, Suite 201
Napa, CA 94559

Dear Mr. Peterson:

This is in response to your recent letter regarding Caltrans' Encroachment Permit 0406-6MC2098 allowing Mr. Christopher Tilley to make improvements to State Route 29 in conjunction with V. Madrone Winery. During CEQA review of this project, Caltrans concurred with the proposed two-way left turn lane by the project. Caltrans did note in our June 22, 2005 letter that "sufficient information about roadway conditions at project accesses should be provided to ensure that improvement is feasible and that sufficient Right of Way (ROW) exits to complete the improvement as envisioned in the analysis".

When the project's sponsor submitted an application for Caltrans' encroachment permit with the two-way left turn, it was found that the traffic lane is moved closer to the existing rock walls on the west side of the highway. The rock walls are now less than 20 feet from the new edge of travel way and some type of protection such as a guardrail is needed. Installation of a guardrail in front of the rock walls will block both existing driveways serving the project site and create negative visual impact on the historic rock walls. To eliminate the need of a guardrail, either the rock walls have to be removed/relocated or all roadway widening must be done towards the east side of the highway. However, the approved environmental document for the project requires that "the rock walls cannot be removed to accommodate any roadway improvement". The other alternative, which is to push all widening towards the east side of the highway, will require obtaining ROW from the opposite property.

In March 2007, the project's traffic consultant provided Caltrans with a revised scope of the project by eliminating two cottages within the winery. As a result, the trip generation is reduced (see attachment). The project also proposed to reduce from full accesses to partial access, disallowing left turn ingress and egress, thus eliminating the need for a left-turn lane. After reviewing the documents and mindful of the challenges associated with the construction of the left-turn lane, Caltrans found the proposal acceptable. In addition to the required signing to enforce the prohibition of left turn movements, Caltrans required the applicant design their driveways in a way that makes it very difficult to turn left in and out of the driveways. In

summary, either the proposal of a full access with a two-way left turn lane or the proposal of a partial access, left turn movements prohibited, with no left-turn lane is acceptable to Caltrans.

It is unfortunate that the project's sponsor has failed to inform Napa County Planning Department of the changes of their project. We will remind our staff the importance of securing appropriate concurrences prior to issuing any permit that deviates from the approved environmental document. Should you need further discussion or any information, please feel free to contact me or our District Permit Engineer, Mr. Michael Condie, at (510)286-4435.

Sincerely,

S. SEAN NOZZARI for
Deputy District Director,
Traffic Operations

c: Nate Galambos, DPW, Principal Engineer
Trish Hornisher, CDPD, Project Planner

David Dowdy/D04/Caltrans/CAGov
03/12/2007 01:58 PM

To Phillipe Van/D04/Caltrans/CAGov@DOT
cc
bcc
Subject Left Turn Lane at the Planned Tilley Winery 0406-6MC-2098

The owner is revising his project to eliminate two of the cottages and has requested the traffic engineer to reanalyze the traffic study to determine if a left turn pocket is still warranted. The proposed winery and remaining 3 rental units (cottages) is a small facility and the traffic engineer feels the left turn shouldn't be required. I asked him to forward the new study and I would forward to our traffic department for comment.

Please review ASAP.

Thanks
Dave
----- Forwarded by David Dowdy/D04/Caltrans/CAGov on 03/12/2007 01:52 PM -----

"George Nickelson" <gnickelson@pacbell.net>
03/12/2007 11:42 AM

To: <david_dowdy@dot.ca.gov>
cc: "CHRIS TILLEY" <vmadrone@optonline.net>
Subject: Left Turn Lane at the Planned Tilley Winery

Dave:

I appreciated the opportunity to discuss this project with you this morning. The attached pages provide several pieces of information we have prepared.

The first sheet shows the reduced traffic generation of the revised Tilley Winery project. Two of the cottages will be removed and the existing house will become the winery building. As a result, the site's daily traffic will be reduced from 45 trips to 35 trips.

The attached figure shows the expected peak hour volumes in/out of the winery. As indicated, with the reduced project, there would only be 3 inbound left turns during both the weekday and Saturday peak hours. As this suggests, the inbound left turns would be very low (less than 1% of the northbound Highway 29 volumes).

The last two pages are taken from Caltrans guidelines. In particular, I have attached left turn lane warrant graphs. As you can see, the graphs do not appear to differentiate for locations with extremely low left turn volumes (5% left turns in the lowest threshold). However, it seems intuitive that the very low volumes associated with this reduced project would probably not require a left turn lane.

Please let me know if you have questions or comments.

George TilleyWineryTraffic.pd

TABLE 2
TOTAL SITE TRIP GENERATION WITH THE PROPOSED WINERY

10 35 (45) → (35)

Traffic During a Typical Summer Weekday:

• 2 employees x 2 one-way trips per employee	=	4 daily trips
• 10 daily visitors/2.6 persons per car x 2 one-way trips	=	8 daily trips
• 1 truck x 2 one-way trips per truck[1]	=	2 daily trips
• 3 ~~5~~ cottages @ 7/cottage[2]	=	21 ~~35~~ daily trips
		35 ~~49~~ daily trips

Traffic During a Typical Summer Saturday:

• 4 employees x 2 one-way trips per employee	=	8 daily trips
• 20 daily visitors/2.6 persons per car x 2 one-way trips	=	15 daily trips
• 1 truck x 2 one-way trips per truck[1]	=	2 daily trips
• 3 ~~5~~ cottages @ 7/cottage[2]	=	21 ~~35~~ daily trips
		46 ~~60~~ daily trips

Traffic During Harvest Season Saturday (6 weeks):

• 10 employees x 2 one-way trips per employee	=	20 daily trips
• 20 daily visitors/2.6 persons per car x 2 one-way trips	=	15 daily trips
• 2 trucks x 2 one-way trips per truck[2]	=	4 daily trips
• 5 cottages @ 7/cottage[2]	=	35 daily trips
		74 daily trips

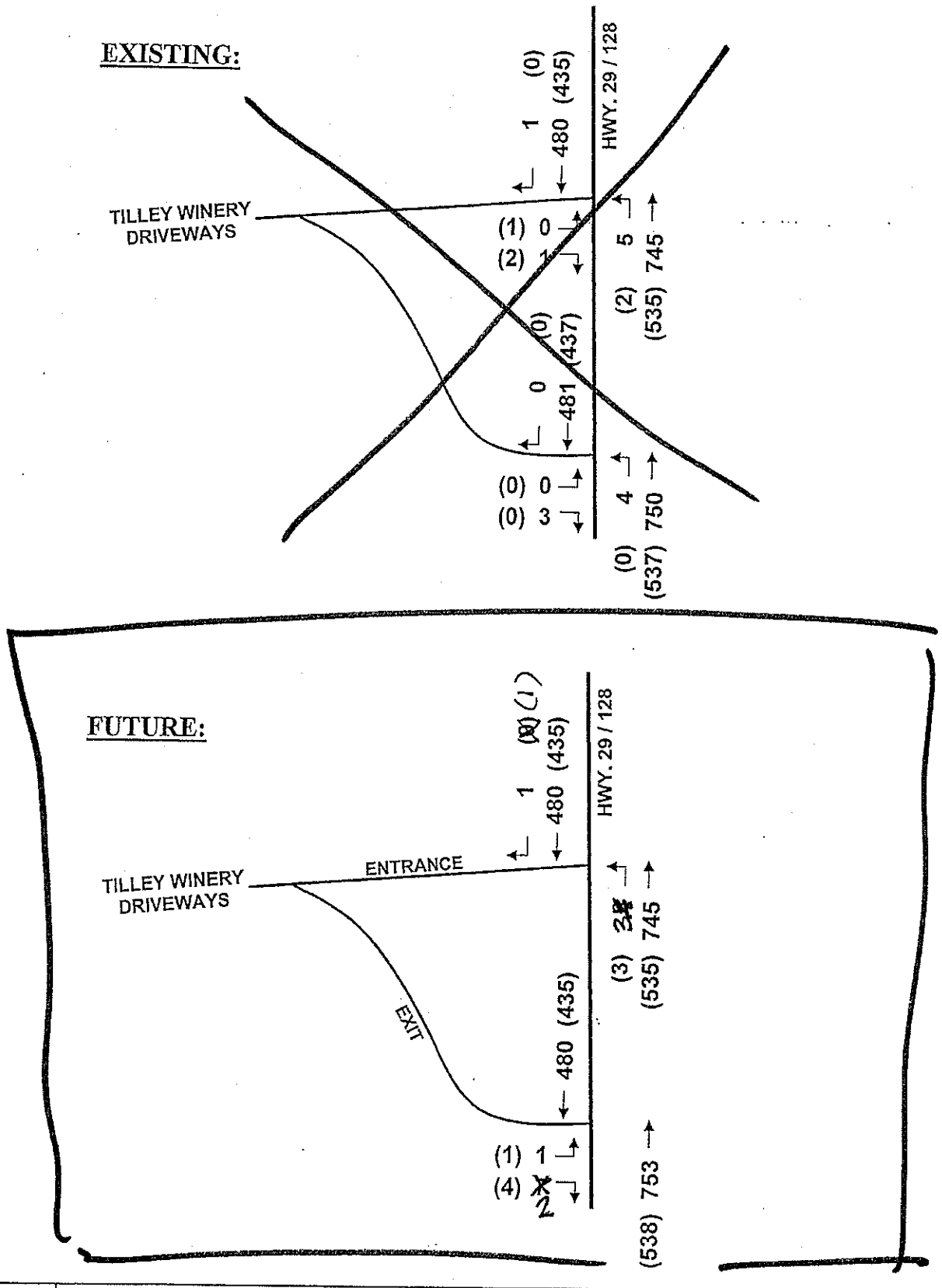
Traffic During a Bi-Monthly Event:

• 10 employees x 2 one-way trips per employee	=	20 daily trips
• 75 visitors/2.6 persons per car x 2 one-way trips	=	58 daily trips
• 1 truck x 2 one-way trips per truck	=	2 daily trips
• 5 cottages @ 7/cottage[2]	=	35 daily trips
		115 daily trips

(1) During the 46 week non-harvest season, a maximum of one daily truck would be generated related to routine deliveries, calculated as follows:
20,000 gallons/2.38 gallons per case = 8,403 cases;
- 8,403 cases/2,520 cases per truck = 3 glass delivery trucks
- 8,403 cases/1,236 cases per truck = 7 wine shipment trucks
- 2 miscellaneous weekly deliveries = 90 miscellaneous trucks

100 annual trucks/45 weeks = max. 1 truck per day.

(2) During the 6 week harvest season, a maximum of 2 added daily grape delivery trucks would be generated, calculated as follows:
- 94 tons of imported grapes/10 tons per truck/6 weeks = max.1 added truck per day; and pick up of empty bins = a max. of 1 added truck per day.



Friday and (Saturday) Peak Hour Tilley Winery Driveway Volumes

*S.R. 29 volumes increased to account for summer season flows.

North

George W. Nickelson, P.E.

figure 2

1. Delay to through vehicles stopped and waiting for a left turner to select a gap and clear the through lane.

2. Delay to through vehicles decelerating from highway running speed and the subsequent acceleration to running speed.

3. Accident potential due to left turners decelerating, stopping and standing in the through lane.

4. Reduction in the ability of the intersection to accommodate the traffic demand.

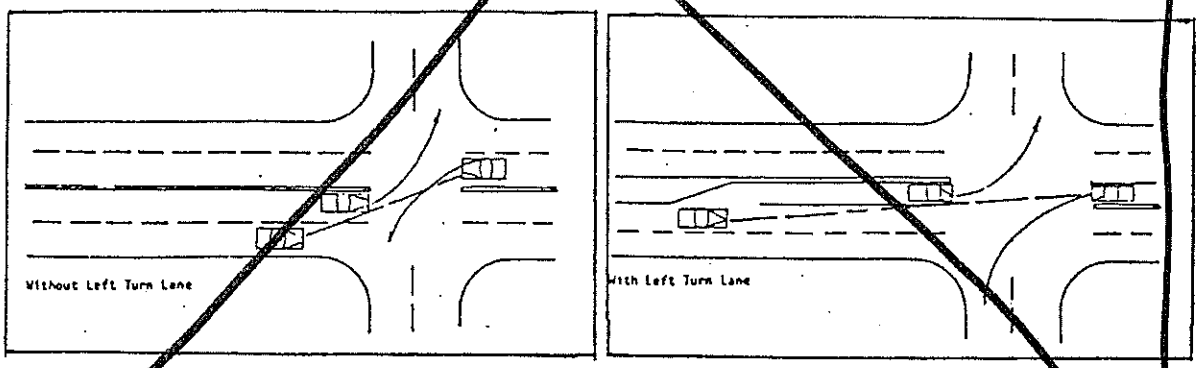


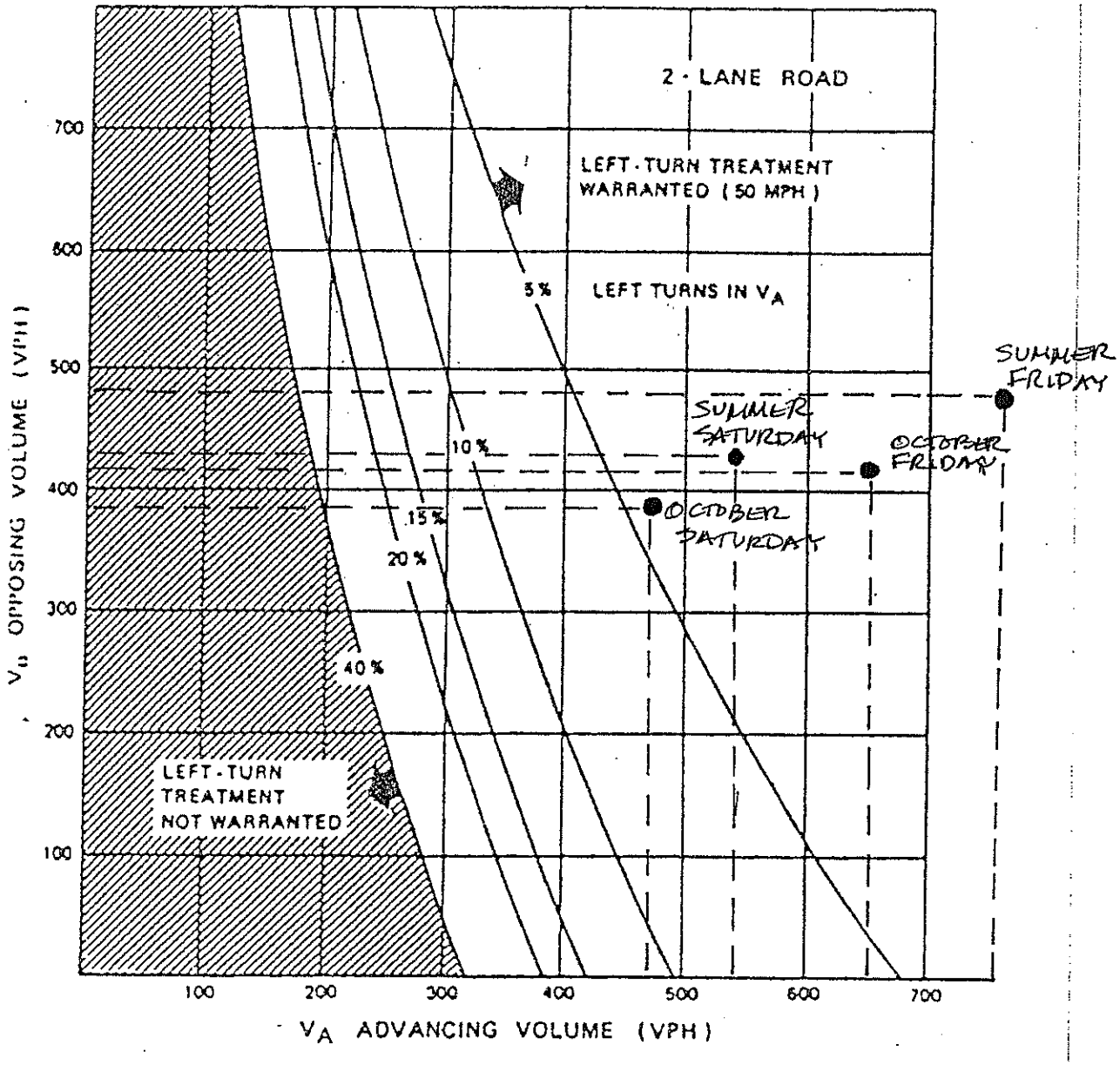
Fig. V-4 Improved Sight Distance With Left-Turn Lanes

A. WARRANTS

The addition of left-turn lanes always provide an improvement in the traffic flow; however, left-turn lanes cannot be built at all locations. It is suggested that the following warrants be considered as guidelines to aid in determining when the need for left-turn lanes becomes critical in a reconstruction project:

LEFT-TURN LANE WARRANTS ON A 2-LANE ROAD (50 MPH SPEEDS)

SOUTHBOUND HIGHWAY 29



NORTHBOUND HIGHWAY 29