

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



October 30, 2023

SCH #: 2023100309
GTS #: 04-NAP-2023-00331
GTS ID: 31115
Co/Rt/Pm: Napa/29/30.46

Sean Tripp, Supervising Planner
County of Napa
1195 Third Street, Suite 210
Napa, CA 94559

Re: Vineyard 29 Winery Major Modification #P20-00062-MOD – Initial Study/Negative Declaration (IS/ND)

Dear Sean Tripp:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Vineyard 29. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the October 2023 IS/ND.

Project Understanding

The proposed project is located at Vineyard 29 off State Route-(SR) 29. The modifications include direct changes to Caltrans' Right of Way (ROW) by proposing a two way left turn lane on SR-29 as well as a relocation of the existing driveway along SR-29 and gas line under the highway.

Encroachment Permit

Based on the submitted plans, there appears to be an existing wall within the Caltrans' ROW shown in Sheet UP2.0, please provide information on if that wall was allowed by an Encroachment Permit. In Sheet UP2.1, the planned wall extension is also within Caltrans' ROW. Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit.

Please complete the TR-0416 Applicants Checklist to Determine Applicable Review Process form ([link](#)) which Caltrans uses to determine the appropriate review process for the project, depending on the project's scope, complexity and readiness.

As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Highway Operations

Relocating the project driveway south of the existing location that creates an intersection with the Revana driveway. Please elaborate the impact on SR-29, including if the proposed changes will provide enough storage to accommodate turning traffic without impeding through movements on SR-29.

Please address issues related to the line of sight caused by the relocation of the driveway about 195 feet(ft) south of SR-29. New access to and from the State Highway requires review and concurrence from Caltrans' Office of Traffic Safety.

This project proposes to widen SR-29 for left-turn channelization for the project and the existing Revana Winery. Please provide a detailed plan layout of affected segment of SR-29.

The submittal indicates attachment J Traffic Impact Study was completed but not included in this submittal. Please provide information on if the study discussed the proposed two-way left turn lane on SR-29.

Traffic Safety

For the new driveway shown in Caltrans' ROW on sheet UP 3.0 and 3.1, the design shall conform to Caltrans Design Guidelines for Typical Rural Driveways ([link](#)) in Caltrans' Right-of-Way. Please also see the enclosed 2022 Standard Plan A87A for reference.

Please clarify why a 50-ft concrete barrier is needed. Per Caltrans standard the minimum length of need should be 150-ft for a concrete barrier & all Midwest Guardrail System (MGS) installation. Length lesser than that requires a design exception. Any

proposed improvement work in Caltrans' ROW must conform to the latest Caltrans standards.

Design

The plans appear to propose that the existing 6-ft to 12-ft wide Northbound SR-29 shoulder be reduced to 4-ft. The standard shoulder width for this facility is 8-ft (Average Daily Traffic >400). Reduction of the shoulder to 4-ft would require the approval of a Design Standard Decision Document (DSDD) justifying the construction of the nonstandard shoulder width and the reduction in width from existing.

Hydrology

Impacts to existing State drainage facilities are unclear in the report. Please clarify if any pipes need to be extended, inlets adjusted, ditches reestablished at the new toe of slope, or other changes to be made. The plans need to show existing State drainage facilities within the project limits as some will be impacted by the proposed work.

Please clarify if any new drainage is proposed within Caltrans' ROW and how runoff down the new driveway will be addressed at SR-29. It appears that a driveway culvert will be needed at the new driveway.

Any floodplain impacts must be documented and mitigated. Any increase in stormwater runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Provide drainage plans and calculations during the encroachment permit process required for project work within Caltrans' ROW.

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)). Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Utilities

Any utilities that are proposed, moved or modified within Caltrans' ROW shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the County of Napa is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

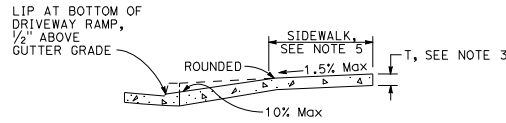
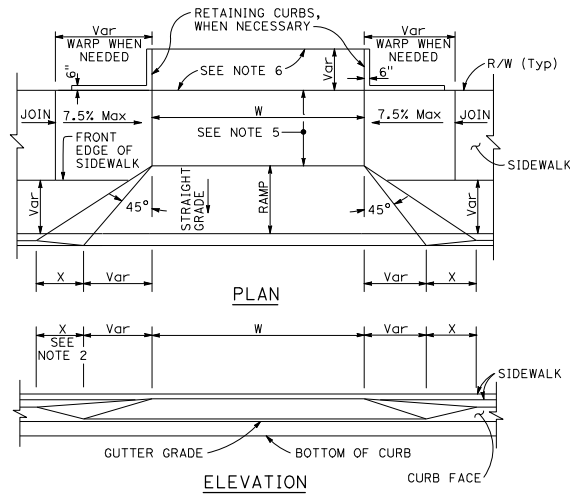
Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,

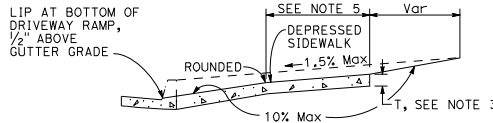


YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse



CASE A
Typical driveway, sidewalk not depressed



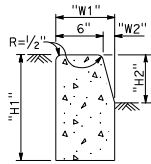
CASE B
Driveway with depressed sidewalk

SECTIONS

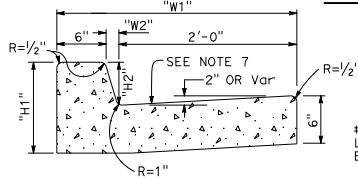
TABLE A

CURB TYPE	DIMENSIONS			
	"H1"	"H2"	"W1"	"W2"
A1-6	1'-2"	6"	7 1/2"	1 1/2"
A1-8	1'-4"	8"	8"	2"
A2-6	1'-0"	6"	2'-7 1/2"	1 1/2"
A2-8	1'-2"	8"	2'-8"	2"
A3-6	6"	5"	7 1/4"	1 1/4"
A3-8	8"	7"	7 3/4"	1 3/4"
B1-4	1'-0"	4"	7 1/2"	2 1/2"
B1-6	1'-2"	6"	9"	4"
B2-4	10"	4"	2'-7 1/2"	2 1/2"
B2-6	1'-0"	6"	2'-9"	4"
B3-4	4"	3"	7"	2"
B3-6	6"	5"	8 1/2"	3 1/2"
D-4	10"	4"	1'-6"	1'-1"
D-6	1'-0"	6"	2'-2"	1'-9"

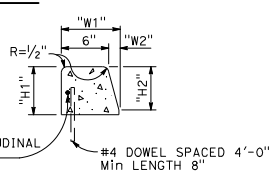
DRIVEWAYS



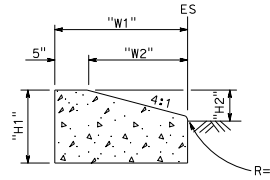
TYPE A1 CURBS
See Table A



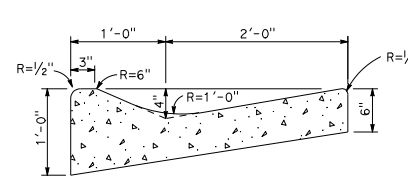
TYPE A2 CURBS
See Table A



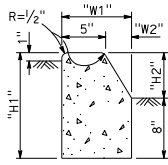
TYPE A3 CURBS
Superimposed on existing pavement
See Table A



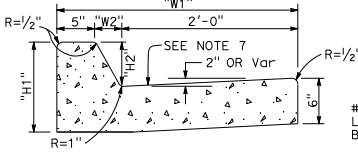
TYPE D CURBS
See Table A



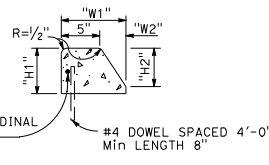
TYPE E CURB



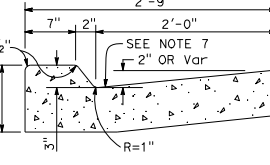
TYPE B1 CURBS
See Table A



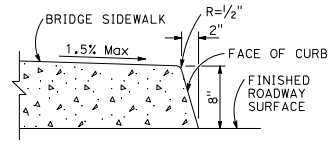
TYPE B2 CURBS
See Table A



TYPE B3 CURBS
Superimposed on existing pavement
See Table A



TYPE B4 CURBS



TYPE H CURB
On Bridges

CURBS

NOTES:

- Case A driveway section typically applies.
- X=3'-0" except for curb heights over 10" where 4:1 slopes shall be used on curb slope.
- Sidewalk and ramp thickness "T" at driveway shall be 4" for residential and 6" for commercial.
- Difference in slope of the driveway ramp and the slope of a line between the gutter and a point on the roadway 5'-0" from gutter line shall not exceed 15%. Reduce driveway ramp slope, not gutter slope, where required.
- Minimum width of clear passageway for sidewalk shall be 4'-2".
- Retaining curbs and acquisition of construction easement may be necessary for narrow sidewalks or curb heights in excess of 6".
- Across the pedestrian route at curb ramp locations, the gutter pan slope shall not exceed 1" of depth for each 2'-0" of width.

D16+	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

H. David Cordova
 REGISTERED CIVIL ENGINEER
 August 1, 2022
 PLANS APPROVAL DATE
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 Hector David Cordova
 No. C41957
 Exp. 3-31-24
 CIVIL
 STATE OF CALIFORNIA

CURB QUANTITIES

TYPE	CUBIC YARDS PER LINEAR FOOT
A1-6	0.02585
A1-8	0.03084
A2-6	0.05903
A2-8	0.06379
A3-6	0.01036
A3-8	0.01435
B1-4	0.02185
B1-6	0.02930
B2-4	0.05515
B2-6	0.06171
B3-4	0.00641
B3-6	0.01074
B4	0.05709
D-4	0.04083
D-6	0.06804
E	0.06661

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
CURBS AND DRIVEWAYS

NO SCALE

A87A