



CITY OF LODI
COUNCIL COMMUNICATION

AGENDA TITLE: Designate the Overhead Grade Separation and Embankment Design as the Exclusive Alternative for the Harney Lane Grade Separation Project

MEETING DATE: August 1, 2012

PREPARED BY: Public Works Director

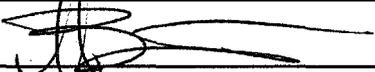
RECOMMENDED ACTION: Designate the overhead grade separation and embankment design as the exclusive alternative for the Harney Lane grade separation project.

BACKGROUND INFORMATION: At the June 17, 2009 City Council meeting, a resolution was adopted establishing the Harney Lane grade separation as the City's preferred project for the Measure K Railroad Grade Separation Program. On August 10, 2010, a feasibility study report was completed by Mark Thomas & Company (MT&C) that established four alternative designs for the Harney Lane grade separation. In November 2011, the San Joaquin Council of Governments Board designated \$12,100,000 in funding for this project in the 2012 Regional Transportation Improvement Program (RTIP). In March 2012, the California Transportation Commission approved the funding program in the RTIP.

On October 5, 2011, City Council approved a professional services agreement with MT&C to prepare environmental, right-of-way and construction documents for the Harney Lane grade separation. At the March 17, 2012 Shirtsleeve meeting, MT&C presented four alternatives design concepts to the Council. The first alternative, the exclusive alternative, is an overhead structure with side embankments. Alternative 2 is an overhead structure with mechanically stabilized earth (MSE) walls on both sides of the roadway; Alternative 3 is an undercrossing with retaining walls; and Alternative 4 is an undercrossing with side slopes.

Environmental review of the project must comply with both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). Under CEQA, the project is statutorily exempt and no environmental review is required. Under NEPA, the environmental review can be processed under the Categorical Exemption criteria if the Council selects the project alternative at this time. Federal guidelines require that all alternatives be reviewed at a comparable level. In the case of the grade separation project, the differences in the environmental impacts for each alternative are insignificant. For example, the number of lanes and traffic operations are the same and, therefore, the air quality impacts will be the same for each alternative. Also, the area of disturbance is the same for each alternative and, therefore, the natural environment impacts will be the same. Finally, each alternative has associated visual and noise impacts that can all be mitigated to less than significant levels.

Staff is requesting Council to designate the overhead grade separation with embankment design as the exclusive alternative for this project. Justifications for this action are provided below. Cost comparisons, sketches, typical cross section, and approximate right-of-way requirements for the four alternatives are presented in Exhibit 1.

APPROVED: 
Konradt Bartlam, City Manager

Project Cost – The estimated cost for the overhead design of \$18,060,000 is the least expensive of the four alternatives, and the cost is within the project budget of \$20,339,000. The other three alternatives are not affordable in the foreseeable future.

Utility Relocation – The Kinder Morgan fuel line and AT&T's fiber optic cables existing along the railroad tracks must be relocated for an undercrossing. The cost of these relocations is a significant project expense and will add several months to the project schedule. Overhead wire utility relocations are comparable for each alternative and are paid by the individual utility companies.

Noise – The embankment design will shield existing and future residents from train noise. Also, the grade separated crossing will eliminate the requirement for trains to sound horns as they cross the intersection.

Maintenance – The undercrossing alternatives, because they require a storm drainage pump station, have the relative greatest maintenance cost. Not only will the pump station require maintenance but, also, UPR requires the steel undercrossing structure to be made of steel and the City is required to maintain the structure.

Land/Right-of-Way Requirements – The overhead with side embankments alternative requires the greatest area of right-of-way to be acquired at 5.67 acres but it is \$7.6 million less expensive than the next higher cost alternative, overhead with retaining walls. The right-of-way required for the other alternatives ranges from 3.38 acres (overhead with retaining walls) to 4.06 acres (underpass with retaining walls) to 4.83 acres (underpass with slopes). The greater right-of-way requirement for the underpass alternatives is due to the right-of-way required to re-route Harney Lane around the construction area. Exhibit 2 includes diagrams presenting the right-of-way requirements for each alternative.

6. **Time and Coordination** – Construction of the overhead alternative requires less time and the construction phasing is most easily coordinated. Overall, an overhead crossing takes six to 10 months less to construct than an undercrossing. The following provides several examples of this:
- 6.1. The undercrossing alternative requires Harney Lane and the railroad to be re-routed around the construction area. This adds approximately five months to the construction schedule and significant cost to the project.
 - 6.2. At the new railroad crossing of re-routed Harney Lane new crossing protection is required. This is subject to the Public Utility Commission and Union Pacific Railroad (UPRR) approval processes and adds six months project design period and significant additional cost.
 - 6.3. The existing Kinder Morgan fuel and AT&T fiber optic lines will have to be replaced by the affected utility that is separate from the project schedule.
 - 6.4. The undercrossing alternative requires a structure supporting the railroad that is compliant with UPR requirements. Approximately six months is added to the design phase associated with UPR review and approvals and three months to the construction phase for this type of construction.

Harney Lane Open to Traffic – The overhead with embankments alternative allows Harney Lane to stay open during of construction without incurring significant added cost. The overhead alternative will be constructed in two segments, utilizing the existing roadway during the construction of the first segment then detouring traffic to the new overhead structure while completing construction of the second segment.

Mark Thomas & Company and City staff had one-on-one meetings with each of the affected property owners along the grade separation project boundaries. Staff also held an open workshop public meeting on July 17, 2012. Approximately 20 persons attended this public meeting. Invitations were mailed to 1,287 stakeholders and notices of the meeting were published in the *Lodi News Sentinel*. A copy of the public meeting report is provided as Exhibit 2.

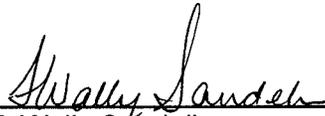
Staff received concerns and comments at these meetings and has strived to comply with each of the issues raised. The issues and resolutions worked out with the various stakeholders are summarized below. It should be expected that additional issues will arise as the project moves closer to construction.

Source	Issues	Resolution
	access, laydown and work areas	Modified access, driveway and circulation plan
Varner Household	Traffic noise and landscape boulders	Sound wall and landscape improvements
Costa Family Farms	Packing house operations, orchard operations, access and property acquisition	Full signalized intersection and driveway access on Harney Lane
Tsutsumi Vineyard	Vineyard operations and property acquisition	Full take of property probable
Reynolds Ranch	Retail operations impacted by road closure	Harney Lane to remain open to traffic
Homeowner	Screening views of backyard from overhead	Construct masonry block wall behind sidewalk

Public Works staff concurs with these points and requests City Council to approve the overhead with side slopes grade separation alternative.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.



 F. Wally Sandelin
 Public Works Director

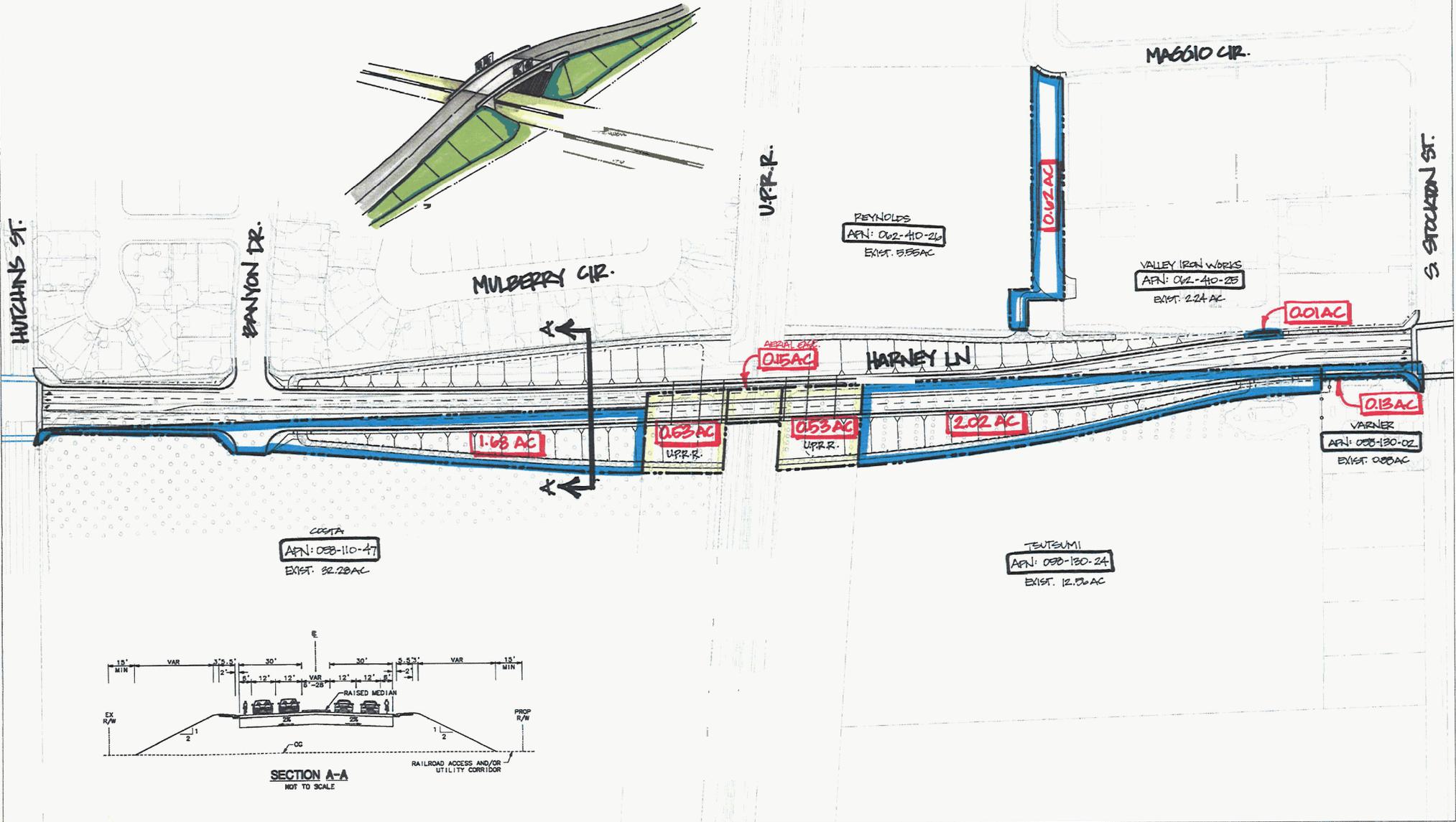
Prepared by Chris Boyer, Assistant Engineer
 FWS/CB/pmf
 Attachments

HARNEY LANE/UPRR GRADE SEPARATION

	ALTERNATIVE #1 Harney Lane / UPRR Overhead (Sloped Embankments)	ALTERNATIVE #2 Harney Lane / UPRR Overhead (MSE Walls)	ALTERNATIVE #3 Harney Lane / UPRR Underpass (Retaining Walls)	ALTERNATIVE #4 Harney Lane / UPRR Underpass (Slopes)
Roadway Items	\$ 6,000,000	\$ 6,000,000	\$ 6,400,000	\$ 6,200,000
Structure Items	\$ 3,500,000	\$ 3,500,000	\$ 5,000,000	\$ 5,200,000
Retaining Walls	\$ -	\$ 5,000,000	\$ 2,500,000	\$ 800,000
Sound Walls	\$ 246,000	\$ 223,000	\$ 240,000	\$ 220,000
Railroad/Detour Items	\$ 300,000	\$ 1,400,000	\$ 2,300,000	\$ 2,900,000
Mobilization (10%)	\$ 1,005,000	\$ 1,613,000	\$ 1,644,000	\$ 1,532,000
Contingency (25%)	\$ 2,512,000	\$ 4,031,000	\$ 4,110,000	\$ 3,830,000
Construction Subtotal	\$ 13,563,000	\$ 21,767,000	\$ 22,194,000	\$ 20,682,000
Right of Way	\$ 1,500,000	\$ 1,000,000	\$ 1,100,000	\$ 1,600,000
Utility Relocation	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 1,500,000
Environmental Fees/Permits	\$ 300,000	\$ 200,000	\$ 200,000	\$ 300,000
Capital Cost Subtotal	\$ 2,100,000	\$ 1,500,000	\$ 2,800,000	\$ 3,400,000
Environmental/Design	\$ 1,530,000	\$ 1,530,000	\$ 1,530,000	\$ 1,530,000
Construction Mgmt	\$ 1,500,000	\$ 1,500,000	\$ 1,800,000	\$ 1,800,000
Construction Staking	\$ 200,000	\$ 200,000	\$ 250,000	\$ 250,000
Project Development Subtotal	\$ 3,230,000	\$ 3,230,000	\$ 3,580,000	\$ 3,580,000
Grand Total	\$ 18,893,000	\$ 26,497,000	\$ 28,574,000	\$ 27,662,000

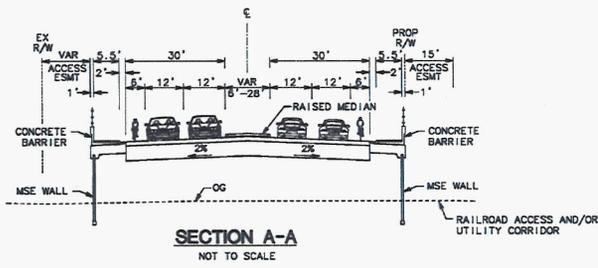
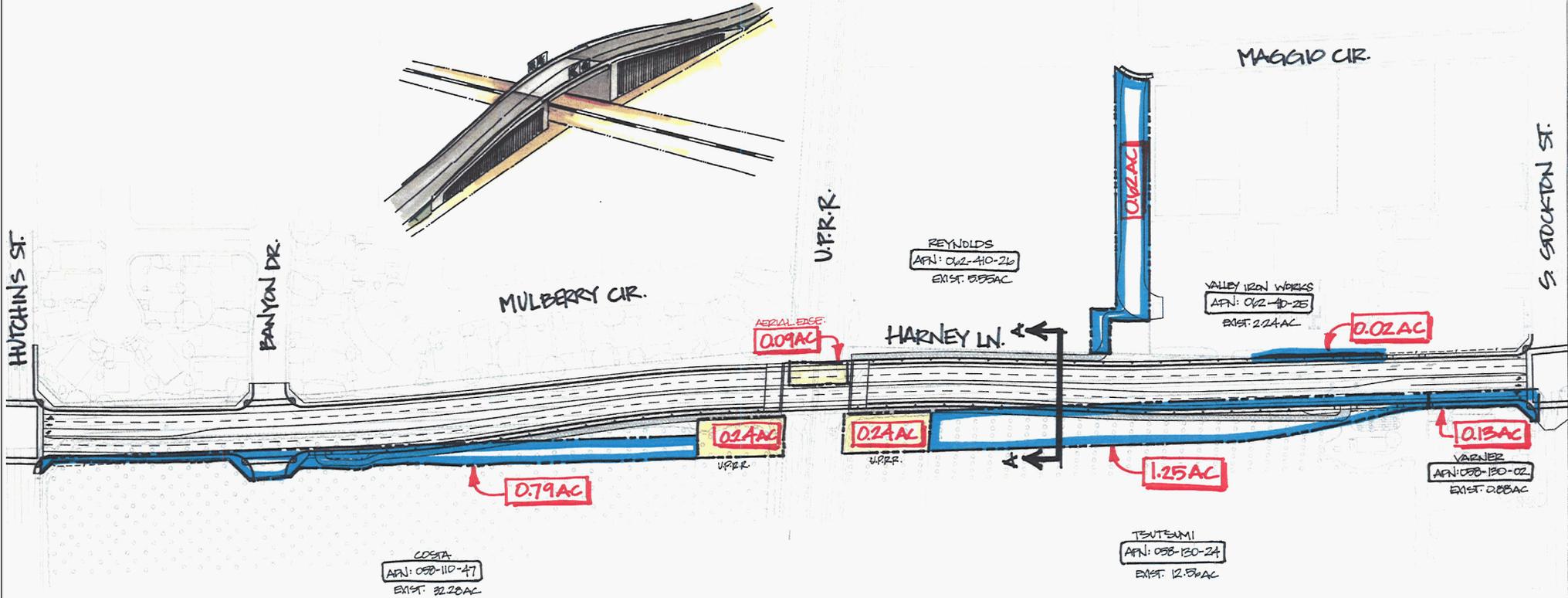
ALTERNATIVE # 1 - OVERHEAD WITH EMBANKMENT

DATE: JULY 3, 2012 MARK THOMAS & COMPANY, INC.



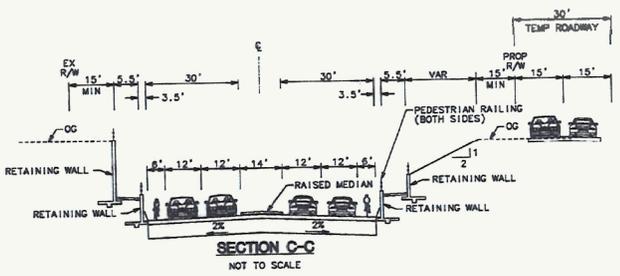
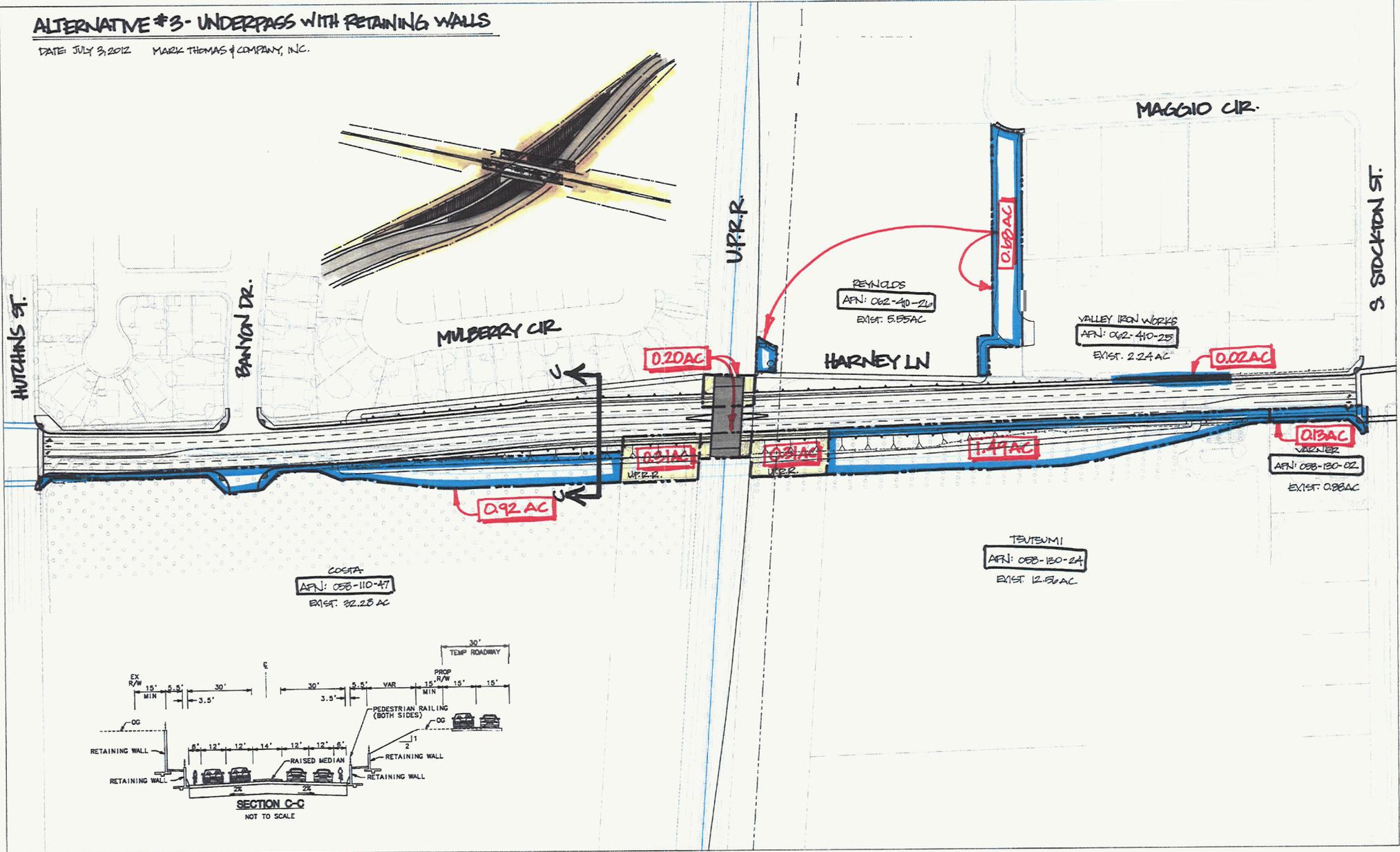
ALTERNATIVE #2 - OVERHEAD WITH MSE WALLS

DATE: JULY 5, 2012 MARK THOMAS & COMPANY, INC.



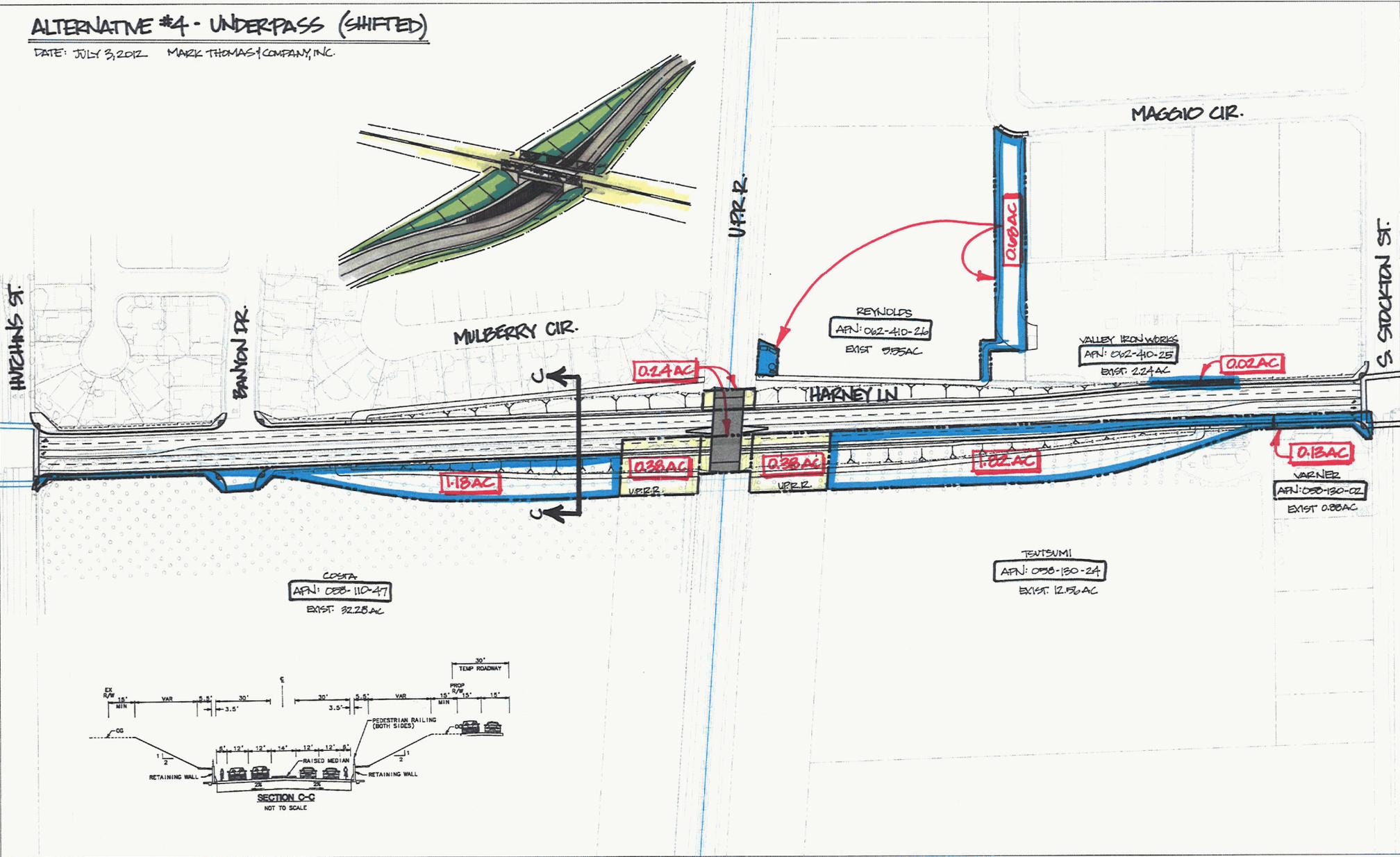
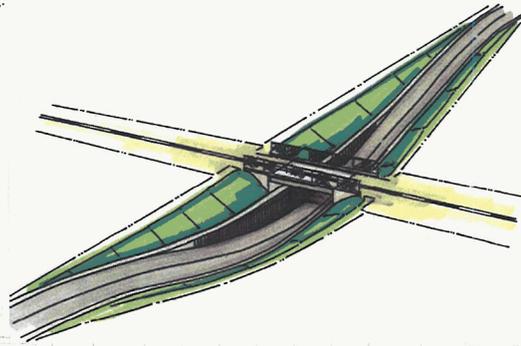
ALTERNATIVE #3 - UNDERPASS WITH RETAINING WALLS

DATE: JULY 3, 2012 MARK THOMAS & COMPANY, INC.



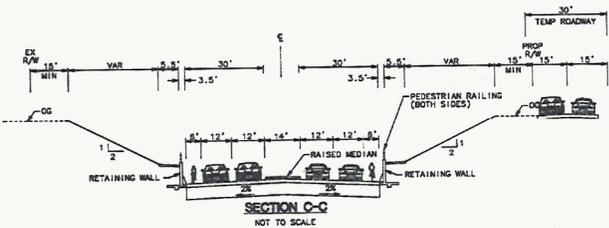
ALTERNATIVE #4 - UNDERPASS (SHIFTED)

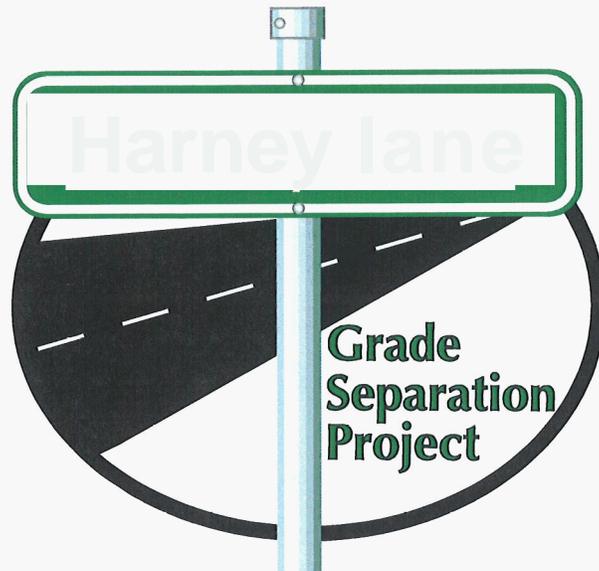
DATE: JULY 3, 2012 MARK THOMAS COMPANY, INC.



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Draft
**Public Information Meeting
Summary Report**

Tuesday, July 17, 2012
6:00 p.m. - 7:30 p.m.

Carnegie Forum
305 West Pine Street
Lodi, California

Prepared by Judith Buethe Communications



General Information about This Document

What is in this document?

This document is a summary report of a Public Information Meeting for the Harney Lane Grade Separation Project, Lodi, California. This document describes what occurred at the meeting.

What should you do?

- ◆ Please read this summary report.
- ◆ If you have any concerns about the summary report or questions about the proposed project, please contact Judith Buehe, (209) 464-8707, Ext. 101; judith@buehcommunications.com or P.O. Box 773, Lodi, CA 95201-0773.

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Chapter 1: Introduction

1.1: A Public Information Meeting Was Held

The City of Lodi Department of Public Works held a Public Information Meeting for the Harney Lane Grade Separation Project at the following date, time, and place:

Tuesday, July 17, 2012
6:00 p.m. – 8:30 p.m.
Carnegie Forum
305 West Pine Street
Lodi, Calif.

The City of Lodi held the meeting to present the Harney Lane Grade Separation Project alternatives and the estimated costs of each alternative being considered. This Public Information Meeting was an opportunity to provide comments or concerns about the project at a public meeting.

1.2: Announcements of the Public Information Meeting

The project team planned and implemented the Public Information Meeting to invite members of the public, businesses, agencies, and other potentially interested parties to learn more about the project and to discuss individual concerns with representatives from the City of Lodi Public Works Department, along with other specialists in engineering and planning.

The meeting was publicized through a jumbo postcard invitation that was sent by first-class U.S. mail to a mailing list of approximately 1,286 property owners, residents, and stakeholders such as local, state, and federal agencies; emergency responders; civic and community groups, the Lodi District Chamber of Commerce and other business groups; environmental groups; and other potentially interested individuals and organizations.

A news release was sent to print and broadcast media (mainstream and alternative) that serve the project area. The news releases were sent to the following mainstream and alternative media outlets: *The Record*, *Lodi News-Sentinel*, Citadel Broadcasting, Clear Channel, San Joaquin Hispanic Chamber of Commerce, Lodi District Chamber of Commerce, Asian-Pacific Chamber of Commerce, African-American Chamber of Commerce, KANM/KBUL, KAT Country 103, KCBC-770 AM, KCIV-99.9 FM; KCSO Telemundo 33, KCSS-FM, KHKK 104.1 The Hawk, KHOP, KJAX 1280, KJSN, KVFX, KKME, KQOD, KMRQ, KOSO, KRVR, KUYL, KVIN, *San Joaquin Farm Bureau News*, Builders Exchange, Business Council, Inc., and San Joaquin Partnership.

1.3: Purpose and Goals of the Public Information Meeting

The purpose of the Public Information Meeting was to provide an opportunity for the community to review the Harney Lane Grade Separation Project, learn about the proposed alternatives for consideration and construction, and provide individual comments or concerns about the project and the plans.

1.4: Format of the Public Information Meeting

Thirty people signed attendance sheets at the Public Information Meeting—21 members of the public and nine project team members. The meeting was held in the Carnegie Forum, where the City Council meetings are routinely held. At the door, the Public Outreach representative welcomed attendees, explained the evening's format, asked attendees to sign in, and distributed a comment sheet and a print program to each. The Public Outreach staff also introduced attendees to technical members of the project team and answered questions of a general nature.

The meeting was conducted as an open house/map showing with a presentation, followed by a question-and-answer session. This interactive format provided an opportunity for individual members of the public to ask questions of and direct comments to members of the project team—or to ask questions and make comments in a group setting. Attendees were encouraged to submit written comments.

Project team members were available throughout the evening to explain the displays, answer questions, and receive public input.

A brief presentation was made at 6:20 p.m. After housekeeping remarks by Judith Buehe, Public Outreach Coordinator, Rob Himes, P.E., Principal, Mark Thomas & Company, Inc. addressed the group with a PowerPoint presentation, providing project background, progress, alternatives being considered, cost, and schedule. Mr. Himes' presentation was followed by a question-and-answer period. [A copy of the PowerPoint presentation can be found in Appendix G.]

1.5: Summary of Concerns Expressed

The overall feedback from attendees about the breadth and depth of the information provided and the accessibility of project team members was positive. One comment sheet was received at the meeting. A list of dominant concerns or comments given at the meeting can be found in Chapter 4, "Outcome of the Public Information Meeting."

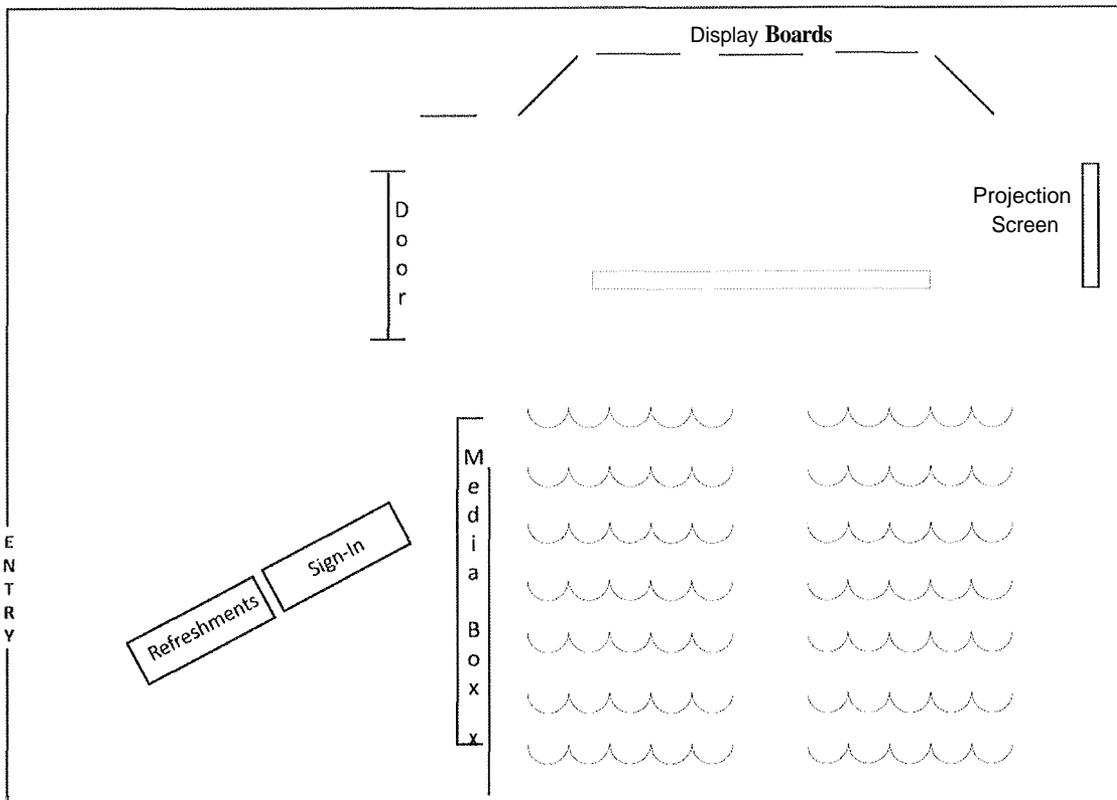
Chapter 2: Meeting Proceedings

2.1: Welcome

The room set-up at the Public Information Meeting was developed according to the layout shown below:

Harney Lane Grade Separation Project
Public Information Meeting

Tuesday, July 17, 2012
Carnegie Forum
305 West Pine Street
Lodi, California



2.2: Displays and Exhibits

The informational display boards, exhibits and maps at the Public Information Meeting are explained below. (Reduced copies of the informational display boards and graphics are included in Appendix B.)

Station 1: Welcome Board and Sign-in Tables

A welcome board greeted attendees as they entered the meeting room. Attendees were asked to sign in to maintain an attendance record and to ensure that all interested parties would be added to the project mailing list. [See Appendix ___ for the attendee list.] The Public Outreach representative gave each attendee a print program with the logos of the City of Lodi, San Joaquin Council of Governments (SJCOG), and Measure K. The print program welcomed attendees to the public meeting, stated the evening's agenda, and provided the project purpose and project description, funding, a project map, and information on how attendees could comment and stay involved. The print program provided contact information for future questions, concerns, or comments. The print program also included information on two pertinent upcoming meetings—a Lodi City Council Shirtsleeve Session and a hearing before the Lodi City Council. [See Appendix A.] Comment sheets provided space for comments and/or concerns and asked attendees if they wished to be added to mailing lists for the projects. The Public Outreach representative explained the format of the meeting and encouraged attendees to ask questions of and make comments to the project team members who were present.

Station 2: Displays and Exhibits

Maps of the construction alternatives were displayed across the front of the City Council chambers.

Station 3: Comment Station

A receptacle at the Welcome table was provided for comment sheets. One written comment sheet was submitted during the Public Information Meeting. [See Appendix E.]

2.3: Personnel on Hand

The following personnel set up and conducted the meeting and were available to answer questions from the public. Working at the direction of City of Lodi personnel, the persons in charge of the meeting were Rob Himes, P.E., Principal, Mark Thomas & Company, Inc.; Phillip Vulliet, P.E., Project Manager, Mark Thomas & Company, Inc.; and Judith Buethe, Judith Buethe Communications.

2.3.1: City of Lodi Staff

Chris Boyer, P.E., Assistant Engineer
Wally Sandelin, P.E., Public Works Director
Charlie Swimley, City Engineer/Deputy Public Works Director

2.3.4: Consultants

Murk Thomas & Company, Inc.
Rob Himes, P.E., Principal
Phillip Vulliet, P.E., Project Manager

Judith Buethe Communications

Judith Buethe, Owner

Loreen Huey, Administrative Assistant

2.3.5: Elected Officials and Other Agencies

Lodi City Council

Phil Katzakian

San Joaquin Council of Governments

Donald Mascardo

San Joaquin County

Jeffrey Levers, Public Works Department

Chapter 3: Presentation

At 6:20 p.m., after introductions and housekeeping remarks by Judith Buethe, Public Outreach Coordinator, Rob Himes, Principal, Mark Thomas & Company, Inc. gave a PowerPoint presentation that included the project development process, purpose and goals of the meeting, existing conditions at the sight, the proposed project, project constraints alternatives — over and under, alternatives being considered, a set of criteria for evaluating whether to build an underpass or overhead structure, what experts say about underpasses vs. overhead structures, visual impacts of the alternatives, cost, and the remaining project schedule. [See Appendix G for a copy of the full PowerPoint presentation.]

Following is a list of the subsequent questions and comments by members of the audience.

PUBLIC QUESTIONS AND COMMENTS

1. *What is the projected number of lanes west of Hutchins Street?*
2. *Why four lanes from Hutchins Street to Lower Sacramento Road?*
3. *Could we cut trucks out from using the road?*
4. *What kind of separation do you anticipate building between the overpass and pedestrian sidewalk?*
5. *Are you concerned someone could fall into the roadway?*
6. *Will sidewalks be built on both sides of the structure or just one?*
7. *I'm still not understanding why there is no bypass road being considered with the Alternative One overhead proposal.*
8. *Do you have any to-scale cross-section drawings of how big this thing is projected to be?*
9. *Arguments for the overhead alternative because of cost advantages are persuasive, but your diagrams are not to scale.*
10. *I would like more detail to get a better appreciation for what it will look like.*
11. *Who made the decision to go under when Kettleman was built?*
12. *On an overpass, how will water runoff be collected and sent to ponds?*
13. *From digging to opening, how long will construction last?*
14. *How much of a shorter time if the whole road were to be closed?*
 - a. *1.5 years.*
15. *Graffiti problems are everywhere. How accessible are the walls on the back side to allow cleaning?*
16. *Do costs include access roads to the metal company?*
17. *What is the estimated traffic count on Maggio Circle?*
18. *What sort of roads do you project building at the base of the embankment for maintenance and safety?*
19. *How much area is on both sides of the railroad?*
20. *How can the project keep campers or transients from lingering under the structure?*

[End of question-and-answer period]

Chapter 4: Public Input

Public input was received in three ways: 1) written comments received at the Public Information Meeting, 2) oral comments received by the project team staff members, and 3) questions, comments, and concerns expressed during the question-and-answer session.

3.1: Written Comments Received at the Public Information Meeting

3.1.1: Listing of Comment Sheets and Correspondence Received at the Public Information Meeting

Jack Dunn

2232 Newbury

Lodi, CA

(209) 334-6754

Jack.sheila@mac.com

Clear, consist, well run meeting.

A copy of the original written comment sheet received at the meeting is included in Appendix E.

Chapter 5: Outcome of the Public Information Meeting

The overall feedback about the breadth, depth, and usefulness of the information provided at the Public Information Meeting was very positive. Dominant concerns, questions, or comments expressed by attendees were the following:

- Number of lanes planned for the grade separation structure.
- Safety
- Sidewalks
- Desire for to-scale cross-section drawings.
- Water runoff
- Length of construction; other construction impacts
- Maintenance; potential graffiti
- Access roads to Valley Iron Works
- Potential impacts on Maggio Circle
- Breadth of area directly impacted by the proposed structure

Appendices

Appendix A: Handouts

Meeting
Agenda

For Your Calendar

7:00 a.m. – 8:00 a.m.
Tuesday, July 24, 2012
Shirtsleeve Session
Lodi City Council
Carnegie Forum

7:00 p.m.
Wednesday August 1, 2012
Public Hearing during City Council Meeting
Lodi city Council
Carnegie Forum

For More Information

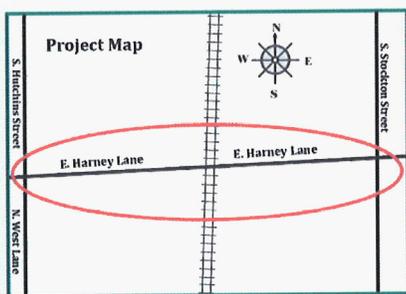
Judith Buethe
Public Outreach Coordinator
Harney Lane Grade Separation Project
P.O. Box 773, Stockton, CA 95201-0773
Hotline: (209)464-4350
Hotline@buethecommunications.com

*Thank you for attending this evening's
Public Information Meeting.*



**Welcome to the
Public Information Meeting**

Tuesday, July 17, 2012
6:00 p.m. – 7:30 p.m.
Carnegie Forum
305 West Pine Street, Lodi

Project Background

Harney Lane is a two-lane, east-west urban collector near the City of Lodi's southern city limit. Harney Lane intersects the Union Pacific Railroad (UPRR) approximately ¼ mile west of State Route 99. Traffic on Harney Lane is expected to increase as the City continues to grow. Keeping the existing at-grade railroad crossing on Harney Lane would cause significant traffic congestion on Harney Lane, the surrounding intersections, and the State Route 99/Harney Lane Interchange. The City's General Plan includes a railroad grade separation at the UPRR crossing.

Project Alternatives

Two types of project alternatives are being considered—an underpass below the UPRR tracks and an overhead about the UPRR tracks. The grade separation will ultimately have four lanes.



Tonight's Agenda
July 17, 2012

6:00 p.m. – 6:30 p.m.
Open House—Exhibits and Refreshments

6:30 p.m.
Welcome, Introductions, Agenda Overview
Judith Buethe
Public Outreach Coordinator

Project Overview
Philip Vulliet, P.E., Project Manager
Mark Thomas & Company

Questions/Comments
Audience

Open House Continues Until 7:30 p.m.

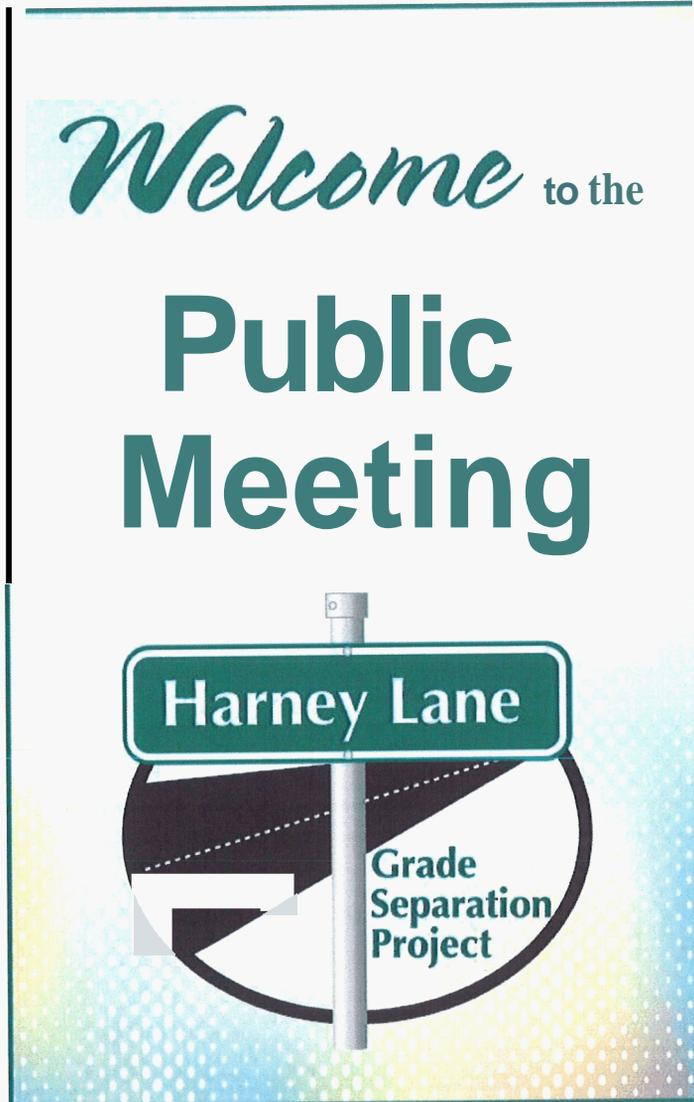
Sign-in
Sheet



Date: Tuesday, July 17, 2012

<i>Please Print Your Name</i>	Organization, if any	Address, City and Zip	E-mail	Phone

Appendix B: Display and Exhibit Materials



Appendix C: Public Notices and Invitations

Public Meeting Postcard Invitation



**You Are Cordially Invited to a
Public Information Meeting**

**Tuesday, July 17, 2012
6:00 p.m. - 7:30 p.m.**

Carnegie Forum
305 West Pine Street, Lodi, Calif.





Public Outreach Coordinator
Harney Lane Grade Separation Project
P.O. Box 773
Stockton, CA 95201-077

July 17, 2012

Project Background
Harney Lane is a two-lane, east-west urban collector near the City of Lodi's southern city limit. Harney Lane intersects the Union Pacific Railroad (UPRR) approximately 1/4 mile west of State Route 99. Traffic on Harney Lane is expected to increase as the City continues to grow. Keeping the existing at-grade railroad crossing on Harney Lane would cause significant traffic congestion on Harney Lane, the surrounding intersections, and the State Route 99/Harney Lane Interchange. The City's General Plan includes a railroad grade separation at the UPRR crossing.

Project Alternatives
Two types of project alternatives are being considered—an underpass below the UPRR Tracks and an overhead above the UPRR tracks. The grade separation will ultimately have four lanes.

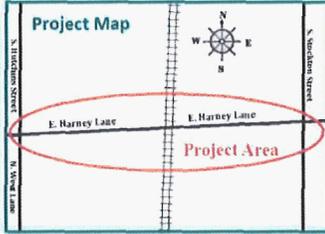
What Will Happen at the Public Information Meeting?
At the public meeting on July 17, the project manager for the design team will present the project alternatives and the estimated costs of each alternative being considered. The Project Manager will also discuss how the construction may be staged to have the least impact on surrounding properties, businesses, and the traveling public.

Members of the public will have an opportunity to ask questions and make comments on the project.

For Your Calendar
At the Shirtsleeve Session on July 24, 2012, the Lodi City Council will review the alternatives and the results of the public information meeting and receive the design team's recommended alternative.

At the City Council meeting on August 1, 2012, the City Council will review the alternatives, receive public comments, and select the alternative for the project.

For More Information
Call the Hotline at (209) 464-4350, Ext. 101, or e-mail Hotline@buethecommunications.com. You are also welcome to mail your written comments and inquiries about the project to Public Outreach Coordinator, Harney Lane Specific Plan, P.O. Box 773, Stockton, CA 95201-0773.

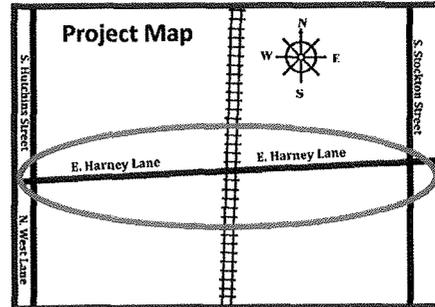



Published in
the Lodi
News-Sentinel
on Thursday,
July 5, 2012

You Are Cordially Invited to a Public Information Meeting

**Tuesday, July 17, 2012
6:00 p.m. - 7:30 p.m.**

**Carnegie Forum
305 West Pine Street
Lodi, California**



Project Background

Harney Lane is a two-lane, east-west urban collector near the City of Lodi's southern city limit. Harney Lane intersects the Union Pacific Railroad (UPRR) approximately ¼ mile west of State Route 99. Traffic on Harney Lane is expected to increase as the City continues to grow. Keeping the existing at-grade railroad crossing on Harney Lane would cause significant traffic congestion on Harney Lane, the surrounding intersections, and the State Route 99/Harney Lane Interchange. The City's General Plan includes a railroad grade separation at the UPRR crossing.

Project Alternatives

Two types of project alternatives are being considered—an underpass below the UPRR Tracks and an overhead above the UPRR tracks. The grade separation will ultimately have four lanes.

What Will Happen at the Public Information Meeting?

At the public meeting on July 17, 2012, the project manager for the design team will present the project alternatives and the estimated costs of each alternative being considered. The Project Manager will also discuss how the construction may be staged to have the least impact on surrounding properties, businesses, and the traveling public.

Members of the public will have an opportunity to ask questions and make comments on the project.

For Your Calendar

At a Shirtsleeve Session on July 24, 2012, the Lodi City Council will review the alternatives and the results of the public information meeting and receive the design team's preferred alternative.

At the City Council meeting on August 1, 2012, the City Council will review the alternatives, receive public comments, and select the alternative for the project.

For More Information

Call the Hotline at (209) 464-4350, Ext. 101, or e-mail Hotline@buethcommunications.com. You are also welcome to mail your written comments and inquiries about the project to Public Outreach Coordinator, Harney Lane Grade Separation Project, P.O. Box 773, Stockton, CA 95201-0773.



Press
Release



CONTACT: Judith Buethe
(209) 464-8707, Ext. 101

FOR IMMEDIATE RELEASE:
July 5, 2012

PUBLIC INFORMATION MEETING TO BE HELD ON JULY 17 FOR HARNEY LANE GRADE SEPARATION PROJECT

(Lodi, Calif.)—Members of the public are invited to a public information meeting on Tuesday, July 17, 2012, to learn about and comment on the Harney Lane Grade Separation Project. The meeting will be held from 6:00 p.m. – 7:30 p.m. at the Carnegie Forum, 305 West Pine Street, Lodi, California.

At the public information meeting on July 17, the project manager for the design team will present the project alternatives and the estimated costs of each alternative being considered. The project manager will also discuss how the construction may be staged to have the least impact on surrounding properties, businesses, and the traveling public. Members of the public will have an opportunity to ask questions and make comments on the project.

Project Background and Alternatives

Harney Lane is a two-lane, east-west urban collector near the City of Lodi's southern city limit. Harney Lane intersects the Union Pacific Railroad (UPRR) approximately $\frac{3}{4}$ mile west of State Route 99. Traffic on Harney Lane is expected to increase as the City continues to grow. Keeping the existing at-grade railroad crossing on Harney Lane would cause significant traffic congestion on Harney Lane, the surrounding intersections, and the State Route 99/Harney Lane Interchange. The City's General Plan includes a railroad grade separation at the UPRR crossing.

Two types of project alternatives are being considered—an underpass below the UPRR tracks and an overhead above the UPRR tracks. The grade separation will ultimately have four lanes.

For Calendars

At a Shirtsleeve Session at 7:00 a.m. on July 24, 2012, the Lodi City Council will review the project alternatives and the results of the public information meeting and receive the design team's preferred alternative.

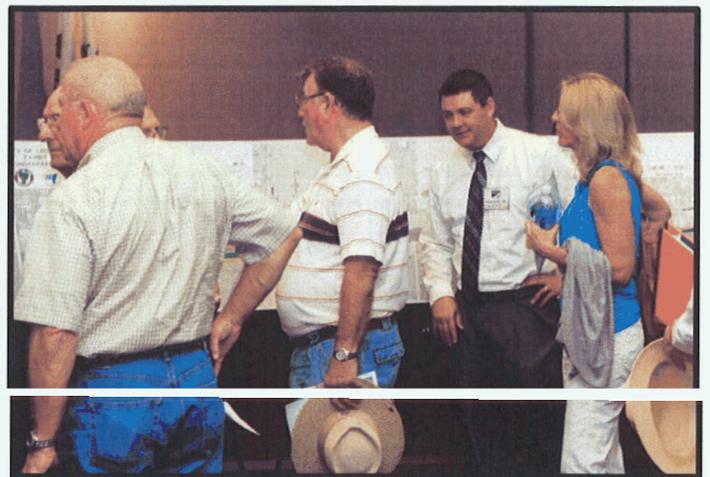
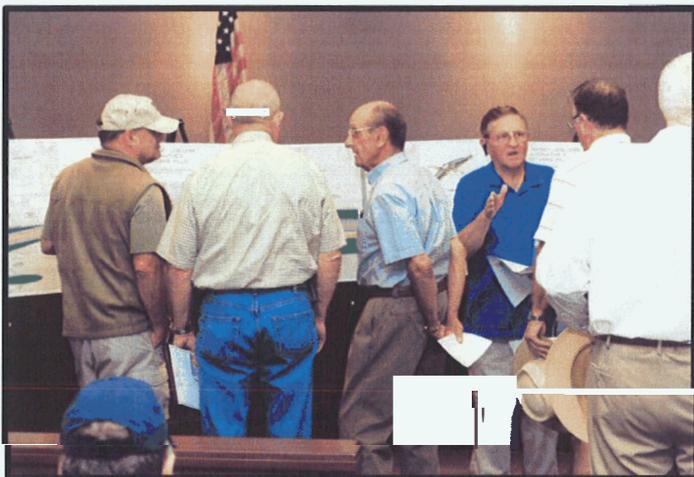
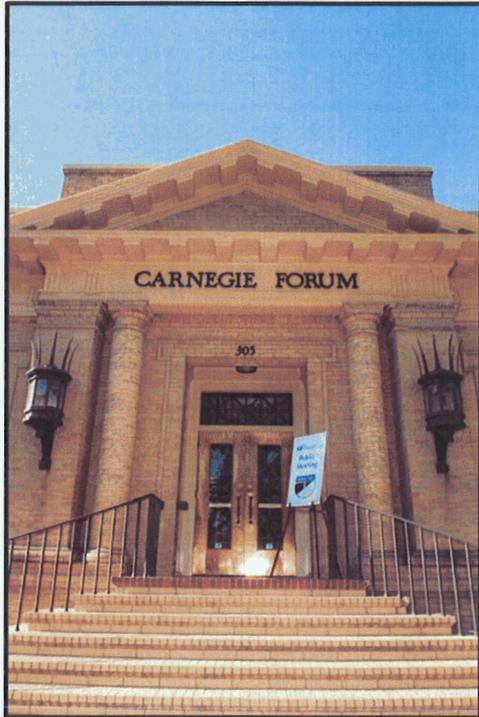
At the City Council meeting on August 1, 2012, the City Council will review the alternatives, receive public comments, and select the alternative for the project.

For More Information

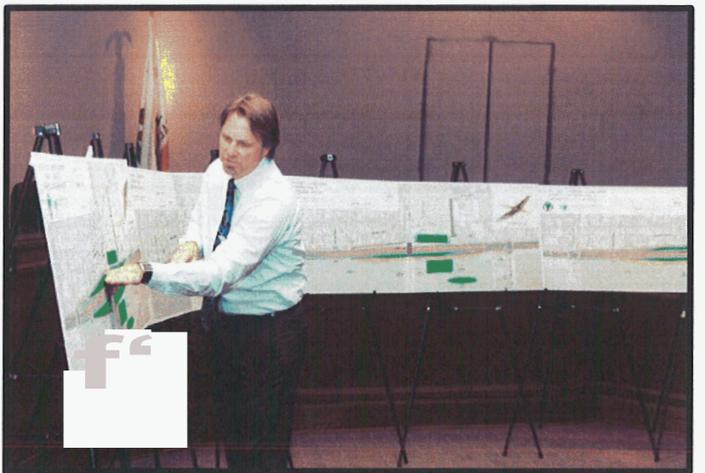
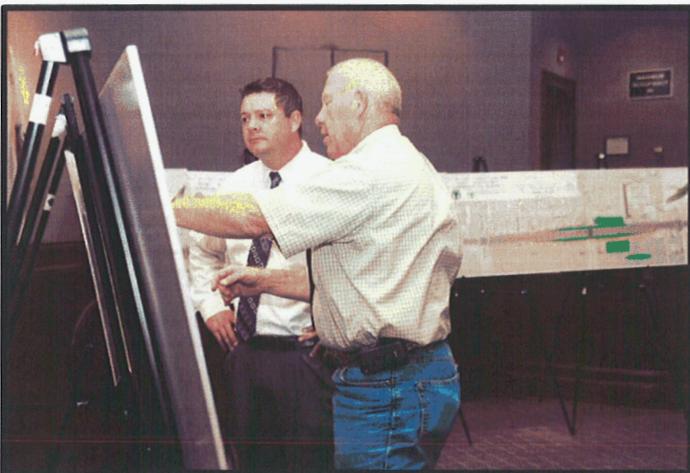
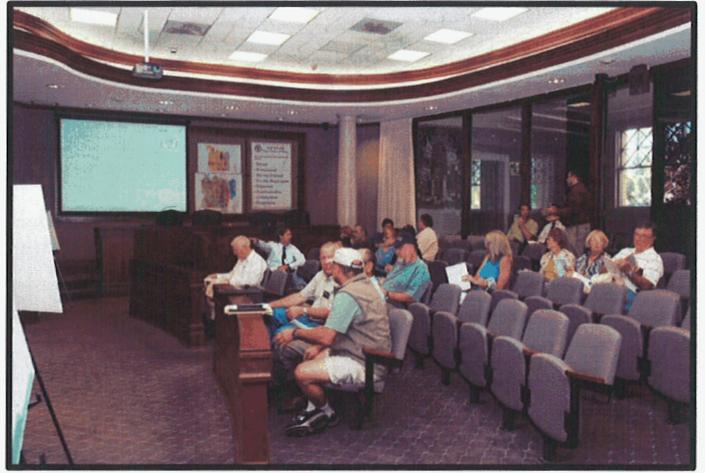
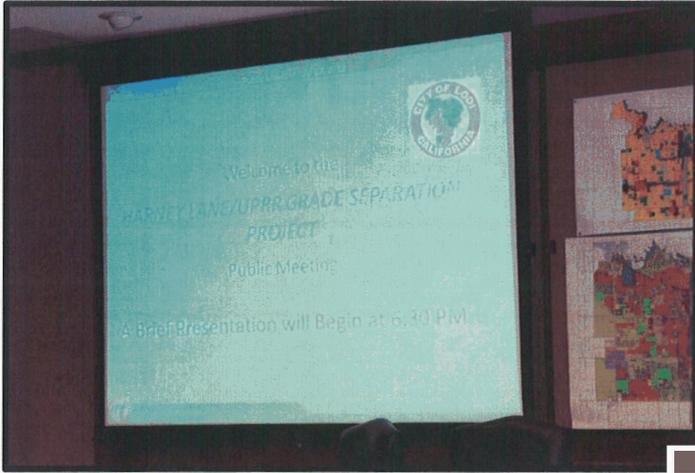
Hotline: (209) 464-4350, Ext. 101

Email: Hotline@buethecommunications.com

Appendix D: Photographs at the Meeting



Harney Lane Grade Separation Project Public Information Meeting Summary Report





Date: Tuesday, July 17, 2012

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Mary Mabee		2073 Henderson Way Lodi	m.mabee@sbglobal.net	209-368-3971
Paul Olvera	Parsons Brinckerhoff	1529 Mariposa Way	olverap@pbworld.com	209-815-2005
Mark Wilcox		1007 S. Orange Ave	mark.w@WholeGrainCorp.com	540 460 1434
Joe Coabel	Valley Iron Works	127 E HARNEY LN	jco2valleyironworks.com	
Donald Mascardo	San Joaquin Council of Governments	555 E WEBB AVE Stockton CA 95204	mascardo@sjcg.org	219-235-0452
Brian Young	Resident	1056 Bradford Circle Lodi	byoung@lodinet.com	334-6028
Jon TRAXER	VALLEY IRON WORKS	127 E. HARNEY		
TERRY L Fry		12495 N. West Lane	jerryfry@mahr-fry.com	334-3808
Katherine Mikilas		812 Westwind Dr	quyx4@hotmail.com	3604071
Gary & Denise Wiman	City of Lodi	2105 Sunset Lodi	glwiman@lodi.gov dwiman@lodi.gov	/

Thank you for attending. Gracias por su asistencia.

Appendix F: Meeting Sign-in Sheets



Date: Tuesday, July 17, 2012

Please Print Your Name	Organization, if any	Address, City and Zip	E-mail	Phone
Jim & Susan Pilcher		239 Mulberry Cir. Lodi 95240	cobra95240@att.net	369-7858
Pete + Linda Wick		2506 Maggio Cir. Lodi	petewick@pwshop.net	369-9678
Debra Heine		275 Mulberry Circle	giraffe34@comcast.net	663-9723
P. KATZAKIAN		48 RIVER PT. CIR		
GREG COSTA		13160 N. WEST LANE LODI 95240	fcands@lodinet.com	993-2982
FELIX COSTA	F.C.S	" "		
WALLY SANDLIN	C.O.L			
Sheila + Jack Dunn		2232 Newbury Cir Lodi Ca 95240	jack.sheila@mac.com	334-6754
JEFFREY LEVERS	SAL SOAQUIN CO.		jlevers@sjgov.org	953-7631
BOB PENNER		245 MULBERRY CIR	RLRENNJR@ATTNET	369-7998

Thank you for attending. Gracias por su asistencia.



Date: Tuesday, July 17, 2012

<i>Please Print Your Name</i>	<i>Organization, if any</i>	<i>Address, City and Zip</i>	<i>E-mail</i>	<i>Phone</i>
Chris Boyer	C.O.L.			
Judith Bueche	JBC			
Loreen Huey	JBC			
Rob Himes	M T Co.			
Phillip Vulliet	M T Co.			

Thank you for attending. Gracias por su asistencia.

Appendix G: PowerPoint Presentation



HARNEY LANE/UPRR GRADE SEPARATION PROJECT

City Council Presentation

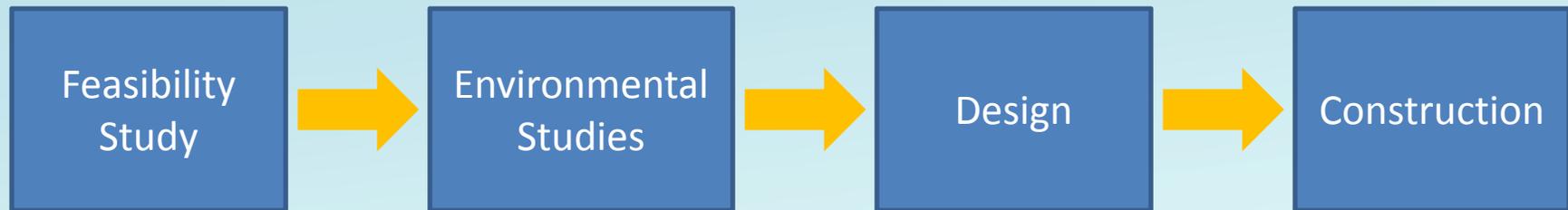
August 1, 2012



Harney Lane/Grade Separation



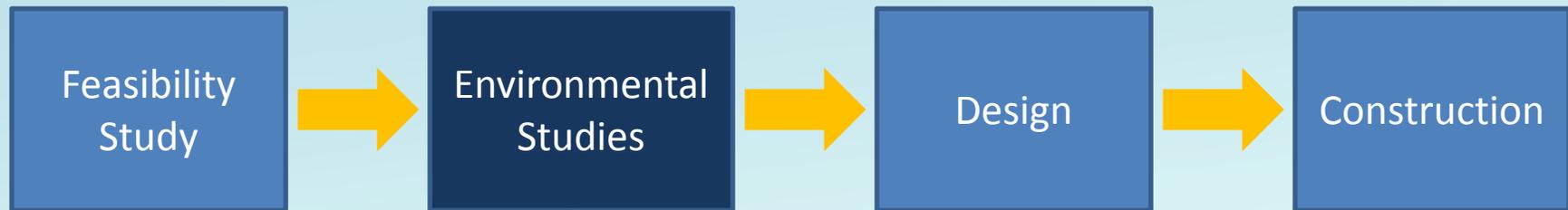
Project Development Process



Project Development Process

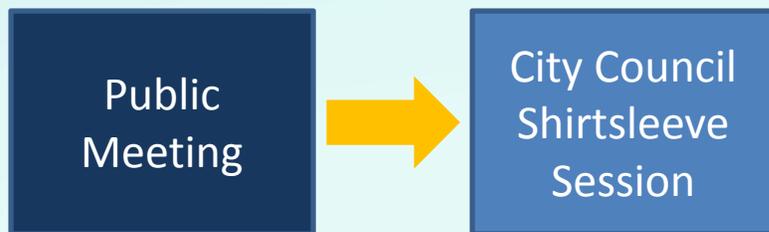


Development Process



July 17th

Development Process

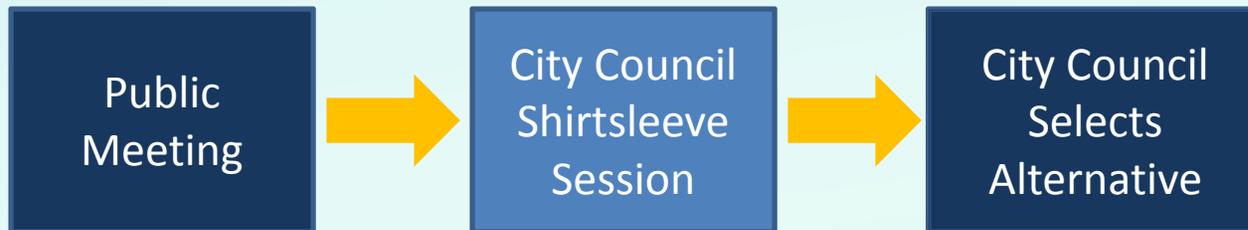


July 17th

July 24th



Development Process



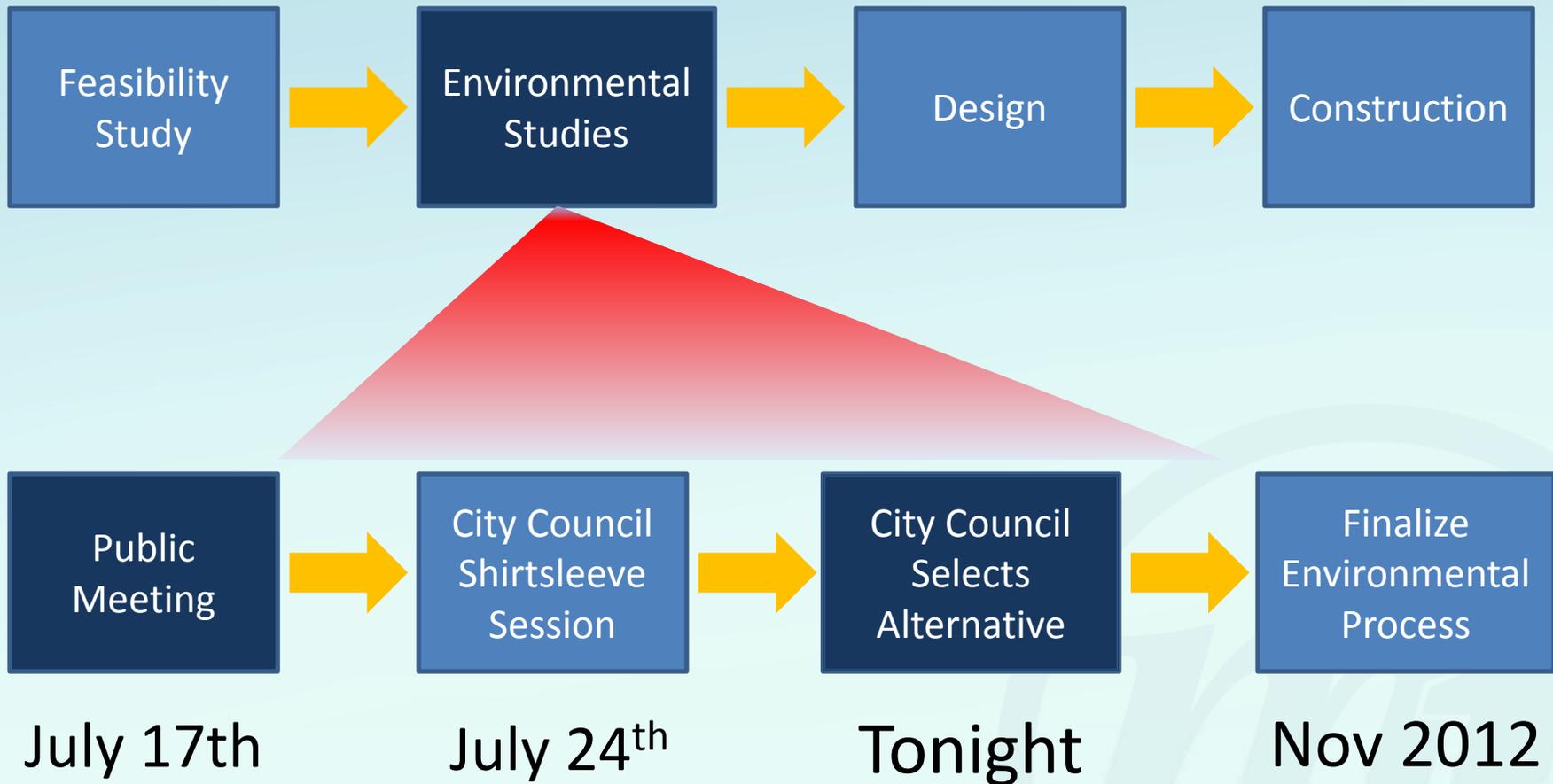
July 17th

July 24th

Tonight



Development Process



Existing Conditions

- At Grade Crossing w/UPRR Tracks
- 16,000 Vehicles (Including 95 Buses) Per Day
- 39 Trains Per Day
- Almost 2 Hours Delay
- Train Blows Whistle Approaching Crossing
- No Pedestrian or Bike Facilities



Proposed Project

- Approved in the City's General Plan and Discussed in the Harney Lane Specific Plan
- Four Lane Expressway
- With Grade Separation – No Whistle Blowing
- Free-Flowing Traffic
- Improved Emergency Response
- Remove Conflict (Safer)
- Accommodates Pedestrians and Bicycles



Project Constraints



Project Constraints

- Keep Harney Lane Open During Construction



Project Constraints

- Maintain Railroad Operations



Project Constraints

- Existing Utilities



Project Constraints

- Existing Utilities



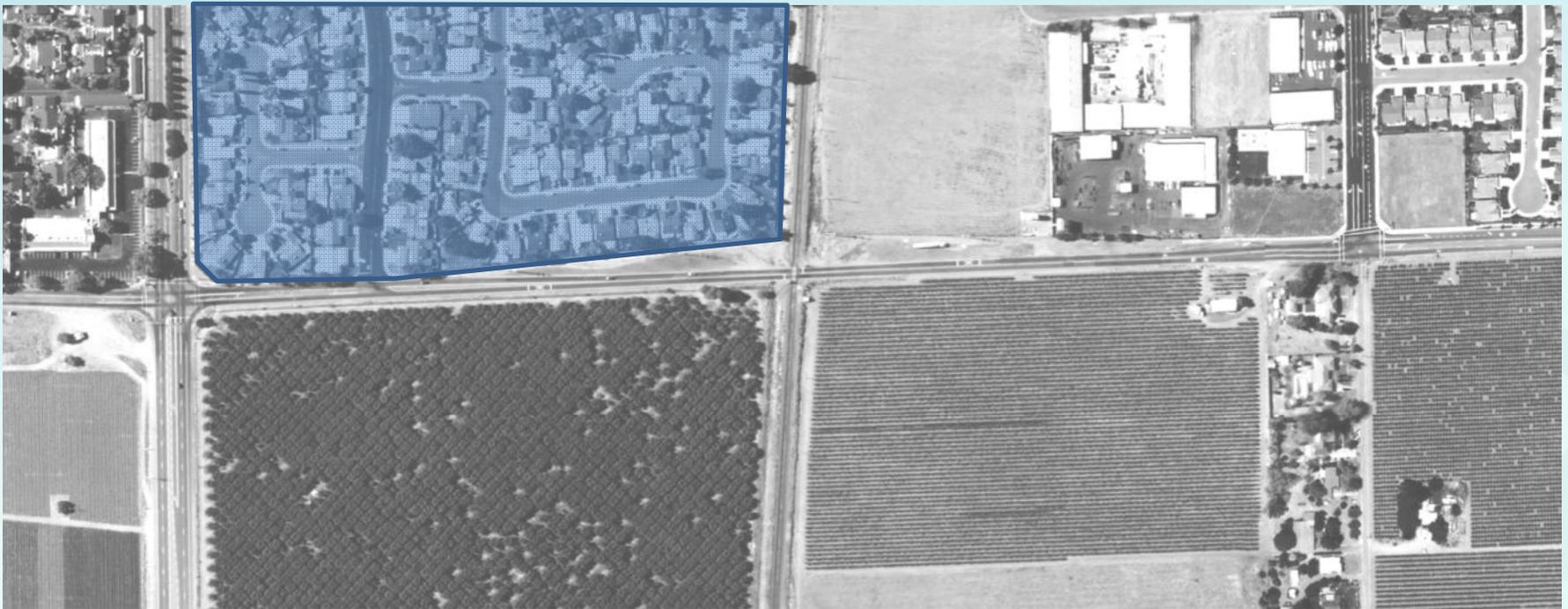
Project Constraints

- Maintain Driveway Access



Project Constraints

- Residential Area in NW Quadrant



Project Constraints

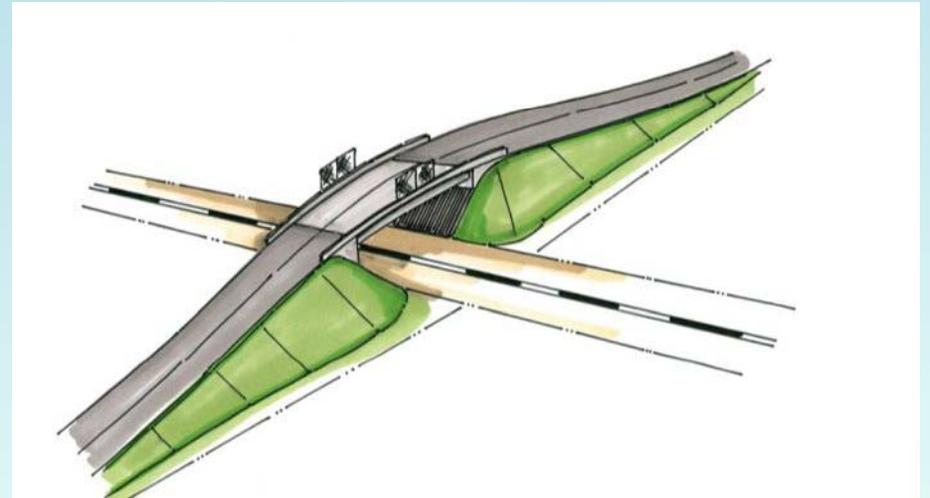
- Active Vineyard and Orchard South



Grade Separations

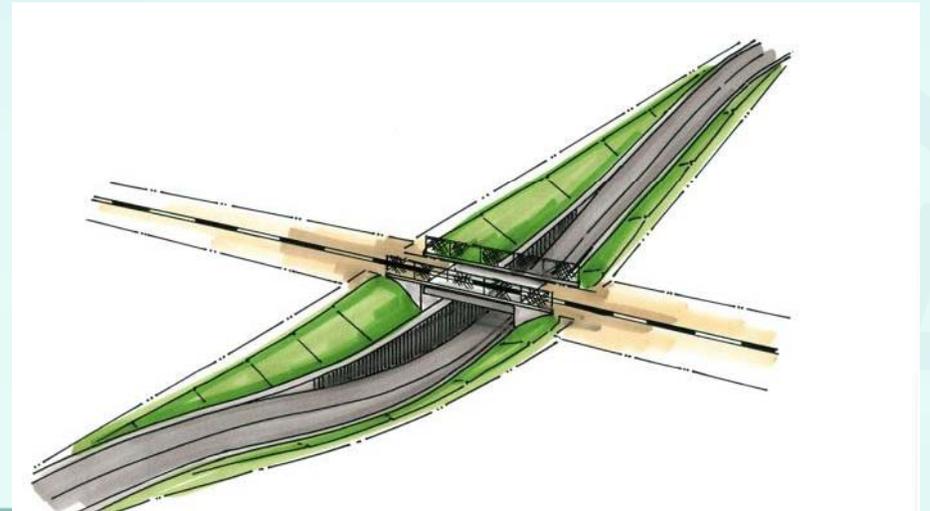
Overhead

- Roadway OVER railroad tracks



Underpass

- Roadway UNDER railroad tracks

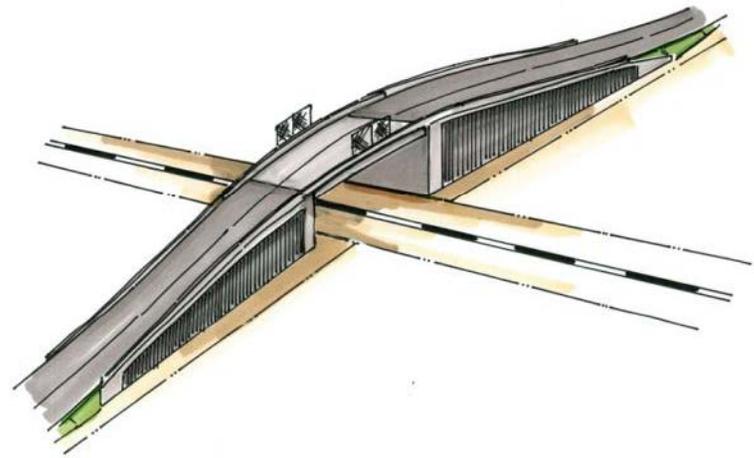


Alternatives Considered

Overhead Alternatives



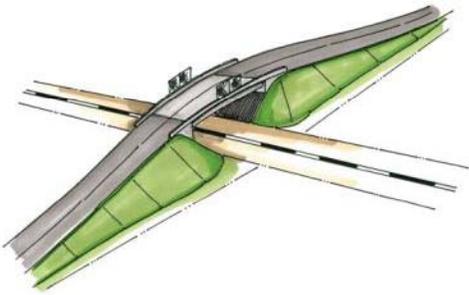
Alternative 1



Alternative 2



Overhead Alternative (Embankment)



Overhead Alternative (Retaining Walls)



Samples of Overhead



Airbase Drive



Laguna Blvd



Elk Grove Blvd



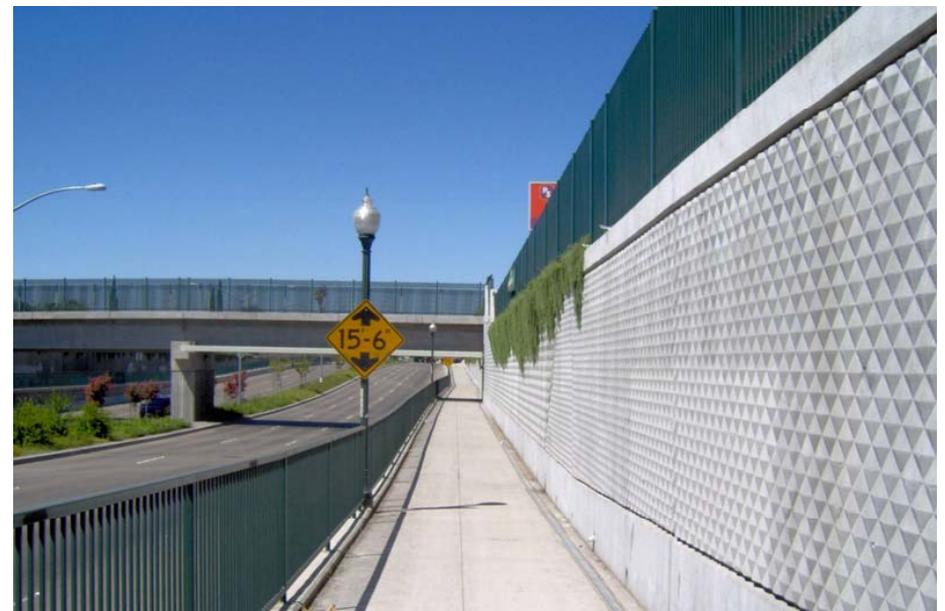
Walerga Road

Alternatives Considered

Underpass Alternatives

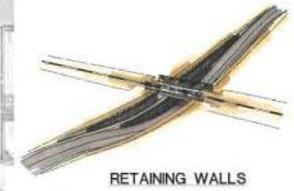


Alternative 3

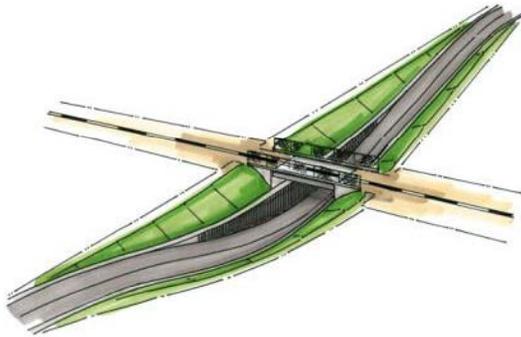


Alternative 4

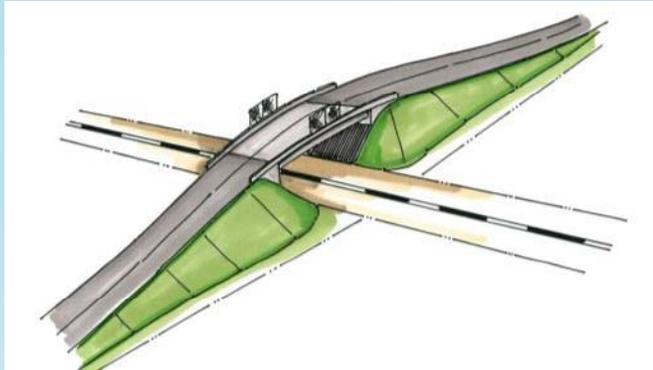
Underpass Alternative (Retaining Walls)



Underpass Alternative (Cut Slope)



Harney Lane/UPRR Grade Separation – Council Meeting August 1, 2012



	Overhead	Underpass
“Throw Away” Costs	○	⊘
Construction Duration	○	⊘
UPRR Involvement	○	⊘
R/W Acquisition	SAME +/-	SAME +/-
Construction Cost	○	⊘
Long-Term Maintenance	○	⊘
Utility Impacts	○	⊘
Noise Impacts	⌒	⌒
Visual Impacts	⌒	○

 **Best**
 **Mitigated**
 **Worst**

What Experts Say (From their Standards)

California Department of Transportation

“Railroads should be carried over (roadways) only when there is no other reasonable alternative”.

(HDM 208.9)

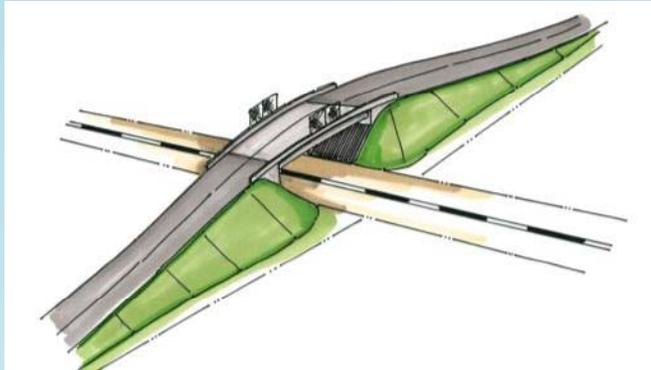
Union Pacific Railroad

“The most effective method of reducing interference to Railroad operations for construction of a Grade Separation Projects is to use an (Overcrossing) and avoid an (Undercrossing)”.

(UPRR Guide 4.1)



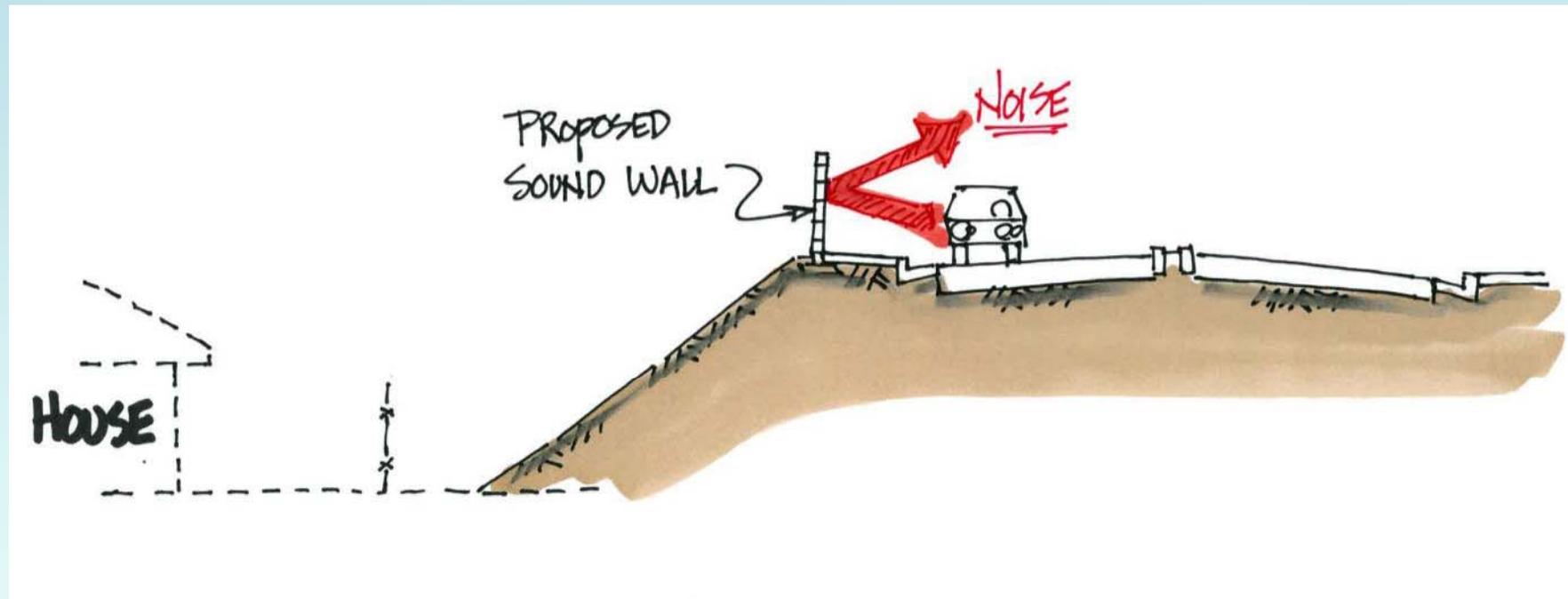
Harney Lane/UPRR Grade Separation – Council Meeting August 1, 2012



	Overhead	Underpass
“Throw Away” Costs	○	⊘
Construction Duration	○	⊘
UPRR Involvement	○	⊘
R/W Acquisition	SAME +/-	SAME +/-
Construction Cost	○	⊘
Long-Term Maintenance	○	⊘
Utility Impacts	○	⊘
Noise Impacts	⊘	⊘
Visual Impacts	⊘	○

 **Best**
 **Mitigated**
 **Worst**

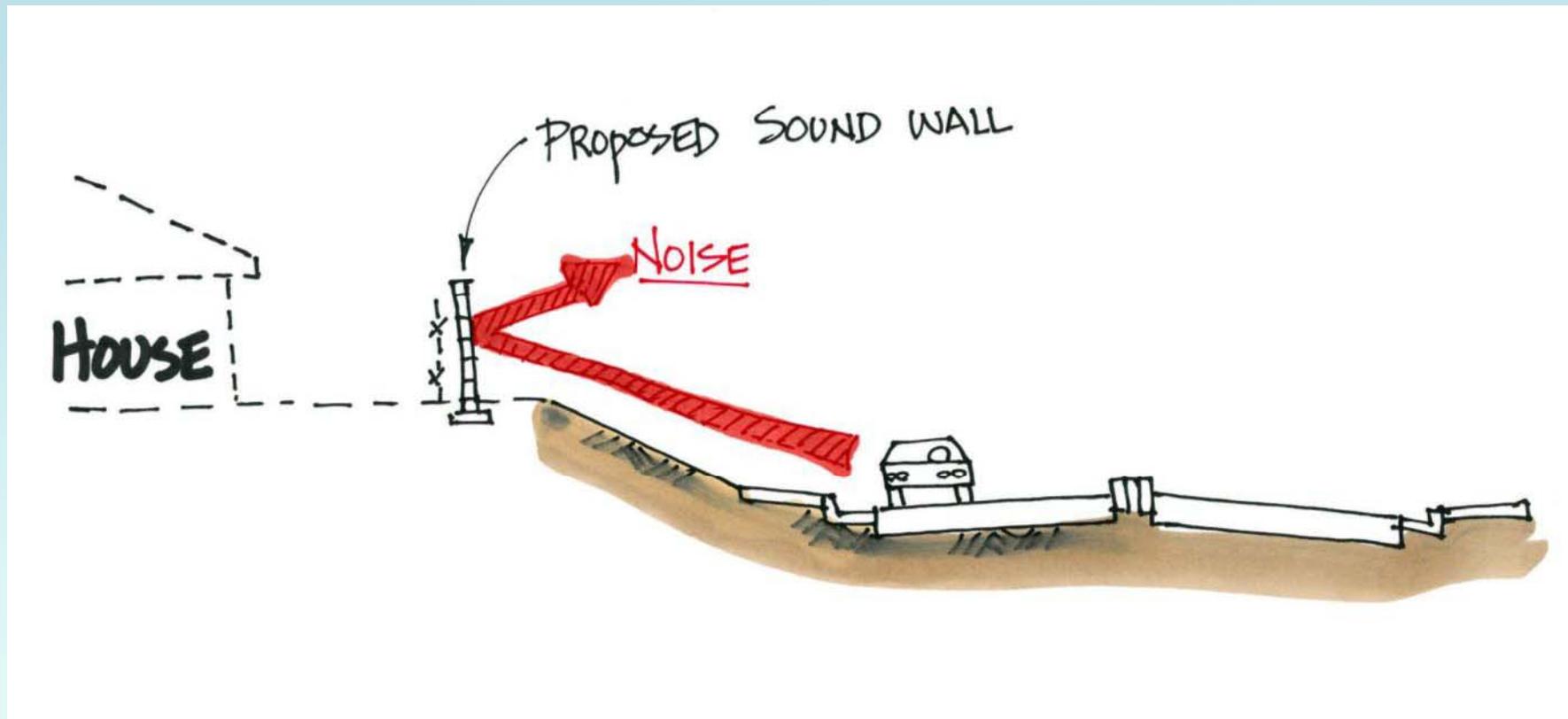
Noise Impacts



Overhead



Noise Impacts



Underpass



Visual Impacts



BEFORE



AFTER



Visual Impacts



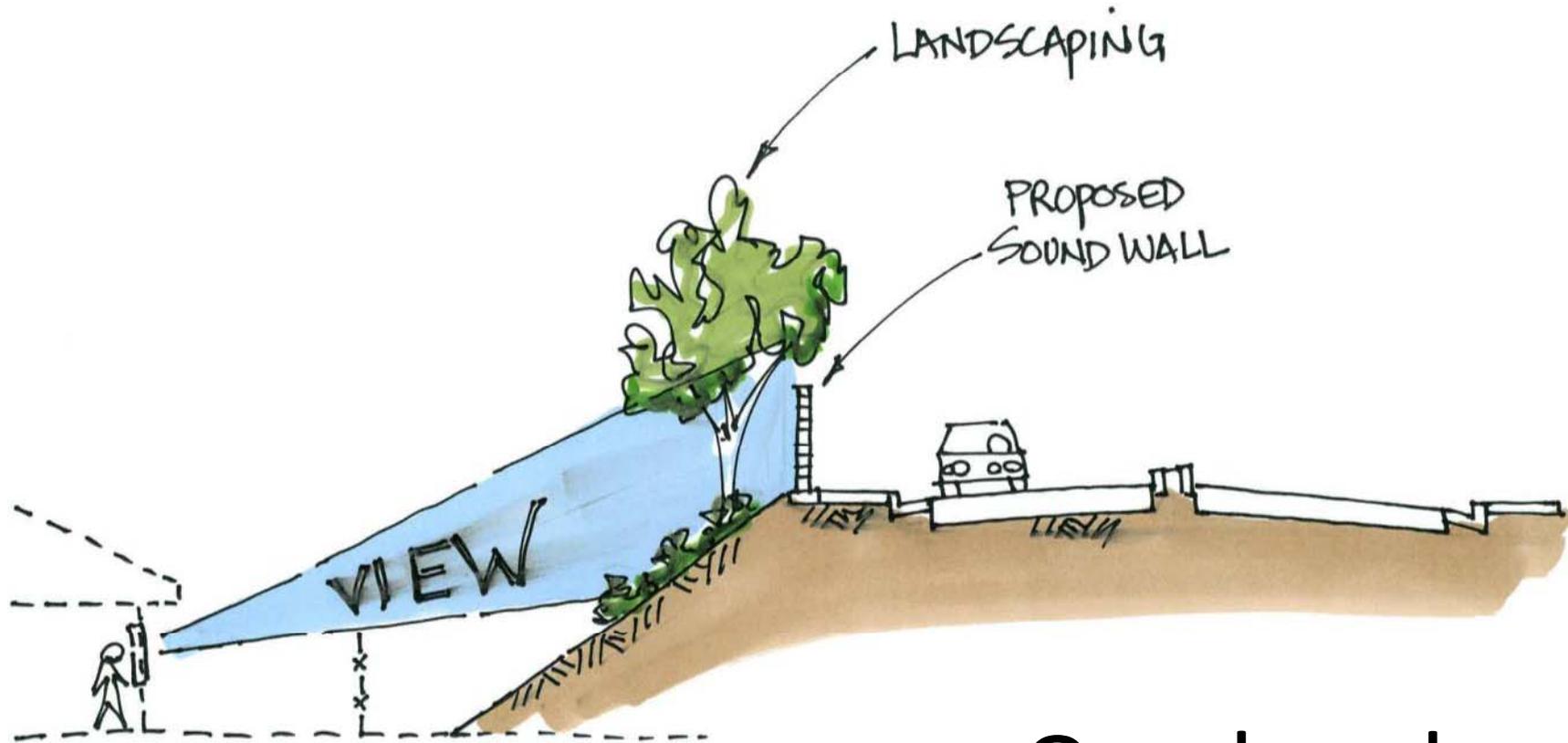
BEFORE



AFTER



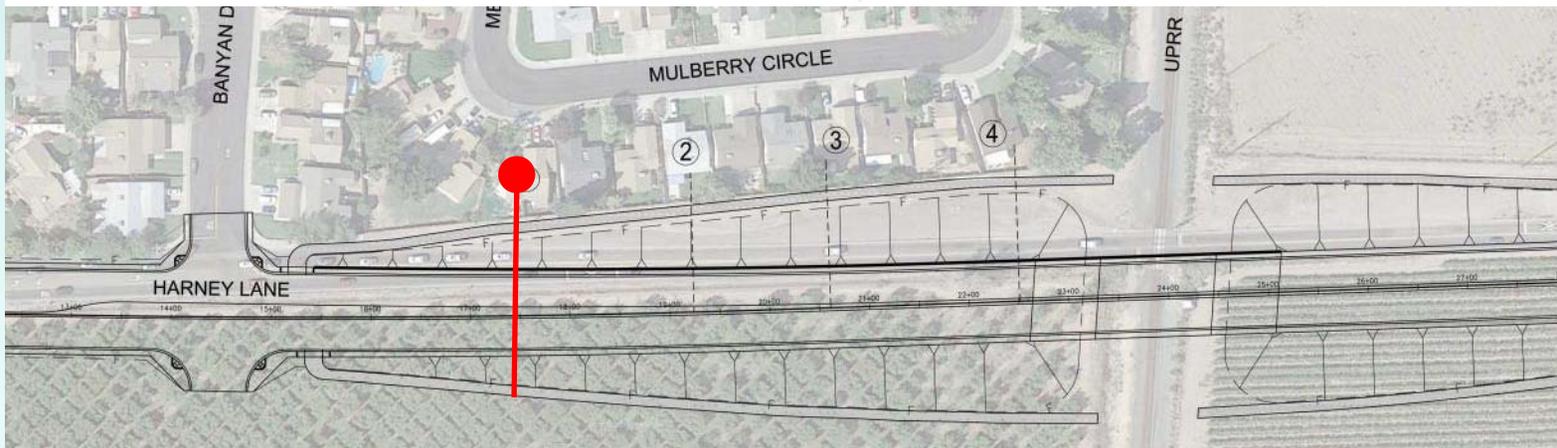
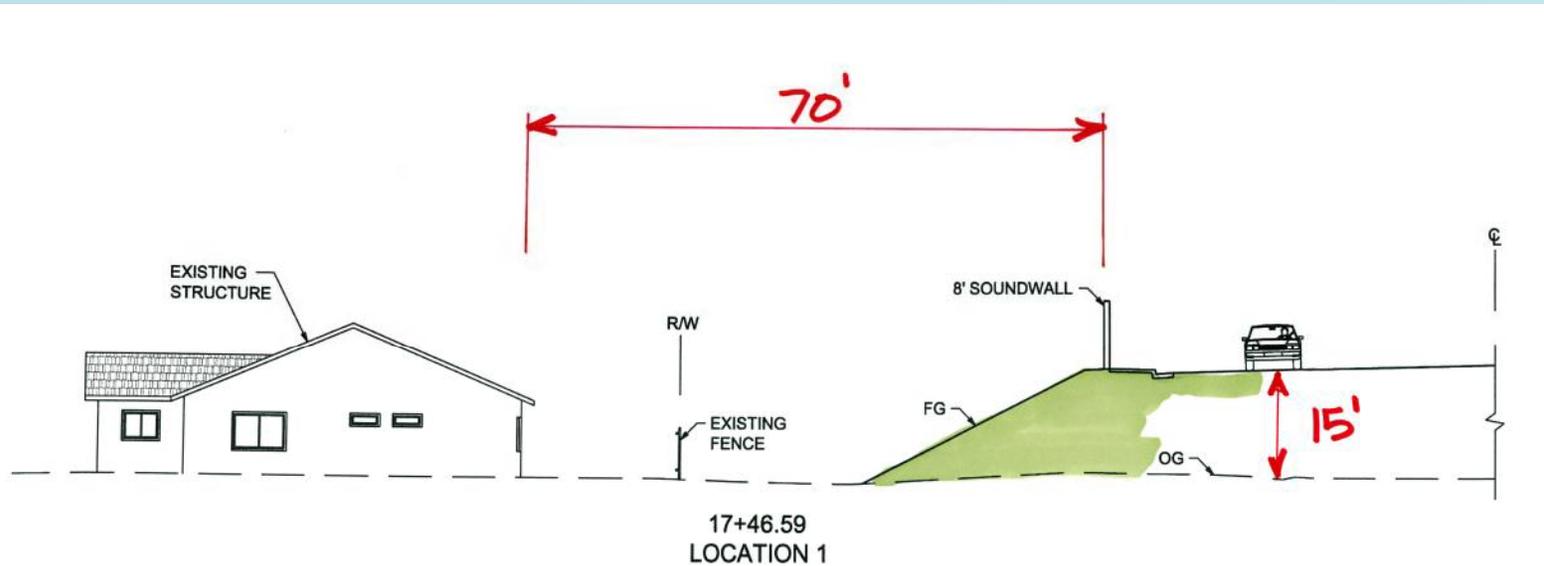
Visual Impacts



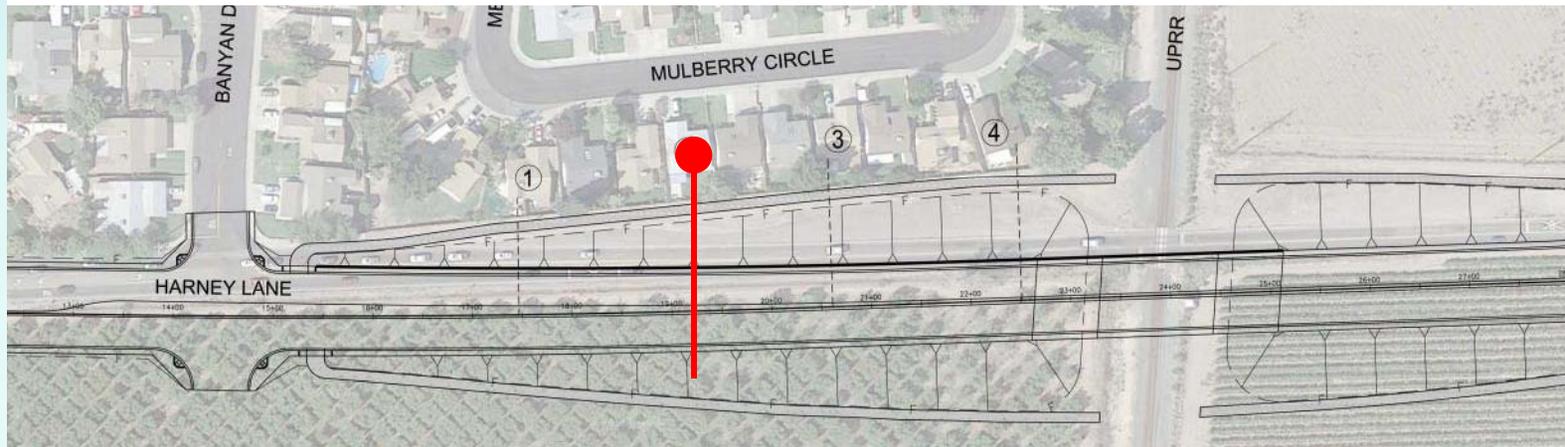
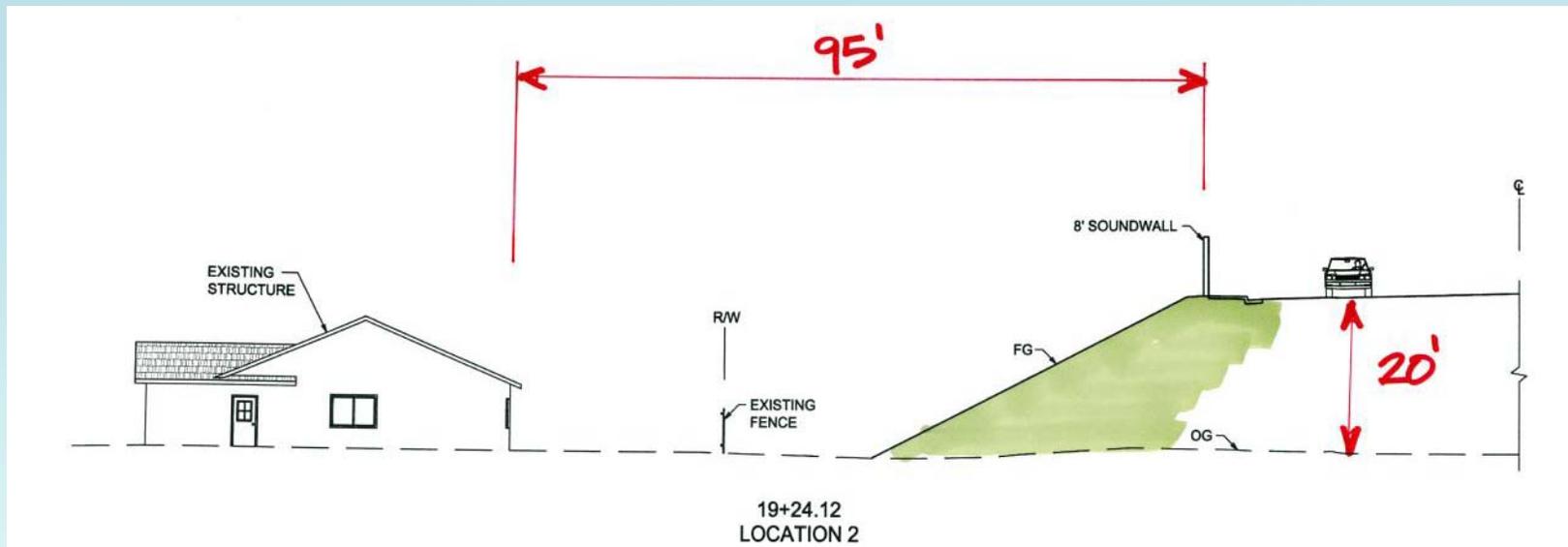
Overhead



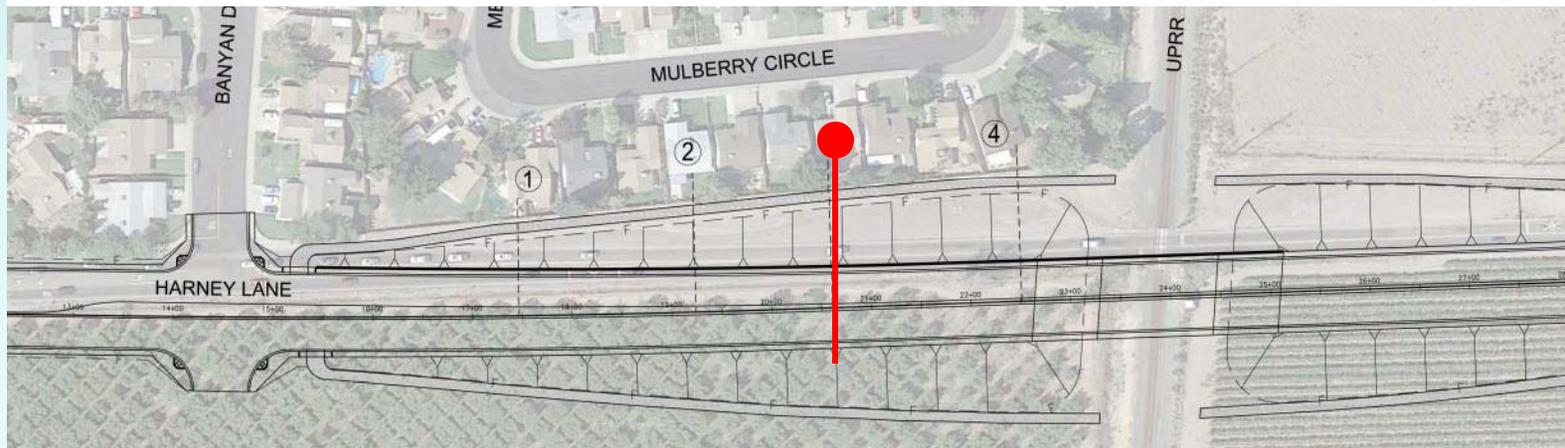
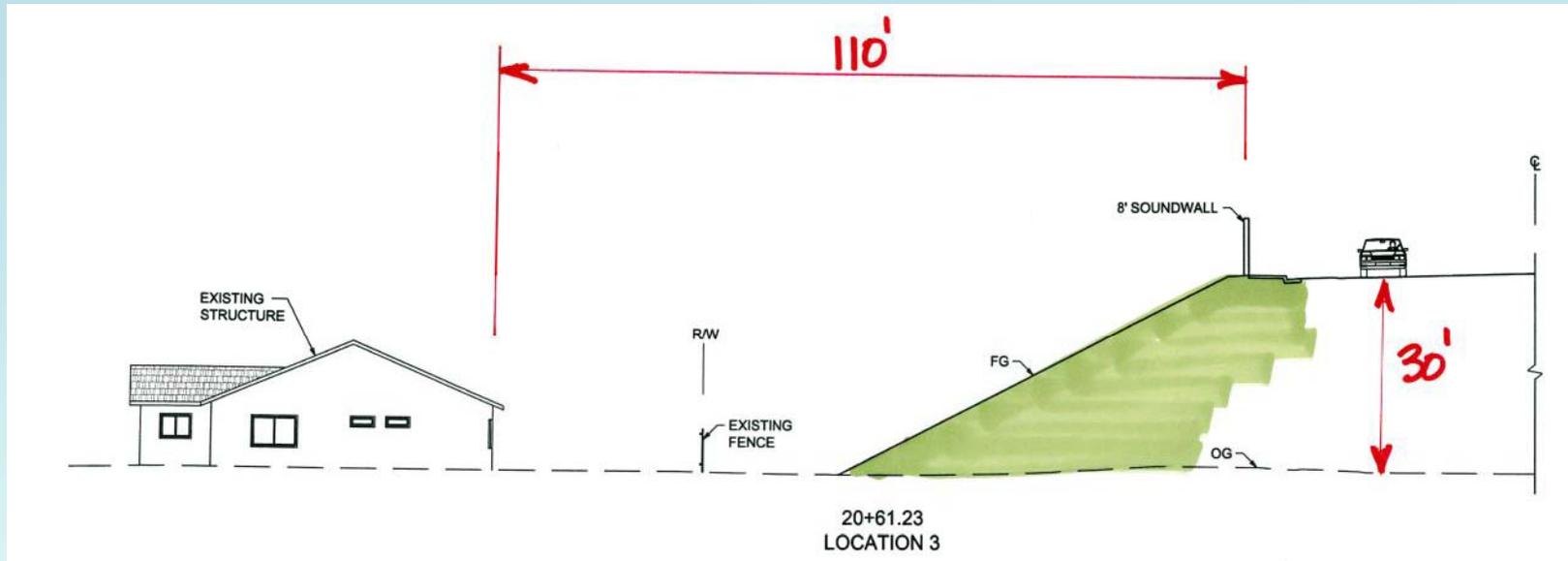
Visual Impacts



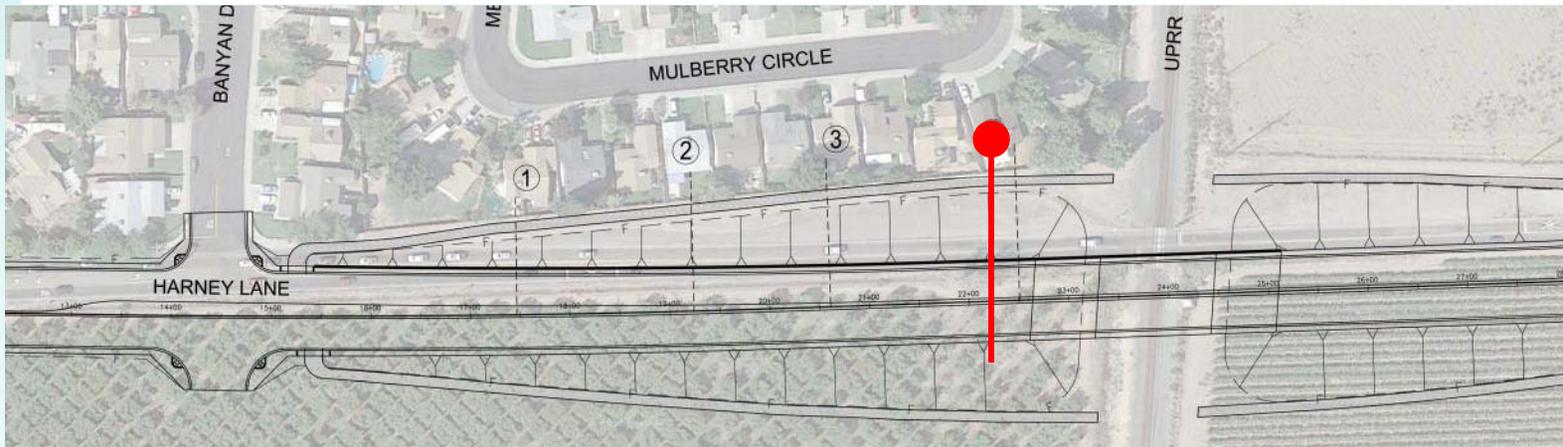
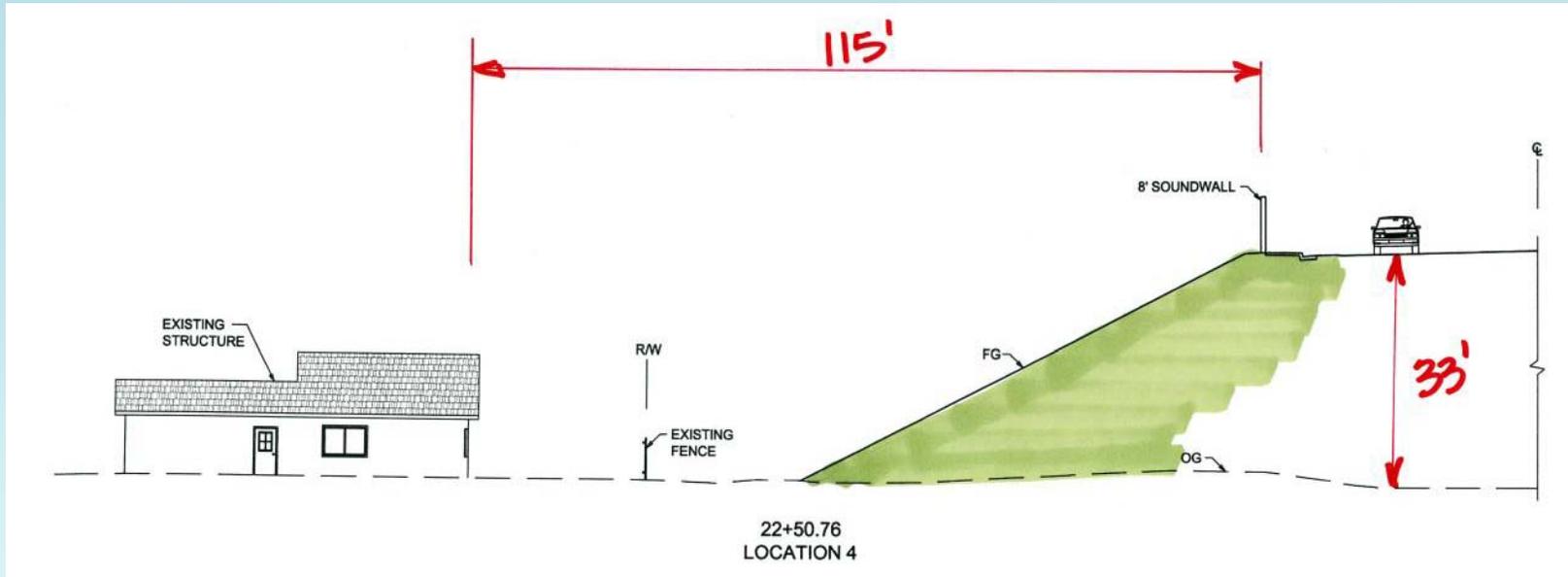
Visual Impacts



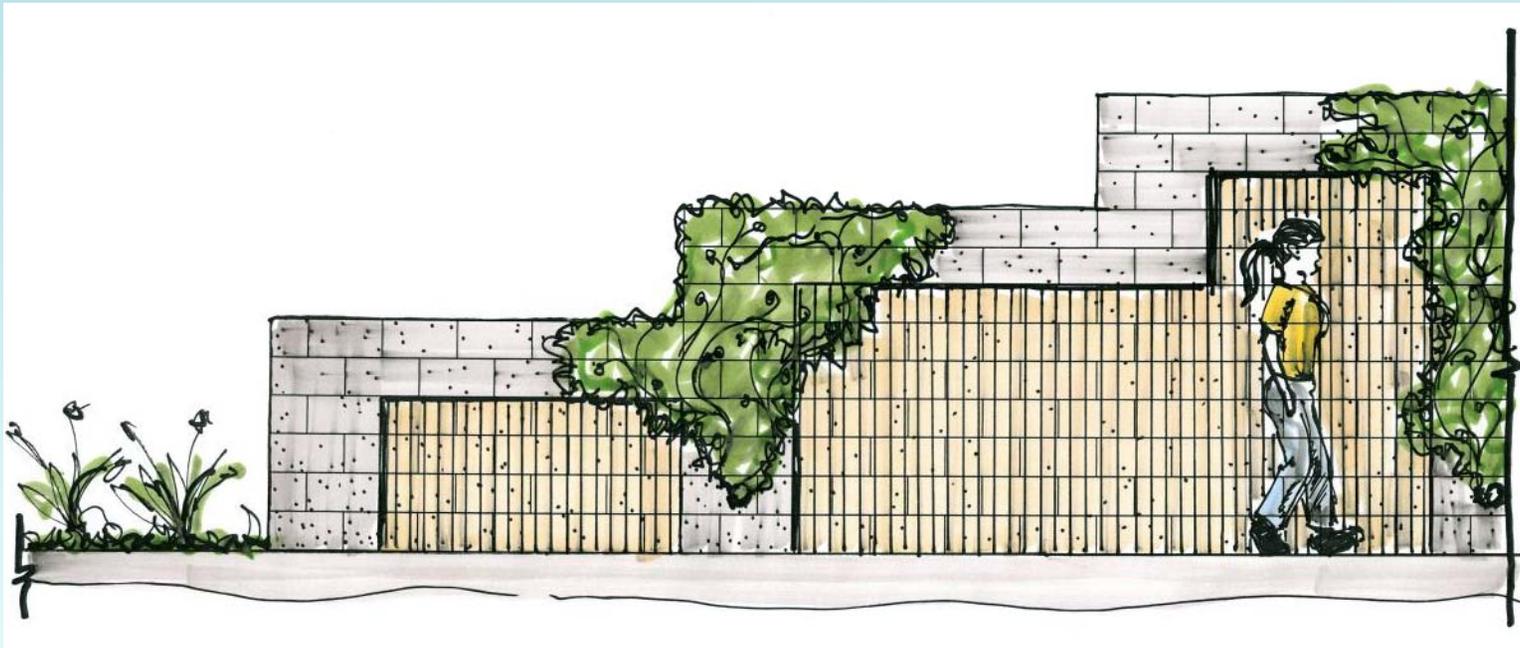
Visual Impacts



Visual Impacts



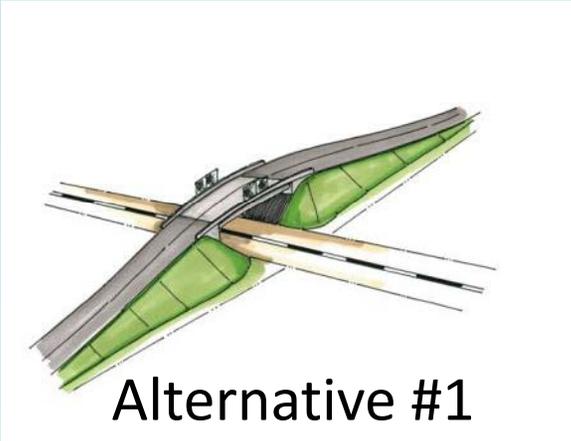
Visual Impacts



Sound Wall Height



Overhead



Alternative #1

\$18,800,000



Alternative #2

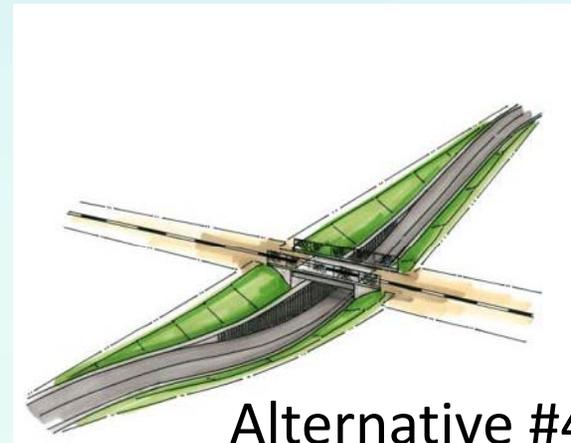
\$26,500,000

Underpass



Alternative #3

\$28,500,000



Alternative #4

\$27,700,000



Remaining Project Schedule

- Council Decision on Preferred Alternative (August 1, 2012)
- Environmental Studies Finalized (November 2012)
- Right-of-Way Appraisals & Acquisitions (January 2013-October 2013)
- Engineering & Permitting Completed (December 2013)
- Construction Start (2014)



Any Questions?



Bridge Abutment

