

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, APRIL 17, 2012**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, April 17, 2012, commencing at 7:05 a.m.

Present: Council Member Hansen, Council Member Johnson, Mayor Pro Tempore Nakanishi, and Mayor Mounce

Absent: Council Member Katzakian

Also Present: City Manager Bartlam, City Attorney Schwabauer, and City Clerk Johl

B. Topic(s)

B-1 Receive Update on Harney Lane Grade Separation at the Union Pacific Railroad Crossing (PW)

City Manager Bartlam briefly introduced the subject matter of the Harney Lane Grade Separation Project.

Public Works Director Wally Sandelin and Matt Satow, representing Mark Thomas and Company, provided a PowerPoint presentation regarding the Harney Lane/Union Pacific Railroad Grade Separation Project. Specific topics of discussion included the goals of the presentation, feasibility study, existing conditions, design criteria, grade separation alternatives, roadway cross sections, feasibility alternatives, underpass and overhead alternatives, outreach efforts, stakeholder feedback, schedule, and next steps.

In response to Mayor Mounce, Mr. Satow stated there is a good portion of land set aside on the north side for the right-of-way but there will be a need to acquire land on the south side for the right-of-way.

In response to Mayor Pro Tempore Nakanishi, Mr. Satow stated the overhead alternative is less expensive although the underpass alternative is visually more pleasing and has less noise impacts.

In response to Council Member Hansen, Mr. Satow stated with the overpass alternative the cut slope and utility concerns shown on the underpass alternative slide are not present.

In response to Mayor Pro Tempore Nakanishi and Council Member Johnson, Mr. Satow provided a brief overview of the Public Utilities Commission approval process, funding availability, and the decision of the legislative body to pursue either the overpass or underpass option.

In response to Mayor Pro Tempore Nakanishi, Mr. Satow stated the overhead alternative takes more land because of the standard embankment needs.

In response to Council Member Johnson, Mr. Satow stated the Varner property is a residential property.

In response to Council Member Hansen, Mr. Satow stated with respect to truck movements turn radius needs and the size of trucks are considered.

In response to Mayor Pro Tempore Nakanishi, Mr. Bartlam stated different stakeholders will have different impacts from the different alternatives for both temporary and permanent access.

In response to Mayor Pro Tempore Nakanishi, Mr. Sandelin stated the \$20 million funding for the project came from a variety of sources including State transportation funds, Public Utilities Commission funds, and local and railroad funds. Mr. Sandelin stated he will provide the Council with the funding breakdown of the project as requested.

In response to Mayor Mounce, Mr. Sandelin confirmed that developer fees are not a funding source for this particular project.

Greg Costa spoke regarding his concerns about the timing of the meetings, availability of details of the plan, and timing of business operations for impact purposes.

Jeff Wade spoke in regard to his concerns about considering an alternative utilizing pillars so that the area underneath can be used by the property owners for storage or other purposes.

Gary Tsusumi spoke in regard to his concerns about the timing of meetings, the need for additional information that provides specific impact details, and the timing of the project on seasonal operations.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 7:45 a.m.

ATTEST:

Randi Johl
City Clerk



**CITY OF LODI
COUNCIL COMMUNICATION**

AGENDA TITLE: Receive Update on Harney Lane Grade Separation at the Union Pacific Railroad Crossing

MEETING DATE: April 17, 2012 (Shirtsleeve Session)

PREPARED BY: Public Works Director

RECOMMENDED ACTION: Receive update on Harney Lane grade separation at the Union Pacific Railroad crossing.

BACKGROUND INFORMATION: The Harney Lane grade separation at the Union Pacific Railroad crossing has been adopted by the City Council as the highest priority grade separation in the City. City Council recognized the existing at-grade railroad crossing would cause significant traffic congestion on Harney Lane and the surrounding intersections.

On October 5, 2011, City Council approved retaining the transportation consulting firm of Mark Thomas Company to prepare preliminary design, environmental review, right of way services, and plans and specifications for this project. In addition, the California Transportation Commission has approved the allocation of \$12.1 million in State Transportation Improvement Program funding for the project beginning in Fiscal Year 2015/16. Recently, the Public Utilities Commission ranked the project number 10 on their list to be considered for an additional \$2 million in funding.

City Council will be presented information regarding two alternative designs for the project, the benefits of each, and the estimated costs of each. The discussion will also include how the construction might be staged to have the least impact on surrounding properties, businesses and the travelling public.

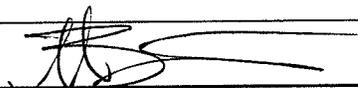
FISCAL IMPACT: Not Applicable

FUNDING AVAILABLE: Not Applicable



F. Wally Sandelin
Public Works Director

FWS/pmf

APPROVED: 

Konradt Bartlam, City Manager



MARK THOMAS & COMPANY
Providing Engineering, Surveying & Planning Services



HARNEY LANE/UPRR GRADE SEPARATION PROJECT

April 17, 2012



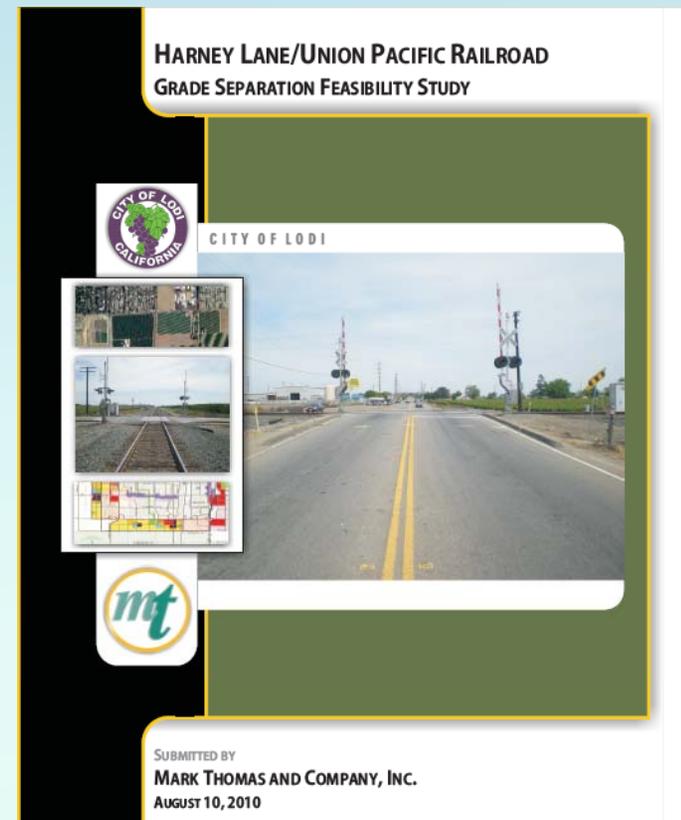
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Goals of Today's Presentation

- Review work performed to date on project
 - Feasibility Study
 - Property owner meetings
- Discuss Schedule & Next Steps



Prepared to position City for funding under CPUC Section 190 Program.



Feasibility Study



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Existing Conditions

- 2-Lane Roadway
- At Grade Crossing w/UPRR Tracks
- Drainage into Roadside Ditches
- Right-of-Way on North Set for Grade Separation





Design Criteria



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General Plan Designation	4-Lane Expressway
Design Speed	45 MPH
Sidewalk	5' Wide
Bike Lanes	6' Class 2 – On Street
Cross Section	City Standard
RxR Vertical Clearance	23'4" for OH and 17.5' UP

Design Criteria Recap





Design Criteria Recap



Grade Separation Alternatives

- 2 Overhead Alternatives
- 2 Underpass Alternatives
- Overhead & Underpass alternatives can be modified with retaining walls to minimize ROW impacts

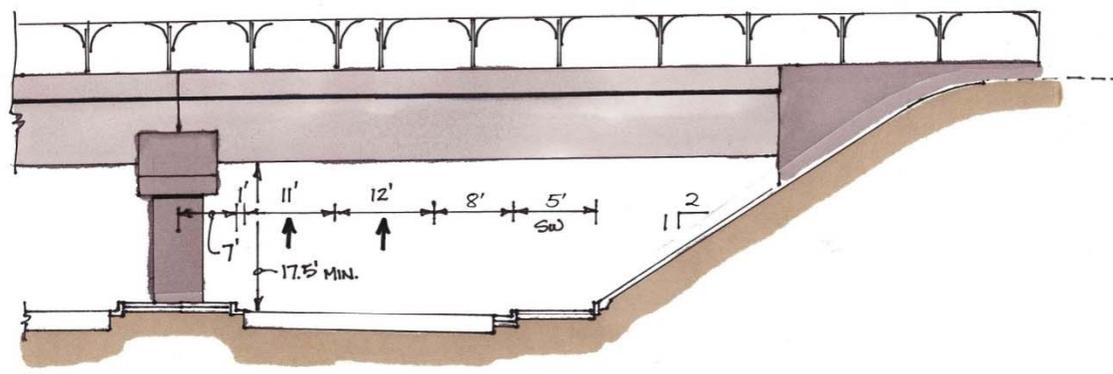




Roadway Cross Sections (Underpass)



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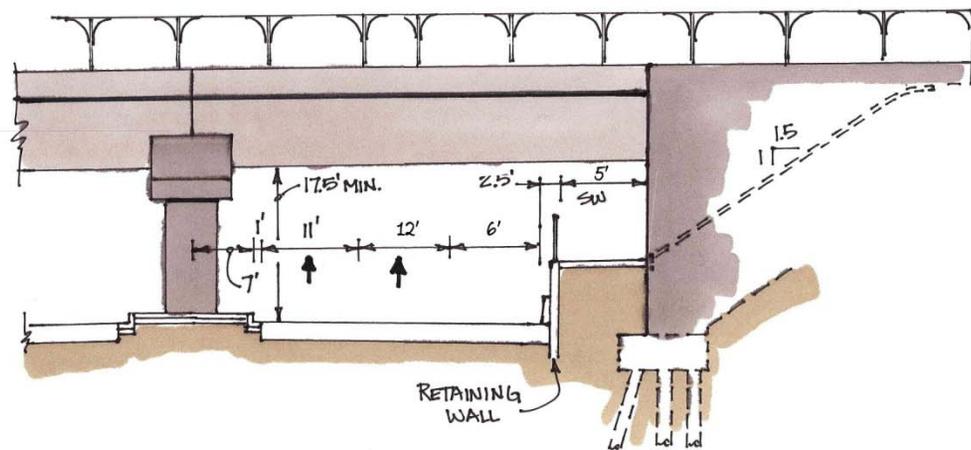


UP - CROSS SECTION
 (ROAD LEVEL SIDEWALK)





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UP - CROSS SECTION
(RAISED SIDEWALK)





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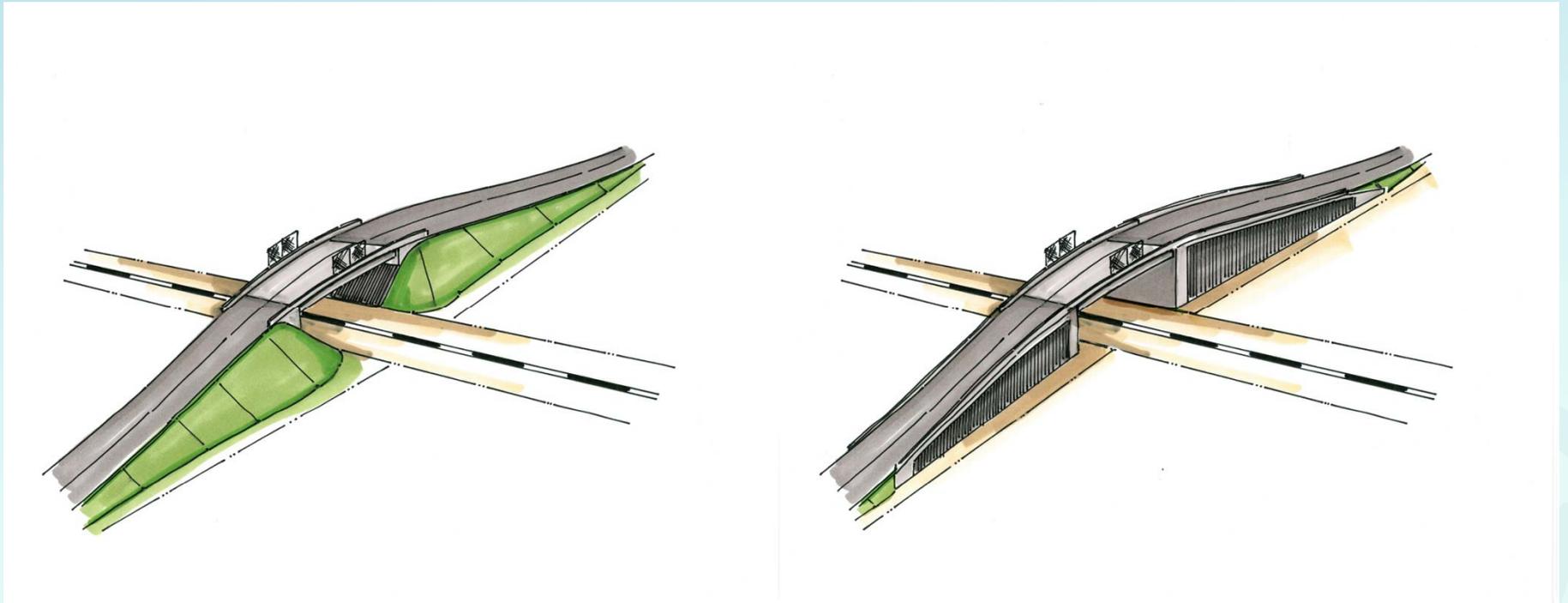


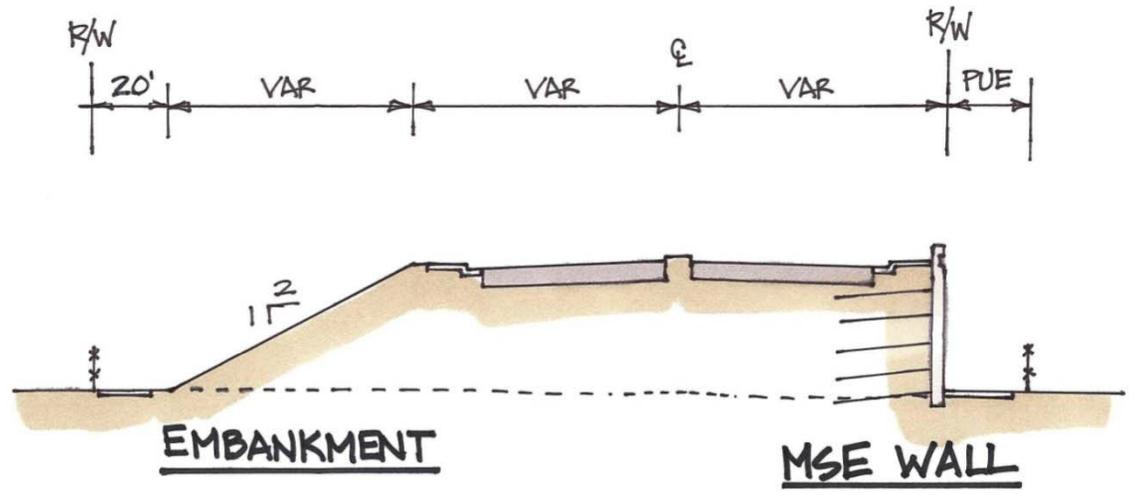
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Roadway Cross Sections (Overhead)









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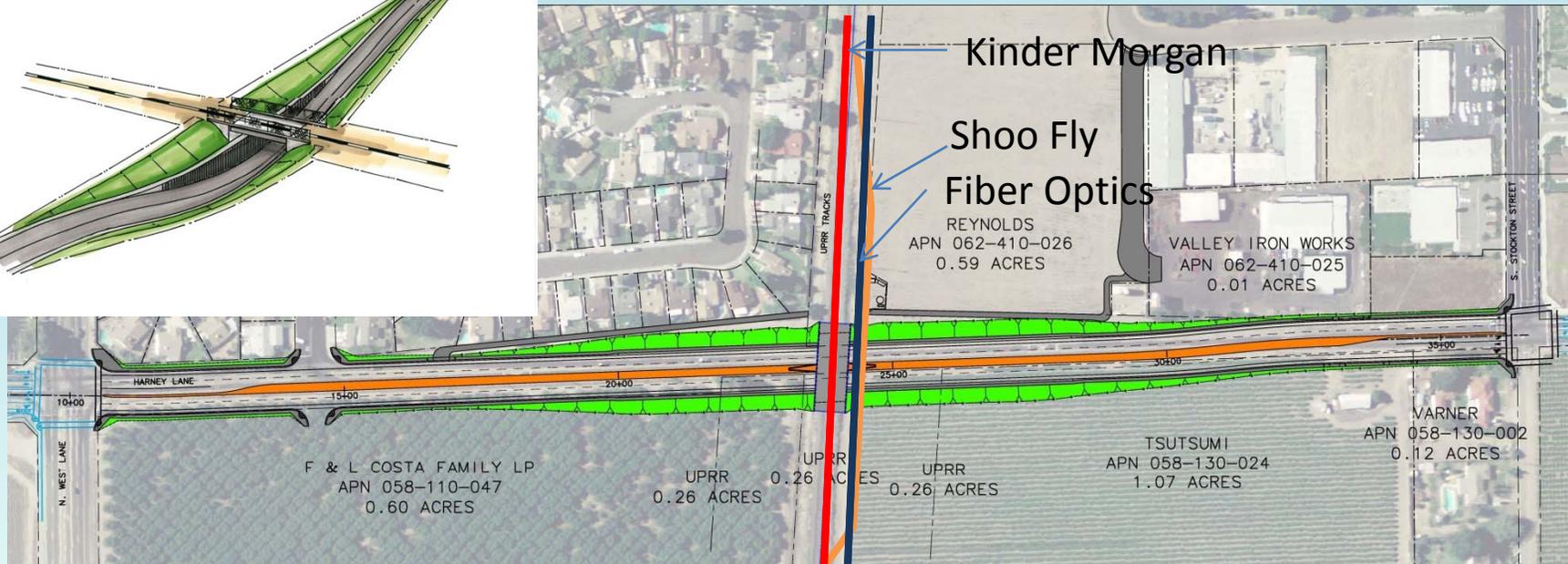
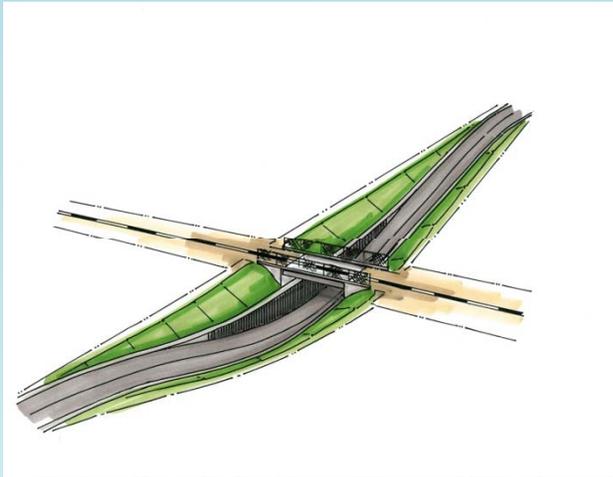


Feasibility Alternatives



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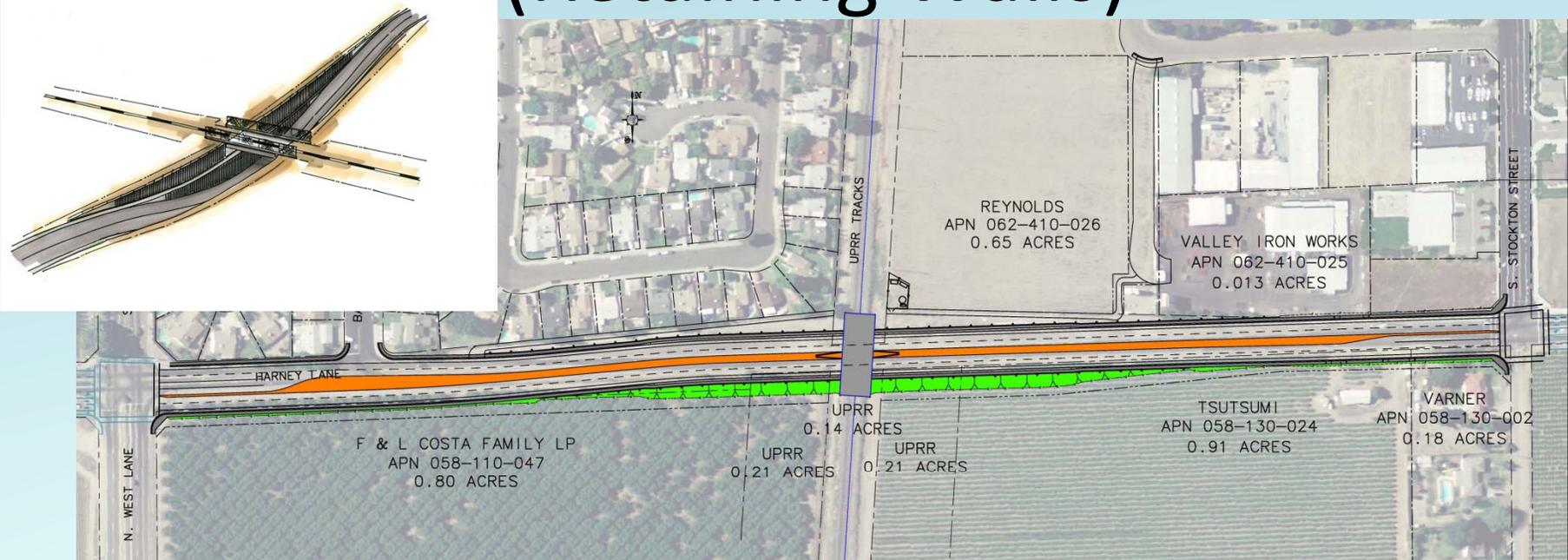
Underpass Alternative (Cut Slope)



- Significant cost increases for UPRR Standard Structure, Pump Station, Temporary Rail Shoo-Fly & Crossing
- Utility Impacts (Kinder Morgan Fuel Line & Fiber Optic Communication)
- Less visual, noise and right-of-way impacts than Overhead Alternative
- 24-26 months for construction
- Approximately \$28.8 million



Underpass Alternative (Retaining Walls)



- Significant cost increases for UPRR Standard Structure, Pump Station, Temporary Rail Shoo-Fly and Retaining Walls
- Utility Impacts (Kinder Morgan Fuel Line & Fiber Optic Communication)
- Less visual, noise and right-of-way impacts than Overhead Alternative
- 24-26 months for construction
- Approximately \$30.2 million





Underpass Construction



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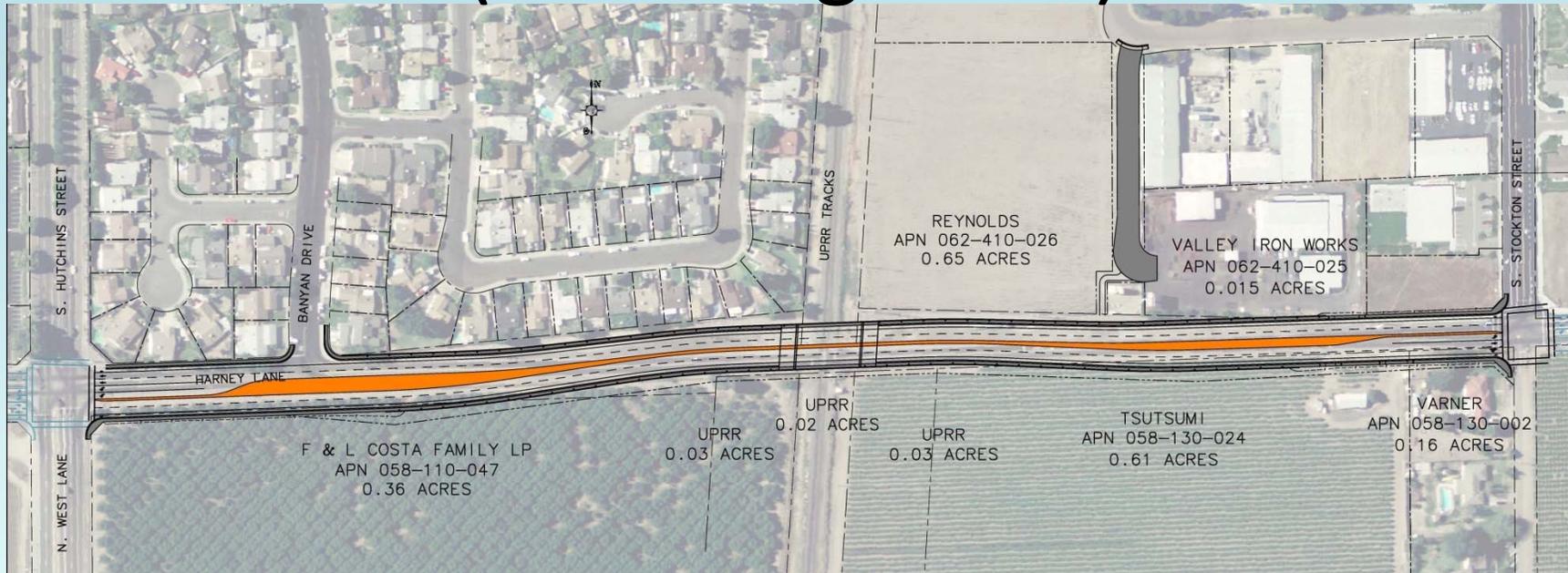
Road Closure

Approximately 15 months for underpass

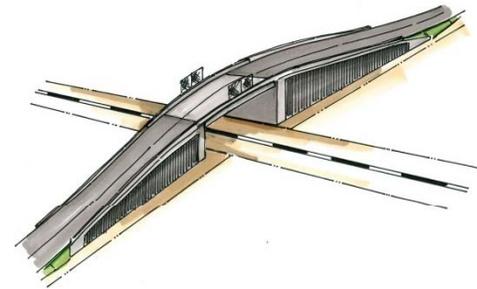


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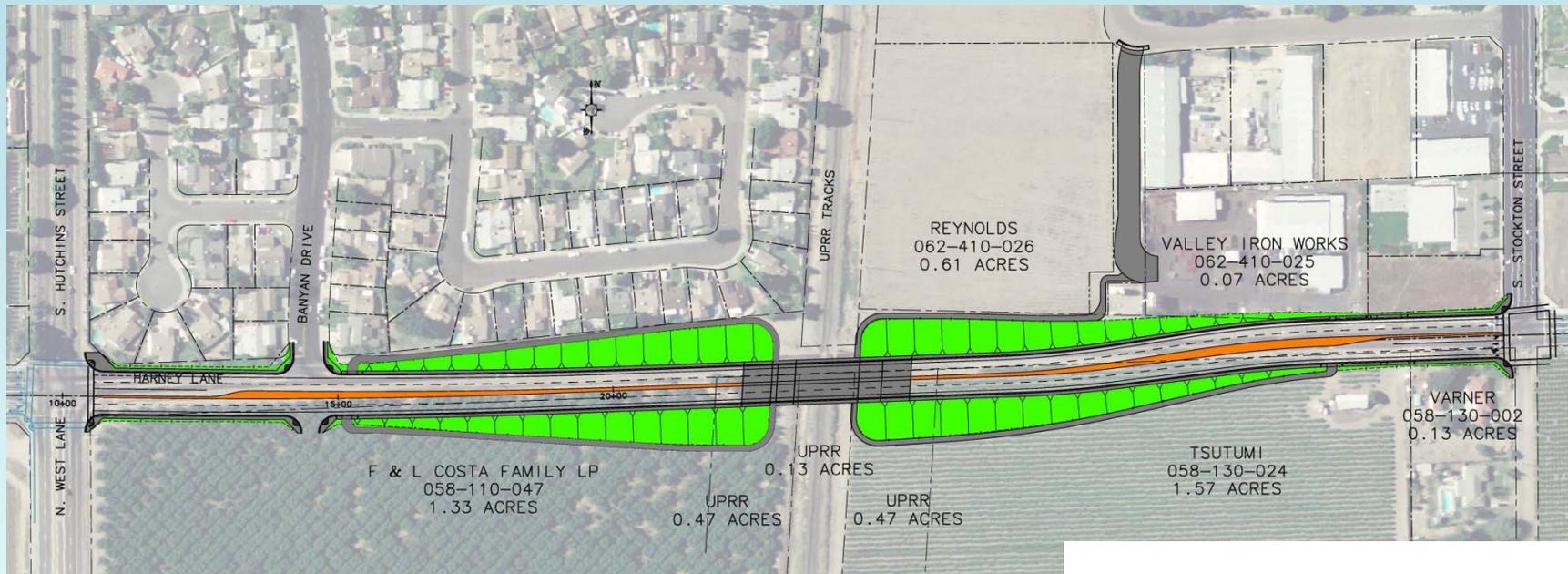
Overhead Alternative (Retaining Walls)



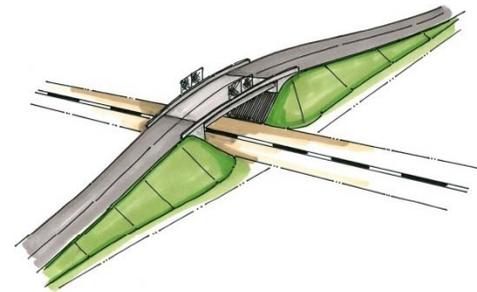
- Can be staged to maintain traffic on Harney Lane during construction
- 18-20 months for construction
- Retaining walls minimize right-of-way impacts
- Retaining wall 30 feet tall at highest point
- Approximately \$23 million



Overhead Alternative (Embankment)



- Most cost effective
- Can be staged to maintain traffic on Harney Lane during construction
- 18-20 months for construction
- Has the largest right-of-way footprint
- Approximately \$18.9 million

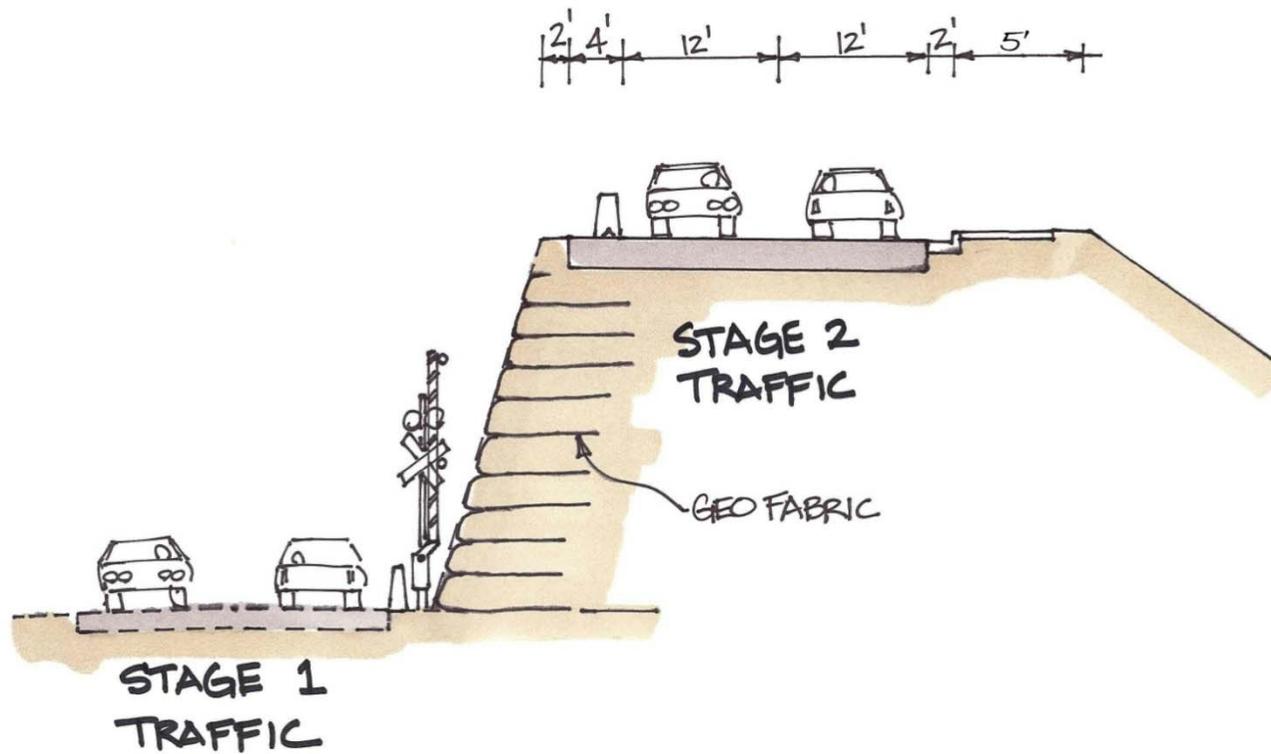




Overhead Construction Staging



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Overhead Staging





Overhead Staging





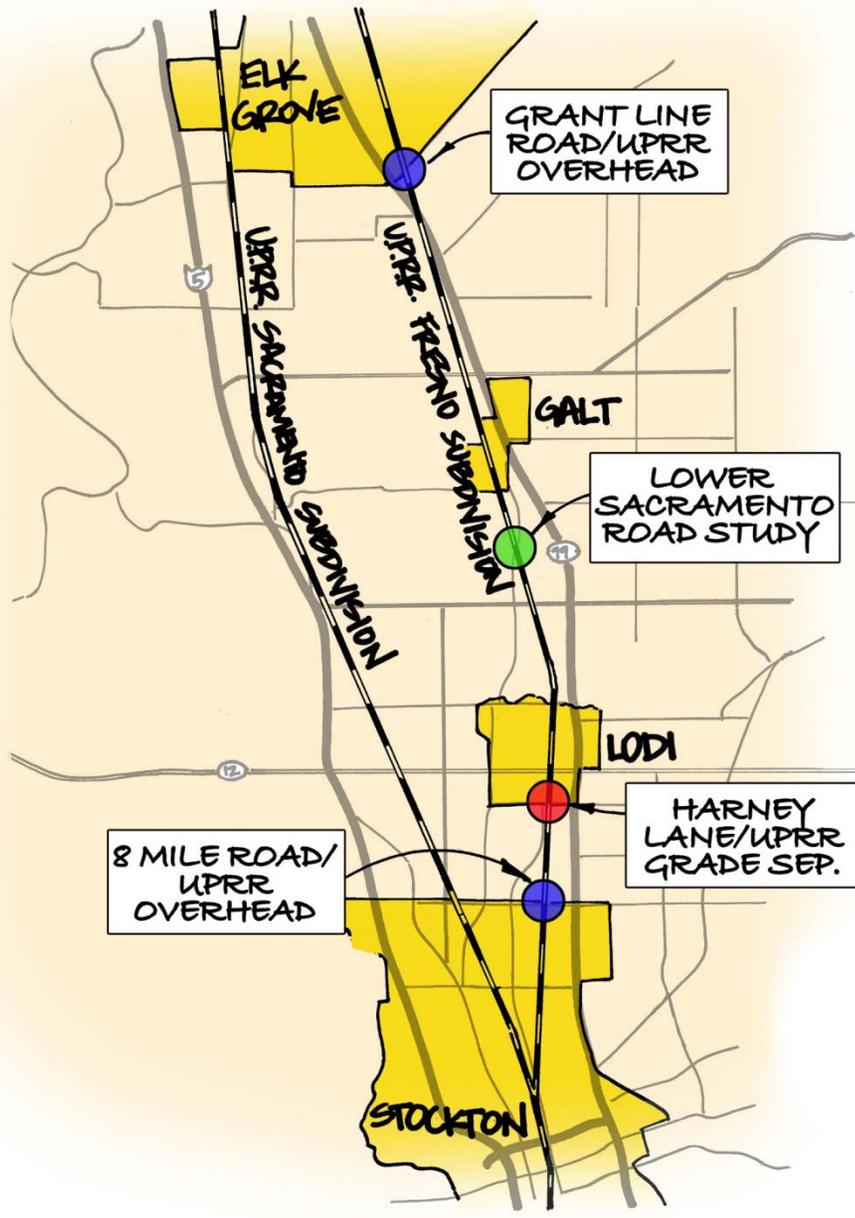
Overhead Staging





Other Grade Separations







Stakeholder Feedback



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Outreach Efforts



- Property Owner Outreach
 - Costa & Family
 - Reynolds
 - Tsutsumi
 - Varner
 - Valley Iron Works
- Business Outreach
 - Costco
 - Home Depot
 - Blue Shield



Stakeholder Input Received



- Access for Valley Iron Works – Truck turning and saw house relocation
- Minimize impacts during cherry season (April 15th-June 30th)
- No “temporary” impacts to Costa or Tsutsumi farm operations
- Reconstruction of Varner frontage – Soundwall & relocation of decorative boulders
- Reynolds is open to access road





Schedule & Next Steps



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Next Steps

- Begin Environmental Surveys
- Further Develop the Alternatives
- Continue Discussions with UPRR
- Fine-Tune Cost Estimates
- Follow-up Stakeholder Meetings
- Public Meeting
- June 5th Council Shirt Sleeve
- June 6th – Council Agenda Item



Schedule

- Council Decision on Preferred Alternative (June 2012)
- Council Update (October 2012)
- Environmental Studies Complete (November 2012)
- Environmental Approved (January 2013)
- Right-of-Way Appraisals & Acquisitions (January 2013-October 2013)
- Engineering & Permitting Completed (December 2013)
- Construction Start (2014)



Any Questions?

