

**LODI CITY COUNCIL
SHIRTSLEEVE SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, NOVEMBER 5, 2013**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, November 5, 2013, commencing at 7:00 a.m.

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

Absent: Council Member Mounce

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

B. Topic(s)

B-1 Receive Information on the San Joaquin Council of Governments State Route 99 Lodi Operational Improvements Feasibility Study (PW)

Public Works Director Wally Sandelin and Juann Ramos of Dokken Engineering provided a PowerPoint presentation regarding the State Route 99 Lodi Operational Improvements Feasibility Study. Donald Mascardo of San Joaquin Council of Governments also participated in the presentation. Specific topics of discussion included background and purpose, corridor characteristics, feasibility study, study findings, traffic operations, mainline and ramp collision data, project hot spots, aerial photographs, recommended alternatives, alternative comparisons, and funding.

In response to Council Member Hansen, Mr. Ramos confirmed that the long-term goal is to make the highway six lanes extending to Sacramento County.

In response to Council Member Hansen, Mr. Ramos stated all participants, including San Joaquin Council of Governments (SJCOG), is being conscious about how to improve the corridor for the long-term versus short-term fixes and the costs associated with the same.

A brief discussion ensued between Council Member Hansen, Mayor Pro Tempore Katzakian, and Mr. Ramos regarding the challenges associated with speed and acceleration at the Turner Road interchange.

In response to Council Member Hansen, Mr. Ramos stated the original purpose of the study was to identify short-term operational and safety improvements that could be completed within the next five years.

In response to Mayor Nakanishi, Deputy Public Works Director Charlie Swimley stated the goal of the Shirtsleeve Session today is to receive some input from the City Council on the various alternatives presented and the costs associated with the same.

In response to Mayor Nakanishi, Mr. Swimley stated staff previously chose Alternative 4 in order to apply for Regional Transportation Impact Fee funds, for which the City was not selected. Mr. Swimley stated staff is looking for feedback on all alternatives that appeal to the City Council currently, which SJCOG will also take into consideration for funding opportunities.

In response to Council Member Johnson, Mr. Swimley stated the final decision will be made by SJCOG and CalTrans and the City of Lodi is a stakeholder whose feedback will be considered

when the final decision is made.

A brief discussion ensued amongst the City Council regarding the qualifications and ability of the City Council to identify viable alternatives.

In response to Mayor Pro Tempore Katakian, Mr. Mascardo stated SJCOG will continue to work with City staff and CalTrans to better define the alternatives and as the study nears completion SJCOG will attempt to gain specific funding for the various alternatives identified.

In response to City Manager Bartlam, Mr. Mascardo stated SJCOG would like to take advantage of any cost savings from current County projects to apply to the Lodi project, which is why it is attempting to identify viable alternatives currently.

In response to Council Member Hansen, Mr. Swimley stated roundabouts are inherently more safe than a four-way intersection and reduce the likelihood of accidents.

In response to Council Member Hansen, Mr. Ramos stated Harney Lane improvements will likely happen with enhanced growth in the area whereas on Turner Road the improvements are needed currently.

A brief discussion ensued amongst Mayor Pro Tempore Katakian, Mayor Nakanishi, and Mr. Bartlam regarding Alternative 5.

In response to Mayor Nakanishi, Mr. Swimley stated there will be additional information provided in the future on the alternatives as SJCOG moves forward with the project.

Myrna Wetzel spoke in regard to the number of check marks listed for each alternative on the alternative comparison sheet and urged the City Council to consider the same when selecting an alternative.

C. Comments by Public on Non-Agenda Items

None.

D. Adjournment

No action was taken by the City Council. The meeting was adjourned at 8:05 a.m.

ATTEST:

Randi Johl-Olson
City Clerk



**CITY OF LODI
COUNCIL COMMUNICATION**

AGENDA TITLE: Receive Information on the San Joaquin Council of Governments State Route 99 Lodi Operational Improvements Feasibility Study
MEETING DATE: November 5, 2013 (Shirtsleeve Session)
PREPARED BY: Public Works Director

RECOMMENDED ACTION: Receive information on the San Joaquin Council of Governments State Route 99 Lodi Operational Improvements Feasibility Study.

BACKGROUND INFORMATION: In early 2013, the San Joaquin Council of Governments (SJCOG) commissioned Dokken Engineering to perform the State Route 99 Lodi Operational Improvements Feasibility Study. The purpose of the study is to evaluate current operations of State Route 99 between Armstrong Road and Turner Road and identify a series of short-term projects that could be implemented to improve safety and/or enhance operations of the State Route 99 corridor through the City.

The purpose of this presentation is to provide an overview of the feasibility study, examine various alternatives considered, and to obtain Council feedback on those alternatives.

FISCAL IMPACT: Not applicable.

FUNDING AVAILABLE: Not applicable.



F. Wally Sandelin
Public Works Director

Prepared by Charles E. Swimley, Jr., City Engineer/Deputy Public Works Director

FWS/CES/pmf

APPROVED: 
Konrad Bartlam, City Manager

Shirtsleeve Session Presentation

STATE ROUTE 99 LODI OPERATIONAL IMPROVEMENTS FEASIBILITY STUDY

PRESENTED TO:



PROJECT SPONSOR:



PRESENTED BY:



November 5, 2013



BACKGROUND AND PURPOSE





SR 99 CORRIDOR CHARACTERISTICS

- 22 on- and off-ramps within 3.5 miles
- Closely spaced on- and off-ramps
- Non-standard ramp geometrics
 - Limited sight distance
 - Steep grades
 - Tight curves
 - Short acceleration and deceleration lengths
 - Short merging distances onto mainline
- Multiple weaving movements on ramps
- High truck percentage





FEASIBILITY STUDY

- Purpose, identify short and long term improvement projects
- Improvement project should:
 - Improve operations
 - Improve safety
- Short term projects to be constructed within the next 5 years
- Review available data
 - Traffic volumes
 - Collision data
- Develop comparison criteria





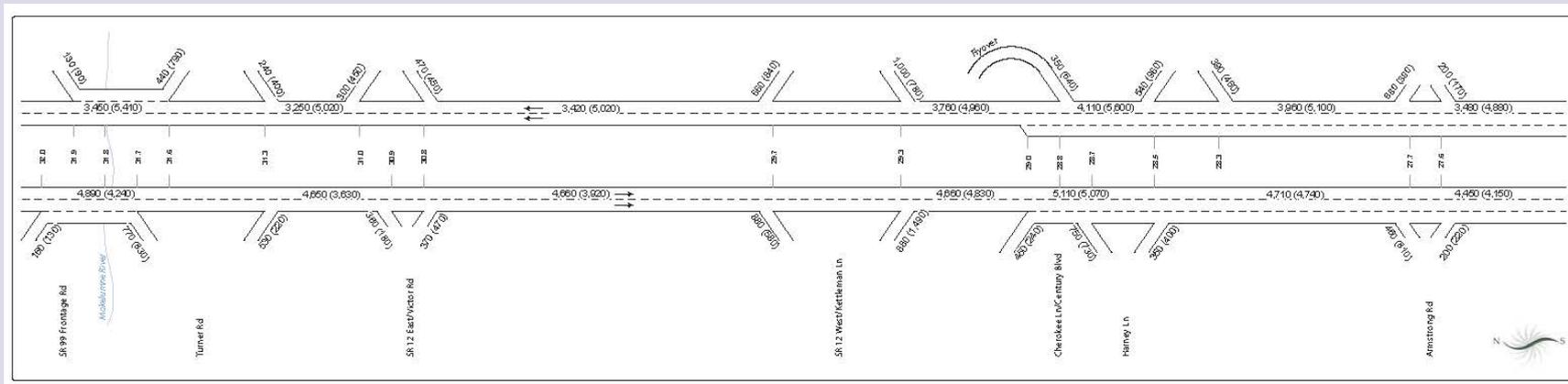
STUDY FINDINGS





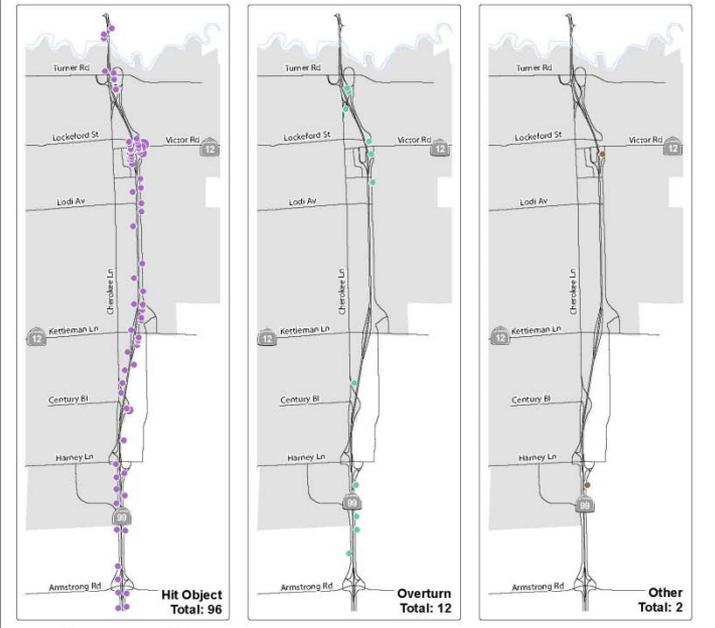
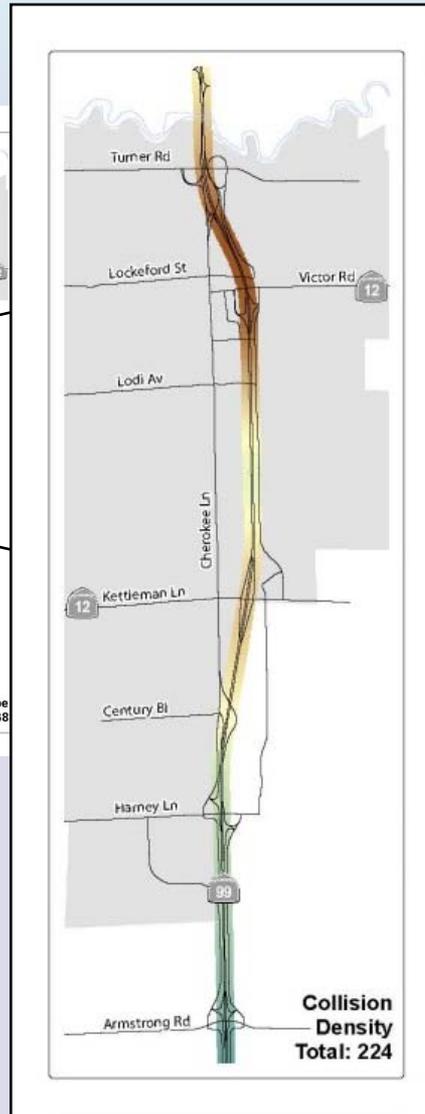
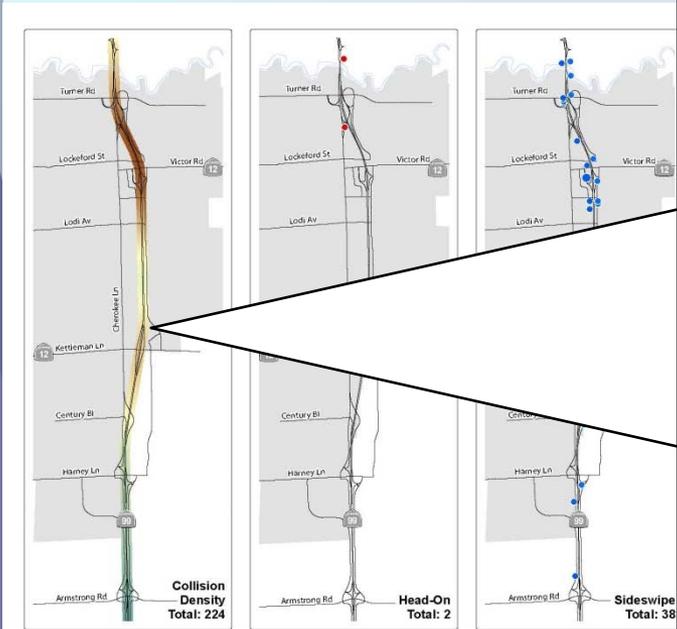
TRAFFIC OPERATIONS

- Speeds generally above 65 mph throughout corridor
- Minor pockets of slowdowns caused by merging traffic from the ramps
- Traffic volumes (Existing and Forecasted)



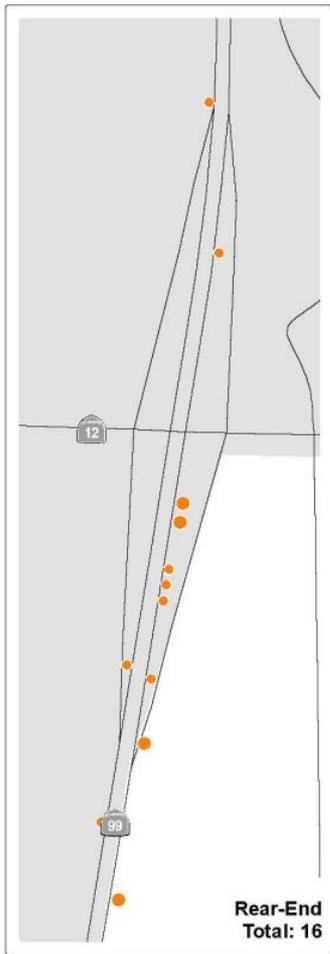


MAINLINE COLLISION DATA

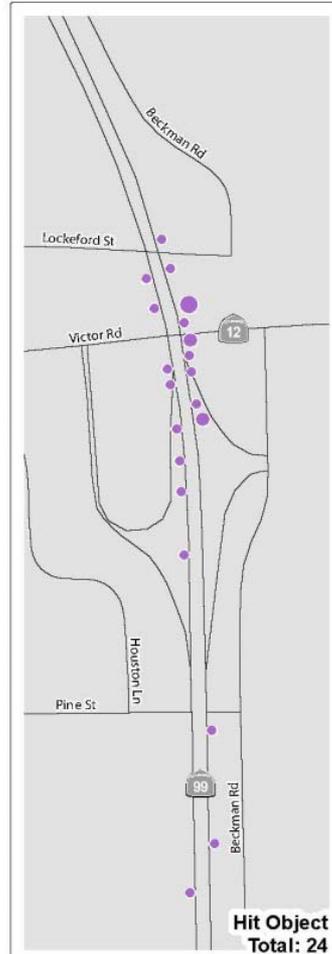




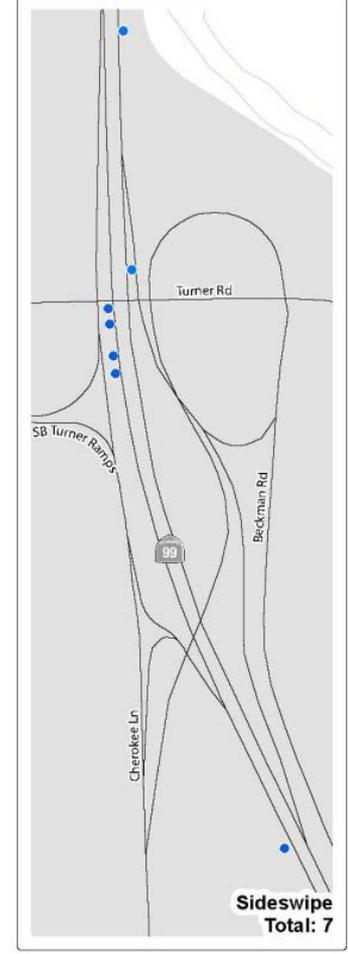
MAINLINE COLLISION DATA



Kettleman Lane



Victor Road

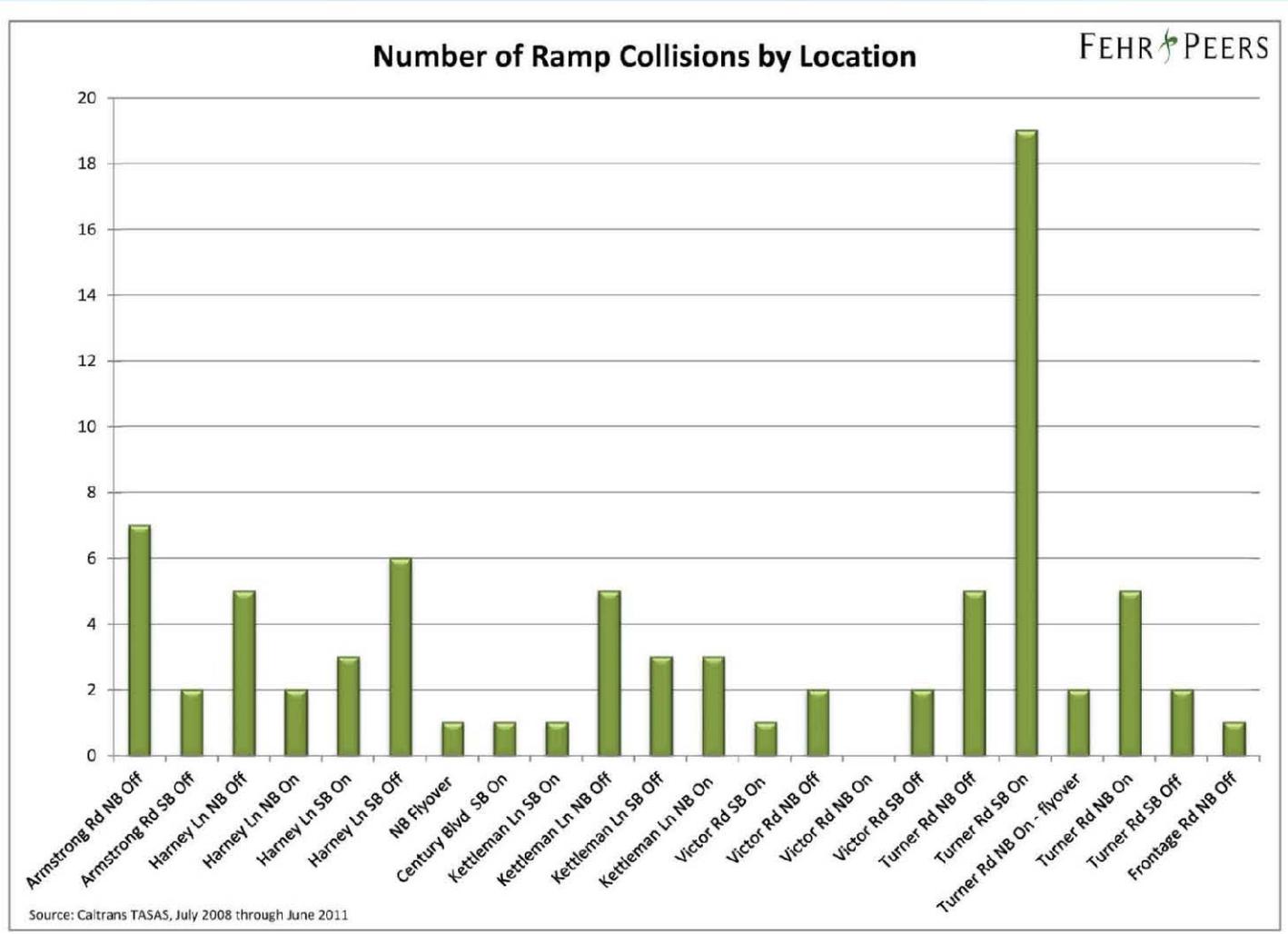


Turner Road

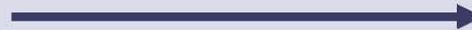




RAMP COLLISION DATA



South



North



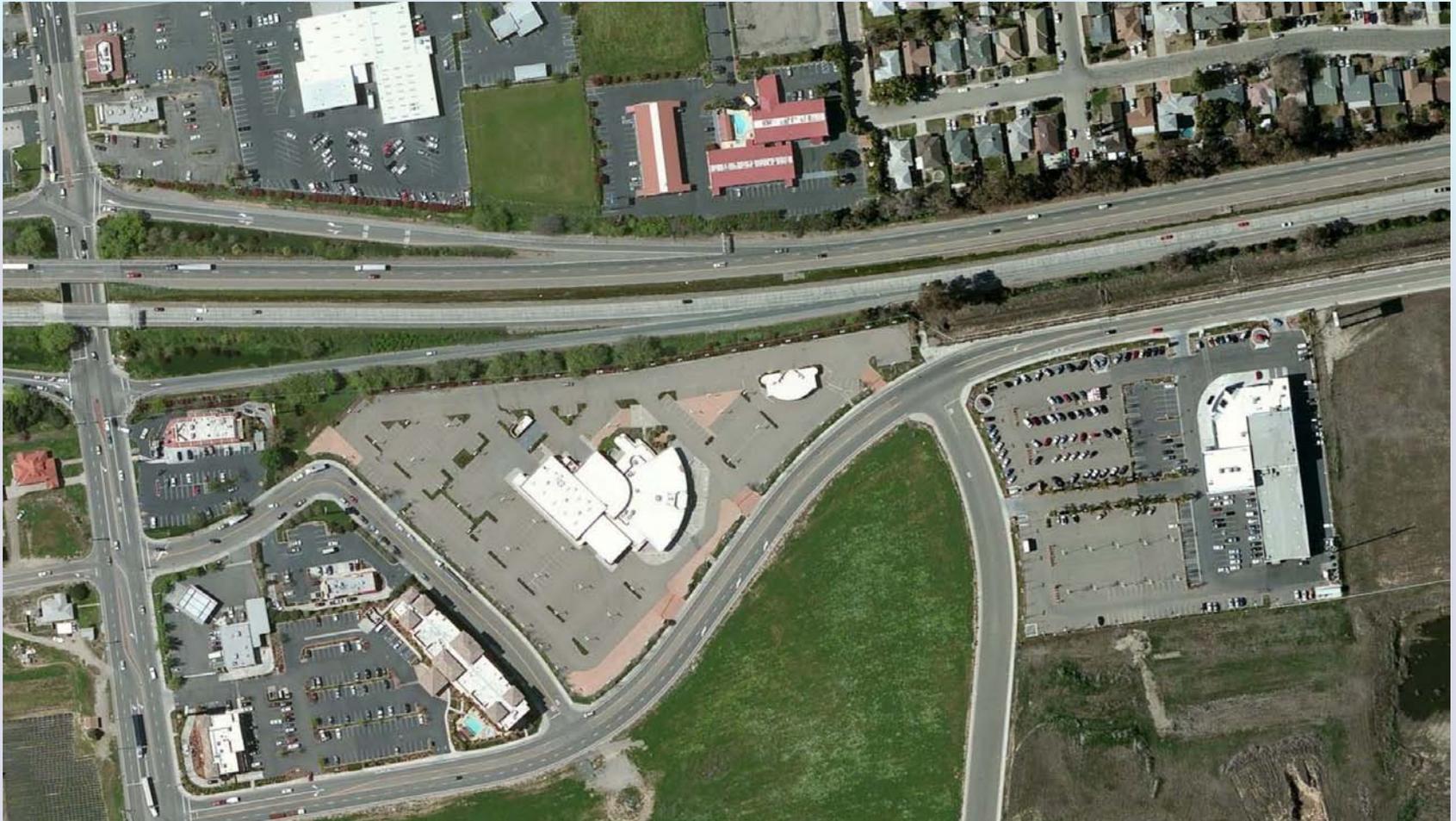


PROJECT “HOT SPOTS”





NB KETTLEMAN LANE ON-RAMP





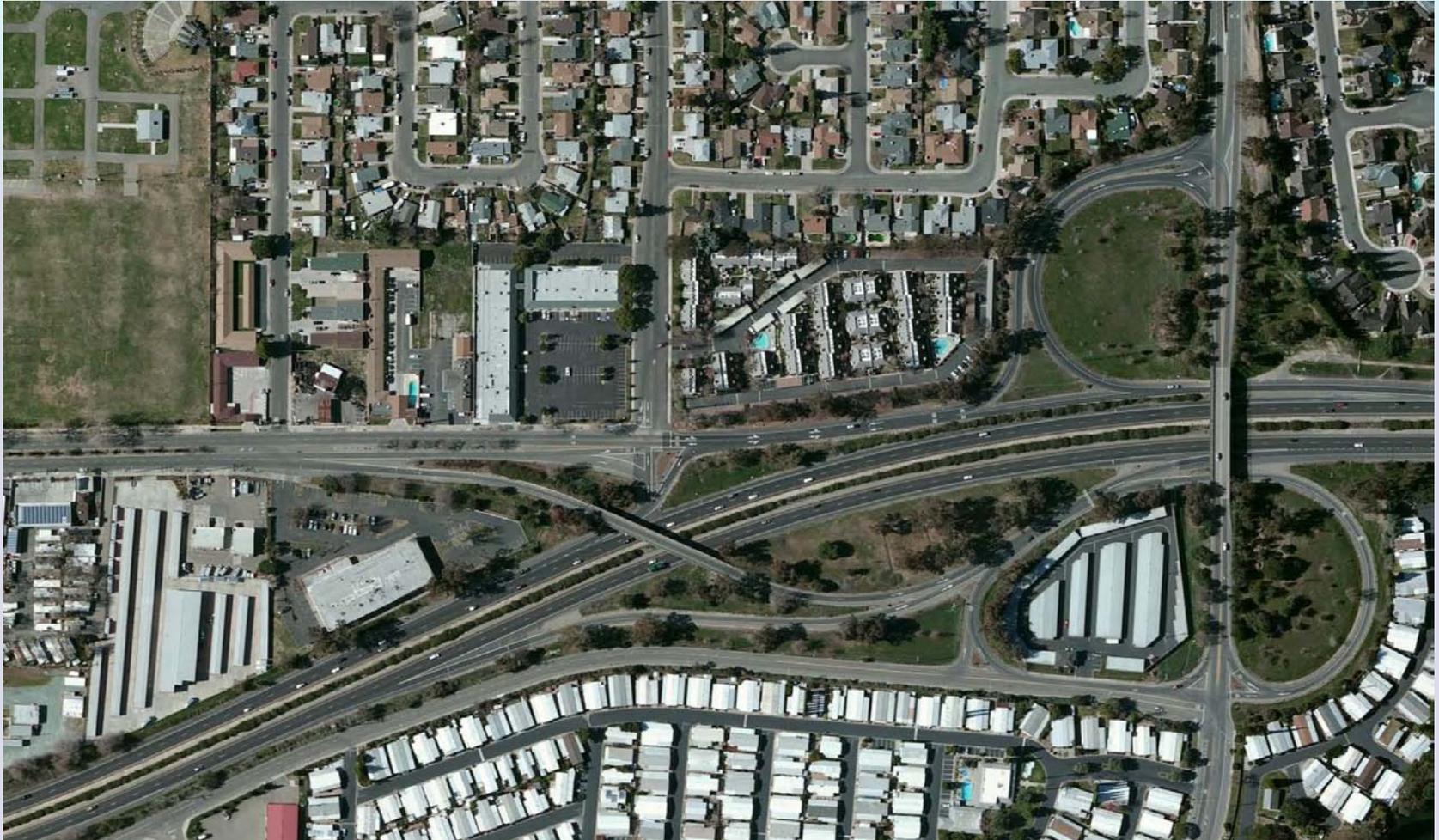
NB VICTOR ROAD ON-RAMP







SB TURNER ROAD ON-RAMP







RECOMMENDED ALTERNATIVES





NB KETTLEMAN LANE ON-RAMP

ALTERNATIVE I

Construct Auxiliary Lane

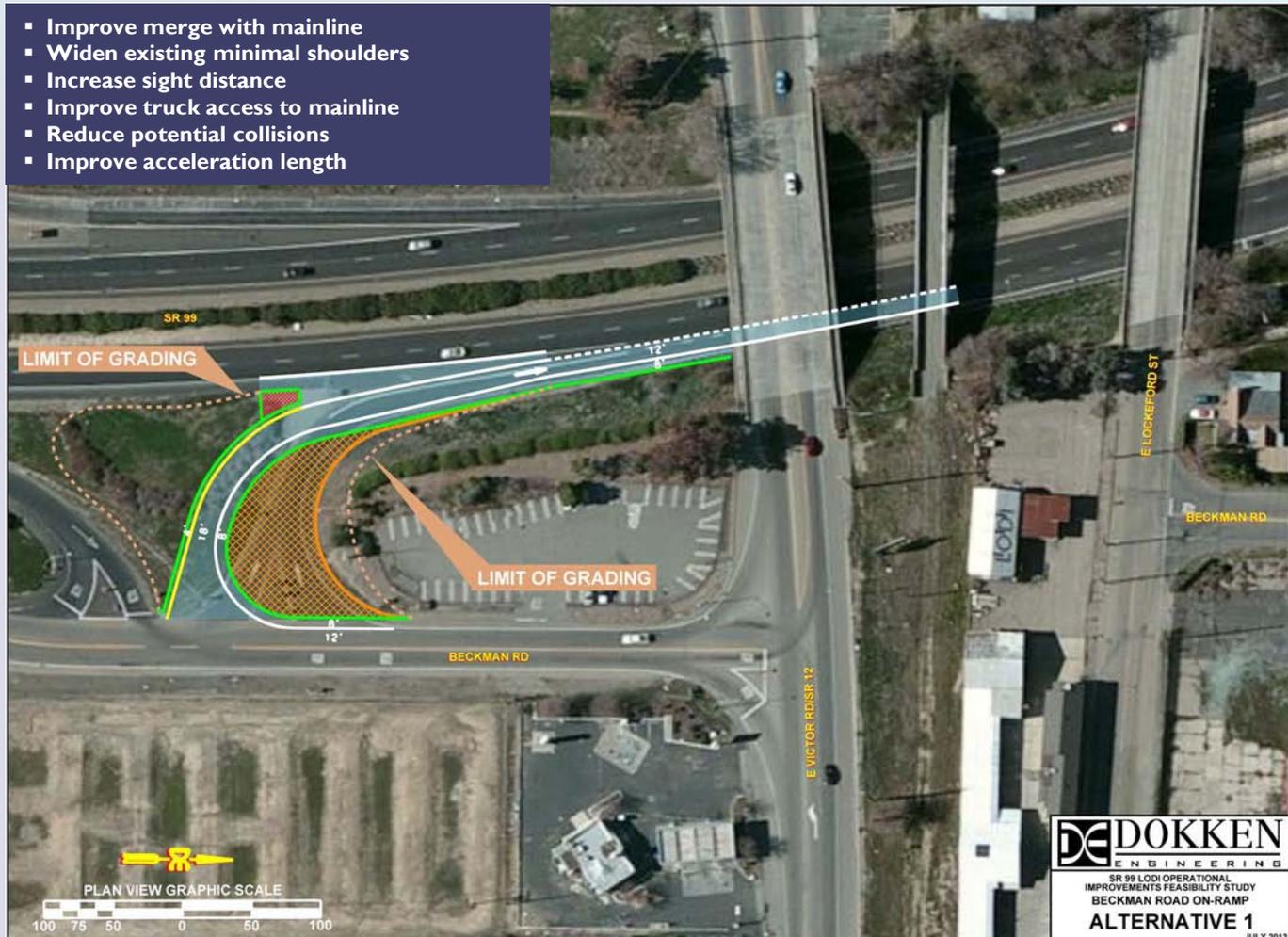




NB VICTOR ROAD ON-RAMP ALTERNATIVE I

Realign On-Ramp

- Improve merge with mainline
- Widen existing minimal shoulders
- Increase sight distance
- Improve truck access to mainline
- Reduce potential collisions
- Improve acceleration length





NB VICTOR ROAD ON-RAMP ALTERNATIVE 2

Construct Auxiliary Lane Between Victor Road and Turner Road

- Improve traffic operations
- Increase merging distance
- Increase weave distance
- Improve acceleration/deceleration length
- Can be incorporated into mainline ultimate widening





SB TURNER ROAD ON-RAMP

ALTERNATIVE I

Realign Intersection

- Improve merge with mainline
- Increase sight distance
- Reduce potential collisions at the intersection and on the ramp
- Improve traffic operations
- Improve acceleration length
- Maintain access to Cherokee Lane





SB TURNER ROAD ON-RAMP ALTERNATIVE 2

Shift Intersection North/Stop Controlled at Weave

- Improve merge with mainline
- Increase sight distance
- Eliminate weaving movement between on/off-ramp traffic
- Reduce potential collisions
- Improve acceleration length
- Maintain access to Cherokee Lane





SB TURNER ROAD ON-RAMP

ALTERNATIVE 4

Roundabout



- Improve merge with mainline
- Increase sight distance
- Improve acceleration length
- Reduce potential collisions at the intersection and on the ramp
- Eliminate weaving movement between on/off-ramp traffic
- Ability to create a gateway feature for the City within roundabout
- Maintain access to Cherokee Lane

DE DOKKEN
ENGINEERING

SR 99 LODI OPERATIONAL
IMPROVEMENTS FEASIBILITY STUDY
SB TURNER/CHEROKEE ON/OFF RAMP

**CONCEPTUAL LAYOUT
ALTERNATIVE 4
ROUNDBOUT**

SEPTEMBER 2013





SB TURNER ROAD ON-RAMP

ALTERNATIVE 5

On-Ramp Overcrossing



- Improve merge with mainline
- Increase sight distance
- Improve acceleration length
- Reduce potential collisions at the intersection and on the ramp
- Eliminate weaving movement between on/off-ramp traffic
- Ability to create a gateway feature for the City
- Maintain access to Cherokee Lane





ALTERNATIVES COMPARISON





ALTERNATIVES COMPARISON

DESIGN FEATURES	NORTHBOUND VICTOR ROAD ON-RAMP		SOUTHBOUND TURNER ROAD/CHEROKEE LANE				NB KETTLEMAN LANE ON-RAMP
	Alt 1	Alt 2	Alt 1	Alt 2	Alt 4	Alt 5	Alt 1
	Realign On-ramp	Construct Aux Lane	Realign Intersection	Shift Intx N / Stop Controlled at Weave	Roundabout	On-ramp Over-crossing	Construct Aux Lane
Improved Safety	✓✓	✓	✓	✓✓	✓✓✓	✓✓	✓✓
Improved Traffic Operations	✓	✓	✓✓		✓✓	✓✓	
Minimize Future Throw-away Improvements	✓✓	✓	✓	✓	✓	✓	✓
Minimize Environmental Impacts	✓	✓	✓✓	✓	✓✓		✓
Minimize Community Impacts	✓	✓	✓✓		✓✓		✓
Encroachment Permit/Streamlined Oversight	✓✓✓	✓	✓✓✓	✓	✓		✓
Meets Short-term Objectives	✓✓	✓	✓✓✓	✓✓	✓✓		✓✓
TOTAL ✓'S	12	7	14	7	13	5	8

- ✓ Minimally meets objectives
- ✓✓ Meets objectives
- ✓✓✓ Significantly meets objectives





ALTERNATIVES COMPARISON

DESIGN FEATURES	NORTHBOUND VICTOR ROAD ON-RAMP		SOUTHBOUND TURNER ROAD/CHEROKEE LANE				NB KETTLEMAN LANE ON-RAMP
	Alt 1	Alt 2	Alt 1	Alt 2	Alt 4	Alt 5	Alt 1
	Realign On-ramp	Construct Aux Lane	Realign Intersection	Shift Intx N / Stop Controlled at Weave	Roundabout	On-ramp Over-crossing	Construct Aux Lane
Project Delivery Period	12 mo	18-24 mo	12 mo	30 mo	30 mo	30 mo	18 mo
CONSTRUCTION COST	\$700	\$2.3 M	\$750	\$1.8 M	\$2.3 M	\$3.5 M	\$2.2 M
SUPPORT COSTS							
Environmental Document	\$100 K	\$180 K	\$100 K	\$180 K	\$180 K	\$180 K	\$150 K
Preliminary Engineering	\$100 K	\$150 K	\$100 K	\$150 K	\$550 K	\$400 K	\$200 K
PS & E	\$140 K	\$250 K	\$140 K	\$150 K	\$350 K	\$400 K	\$300 K
Construction Management + Administration (≈15% Const.)	\$100 K	\$350 K	\$110 K	\$270 K	\$350 K	\$530 K	\$330 K
Miscellaneous	\$30 K	\$50 K	\$50 K	\$100 K	\$100 K	\$150 K	\$150 K
TOTAL PROJECT COST	\$1.1 M*	\$3.1 M**	\$1.5 M*	\$2.1 M**	\$2.8 M**	\$4.2 M***	\$2.9 M**
OPTIONAL AUXILIARY LANE (\$1.6 M Const. Plus Support Costs)	A	Alt 1	A	A	A	A	Alt 1
TOTAL PROJECT COST WITH OPTIONAL AUXILIARY LANE	\$1.1 M	\$3.3 M	\$1.5 M	\$2.3 M	\$3.1 M	\$4.3 M	\$3.3 M

Notes:

- * No Project Report (PR) or Permit Engineering Evaluation Report (PEER) is assumed to be required. If a project approval document is necessary, support costs may be higher.
- ** A PEER is assumed to be the project approval document. If a PR is necessary, support costs may be higher.
- *** A PR is assumed to be the project approval document.





FUNDING





FUNDING

- Have begun coordination with SJCOG regarding funding opportunities
- City of Lodi has filed RTIP application for Turner Road Alternative 4
- Coordination with Caltrans