

**LODI CITY COUNCIL  
SHIRTSLEEVE SESSION  
CARNEGIE FORUM, 305 WEST PINE STREET  
TUESDAY, JULY 24, 2012**

A. Roll Call by City Clerk

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, July 24, 2012, commencing at 7:00 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 Regarding Harney Lane Grade Separation (PW)

City Manager Bartlam and Public Works Director Wally Sandelin provided a brief introduction to the subject matter of the Harney Lane Grade Separation project.

Rob Himes of the Mark Thomas Company provided a PowerPoint presentation regarding the Harney Lane Grade Separation project. Topics of discussion included the project development process, existing conditions, proposed project considerations, project constraints, overhead and underpass grade separations, alternatives considered, sample overhead and underpass alternatives, expert standards, noise impacts, visual impacts, and remaining project schedule.

In response to Council Member Johnson, Mr. Himes stated the three minute per train delay is a realistic number per discussions with the railroad.

In response to Council Member Hansen, Mr. Himes stated the train will not need to blow the whistle once the grade separation is complete.

In response to Mayor Mounce, Mr. Himes stated any alternative that does not stay within the project costs would be considered more expensive.

In response to Council Member Hansen, Mr. Himes stated both overpasses on Eight Mile Road in Stockton are embankment projects. Mr. Bartlam stated from a scale perspective the Eight Mile Road grade separations are approximately twice the size of the Harney Lane grade separation project because of the number of lanes.

In response to Mayor Mounce, Mr. Himes stated the overhead with an embankment alternative is preferred by Union Pacific and the State of California because it is less expensive overall. Mr. Himes stated the project could go to the south instead of the north but will cost more because there will be additional rights-of-way needed and the corner walls will cost approximately \$4 million at \$1 million per corner.

In response to Mayor Mounce, Mr. Himes and Mr. Bartlam stated a sound wall is proposed for the residential side only and any future developer would need to add an additional sound wall on the other side as a part of the noise mitigation.

In response to Council Member Hansen, Mr. Himes stated the best deterrent for graffiti seems to be a combination of low and thorny shrubs, specific block material, and vines along the wall.

In response to Council Member Hansen, Mr. Himes stated construction is going to take approximately 18 months for the overpass alternative.

In response to Mayor Mounce, Mr. Sandelin stated detailed information, including public comments to date, will be included in the August 1 Council Communication. Mr. Himes stated the primary public concerns were related to wanting the road pushed away from the homes as far as possible, backyard privacy, and wall/embankment landscaping.

In response to Council Member Hansen, Mr. Bartlam and Mr. Sandelin confirmed that the City will be responsible for maintaining and landscaping the proposed grade separation unlike the Kettleman Lane and Harney Lane grade separations, which are the responsibility of the State of California and CalTrans.

In response to Council Member Hansen, Mr. Himes confirmed the grade separation will have sidewalks and bicycle lanes, there is approximately 150 to 200 feet of area before Stockton Street comes down, and Banyon Street will be right in and right out only.

In response to Mayor Mounce, Mr. Himes confirmed they will consider the left-turn lane onto Stockton Street going east on Harney Lane in their recommendation.

In response to Council Member Hansen, Mr. Himes and Mr. Bartlam confirmed when the project is complete there will be four lanes, two in each direction, from Hutchins Street to Highway 99 and the Reynolds Ranch intersection will be finished.

In response to Mayor Pro Tempore Nakanishi, Mr. Sandelin and Mr. Bartlam stated they have \$20 million for the project and will provide the approximate maintenance costs of the proposed overpass along with the recommendation at the August 1 meeting. Mr. Sandelin confirmed that the first alternative is the only one that is affordable at the current time.

Ed Miller and Myrna Wetzel spoke in regard to concerns about the value of bike lanes in the proposed grade separation project. In response to Ms. Wetzel, Mr. Sandelin confirmed that the Harney Lane and Stockton Street intersection will be widened as a result of the proposed project.

In response to Mayor Pro Tempore Nakanishi, Mr. Bartlam and Mr. Sandelin stated the shoulder space must be present although the bicycle lane itself does not need to be striped in that space.

Jerry Fry spoke in regard to his concerns about adequate landscaping for visual aesthetics and homeless individuals gathering near the pass.

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