



## ADMINISTRATIVE REPORT

AGENDA  
ITEM: M-1

MTG.  
DATE: 11-03-08

To: William D. Cahill, Interim City Manager/Executive Director  
From: William R. King, Principal Planner  
John C. Ainsworth, Principal Civil Engineer  
Daniel Ainslie, Development Coordinator  
Date: November 3, 2008  
Subject: "G" Street Undercrossing of BNSF Railroad Tracks  
(Project No. 106076)

---

### RECOMMENDATION

#### *Council Actions:*

- A) Adopt a motion approving Resolution #2008-\_\_\_\_\_ -A Resolution of the City Council of the City of Merced, California, approving the Highway Railroad Crossing Safety Account Project Baseline Agreement and Funding Plan and committing the matching funds for the "G" Street undercrossing project for the grade separation at "G" Street and the BNSF Railroad Crossing (Attachment 5); and,
- B) Adopt a motion defining road closure and detour components of the Project; and,
- C) Adopt a motion selecting how Santa Fe Avenue will or will not connect with "G" Street, and,
- D) Adopt a motion selecting how 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> Streets will or will not connect with "G" Street; and,
- E) Authorize the Interim City Manager to sign the necessary documents.

#### *Redevelopment Agency Actions:*

- A) Adopt a motion approving Resolution No. \_\_\_\_\_, a Resolution of the Redevelopment Agency of the City of Merced, California, Committing General Tax Increment Bond Funds for the "G" Street Undercrossing

Project for the Grade Separation at "G" Street and the BNSF Railroad Crossing (Attachment 7); and,

- B) Adopt a motion authorizing the Executive Director and/or Chairman to execute the necessary documents.

### **POSSIBLE ACTIONS**

- 1) Approve, as recommended by City Staff; or,
- 2) Approve, subject to modifications as conditioned by Council; or,
- 3) Deny the request completely; or,
- 4) Refer back to City Staff for reconsideration of specific items as requested by Council; or,
- 5) Continue item to a future Council meeting (date and time to be specified in motion).

### **AUTHORITY**

Charter of the City of Merced, Section 200. Community Redevelopment Law of the State of California, Health and Safety Code Section 33630 *et seq.*; and Gateways Project Area Plan, as amended.

California Department of Finance Instructions for the Receipt of the 2007/2008 Proposition 1B-Highway-Railroad Crossing Safety Account (HRCSA) under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 which provides that HRCSA funds are available, upon appropriation by the Legislature, to the Department of Transportation, as allocated by the California Transportation Commission (CTC).

### **DISCUSSION**

On August 28, 2008, the California Transportation Commission awarded the City of Merced a \$9,000,000 Grant to construct the "G" Street Railroad Undercrossing of the Burlington Northern & Santa Fe (BNSF) tracks. This is part of the Prop 1B \$250 million Highway-Railroad Crossing Safety Account (HRCSA) Program. City staff hired Biggs Cardosa and Associates to draft preliminary construction designs. In order to move forward with final designs and other components of the Project, City staff seeks Council action on several key design issues, funding commitment and authority to execute a Project Baseline Agreement with Caltrans.

The total project cost is estimated at \$18 million. The \$9 million non-State matching funds come from four sources: (1) \$1,800,000 BNSF Railroad match (10%); (2) \$1,331,963 City Impact Fee Funds; (3) \$1,000,000 of future City Impact Fees (2009 and 2010); and \$4,868,037 from City of Merced Redevelopment Agency bonds.

### **BACKGROUND**

The conversion of the City's "G" Street at-grade railroad crossing to an undercrossing has been a long-term goal of the City of Merced for many years. The *Merced Vision 2015 General Plan*, written in 1997, describes the situation: "Long freight trains can create significant traffic congestion and delays for vehicles waiting for them to pass, especially during peak hour traffic along the City's major north-south routes (G, M and R Streets). This problem is sometimes magnified because both railroads have provision for special "reduced speed" switching operations on portions of their respective tracks within Central Merced."

The "G" Street at-grade railroad separation project has been in the City's Public Facilities Financing Plan (PFFP) since its initial adoption in 1997. Later substantial revisions to the PFFP in 1999 and 2003 continued to include the G Street project. Developer impact fees are charged on the basis of the PFFP, so this means that the City has charged impact fees to new development since 1997 for the G Street undercrossing project.

Every day thousands of Merced commuters, emergency responders and school bus drivers experience delays at railroad tracks bisecting the community at G Street. While Merced's only hospital is located south of the BNSF tracks, a majority of its residents live to the north. The BNSF Railroad alone has more than 70 trains running through town every day, causing significant delays to traffic. "G" Street is the primary emergency vehicle route in Merced. Every day, emergency service providers such as police and fire personnel are delayed responding to calls by trains. In total, local public safety officials estimate two (2) hours of response time are lost to rail traffic delays each day. Driver frustration with lost time has led to frequent unsafe crossings of the railroad tracks, despite lowered safety arms.

The City of Merced's proposed "G" Street Undercrossing has been acted upon frequently in the past by the City Council and other parties. The table below summarizes some of the recent past actions:

City of Merced

"G" Street Undercrossing of BNSF Railroad Tracks

Page 4

Entity or Person	Date	Action
Jack Lesch, Director of Development Services	10-6-03	Report to City Council regarding state funding opportunities
Kathleen Crookham Merced County Board of Supervisor, District 2	3-30-04	Letter to President of PUC regarding assessment method of determining grants
U.S. Congressman Dennis Cardoza	4-28-04	Letter to President of PUC regarding assessment method of determining grants
Merced City Council Resolution	10-19-05	Supporting and Approving Railroad Grade Separation Application to PUC
R.L. Thomas Chief of Police	10-8-07	Letter to President of PUC supporting City's application for a grade separation grant
Ken Mitten Fire Chief	10-8-07	Letter to President of PUC supporting City's application for a grade separation grant
Riggs Ambulance Service	10-8-07	Letter to President of PUC supporting City's application for a grade separation grant
Office of the Mayor -- Signators: Ellie Wooten; Cathleen Galgiani; Kathleen Crookham; Michele Gabriault-Acosta, James Marshall; Hub Walsh; Jesse Brown.	10-15-07	Letter to President of PUC supporting City's application for a grade separation grant
Jeff Denham State Senator, 12 <sup>th</sup> Senate District	10-15-07	Letter to President of PUC supporting City's application for a grade separation grant
Cathleen Galgiani, California Assemblymember, 17 <sup>th</sup> District	10-29-07	Letter to President of PUC supporting City's application for a grade separation grant
Merced City Council Resolution	6-12-08	Supporting and Approving Railroad Grade Separation Application to PUC

Funding Background

The project has been submitted to the State of California Public Utilities Commission (PUC) twice for funding in the PUC's annual grant program. Unfortunately, the PUC program only allocates \$15 million annually, which usually funds two or three projects each year in California.

The PUC process is very competitive. Last year, Merced's application ranked #74 on the State's 2007 priority list. The odds of funding through the annual PUC process are not favorable.

This year, the State had \$250 million available – one time – from Proposition 1B, adopted by the voters of California in November 2006. This is a dramatic one-time increase in resources for railroad grade separation projects, and may never happen again.

The City submitted the G Street application for the Proposition 1B funding source and was successful.

### Project Benefits

The implementation of the Project will bring many benefits to the community, including:

- This project will improve public safety by eliminating the direct conflict between vehicles and trains at this crossing, as well as reducing train obstructions.
- The project will also produce substantial air quality benefits by eliminating 1,369 pounds per year of PM10, CO2 and NOx caused by idling vehicles waiting on the trains.
- BNSF will also benefit from safer travel due to the elimination of a major at-grade crossing.
- Train horn during all hours of the day and night will decrease with the elimination of the at-grade crossing.
- Reduced response time for all emergency providers, notably ambulances; fire protection and medical first responders; and police services.

### 1. Project Baseline Agreement

In order to receive the \$9,000,000 grant funding, the City is required to enter into a Project Baseline Agreement (Attachment 1) with the California Department of Transportation (Caltrans). The terms of this Agreement include the City agreeing to be accountable for providing local matching funds, follow program guidelines and submitting quarterly reports on the progress of the project, funds expended and demonstrating that the City is staying within the scope of the project.

The Council should authorize the Interim City Manager to execute and submit the Agreement.

## **2. Construction Period: "G" Street Closure or Detour?**

While the undercrossing of the BNSF railroad on "G" Street will eliminate traffic delays, the work necessary to construct the undercrossing will increase traffic flow in certain areas during the construction period. Approximately 31,000 vehicle trips per day use this segment of "G" Street. Two options have been developed for construction period traffic. A description and comparison of these options is provided below.

### *Option 1: Temporary "G" Street detour with an at-grade Railroad Crossing*

Construct a temporary at-grade railroad crossing immediately to the east of "G" Street between Santa Fe Avenue and 23<sup>rd</sup> Street (Attachment 2). This option would enable "G" Street traffic to cross the railroad tracks at a temporary crossing during most of the construction period, but there would still be 6 months of closure. This improvement would have flashing railroad lights, crossing arms and a 2 or 4-lane roadway. The City would also need to acquire the land upon which to place these temporary improvements.

### *Option 2: Full Closure of "G" Street*

This option closes "G" Street in the immediate area of the undercrossing during the entire construction time period. Community traffic will be detoured to other main roads ("R" Street, "M" Street, Glen Avenue, and McKee Road), while local access to area businesses and residents will remain open to the greatest extent possible. Short-term closures of "G" Street at 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> Street will be needed depending upon the construction phase of undercrossing project.

### *Comparison of Options*

Both options will include an outreach program to inform the public about the project schedule and alternate routes and transportation options (bus, truck and bike). This outreach program will emphasize communication with local neighborhoods, medical facilities, schools and major employers in order to identify and implement methods to control traffic during and after the construction period. This is a key action that will occur before actual construction of the project occurs (Attachment 6).

Comparison of Detour and Closure Options		
	Option 1 <i>Temporary Detour with Crossing</i>	Option 2 <i>Full Closure</i>
Cost	\$2-3 million	\$150,000
"G" Street Closure Time	6 months	18 months
Total Project Time	24 months	18 months

*Other Considerations:*

- **Cost and Time to Implement:** Option 1 comes with "throw-away" improvement costs of constructing a temporary 2 or 4-lane road, crossing arms and flashing railroad lights. The contractor will also charge for having to manage a safe traffic zone during the undercrossing project. These costs are estimated to be \$2 to \$3 million. The total project timeframe for Option 1 would be 24 months.

Option 2 does not have these improvement costs and the task to manage a safe traffic zone is much less. The total project timeframe for Option 2 would be 18 months (compared to 24 months for Option 1) because the absence of traffic in the construction zone would allow the contractor to build the improvements faster.

- **Traffic Flow:** With Option 1, "G" Street traffic remains open during part of the construction, thereby reducing (but not eliminating) temporary overflow traffic to nearby higher-order streets ("M" Street, "R" Street, Glen Avenue and McKee Road). This option would also reduce temporary "cut-through" traffic on local residential streets. This positive effect would be limited, however, because the temporary roadway would have reduced speeds due to the sharp turns. With Option 2, the amount of traffic on surrounding roads would be higher than Option 1.
- **Permits from the Railroad:** In order to construct Option 1 (*Temporary Crossing*), the City will need to acquire permits from the railroad. This could create project implementation delays and/or additional costs.

Considering the additional expense for 12 months of G Street being open, as well as the property acquisition and railroad issues, staff recommends Option 2 (full closure).

**3. Should Santa Fe Avenue be connected to "G" Street, and how?**

An average weekday volume of 2,865 trips occurs on the segment of Santa Fe Avenue located immediately east of "G" Street. Of the 2,865 total trips, staff estimates that 945 trips are left-turning movements, with 81% of these traveling eastbound. Since the undercrossing design will preclude left turning movements at this intersection, an estimated 1,920 average daily trips ("ADT") may continue to use Santa Fe Avenue for right turn movements. The 945 left-turning movements would likely shift to "G" Street and 26<sup>th</sup> Street for eastbound trips (approximately 765 ADT), and Glen and Santa Fe Avenue (approximately 180 ADT) for southbound trips. Precluding a Santa Fe Avenue / "G" Street intersection designed for right turn movements only would shift approximately 1,920 more ADT to nearby roads.

City staff has identified three potential options regarding the design of Santa Fe Avenue with the undercrossing Project. These options and their respective costs and benefits are outlined below. It is important to note that under all options, left-turning movements at Santa Fe Avenue are not feasible due to sight distance safety reasons.

*Option 1: Direct Connection to "G" Street with "Perched" Garages*

This option keeps Santa Fe Avenue in its current alignment but gradually slopes it twelve feet (12') to connect with "G" Street, allowing for right-turn in and out movements. Existing driveway access to up to 4 homes on the north side of Santa Fe would be lost and those residents would have to park in the street. The City would also have to build stairway access from the sidewalk for each home. Construction of lower-elevated garages may be infeasible due to the substantial costs, building setback requirements, grading and retaining wall needs and safety concerns because of reduced visibility (Attachment 3A).

*Option 2: Curved Connection to "G" Street with Common Drive at Existing Grade for Homes*

This option would curve Santa Fe Avenue closer to the railroad tracks and gradually slope it twelve feet (12') down to connect with "G" Street, allowing for right-turn in and out movements. The curved road would allow for a 20-foot minimum width common driveway (in the same alignment as old Santa Fe Avenue) to provide access to the existing garages. A new garage for the triplex at the end of common driveway could also be constructed. This option could also



create opportunities for future development of vacant land located between "old Santa Fe Avenue" and the new curved section of Santa Fe Avenue (Attachment 3B).

*Option 3: Cul-de-sac at Existing Grade*

This option would close Santa Fe Avenue to "G" Street with a cul-de-sac in the existing alignment and with no changes in grade. Similar to Option 2, a garage could be built at the end of the cul-de-sac for the triplex, and access to the garages would be maintained (Attachment 3C). However, given that the connection to "G" Street would be removed, through traffic, including school buses, would need alternate routes. One of the likely alternative routes would be 26<sup>th</sup> Street. Public Works has a project in this year's Capital Improvement Plan budget to replace that traffic signal at 26<sup>th</sup> Street and "G" Street and add lanes at the intersection.

Comparison of Santa Fe Avenue / 'G' Street Connection Options			
Comparison Factors	Option 1 <i>Direct Connection</i>	Option 2 <i>Curved Connection to "G" Street</i>	Option 3 <i>Cul-de-sac</i>
Garage Access Retained	No	Yes	Yes
Potential Need to Purchase Property at SE corner of G and Santa Fe Ave.	No	Yes	Yes – partial
Estimated Construction Cost	\$600,000.00	\$400,000.00	\$40,000.00
Provide a connection to "G" Street (right turns)	Yes	Yes	No
Qualitative Assessment of Increased traffic on other streets.	Low to Moderate	Low to Moderate	Moderate to Heavy

The costs above do not include property acquisition.

The Council should select one of the options.

**4. How should 23<sup>rd</sup> Street, 24<sup>th</sup> Street, and 25<sup>th</sup> Street Connect with "G" Street?**

Neighborhoods in Central Merced are largely defined by the grid street pattern, which allows a large amount of traffic to be dispersed on several roads of varying classifications. This is the design encouraged to be developed in the City's new urban villages. City policies also lean toward protection of residential character in Central Merced.

This street can remain connected to "G" Street, and have limited turning movements:

- 23<sup>rd</sup> Street / East and West Sides of "G" Street (Attachment 4)

These streets would need to be closed due to existing structures, driveway locations and depth of "G" Street:

- 24<sup>th</sup> Street / West Side of "G" Street
- 25<sup>th</sup> Street / West Side of G Street

This street may remain open for emergency vehicles:

- 25<sup>th</sup> Street / East Side of "G" Street (Attachment 4)

**Community Meeting Written Comments**

On Thursday October 23, 2008, City of Merced Staff held a community information meeting regarding the G Street Under Crossing. The audience was asked to leave written comments regarding their opinions and key issues that may affect their neighborhoods (Attachment 8).

**5. Commitment of Redevelopment Matching Funds**

As part of the local funding for the undercrossing project, the Redevelopment Agency will be providing funds. It is initially expected that the Agency will contribute approximately \$4,900,000 towards the project. However, if there are cost overruns or if some revenue does not materialize, the Agency may need to contribute more.

The Agency is currently structuring a bond issuance that is anticipated to net approximately \$10,000,000 for non-housing projects. These bonds will be funded through future tax increment revenues in the Gateways Project Area. The bonds will not affect tax rates paid by individuals in either property taxes or sales taxes.

The Grant Agreement requires the City and all other entities providing funding to make commitment resolutions. Since the Agency will be contributing at least \$4,900,000 for the construction of the grade separation, the Agency needs to pass a resolution committing a portion of the future proceeds from this bond issuance. Additional actions by the Agency Board will be required in the future before the bonds can be issued.

### **SUMMARY / RECOMMENDATION**

#### *Project Baseline Agreement*

- City staff recommends adoption of City Council Resolution 2008-\_\_\_\_ (Attachment 5), approving the Project Baseline Agreement with the California Department of Transportation (Caltrans) and committing the matching funds, and authorizing the City Manager to execute the Project Baseline Agreement (Attachment 1).

#### *Road Closures and Detours*

- City staff recommends that Council allow the full closure of "G" Street without a temporary at-grade railroad crossing during construction of the undercrossing (Option 2, Attachment 2).

#### *Connection of Santa Fe Avenue and "G" Street*

- City staff recommends that the Council select an option for connecting (or not connecting) to "G" Street (Attachment 3).

#### *Connection of 23<sup>rd</sup> Street, 24<sup>th</sup> Street and 25<sup>th</sup> Street with "G" Street*

- City staff recommends that the Council select appropriate connections (or no connections) for 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> Streets.

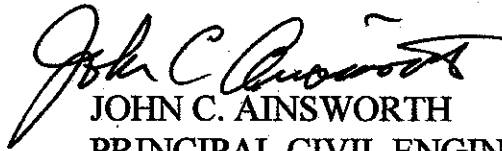
#### *Redevelopment Funding Commitment*

- The Agency should approve the resolution committing Redevelopment bond funds.

RESPECTFULLY SUBMITTED:



WILLIAM R. KING  
PRINCIPAL PLANNER

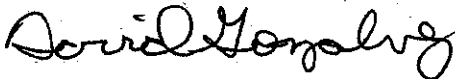


JOHN C. AINSWORTH  
PRINCIPAL CIVIL ENGINEER



DANIEL AINSLIE  
DEVELOPMENT COORDINATOR

APPROVED:



DAVID GONZALVES  
ACTING DIRECTOR OF DEVELOPMENT SERVICES

REVIEWED AND APPROVED:



WILLIAM D. CAHILL  
INTERIM CITY MANAGER / EXECUTIVE DIRECTOR OF THE  
REDEVELOPMENT AGENCY

ATTACHMENTS:

- 1) Project Baseline Agreement
- 2) Road Closure and Detour Options
  - a) Option 1: Temporary at-grade crossing of BNSF at "G" Street ("G" Street open during construction)
  - b) Option 2: Full Closure of G Street / Conceptual Detour Plan (no through traffic on "G" Street during construction)

- 3) Santa Fe Avenue Connection Options
  - a) Option 1: Straight Connection to "G" Street with "perched" garages
  - b) Option 2: Curved Connection to "G" Street with common drive at existing grade for homes
  - c) Option 3: Cul-de-sac at existing grade
- 4) "G" Street Connection Options for 23<sup>rd</sup>, 24<sup>th</sup> and 25<sup>th</sup> Streets.
- 5) City Council Resolution #2008- \_\_\_\_\_
- 6) Project Timeline Overview
- 7) Redevelopment Agency Resolution #2008- \_\_\_\_\_
- 8) Written Public Comments from the October 23, 2008 Community Meeting

# **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROJECT BASELINE AGREEMENT**

## **1. PARTIES AND DATE**

- 1.1 This Project Baseline Agreement (Agreement) for the "G" Street Undercrossing, effective on September 1, 2008, is between the signatory public entity, hereinafter referred to as SPONSOR AGENCY, and the California Department of Transportation, hereinafter referred to as CALTRANS, sometimes collectively referred to as the PARTIES.

## **2. RECITAL**

- 2.1 Whereas the California Transportation Commission (Commission), approved the Highway-Railroad Crossing Safety Account (HRCSA) program of projects at its August 27-28, 2008 meeting, and included the "G" Street Undercrossing, the PARTIES are entering into this Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form as attached hereto as Exhibit C, as the baseline for project monitoring by the Commission and its Project Delivery Council. The undersigned SPONSOR AGENCY certifies that the funding sources cited are committed and expected to be available. The SPONSOR AGENCY certifies the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

## **3. GENERAL PROVISIONS**

- 3.1 PARTIES agree to comply with the requirements of Government Code Section 8879.23(j)(1) and (2), as added by Proposition 1B, and Section 8879.63, as enacted through implementing legislation in 2007 (Senate Bill 88).
- 3.2 PARTIES agree to adhere to the provisions of Resolution GS1B-G-0708-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program Guidelines, adopted on April 9, 2008.
- 3.2 PARTIES agree to adhere to the provisions of Resolution GS1B-P-0809-01, the Commission's Highway-Railroad Crossing Safety Account (HRCSA) Program of Projects, adopted on August 28, 2008.
- 3.3 PARTIES agree to adhere to the Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.4 SPONSOR AGENCY agrees to secure funds for any additional costs of the project. Changes to the funding commitments outlined in this agreement require an amendment.
- 3.5 SPONSOR AGENCY agrees, if any of the funding sources being applied for and then are denied, to add funding from other sources to replace the denied funding.



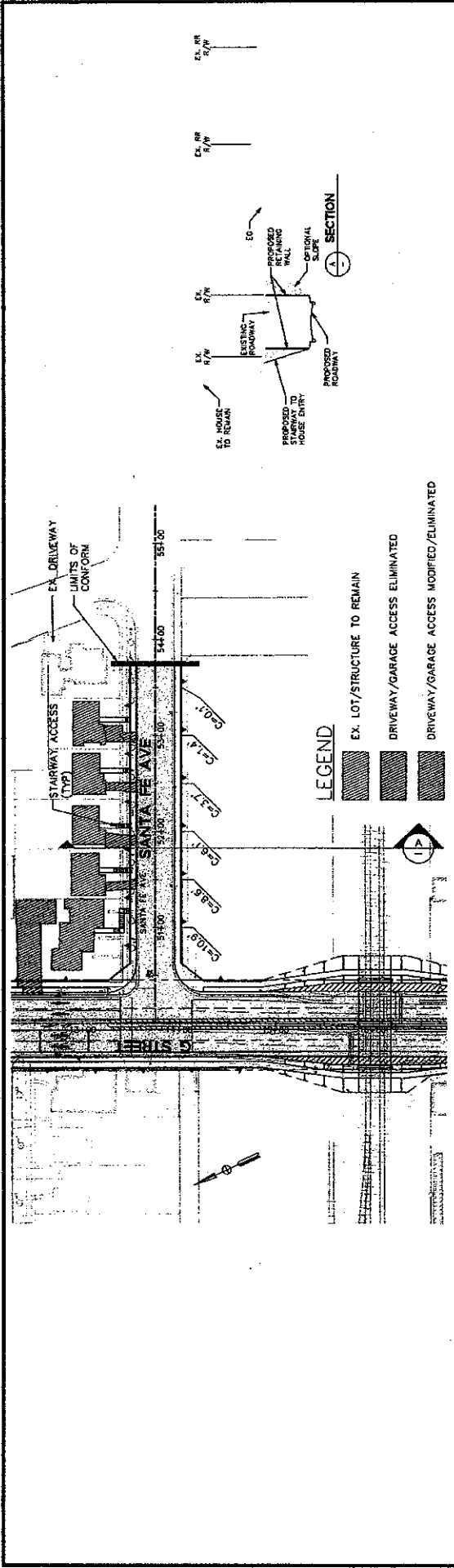




## **Conceptual Detour Plan**

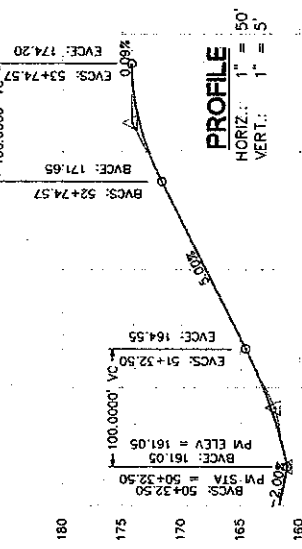
The physical detour plan will include the following concepts. This is in addition to an education and outreach program to area employers, schools, and emergency service providers:

- Route truck traffic onto other designated truck routes, namely “M” Street and State Highway 59; and
- Place detour signage at multiple locations to inform public of the construction site and to direct traffic to higher order streets such as 21<sup>st</sup> Street; “M” Street; “R” Street, Olive Avenue and 16<sup>th</sup> Street. Other roads may be added to this list upon further assessment; and
- Permit “local residential traffic” to occur within a designated area with the overall goal of minimizing impact to neighborhoods while providing appropriate travel routes to community destination sites; and
- Allow where feasible, access to commercial sites; and
- Allow when feasible and appropriate, access on “G” Street in the Project area (including the railroad crossing) when no closure is necessary.

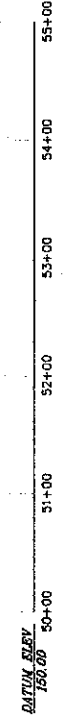


- LEGEND**
- EX. LOT/STRUCTURE TO REMAIN
  - DRIVEWAY/GARAGE ACCESS ELIMINATED
  - DRIVEWAY/GARAGE ACCESS MODIFIED/ELIMINATED

**PLAN**  
SCALE 1" = 50'



**PROFILE**  
HORIZ.: 1" = 50'  
VERT.: 1" = 5'

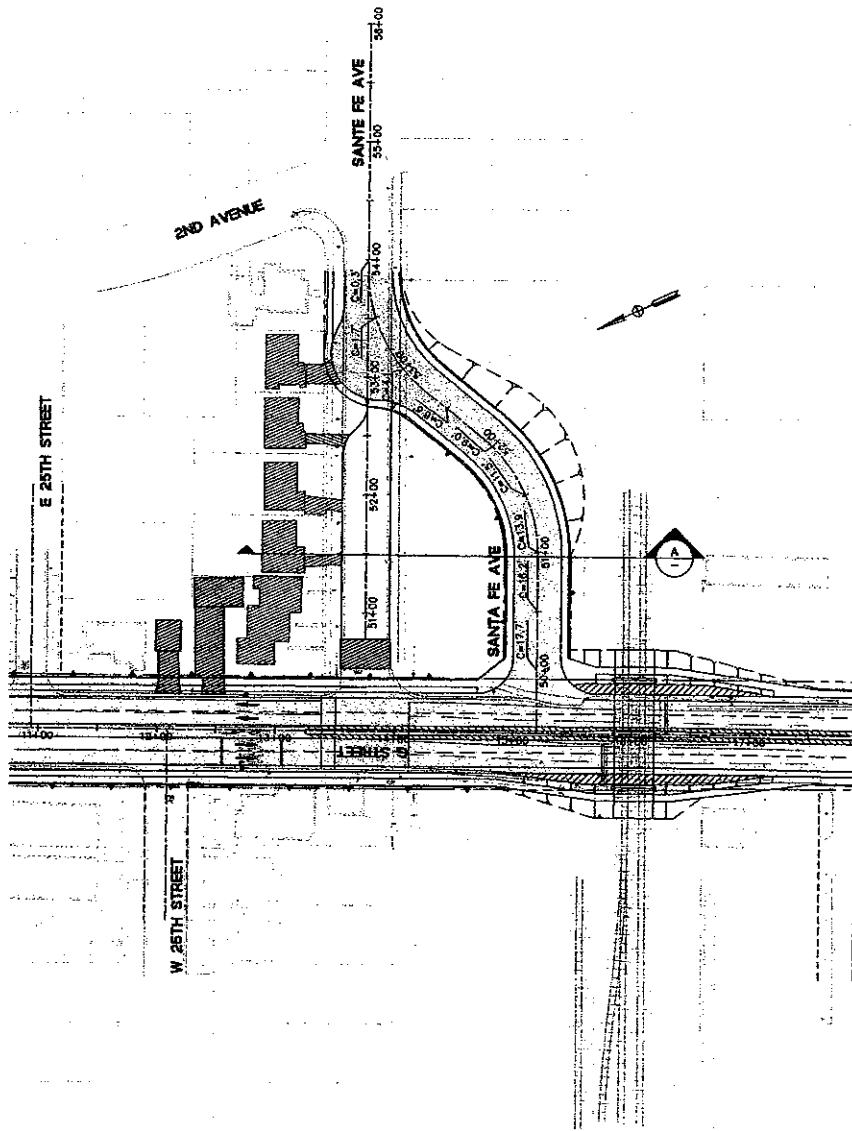


**CITY OF MERCED - G ST. GRADE SEPARATION  
SANTA FE AVE - OPTION 1**

**BKF**  
BRIAN CARROLL ASSOCIATES INC  
STRUCTURAL ENGINEERS  
1871 Oak Avenue, Suite 200  
Folsom, CA 95630  
TEL: 916-977-1100

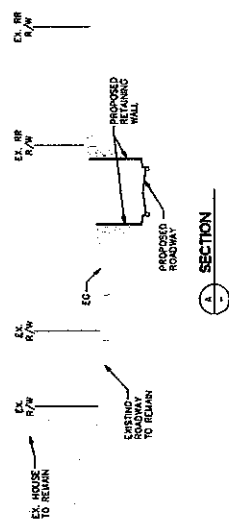
**ATTACHMENT 3 OPTION A**

DATE: 08/13/2013 10:00 AM  
PROJECT: G ST. GRADE SEPARATION - SANTA FE AVE - OPTION 1  
DRAWN BY: J. B. BROWN  
CHECKED BY: J. B. BROWN  
SCALE: AS SHOWN







**PLAN**

SCALE 1" = 50'



**LEGEND**

-  EX. LOT/STRUCTURE TO REMAIN
-  DRIVEWAY/GARAGE ACCESS ELIMINATED
-  EX. GARAGE TO BE RELOCATED
-  RELOCATED GARAGE

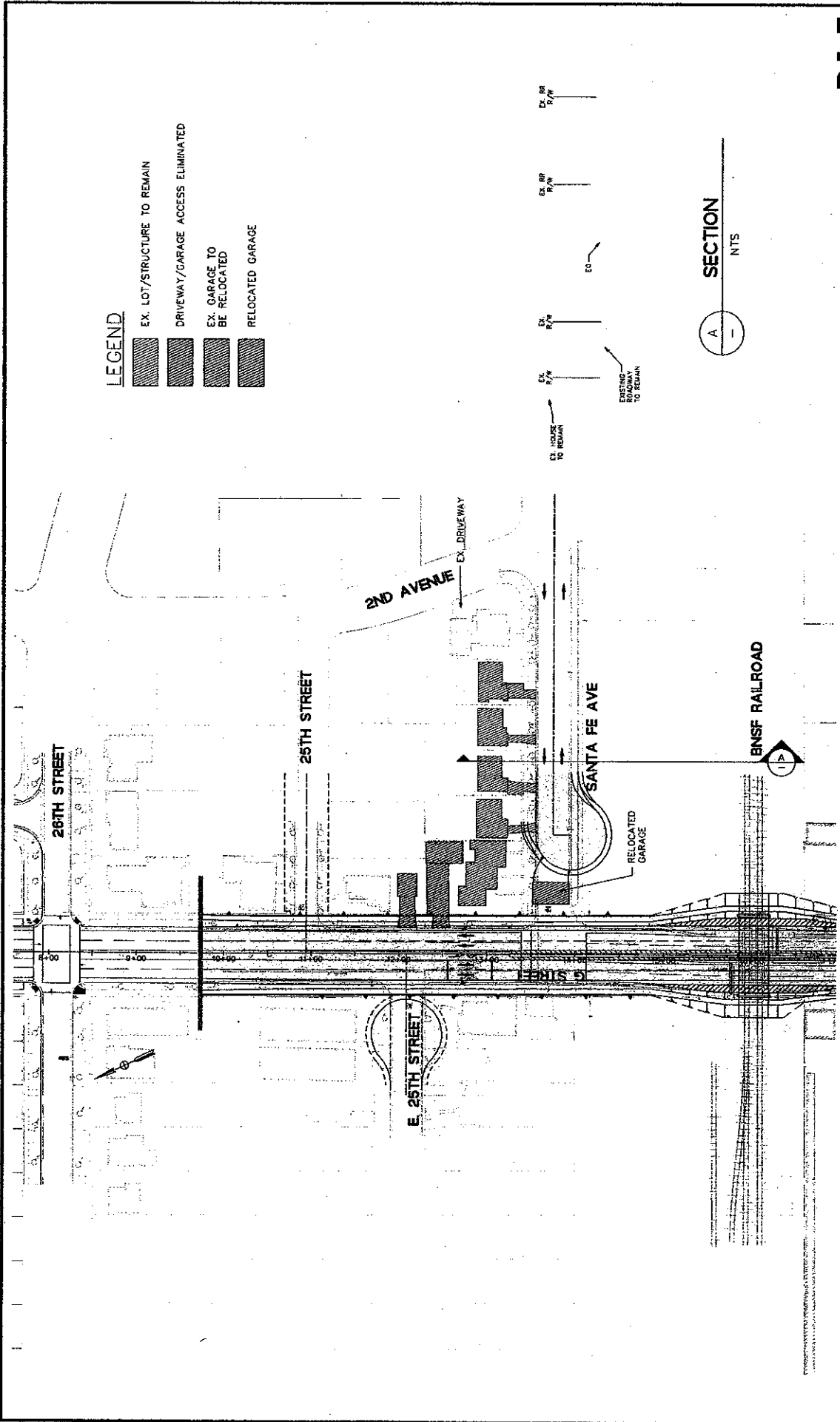
**BCP** **BKF**

**BIGGS CARDONA ASSOCIATES INC**  
STRUCTURAL ENGINEERS  
1871 The Americas, Suite 200  
San Jose, CA 95128  
Tel: 408-287-3515

**ENGINEERS / PLANNERS**  
4870 WILLOW ROAD, SUITE 250  
PLEASANTON, CA 94588  
(925) 287-1750

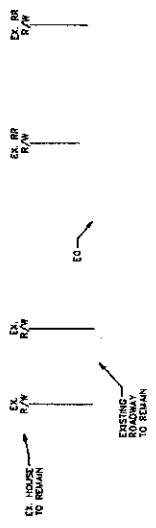
**CITY OF MERCED - G ST. GRADE SEPARATION  
SANTA FE AVE - OPTION 2**  
10/17/08

**ATTACHMENT 3 OPTION B**



**LEGEND**

- EX. LOT/STRUCTURE TO REMAIN
- DRIVEWAY/GARAGE ACCESS ELIMINATED
- EX. GARAGE TO BE RELOCATED
- RELOCATED GARAGE



**SECTION**  
NTS

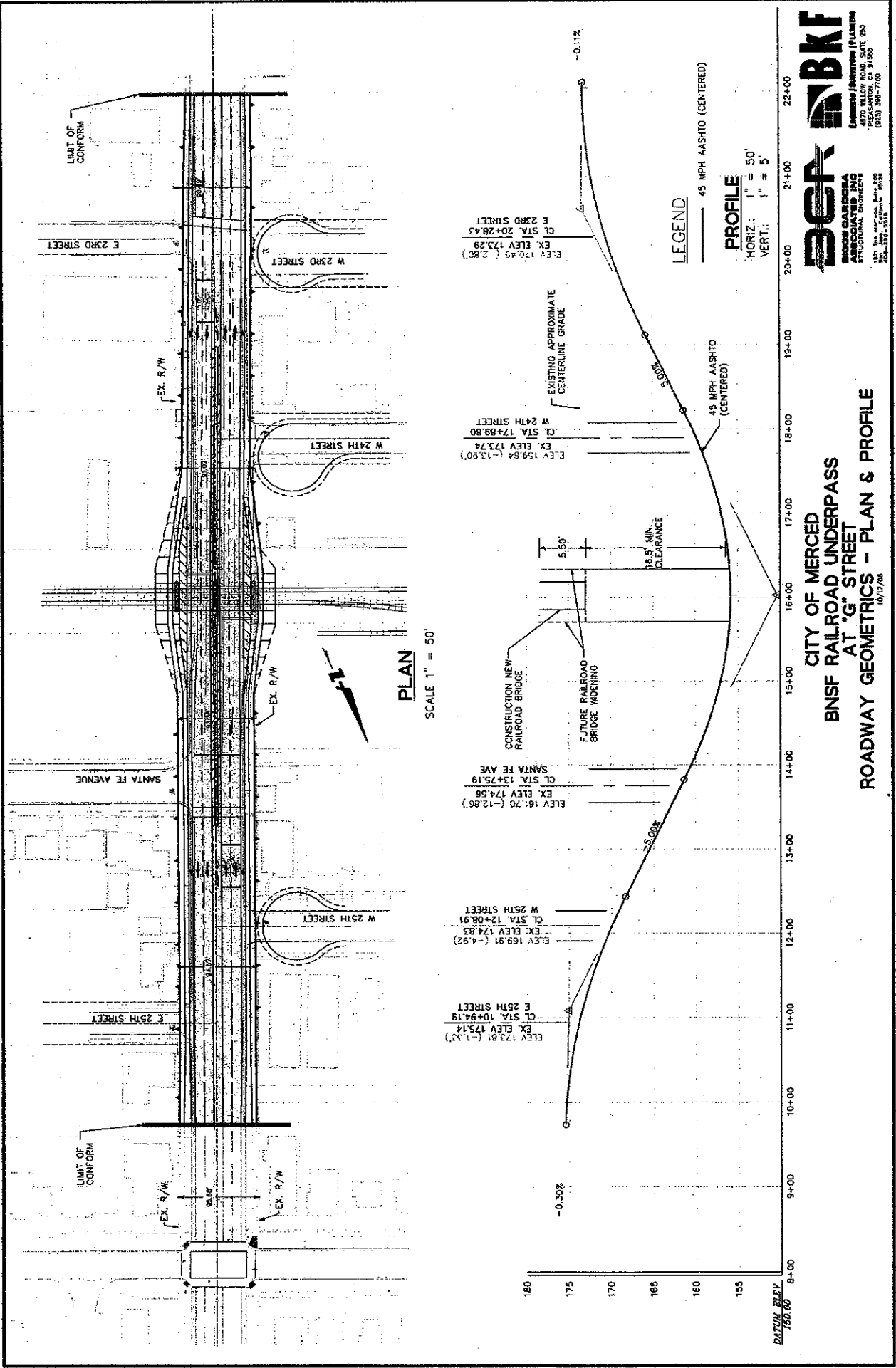
**PLAN**  
SCALE 1" = 50'

**CITY OF MERCED - G ST. GRADE SEPARATION  
SANTA FE AVE - OPTION 3**

**BEA**  
BURNS & MCDONNELL ENGINEERS  
1871 DEL ANGELES, SUITE 200  
FOLSOM, CA 95630  
(916) 937-1818

**BKF**  
BURNS & MCDONNELL ENGINEERS  
4730 MILLER ROAD, SUITE 200  
FOLSOM, CA 95630  
(916) 937-7700

**ATTACHMENT 3 OPTION C**



LIMIT OF CONFORM

E 23RD STREET

W 23RD STREET

W 24TH STREET

W 25TH STREET

SANTA FE AVENUE

E 25TH STREET

EX. R/W

EX. R/W

PLAN

SCALE 1" = 50'

ELEV 173.81 (-1.32)  
CL STA. 10+94.19  
EX. ELEV 173.14  
E 25TH STREET

ELEV 169.91 (-4.92)  
EX. ELEV 174.83  
CL STA. 12+08.91  
W 25TH STREET

ELEV 161.70 (-12.86)  
EX. ELEV 174.58  
CL STA. 13+25.19  
SANTA FE AVE

ELEV 159.84 (-13.90)  
EX. ELEV 173.74  
CL STA. 17+89.80  
W 24TH STREET

ELEV 176.49 (-5.80)  
EX. ELEV 173.29  
CL STA. 20+28.43  
E 23RD STREET

LEGEND

— 45 MPH AASHTO (CENTERED)

PROFILE

HORIZ.: 1" = 50'  
VERT.: 1" = 5'

DATUM ELEV. 150.00

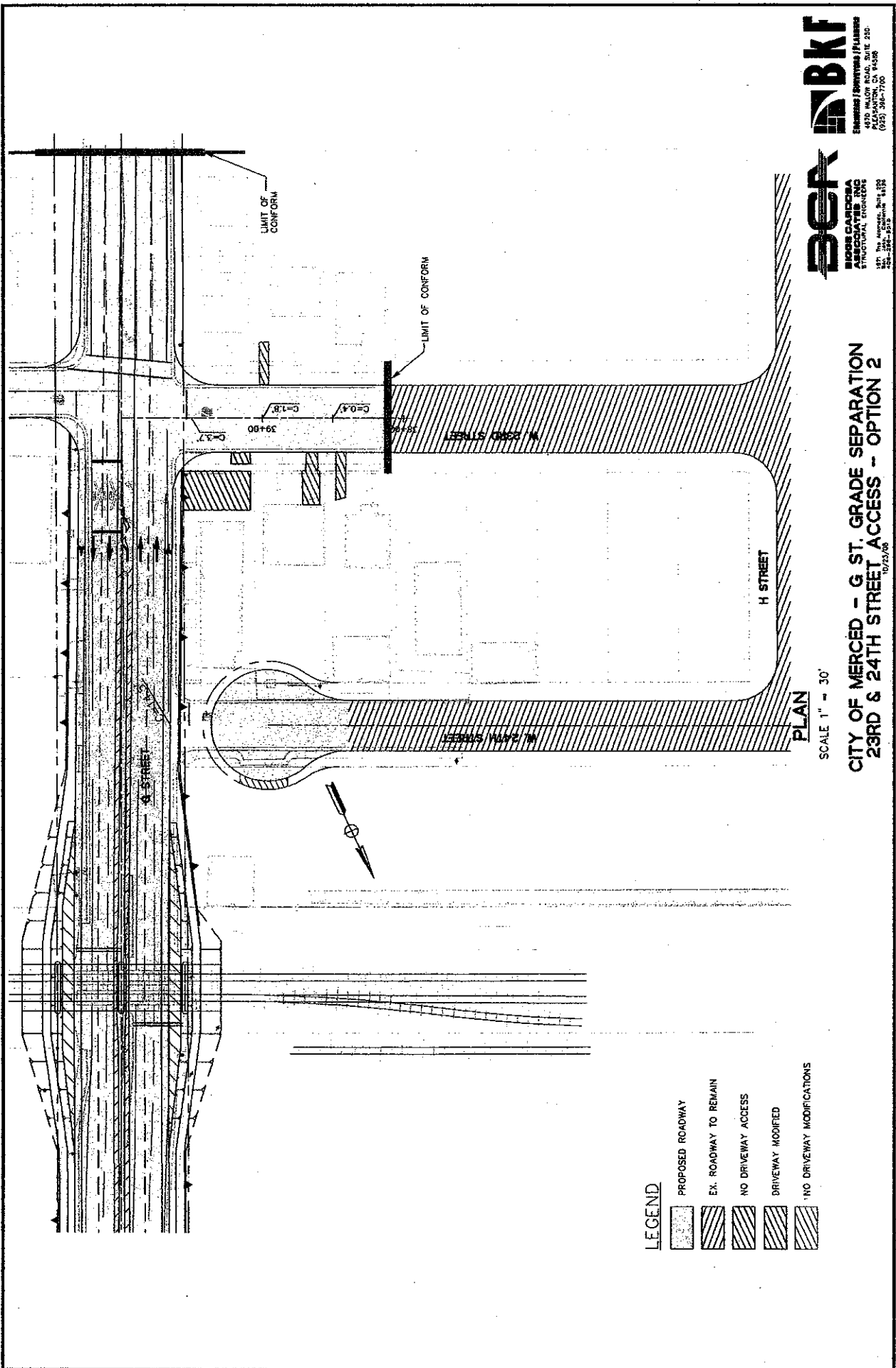
8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00 20+00 21+00 22+00

**BEF** **BKF**






**BROADBENT ENGINEERING ASSOCIATES, INC.**  
1871 THE AMPHIBIAN, SUITE 200  
LOS ANGELES, CALIF. 90028  
(310) 551-1515

**BROADBENT ENGINEERING ASSOCIATES, INC.**  
1470 WILLOW ROAD, SUITE 250  
DOWNEY, CALIF. 90241  
(310) 394-7100

CITY OF MERCED  
BNSF RAILROAD UNDERPASS  
AT 'G' STREET  
ROADWAY GEOMETRICS - PLAN & PROFILE  
10/17/06



**LEGEND**

-  PROPOSED ROADWAY
-  EX. ROADWAY TO REMAIN
-  NO DRIVEWAY ACCESS
-  DRIVEWAY MODIFIED
-  NO DRIVEWAY MODIFICATIONS

PLAN

SCALE 1" = 30'

**CITY OF MERCED - G ST. GRADE SEPARATION  
23RD & 24TH STREET ACCESS - OPTION 2**  
10/23/08

**BEF**  
**BKF**  
 BEF CONSULTING AND ENGINEERING  
 STRUCTURAL ENGINEERS  
 1871 THE AVENUE, SUITE 202  
 LOS ANGELES, CALIFORNIA 90046  
 (323) 582-2515

**BKF**  
 BEF CONSULTING AND ENGINEERING  
 STRUCTURAL ENGINEERS  
 4875 WILLOW ROAD, SUITE 210  
 PLEASANTON, CA 94588  
 (925) 398-7700

**RESOLUTION NO. 2008-\_\_\_\_\_**

**A RESOLUTION OF THE CITY COUNCIL OF  
THE CITY OF MERCED, CALIFORNIA,  
APPROVING THE HIGHWAY RAILROAD  
CROSSING SAFETY ACCOUNT PROJECT  
BASELINE AGREEMENT AND FUNDING PLAN  
AND COMMITTING THE MATCHING FUNDS  
FOR THE "G" STREET UNDERCROSSING  
PROJECT FOR THE GRADE SEPARATION AT  
"G" STREET AND THE BNSF RAILROAD  
CROSSING**

WHEREAS, The California Transportation Commission has included the "G" Street Undercrossing Project ("Project") as part of the Highway-Railroad Crossing Safety Account ("HRCSA") program of projects; and,

WHEREAS, The City of Merced has been notified that Proposition 1B HRCSA Bond Funds are available for appropriation by the Legislature to the California Department of Transportation, from the California Transportation Commission, in the amount of \$9,000,000 for the Project; and,

WHEREAS, The City of Merced has established a funding plan to secure matching funds for the Project that is outlined in the Project baseline agreement; and,

WHEREAS, California Transportation Commission HRCSA Guidelines require the City of Merced adopt a resolution committing the matching funding identified in the Project baseline agreement and funding plan, and to commit to replacement funding in the event any of the proposed matching funding sources are denied.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCED DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. The City of Merced does hereby commit to providing the matching funding identified in the Project baseline agreement and funding plan, and to provide replacement funding in the event any of the proposed matching funding sources are denied.

**ATTACHMENT 5**

SECTION 2. The City Council approves entering into the baseline agreement and funding plan for the Project and authorizes the City Manager or his/her designee is authorized to execute the necessary agreements on behalf of the City of Merced.

PASSED AND ADOPTED by the City Council of the City of Merced at a regular meeting held on the \_\_\_\_ day of \_\_\_\_\_ 2008, by the following vote:

AYES: Council Members:

NOES: Council Members:

ABSENT: Council Members:

ABSTAIN: Council Members:

APPROVED:

\_\_\_\_\_  
Mayor

ATTEST:

BY: \_\_\_\_\_  
Deputy City Clerk

(SEAL)

APPROVED AS TO FORM:

*J. Schecter* 10/24/08  
City Attorney Date



<b>Project Timeline Overview</b>		
No.	Action	Time Frame
1.	Aware of Grant Application	May 28, 2008
2.	Grant Application Submitted	June 16, 2008
3.	Grant Application Awarded	August 28, 2008
4.	Initial Project Plans Prepared	October 2008
5.	Community Meeting	October 23, 2008
6.	Council Review and Action - Authorizing Caltrans Contract - Directing Plan Development	November 3, 2008
7.	<b>Project Baseline Agreement to HRCSA</b>	<b>November 30, 2008</b>
8.	<b>Agreements with BNSF Finalized</b>	Summer 2009
9.	Contractors Bid Awarded	Spring 2010
10.	<b>Undercrossing Construction Begins</b>	<b>June 2010</b>
11.	Construction Ends	October 2011
<b>Bold denotes target actions and dates set by terms of grant</b>		

RESOLUTION NO. RDA 2008-\_\_\_\_\_

**A RESOLUTION OF THE REDEVELOPMENT  
AGENCY OF THE CITY OF MERCED,  
CALIFORNIA, COMMITTING GENERAL TAX  
INCREMENT BOND FUNDS FOR THE "G"  
STREET UNDERCROSSING PROJECT FOR THE  
GRADE SEPARATION AT "G" STREET AND THE  
BNSF RAILROAD CROSSING**

WHEREAS, The California Transportation Commission has included the "G" Street Undercrossing Project ("Project") as part of the Highway-Railroad Crossing Safety Account ("HRCSA") program of projects; and,

WHEREAS, The City of Merced has been notified that Proposition 1B HRCSA Bond Funds are available for appropriation by the Legislature to the California Department of Transportation, from the California Transportation Commission, in the amount of \$9,000,000 for the Project; and,

WHEREAS, The City of Merced has established a funding plan to secure matching funds for the Project that is outlined in the Project baseline agreement; and,

WHEREAS, The Project is in the Redevelopment Agency's Gateways Project Area; and,

WHEREAS, The Redevelopment Agency is seeking general tax increment bond financing in the amount of \$9,000,000; and,

WHEREAS, The Redevelopment Agency is willing to commit up to \$6,669,000 of the bond funds to the funding for the Project.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MERCED DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1. The Redevelopment Agency of the City of Merced does hereby commit to seeking general tax increment bond financing and provide up to \$6,669,000 of those bond funds to the funding of the Project.

PASSED AND ADOPTED by the Redevelopment Agency of the City of Merced at a regular meeting held on the \_\_\_\_ day of \_\_\_\_\_ 2008, by the following called vote:

AYES: Agency Members:

NOES: Agency Members:

ABSTAIN: Agency Members:

ABSENT: Agency Members:

APPROVED:

\_\_\_\_\_  
Chair of the Agency

ATTEST:

BY: \_\_\_\_\_  
Deputy Agency Secretary

(SEAL)

APPROVED AS TO FORM:

*J. Schechter* 12/24/08  
Agency General Counsel Date