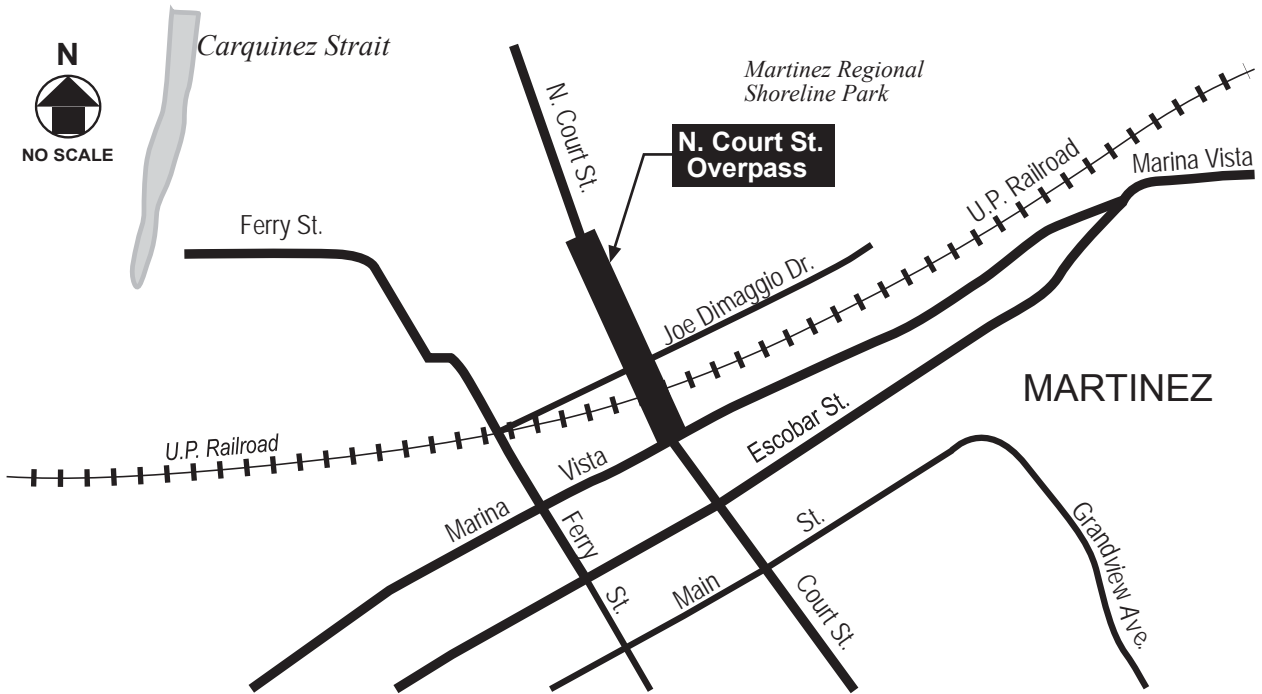




Court Street Overcrossing – Phase 1



Project Number

24005

Project Sponsor

City of Martinez

Project Type

Transit

Highway

 Local Streets

Major Arterial

 Bike/Pedestrian

Other

Project Scope

Construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street, within the Martinez Waterfront Park, with Court Street at Escobar Street. Design the elevated structure to touchdown approximately 540 feet north, paralleling North Court Street. Add needed pavement transitions from the overcrossing to North Court Street and the existing pathways in the East Bay Regional Park.

Funding Sources (\$ in million)

Total	20.2
Measure J Transportation Sales Tax ¹	10.0
Other (TBD)	10.2

¹Measure J funds shown in escalated dollars. Actual commitment is in 2004 dollars as shown in Appendix A.

Court Street Overcrossing – Phase 1 (cont.)

Need/Purpose

The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront. Current access to both the Park (Martinez Waterfront and Martinez Regional Shoreline) and the future Ferry Terminal is from Ferry Street, which crosses over the railroad at a gated at-grade crossing. Heavy train activity, consisting of mainline passenger, mainline freight and Ozol switching yard access leads to significant delay and congestion along Ferry Street. This facility also provides for an unobstructed emergency vehicle access linking downtown Martinez to the Park and future Ferry Terminal, and also functions as part of the San Francisco Bay Trail.

Project Location



Possible Segmentation

This project is considered the first phase of a two phase project. The second phase includes a parallel 28-foot wide two lane overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad and Joe DiMaggio Drive.

Issues

Negotiations with the East Bay Regional Park District will be necessary to determine mitigation and restoration activities for Waterfront Park.

Access to existing parking lots will need to be coordinated with the East Bay Regional Park District.

Approvals/permits will be required from PG&E, the California Public Utilities Commission (CPUC) and the Union Pacific Railroad (UPRR) for the relocation of a 60KV Overhead Transmission Line

Current Status

Conceptual engineering is scheduled to start in fall of 2011.

Project Schedule

