



**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
September 7, 2011**

**TO:** Mayor and City Council  
**FROM:** Tim Tucker, City Engineer  
**SUBJECT:** Court Street Overcrossing Study Consultant Agreement  
**DATE:** September 1, 2011

**RECOMMENDATION:**

Adopt resolution authorizing the City Manager to execute a consultant services agreement with ARUP North America Ltd for the Court Street Overcrossing Study not to exceed \$165,000.

**BACKGROUND:**

The Court Street Overcrossing-Phase 1 project is included in the 2009 Measure J Strategic Plan. This project, if constructed, will provide a grade-separated crossing of the Union Pacific Railroad (UPRR) tracks, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront. The City has completed preliminary studies and conceptual engineering. The City proposes a two-step process. The first step consists of the preparation of a Scoping Document to study potential alternatives as requested by the Council, environmental constraints, and ultimately develop and refine the scope, schedule and cost of the project. The second proposed step is the preparation and processing of the environmental document along with the necessary preliminary and final engineering. The City estimates that this first step will require \$200,000. These funds have been allocated by Contra Costa Transportation Authority (CCTA).

**DISCUSSION:**

Staff went through a two step process in selecting a consultant team concurrently with the selection of a team for the Intermodal Phase 3 Parking Lot Expansion Project. A request for statements of qualifications (SOQ) from qualified civil engineering firms to lead a design team for the project was issued in April, 2011. Eighteen firms responded and submitted SOQs. The SOQs were reviewed and ranked. The five top ranked firms were requested to submit a detailed proposal and scope of work. Based on the review of the proposal and interviews, staff selected ARUP as the most qualified consultant team for the project. ARUP has successfully completed several other similar projects and is familiar with dealing with outside agencies, such as East Bay Regional Park District, PG&E, Union Pacific Railroad, the California Public Utility Commission (CPUC), environmental permitting agencies and CCTA that will be involved in this project. One of their most recent successes include the Robert I. Schroder Overcrossing of the Iron Horse Trail at Treat Boulevard



RESOLUTION NO. -11

ADOPT RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A  
CONSULTANT SERVICES AGREEMENT WITH ARUP NORTH AMERICA LTD FOR  
THE COURT STREET OVERCROSSING STUDY NOT TO EXCEED \$165,000

**WHEREAS**, the Contra Costa Transportation Authority has allocated \$200,000 for the Court Street Overcrossing Study; and

**WHEAREAS**, the City Council of the City of Martinez approved conducting the Study with the adoption of the Five Year Capital Improvement Program and Biennial Budget; and

**WHEREAS**, it is necessary to hire a consultant with expertise in Civil Engineering specializing in bridge design; and

**WHEREAS**, staff solicited for qualified engineers and through a fair and equitable competitive interview process and has recommended ARUP as being the most qualified firm to complete the Study.

**NOW THEREFORE, IT BE RESOLVED** by the City Council of the City of Martinez, that the City Manager is authorized to execute a consultant services agreement for the Court Street Overcrossing Study in an amount not to exceed \$165,000 subject to approval of the City Attorney in form.

\* \* \* \* \*

**I HEREBY CERTIFY** that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at a Regular Meeting of said Council held on the 7th day of September, 2011 by the following vote:

AYES:

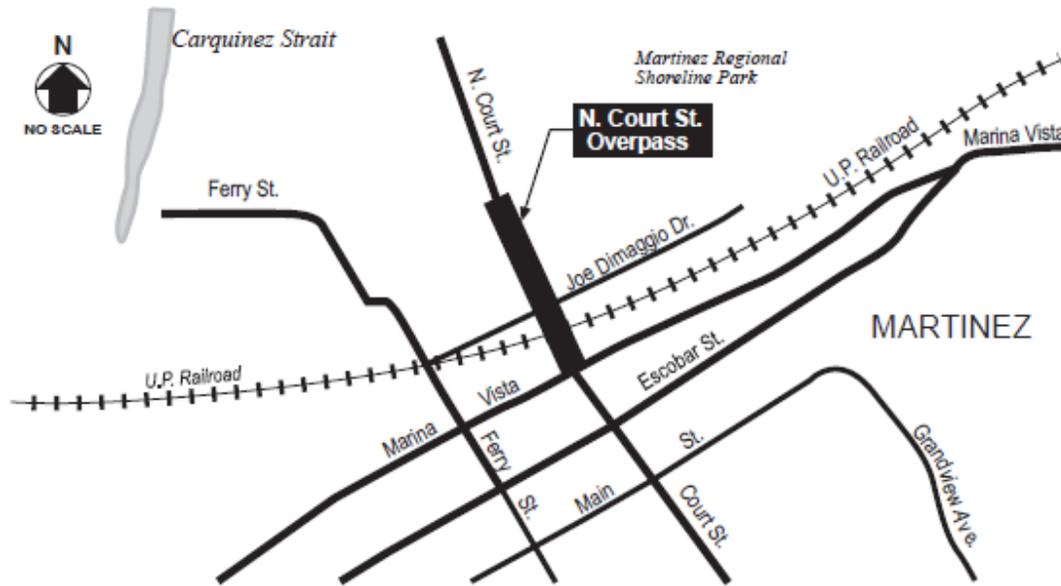
NOES:

ABSENT:

RICHARD G. HERNANDEZ, CITY CLERK  
CITY OF MARTINEZ



# 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)

<b>Total</b>	<b>20.2</b>
Measure J Transportation Sales Tax <sup>1</sup>	10.2
Other (TBD)	10.0

<sup>1</sup>Measure 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 has been completed.

### Project Schedule

