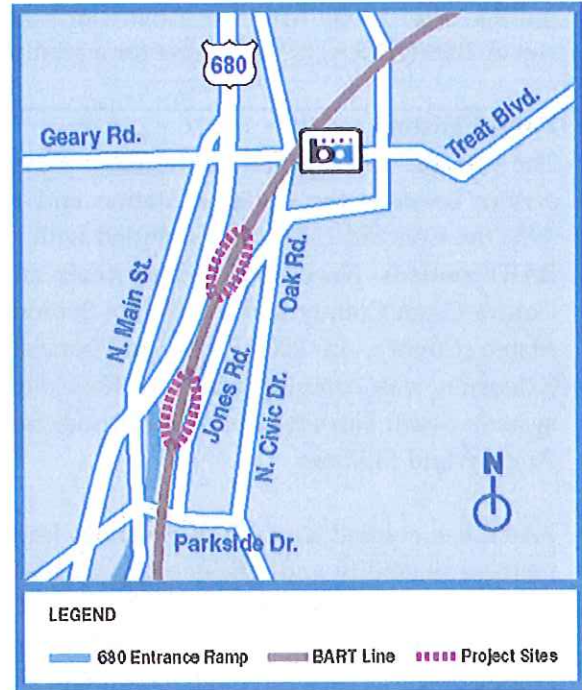




BART

Central Contra Costa County Crossover

The San Francisco Bay Area Rapid Transit District (BART) Central Contra Costa County Crossover Project will add two crossovers between the Walnut Creek and Pleasant Hill Stations. A crossover is a section of trackwork that allows a BART train to cross from one track to the other track. Currently, the closest existing crossovers in the area are near the Lafayette Station and between the Pleasant Hill Station and the Concord Yard. During peak periods, as many as six trains will end their runs at the Concord Station and will be turned at the Concord Yard and redeployed on the line. This process, called a "Short-turn," provides increased seating capacity for Oakland - San Francisco bound passengers in the Walnut Creek - Pleasant Hill area. In addition, because the Pittsburg/Bay Point - Daly City line is so heavily traveled, problems with disabled trains can cause delays that affect the entire system. The crossovers will allow BART to more easily route trains around a disabled train in the area.



Project Description

The new crossovers will replace two existing sections of BART track way on the Pittsburg Bay Point - Daly City line, between the Walnut Creek and Pleasant Hill Stations. The Northern Crossover, located 2,200 feet south of the Pleasant Hill Station, will be approximately 500 feet long. The Southern Crossover, located 5,500 feet south of the Pleasant Hill Station, will be approximately 200 feet long.

The crossovers will be constructed, pre-assembled, and verified for quality control by the District offsite, then disassembled and trucked to the project sites, reassembled and installed. Site preparation work will be necessary prior to the installation of the crossovers and will include construction of two traction power gap breaker stations to provide power to the new sections of trackway. The gap breaker stations and the crossovers will be placed completely on BART property, and a sound wall will be constructed at each crossover to mitigate noise from the crossovers.

Project Schedule

Preliminary Engineering Complete	December 2005
Environmental Process Complete	March 2006
Final Design and Advertisement	July 14, 2008
Notice to Proceed with Construction	August 2009
Construction Complete estimated	Late 2010 / Early 2011

Project Funding

Regional Measure 2 will provide \$25 million for the Central Contra Costa County Crossover Project. The project will also receive \$13 million from funds from the American Recovery and Reinvestment Act of 2009 (ARRA) to the project for a total of \$38 million.

Project History

The Concord line opened for transbay service in 1974 and provided service between the Concord Station and the Daly City Station. In 1996 the Concord Line was expanded with the addition of three new BART stations: North Concord/Martinez and Pittsburg/Bay Point in Contra Costa County and the Colma Station on the peninsula in San Mateo County. In 2003, the San Francisco International Airport Extension was completed adding four more stations to the BART system: South San Francisco, San Bruno, San Francisco International Airport, and Millbrae.

BART has studied a range of potential improvements to the line to increase reliability and efficiency. In October 2002, the BART District completed the Pleasant Hill/Richmond Crossover Study, which evaluated the benefits to the BART system of adding two new crossover tracks between the Pleasant Hill and Walnut Creek Stations. The study identified benefits from the new crossovers, which include:

- Additional seating capacity during peak hours.
- Increased reliability of service in the Walnut Creek-Pleasant Hill area.
- Additional flexibility in operational and delay management.
- Improved maintenance capacity.

For More Information

For more information about the BART Central Contra Costa County Crossover Project:

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Project Benefits

Additional seating capacity during peak hours – The crossovers will allow BART to more efficiently allow peak period trains to end their runs, or “Short-turn,” at the Concord Station rather than continuing to the end of the line with decreasing passenger loads. Short-turn trains provide increased seating capacity for Oakland-San Francisco bound passengers in the Walnut Creek-Pleasant Hill area.

Increased train frequency and reduced wait times – Use of the crossovers will reduce peak period car requirements by freeing up a 10-car train that would otherwise be needed to keep the schedule. The train saved can then be redeployed to increase service.

Reduced system delays – By providing a potential pathway around a disabled train, the crossovers will enable BART to quickly route trains around the failed train, thus minimizing delay to passengers and speeding the system’s return to normal service.

Improved maintenance and allocation of resources – The crossovers will improve maintenance access to the system by increasing single-tracking capability, resulting in fewer car hours and car miles, and reduced operating costs and wear-and-tear on BART vehicles.



Sign up for email news and updates about BART's Contra Costa County Crossover Project.

Construction is in progress! Please visit the [Construction Updates Page](#) for more information.

Project Background

The Concord line opened for transbay service in 1974 and originally provided service between the Concord and Daly City stations. In 1996 the Concord line was expanded with the addition of three new BART stations: North Concord/Martinez and Pittsburg/Bay Point stations in Contra Costa County, and Colma Station in San Mateo County. In 2003 the San Francisco International Airport (SFO) Extension was completed and added four more stations to the BART system: South San Francisco, San Bruno, SFO and Millbrae.

Because the Pittsburg/Bay Point-SFO line is so heavily traveled, problems with disabled trains can cause delays that affect the entire system. BART has studied a range of potential improvements to the Pittsburg/Bay Point-SFO line to increase reliability and efficiency.

In October 2002 BART completed the Pleasant Hill/Richmond Crossover Study, which evaluated the impacts of adding two new crossover tracks between the Pleasant Hill and Walnut Creek stations. The study identified benefits from the new crossovers, which include:

- Increased train frequency and reduced wait times.
- Additional seating capacity during peak hours.
- Reduced system delays.
- Improved maintenance and allocation of resources.

The project, formally known as the Central Contra Costa County Crossover Project, completed its [Environmental Review](#) and was adopted by the BART Board of Directors in March 2006.

Project Purpose

The purpose of the Crossover Project is to add special track work between the Walnut Creek and Pleasant Hill stations to allow trains to cross from one track to the other track. The original BART system track plan provided two parallel track-ways between the Walnut Creek and Pleasant Hill stations. Currently, the closest existing crossovers to the project site are near the Lafayette Station, and between the Pleasant Hill Station and Concord Yard. This deficiency reduces operational flexibility. It also requires BART to turn back trains at Concord Station instead of the desired location at Pleasant Hill.

Project Benefits

5-4 Increased train frequency and reduced wait times – Current train operating plans require most Concord line trains to proceed to Pittsburg/Bay Point Station, the end of the line, but as many as six peak-period trains terminate their runs at Concord Station. This is known as "short-turning." Short-turn trains provide increased seating capacity for Oakland- and San Francisco-bound passengers in the Walnut Creek/Pleasant Hill area, rather than having trains continue all the way to Pittsburg/Bay Point with decreasing passenger loads. This project will allow the short-turn of trains at Pleasant Hill.

Additional seating capacity during peak hours – A new crossover south of Pleasant Hill Station will enable trains to cross from the northbound to the southbound track-way and reverse at the station platform, instead of continuing on to Concord Station. This will reduce peak-period car requirements by one 10-car train. The train saved can be redeployed to increase peak-period service.

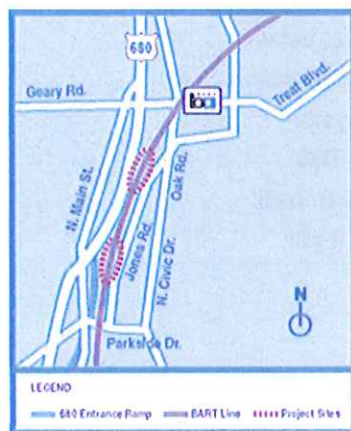
Reduced system delays – A major benefit of the Crossover Project is increased efficiency in delay recovery during daily service. Currently, if a train is disabled between the Walnut Creek and Pleasant Hill stations, there is no efficient way to reroute following trains around the disabled vehicles. Providing a pathway around a disabled train will enable BART to quickly reroute trains and minimize delays to passengers, speeding the system's return to normal service.

Improved maintenance and allocation of resources – More short-turn trains result in fewer car hours and car miles, and reduce operating costs and wear-and-tear on BART vehicles. Additionally, the crossovers will improve maintenance access to the system by increasing single-tracking capability.

Project Location

The Crossover Project is located on a portion of the BART alignment between the Pleasant Hill and Walnut Creek stations, adjacent to Interstate Highway 680 (I-680) and slightly southeast of the I-680/Geary Road/Treat Boulevard interchange. The project site is within the City of Walnut Creek and a portion is adjacent to a small, unincorporated portion of Contra Costa County.

The project site is bound by I-680 and the City of Walnut Creek's corporation yard to the west, Jones Road to the east, Treat Boulevard to the north and Parkside Drive to the south.



Project Schedule Milestones

BART anticipates the following project timeline:

- Preliminary Engineering Completion – December 2005
- Environmental Assessment Completion – March 2006
- Final Design Completion – May 2008
- Advertisement of Construction Contract – July 2008
- Notice to Proceed with Construction – August 2009
- Construction Completion – December 2010

Funding

Regional Measure 2 will provide \$25 million for the Crossover Project. The Metropolitan Transportation Commission (MTC) disperses the funds on a per-phase basis. BART also applied \$13 million from funds received from the American Recovery and Reinvestment Act of 2009 (ARRA) to the project. The project has been broken into four phases for funding:

- Phase 1: Environmental Study and Preliminary Engineering \$1.2 million
- Phase 2: Final Design Plans and Specifications \$2.9 million
- Phase 3: Right-of-Way (encroachment fees, lay down area) \$0.5 million
- Phase 4: Construction \$33.3 million

Total: \$38 million

Note: Numbers are rounded to a single decimal point.

