



Memorandum

Date: 04.14.14

RE: Citizens Advisory Committee
April 23, 2014

To: Citizens Advisory Committee

From: Leroy Saage – Deputy Director for Capital Projects

Subject: **INFORMATION** – Quint-Jerrold Connector Road and Quint Street Bridge Update

Summary

In July 2013, the Transportation Authority Board selected a berm design to replace the existing rail bridge over Quint Street in order to facilitate a potential future Oakdale Station. Because the berm project would vacate the portion of Quint Street beneath the rail tracks, the city has been coordinating closely with Caltrain to design a new Quint-Jerrold Connector Road and schedule construction of the two projects to minimize temporary loss of access through the area. The initial schedule involved constructing the road before constructing the berm. On April 3, 2014, Caltrain staff presented to the Peninsula Corridor Joint Powers Board evidence of deterioration in the Quint Street Bridge that requires emergency treatment. As a result, Caltrain has stated that it is imperative that the Quint Street Bridge be replaced as soon as possible. The Transportation Authority, in close collaboration with the City, has been leading conceptual engineering and environmental clearance for the new Quint-Jerrold Connector Road. Construction of the berm first will require closure of Quint Street for up to 14 months. We have scheduled upcoming presentations to various community groups to provide updates on the bridge condition, the status and schedules of the berm and road projects, the street vacation process, and our refinement of strategies to maximize local and disadvantaged hiring and contracting. **We are seeking input and guidance from the Citizens Advisory Committee. This is an information item.**

BACKGROUND

The Caltrain rail bridge over Quint Street is reaching the end of its useful life and must be replaced. In order to facilitate a potential future Caltrain station at Oakdale Avenue, in July 2013 the Transportation Authority Board selected a berm design to replace the existing bridge necessitating the closure of the Quint Street underpass (Resolution R14-09). The Board directed the affected agencies to coordinate the berm project with a separate City project to construct a new local street connecting Quint Street with Jerrold Avenue along the west side of the Caltrain tracks. This Quint-Jerrold Connector Road would be built on property currently owned by Union Pacific Railroad (UPRR).

During community outreach prior to the July 2013 Board action, Transportation Authority and Caltrain staff committed to minimizing the length of temporary local access closure through the area during construction and developed a plan to build a significant portion of the Connector Road before constructing the berm. Staff also responded to community input by incorporating design changes to the road and initiating a plan to maximize disadvantaged and local involvement in hiring and contracting opportunities.

The purpose of this memorandum is to provide the Citizens Advisory Committee (CAC) with updates on the bridge condition, the status and schedules of the berm and road projects, the street vacation process, and our refinement of strategies to maximize local and disadvantaged hiring and contracting.

DISCUSSION

Caltrain conducts monthly inspections to monitor the status of the Quint Street Bridge structure. On

April 3, 2014, Caltrain staff presented to the Peninsula Corridor Joint Powers Board evidence of increased deterioration in the bridge that requires immediate treatment, including holes in the corroded floor beams and increased cracking. The most significant deterioration relates to the northbound track (MT-1). As a result of this inspection, trains on MT-1 have been slowed to 10 mph over the bridge to help reduce further damage. Trains are diverted to the southbound track, MT-2, when possible. Caltrain has developed a plan for immediate repairs, and the repairs are expected to be completed by the end of April. Implementation of these repairs will allow trains on MT-1 to travel at 30 mph over the bridge, which will allow Caltrain to better maintain the current train schedule until the permanent bridge replacement project can be constructed. Quint Street remains open and safe for use while repairs are ongoing. However, as a result of the increased deterioration, Caltrain has stated that it is imperative that the Quint Street Bridge be replaced as soon as possible.

In order to move forward with replacing the bridge with a berm, Caltrain has submitted a request to vacate the portion of Quint Street beneath the tracks. Introduction of that legislation to the Board of Supervisors is expected in the near future. Design of the berm will take approximately six months to complete and construction is currently anticipated from March 2015 to September 2015.

The Transportation Authority and City agencies have coordinated closely to develop a conceptual design for the Connector Road and conduct environmental review for the project. However, completion of this work was significantly delayed by lengthy negotiations with UPRR to obtain access to the property for soils testing and archaeological research. Before UPRR grants the right to enter the property, UPRR required the City to negotiate a sale price and terms. Those negotiations are now nearly complete, resulting in an anticipated sale price that is within the project budget, but due to this delay the road will not be ready for construction prior to the berm project.

Although the berm project cannot be delayed, the agencies remain committed to minimizing the length of time through access between Quint Street and Jerrold Avenue will be closed. Once the City is granted right-of-entry to the UPRR property and the soil investigation is completed, the remainder of the environmental clearance and conceptual design is expected to take approximately two months. The Transportation Authority will then work with the San Francisco Department of Public Works (SFDPW) to commence final design of the project. Following completion of design, SFDPW will advertise the project for construction such that it will follow completion of the berm project as closely as possible. Construction of the berm is expected to take approximately 6 months, from April 2015 to September 2015. Construction of the road is expected to take approximately eight months, from October 2015 to May 2016. The total closure of through access is estimated to be 14 months.

Transportation Authority and partner agency staffs are currently engaged in public outreach to community groups in the Bayview neighborhood. We have scheduled upcoming presentations to the Bayview Hunters Point CAC, Hunters Point Shipyard CAC, Southeast Community Facility Commission, and Southern Waterfront Advisory Committee to provide updates on the bridge condition, the status and schedules of the berm and road projects, the street vacation process, and our refinement of strategies to maximize local and disadvantaged hiring and contracting.

We are seeking input and guidance from the CAC. This is an information item.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.