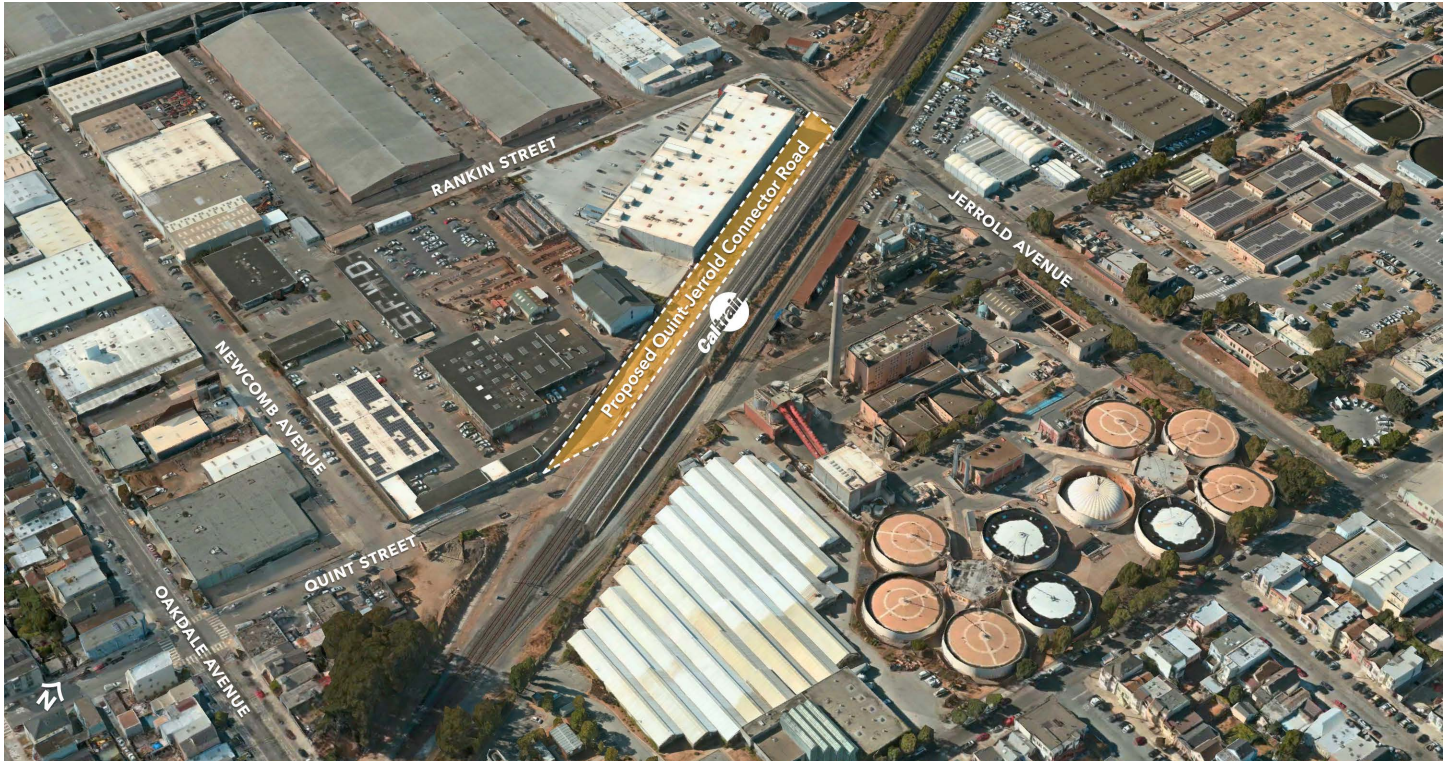




Quint-Jerrold Connector Road



Project Description

The proposed Quint-Jerrold Connector Road will reestablish a connection between Oakdale Avenue and Jerrold Avenue via a new road along the west side of the Caltrain tracks. The new Quint Street segment will:

- Restore access eliminated by the construction of a Caltrain berm
- Support a potential new Caltrain station at Oakdale Avenue
- Provide upgraded streetscape and amenities to the area
- Reduce truck use on Third Street and other alternate routes

The Transportation Authority and San Francisco Public Works are collaborating on a design for the new road. The proposed design facilitates local vehicle and truck travel and pedestrian access, featuring one traffic lane in each direction and a sidewalk on the west side. The project will also upgrade street lighting and install new landscaping in coordination with adjacent properties.

continued on other side »

Transportation Authority Role

- | | |
|--|---------------------------------------|
| <input checked="" type="checkbox"/> Plan | <input type="checkbox"/> Oversight |
| <input checked="" type="checkbox"/> Fund | <input type="checkbox"/> Report/Study |
| <input type="checkbox"/> Deliver | |

Timeline

Construction may begin in winter 2023, subject to funding availability and completion of right of way acquisition.

Learn more

Read about the project at:
sfcta.org/quint

Project/study partners

SF Public Works, SFMTA, the Planning Department, the San Francisco Public Utilities Commission, and the Office of Real Estate

Contact us

Email Administrative Engineer
Mike Tan at mike.tan@sfcta.org
or call 415-522-4803



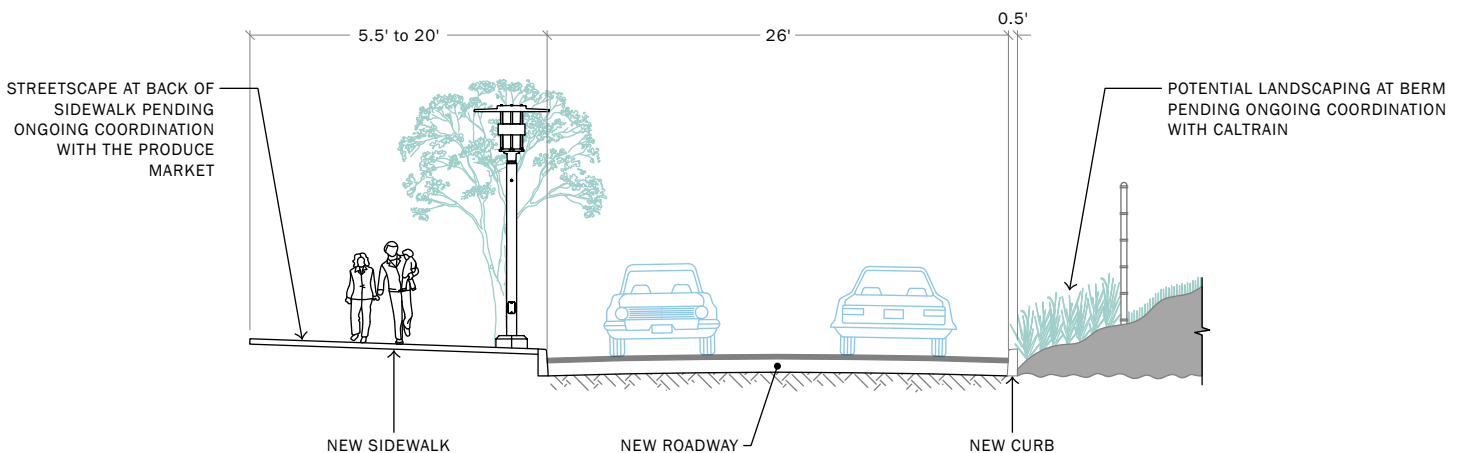
Timeline and Status

The Planning Department completed CEQA environmental clearance and San Francisco Public Works completed conceptual engineering. Public Works has also completed the site investigation. The Transportation Authority has been coordinating with Caltrain, San Francisco Public Utilities Commission,

utility companies, local businesses, and residents on roadway design.

The Transportation Authority anticipates completion of design in 2022. Subject to funding, construction is expected to start in early 2023 and will last a year.

TYPICAL CROSS SECTION, QUINT/JERROLD CONNECTOR ROAD
26 FOOT ROADWAY WITH A VARIED WIDTH SIDEWALK ON WEST SIDE AND CURB ONLY ON OPPOSITE SIDE (NOT TO SCALE)



COST ESTIMATE		FUNDING SOURCE BY PHASE		
PHASE	COST	PROP K	SFPUC	OTHER
Planning & Environmental Studies (PA&ED)	\$781,349	\$781,349	-	-
Design Engineering (PS&E) & Right-of-way	\$7,539,000	\$2,664,000	\$4,125,000	\$750,000
Construction	\$11,177,650	\$3,977,650	-	\$7,200,000
TOTAL PROJECT COST	\$19,497,999	\$7,422,999	\$4,125,000	\$7,950,000

FUNDING SOURCE	PLANNED	PROGRAMMED	ALLOCATED	TOTAL
Prop K half-cent transportation sales tax	-	\$4,727,650	\$2,695,349	\$7,422,999
SFPUC	\$4,125,000	-	-	\$4,125,000
Other/TBD (e.g. SB1 LPP formula, Federal and State grants)	\$7,950,000	-	-	\$7,950,000
TOTAL	\$12,075,000	\$4,727,650	\$2,695,349	\$19,497,999