



So. Linden Ave. & Scott St. Grade Separation (LSGS) Project **Preliminary Design Refinements**

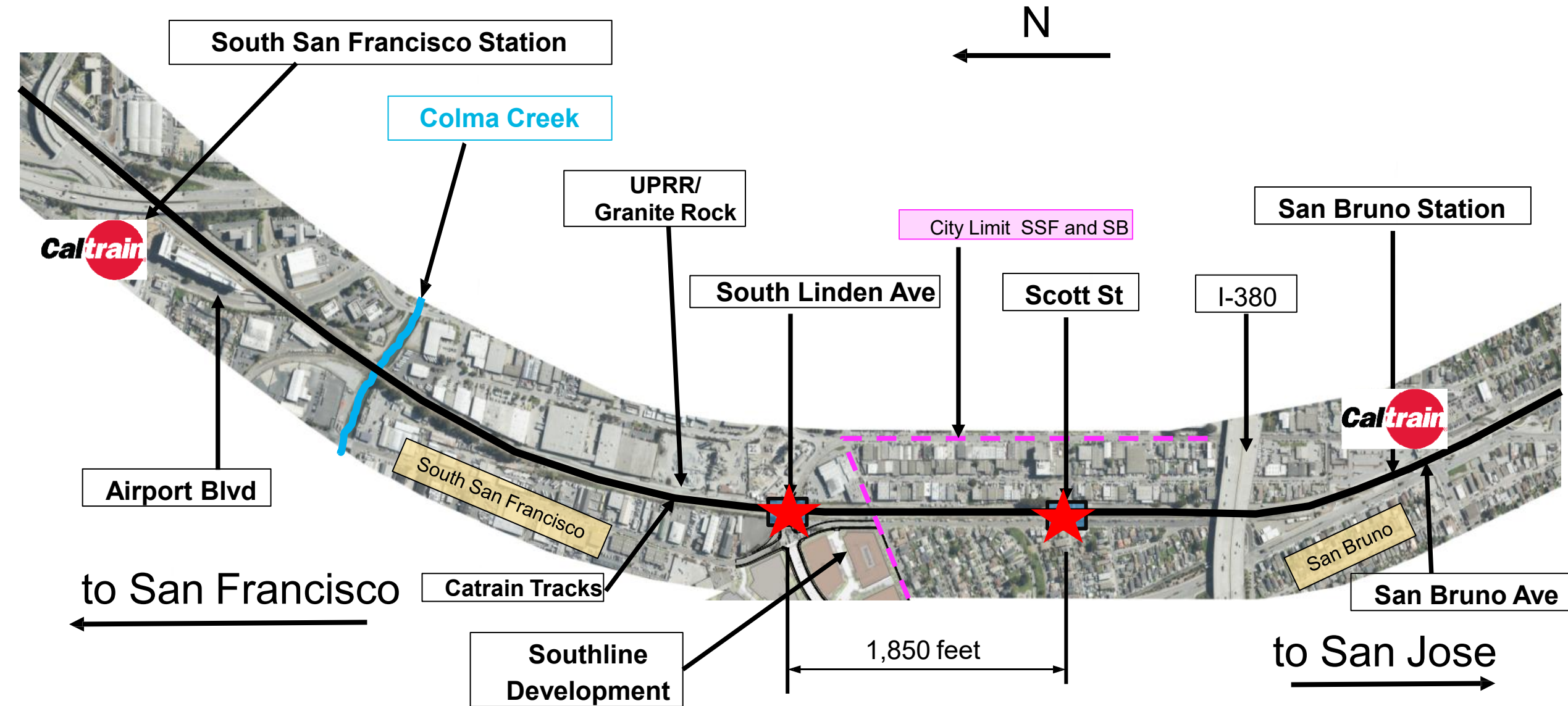
Presentation to City Council
August 12, 2026



Agenda

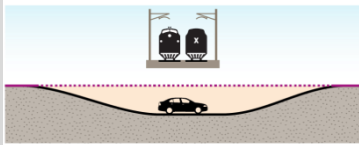
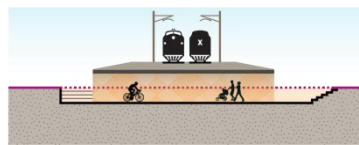
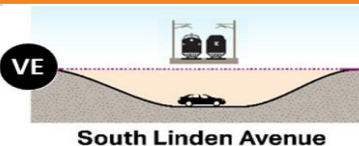
1. Project overview and history
2. Design refinement update
3. MOU amendment request

Project Location



Value Engineering (VE)– Optimized Alternative

Jacked (push) Boxes Beneath Railroad
Optimized Alternative (OA) Selected by Caltrain and Cities in Feb. 2025

Alt	South Linden Avenue		Scott Street	
PSR-Alt1		▪ Rail Elevated ▪ Roads Lowered		▪ Rail Elevated ▪ Road Closed ▪ Ped/Bike Tunnel
OA	 South Linden Avenue Rail Elevated – 2 ft Road Lowered – 20 ft	▪ Rail At-Grade ▪ Roads Fully Lowered		▪ Rail At-Grade ▪ Road Closed ▪ Ped/Bike Tunnel

Project Schedule

Project Activities	Start Date	Expected Completion
Updated Preliminary Engineering/Environmental Clearance Schedule (35% design)	Feb 2026	May 2027



Jacked Box - OA Design Refinements (DRs)

1. Key Project Goal – separate vehicles, bikes, peds from railroad tracks
2. Jacked Box OA is now in Design Refinement (DR) Stage
3. Additional and updated key information plus feedback incorporated
 - ✓ Forecasted traffic increases roadway (vehicles, ped/bike) and trains
 - ✓ Applicable Caltrain, City and State standards and plans (e.g. ADA)
 - ✓ Feedback from key stakeholders (City, Caltrain, Southline, Utilities)
 - ✓ Property and business impacts (e.g. Southline)
 - ✓ Constructability, Affordability (reduce box size and project footprint)
4. Outcome of DR process will allow project to confidently advance to 35%

Design Refinement (DR) Matrix

DR #	Key Project Design Element Considered	Box Size	Notes/Decision
1	OA Base Design - Rail elevated 2 ft, road lowered 20 ft. - Box sized to support 2 tracks and a 15-ft Caltrain maintenance road 1 WB & 2 EB lanes at S. Linden Ave at RR Box - Elevated bicycle & pedestrian paths at both sides of RR Box Structure - Bicycle lane and pedestrian sidewalk at same grades as adjacent roadway along lowered Southline Ave 5% roadway slope on Southline Ave - Ramp to Scott Underpass – full take of AT&T parcel	84x23x60 (115,920)	- Major impacts to Southline (steep driveways and no sidewalk to bldgs.) - Major impacts to other nearby businesses. - New traffic analysis shows need for 2 WB & 2EB lanes. - Current 1 WB & 2 EB is not acceptable.

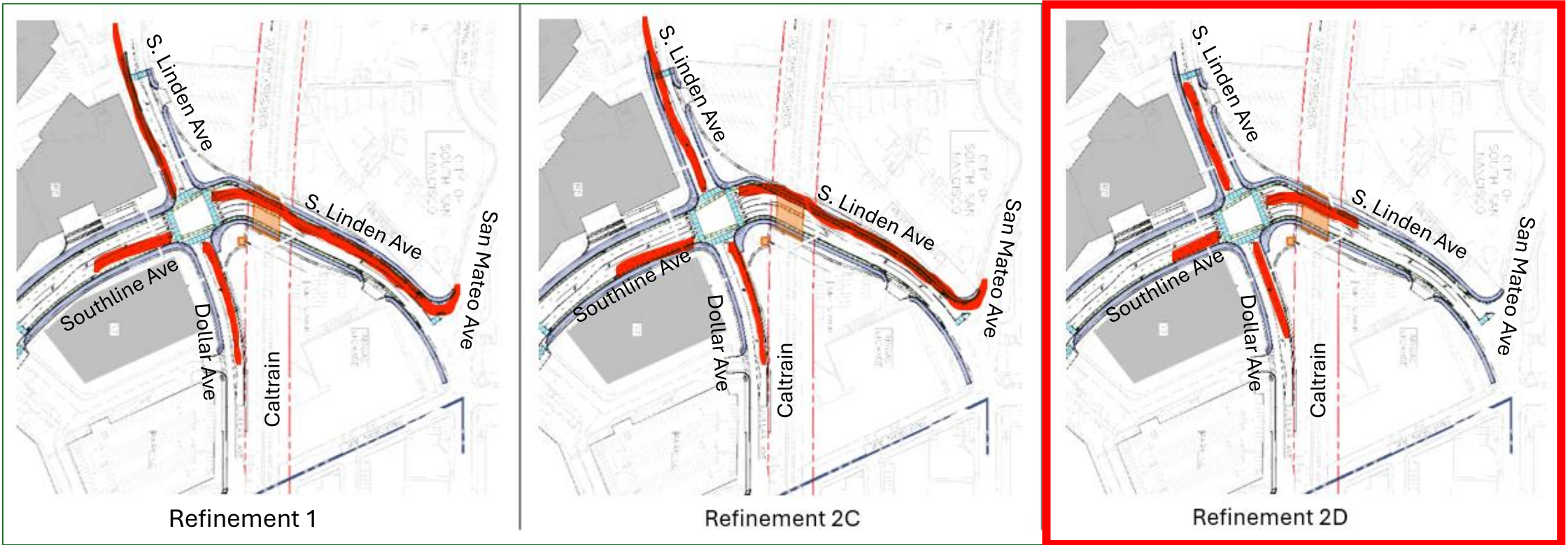
Design Refinement (DR) Matrix

DR#	Key Project Design Element Considered	Box Size	Notes/Decision
2A	Removal of 15' wide Caltrain Maintenance Road adjacent to one side of RR Tracks	84x23x45 (86,940)	Reduced size of box width acceptable. RECOMMENDED
2B	Min. lane configuration (1WB & 1EB) at S. Linden	60x23x45 (62,100)	Eliminated per SSF, due to single EB WB Lane.
2C	Separates Sidewalk and Bike paths at Southline, Pedestrian Overpass, 1 WB & 2 EB lane at S. Linden Ave	60x23x45 (62,100)	- Addresses Southline impacts. - Does not address traffic capacity at 1 EB & 2 WB lanes. Eliminated by SSF due to 1 WB & 2 EB not acceptable
2D	Pedestrian overpasses & improved lane configuration at S. Linden Ave with (2 WB & 2 EB lanes). Shared 13 ft bike/ped path on N. side and 5.5 ft sidewalk on S. Side. 0 ft track raise.	82x23x41 (77,326)	Best compromise for Southline, Traffic, Safety, Bike/Ped, Reduced Footprint, Affordability. RECOMMENDED.
3	Track Raise with OCS Replacement	n/a	No track raise RECOMMENDED. To be discussed and revisited during next phase of design.
4	Dollar/Linden/Southline Grade Separation	60x23x45	Eliminated per SSF due to impacts to traffic.
5	Use of Petrucco Verona System	84x23x60	Eliminated per SSF due to impacts to roadway and driveway.
6	Box Jacking from West to East	n/a	Constructability improvement.
7	Scott Underpass – Only partial take of AT&T parcel	26x18x60	- Under consideration by San Bruno. - Reduces footprint. Parking impacts being considered.

Traffic Analysis with Grade Separation

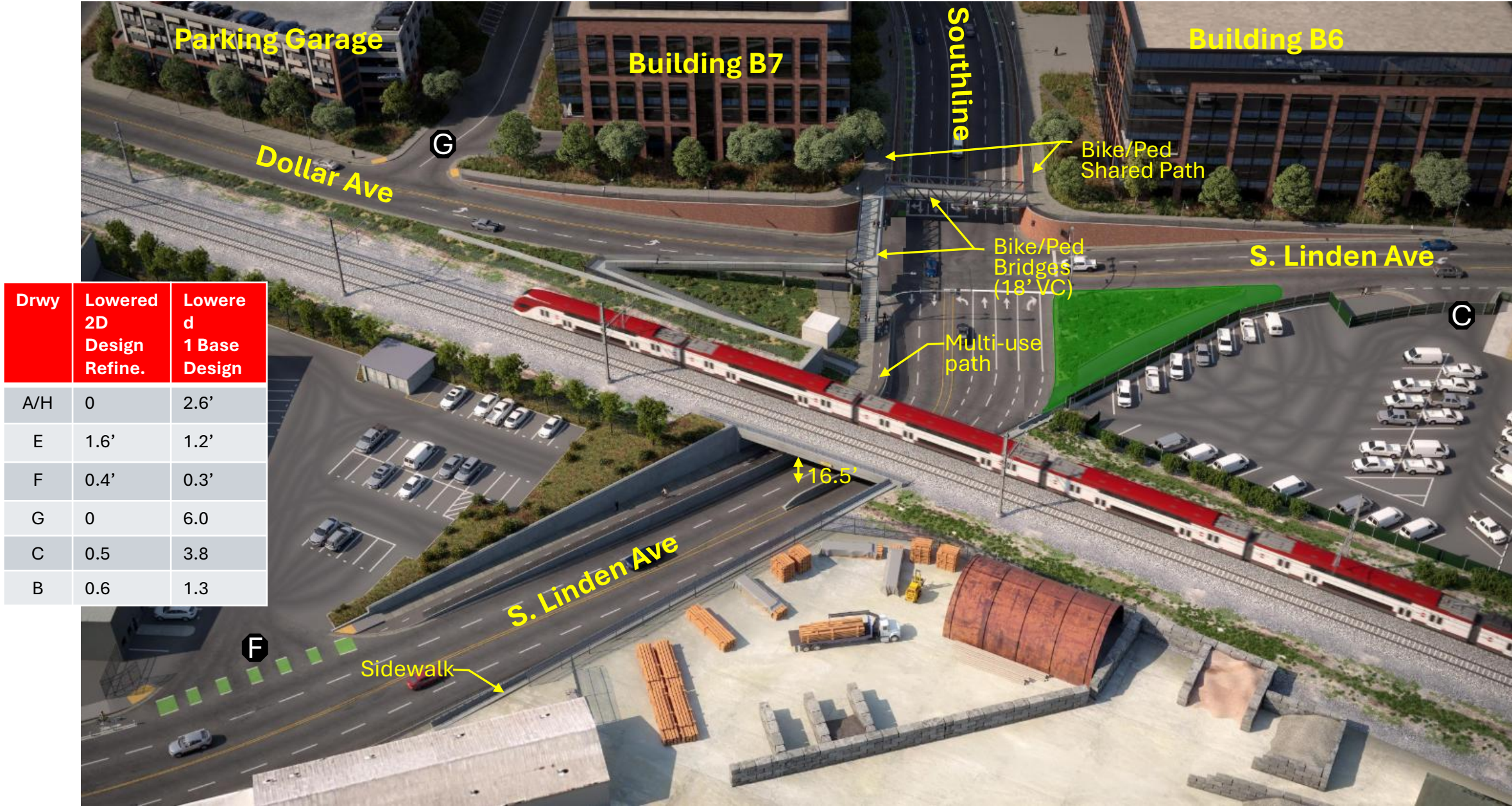
Forecasted Vehicle Traffic Volume Increase of 400%

Conclusions - 2EB & 2 WB lanes on S. Linden E of RR Tracks to San Mateo **Required**.
Pedestrian Bridge over Very Busy/Congested Southline/Dollar Intersection **Highly Desirable**

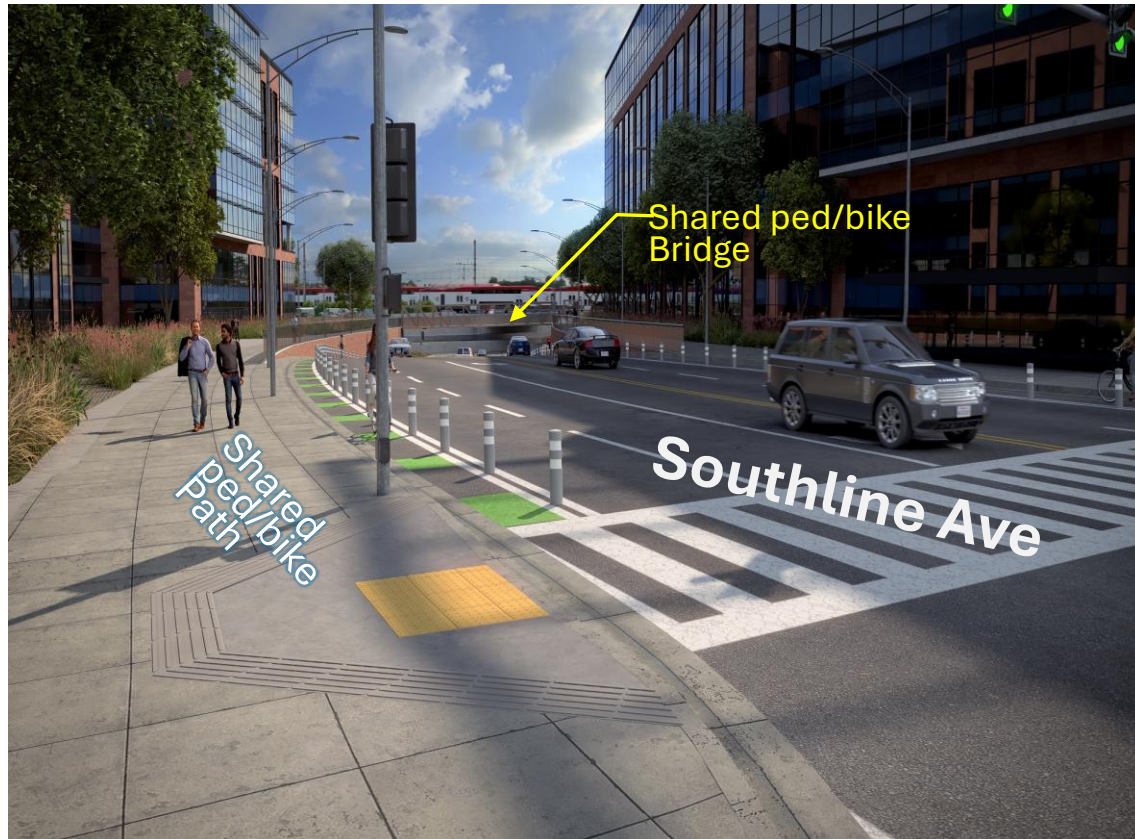


- Refinement 1 – Longest queues; WB South Linden and SB Dollar are primary constraints.
- Refinement 2C – Shorter queues than 1 due to more green time, but queues remain substantial.
- Refinement 2D – **Best performance; two WB lanes** substantially reduce projected queues. **RECOMMENDED**

DR 2D Rendering – Pedestrian Overpass with 2 WB Lanes



From View Facing East



From Southline Bldgs



DR - 2D Rendering – Multi-use Ped/Bike Path and Bridge





MOU AMENDMENT

- **Additional PE/ENV funds are needed to complete current design phase**
 - ✓ Project management budget for the extended schedule during Value Engineering task
 - ✓ Alternative development activities from performed between 2023 to 2025
 - ✓ Optimized Alternative requires additional technical studies

Proposed Project Funding

Phase	SMCTA Measure A Grade Separation	SMCTA Measure A Caltrain	South San Francisco	San Bruno	Total
Original PE/ENV Cost	\$4,950,000	\$0	\$386,650	\$163,350	\$5,500,000
Additional PE/ENV Costs	\$2,804,490	\$860,625	\$804,408	\$176,577	\$4,646,100
Total PE/ENV Costs	\$7,754,490	\$860,625	\$1,191,058	\$339,927	\$10,146,079

- **SMCTA May Board Approval Resolution 2026-13:** Program and Allocate \$2,804,490 in Measure A Grade Separation Category and \$860,625 Measure A Caltrain Category Funds for the required work.



SSF Staff Recommendation

- **City of South San Francisco will contribute an additional \$804,408** for the South Linden Avenue/Scott Street Grade Separation Project's Preliminary Engineering and Environmental Clearance Phase.
 - ✓ SMCTA (Measure A) - \$2,804,490
 - ✓ Caltrain (Measure A) - \$860,625
 - ✓ **City of South San Francisco - \$804,408**
 - ✓ City of San Bruno - \$176,577

THANK YOU

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