

MAJOR PROJECTS

Quarterly Project Status Briefing

January 2008 Through March 2008



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Disclaimer

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**MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of March 2008)**

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PROJECT STATUS BRIEFING -DEFINITIONS-

- 1 Complete for Beneficial Use = Satisfactory completion of the project's stated purpose to allow public use of facilities without restrictions
- 2 Construction = Project phase after Construction NTP and before Project Complete-Contract Close
- 3 Design & ROW = Project phase after Project Report (PR) Approval and before Construction NTP
- 4 Design (PS&E) = Development of the final Plans, Specifications and Estimates for use in bidding the construction
- 5 "Early" = Work along a Mainline or Segment that is performed first to assist execution of a major project
- 6 Environmental = Project phase after Project Study Report (PSR) Approval and before Project Report (PR) Approval. Includes development of Project Approval (PA) documentation and Environmental Documents (ED)
- 7 Grade Separation = Work to change elevations of road and/or rail intersections to expedite traffic flow
- 8 HOV = High Occupancy Vehicle (i.e. car pool)
- 9 Interchange = Connectors between Interstates and/or major roads
- 10 Interstate Highway = Federally monitored high speed roads
- 11 Local Streets = State/City owned and maintained streets
- 12 Mainline = Interstate freeway corridor project that is new and/or widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 13 Planning = Project phase after Start of Project and before Project Study Report (PSR) Approval
- 14 Preliminary Engineering = The design effort required to sufficiently define the project's alternatives and support the development of the Environmental Documentation (ED). Completion of preliminary engineering will approximate 30% of the overall design effort of the project.
- 15 Project Complete - Contract Close = Final completion of all construction activities and formal close-out of construction contracts
- 16 Project Report (PR) = Report documenting the Preliminary Engineering (up to 30% of Design) to recommend the preferred alternative used for Project Approval (PA). All Environmental Documentation (ED) is contained in this report.
- 17 Project Study Report (PSR) = Report documenting the early definition of a project used to determine viability of proceeding with Preliminary Engineering and Environmental approvals.
- 18 ROW Certification = Identification, appraisal and purchase of required land parcels for the project. Also includes the right of possession of land through condemnation. ROW Certification is a prerequisite for Construction bidding.
- 19 Segment = A specified portion of an Interstate freeway corridor project that is widened (added lanes - general purpose, HOV, auxiliary, etc.)
- 20 Sound Walls = Self supported walls that are of sufficient height to reduce roadway noise to an acceptable level
- 21 Start of Project = Board action to begin procurement of Planning phase activities
- 22 Utility Relocation = Modification of any and all utilities (i.e. Electrical, Gas, Water, Sewer, Communications, etc.) to alleviate conflicts with project's construction or use. Utility Certification is a prerequisite for Construction bidding.

PROJECT STATUS BRIEFING
-FUNDING PROGRAM DESCRIPTIONS-

FEDERAL

- CMAQ – Congestion Mitigation & air Quality Program
- STP – Surface Transportation Program
- TEA – Transportation Enhancement Activity
- DEMO – Demonstration Project
- PNRS – Project of National & Regional Significance
- IMD – Interstate Maintenance Discretionary
- SAFETEA – LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act

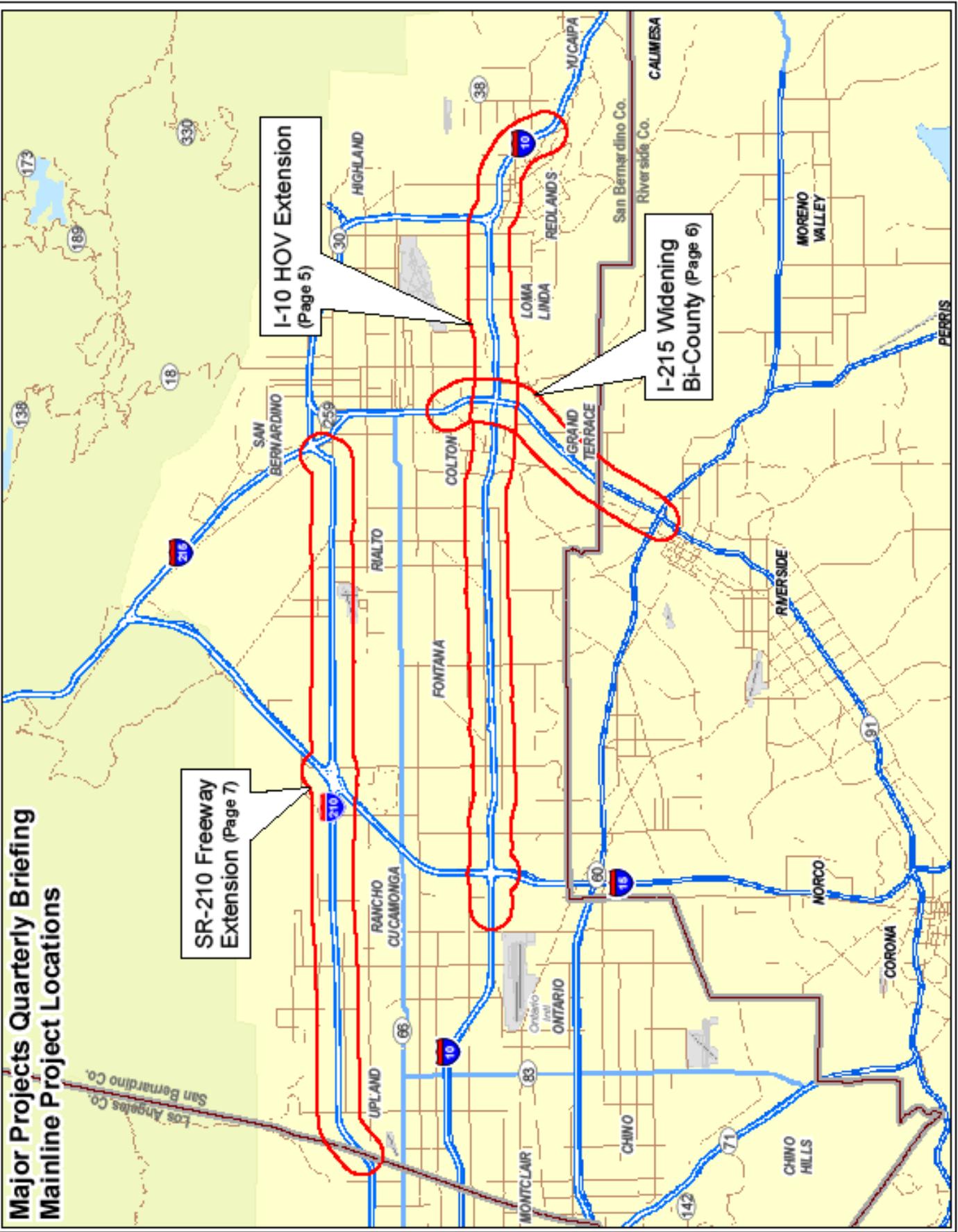
STATE

- CMIA – Corridor Mobility Improvement Account
- TCRP – Traffic Congestion Relief Program
- RIP – Regional Improvement Program
- STIP – State Transportation Improvement Program
- ITIP – Interregional Transportation Improvement Program
- LLP/IIP – Interregional Improvement Program
- TCIF – Trade Corridor Improvement Fund
- SHOPP – State Highway Operation and Protection Program

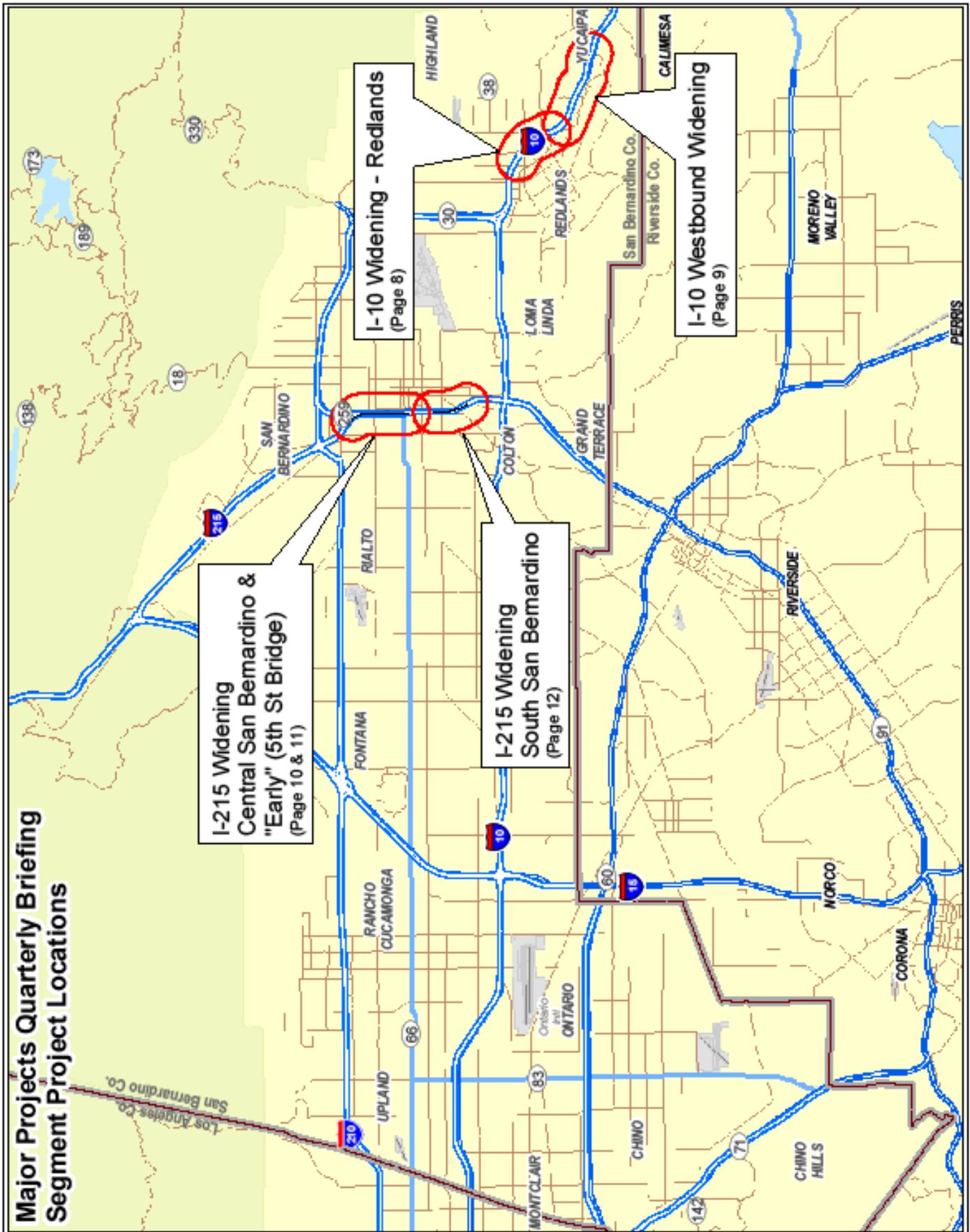
LOCAL

- DMPF – Developer Mitigation Program Funds

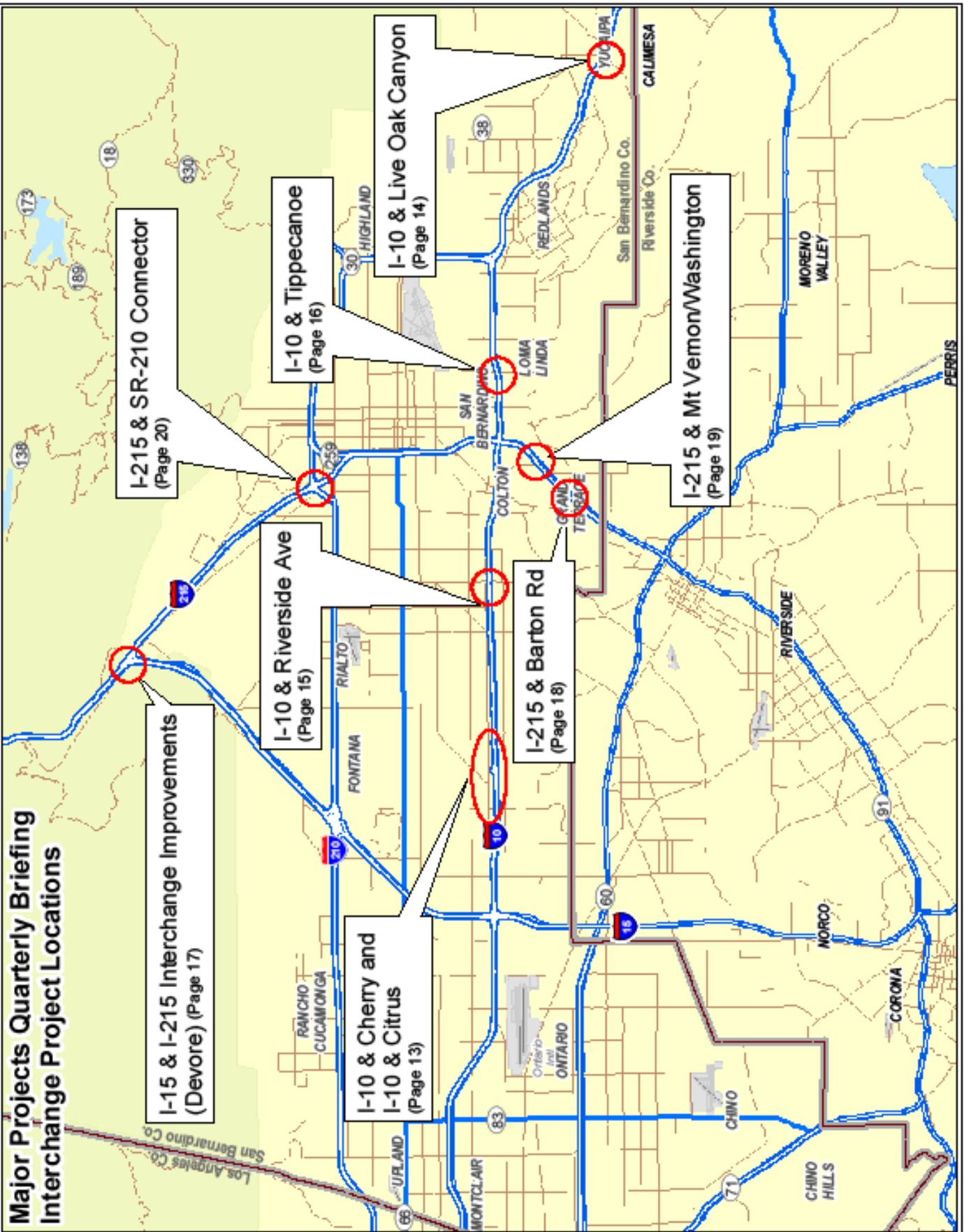
**Major Projects Quarterly Briefing
Mainline Project Locations**



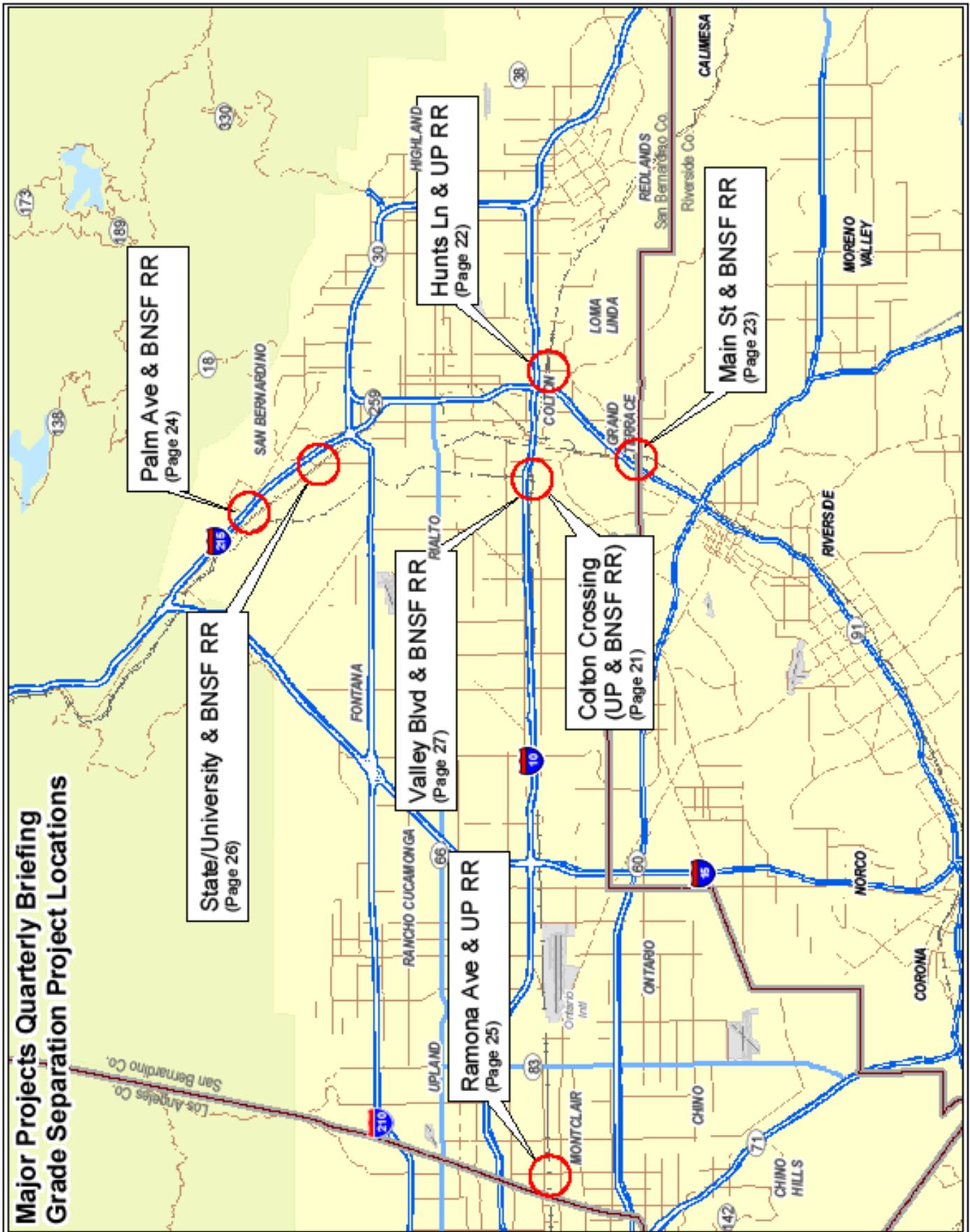
Major Projects Quarterly Briefing Segment Project Locations



Major Projects Quarterly Briefing Interchange Project Locations



Major Projects Quarterly Briefing Grade Separation Project Locations



I-10 High Occupancy Vehicle (HOV) Extension

Map of Project:



Project Scope Summary:

- This project is to add one HOV (i.e., “carpool”) lane in each direction on I-10 from Haven Avenue in Ontario to Ford Street in Redlands. Note: Haven Avenue is the eastern limit of the existing I-10 HOV lanes.

Project Status and Continuing Activities:

- The Project Approval and Environmental Document contract was awarded at the July 2007 SANBAG Board meeting.
- Project development team (PDT) meetings are occurring monthly.
- A project informational briefing was presented at the February 2008 Major Projects Committee meeting.
- Two public information events were held in February 2008 at the west and east limits of the project in Fontana and Redlands.
- Topographic mapping has been completed.
- A legislative briefing is tentatively planned for April 2008.
- Seismic faults investigation is underway.

Project Notes of Interest:

- The cost estimate values (except PA/ED) are based on information from the SANBAG 2010-2040 Strategic Plan and are in “2006/07” dollars, which do not account for future escalation of costs
- Funding for final design, right of way and construction still must be identified and secured. Measure I 2010-2040 is the only currently identified fund source.

Issues Being Worked:

- None.

Primary Project Contact:

Abunnasr Husain
(909) 884-8276
ahusain@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[Sept 2010]
Design Approved - ROW Certified	[2014]
Construction Notice to Proceed	[2015]
Complete for Beneficial Use	[2018]
Project Complete – Contract Close	[2020]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$10,500
Final Design	\$30,000
ROW Certification	\$6,500
Utility Relocation	- Incl in ROW -
Construction	\$1,180,642
Total	\$1,227,642

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I - For PA/ED	\$10,500
Future Fed, State, Local	\$1,217,142
Total	\$1,227,642

I-215 Widening – Bi-County

Map of Project:



Project Scope Summary:

- This project will widen the I-215 corridor between the 60/91/215 interchange (located in Riverside County) and the Orange Show Road interchange (located in San Bernardino County). The improvements will widen the existing freeway to meet approved traffic projections. At this time, it is anticipated the existing three general purpose lanes in each direction will be increased to four general purpose lanes and one car pool lane in each direction (“4/1”).
- These improvements will require major reconstruction of the interchanges along this section of the I-215 corridor. Refer also to the “I-215 and Barton Road” and “I-215 and Mt. Vernon/Washington” projects.

Project Status and Continuing Activities:

- SANBAG and the Riverside County Transportation Commission (RCTC) entered into a Cooperative Agreement in May 2003 to share the cost of this project (75% SANBAG, 25% RCTC) through Project Approval/Environmental Document.
- The consultant contracts were amended to include the revised scope (PSR/PA/ED) and schedule of this project. The Major Projects Committee reviewed the amendments in September 2007 and the SANBAG Board approved the amendments in October 2007.
- The Traffic Volumes Report to substantiate the “4/1” concept for this project was approved in December 2007. The Bi-County Project Development Team meetings resumed in February 2008, and will include analysis of various project alternatives.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	May 2003
Study Report Approved	-Incl in PA/ED-
PA/ED Approved	[2012]
Design Approved - ROW Certified	[2016]
Construction Notice to Proceed	[2016]
Complete for Beneficial Use	[2020]
Project Complete – Contract Close	[2021]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$9,487
Final Design	\$36,270
ROW Certification	\$688,670
Utility Relocation	-Incl in Constr-
Construction	\$475,590
Total	\$1,210,017

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$7,115
RCTC	\$2,372
Future State, Fed, Local	\$1,200,530
Total	\$1,210,017

Project Notes of Interest:

- The cost estimate values are all estimated in “2006/07” dollars and do not account for future escalation of costs.
- Funding for final design, right of way and construction still must be identified and secured.
- It is assumed that the Traffic Volumes Report will substantiate adequate level of service for a “4/1” concept. A traffic Operational Analysis will confirm this. If a “5/1” or “6/1” concept is required to provide minimum level of service the project cost will increase significantly.

Issues Being Worked:

- Funding for future project phases is not included in the RCTC 10 year funding plan. The project is however in the RCTC Strategic Plan.

Primary Project Contact: Gilbert Betancourt
 (909) 884-8276
 gbetancourt@sanbag.ca.gov

SR-210 Freeway Extension (Segments 9, 10, 11)

Map of Project:



Project Scope Summary:

- NOTE: Segment 1 through Segment 8 are complete and are not included in this Project Data Sheet.
- This project extends the existing SR-210 freeway from the Los Angeles-San Bernardino County line (Segment 1) to the I-215 (Segment 11) with three general purpose lanes and one HOV (i.e. "car pool") lane in each direction (see also the "I-215 and SR-210 Connector" project).
- Major infrastructure improvements along this portion of the mainline include the following:
 - Four interchanges – Ayala Drive, Riverside Avenue, Pepper Avenue (future) and State Street.
 - Ten new bridge structures
 - Four existing bridge widenings
 - Extensive sound wall, retaining wall and slope paving work
 - Major storm drain improvements at State Street
 - Cactus Channel improvements from Sierra to Ayala

Project Status and Continuing Activities:

- The freeway was opened to traffic as of July 24, 2007 and in March 2008 Caltrans signed the 100% completion notice for all work except segment 11 early which includes remaining punch list items. All project punch list activities are anticipated to be accepted by the end of April 2008.
- Restoration/Re-vegetation efforts for environmentally sensitive areas in Lytle Creek will be performed by Caltrans.
- Replaced SR-30 signage with SR-210 by SANBAG and Caltrans.

Project Notes of Interest:

- SR-210/I-215 high speed connectors were delayed due to impacts associated with fault rupture. See the "I-215 and SR-210 connector" project for more information.

Issues Being Worked:

- None.

Primary Project Contact:

Steve Yench
 (909) 889-8611 x147
 syench@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Caltrans
PAVED Approved	1996
PAVED Re-evaluation (for 9,10,11)	2004
Design Approved – ROW Certified	April 2004
Construction Notice to Proceed	January 2005
Complete for Beneficial Use	July 2007
Project Complete – Contract Close	[April 2008]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Caltrans
Project Report	Caltrans
Final Design	\$24,139
ROW Certification	Caltrans
Utility Relocation	Caltrans
Construction	\$208,002
Totals	\$232,141

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - STP	\$1,393
- CMAQ	\$19,034
- TEA	\$2,000
State - RIP	\$77,392
- LLP/IIP	\$3,863
Coop Agreements	\$9,492
Measure I	\$118,967
Total	\$232,141

I-10 Widening – Redlands

Map of Project:



Project Scope Summary:

- This project will widen I-10 by adding one general purpose lane in each direction between Orange Street and Ford Street. The current I-10 median will be used to add the lane. This project requires the following work:
 - At the eleven current bridge locations, additional deck and supports will be built in the median area between the existing eastbound and westbound bridge structures
 - The outside edge (shoulder) of all existing bridges will be retrofitted to provide new barrier rail and sound walls.
 - Multiple freeway signs will be replaced.
- The project is completely within the City of Redlands.

Project Status and Continuing Activities:

- The east bound lanes were open to traffic in November 2007 and the west bound lanes were open to traffic in December 2007.
- All construction is complete with the exception of remaining “punch list” items.
- Landscaping plant establishment is ongoing.

Project Notes of Interest:

- For this project, right-of-way or utility relocation were not required.
- It is anticipated that Caltrans will sign off on the 100% completion notice by the end of April.
- It is anticipated that plant establishment will be completed by the summer of 2009.

Issues Being Worked:

- None.

Primary Project Contact:

Andrea Nieto
 (951) 712-0204 (cell)
 andrean@cm4sanbag.com

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 1998
Study Report Approved	Aug 1999
PA/ED Approved	March 2005
Design Approved - ROW Certified	May 2005
Construction Notice to Proceed	October 2005
Complete for Beneficial Use	Dec. 2007
Project Complete – Contract Close	[2008]

**Budgetary Estimate Summary
(\$ 000's)**

Cost Item	Amount
Study Report	Caltrans
Project Report	\$591
Final Design	\$3,875
ROW Certification	\$0
Utility Relocation	\$0
Construction	\$53,425
Totals	\$57,891

**Funding Summary
(\$ 000's)**

Funding Source	Amount
Federal - CMAQ	\$3,602
- STP	\$28,770
State - TCRP	\$10,000
Measure I	\$15,519
Total	\$57,891

I-10 Westbound Widening

Map of Project:



Project Scope Summary:

- This project will add a general purpose lane to westbound I-10 from Live Oak Canyon Road in Yucaipa to Ford Street in Redlands.
- To add this lane and maintain proper traffic sight distances, an extensive “cut back” of the hillside north of the freeway between Yucaipa Boulevard and Wabash Avenue is required. A major retaining wall will stabilize the altered hillside.
- The project does not affect any of the current bridge structures and no ramp or interchange improvements are included in the project scope.

Project Status and Continuing Activities:

- Caltrans approved Geometric Approval Drawings and associated design exceptions in July 2007.
- On July 24, 2007 an engineering consultant was selected to provide a plans, specifications and estimates (PS&E) package.
- The Engineering Consultant Contract was approved at the September 2007 SANBAG Board meeting.
- The engineering consultant is scheduled to provide a 65% submittal by June 2008.
- On March 19, 2008 a decision was made by the Project Development Team to construct the retaining wall at the location that will not be affected by the future I-10 HOV project. The wall location decision will allow the right-of-way requirements map to be finalized and signed off.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2004
Study Report Approved	- Incl in PR -
PA/ED Approved	July 2007
Design Approved - ROW Certified	[Oct 2009]
Construction Notice to Proceed	[2009]
Complete for Beneficial Use	[2011]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$964
Final Design	\$3,044
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$37,875
Totals	\$42,194

Project Notes of Interest:

- Right of way only includes the necessary temporary construction easements costs. No permanent land takes are required
- No utility relocation is required for this project.
- Construction costs are reflective of the construction timing (“2010/11” dollars).

Issues Being Worked:

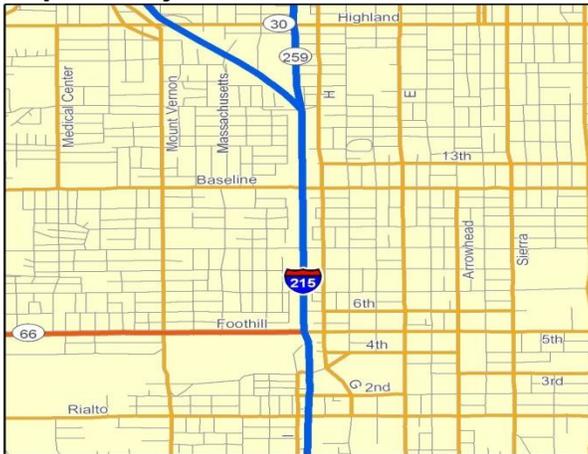
- None

Primary Project Contact: Stephen Yench
 (909) 884-8276
 SYench@sanbag.ca.gov

Funding Summary (\$ 000's)	
Funding Source	Amount
State - CMIA - construction	\$26,500
Measure I	\$15,694
Total	\$42,194

I-215 Widening – Central San Bernardino

Map of Project:



Project Scope Summary:

- This project will improve traffic operations along I-215 between (approximately) Rialto Avenue and (approximately) Massachusetts Avenue. The following operational improvements will be performed:
 - Add one car pool lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at the 2nd Street, 3rd, 5th Street, Baseline Street and SR-259 interchanges.
 - Build/Replace 16 bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lanes.
 - Add local (frontage) road from 2nd Street to 3rd Street in each direction.
- See the "I-215 Widening – 'Early' (5th Street Bridge)" Project for additional information.

Project Status and Continuing Activities:

- This project was previously being designed in two separate construction packages due to funding restrictions. Now, funding is available to combine the two separate packages into one package. The SANBAG Board approved the recommended change at the May 2007 meeting.
- The 95% design package (plans, specification & estimates) was submitted to Caltrans in January 2008. The final design package will be submitted later this year.
- Right of Way - 53 of 157 land parcels have been acquired. Efforts are continuing to obtain balance of land requirements
- The agreements with Burlington Northern Santa Fe for the widened crossing and structures are being developed, and approval is expected by November 2008.

Project Notes of Interest:

- This project is adjacent to the "I-215 Widening – South San Bernardino" project and the construction schedules for each will overlap.
- SANBAG is managing the design and construction.
- Caltrans is administering the right of work for this project.

Issues Being Worked:

- Many land parcels are still required to be acquired. The construction start date is dependent upon timely possession of this right of way. In some cases, the State's new condemnation laws are impacting right of way acquisition.

Primary Project Contact: Dennis Saylor
(909) 884-8276
dsaylor@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	[Mar 2009]
Construction Notice to Proceed	[July 2009]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$27,315
ROW Certification	\$91,690
Utility Relocation	\$5,400
Construction	\$314,482
Totals	\$438,887

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$67,256
- STP	\$47,118
- DEMO	\$2,063
- PNRS (IVDA Co-op)	\$7,524
State - RIP	\$213,981
- TCRP	\$5,517
- CMIA	\$49,120
Measure I	\$46,308
Total	\$438,887

I-215 Widening – “Early” (5th Street Bridge)

Map of Project:



Project Scope Summary:

- This project replaces the existing 5th Street bridge with a wider and longer structure over the existing I-215 freeway and Burlington Northern Santa Fe (BNSF) railroad tracks. This project is being executed in preparation for the “I-215 Widening – Central San Bernardino” project, which adds lanes along I-215.
- Completion of this project will not immediately improve traffic capacity. However, it will accommodate the future traffic from the proposed I-215 “on/off” ramps.
- This project modifies the intersections with 5th Street at “H” Street and “J” Street.

Project Status and Continuing Activities:

- As of March 2008, construction is approximately 60% complete for the total project
- The first of the two bridges that comprise this project is complete. The northerly bridge was opened to traffic on January 21, 2008.
- The bridge demolition of the old 5th Street Bridge was completed in February 2008.
- The placement of embankment material for the new southerly bridge abutments is complete and pile driving for the bents and abutments is underway.
- False work plan review was completed by Caltrans and BNSF in March 2008.
- Installation of the false work is scheduled to start mid April 2008.

Project Notes of Interest:

- Measure I funding will be used for construction support and for any construction costs over the \$25 million Traffic Congestion Relief Program funding limit.
- 4th Street north onramp is closed until fall of 2008.

Issues Being Worked:

- None.

Primary Project Contact:

Andrea Nieto
 (951) 712-0204 (cell)
 andrean@cm4sanbag.com

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	June 2006
Construction Notice to Proceed	January 2007
Complete for Beneficial Use	[August 2009]
Project Complete – Contract Close	[2010]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	- Caltrans -
ROW Certification	\$40
Utility Relocation	- Caltrans -
Construction	\$25,888
Totals	\$25,928

Funding Summary (\$ 000's)	
Funding Source	Amount
State - TCRP	\$19,483
BNSF	\$1,246
Measure I	\$5,199
Total	\$25,928

I-215 Widening – South San Bernardino

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 1988
Study Report Approved	Caltrans
PA/ED Approved	June 1992
PA/ED Re-evaluation Approved	Dec 2005
Design Approved - ROW Certified	April 2007
Construction Notice to Proceed	Dec 2007
Complete for Beneficial Use	[Nov 2010]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$9,000
ROW Certification	\$45,629
Utility Relocation	\$15,400
Construction	\$104,036
Totals	\$174,065

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$23,176
- STP	\$29,307
- PNRS	\$23,607
State - RIP	\$80,794
Measure I	\$17,181
Total	\$174,065

Project Scope Summary:

- This project will improve traffic operations along I-215 between (approximately) Rialto Avenue and (approximately) Orange Show Road. The following operational improvements will be performed:
 - Add one HOV (i.e. "car pool") lane in each direction.
 - Add one general use lane in each direction.
 - Reconfigure ramps at the Inland Center Drive, Mill Street and Orange Show Road interchanges.
 - Build/Replace six bridge structures.
 - Widen two existing bridge structures.
 - Provide additional through (auxiliary) lane between 2nd Street and Mill Street.
 - Add local (frontage) road from Inland Center Drive to Mill Street in each direction.

Project Status and Continuing Activities:

- Construction notice to proceed given in December 2007.
- Clearing and grubbing operations are on going.
- Installation of drainage facilities and relocation of utilities are in progress.

Project Notes of Interest:

- This project is adjacent to the I-215 Widening – Central San Bernardino project, and the construction schedules for each will overlap.
- Caltrans is responsible for design, right of way acquisition and construction with reimbursement by SANBAG using authorized funding sources.
- SANBAG will also pay for prorated utility relocations as determined by utility agreements.

Issues Being Worked:

- Currently 28 properties are in condemnation, and the current right of way certification cost estimate may be impacted.

Primary Project Contact: Dennis Saylor
(909) 884-8276
dsaylor@sanbag.ca.gov

I-10 and Cherry Avenue & I-10 and Citrus Avenue

Map of Project:



Project Scope Summary:

- This project will make operational and safety improvements along I-10 and greatly reduce traffic congestion at the interchanges and along Cherry Avenue and Citrus Avenue, specifically it will:
 - Add one through (auxiliary) lane in each direction along I-10 between (approximately) Etiwanda and (approximately) Riverside Avenue (referred to as "I-10 Aux Lanes").
 - Replace existing five-lane Cherry Avenue bridge over I-10 with an eight-lane bridge and add one lane to each ramp.
 - Replace existing four-lane Citrus Avenue bridge over I-10 with a seven-lane bridge and add one lane to each ramp.
 - Widen the existing Cherry Avenue bridge over the UP railroad from four lanes to eight lanes.
 - Widen the existing Citrus Avenue bridge over the UP railroad from three lanes to six lanes.
 - Provide extensive improvements at the Cherry-Slover intersection and improve the Cherry-Valley intersection.

Project Status and Continuing Activities:

- Currently, all project scope is in the Environmental phase with preliminary engineering being performed by Caltrans for the I-10 Aux Lanes, the City of Fontana for the Citrus interchange and the County of San Bernardino for the Cherry interchange.
- At the October 2007 Board meeting, approval to combine the I-10 Aux Lanes with the Cherry and Citrus interchanges into one construction package was approved.
- On February 6, 2008 a consultant contract to perform detailed engineering and provide a Plans, Specifications and Estimate (PS&E) package was approved by the Board.
- Cooperative agreements are currently being developed between Caltrans-County of San Bernardino, SANBAG-City of Fontana and SANBAG-County of San Bernardino. Notice to Proceed will be issued to the consultant upon resolution of these agreements.

Project Notes of Interest:

- Caltrans I-10 aux lanes project is a CMIA funded project. The construction is required to start in Jan 2010. The schedule shown within is the anticipated schedule for the interchanges.

Issues Being Worked:

- Construction funding may require some debt-financing against Measure I 2010-2040 if no other Federal/State funding sources are identified prior to ROW Certification milestone.

Primary Project Contact:

Abunnasr Husain
(909) 884-8276
ahusain@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved (I-10 Aux Lanes)	Jan 2008
PA/ED Approved (Cherry)	[Oct 2008]
PA/ED Approved (Citrus)	[Jul 2008]
Design Approved - ROW Certified	[Dec 2010]
Construction Notice to Proceed	[Apr 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	City/CTrans
Project Report	City/Co/Ctrans
Final Design	\$9,900
ROW Certification	\$14,000
Utility Relocation	-Incl in ROW-
Construction	\$127,500
Total	\$151,400

Funding Summary (\$ 000's)

Funding Source	Amount
State – STIP	\$11,546
Caltrans – SHOPP	\$3,670
SANBAG – SHOPP	\$5,390
CMIA	\$19,233
County	\$3,281
Fontana	\$5,719
Various – to be resolved	\$102,561
Total	\$151,400

I-10 and Live Oak Canyon Road

Map of Project:



Project Scope Summary:

- This project will widen and realign the I-10 and Live Oak Canyon Road interchange. Specifically, this project will provide the following operational improvements:
 - Reconstruct the road between Calimesa Boulevard and Outer Highway South.
 - Replace current two-lane bridge with a new five-lane bridge.
 - Eastbound and westbound ramps will be widened and realigned, and traffic signals will be installed.
- This project is completely within the city boundary of Yucaipa.

Project Status and Continuing Activities:

- Notice to Proceed was given to the construction contractor on September 4, 2007.
- As of March 2008, construction is approximately 25% complete and on schedule. The plan includes construction of a new bridge east of the existing bridge, switch traffic to the new bridge, demolish the existing bridge then construct a new bridge at the location of the demolished bridge (west bridge).
- Abutment footings, abutment walls, bent footings, and columns are complete for the east bridge.
- False work is erected for the east bridge.
- Verizon completed vault, cable and wire relocation work in March 2008.

Project Notes of Interest:

- During the design phase, work was halted because the Traffic Congestion Relief Program (TCRP) funding for all projects was suspended from 2002 to 2005.
- The City of Yucaipa participated in the cost to finalize the design of the project, complete the right of way requirements, and construction of the interchange.
- SANBAG and the City of Yucaipa are working closely to monitor all construction and construction management costs.

Issues Being Worked:

- None.

Primary Project Contact:

Gary Shippy
 (909) 875-6029 x221
 GaryS@cm4sanbag.com

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	June 1995
Study Report Approved	-Incl in PR -
PA/ED Approved	Sept 1998
Design Approved - ROW Certified	May 2007
Construction Notice to Proceed	Sept 2007
Complete for Beneficial Use	[March 2009]
Project Complete – Contract Close	[2010]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$150
Final Design	\$1,969
ROW Certification	\$2,771
Utility Relocation	\$490
Construction	\$15,715
Totals	\$21,095

Funding Summary (\$ 000's)	
Funding Source	Amount
State - TCRP	\$9,679
City of Yucaipa	\$11,116
Measure I	\$300
Total	\$21,095

I-10 and Riverside Avenue

Map of Project:



Project Scope Summary:

- This project will replace the existing five-lane Riverside Avenue bridge over I-10 with a nine-lane bridge and provide the following improvements:
 - Five northbound lanes (three through lanes, two left turn lanes) and four southbound lanes (two through lanes, two left turn lanes)
 - One additional lane will be added to all four “on/off” ramps.
 - Provide underneath clearance for ultimate I-10 High Occupancy Vehicle (HOV) requirements (see “I-10 HOV Extension” project).
 - Add lanes and provide safety improvements on Riverside Avenue between the interchange and Valley Boulevard.

Project Status and Continuing Activities:

- This project was initiated by the City of Rialto. SANBAG assumed the project management responsibilities by execution of a Cooperative Agreement with the City in December 2005.
- Multiple cooperative agreements are being developed between SANBAG, Caltrans, County of San Bernardino and the City of Colton to define responsibilities and activities during construction, including impacts of detour traffic.
- The 100% plan submittal was made in February 2008. Comments have been received; Plan approval is anticipated in May 2008.
- Right of way requirements have been identified; however acquisition cannot begin until the project is cleared environmentally. Environmental approval is expected in April 2008.

Project Notes of Interest:

- In 2002 due to a three year lapse since PA/ED approval the environmental document had to be reexamined. During this time the habitat for the Delhi Sands Fly was identified as an issue throughout the I-10 corridor; requiring an upgraded environmental document.
- To effectively manage the construction contract, an escrow account will be established by the city prior to construction.

Issues Being Worked:

- Obtaining approval of the Environmental Documents and establishment of the various Co-op Agreements require continued attention to maintain the planned schedule.

Primary Project Contact:

Abunnasr Husain
(909) 884-8276
ahusain@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1995
Study Report Approved	March 1997
PA/ED Approved	May 1999
PA/ED (Reexamined) Approval	[April 2008]
Design Approved - ROW Certified	[Sept 2008]
Construction Notice to Proceed	[Dec 2008]
Complete for Beneficial Use	[Dec 2009]
Project Complete – Contract Close	[2010]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Rialto -
Project Report	- Rialto -
Final Design	\$1,885
ROW Certification	\$2,470
Utility Relocation	- Incl in ROW -
Construction	\$29,645
Totals	\$34,000

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - Demo	\$2,251
- IMD	\$3,343
State - STIP	\$1,452
Local (City RDA Bonds)	\$26,954
Total	\$34,000

I-10 and Tippecanoe Avenue

Map of Project:



Project Scope Summary:

- This project will reconfigure the I-10 and Tippecanoe Avenue interchange to improve operational conditions, specifically:
 - Construct "S" curve off ramp from westbound I-10 to Tippecanoe.
 - Construct "C" curve on ramp from Tippecanoe to I-10 westbound (at intersection of Tippecanoe/Harriman Place).
 - Widen Tippecanoe from Harriman Place to Redlands Boulevard with one lane in each direction.
 - Add an eastbound through (auxiliary) lane along eastbound I-10 from Waterman to Tippecanoe.
 - Widen Redlands Boulevard with turn lanes at intersection with Tippecanoe (west of Tippecanoe only).

Project Status and Continuing Activities:

- The Modified Access Report Design Fact Sheets and Geometric Approval Drawings are being developed. Caltrans and federal approval is anticipated by May 2008 allowing advancement of a single alternative in the Environmental Documentation.
- Improvements along Evans Street were deleted from this project in mid 2006. The Evans Street improvements are now the responsibility of Loma Linda.
- On March 12, 2008 key members of the Project Development Team provided engineering information to select Board members that are directly associated with this project. These stakeholders gave the proposed design alignment full support.

Project Notes of Interest:

- The development of the Project Report has been hindered by several scope items being added/deleted from the project and from the fact that federal funds are being obligated but were not initially anticipated.
- The right of way and construction cost and schedule estimate is based on the Regional Transportation Improvement Program information ("2005/06" dollars) and does not account for future escalation of costs.
- Design changes have been implemented that significantly reduce community/cultural impacts.

Issues Being Worked:

- None.

Primary Project Contact: Arlis Childs
(909) 884-8276
AChilds@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	[Dec 2008]
Design Approved - ROW Certified	[March 2011]
Construction Notice to Proceed	[2011]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary
(\$ 000's)

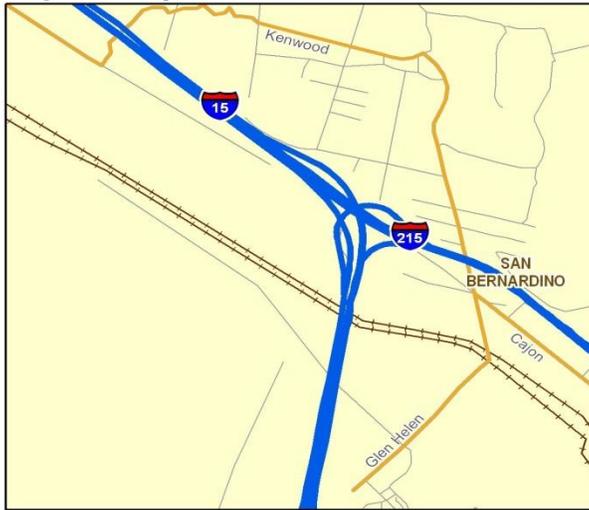
Cost Item	Amount
Study Report	\$438
Project Report	\$644
Final Design	\$2,500
ROW Certification	\$19,560
Utility Relocation	\$1,000
Construction	\$28,425
Totals	\$52,567

Funding Summary
(\$ 000's)

Funding Source	Amount
Federal - DEMO	\$25,000
- PNRS	\$18,500
State - IIP	\$2,500
Measure I, Cities	\$6,567
Total	\$52,567

I-15 and I-215 Interchange Improvements (Devore)

Map of Project:



Project Scope Summary:

- This project will reconfigure the I-15/I-215 Interchange to provide four lanes in each direction on the I-15 corridor through the interchange.
- The planning effort also will review the viability of adding truck lanes along I-15 to by pass the interchange.

Project Status and Continuing Activities:

- The Project Study Report, Project Approval and Environmental Document contract was awarded at the July 2007 Board meeting.
- A project information briefing was presented at the January 2008 Major Projects Committee meeting.
- Project Development Team (PDT) meetings are held monthly.
- Traffic forecasts, environmental surveys, and aerial mapping activities are ongoing.
- Project alternatives were developed through a series of technical workshops in January and February 2008.
- Evaluation of the alternatives is currently underway.

Project Notes of Interest:

- Measure I funds from 2010-2040 are being advanced to start work on the preliminary engineering and environmental approval.
- The cost estimate assumes the values from the Strategic Plan for right of way, utility, construction and project total.
- Funding for this project needs to be identified and secured prior to beginning final design in 2010.
- SANBAG submitted its application for TCIF funding in January 2008 and the Devore interchange is listed as SANBAG's number one priority. Funding is anticipated to be confirmed in April, 2008.

Issues Being Worked:

- None.

Primary Project Contact: Dennis Saylor
 (909) 884-8276
 dsaylor@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	[Sept 2008]
PA/ED Approved	[Dec 2010]
Design Approved - ROW Certified	[2013]
Construction Notice to Proceed	[2013]
Complete for Beneficial Use	[2017]
Project Complete – Contract Close	[2018]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PA/ED
Project Report	\$7,075
Final Design	\$15,348
ROW Certification	\$15,213
Utility Relocation	\$4,050
Construction	\$161,944
Total	\$203,630

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I (2010-2040)	\$7,075
Future Fed, State, Local	\$196,555
Total	\$203,630

I-215 and Barton Road

Map of Project



Project Scope Summary:

- This project will replace the I-215 and Barton Road interchange to accommodate the future widening of the freeway. Refer to the “I-215 Widening – Bi-County” project for additional information.
- This interchange reconstruction will involve the realignment of the on and off ramps, including major realignment of local streets.
- The project will greatly improve traffic operations by accommodating higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- SANBAG and the Riverside County Transportation Commission entered into a Cooperative Agreement in May 2003 to share the cost of widening I-215 activities (75% SANBAG, 25% RCTC) through Project Approval/Environmental Document (PA/ED).
- The consultant contracts were amended to include the scope (PA/ED) of this interchange. The Major Projects Committee approved the amendments in September 2007; SANBAG Board approved the amendments in October 2007.
- The Cooperative Agreement between SANBAG and Caltrans for the PA/ED phase of the project was approved at the October 2007 SANBAG Board meeting.
- The Traffic Volumes Report for the I-215 Bi-County was approved in December 2007. Refinement of the Project Study Report alternatives is underway and is anticipated to be complete by July 2008.
- A Value Analysis Study is scheduled for May 2008. This study will facilitate the refinement of alternatives and identify cost saving opportunities.

Project Notes of Interest:

- This interchange project is being accelerated ahead of the mainline I-215 corridor work to alleviate immediate traffic conditions.
- The cost estimate values are all estimated in “2006/07” dollars and do not account for future escalation of costs.
- Funding for final design, right of way and construction must still be identified and secured.

Issues Being Worked:

- None

Primary Project Contact: Gilbert Betancourt
 (909) 884-8276
 gbetancourt@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	June 2006
Study Report Approved	April 2007
PA/ED Approved	[2010]
Design Approved - ROW Certified	[2013]
Construction Notice to Proceed	[2013]
Complete for Beneficial Use	[2015]
Project Complete – Contract Close	[2016]

Budgetary Estimate Summary (\$ 000's)

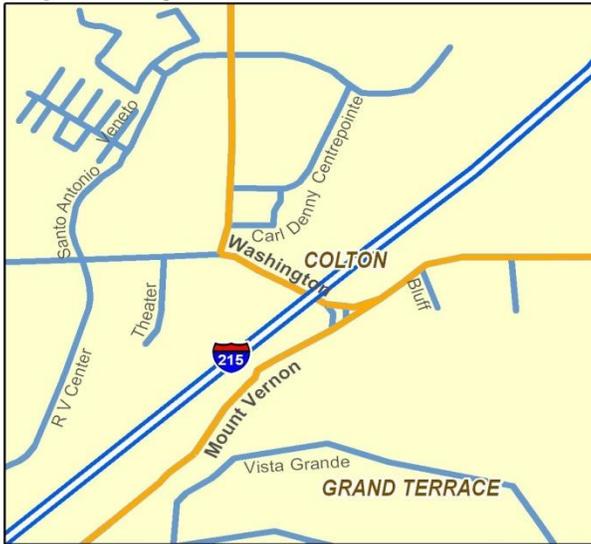
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$832
Final Design	\$3,380
ROW Certification	\$26,000
Utility Relocation	-Incl in Constr-
Construction	\$30,420
Totals	\$60,632

Funding Summary (\$ 000's)

Funding Source	Amount
Future Fed, State, Local	\$59,800
Measure I	\$624
RCTC	\$208
Total	\$60,632

I-215 and Mt. Vernon Avenue/Washington Street

Map of Project:



Project Scope Summary:

- This project will replace the I-215 and Mt. Vernon/Washington Street interchange to accommodate the future widening of the mainline. Refer to the “I-215 Widening – Bi-County” project for additional information.
- This interchange reconstruction will involve the realignment of the on and off ramps, including major realignment of local streets.
- The project will greatly improve traffic operations by accommodating higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- SANBAG and the Riverside County Transportation Commission entered into a Cooperative Agreement in May 2003 to share the cost of widening I-215 activities (75% SANBAG, 25% RCTC) through Project Approval/ Environmental Document.
- The consultant contracts were amended to include the scope (PSR/PA/ED) of this interchange. The Major Projects Committee reviewed the amendment in September 2007 and the SANBAG Board approved the amendment in October 2007.
- In February 2008, the Project Study Report phase of the project started and alternative development has commenced. A Value Analysis study is anticipated to begin in July 2008.

Project Notes of Interest:

- This interchange project is being accelerated ahead of the remaining I-215 corridor work to alleviate immediate traffic conditions.
- The cost estimate values are all estimated in “2006/07” dollars and do not account for future escalation of costs.
- Measure I funds associated with the Bi-County project are currently identified to fund this project’s final design, right of way and construction.

Issues Being Worked:

- This project is not specifically identified in the Regional Transportation Plan (RTP). SANBAG is working to amend the 2008 RTP to include the specifics of this project. The 2008 RTP will be approved in April 2008.

Primary Project Contact: Gilbert Betancourt
(909) 884-8276
gbetancourt@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	[Dec 2009]
PA/ED Approved	[Dec 2011]
Design Approved - ROW Certified	[2014]
Construction Notice to Proceed	[2014]
Complete for Beneficial Use	[2017]
Project Complete – Contract Close	[2018]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,181
Final Design	\$4,550
ROW Certification	\$35,000
Utility Relocation	-Incl in Constr-
Construction	\$40,950
Totals	\$81,681

Funding Summary
(\$ 000's)

Funding Source	Amount
Future Local	\$80,500
Measure I	\$886
RCTC	\$295
Total	\$81,681

I-215 and SR-210 Connectors

Map of Project:



Project Scope Summary:

- This project will provide two high speed connectors 1) from northbound I-215 to westbound SR-210 and 2) from eastbound SR-210 to southbound I-215. In addition, this project will provide the following operational improvements:
 - Addition of one carpool lane in each direction on I-215 between the 210/215 Interchange and (approximately) Massachusetts Avenue (to connect with the planned improvements of the “I-215 Widening – Central San Bernardino” project)
 - Addition of a general purpose lane (northbound I-215) and a through (auxiliary) lane (southbound I-215) between the 210/215 Interchange and University Parkway
 - Replacement of three bridge structures over I-215 (27th Street, Highland Avenue, Massachusetts Avenue)
 - Ramp modifications at Highland Avenue and 27th Street
 - Multiple local street modifications.

Project Status and Continuing Activities:

- This project started as two separate projects 1) Improvements related to Route 210, and 2) Improvements along I-215. A recommendation to combine the two separate design efforts into one construction package was approved at the May 2007 SANBAG Board meeting.
- The Environmental Reevaluation for the improvements related to both SR-210 and for the I-215 project was approved in July 2007 (for the “combined” project, a supplemental Project Report and Environmental “memo to file” is anticipated).
- The 95% design submittal for work related to SR-210 was made in February 2008 and the 95% design submittal for the balance of the work will be made in April 2008.
- Right of way requirements have been identified and acquisition activities were started in July 2007. Appraisal preparation and notices to property owners is being performed by Caltrans and is on-going.

Project Notes of Interest:

- The combination of designs into one construction package accelerates the improvements along I-215 by approximately two years from the previously planned schedule.
- The cost estimate for right of way and construction has been escalated to reflect the anticipated cost in the year of construction.

Issues Being Worked:

- Right of way acquisition is the critical path and requires continued attention to maintain the CMIA schedule.

Primary Project Contact: Steve Yench
 (909) 889-8611 x147
 syench@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Not Applicable
PA/ED Approved (Corridor)	Feb 1998
PA/ED SR-210 Approved (Project)	July 2007
Combined PR Approved	[July 2008]
Design Approved - ROW Certified	[Nov 2008]
Construction Notice to Proceed	[2009]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Not Applicable
Project Report	Incl in Design
Final Design	\$5,900
ROW Certification	\$11,771
Utility Relocation	-Incl in ROW-
Construction	\$138,967
Total	\$156,638

Funding Summary (\$ 000's)	
Funding Source	Amount
State - RIP	\$44,738
- CMIA	\$81,000
- STIP	\$25,000
Measure I	\$5,900
Total	\$156,638

Colton Crossing (UP and BNSF Railroads)

Map of Project:



Project Scope Summary:

- This project will separate the Union Pacific (UP) railroad tracks and Burlington Northern Santa Fe (BNSF) railroad tracks to provide a grade separation, allowing uninterrupted flow of passenger and freight rail traffic.
- No additional track capacity will be constructed (existing/future two UP tracks and two BNSF tracks). However, space will be provided to allow construction of a future track for each railroad.
- This project is completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- The railroad - sponsored Feasibility Study was completed in October 2006.
- The SANBAG Board approved a design consultant contract in July 2007. This consultant contract will develop the Project Approval and Environmental Documentation. A Notice to Proceed has not been given to the design consultant.

Project Notes of Interest:

- The PA/ED is funded by Interregional Transportation Improvement Program (ITIP) funds.
- The Construction cost estimate is based on the Feasibility Study and is in "2006/07" dollars, which do not account for future escalation of costs.
- Funding for final design and construction must still be identified and secured.

Issues Being Worked:

- Design activities are currently "on-hold" pending transfer of the engineering services contract from SANBAG to Caltrans rail.

Primary Project Contact:

Arlis Childs
(909) 884-8276
achilds@sanbag.ca.gov

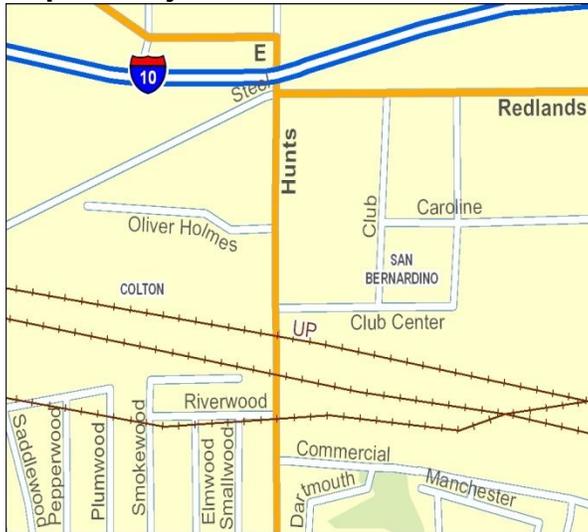
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 1998
Study Report Approved	Jan 1999
Supplemental Approved	Dec 2005
PA/ED Approved	[2009]
Design Approved - ROW Certified	[2010]
Construction Notice to Proceed	[2011]
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$3,689
Final Design	\$4,000
ROW Certification	- Caltrans -
Utility Relocation	-Incl in Constr.-
Construction (2006 dollars)	\$150,000
Total	\$157,689

Funding Summary (\$ 000's)	
Funding Source	Amount
State – ITIP	\$3,689
Future, Fed, State & Local	\$154,000
Total	\$157,689

Hunts Lane and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Hunts Lane over the existing Union Pacific railroad tracks providing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will also be reconfigured to improve traffic operations and safety.

Project Status and Continuing Activities:

- Caltrans' reviewed the National Environmental Policy Act (NEPA) Environmental Documentation and approval was received in June 2007.
- In November 2007, the SANBAG Board recognized the additional design effort required for NEPA compliance and approved an Amendment to the design contract.
- Design is underway and is 95% complete. Right of way has commenced with approval of the environmental document.
- A maintenance agreement between the City of Colton and the City of San Bernardino is anticipated to be in place by April 2008. The maintenance agreement will be incorporated into a cooperative agreement with the railroad. A final review/approval of the Agreements will be made by the Public Utility Commission prior to construction.

Project Notes of Interest:

- This project was initially funded with Traffic Congestion Relief Program (TCRP) funds and NEPA clearance was not required. In June 2003, the project was placed "on hold" due to issues with TCRP funding. In late 2005, Federal funds were obligated to the project and work resumed with development of the NEPA Environmental Documentation.
- For this project, Hunts Avenue will be fully closed to traffic during construction of the bridge structure (anticipated duration is 10 months).
- The cost estimate values for design, right of way and construction were generated to support federal funding requests and are based on "2005/06" dollars and do not account for future escalation of costs.

Issues Being Worked:

- None.

Primary Project Contact: Arlis Childs
(909) 884-8276
AChilds@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	October 2001
Study Report Approved	Incl in PR
PA/ED Approved	August 2007
Design Approved - ROW Certified	[June 2009]
Construction Notice to Proceed	[Oct 2009]
Complete for Beneficial Use	[Oct 2010]
Project Complete – Contract Close	[2011]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$850
Final Design	\$1,000
ROW Certification	\$5,000
Utility Relocation	- Incl in ROW -
Construction	\$19,750
Total	\$26,600

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - SAFETEA-LU	\$5,000
State - TCRP	\$7,350
PNRS	\$13,750
UPRR	\$500
Total	\$26,600

Main Street and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Main Street from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between Grand Terrace and the County of Riverside.

Project Status and Continuing Activities:

- In January 2008, the SANBAG Board approved issuing a Request for Qualifications (RFQ) for this grade separation project along with two other projects (1. Valley Blvd and BNSF; 2. Palm Ave. and BNSF). The solicitation is for Preliminary Engineering services culminating in the Project Approval and Environmental Documents (PA/ED) for the project. Within the RFQ is an option, at the discretion of SANBAG, for Detailed Engineering and Right-of-Way engineering services. Additional Board action would be required to authorize these optional services.
- Fourteen Statement of Qualifications (SOQ) were received in February 2008 in response to the (3 project) Request for Qualifications.
- The SANBAG procurement procedures will be followed to shortlist and interview qualified consultants for this project. The recommended consultant and contract award for this project is anticipated to be presented to the August 2008 Board for approval.
- A Design Cooperative Agreement between SANBAG, the City of Grand Terrace and the County of Riverside is anticipated to be drafted in April 2008.

Project Notes of Interest:

- For this project, it is anticipated that the Lead Agency for environmental clearance will be either the City of Grand Terrace or the County of Riverside, the Lead Agency for funding will be SANBAG, and SANBAG will be responsible for Project Management services and these services will be jointly reimbursed by the City of Grand Terrace and the County of Riverside.
- The city's share of costs will be reimbursed using Developer Mitigation Program Funds (DMPF).

Issues Being Worked:

- None.

Primary Project Contact:

Gilbert Betancourt
 (909) 889-8611 x165
 gbetancourt@sanbag.ca.gov

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Feb 2010]
Design Approved - ROW Certified	[Aug 2012]
Construction Notice to Proceed	[Dec 2012]
Complete for Beneficial Use	[July 2014]
Project Complete – Contract Close	[Sept 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	\$900
Final Design	\$2,400
ROW Certification	\$2,600
Construction	\$26,900
Total	\$32,800

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$26,300
City of Grand Terrace & County of Riverside	\$6,500
Total	\$32,800

Palm Avenue and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Palm Avenue from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is located along the boundary between the City of San Bernardino and the County of San Bernardino.

Project Status and Continuing Activities:

- In January 2008, the SANBAG Board approved issuing a Request for Qualifications (RFQ) for this grade separation project along with two other projects (1. Valley Blvd and BNSF; 2. Main Street and BNSF). The solicitation is for Preliminary Engineering services culminating in the Project Approval and Environmental Documents (PA/ED) for the project. Within the RFQ is an option, at the discretion of SANBAG, for Detailed Engineering and Right-of-Way engineering services. Additional Board action would be required to authorize these optional services.
- Fourteen Statement of Qualification (SOQ) were received in February 2008 in response to the (3 project) Request for Qualifications.
- The SANBAG procurement procedures will be followed to shortlist and interview qualified consultants for this project. The recommended consultant and contract award for this project is anticipated to be presented to the July 2008 Board for approval.
- A Design Cooperative Agreement between SANBAG, the City of San Bernardino and the County of San Bernardino is anticipated to be drafted in April 2008.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Jan 2010]
Design Approved - ROW Certified	[July 2012]
Construction Notice to Proceed	[Nov 2002]
Complete for Beneficial Use	[June 2014]
Project Complete – Contract Close	[Aug 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	\$1,000
Final Design	\$2,600
ROW Certification	\$2,600
Construction	\$29,800
Total	\$36,000

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$20,700
City /County of San Bernardino	\$5,900
TCIF	\$9,400
Total	\$36,000

Project Notes of Interest:

- In January 2008, SANBAG submitted an application to the California Transportation Commission (CTC) to request Trade Corridor Improvement Funds (TCIF) for use on this and other grade separation projects. The funding summary reflects the TCIF funding request that would potentially be available for construction.
- For this project, it is anticipated that the Lead Agency for environmental clearance will be either the City of San Bernardino or the County of San Bernardino, the Lead Agency for funding will be SANBAG, and SANBAG will be responsible for Project Management services and these services will be jointly reimbursed by the City of San Bernardino and the County of San Bernardino.
- The city and county's share of costs will be reimbursed using Developer Mitigation Program Funds (DMPF).

Issues Being Worked:

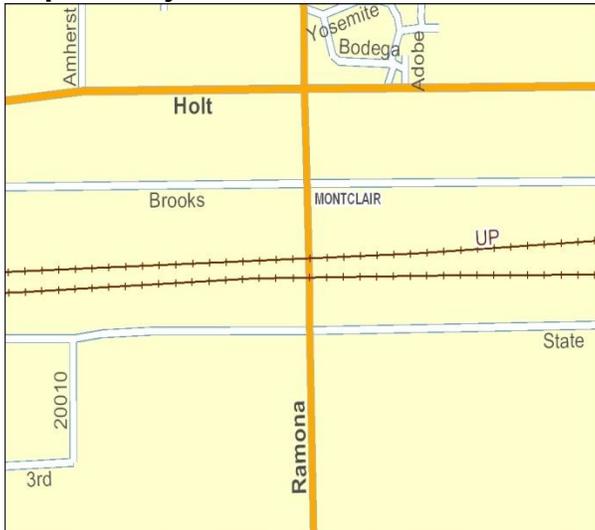
- None.

Primary Project Contact:

Gilbert Betancourt
(909) 889-8611 x165
gbetancourt@sanbag.ca.gov

Ramona Avenue and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Ramona Avenue over the existing Union Pacific railroad tracks allowing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will be reconfigured to improve traffic operations and safety.
- This project is completely within the city boundaries of Montclair.

Project Status and Continuing Activities:

- Right of Way was certified June 2007.
- Advertisement of the construction bid package is anticipated in May 2008 pending FHWA allocation of PNRS funds.
- The City of Montclair is requesting authorization to proceed through Caltrans.
- In December 2007, the Traffic Congestion Relief Program granted a 12 month extension of the period the contract award making the \$3 million allocated funds available through January 2009.
- CPUC granted an extension of the available PUC funds for the project through October 2010.

Project Notes of Interest:

- The City of Montclair is the lead agency for design, right of way activities and funding
- SANBAG is the lead agency for advertisement, award and administration for all construction and construction management activities.
- SANBAG will be reimbursed for all construction and construction management costs as they accrue.

Issues Being Worked:

- Advertisement of the project is pending FHWA allocation of \$3 million of PNRS funds to the project. It is anticipated the funds will be allocated in April 2008.

Primary Project Contact: Gilbert Betancourt
 (909) 884-8276
 gbetancourt@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	- not required -
Study Report Approved	- not required -
PA/ED Approved	- not required -
Design Approved - ROW Certified	Jun 2007
Construction Notice to Proceed	[July 2008]
Complete for Beneficial Use	[Dec 2009]
Project Complete – Contract Close	[Mar 2010]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Montclair -
Project Report	- Montclair -
Final Design	- Montclair -
ROW Certification	- Montclair -
Utility Relocation	- Montclair -
Construction	\$17,416
Total	\$17,416

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Montclair	\$17,416
Total	\$17,416

State Street/University Parkway and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will bridge State Street/University Parkway over both the existing Burlington Northern Santa Fe (BNSF) railroad tracks and Cajon Boulevard allowing uninterrupted flow for traffic and rail. In addition, some adjacent local streets will be reconfigured to improve traffic operations and safety.

Project Status and Continuing Activities:

- The Construction Contractor was given Notice to Proceed (NTP) on May 21, 2007.
- As of March 2008, construction is approximately 53% complete and on schedule.
- Retaining wall installation work is progressing.
- All foundations for the bridge supporting structures are complete.
- The bridge portions consisting of girders and soffits was completed on March 2008 using nearly 2,000 cu. yds. of reinforced concrete.
- BNSF signal relocation work was completed in January 2008 as scheduled.
- Soil nail wall construction was started in fall 2007.
- Utility relocation work continues to support contractor's schedule and is scheduled to complete summer 2008.
- Earthwork is continuing south of the bridge.

Project Notes of Interest:

- The last property acquisition required was cleared by the county in December 2007 for contractor's access.
- Additional local street reconfiguration improvements will be incorporated into the project plans as part of the terms of the final right-of-way agreements negotiated by the County with the property owner for the EI-Co business.

Issues Being Worked:

- None

Primary Project Contact: Steve Yench
 (909) 889-8611 x147
 syench@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2001
Study Report Approved	-Incl in PR-
PA/ED Approved	October 2002
Design Approved - ROW Certified	February 2007
Construction Notice to Proceed	May 2007
Complete for Beneficial Use	[May 2009]
Project Complete – Contract Close	[Nov 2009]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PR-
Project Report	\$236
Final Design	\$1,450
ROW Certification	\$4,100
Utility Relocation	\$380
Construction	\$21,843
Total	\$28,009

Funding Summary (\$ 000's)	
Funding Source	Amount
State - TCRP	\$21,099
CPUC	\$5,000
BNSF	\$1,884
Measure I	\$26
Total	\$28,009

Valley Boulevard and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will grade separate Valley Boulevard from the Burlington Northern Santa Fe (BNSF) railroad tracks allowing uninterrupted flow of traffic and rail. In addition, some adjacent local streets may require reconfiguration to improve traffic operations and safety.
- This project is completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- In January 2008, the Board approved issuing a Request for Qualifications (RFQ) for this grade separation project along with two other projects (1. Palm Ave. and BNSF; 2. Main Street and BNSF). The solicitation is for Preliminary Engineering services culminating in the Project Approval and Environmental Documents (PA/ED) for the project. Within the RFQ is an option, at the discretion of SANBAG, for Detailed Engineering and Right-of-Way engineering services. Additional Board action would be required to authorize these optional services.
- Fourteen Statement of Qualifications (SOQ) were received in February 2008 in response to the (3 project) Request for Qualifications.
- The SANBAG procurement procedures will be followed to shortlist and interview qualified consultants for this project. The recommended consultant and contract award is anticipated to be presented to the June 2008 Board for approval.
- A Design Cooperative Agreement between SANBAG and the City of Colton has been drafted defining the roles and responsibilities for each agency, including financial obligations, for the project. Discussions are currently continuing and it is anticipated the final Agreement will be presented to the June 2008 Board for approval.

Project Notes of Interest:

- In January 2008, SANBAG submitted an application to the California Transportation Commission (CTC) to request Trade Corridor Improvement Funds (TCIF) for use on this and other grade separation projects. The funding summary reflects the TCIF funding request that would potentially be available for construction.
- For this project, it is anticipated that the Lead Agency for environmental clearance will be City of Colton, the Lead Agency for funding will be SANBAG, and SANBAG will be responsible for Project Management services and these services will be reimbursed by the city.
- The city's share of costs will be reimbursed using Developer Mitigation Program Funds (DMPF).

Issues Being Worked:

- None.

Primary Project Contact:

Gilbert Betancourt
(909) 889-8611 x165
gbetancourt@sanbag.ca.gov

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Dec 2009]
Design Approved - ROW Certified	[June 2012]
Construction Notice to Proceed	[Oct 2012]
Complete for Beneficial Use	[May 2014]
Project Complete – Contract Close	[July 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$800
Final Design	\$2,000
ROW Certification	\$2,500
Construction	\$24,200
Total	\$29,500

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$15,400
City of Colton	\$6,400
TCIF	\$7,700
Total	\$29,500

