

MAJOR PROJECTS

Quarterly Project Status Briefing

October 2011 through December 2011



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Disclaimer

The Quarterly Major Projects Status Briefing publication (the report) is prepared by SANBAG's Program Management Consultant, Parsons Transportation Group; it is intended to be used to communicate project information between SANBAG staff and the SANBAG Board. The information contained in the report may change considerably from publication to publication and should not be used in any manner other than the report's intended use.

MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of December 31, 2011)

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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 Notice to Proceed (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 Right-of-Way (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.
- 23 Close-out = Construction complete and completing formal close out of all contracts.

PROJECT STATUS BRIEFING

-FUNDING PROGRAM DESCRIPTIONS-

FEDERAL

- ARRA – American Recovery and Reinvestment Act
- CMAQ – Congestion Mitigation & Air Quality Program
- STP – Surface Transportation Program
- TIGER – Transportation Investment Generating Economic Recovery
- TEA – Transportation Enhancement Activity
- TE – Transportation Enhancement
- DEMO – Demonstration Project
- PNRS – Project of National & Regional Significance
- IMD – Interstate Maintenance Discretionary
- SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act – Legacy for Users

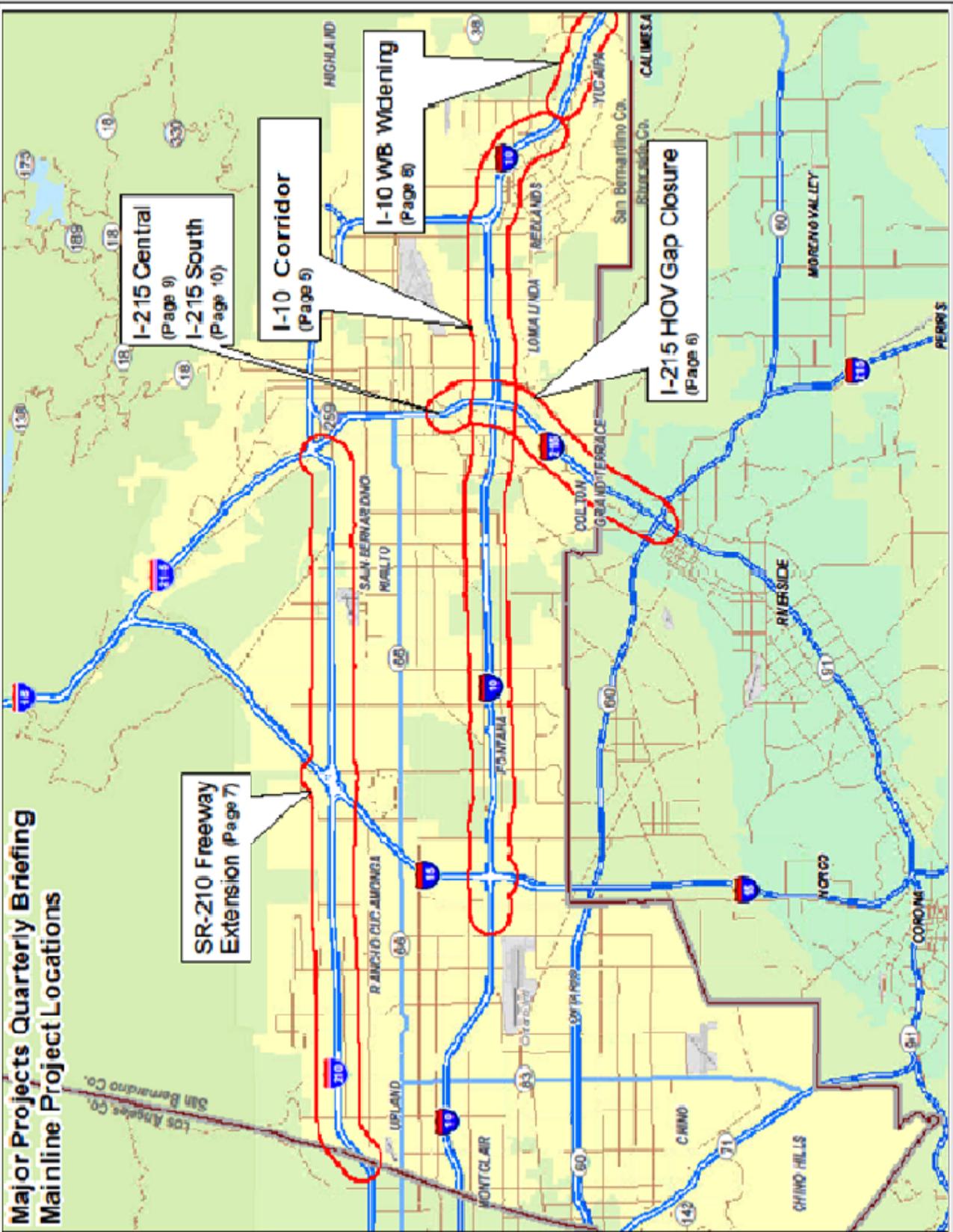
STATE

- 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
- TLSP – Traffic Light Synchronization Program

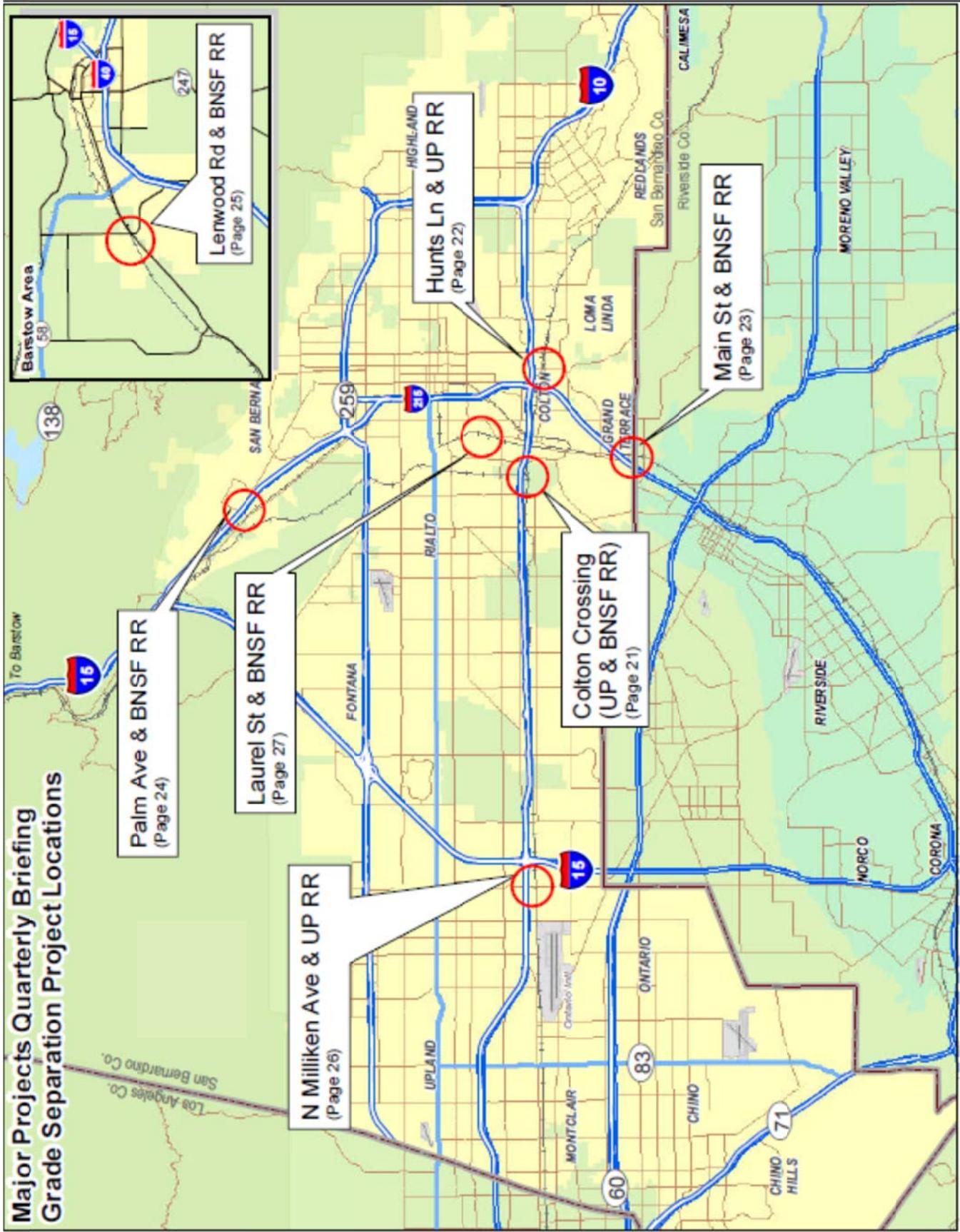
LOCAL

- DMPF – Developer Mitigation Program Funds
- DIF – Developer Impact Fees

Major Projects Quarterly Briefing
Mainline Project Locations



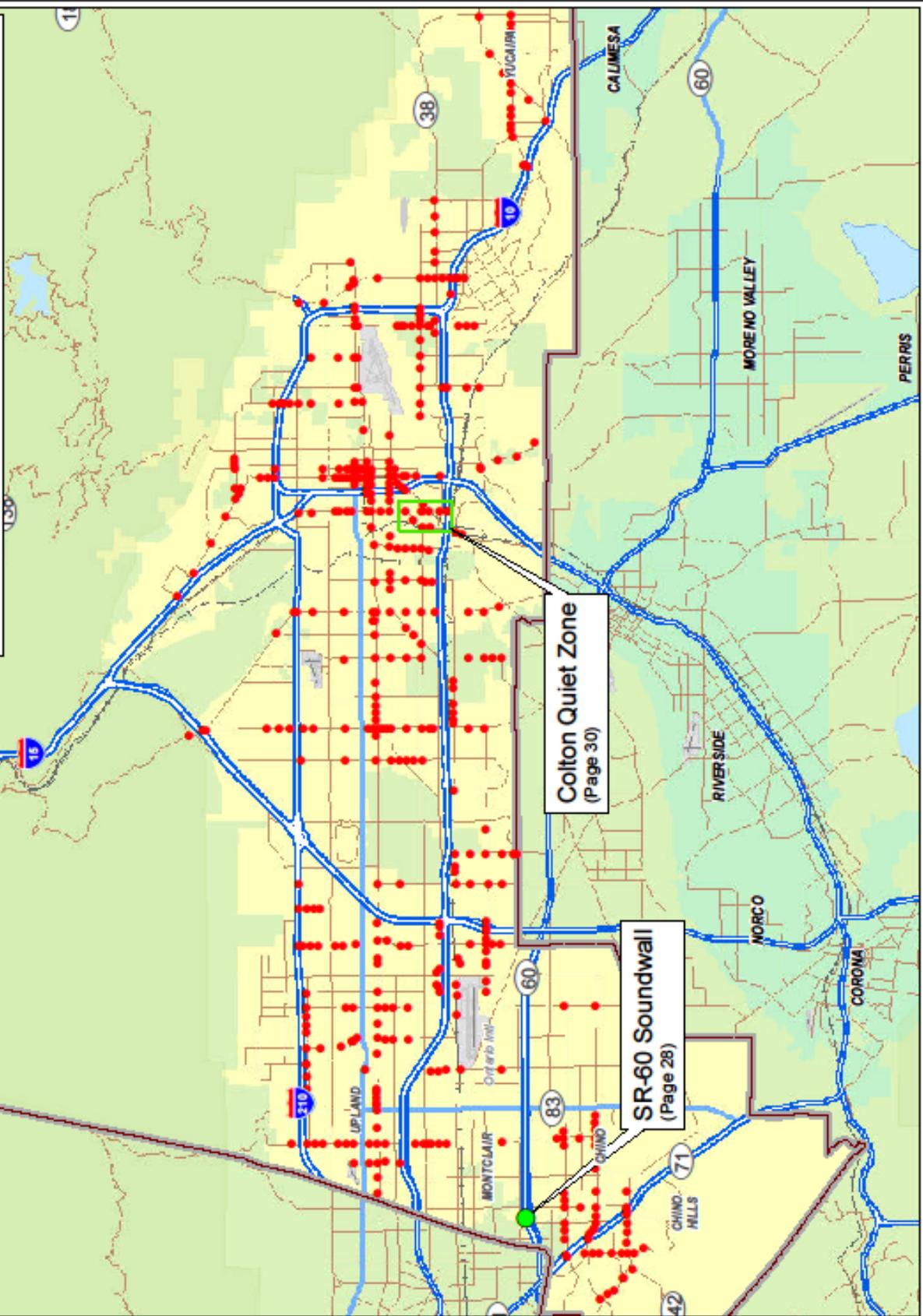
Major Projects Quarterly Briefing Grade Separation Project Locations



Major Projects Quarterly Briefing Special Projects

Legend

- San Bernardino Valley Traffic Signal Synchronization (Page 29)



I-10 Corridor

Map of Project:



Project Scope Summary:

This project consists of two build alternatives under study: One alternative adds one HOV (i.e., “carpool”) lane in each direction on I-10 from Haven Avenue in Ontario to Ford Street in Redlands connecting to the eastern limit of the existing I-10 HOV lanes in Ontario. The second alternative begins at the Los Angeles/San Bernardino County line and studies the conversion of the existing HOV lane to a High Occupancy Toll (HOT) lane and the addition of a HOT lane in each direction to Haven Avenue as well as two HOT lanes from I-15 to SR 210 in Redlands.

Project Status and Continuing Activities:

- Several preliminary engineering design and environmental technical studies (i.e. drainage, noise, traffic, earthquake etc.) are continuing per plan for both a “full” and “reduced” standard alternative.
- Results of the initial Toll Feasibility Study for I-10 Corridor was presented to the SANBAG Board of Directors in June 2011. Direction was given to staff to consider a HOT lane alternative for the I-10 Corridor project and to evaluate alternative finance and delivery methods.
- Caltrans concurs with the addition of a HOT lane alternative within the Environmental Phase.
- Contract amendment to the design consultant for this change as well as procurement for level two Traffic and Revenue and Financial Feasibility Studies were approved by the Board in August, 2011.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[Jul 2014]
Design Approved - ROW Certified	[2015]
Construction Notice to Proceed	[2015]
Complete for Beneficial Use	[2019]
Project Complete – Contract Close	[2020]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$17,863
Final Design	\$27,714
ROW Certification	\$11,930
Utility Relocation	- Incl in ROW -
Construction	\$488,613
Total	\$546,120

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$452,672
CMAQ	\$46,134
State: RIP	47,314
Total	\$546,120

Project Notes of Interest:

- Current schedule and cost estimates are under revision as the project alternatives and support and capital costs have changed.
- 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:

Informing member agencies of the status of this corridor project, HOT Lane alternative, and coordination with their related projects.

Primary Project Contact Chad Costello
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I-215 Bi-County High Occupancy Vehicle (HOV) Gap Closure

Map of Project:



Project Scope Summary:

- This project proposes to construct a High Occupancy Vehicle (HOV) system along the I-215 Corridor between the SR-60/SR-91/I-215 Junction in Riverside County and the Orange Show Road Interchange in the City of San Bernardino.
- The project will add an HOV lane in each direction of I-215 by reconstructing the inside and outside shoulders of the mainline and restriping the lanes resulting in three general purpose lanes and one HOV lane in each direction.

Project Status and Continuing Activities:

- The current project schedule has been developed in conjunction with Caltrans staff in order to meet requirements of the Congestion Management Improvement Account (CMIA) program.
- SANBAG negotiated a cooperative agreement with Caltrans that would authorize the State to provide professional services for final design and ROW engineering. This Agreement was approved in March, 2011.

Project Notes of Interest:

- PA/ED was achieved in March per the schedule, and PS&E and Right of Way activities are proceeding on schedule.

Issues Being Worked:

- The most pressing issue is the design of the new temporary and permanent BNSF bridge crossing. Staff is coordinating with Caltrans and BNSF to address this issue.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	February 2009
Study Report Approved	-incl. in PA/ED-
PA/ED Approved	Mar 2011
Design Approved	[Mar 2012]
Construction Notice to Proceed	[Sept 2012]
Complete for Beneficial Use	[Aug 2014]
Project Complete – Contract	[Feb 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report and Env Document	\$6,120
Final Design	\$13,029
ROW Support	\$1,200
ROW/Utilities Capital	\$9,012
Construction Support	\$16,270
Construction Capital	\$139,063
Total	\$184,694

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$50,459
State – STIP/RIP	\$65,469
- CMIA	\$15,460
- STP	\$0
- IIP	\$4,961
RCTC	\$1305
Measure I	\$47,040
Total	\$184,694

SR-210 Freeway Extension Construction

Map of Project:



Project Scope Summary:

- 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).
- Includes landscape for Segments 1,2,3,4,8,9,10,11 and seismic upgrade of the Muscoy UPRR railroad overpass bridge.

Project Status and Continuing Activities:

- Construction activities on Segment 11 - the SR-210/I-215 high-speed connectors began in October 2009 and is scheduled to be completed in early 2013 (page 18).
- Landscape Plant Establishment work for Segments 1, 2, and 3 was completed in May 2011. Plant Establishment for Segment 4 was completed in October 2011.
- Segments 8, 9, 10, and 11 includes landscape construction with a 1 year plant establishment followed by separate maintenance contracts for the four (4) year extended plant maintenance.
- Segment 8 Landscape project was bid on 2/1/11 and started construction in May 2011. Work is ongoing and anticipated to be completed in March 2012 followed by 1 year of plant establishment.
- Segment 9 Landscape project was bid on 10/13/11 and work will start in January 2012 and is anticipated to be complete in September 2013.
- Segment 10 Landscape project was bid on 11/22/11 and work will start in January 2012 and is anticipated to be complete in October 2013.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1980
Study Report Approved	Caltrans
PA/ED Approved	1996
PA/ED Re-evaluation (for 9,10,11)	2004
Design Approved – ROW Certified	Apr 2004
Construction Notice to Proceed	Jan 2005
Complete for Beneficial Use	Jul 2007
Project Complete – Contract Close	Dec 2008

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	Caltrans
Final Design	\$26,098
ROW Certification	Caltrans
Utility Relocation	Caltrans
Construction	\$207,325
Totals	\$233,423

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	\$120,249
Total	\$233,423

Project Notes of Interest:

- PS&E for Segment 11 Landscaping from Lytle Creek to the I-215 interchange in the City of San Bernardino is being prepared by Caltrans and is scheduled to be completed by April 2012. Construction is anticipated to start in September, 2012.

Issues Being Worked:

- Segment 8 landscape construction work is ongoing and is 52% complete as of November 2011.
- Preconstruction Meetings for Segments 9 and 10 with Caltrans and contractors will be completed in December 2011.

Primary Project Contact

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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 and ramp metering at Yucaipa Boulevard
- 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.

Project Status and Continuing Activities:

- Federal funding has been approved.
- Authorization to proceed with construction was provided by Caltrans and FHWA.
- Construction contract was awarded on December 8, 2010. Work started in March 2011 and is anticipated to be completed, including 1 year plant establishment, in April 2014. The project is 35% complete as of November 2011.

Project Notes of Interest:

- Right-of-way included only the necessary temporary construction easements costs. No permanent land takes are required.
- No utility relocation is required for this project.

Issues Being Worked:

- Project has transitioned to Stage 4 which includes rock excavation of retaining wall 137 near the Yucaipa Boulevard westbound on ramp and construction of three other retaining walls.

Primary Project Contact:

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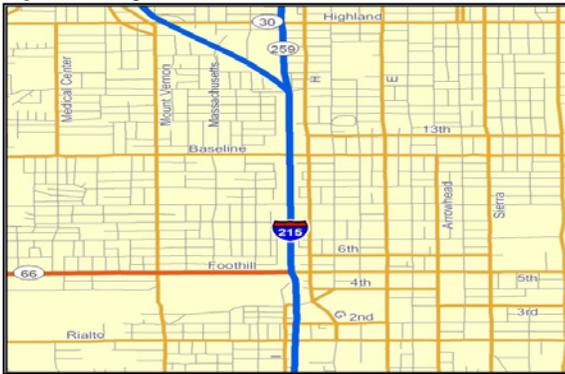
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2004
Study Report Approved	- Incl in PR -
PA/ED Approved	July 2007
Design Approved - ROW Certified	Oct 2009
Construction Notice to Proceed	Jan 2011
Complete for Beneficial Use	[2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$914
Final Design	\$2,431
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$23,475
Totals	\$27,131

Funding Summary (\$ 000's)	
Funding Source	Amount
State – CMIA	\$14,080
Measure I	\$4,611
STPL	\$7,751
SHOPP	\$689
Total	\$27,131

I-215 Widening – Central San Bernardino

Map of Project:



Project Scope Summary:

- This project will improve traffic operations along I-215 between Rialto Avenue and 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.
- Landscape to be bid as a separate project.

Project Status and Continuing Activities:

- Construction began in October, 2009.
- Anticipate completion December 2013.

Project Notes of Interest:

- The new 9th Street Bridge was opened to traffic in January 2011.
- The new 5th Street northbound on-ramp was opened to traffic in February, 2011.
- The 16th Street Bridge was demolished in January, 2011.
- The second half of Baseline Bridge was demolished in January 2011, the first half of bridge is complete.
- The new 5th Street southbound off-ramp was opened to traffic in May, 2011.

Issues Being Worked:

- The second half of Baseline Bridge is scheduled to be completed in February, 2012.
- The northbound 215 to the northbound 259 connector is being constructed.
- The new 5th Street SB on ramp is being constructed. It is scheduled to open in January 2012.

Primary Project Contact

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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	May 2009
Construction Notice to Proceed	Oct 2009
Complete for Beneficial Use	[2013]
Project Complete	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$27,607
ROW Certification	\$47,200
ROW Support	\$10,090
Construction Support	\$37,904
Construction	\$176,787
Totals	\$299,588

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$58,345
- STP	\$0
- DEMO	\$1,935
- PNRS (IVDA Co-op)	\$24,645
- ARRA	\$128,116
- TEA	\$1,662
State - RIP	\$44,121
- TCRP	\$8,927
Measure I	\$31,837
Total	\$299,588

I-215 Widening – South San Bernardino

Map of Project:



Project Scope Summary:

This project will improve traffic operations along I-215 between Rialto Avenue and 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 Inland Center Drive, Mill Street and Orange Show Road Interchanges.,
- Build/Replace six [6] bridge structures.
- Widen two existing bridge structures.
- Provide additional through (auxiliary) lanes between 2nd Street and Mill Street.
- Add local (frontage) road from Inland Center Drive to Mill Street in Each Direction.

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	Apr 2007
Construction Notice to Proceed	Dec 2007
Complete for Beneficial Use	Aug 2010
Project Complete – Contract Close	April 2012

Project Status and Continuing Activities:

- Construction of this project is completed.

Project Notes of Interest:

- This project is adjacent to the I-215 Widening-Central San Bernardino project, and the construction schedules for each overlapped.

Issues Being Worked:

Close-out by Caltrans.

Primary Project Contact

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Budgetary Estimate Summary (\$ 000's)

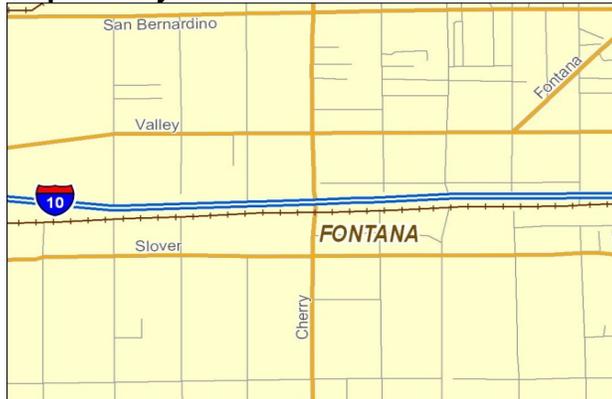
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$8,323
ROW Certification	\$59,749
ROW Support	\$4,676
Construction Support	\$14,603
Construction	\$89,433
Totals	\$176,784

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - CMAQ	\$23,176
- STP	\$29,307
- DEMO	\$0
- PNRS (IVDA Co-op)	\$19,171
- ARRA	\$0
State - RIP	\$103,767
Measure I	\$1,363
Total	\$176,784

I-10 and Cherry Avenue

Map of Project:



Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Cherry Avenue. Specifically it will:
 - Replace existing five-lane Cherry Avenue Bridge over I-10 with an eight-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 and improve Cherry Avenue from Slover Avenue to Valley Blvd.
 - Provide improvements at the Cherry Avenue/Slover Avenue and the Cherry Avenue/Valley Blvd intersections.

Project Status and Continuing Activities:

- The PA/ED phase was performed by the County of San Bernardino and completed in February 2009.
- Final Right of Way acquisition work was completed in April 2011.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- The County is leading the right-of-way appraisals and acquisition activities.
- ROW work is substantially completed and all properties have been successfully negotiated or possessed
- Construction cooperative agreements between all parties (SANBAG, County and City) have been executed.
- SANBAG has obtained approval to advertise, award and administer the construction project. Advertisement is planned for February 2012.

Issues Being Worked:

- Right-of-way site clearance, C&M Agreement, demolition, utility easements, utility relocation and railroad coordination are the primary focus of remaining tasks.
- UPRR and Caltrans have approved the bridge structure plans and the PUC permit has been obtained.
- A construction management firm is currently under contract.
- Advertisement package being prepared.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Feb 2009
Design Approved - ROW Certified	Apr 2011
Construction Notice to Proceed	[Jul 2012]
Complete for Beneficial Use	[Jul 2014]
Project Complete – Contract Close	[Dec 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	City/Caltrans
Project Report	0
Final Design	\$1,693
ROW Certification	\$9,503
Utility Relocation	-Incl in ROW-
Construction	\$61,506
Total	\$72,702

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$3,908
STP	\$23,000
County	\$14,260
Measure I	\$17,906
City of Fontana	\$9,640
Demo	\$988
CMAQ	\$3,000
Total	\$72,702

I-10 and Citrus Avenue

Map of Project:



Project Scope Summary:

- This project will make operational and safety improvements and greatly reduce traffic congestion at the I-10 interchange at Citrus Avenue. Specifically it will:
 - 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 Citrus Avenue Bridge over the UP railroad from three lanes to six lanes.
 - Widen and improve Citrus Avenue from Slover Avenue to Valley Boulevard.

Project Status and Continuing Activities:

- The PA/ED phase was performed by the County of San Bernardino and completed in February 2009.
- Final design is completed.
- The RFA package was approved by Caltrans for federal fund authorization.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- The City of Fontana completed the right-of-way appraisals and acquisition activities.
- ROW for all required properties have been successfully negotiated.
- Construction cooperative agreements between all parties (SANBAG, County and City) have been approved.
- SANBAG has obtained approval to advertise, award and administer the construction project.
- Construction bid package was advertised in November 2011 and will be awarded in February 2012.

Issues Being Worked:

- Utility relocations, site demolition, and property clearance.
- UPRR and Caltrans have approved the bridge structure plans and the PUC permit and C&M Agreement has been obtained.
- A Construction Management firm is under contract, and a ground breaking event is being planned.

Primary Project Contact

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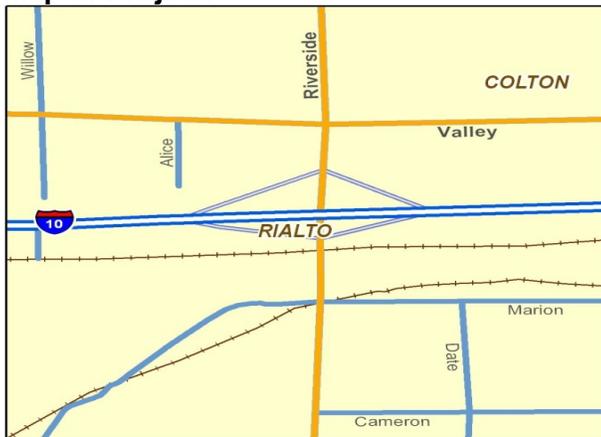
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Oct 2008
Design Approved - ROW Certified	Apr 2011
Construction Notice to Proceed	[Feb 2012]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	City
Project Report	City
Final Design	\$1,141
ROW Certification	\$5,257
Utility Relocation	-Incl in ROW-
Construction	\$47,200
Total	\$53,598

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$3,238
Federal - STP	\$28,260
Federal – CMAQ	\$2,500
County of San Bernardino	\$183
Fontana	\$17,398
Measure I	\$2,019
Total	\$53,598

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 - Stage 2A).
 - One additional lane will be added to all four “on/off” ramps (Stage 1).
 - 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 (Stage 2B).

Project Status and Continuing Activities:

- This project was advertised for construction in October 2009.
- SANBAG Board approved the award of a construction project at the January 6, 2010 meeting.
- Work started on February 22, 2010, and the bridge was opened to traffic on October 31, 2011.
- Anticipated finish February 2012.
- Construction bids were 7 million dollars under the engineers estimate.

Project Notes of Interest:

- To effectively manage the construction contract, an escrow account was established by the City.
- Project includes a ‘not to exceed’ \$600,000 incentive/disincentive clause to construct the new bridge within 200 calendar days.

Issues Being Worked:

- Punchlist and closeout.
- Landscaping concept plans and approval to construct landscape improvements as part of interchange project are being discussed with Caltrans. Landscape phase of the project is anticipated to be bid in February 2012 with construction to start in March 2012 and be completed in August 2012.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1995
Study Report Approved	Mar 1997
PA/ED Approved	May 1999
PA/ED (Reexamined) Approval	Feb 2008
Design Approved - ROW Certified	Jun 2009
Construction Notice to Proceed	Feb 2010
Complete for Beneficial Use	Nov 2011
Project Complete – Contract Close	[2012]

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	\$22,873
Total	\$27,228

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Rialto	\$27,228
STIP	\$0
DEMO	\$0
IMD	\$0
MSI	\$0
FCIF	\$0
Total	\$27,228

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:
 - Construct “S” curve off ramp from westbound I-10 to Tippecanoe.
 - Construct “C” curve on ramp from Tippecanoe to I-10 westbound .
 - Widen Tippecanoe from Harriman Place to Redlands Boulevard adding 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:

- Right-of-way activities are currently in progress by Caltrans.
- Caltrans has approved Plans, Specifications and Estimates (PS&E) for the Phase 1 project and 100% PS&E for the Phase 2 project are expected to be delivered to Caltrans in April 2012.
- The Request for Authorization for federal funds for Right of Way was submitted to Caltrans in December, 2010. Authorization (E-76 Approval) was received in July 2011.
- Approval to advertise for construction management services was provided by the board in August 2011.

Project Notes of Interest:

- Approximately 15 alternative concepts were considered. As the alternative concepts were reviewed, only one (1) build alternative was found to be viable.
- Staff developed a plan to construct the project in two phases and cut approximately 10 months from delivery of the completed interchange improvements.
- Project has not been recommended, but is eligible for Congestion Management Improvement Account funding.

Issues Being Worked:

- Staff is working with Caltrans to approve an Environmental Revalidation for approval of the planned two phase construction.
- Issuance of the RFP for construction management of Phase I of the project is expected in January 2012.

Primary Project Contact

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 mbarnum@sanbag.ca.gov

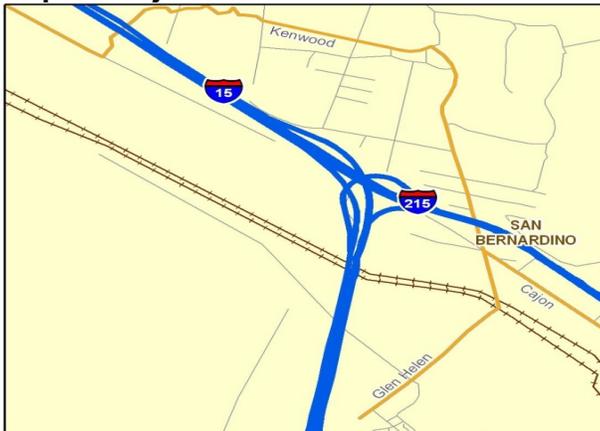
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	Jan 2011
Design Approved - ROW Certified	[Nov 2012]
Construction Notice to Proceed	[Jan 2013]
Complete for Beneficial Use	[June 2014]
Project Complete – Contract Close	[Nov 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Incl in PR
Project Report	\$0
Final Design	\$6,442
ROW Certification	\$32,502
Utility Relocation	\$2,500
Construction	\$34,862
Totals	\$76,306

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal (DEMO, STP-Local)	\$49,806
State - IIP	\$2,500
Local (Cities, IVDA, Measure I)	\$24,000
Total	\$76,306

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 includes adding separate truck connectors through the interchange.

Project Status and Continuing Activities:

- Project Study Report was approved in March 2009.
- Project Approval/Environmental Document (PA/ED) activities are continuing.
- Project was approved by CTC as a Caltrans “design-build” project at the June 30th/July 1st 2010 CTC meeting.
- Applications for additional federal funding have been submitted.

Project Notes of Interest:

- Measure I funds from 2010-2040 were advanced to fund work on the preliminary engineering.
- The budgetary cost estimate is based on the current preliminary design and reflects the costs at the time of construction.
- Additional funding for this project is being pursued.
- Cooperative Agreements have been executed for Caltrans to be the responsible agency through completion of the Environmental and Preliminary Engineering Phase, and for the procurement and management of the design build contract.
- A cooperative agreement between Caltrans and SANBAG for initial Right of Way work was executed.
- Circulation of draft environmental document in June 2011.
- Selection of a preferred alternative occurred in September 2011.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	Mar 2009
PA/ED Approved	[Feb 2012]
Design Approved - ROW Certified	[July 2014]
Construction Notice to Proceed	[2012]
Complete for Beneficial Use	[2016]
Project Complete – Contract Close	[2017]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PA/ED
Project Report	\$9,981
Preliminary Engineering	\$6580
ROW Certification	\$36,711
Utility Relocation	\$17,288
Construction	\$253,686
Total	\$324,246

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I (2010 – 2040) Cajon Pass	\$66,776
Measure I (Major Projects)	\$0
State – SHOPP	\$137,600
STP	\$65,708
DEMO	\$2,000
RIP	\$45,145
Private Utility Company	\$7,017
Total	\$324,246

Issues Being Worked:

- Working with State and Federal agencies to discuss the project and delivery process as related to design-build.
- Working on preliminary design activities and scoping right-of-way work.
- Responding to comments on the draft environmental document.
- Anticipate release of Request for Proposal (RFP) for design-build by January, 2012.

Primary Project Contact

Dennis Saylor
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 dsaylor@sanbag.ca.gov

I-215 and Barton Road

Map of Project:



Project Scope Summary:

- This project will replace the I-215/Barton Road interchange to meet current and future traffic demand. The proposed new facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including the reconfiguration of some local streets. The project would improve local traffic operations by accommodating higher traffic volumes at the interchange.

Project Status and Continuing Activities:

- Several engineering and environmental technical reports have been submitted to Caltrans and are in the process of being reviewed. Several technical reports have been approved.

Project Notes of Interest:

- Caltrans, SANBAG, and City Staff have agreed to consider another build alternative involving a tight diamond concept. This new alternative was conceptually approved by FHWA and Caltrans.

Issues Being Worked:

None

Primary Project Contact

Khalil Saba
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	June 2006
Project Study Report Approved	April 2007
PA/ED Approved	[Aug 2012]
Design Approved - ROW Certified	[Dec 2013]
Construction Notice to Proceed	[Jan 2014]
Complete for Beneficial Use	[Jan 2017]
Project Complete	[Jan 2018]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,139
Final Design	\$3,290
ROW Support	\$2,038
ROW/Utilities Capital (Escalated)	\$17,168
Construction Support	\$4,970
Construction Capital (Escalated)	\$46,824
Totals	\$75,429

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$40,011
Measure I – Major Projects Fund	\$1,139
STP	\$12,612
DEMO	\$1,500
Measure I – Freeway Fund	\$20,167
Total	\$75,429

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 meet current and future traffic demand. The proposed facility would accommodate the future ultimate widening of the freeway to four mixed-flow lanes and one HOV lane in each direction.
- This interchange reconstruction will involve the realignment of the on and off ramps, including reconfiguration of local streets and will also greatly improve local traffic operations by accommodating the movement of higher traffic volumes on the new bridge and ramps.

Project Status and Continuing Activities:

- This project is in the project study report (PSR) phase.
- Several engineering reports and plans have been submitted for Caltrans review to date.

Project Notes of Interest:

- Project is on hold due to a reduction in Caltrans budget to provide oversight for local projects.

Issues Being Worked:

- SANBAG and Caltrans staffs are working on a plan to resume work on this project.
- The revised schedule assumes that Caltrans approval of the PSR-PDS will be obtained by April, 2012.

Primary Project Contact

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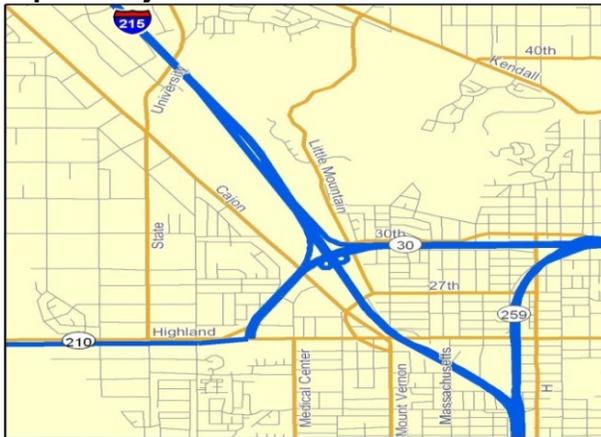
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2007
Project Study Report Approved	[Apr 2012]
PA/ED Approved	[June 2014]
Design Approved - ROW Certified	[June 2015]
Construction Notice to Proceed	[Sept 2015]
Complete for Beneficial Use	[Sept 2017]
Project Complete – Contract Close	[Sept 2018]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$779
Final Design	\$3,092
ROW Support	\$2,256
ROW/Utilities Capital (Escalated)	\$19,003
Construction Support	\$6,520
Construction Capital (Escalated)	\$53,419
Totals	\$85,069

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$779
RCTC	\$0
Measure 1 - Freeway	\$54,290
STP	\$10,000
RIP	\$20,000
Total	\$85,069

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.

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	Jul 2007
Combined PR "Memo to File"	Nov 2008
Design Approved - ROW	Nov 2008
Construction Notice to Proceed	Jan 2010
Complete for Beneficial Use	[2013]
Project Complete	[2014]

Budgetary Estimate Summary
(\$ 000's)

Cost Item	Amount
Study Report	Not Applicable
Project Report	Incl in Design
Final Design	\$11,731
ROW Certification	\$10,987
ROW Support	\$2,585
Construction Support	20,216
Construction	\$76,879
Total	\$122,398

Funding Summary
(\$ 000's)

Funding Source	Amount
State – RIP	\$43,256
- CMIA	\$65,540
Measure I	\$13,602
Total	\$122,398

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.
- Project was advertised May 2009 , contract was awarded in October 2009 and work started January 11, 2010.

Project Notes of Interest:

- The cost estimate for right-of-way and construction reflect the anticipated cost in the year of construction.
- Construction of 27th Street Bridge is complete.
- The I-215 northbound connector to westbound SR 210 is scheduled to be open in January 2012.

Issues Being Worked:

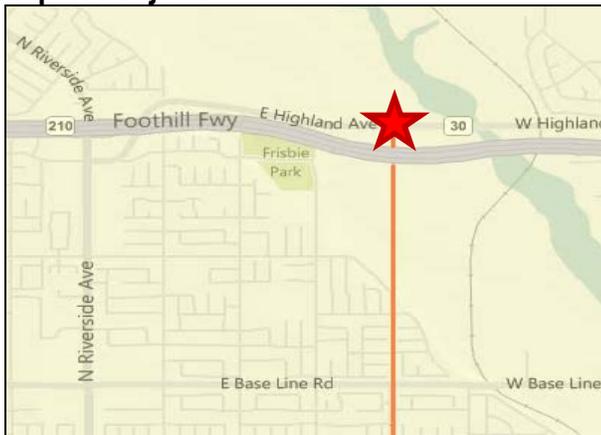
Construction of Highland Ave and 27th Street/ Mt. Vernon interchanges, SR 210 to I-215 connector structure are ongoing.

Primary Project Contact

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SR-210 and Pepper Avenue

Map of Project:



Project Scope Summary:

- This project proposes a new full directional interchange between SR-210 and Pepper Avenue in the City of Rialto. The SR-210 Pepper Avenue Interchange project was initially a part of the SR-210 Freeway Extension, but was removed at the final design phase since the extension of Pepper Avenue to SR-210, a separate project by the City of Rialto, was not completed.
- Bridge work was included as part of the SR-210 Freeway Extension Project; this project will add the interchange ramps and improve the portion of Pepper Avenue within the project limits.

Project Status and Continuing Activities:

- The Board approved an environmental and design services contract in January 2011.
- The Board also approved an environmental, design, and ROW cooperative agreement with Caltrans in January 2011.
- Traffic studies have been completed and Caltrans has concurred on a diamond interchange configuration.
- Preliminary design layouts have been completed and are currently under review by Caltrans.
- Environmental studies are underway.

Project Notes of Interest:

- The City of Rialto’s extension of Pepper Avenue is scheduled to go to construction in early 2012.

Issues Being Worked:

- A Habitat Assessment for the San Bernardino Kangaroo Rat (SBKR) is in progress. The project may require Section 7 consultation under the Federal Endangered Species Act.
- Under direction by Caltrans, the project will require compliance with Federal environmental requirements.

Primary Project Contact

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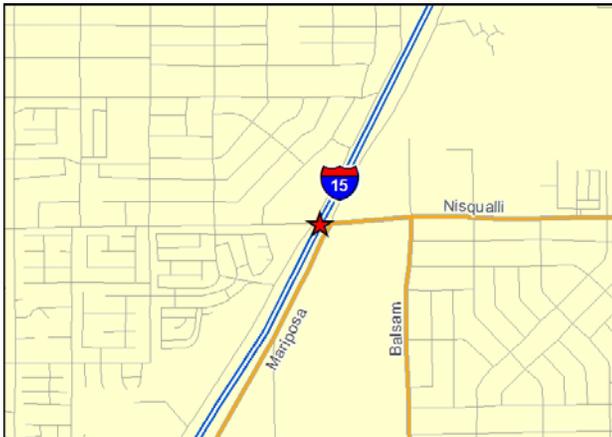
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	January 2011
Study Report Approved	N/A
PA/ED Approved	[April 2013]
Design Approved - ROW Certified	[August 2013]
Construction Notice to Proceed	[Sept 2013]
Complete for Beneficial Use	[2015]
Project Complete	[2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$1,359
Final Design	\$1,516
ROW Support	N/A
ROW Capital	\$1,000
Construction Support	\$190
Construction Capital	\$14,900
Total	\$18,965

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$18,965
Total	\$18,965

I-15/La Mesa Road- Nisqualli Road Interchange

Map of Project:



Project Scope Summary:

The project connects La Mesa Road on the west side of Interstate 15 with Nisqualli Road on the east side by constructing an over-crossing and interchange connection to Interstate 15 in the City of Victorville. Other proposed improvements include:

- Realignment of Amargosa Road.
- Realignment & widening of Mariposa Road.
- Realignment & widening of La Mesa Road between El Rio Road and Amargosa Road.
- Realignment & widening of La Mesa Road / Nisqualli Road between realigned Amargosa Road and Balsam Road.
- Installation of traffic signals on the realigned Amargosa Rd at: La Mesa Rd; Southbound ramps; and Luna Rd; on realigned Nisqualli Rd at: Northbound Ramps; and realigned Mariposa Rd.
- Construction of sound walls/ retaining walls on Nisqualli Road, east of realigned Mariposa Rd; on Mariposa Rd, north of Nisqualli Rd.
- Construction of sound walls on Amargosa Rd north of La Mesa Rd; on La Mesa Rd, west of Amargosa Rd.
- Install irrigation adjacent to the sound walls / retaining walls.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	1990
Study Report Approved	2001
PA/ED Approved	2007
Design Approved - ROW Certified	Jul 2010
Construction Notice to Proceed	Dec 2011
Complete for Beneficial Use	[2013]
Project Complete	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Inc.
Project Report	Inc.
Final Design	\$6,179
ROW Support	Inc.
ROW Capital	\$25,630
Construction Support	\$4,426
Construction Capital	\$39,839
Total	\$76,074

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$5,911
Victorville DIF	\$32,354
State (CMIA)	\$16,206
RIP	\$11,530
STP	\$3,800
DEMO	\$6,273
Total	\$76,074

Project Status and Continuing Activities:

- The project was bid on November 15, 2011 and awarded in December, 2011. Work is scheduled to start in February 2012 and anticipated to be completed in June 2013.

Project Notes of Interest:

- The project received Caltrans approval for a Metric Exception.

Issues Being Worked:

- Preconstruction meeting with Caltrans and the contractor will be completed in January 2012.
- Initial submittals by Contractor.

Primary Project Contact

Mike Barnum
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Colton Crossing (UPRR 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).

Project Status and Continuing Activities:

- The Initial Study/Mitigated Negative Declaration (IS/MND) was circulated on March 1, 2011, and approved on May 11, 2011.
- The Environmental Assessment (EA) was circulated on March 25, 2011, and approved on May 26, 2011.
- Two public meetings were held in Colton on March 16, 2011 and March 17, 2011.
- UPRR is leading the construction phase, and construction started on October 20, 2011.

Project Notes of Interest:

- In February 2010, the project was awarded \$33.8 million in American Recovery and Reinvestment Act (ARRA) stimulus funds through the Transportation Investment Generating Economic Recover (TIGER) program. In May 2010, the California Transportation Commission approved \$91 million in TCIF funding.

Issues Being Worked:

None.

Primary Project Contact

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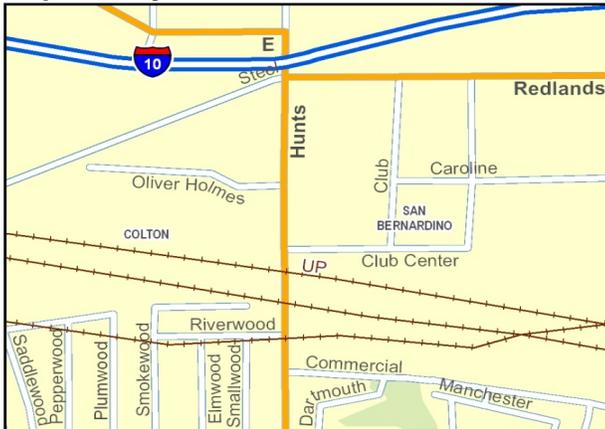
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 1998
Study Report Approved	Jan 1999
Supplemental Approved	Dec 2005
PA/ED Approved	May 2011
Design Approved - ROW Certified	June 2011
Construction Notice to Proceed	Oct 2011
Complete for Beneficial Use	[2014]
Project Complete – Contract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

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Caltrans
Project Report	\$3,689
Final Design	\$11,660
ROW Support and Capital	\$26,700
Construction Support and Capital	\$160,005
Total	\$201,994

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – TIGER	\$33,800
State – ITIP	\$3,689
– TCIF	\$91,305
Railroads	\$73,195
Total	\$201,994

Hunts Lane and Union Pacific Railroad

Map of Project:



Project Scope Summary:

- This project will bridge Hunts Lane over the existing Union Pacific (UPRR) 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:

- A Maintenance Agreement between the City of Colton and the City of San Bernardino has been approved by the Cities.
- The Cities Maintenance Agreement is being incorporated into a cooperative agreement with the railroad.
- Revalidation of the NEPA environmental clearance was obtained in November 2009.
- The PUC issued an order to construct in October, 2009.
- Railroad Construction and Maintenance Agreement was approved in March, 2011.

Project Notes of Interest:

- For this project, Hunts Lane will be fully closed to traffic during construction of the bridge structure (anticipated duration is 13 months).

Issues Being Worked:

- Working with utility companies for relocation of existing facilities.
- Project was advertised for construction in October 2011 and bids were opened in January. Award of the construction contract is anticipated in early 2012.

Primary Project Contact

Mike Barnum
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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	October 2001
Study Report Approved	Incl in PR
PA/ED Approved	August 2007
Re-Validation of NEPA	Nov 2009
Design Approved - ROW Certified	April 2011
Construction Notice to Proceed	[Jan 2012]
Complete for Beneficial Use	[Mar 2014]
Project Complete – Contract Close	[2015]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$400
Final Design	\$1,902
ROW Certification	\$5,500
Construction	\$29,125
Total	\$36,927

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - DEMO	\$4,500
- PNRS	\$12,485
CMAQ	\$7,895
State - TCRP	\$9,715
UPRR	\$1,283
Measure I	\$1,049
Total	\$36,927

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:

- The SANBAG procurement procedures have been followed to shortlist and interview qualified consultants for this project.
- The recommended consultant contract award for this project must still be presented to the Board along with a Design Cooperative Agreement between SANBAG, the City of Grand Terrace and the County of Riverside.

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 of Grand Terrace will reimburse SANBAG for their fair share of cost using Developer Mitigation Program Funds (DMPF). The county of Riverside will reimburse SANBAG using their local funds.

Issues Being Worked:

- This project is currently "on-hold" pending the results of the Pigeon Pass study. Riverside County is currently conducting the Pigeon Pass study to determine the preferred alignment connectivity between developments in San Bernardino County (west of I-215) and Riverside County (east of I-215).
- Project schedule will be revised once project development activities are resumed.

Primary Project Contact

Dennis Saylor
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Jul 2013]
Design Approved - ROW Certified	[Jun 2014]
Construction Notice to Proceed	[Dec 2014]
Complete for Beneficial Use	[Feb 2017]
Project Complete – Contract Close	[Nov 2017]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$900
Final Design	\$2,340
ROW Certification	\$2,600
Construction	\$22,680
Total	\$28,520

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Grand Terrace	\$5,135
Future Funds	\$23,385
Total	\$28,520

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:

- SANBAG and the City of San Bernardino entered into a cooperative agreement to define project development and funding responsibilities for the project. The Board approved this cooperative agreement at its October 2008 meeting. A similar cooperative agreement for the right of way phase was approved at the June, 2011 Board meeting.
- The project was federalized with earmarked, SAFETEA-LU funds in the amount of \$1.6 million. Approximately \$4 million of federal Congestion Management Air Quality (CMAQ) funds will be used for Right-of Way.
- In November 2009, the SANBAG Board of Directors approved a contract to allow CH2M Hill to provide final design services and environmental services for NEPA compliance.
- The PDT is continuing with detailed design and right of way efforts. The PA/ED phase was completed in July 2011 and the PS&E phase will be completed in 2012.
- Right of Way activities started this summer.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	June 2009
PA/ED Approved	July 2011
Design Approved - ROW Certified	[Dec. 2012]
Construction Notice to Proceed	[Mar. 2013]
Complete for Beneficial Use	[Aug 2014]
Project Complete	[Jan 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$774
Final Design	\$2,024
ROW Support	\$1,029
ROW/Utilities Capital (Escalated)	\$7,291
Construction Support	\$1,420
Construction Capital (Escalated)	\$12,771
Total	\$25,309

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – DEMO	\$1,600
State – TCIF	\$6,700
City of San Bernardino	\$4,270
CMAQ	\$4,300
Measure I	\$7,542
BNSF RR	\$897
Total	\$25,309

Project Notes of Interest:

- The City of San Bernardino will reimburse SANBAG for their fair share of costs using Developer Mitigation Program Funds. The City's share is 14.6% and SANBAG's share is 85.4%.

Issues Being Worked:

- Originally, the project was planned for strictly CEQA compliance; however, since the project was federalized through the earmark of SAFETEA-LU funds, and because the project is adjacent to federally endangered species habitat, NEPA compliance is required for the project.

Primary Project Contact

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Lenwood Road and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project will construct a grade separated crossing along Lenwood Road over the existing Burlington Northern Santa Fe (BNSF) railroad tracks, allowing the safe and uninterrupted flow of both vehicular and freight rail traffic. The proposed improvements include widening of Lenwood Road from two lanes to four lanes between Main and Jasper Streets to match the City of Barstow's General Plan and to accommodate future projected traffic demands.
- No additional track capacity will be added as part of this project; however, the locally preferred alternative allows adequate space for BNSF to construct an additional track in the future.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	2007
Study Report Approved	N/A
PA/ED Approved	July 2011
Design Approved - ROW Certified	[Nov 2012]
Construction Notice to Proceed	[Jan 2013]
Complete for Beneficial Use	[July 2014]
Project Complete	[Dec 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	Incl in Design
Final Design	\$4,409
ROW Certification	\$4,792
Construction	\$22,300
Total	\$31,501

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$3,553
City of Barstow	\$2,001
Federal Funds (DEMO)	\$1,200
TCIF	\$6,694
STP	\$12,289
Railroad Contribution - BNSF	\$1,103
County of San Bernardino	\$2,500
SLPP	\$2,161
Total	\$31,501

Project Status and Continuing Activities:

- The City of Barstow will be the CEQA lead agency and FHWA will be the NEPA lead agency. Caltrans will perform technical reviews and provide general oversight of the NEPA document on behalf of FHWA.
- Future traffic projections and potential noise impact issues caused a six month delay in the anticipated environmental clearance for the project. Caltrans approval of the NEPA Categorical Exclusion was granted in July 2011.
- SANBAG is proceeding with right-of-way acquisition.
- Caltrans determined that this project would not be eligible for CMAQ funds because the design includes a widening of Lenwood Road to 2 lanes to 4. SANBAG identified funds from STP to replace these funds for right-of-way and also replace a portion of Measure I funds for construction.

Project Notes of Interest:

- TCIF funding for construction of this project is contingent upon meeting various milestones contained in the baseline funding agreement with the California Transportation Commission.

Issues Being Worked:

Staff will be working with the California Transportation Commission (CTC) on a baseline agreement amendment to revise project cost estimates and delivery milestones for consistency with the current project design.

Primary Project Contact Barbara Fortman
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North Milliken Avenue and UPRR Railroad

Map of Project:



Project Scope Summary:

- This project proposes to replace the existing at-grade crossing by constructing a 170-foot long, two span, steel plate girder underpass at Milliken Avenue between Airport Drive and Guasti Road in the City of Ontario, allowing the safe and uninterrupted flow of both vehicular and freight rail traffic at this intersection.
- The UPRR track will be elevated over Milliken Avenue to allow freight traffic to pass over vehicular traffic. One additional track is being permanently added along the rail corridor to facilitate construction staging.

Project Status and Continuing Activities:

- Cooperative Agreement with City of Ontario approved in May 2010.
- Construction contract was awarded to CC Myers Inc. in November 2010. The low bid came in at \$12.5 million below the Engineer's Estimate.
- An amendment to the Coop will be approved in Feb. 2012 to increase STIP/RIP funds by \$6.234M and apply the unexpended City funds to two future grade separation projects.

Project Notes of Interest:

- The City of Ontario was responsible for all project activities and costs through PS&E and R/W Certification.
- The City of Ontario was awarded a \$5 million State of California Section 190 grant for this project in September 2010.
- T-Wall® production started in February 2011 and is an on-going operation; installation of the first of more than 7,000 individual retaining wall panels began in May 2011. Construction is expected to finish in approximately two years.

Issues Being Worked:

- Cost Reduction Incentive Proposal submitted by the contractor to change the bridge type from a steel girder to a precast concrete box girder was approved by UPRR, City of Ontario and SANBAG for a total savings of more than \$1.5 million. These savings were shared with the contractor on a 50/50 basis.
- Planning for Stage 1A and temporary railroad shoofly work is ongoing with work anticipated to begin in April 2012.

Primary Project Contact

Sagar Pandey
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	N/A (City)
Study Report Approved	N/A (City)
PA/ED Approved	N/A (City)
Design Approved - ROW Certified	Aug. 2010
Construction Notice to Proceed	Nov 2010
Complete for Beneficial Use	[Jan 2013]
Project Complete	[May 2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A (City)
Project Report	\$557
Final Design	\$4,000
ROW Certification	\$5,000
Construction	\$48,334
Total	\$57,891

Funding Summary (\$ 000's)	
Funding Source	Amount
STIP/RIP	\$35,563
Section 190 Grant	\$5,000
Local Funds -City of Ontario	\$14,443
TCRP	\$0
Railroad Contribution	\$2,161
Measure I	\$724
Total	\$57,891

Laurel Street and BNSF Railroad

Map of Project:



Project Scope Summary:

- This project proposes to separate Laurel Street from six railroad tracks along the BNSF corridor in the City of Colton. This project will improve local traffic circulation, enhance safety, and is part of several other projects that are intended to establish a Quiet Zone within the City.

Project Status and Continuing Activities:

- The Board approved the engineering and environmental services contract for the project in December 2010.
- A design and ROW cooperative agreement with the City of Colton was approved by the Board in December 2010.
- Project Development Team meetings are ongoing with representatives from the City of Colton, BNSF, and SANBAG in attendance.
- BNSF staff has conceptually accepted SANBAG's shoo-fly and railroad bridge design.
- A public information meeting was held in October 2011 at the Colton Middle School.
- The 65% plans are currently being finalized.
- ROW activities have begun. Notices of Decision to Appraise have been sent out to potentially affected property owners in December 2011.

Project Notes of Interest:

- The project qualifies for a Statutory Exemption (SE) under the California Environmental Quality Act (CEQA).

Issues Being Worked:

- The project will require relocation of various utilities. Coordination with Utility owners has been initiated and utility relocation concepts are being developed.

Primary Project Contact

Paul Melocoton
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Dec. 2010
Study Report Approved	N/A
PA/ED Approved	July 2011
Design Approved - ROW Certified	[July 2012]
Construction Notice to Proceed	[Dec. 2012]
Complete for Beneficial Use	[May 2014]
Project Complete	[May 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$0
Final Design	\$3,849
ROW Support	\$600
ROW Capital	\$5,400
Construction Support	\$4,331
Construction Capital	\$38,982
Total	\$53,162

Funding Summary (\$ 000's)	
Funding Source	Amount
TCIF	\$11,917
BNSF Railroads	\$5,316
UPRR Railroad	\$3,684
Local Funds –City of Colton	\$5,703
TCRP	\$26,542
Total	\$53,162

SR 60 Soundwall Project

Map of Project:



Project Scope Summary:

- The project proposes to construct a 16’ tall and approximately 1000’ long sound wall along State Route 60 between Ramona Avenue and Pipeline Avenue in the City of Chino.

Project Status and Continuing Activities:

- The Board approved the selection of a consulting firm to provide professional design services for preparation of PS&E. A contract was approved in August 2010.
- The 100% PS&E package was delivered in June 2011.
- Authorization to advertise the project was given in October 2011. The project was bid in December and is anticipated to be awarded in January 2012.

Project Notes of Interest:

- Following construction of an HOV lane project along State Route 60 in the late 1990’s, a noise study was performed at the request of adjacent property owners. A 2001 Noise Barrier Summary Report prepared by Caltrans identified the need for a sound wall to mitigate noise impacts caused by the HOV project.
- The project stalled for several years as SANBAG and Caltrans tried to develop a funding plan for construction of this project.
- SANBAG identified available Measure I funding to get the project moving forward.

Issues Being Worked:

- Construction contract is anticipated to be awarded in January 2012 with work starting in March and completed in the summer 2012.

Primary Project Contact

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2000
Study Report Approved	2001
PA/ED Approved	N/A
Design Approved - ROW Certified	Oct 2011
Construction Notice to Proceed	[Mar 2012]
Complete for Beneficial Use	[June 2012]
Project Complete	[Oct 2012]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	N/A
Final Design	\$ 158
ROW Certification	\$ 0
Construction	\$700
Total	\$858

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$858
Local Funds	
Federal Funds (DEMO, STP L-R)	
TCIF	
Railroad Contribution	
Future Federal, State & Local	
Total	\$858

San Bernardino Valley Traffic Signal Synchronization

Map of Project:



Project Scope Summary:

- This project will interconnect and synchronize the timing of over 500 traffic signals on regionally significant arterial segments within the San Bernardino Valley. Work will be located with the jurisdiction of 15 agencies in the San Bernardino Valley including the County of San Bernardino and Caltrans.
- The project culminates the effort to upgrade approximately 1,200 traffic signals along major arterial roadways and freeway interchanges resulting in improved traffic flow, decreased travel time, reduced fuel consumption, and would reduce emission of air quality pollutants in the San Bernardino Valley.

Project Status and Continuing Activities:

- The project Plans, Specifications and Estimate (PS&E) package was approved on April 2010.
- Federal authorization (E-76) was issued for the project in October 2010.
- SANBAG Board approved Construction Management contract in June 2010.
- SANBAG Board Awarded the construction contract on December 1, 2010.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Oct 2008
Study Report Approved	N/A
PA/ED Approved	Sept 2009
Design Approved - ROW Certified	Apr 2010
Construction Notice to Proceed	Jan 2011
Complete for Beneficial Use	Aug 2011
Project Complete	[Mar 2012]

Project Notes of Interest:

- The project will be funded through the Federal Congestion Mitigation and Air Quality Program (CMAQ). A portion of construction costs will be funded through the State's Traffic Light Synchronization Program (TLSP) under the California Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B).

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$140
Final Design	\$2,811
Construction Support	\$526
Construction	\$3,292
Total	\$6,769

Issues Being Worked:

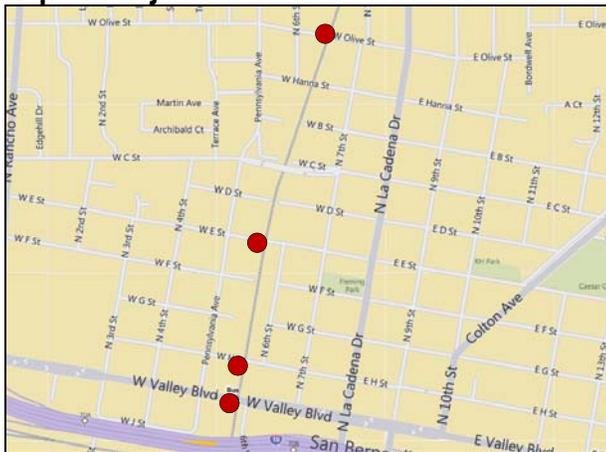
- Construction started on February 7, 2011 with work to be completed in February 2012.
- Work ongoing in the Cities of Rialto and San Bernardino.
- Construction in San Bernardino County, Chino, Chino Hills, Fontana, Loma Linda, Ontario and Yucaipa jurisdictions completed.

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal CMAQ	\$4,860
State -TLSP	\$1,909
Total	\$6,769

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Colton Quiet Zone

Map of Project:



Project Scope Summary:

- Due to federal requirements, trains are required to blast their horns as they cross various at-grade crossings within the limits of the City of Colton. This train horn noise results in adverse effects to residences that are near the railroad corridor.
- The project would improve the at-grade crossings at Valley Boulevard and Olive Street and would eliminate two other at-grade crossings at E Street and H Street in order to establish a quiet zone within the City limits.

Project Status and Continuing Activities:

- Coordination with the Federal Rail Authority (FRA) and the California Public Utilities Commission (CPUC) has been initiated and a site diagnostic meeting was held in January 2011. Approvals from both agencies are required prior to the establishment of the quiet zone.
- A Quiet Zone Assessment report (Project Report equivalent) has been approved along with the design concepts at each crossing.
- A notice of intent to establish a quiet zone was circulated in Mid-2011.
- 100% Plans and Specifications have been completed.
- Crossing closure agreements between SANBAG, the City of Colton, and BNSF have been approved.
- A Construction Cooperative agreement between SANBAG and the City of Colton has been approved.
- CPUC application will be filed once the Construction and Maintenance (C&M) agreement between SANBAG, the City of Colton, and BNSF is approved.

Project Notes of Interest:

- The C&M agreement between SANBAG, the City of Colton, and BNSF are currently in final review.

Issues Being Worked:

- The City’s roadway easement over ‘E’ Street and ‘H’ Street will have to be vacated prior to start of construction.

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	Sept 2010
Study Report Approved	March 2011
PA/ED Approved	June 2011
Design Approved - ROW Certified	Oct 2011
Construction Notice to Proceed	[Feb 2012]
Complete for Beneficial Use	[June 2012]
Project Complete	[July 2012]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	N/A
Project Report	\$193
Final Design	\$170
ROW	\$5
Construction Support	\$519
Construction	\$4,671
Total	\$5,558

Funding Summary (\$ 000's)

Funding Source	Amount
Measure I	\$5,458
BNSF	\$100
Total	\$5,558