

MAJOR PROJECTS

Quarterly Project Status Briefing

July 2010 through September 2010



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Disclaimer

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**MAJOR PROJECTS – PROJECT STATUS BRIEFING
(Phase Status as of September 2010)**

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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.

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

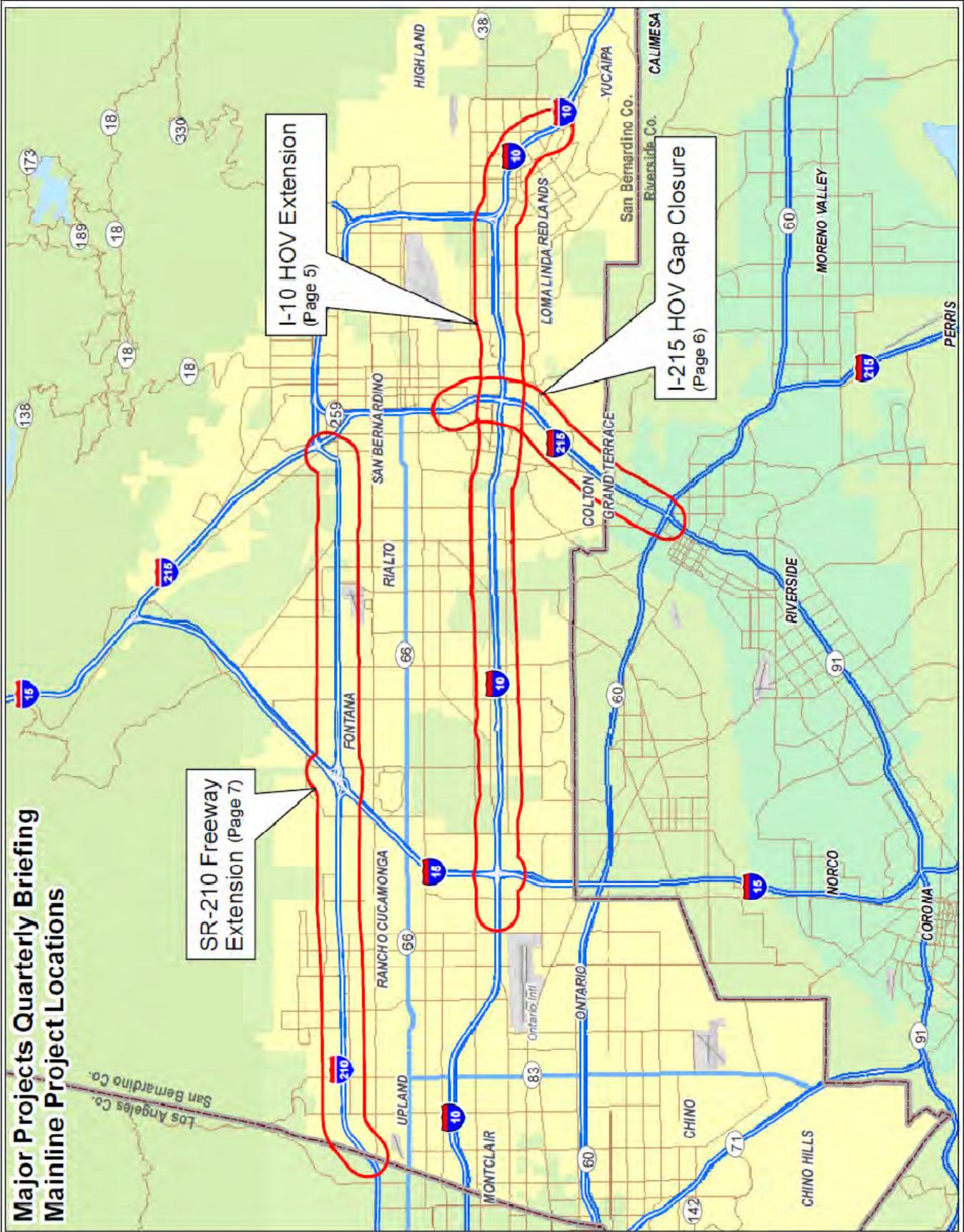
STATE

- 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

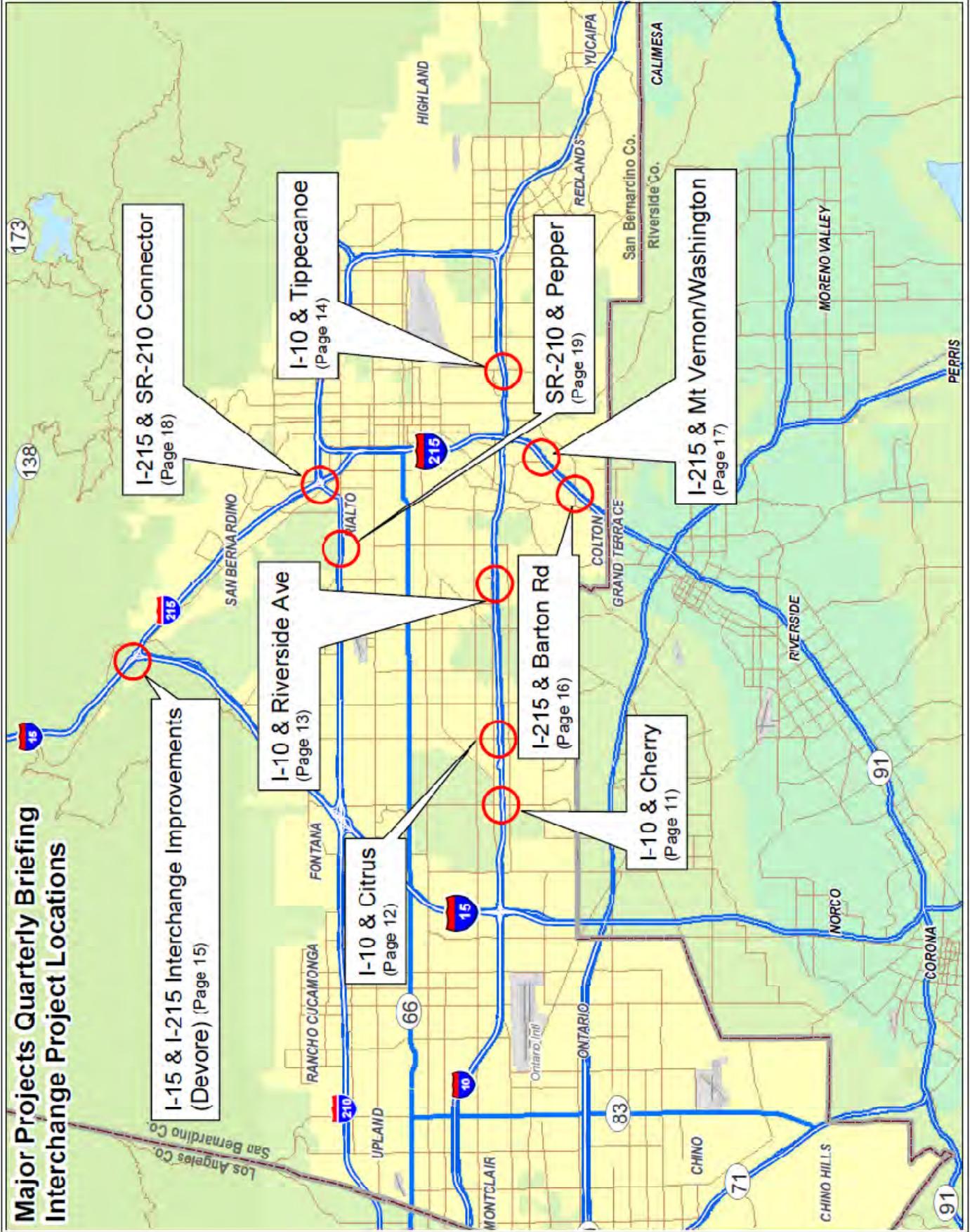
LOCAL

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

Major Projects Quarterly Briefing Mainline Project Locations



Major Projects Quarterly Briefing Interchange Project Locations



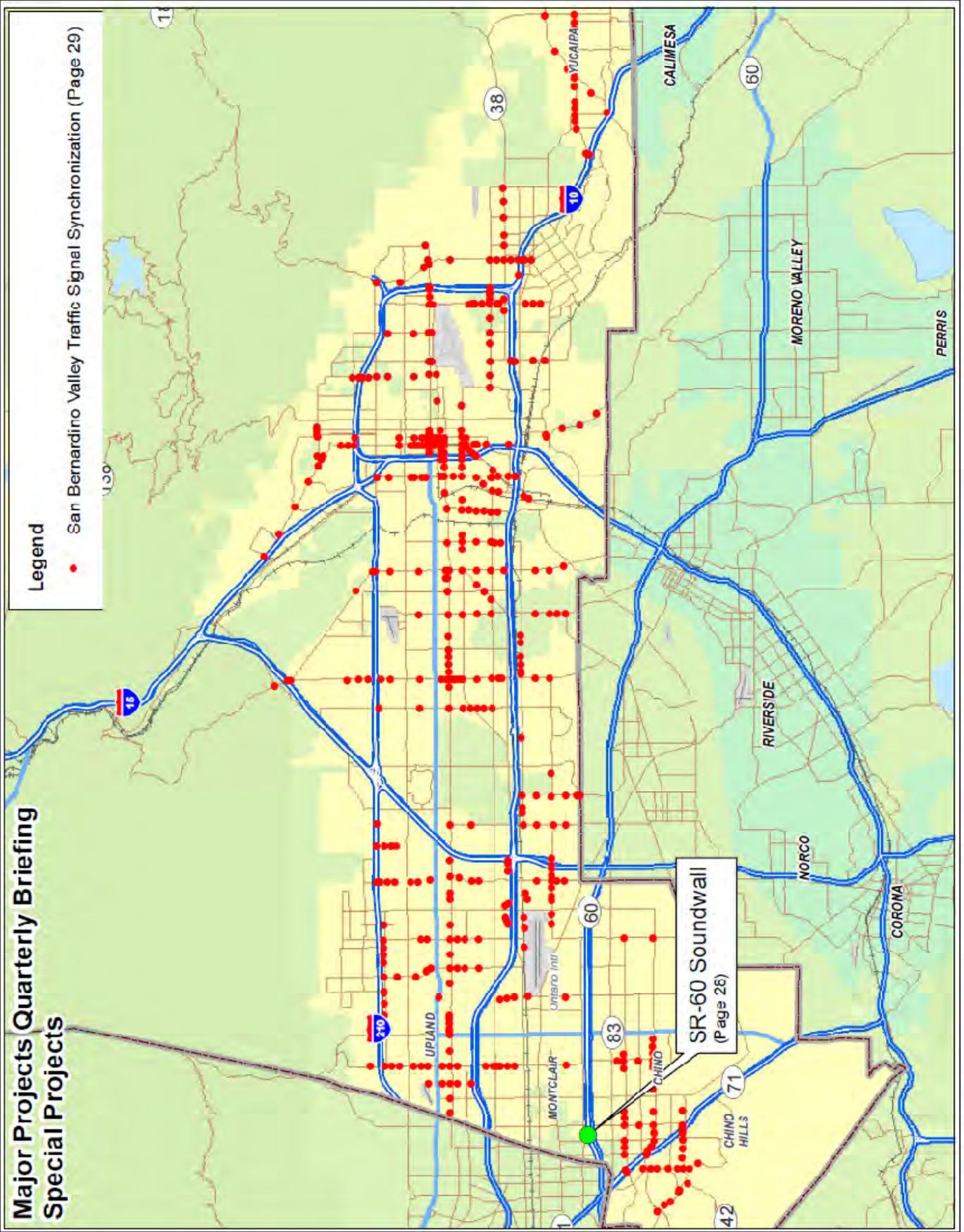
Major Projects Quarterly Briefing Grade Separation Project Locations



Major Projects Quarterly Briefing Special Projects

Legend

- San Bernardino Valley Traffic Signal Synchronization (Page 29)



I-10 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. Currently, Haven Avenue is the eastern limit of the existing I-10 HOV lanes in Ontario.

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, and are on schedule.
- Design team submitted the HOV Report for review by Caltrans.
- Preliminary bridge Advanced Planning Study (APS) plan packages have been submitted for review by Caltrans.
- The design team has held monthly geometric focus meetings with both HQ and District design staff to discuss the primary geometric components of the segments within the I-10 HOV corridor in preparation of the geometric approval drawings (GADs).
- The Design team is coordinating closely with Caltrans Landscape unit as they are concurrently developing an aesthetics master plan for the I-10 corridor throughout the limits of this HOV project.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[Dec 2011]
Design Approved - ROW Certified	[2015]
Construction Notice to Proceed	[2015]
Complete for Beneficial Use	[2019]
Project Complete – Contract Close	[2020]

Project Notes of Interest:

- The original cost estimate is based on consultant’s preliminary cost estimate for the “full standard” alternative. The current estimate is significantly less than the previously reported \$1.2 billion order of magnitude estimate from the SANBAG 2010 – 2040 Strategic Plan. Current cost estimate is approximately \$760 million.
- 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.

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	\$10,500
Final Design	\$30,000
ROW Certification	\$11,737
Utility Relocation	- Incl in ROW -
Construction	\$710,329
Total	\$762,566

Issues Being Worked:

- Project work is being coordinated closely with the I-10 feasibility study work.

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I - For PA/ED	\$10,500
Future Fed, State, Local	\$744,752
State: STIP	7,314
Total	\$762,566

Primary Project Contact

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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 first administrative draft environmental document was submitted to Caltrans for review in mid 2010. Public circulation of the document is expected in December 2010.
- Geometric Approval Drawings (GADs) and Design Exception Fact Sheets were reviewed by Caltrans. Based on Caltrans feedback, several design features have been upgraded to meet highway design standards while staying within the existing I-215 ROW. These design improvements resulted in a slight increase to the overall cost.
- 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.

Project Notes of Interest:

- Cost savings from Segments 1, 2, and 5 of the I-215 Corridor Improvement Project and Segment 11 of the SR-210 Corridor Project are proposed to be reprogrammed to this project pending approval from the California Transportation Commission.

Issues Being Worked:

- None

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	[Aug 2012]
Complete for Beneficial Use	[May 2015]
Project Complete – Contract	[May 2017]

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 (Escalated)	8,562
Construction Support	14,454
Construction Capital (Escalated)	144,540
Total	187,905

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	15,609
State - RIP/IIP	45,090
- CMIA	15,460
- STP	34,850
RCTC	28,371
Measure I	38,315
Future Fed, State, Local	10,210
Total	187,905

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 landscaping and seismic upgrade of the Muscoy UPRR railroad overpass bridge.

Project Status and Continuing Activities:

- Construction activities on the SR-210/I-215 high-speed connectors began in October 2009 and construction is scheduled to be completed in early 2013 (page 18).
- Landscape Extended Maintenance Period ongoing on Segments 1, 2, 3 & 4.
- Muscoy bridge seismic upgrade completed in June 2010.

Project Notes of Interest:

- Caltrans completing landscape design on Segments 8, 9, 10 & 11.
- Anticipate starting bid phase for landscape of Segment 8 in November, 2010.

Issues Being Worked:

- Selection of construction manager for landscape on Segments 8,9,10 &11. This task is completed.
- Construction of landscape for Segments 8 scheduled to start fall 2010.

Primary Project Contact

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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

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:

- Federal funding has been approved.
- Authorization to proceed with construction was provided by Caltrans and FHWA.
- Advertisement of the construction contract will begin on September 27, 2010.

Project Notes of Interest:

- Right-of-way includes only the necessary temporary construction easements costs. No permanent land takes are required
- No utility relocation is required for this project.
- Construction costs are escalated to 2010/11 dollars.

Issues Being Worked:

- Bid opening scheduled for October 28, 2010.
- Anticipate construction contract award at December, 2010 Board meeting.

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	Jan 2010
Construction Notice to Proceed	[Dec 2010]
Complete for Beneficial Use	[2012]
Project Complete – Contract Close	[2013]

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

Funding Summary (\$ 000's)

Funding Source	Amount
State – CMIA	\$26,500
Measure I	\$4,819
STPL	\$10,875
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 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:

- This project is adjacent to the "I-215 Widening-South San Bernardino" project which was recently completed.
 - SANBAG is managing the construction activities.
 - Caltrans is administering the right-of-way activities.
 - Construction of the 9th Street Bridge and Baseline Bridge is complete.
 - Concrete pour for structural section of roadway began September, 2010.
- Issues Being Worked:**
- Project is utilizing ARRA funding to augment State funding.
 - Several parcels were not available to the Contractor at the start of construction and a "workaround" approach is being used.
 - Early demolition of I-215 southbound 5th Street off-ramp is expected to accelerate project completion by 6 months.

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	\$27,209
ROW Certification	\$96,905
ROW Support	\$10,090
Construction Support	\$37,904
Construction	\$174,800
Totals	\$346,908

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$58,344
- STP	\$0
- DEMO	\$0
- PNRS (IVDA Co-op)	\$24,485
- ARRA	\$128,116
- TE	\$3,597
State - RIP	\$90,963
- TCRP	\$8,887
Measure I	\$32,516
Total	\$346,908

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.

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:

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	[2011]

Primary Project Contact

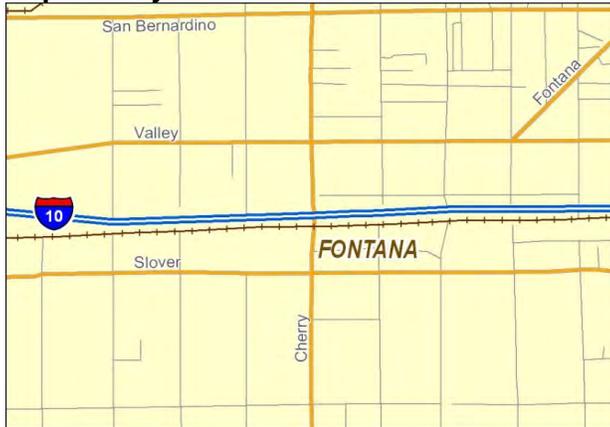
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Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$8,323
ROW Certification	\$59,749
ROW Support	\$4,676
Construction Support	\$14,603
Construction	\$89,433
Totals	\$176,784

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.

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	[Aug 2011]
Complete for Beneficial Use	[Dec 2013]
Project Complete – Contract Close	[Jun 2014]

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 progressing with an estimated completion of April 2011.
- Preliminary roadway and structure plans are approaching 95% complete.

Project Notes of Interest:

- The budgetary estimate for construction is estimated in 2010 dollars.
- County is leading the right-of-way appraisals and acquisition activities.
- ROW focus meetings are ongoing and all properties have had a resolution of necessity or have been successfully negotiated.
- ROW funding agreements between all parties (SANBAG, County and City) are nearing approval.
- Draft Construction cooperative agreements are being reviewed for approval in the coming months.

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	City/Caltrans
Project Report	County
Final Design	\$5,835
ROW Certification	\$9,503
Utility Relocation	-Incl in ROW-
Construction	\$61,546
Total	\$76,884

Issues Being Worked:

- Right-of-way acquisition, utility relocation and railroad coordination are the primary focus.
- UPRR has approved the bridge structure plans and the PUC permit for the railroad overhead bridge widening is under review.

Funding Summary (\$ 000's)

Funding Source	Amount
State – STIP	\$3,908
TCIF	\$30,773
County	\$16,943
Measure I	\$14,632
City of Fontana	\$9,640
IMD	\$988
Total	\$76,884

Primary Project Contact

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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:

- Final design is progressing with an estimated completion of December 2010. Preliminary roadway and structure plans are 95% complete.
- An amendment to the TCIF Baseline Agreement is in process for ROW Certification to be extended to April 2011 and start of Construction to August 2011.

Project Notes of Interest:

- The estimate for construction is estimated in 2010 dollars.
- City is leading the right-of-way appraisals and acquisition activities.
- ROW focus meetings are ongoing and all properties have had a resolution of necessity or have been successfully negotiated.
- ROW funding agreements between all parties (SANBAG, County and City) are approved.
- Draft Construction cooperative agreements are being reviewed for approval in the coming months.

Issues Being Worked:

- Right-of-way acquisition, utility relocation and Railroad coordination are the current primary focus.
- UPRR has approved the bridge structure plans and the PUC permit for the railroad overhead bridge widening is under review.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	1998
Study Report Approved	2001
PA/ED Approved	Dec 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)

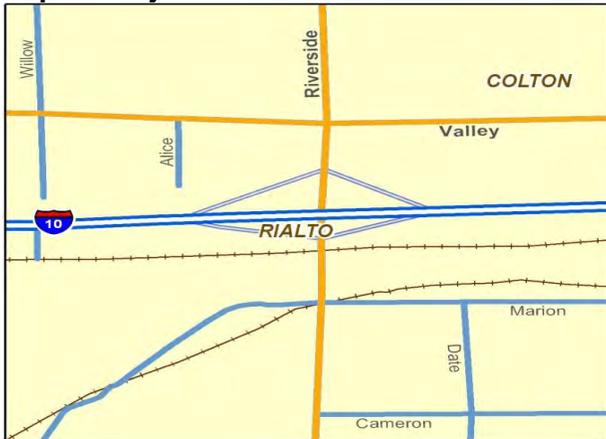
Cost Item	Amount
Study Report	City
Project Report	City
Final Design	\$4,874
ROW Certification	\$5,257
Utility Relocation	-Incl in ROW-
Construction	\$47,200
Total	\$57,331

Funding Summary (\$ 000's)

Funding Source	Amount
State – STIP	\$3,238
State – TCIF	\$23,600
County of San Bernardino	\$124
Fontana	\$21,677
Measure I	\$8,454
Total	\$57,331

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.
- Anticipated finish October 2011.
- Construction bids were 7 million dollars under the engineers estimate.

Project Notes of Interest:

- To effectively manage the construction contract, an escrow account has been established by the City prior to construction.
- Project includes a ‘not to exceed’ \$600,000 incentive/disincentive clause to construct the new bridge within 200 calendar days.
- Construction of Stage 1 is ongoing

Issues Being Worked:

- Demolition and reconstruction of new Riverside Avenue Bridge scheduled for January 2011 thru August 2011.
- Landscaping concept plans and approval to construct landscape improvements as part of interchange project are being discussed with Caltrans.

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	Apr 2008
Design Approved - ROW Certified	Jun 2009
Construction Notice to Proceed	Feb 2010
Complete for Beneficial Use	[Oct 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	\$29,645
Total	\$34,000

Funding Summary (\$ 000's)	
Funding Source	Amount
City of Rialto	\$34,000
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 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).

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	[Dec 2010]
Design Approved - ROW Certified	[Apr 2012]
Construction Notice to Proceed	[Oct 2012]
Complete for Beneficial Use	[Mar 2014]
Project Complete – Contract Close	

Project Status and Continuing Activities:

- Caltrans approval of the final Project Report and final Environmental Document is expected by January 2011.
- Structure Type Selection Report was approved by Caltrans in August 2010.
- Right-of-way activities are currently being planned and scheduled by Caltrans.
- 65% Plans, Specifications and Estimates will be delivered in October 2010.

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

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$2,349
Final Design	\$4,300
ROW Certification	\$32,875
Utility Relocation	\$825
Construction	\$37,503
Totals	\$77,852

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.

Issues Being Worked:

- Staff is working with Caltrans and San Bernardino County to define lead agency roles/responsibilities in acquiring R/W.

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

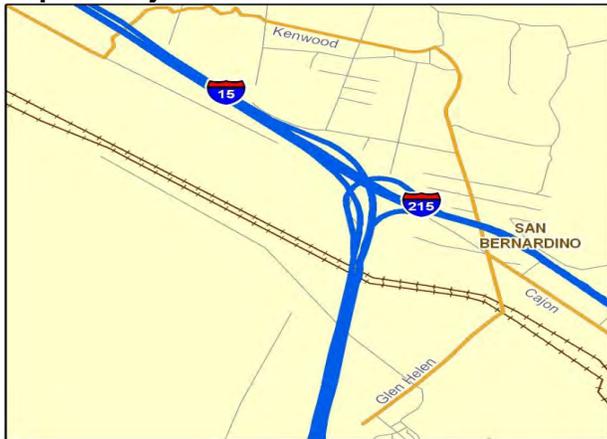
Funding Source	Amount
Federal (DEMO, STP-Local)	\$38,939
State - IIP	\$2,500
Local (Cities, IVDA, Measure I)	\$36,413
Total	\$77,852

Primary Project Contact

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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 are being 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 under pursuit for future phases.
- 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.

Issues Being Worked:

- Finalizing environmental studies and engineering documents in preparation for full circulation of the environmental document and project report.
- 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.

Primary Project Contact

Dennis Saylor
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	Mar 2009
PA/ED Approved	[Aug 2011]
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	\$16,773
ROW Certification	\$36,560
Utility Relocation	\$6,050
Construction	\$302,095
Total	\$368,553

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I (2010 – 2040)	\$7,075
State – TCIF	\$118,012
Future Fed, State, Local	\$243,466
Total	\$368,553

I-215 and Barton Road

Map of Project:



Project Scope Summary:

- This project will replace the I-215 at 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:

- Geometric Approval Drawings (GADs) have been reviewed by Caltrans.
- Staff from SANBAG, Caltrans, and the City of Grand Terrace have met to discuss the reconfiguration of local streets to ensure that the project accommodates the City's planned land uses and development plans.
- 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:

- Funding for final design, and a portion of the right-of-way are programmed through the STIP.

Issues Being Worked:

- None at this time

Primary Project Contact

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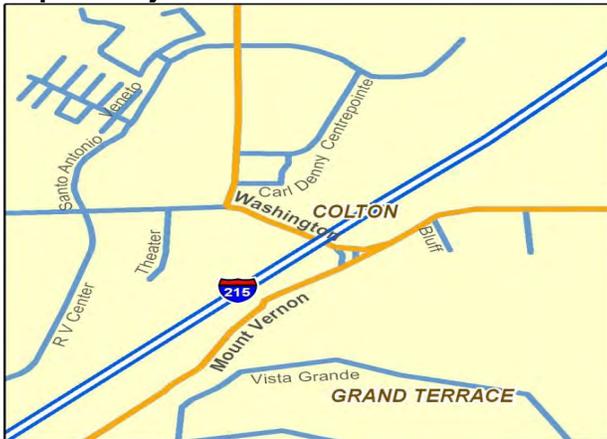
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	June 2006
Project Study Report Approved	April 2007
PA/ED Approved	[Oct 2011]
Design Approved - ROW Certified	[July 2013]
Construction Notice to Proceed	[Nov 2013]
Complete for Beneficial Use	[May 2016]
Project Complete	[Sep 2016]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,139
Final Design	\$4,410
ROW Support	\$2,038
ROW/Utilities Capital (Escalated)	\$20,380
Construction Support	\$4,970
Construction Capital (Escalated)	\$49,700
Totals	\$82,637

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$17,400
Measure I	\$854
RCTC	\$285
Future Fed, State, Local	\$64,098
Total	\$82,637

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 and would 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 and the Project Development Team (PDT) is proceeding with the development and analysis of project alternatives.
- A Value Analysis (VA) study was completed in late 2009. A VA implementation meeting was held in April 2009 and the PDT, which includes the City of Colton, agreed to carry two build alternatives through the PSR phase
- Staff from SANBAG, Caltrans, and the City of Colton have met to discuss local street reconfigurations resulting from the project.
- Several engineering reports and plans have been submitted for Caltrans review to date.

Project Notes of Interest:

- Funding for final design, right-of-way and construction are yet to be identified and secured.

Issues Being Worked:

- None at this time

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Project Study Report Approved	[Apr 2011]
PA/ED Approved	[Jul 2012]
Design Approved - ROW Certified	[Oct 2013]
Construction Notice to Proceed	[Dec 2013]
Complete for Beneficial Use	[Nov 2016]
Project Complete – Contract Close	[Feb 2017]

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

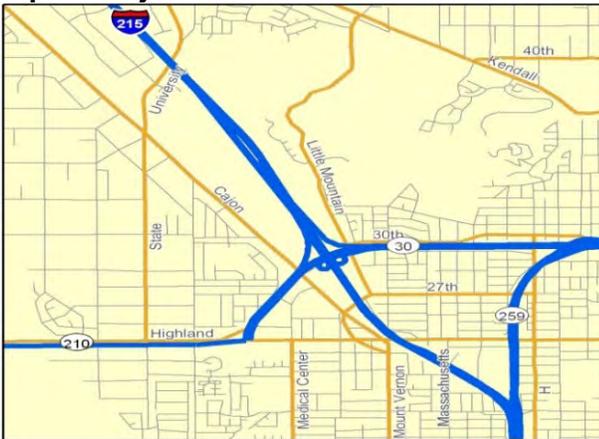
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,517
Final Design	\$5,682
ROW Support	\$2,256
ROW/Utilities Capital (Escalated)	\$22,556
Construction Support	\$6,520
Construction Capital (Escalated)	\$65,202
Totals	\$103,733

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

Funding Source	Amount
Measure I	\$1,065
RCTC	\$355
Future Fed., State, Local	\$102,313
Total	\$103,733

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.
- The Environmental Reevaluation for the improvements related to both SR-210 and for the I-215 project was approved in July 2007 and the Environmental "memo to file" for the combined project was issued in November 2008.
- In November 2008 the SANBAG Board approved transfer of lead agency responsibility to Caltrans for implementing AAA on this combined project.
- This project was advertised in May 2009 with bid opening in September, 2009. A contract was awarded in October, 2009.
- Construction of connector structure is ongoing.

Project Notes of Interest:

- The cost estimate for right-of-way and construction reflect the anticipated cost in the year of construction.

Issues Being Worked:

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:

- A Request for Proposals (RFP) to hire an engineering firm was issued in September 2010. Proposals are due in mid October 2010 and SANBAG Board approval of consultant selection is planned for December 2010.
- SANBAG staff expects to kick off the design and environmental phase in January 2011.

Project Notes of Interest:

- The City of Rialto's extension of Pepper Avenue is scheduled to go to construction in Mid-2011.

Issues Being Worked:

- SANBAG is in the process of developing a cooperative agreement with Caltrans for PA/ED and PS&E phases.

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	March 2012
Design Approved - ROW Certified	August 2012
Construction Notice to Proceed	January 2013
Complete for Beneficial Use	January 2014
Project Complete	January 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

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).
- This project is completely within the city boundaries of Colton.

Project Status and Continuing Activities:

- Caltrans will be the lead agency for the California Environmental Quality Act (CEQA) document and FHWA will be the Lead agency for the preparation of the National Environmental Policy Act (NEPA) document. NEPA document will be prepared following the Federal Rail Authority (FRA) guidelines. Caltrans will perform technical reviews and general oversight, on behalf of FHWA and FRA.
- Preliminary engineering efforts and environmental technical studies are underway. Several technical reports have been submitted for review by the PDT.

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.
- A Memorandum of Understanding (MOU) between SANBAG, the City of Colton, and both railroad companies was prepared to address future rail improvements in the City of Colton, and to establish consensus on the alternatives to be studied for the Colton Crossing Project.

Issues Being Worked:

- Meetings with both railroad companies are ongoing to review the design features of each of the alternatives.

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	Apr 2011
Design Approved - ROW Certified	[July 2011]
Construction Notice to Proceed	[Sept 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	\$27,800
ROW Support and Capital	\$10,600
Construction Support and Capital	\$160,000
Total	\$202,089

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – TIGER	\$33,900
State – ITIP	\$3,689
– TCIF	\$97,305
Railroad	\$67,195
Total	\$202,089

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 was submitted to the Cities for their approval.
- 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.
- Stage construction concepts have been developed.
- Utility relocation work is being planned
- The PUC issued an order to construct in October, 2009.

Project Notes of Interest:

- For this project, Hunts Lane will be fully closed to traffic during construction of the bridge structure (anticipated duration is 10 months).

Issues Being Worked:

- Currently updating engineering estimate and right-of-way cost for construction and may require additional funding.
- Negotiations with property owners are ongoing. Condemnation action was required on some properties.

Primary Project Contact

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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	[Feb 2011]
Construction Notice to Proceed	[June 2011]
Complete for Beneficial Use	[Feb 2013]
Project Complete – Contract Close	[2013]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in PR
Project Report	\$400
Final Design	\$1,650
ROW Certification	\$4,950
Construction	\$25,640
Total	\$32,640

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - SAFETEA-LU	\$5,000
- PNRS	\$13,750
CMAQ	\$2,590
State - TCRP	\$10,800
UPRR	\$500
Total	\$32,640

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).

Primary Project Contact

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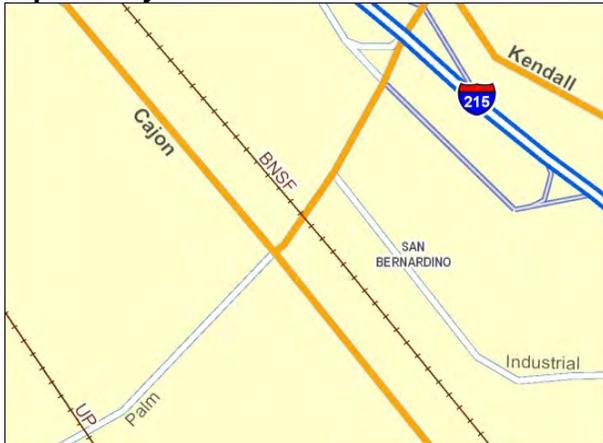
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Apr 2011]
Design Approved - ROW Certified	[Aug 2013]
Construction Notice to Proceed	[Dec 2013]
Complete for Beneficial Use	[July 2015]
Project Complete – Contract Close	[Sept 2015]

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:

- 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.
- The project was federalized with earmarked, SAFETEA-LU funds in the amount of \$1.6 million. Approximately \$4 million of federal Surface Transportation Program (STP) 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 project development efforts. The PA/ED phase is anticipated to be completed in early 2011 and the PS&E phase in spring 2012.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	June 2009
PA/ED Approved	[Jan 2011]
Design Approved - ROW Certified	[May 2012]
Construction Notice to Proceed	[Sept 2012]
Complete for Beneficial Use	[Feb 2014]
Project Complete	[Nov 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$660
Final Design	\$2,138
ROW Support	\$1,029
ROW/Utilities Capital (Escalated)	\$5,833
Construction Support	\$2,042
Construction Capital (Escalated)	\$18,375
Total	\$30,077

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – SAFETEA LU	\$1,600
State – TCIF	\$9,390
City of San Bernardino	\$4,158
Measure I	\$14,929
Total	\$30,077

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:

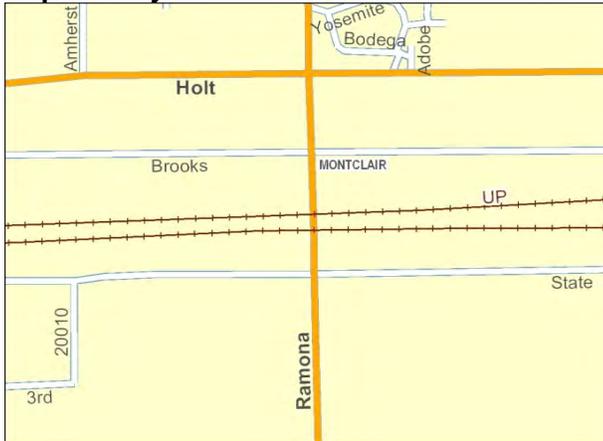
- Originally, the project was planned for strictly CEQA compliance; however, since the project was federalized through the earmark of SAFETEA-LU funds, and because the project is adjacent to federally endangered species habitat NEPA compliance will be required for the project.

Primary Project Contact

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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 for accessibility and to improve traffic operations and safety.
- This project is completely within the city boundaries of Montclair.

Project Status and Continuing Activities:

- The plan includes construction of new streets, utility relocations, demolishing of existing Ramona Avenue and construction of the new bridge.
- Bridge structure is completed and tie-in of the bridge to the roadway work is on-going.
- Bridge was opened to traffic in May, 2010.
- All Construction activities completed on September 27, 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:

- None

Primary Project Contact

Sagar Pandey
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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	Aug 2008
Complete for Beneficial Use	May
Project Complete – Contract Close	[Jan 2011]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	- Montclair -
Project Report	- Montclair -
Final Design	- Montclair -
ROW Certification	- Montclair -
Utility Relocation	- Montclair -
Construction	\$11,764
Total	\$11,764

Funding Summary (\$ 000's)

Funding Source	Amount
City of Montclair	\$11,764
Total	\$11,764

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.

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.
- Caltrans approved the Water Quality Assessment and Visual Impact Assessment Reports. Final approval of all technical studies is anticipated before year’s end.
- Staff is working with the City and County on a cooperative agreement for right-of-way activities.

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.
- The City and County have requested SANBAG to manage this project, counting on our expertise in managing grade separation projects to help maintain the baseline funding schedule milestones.

Issues Being Worked:

- Staff is working with our consultant and Caltrans to determine if noise mitigation will be required.
- Staff is working with the City of Barstow and County of San Bernardino on approval of a detour route to replace the proposed temporary grade crossing or the BNSF tracks east of Lenwood Road.

Primary Project Contact

Scott Neff
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2007
Study Report Approved	N/A
PA/ED Approved	[Jan 2011]
Design Approved - ROW Certified	[Dec 2011]
Construction Notice to Proceed	[Mar 2012]
Complete for Beneficial Use	[Sept 2013]
Project Complete	[Dec 2013]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	Incl in Design
Final Design	\$3,900
ROW Certification	\$3,800
Construction	\$30,800
Total	\$38,500

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$1,455
Local Funds	\$12,500
Federal Funds (DEMO, CMAQ, STP L-R)	\$6,400
TCIF	\$6,700
Railroad Contribution	\$1,300
Future Federal, State & Local	\$10,145
Total	\$38,500

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:

- Award of a construction contract is expected in November 2010.

Project Notes of Interest:

- The City of Ontario was responsible for all project activities and costs through PS&E and R/W Certification.
- The project proposes to use T-Wall®, a precast concrete retaining wall system by the Neel Company, which has been approved by BNSF for elevated track applications.
- This project was electronically advertised which greatly reduced staff time and resources by transferring management of printing/handling of bid documents to our bidders and reprographics supplier.

Issues Being Worked:

- The project was advertised on August 17th and bids were opened on September 23rd. Due to irregularities in how some of the bid forms were completed by bidders, all bids were rejected and the project re-advertised on October 7th.
- The bid opening for the re-bid is scheduled for October 21st.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	
Study Report Approved	
PA/ED Approved	
Design Approved - ROW Certified	
Construction Notice to Proceed	[Nov 2010]
Complete for Beneficial Use	[Nov 2012]
Project Complete	[Mar 2013]

Budgetary Estimate Summary (\$ 000's)

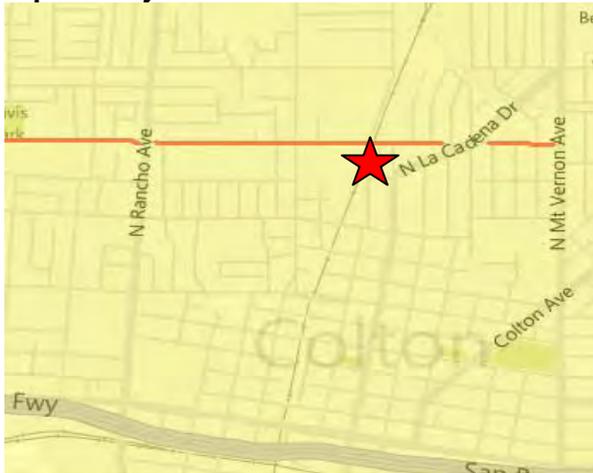
Cost Item	Amount
Study Report	N/A (City)
Project Report	N/A (City)
Final Design	N/A (City)
ROW Certification	1,200
Construction	\$61,800
Total	\$63,000

Funding Summary (\$ 000's)

Funding Source	Amount
STIP/RIP	\$45,089
Measure I	\$723
Local Funds -City of Ontario	\$15,027
Railroad Contribution	\$2,161
Total	\$63,000

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 is intended to establish a Quiet Zone within the City.

Project Status and Continuing Activities:

- A request for proposals (RFP) was issued in August 2010. An Evaluation Committee, comprised of staff from SANBAG, City of Colton, City of San Bernardino, and Caltrans, reviewed the proposals, conducted interviews, and has recommend a firm for selection by the SANBAG Board.
- Consultant selection interviews were held in September 2010. SANBAG Board approval of the consultant selection is scheduled for November 2010.
- SANBAG staff expects to kick off the design and environmental phase in December 2010.

Project Notes of Interest:

- None at this time

Issues Being Worked:

- SANBAG is in the process of approving a cooperative agreement with the City of Colton and UPRR for the design and environmental phase of the project.

Primary Project Contact

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Schedule Summary

Milestone	Actual [Forecast]
Start of Project	December 2010
Study Report Approved	N/A
PA/ED Approved	June 2011
Design Approved - ROW Certified	July 2012
Construction Notice to Proceed	December 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	1,449
Final Design	3,379
ROW Support	780
ROW Capital	7,020
Construction Support	4,136
Construction Capital	37,231
Total	53,995

Funding Summary (\$ 000's)

Funding Source	Amount
TCIF	11,917
Private (Railroads)	9,137
Local Funds –City of Colton	5,819
TCRP	27,122
Total	53,995

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.
- A kick-off meeting was held on September 30th 2010
- It is anticipated that the final PS&E package will be completed by April 2011.

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 recently identified available Measure I funding to get the project moving forward.

Issues Being Worked:

- Staff is working with Caltrans to obtain mapping and right-of-way information needed for design purposes.

Primary Project Contact

Scott Neff
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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	[Dec 2010]
Construction Notice to Proceed	[Jun 2011]
Complete for Beneficial Use	[Oct 2011]
Project Complete	[Dec 2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	N/A
Final Design	\$ 200
ROW Certification	\$ 10
Construction	\$1,190
Total	\$1,400

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$1,400
Local Funds	
Federal Funds (DEMO, STP L-R)	
TCIF	
Railroad Contribution	
Future Federal, State & Local	
Total	\$1,400

San Bernardino Valley Traffic Signal Synchronization

Map of Project:



Project Scope Summary:

- This project would interconnect and synchronize the traffic signal timing of over 500 signals at various locations within the San Bernardino Valley. Work will be located with the jurisdiction of over 17 agencies in the San Bernardino Valley including the County of San Bernardino and Caltrans.
- The project would result in improved traffic flow, improved 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.
- Advertisement for construction bids is scheduled to be issued in October 2010. Award of the construction contract is planned for December 2010 and construction mobilization will occur in early 2011.

Project Notes of Interest:

- The project will be funded through the Federal Congestion Mitigation and Air Quality Improvement (CMAI) program. 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).

Issues Being Worked:

- Federal authorization (E-76) was issued for the project in October 2010. SANBAG is moving forward with the construction procurement process and expects award of the construction contract by December 2010.

Primary Project Contact

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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	[Aug 2010]
Complete for Beneficial Use	[Feb 2011]
Project Complete	[Apr 2011]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$250
Final Design	\$2,338
Construction Support	\$624
Construction	\$4400
Total	\$7,612

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal CMAQ Funds	\$5,612
State -TLSP	\$2,000
Federal Funds (DEMO, STP L-R)	
TCIF	
Railroad Contribution	
Future Federal, State & Local	
Total	\$7,612