

# News

from  
SANBAG



San Bernardino Associated Governments ■ 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor ■ San Bernardino, CA 92410-1715  
■ [www.sanbag.ca.gov](http://www.sanbag.ca.gov) ■ Contact: Jane Dreher, Public Information Officer ■ (909) 884-8276

For Immediate Release: July 1, 2010

## Devore Interchange Lands Design-Build Designation

SACRAMENTO, CA - On Thursday, July 1, 2010, the California Transportation Commission (CTC) selected the \$359 million Devore Interchange Reconstruction project as one of 10 road construction projects statewide that Caltrans can construct using a streamlined project delivery method known as design-build.

"This is fantastic news for everyone who uses the Devore interchange because it means this project can be built faster and more efficiently," San Bernardino County Second District Supervisor Paul Biane said. "I'd like to thank San Bernardino Associated Government (SANBAG) and Caltrans staff for all of their efforts to ensure that the Devore project was one of the 10 statewide that can be built using the innovative design-build method." SANBAG is the transportation planning authority for San Bernardino County.

Design-build is a project delivery method in which the owner – in this case Caltrans – contracts with a single entity for both design and construction services for a project. Traditionally, public agencies contract with one company for design and a separate company to construct. However, Senate Bill 4 (SBX2 4), which was adopted last year, allows Caltrans to use design-build on up to 10 transportation projects. The bill also authorizes five local design-build projects statewide.

The junction of Interstate 15 and Interstate 215, known as the Devore Interchange, is the worst bottleneck on I-15 in the County of San Bernardino. It was originally constructed in 1969. Today, the interchange handles an average of 160,000 vehicles a day, including about 21,000 trucks.

"This project will have significant benefits for freight traffic, recreational travelers, and especially High Desert commuters," said First District Supervisor and incoming SANBAG President Brad Mitzelfelt. "An improved Devore Interchange will spur economic growth and improve the quality of life for all Southern California motorists traveling to the High Desert, Las Vegas and beyond."

Drivers currently need to make multiple lane changes to stay on I-15 as they pass through the interchange. The project proposes to reconstruct the interchange to allow I-15 to be the main movement for vehicles. Drivers on I-215 would merge on and off I-15 from the right-hand side of the freeway. This design will allow drivers to travel through the interchange without having to change lanes or lose lanes in the process.

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In addition to approving the project for design-build, the CTC, on Wednesday, approved a \$118 million allocation from the State Highway Operation and Protection Program (SHOPP) for the project. The funding backfills money the SANBAG Board of Directors had requested to be moved from the Devore project to the Colton Crossing Rail-to-Rail Grade Separation project. These original funds came from Prop 1B Trade Corridor Improvement Funds.

“The Board’s decision to reallocate the funds was the type of strategic move we have to make in order to keep these multi-million dollar transportation projects moving forward,” said Biane, who also serves on the SANBAG Board. “We have to think creatively and leverage the limited dollars we have to get these projects delivered on schedule.”

Proceeding with the design-build method and designating Caltrans as the lead agency underscores the successful working relationship between Caltrans and SANBAG. Both public and private agencies will be utilized on the project.

#### Other Devore Interchange Facts:

- The design-build approach will accelerate the start of construction by approximately 17 months, allowing it to start in June 2012, as opposed to November 2013
- SANBAG and Caltrans anticipate capitalizing on the current reduced construction costs trends that have been coming in under engineer estimates.
- Not only will this project improve traffic flow at the I-15/I-215 Devore Interchange, but it includes reconnecting the historic Route 66 that currently dead-ends on both sides of the interchange.
- Statistically, these types of design-build contracts have fewer change orders. With the challenging terrain and physical and environmental constraints, this creates a greater incentive for the design-build team to develop innovative solutions to reduce construction costs.
- The project’s total cost estimate of \$359 million for the anticipated locally-preferred alternative includes 15 bridges, roadbed widening on two Interstates, improvements to local arterials, environmental mitigation and major drainage improvement.

For additional project information, visit SANBAG’s website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov)

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