

MAJOR PROJECTS

Project Status Briefing

Through March 2013



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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 March 31, 2013)**

**Page
No.**

Project Location Maps

- 1 Mainline Projects
- 2 Interchange Projects
- 3 Grade Separation Projects
- 4 Special Projects

Project Name

Phase

Corridor

Mainline Projects

- | | | | |
|----|---------------------------------|---------------|-----------------|
| 5 | I-10 Corridor | Environmental | I-10 Corridor |
| 6 | I-215 Bi-County HOV Gap Closure | Construction | I-215 Corridor |
| 7 | SR 210 Extension Construction | Construction | SR 210 Corridor |
| 8 | I-10 Westbound Widening | Construction | I-10 Corridor |
| 9 | I-215 Widening – Central | Construction | I-215 Corridor |
| 10 | I-215 Widening – South | Close-out | I-215 Corridor |
| 11 | SR 210 Lane Addition | Environmental | SR 210 Corridor |

Interchange Projects

- | | | | |
|----|-----------------------------------|----------------|------------------------|
| 12 | I-10 and Cherry Avenue | Construction | I-10 Corridor |
| 13 | I-10 and Citrus Avenue | Construction | I-10 Corridor |
| 14 | I-10 and Riverside Avenue | Close-Out | I-10 Corridor |
| 15 | I-10 and Tippecanoe Phase I | Construction | I-10 Corridor |
| 16 | I-10 and Tippecanoe Phase II | Design & ROW | I-10 Corridor |
| 17 | I-15 & I-215 Improvement (Devore) | Design / Build | I-15 & I-215 Corridors |
| 18 | I-215 and Barton Road | Environmental | I-215 Corridor |
| 19 | I-215 and Mt. Vernon/Washington | Environmental | I-215 Corridor |
| 20 | I-215 and SR-210 Connector | Construction | I-215 & SR-210 |
| 21 | SR 210 and Pepper Avenue | Environmental | SR 210 |
| 22 | I-15 and La Mesa/Nisqualli | Construction | I-15 Corridor |
| 23 | I-15 and Rancho Road | Construction | I-15 Corridor |

Grade Separation Projects

- | | | | |
|----|-----------------------------|---------------|---------------------|
| 24 | Colton Crossing UP and BNSF | Construction | Heavy Rail Corridor |
| 25 | Hunts Lane and UP | Construction | Local Streets |
| 26 | Main Street and BNSF | Environmental | Local Streets |
| 27 | Palm Avenue and BNSF | Design & ROW | Local Streets |
| 28 | Lenwood Road and BNSF | Design & ROW | Local Streets |
| 29 | North Milliken and UPRR | Construction | Local Streets |
| 30 | Laurel Street and BNSF | Design & ROW | Local Streets |

Special Projects

- | | | | |
|----|---|--------------|---------------|
| 31 | SR-60 Soundwall | Construction | SR 60 |
| 32 | San Bernardino Valley Traffic
Signal Synchronization | Close-Out | Local Streets |
| 33 | Colton Quiet Zone | Design | Local Streets |

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 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 Closeout = 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

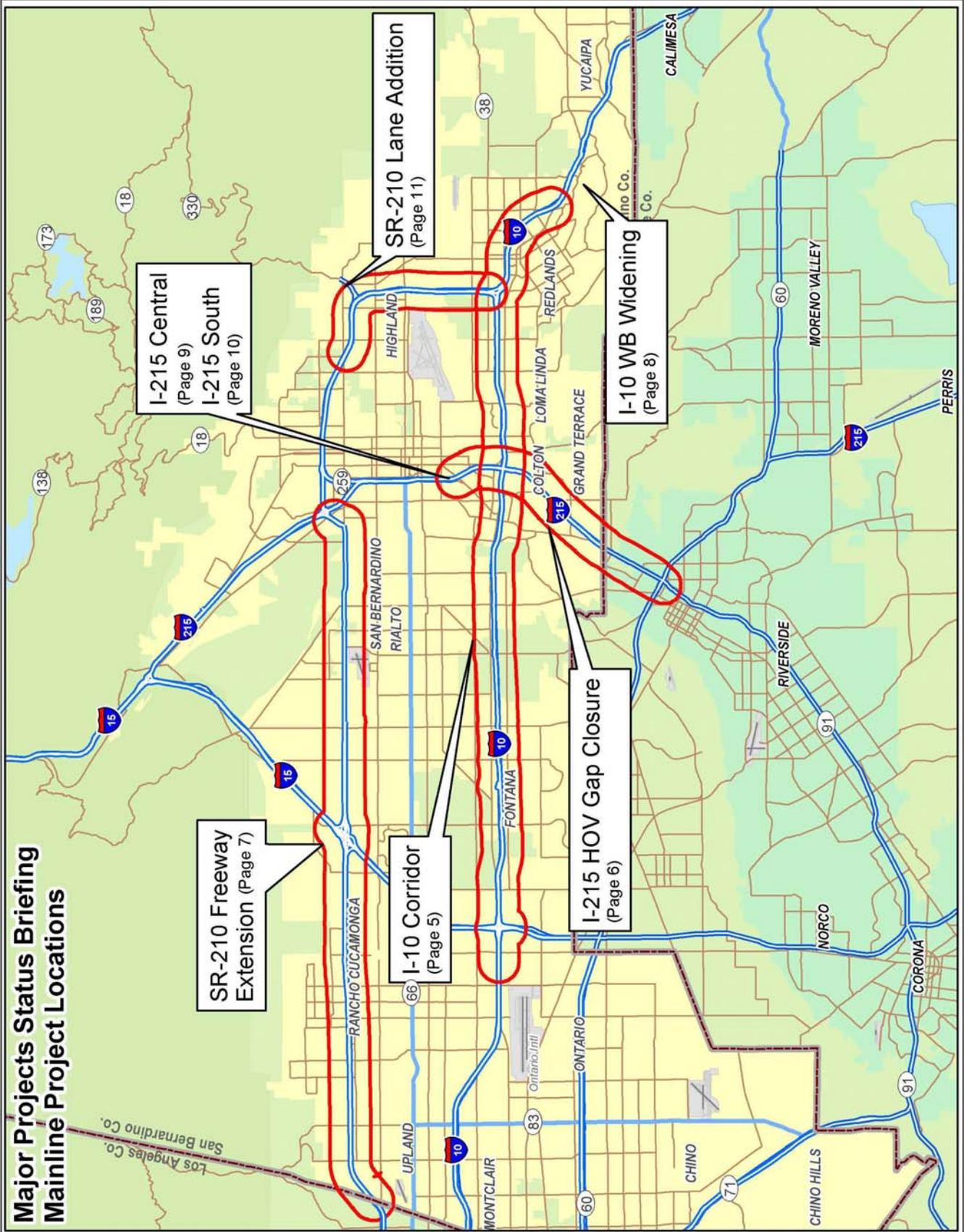
STATE

- 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
- SLPP – State Local Partnership Program

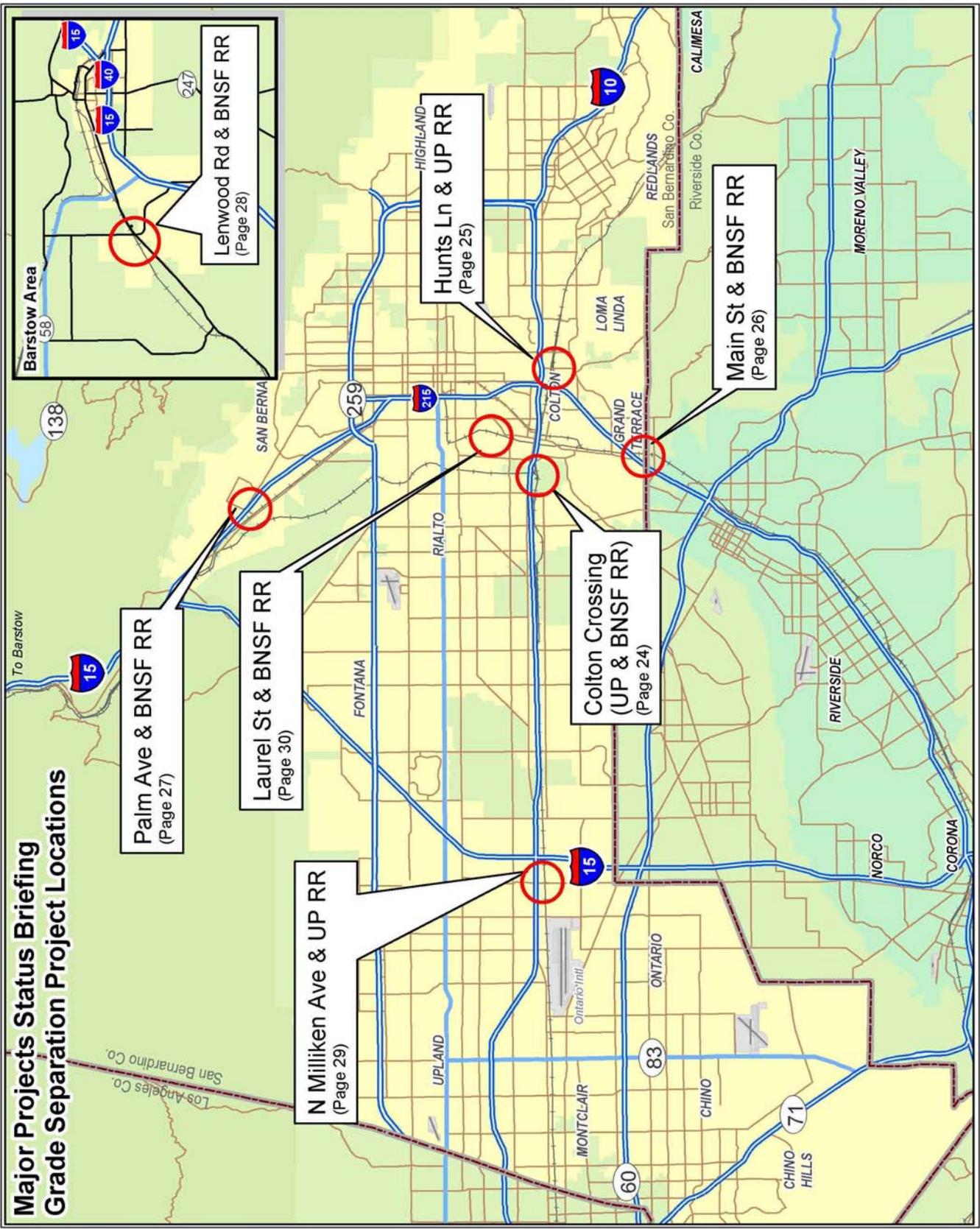
LOCAL

- DMPF – Developer Mitigation Program Funds
- DIF – Developer Impact Fees
- IVDA – Inland Valley Development Agency

Major Projects Status Briefing Mainline Project Locations



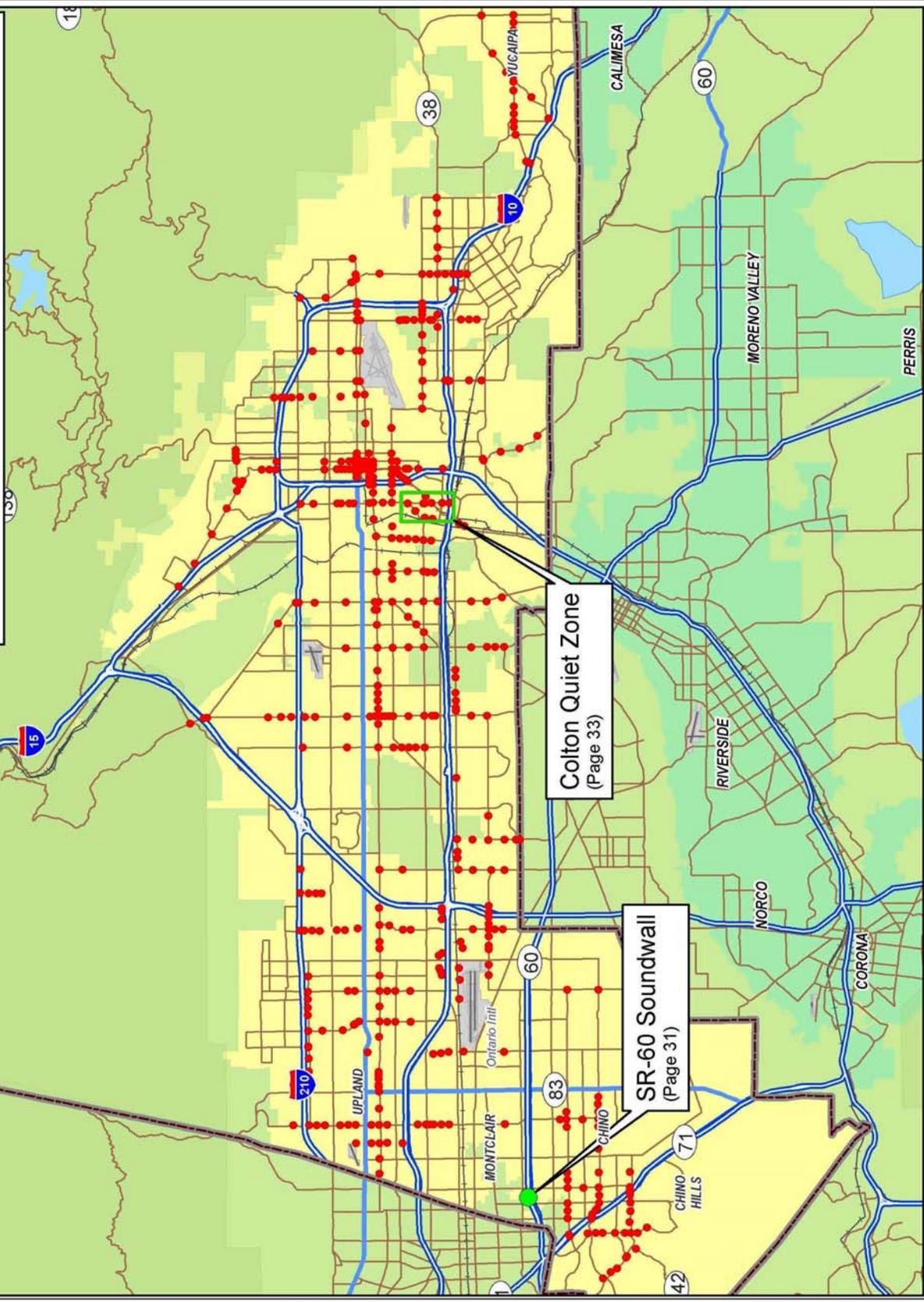
Major Projects Status Briefing Grade Separation Project Locations



**Major Projects Status Briefing
Special Projects**

Legend

- San Bernardino Valley Traffic Signal Synchronization (Page 32)



I-10 Corridor

Map of Project:



Project Scope Summary:

This project consists of two build alternatives under study: One alternative includes extending a High Occupancy Vehicle (HOV) lane that would allow access to vehicles with multiple passengers. Improvements for this alternative would begin from where the existing HOV lanes end approximately 0.2-mile west of Haven Avenue in the City of Ontario to Ford Street in the City of Redlands, a distance of approximately 25 miles. Another alternative would provide two express lanes, also known as high occupancy toll lanes, for approximately 35 miles. Express lanes allow vehicles carrying multiple passengers to access the lanes and other vehicles, including single passenger vehicles to access the lane by paying a toll. This alternative would begin from approximately 2 miles west of the San Bernardino/Los Angeles County line in the City of Pomona and end at Ford Street in the City of Redlands.

Project Status and Continuing Activities:

- Preliminary engineering design and environmental technical studies (i.e. geometric, ROW constraints, drainage, noise, traffic, earthquake etc.) are continuing for the HOV and Express Lane alternatives
- Traffic Methodology and Forecast Report is being prepared for Caltrans approval and analysis of the project footprint for inclusion of the Express Lane alternative is underway.
- SANBAG Board workshop held in Dec. 2012 to discuss Interview Report, review Corridor Advisory Groups (CAG), and present a comprehensive Public Outreach Plan.
- SANBAG Staff has presented over 50 public briefings to various community groups, City Councils and other business organizations.

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 must be identified and secured. Measure I 2010-2040 is the only funding source currently identified.

Issues Being Worked:

- Informing member agencies of the status of this corridor project, express lane alternative geometric plans, and coordination with their related projects.

Primary Project Contact Chad Costello
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	2005
Study Report Approved	Dec 2006
PA/ED Approved	[2017]
Design Approved - ROW Certified	[2019]
Construction Notice to Proceed	[2020]
Complete for Beneficial Use	[2025]
Project Complete – Contract Close	[2025]

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

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.
- The project includes the replacement of Newport Bridge over I-215 in the City of Grand Terrace. The existing Newport Bridge has a reduced standard vertical clearance and is at risk of being struck by high profile vehicles.

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

Project Status and Continuing Activities:

- SANBAG negotiated a cooperative agreement with Caltrans that would authorize the State to advertise, award, and administer the construction contract. The Board approved this cooperative agreement in February 2012.
- The construction contract was awarded by Caltrans in early December 2012 and a Notice to Proceed in January 2013. Construction activities have begun and the project is expected to be completed in approximately two years.

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	\$14,833
Construction Capital	\$133,501
Total	\$177,695

Project Notes of Interest:

- PA/ED was achieved in March 2011 per the schedule, and PS&E and Right of Way in June 2012.
- CTC awarded CMIA savings at the June 27 2012 meeting in Ontario.
- The construction bid package also included a pavement rehabilitation project that is funded entirely by Caltrans. Combining this project would reduce overall costs through economy of scale.

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$50,459
State – STIP/RIP	\$67,194
State - CMIA	\$15,460
State- IIP	\$4,961
Riverside County Trans Commission	\$1,305
Measure I	\$38,316
Total	\$177,695

Issues Being Worked:

- Completing the utility relocation work with Southern California Edison.

Primary Project Contact

Paul Melocoton
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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:

- 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 was completed on May 4, 2012 and is now in a 1 year of plant establishment phase.
- Segment 9 Landscape project was bid on 10/13/11 and started construction in February 2012. Work was completed on November 27, 2012 and is now in a 1 year of plant establishment phase.
- Segment 10 Landscape project was bid on 11/22/11 and started construction in March 2012. Work was completed on October 29, 2012 and is now in a 1 year of plant establishment phase.

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
Landscaping Phase	[Dec 2017]

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
Local Funds	\$9,492
Measure I	\$120,249
Total	\$233,423

Project Notes of Interest:

- The planting concepts developed for the Segments 8 through 11 projects are intended to reduce overall maintenance costs and help conserve water with the implementation of efficient irrigation strategies.

Issues Being Worked:

- Segments 8, 9 and 10 Landscaping projects are in Plant Establishment.
- 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. Construction is scheduled to start in July 2013.
- Bids for Segment 8 four (4) year existing extended plant (EEP) maintenance contract were received on March 7, 2013 and is expected to be awarded in April with the EEP expected to start in May 2013.

Primary Project Contact

Tim Kirkley
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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.

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. The project has incorporated a local pre-historic geoglyph on the retaining wall along westbound lane between Yucaipa and Redlands.

Issues Being Worked:

- Project has transitioned to Stage 5, which includes continued construction of the freeway widening and Yucaipa Blvd on-ramp widening. Backfill, concrete slope protection and installation of final stormwater pollution prevention measures at all retaining walls on the north side of the freeway is ongoing.
- In November 2012, a Cooperative Agreement with the City of Yucaipa was approved by the Board to add a storm drain system to address an ongoing drainage problem near the intersection of 17th Street and Dunlap Avenue impacted by this project. Work is expected to start in April 2013 and be completed by June 2013.

Primary Project Contact:

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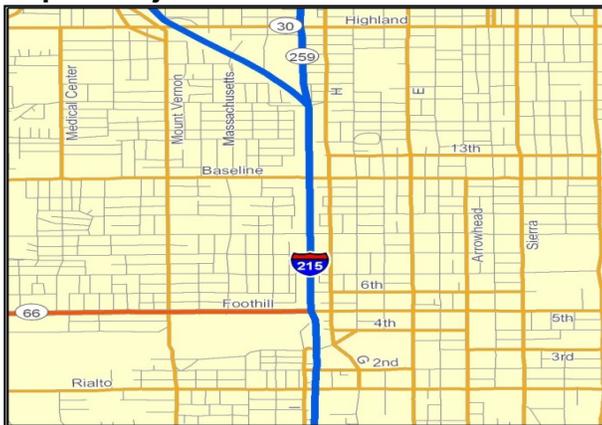
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2004
Study Report Approved	- Incl in PR -
PA/ED Approved	July 2007
Design Approved - ROW Certified	Oct 2009
Construction Notice to Proceed	Jan 2011
Complete for Beneficial Use	[Jun 2013]
Project Complete – Contract Close	[2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Incl in PR -
Project Report	\$914
Final Design	\$4,086
ROW Certification	\$311
Utility Relocation	\$0
Construction	\$22,329
Totals	\$27,640

Funding Summary (\$ 000's)	
Funding Source	Amount
State – CMIA	\$14,080
Measure I	\$5,808
Federal - STPL	\$7,752
Total	\$27,640

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 Street, 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.

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	[Jan 2014]
Project Complete	[2014]

Project Status and Continuing Activities:

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

Project Notes of Interest:

- The second half of Baseline Bridge was demolished in January 2011 and completed in May 2012.
- The new 5th Street southbound off-ramp opened to traffic in May 2012.
- The new Baseline NB off ramp opened in May 2012.
- The new 3rd Street southbound off-ramp was open in May 2012.

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	- Caltrans -
Project Report	- Caltrans -
Final Design	\$27,608
ROW Certification	\$47,200
ROW Support	\$10,090
Construction Support	\$37,903
Construction	\$174,800
Totals	\$297,601

Issues Being Worked:

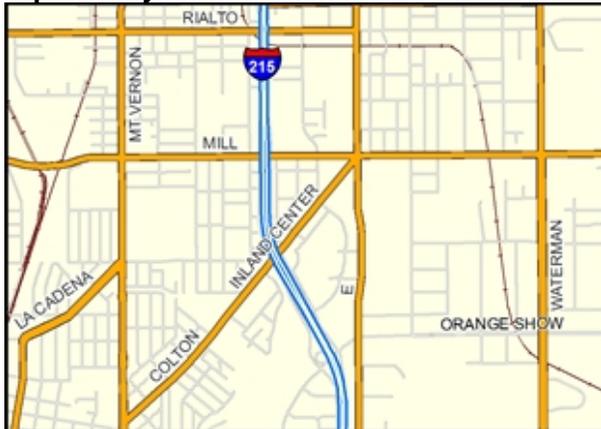
- The following bridges are being constructed: Northbound I-215 at 2nd Street, 3rd Street; 16th Street Bridge over both NB and SB I-215 and the 215 to the 259 connectors.
- Continued construction of Baseline SB on and off ramps and the long retaining wall along the BNSF right of way. In October 2012, I-215 SB traffic was moved to the new pavement to allow for reconstruction of the existing SB lanes. This is one of the final major traffic changes.
- Continued with SR 259 bridge deck forming. The concrete placement for the deck was completed in January 2013 after BNSF 4th quarter shut down.

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal - CMAQ	\$58,345
Federal - DEMO	\$4,834
Federal - PNRS (IVDA Co-op)	\$21,586
Federal - ARRA	\$128,115
Federal - TEA	\$1,662
State - RIP	\$41,935
State - TCRP	\$8,887
Measure I	\$32,237
Total	\$297,601

Primary Project Contact Sagar Pandey
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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 of the construction and Right of Way phases
- Negotiations underway on the Construction Cooperative Agreement for SANBAG to provide construction services for the follow-up landscape phase.
- Caltrans currently working on the landscape design.

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

Primary Project Contact

Sagar Pandey
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Funding Summary (\$ 000's)

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

SR 210 Lane Addition – From Highland Avenue to San Bernardino Avenue

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	
Study Report Approved	May 2008
PA/ED Approval	[Nov 2014]
Design Approved - ROW Certified	[July 2017]
Construction Notice to Proceed	[Apr 2017]
Complete for Beneficial Use	[Dec 2019]
Project Complete – Contract Close	[May 2020]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Caltrans
Project Report	\$3,561
Final Design	\$8,309
ROW Certification	\$1,400
ROW Support	\$100
Construction Support	\$11,700
Construction	\$118,869
Totals	\$143,939

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - STP	\$43,523
State - RIP	\$43,523
Measure I	\$56,893
Total	\$143,939

Project Scope Summary:

The project will add one mixed-use lane in each direction on SR-210 from Highland Avenue to San Bernardino Avenue. The scope includes auxiliary lanes between Highland and 5th Street, an acceleration lane on the 5th Street southbound on-ramp, and widening of several bridge structures.

Project Status and Continuing Activities:

- Notice to Proceed with PA&ED was issued on April 18, 2012.
- The project geometrics have been defined.
- Draft advisory design features and fact sheets have been identified.
- Value Analysis study completed on February 14, 2013.
- Historic property review and drainage reports submitted.
- PDT agreed to noise and traffic parameters.

Project Notes of Interest:

- Project will be developed in close coordination with Caltrans, the City of Highland, the City of Redlands, and the County of San Bernardino.

Issues Being Worked:

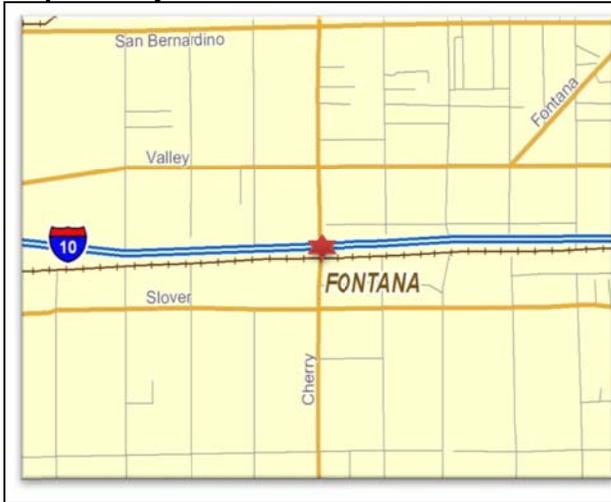
None.

Primary Project Contact

Mary Brown
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 mbrown@sanbag.ca.gov

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 CTC obligated TCIF Funds in March 2012.
- The County of San Bernardino is the lead for PA&ED and the right-of-way appraisals and acquisition activities.
- Construction cooperative agreements between all parties (SANBAG, County, and City) have been amended to include TCIF funds.

Project Notes of Interest:

- The project was advertised in August 2012 and in October 2012, the SANBAG Board of Directors approved award of the construction contract.
- Notice to Proceed was given on October 18, 2012 and the first working day was November 27, 2012

Issues Being Worked:

- Contractor mobilizing for Stage 1A work, which includes improvements on Slover Avenue, Washington Drive, Cherry Avenue (north), construction of new I-10 WB on and off ramps, drainage channel, railroad overpass bridge, retaining and sound walls, temporary pavement on outside shoulder of freeway mainline, and the temporary relocation of freeway traffic.
- Traffic on Cherry Avenue will be reduced to one lane in each direction during this stage.

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	Sept 2011
Construction Notice to Proceed	Oct 2012
Complete for Beneficial Use	[Mar 2015]
Project Complete – Contract Close	[Jan 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	City/Caltrans
Project Report	\$781
Final Design	\$912
ROW Certification	\$11,737
Utility Relocation	-Incl in ROW-
Construction	\$62,256
Total	\$75,686

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – TCIF	\$30,773
Federal - IMD	\$1,225
County of San Bernardino	\$14,573
Measure I	\$15,121
City of Fontana	\$10,086
State - STIP/RIP	\$3,908
Total	\$75,686

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:

- A groundbreaking event was held on March 23, 2012.
- Construction started in April 2012.
- There are five main stages of construction.
- The project is 35% complete as of December 2012.

Project Notes of Interest:

- Construction bid package advertised in November 2011 and was awarded in February 2012.
- Work started on April 18, 2012.

Issues Being Worked:

- Ongoing work includes grading, demolition, construction of RCB drainage structure, utility relocations
- Work started this period includes MSE wall construction, retaining walls, I-10 WB on and off ramps and construction of bridge over the UPRR railroad.
- Falsework for bridge over I-10 is expected to start in April 2013.

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	Apr 2012
Complete for Beneficial Use	[Jan 2014]
Project Complete – Contract Close	[May 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	City
Project Report	\$1,138
Final Design	\$1,142
ROW Certification	\$5,257
Utility Relocation	-Incl in ROW-
Construction	\$47,200
Total	\$53,599

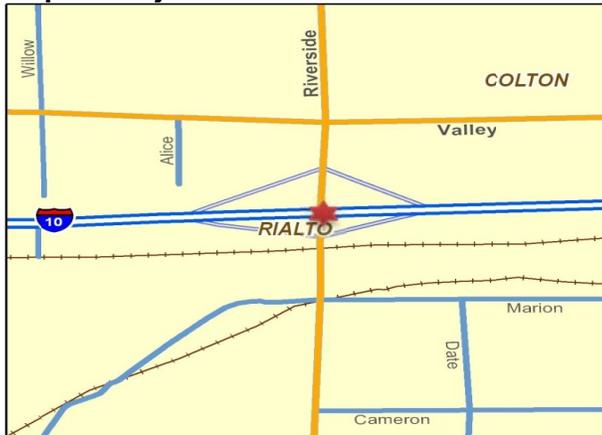
Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$3,238
Federal - STP	\$28,260
Federal – CMAQ	\$2,500
County of San Bernardino	\$184
City of Fontana	\$17,398
Measure I	\$2,019
Total	\$53,599

Primary Project Contact

Mike Barnum
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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 was 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:

- Landscape construction contract awarded in April 2012. The landscape construction contract includes a one-year plant establishment period.
- In October 2012, the landscape contractor ceased to do business and the work was taken over by the bonding company.

Project Notes of Interest:

- Project included a ‘not to exceed’ \$600,000 incentive/disincentive clause to construct the new bridge within 200 calendar days. The contractor completed the bridge within these requirements on October 31, 2011 and received the full incentive.
- Construction bids were 7 million dollars under the engineers estimate.

Issues Being Worked:

- Landscape phase of the project bid in February 2012. Construction started in June 2012 and was scheduled to be completed in November 2012, followed by a one (1) year plant establishment.
- Landscaping is currently on hold pending settlement of the takeover agreement with bonding company. Work is expected to begin in April 2013 and take 4 months to complete, followed by 1 year of plant establishment

Primary Project Contact

Mike Barnum
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 mbarnum@sanbag.ca.gov

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	[Oct 2013]

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	\$11,936
State - STIP	\$1,452
Federal - DEMO	\$651
Federal - IMD	\$486
Measure I	\$2,865
State - TCIF	\$9,838
Total	\$27,228

I-10 and Tippecanoe Avenue – Phase I

Map of Project:



Project Scope Summary:

- This project will improve operations to the I-10 and Tippecanoe Avenue interchange eastbound off-ramp within the existing State Right of Way.
 - The eastbound ramp will be widened.
 - San Timoteo Bridge will be widened.
 - The drainage channel that parallels this off ramp will be enclosed.

Project Status and Continuing Activities:

- Certifications were received for Environmental, Design, and Right of Way in March 2012.

Project Notes of Interest:

- Staff developed a plan to construct the project in two phases and cut approximately 10 months from delivery of the completed interchange improvements.
- In April 2012 this project was awarded \$10 Million in Congestion Management Improvement Account (CMIA) funds
- The Phase 1 construction bid package was advertised in June 2012 and the contract awarded in July 2012. The work started in September 2012. Reconstruction work is expected to last 10 months followed by 1 year of plant establishment.

Issues Being Worked:

- Project is in Stage1. Work includes: clearing, and grubbing, grading, construction of box culvert, tie- ins to the County/Army Corps flood control channel / San Timoteo Creek, and bridge and retaining walls foundation work.

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

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Final Design	\$3,849
Construction	\$15,549
Totals	\$19,398

Funding Summary (\$ 000's)	
Funding Source	Amount
State - CMIA	\$10,000
Local - STPL	\$5,549
Measure I	\$3,849
Total	\$19,398

Primary Project Contact

Mike Barnum
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I-10 and Tippecanoe Avenue – Phase II

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.
 - 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 with SANBAG support.
- The 100% PS&E submittal was intentionally delayed to allow Right –of-Way acquisitions to advance. The PS&E package is anticipated to be submitted in April 2013.

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.

Issues Being Worked:

- Utility relocation and right of way acquisition are the primary activities occurring.
- Hazardous waste investigation was completed and a work plan for remediation was approved by the State Water Board.

Primary Project Contact

Barbara Fortman
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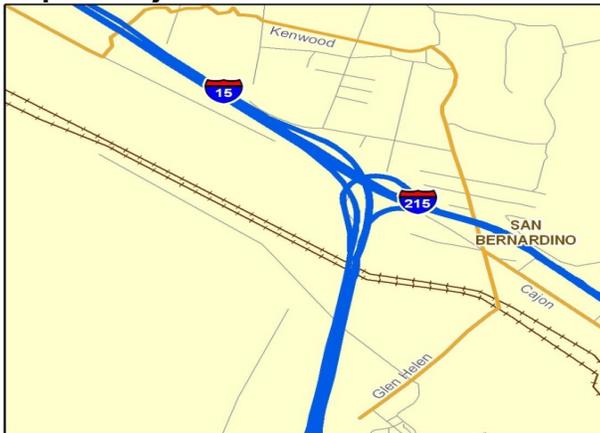
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	May 1997
Study Report Approved	Aug 2002
PA/ED Approved	Jan 2011
Design Approved - ROW Certified	[Nov 2013]
Construction Notice to Proceed	[Feb 2014]
Complete for Beneficial Use	[Jul 2015]
Project Complete – Contract Close	[Dec 2015]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	Incl in PR
Final Design	\$2,593
ROW Certification	\$32,502
Utility Relocation	\$2,500
Construction	\$19,313
Totals	\$56,908

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal –Demo	\$23,848
Federal – IMD	\$2,922
Federal – PNRS	\$7,487
State – IIP	\$2,500
Local – IVDA	\$4,598
City of San Bernardino	\$4,598
City of Loma Linda	\$4,598
Measure I	\$6,357
Total	\$56,908

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

Map of Project:



Schedule Summary

Milestone	Actual [Forecast]
Start of Project	July 2007
Study Report Approved	Mar 2009
PA/ED Approved	Feb 2012
Design Approved - ROW Certified	[Apr 2014]
Construction Notice to Proceed	[June 2013]
Complete for Beneficial Use	[May 2016]
Project Complete – Contract Close	[2017]

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

Cost Item	Amount
Study Report	Incl in PA/ED
Project Report	\$10,295
Preliminary Engineering	\$6,580
ROW Certification	\$55,106
Utility Relocation	\$0
Construction	\$252,479
Total	\$324,460

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

Funding Source	Amount
Measure I (2010 – 2040) Cajon Pass	\$53,151
Measure I (Major Projects)	\$10,490
State – SHOPP	\$84,135
Federal- STP	\$65,708
Federal - DEMO	\$2,000
State - RIP	\$45,145
Federal IMD	\$3,341
CMIA	\$53,473
Private Utility Company	\$7,017
Total	\$324,460

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 project includes adding separate truck connectors through the interchange and reconnecting Cajon Blvd through the interchange.

Project Status and Continuing Activities:

- Project Study Report was approved in March 2009.
- Project Approval/Environmental Document (PA/ED) was approved in February 2012.
- Project was approved by CTC as a Caltrans “design-build” project at the June 30 2010 CTC meeting.
- Contract award to design-builder on November 13, 2012.
- On-going right-of-way acquisition.
- Design notice to proceed issued December 21, 2012.

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 awarded design-build contract amount and current estimates for right-of- way work.
- A cooperative agreement between Caltrans and SANBAG for initial Right of Way work was executed and amended to cover the entire phase. SANBAG is the implementing agency for this phase.

Issues Being Worked:

- Working with State and Federal agencies to discuss the project and delivery process as related to design-build.
- Meeting with impacted property owners and utility agencies. There are over 100 properties to be acquired.
- Detailed design is underway along with pre-construction activities.

Primary Project Contact

Dennis Saylor
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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:

- The engineering, environmental, technical, and traffic analysis reports were submitted to Caltrans and are under review.
- Caltrans selected the Modified Alternative 7 design, incorporating a roundabout at La Crosse to maintain safe access.
- The Material Adjustment Report (MAR) was submitted to FHWA for final concept approval.
- Geometric Approval Drawings (GAD) were submitted to Caltrans.

Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	June 2006
Project Study Report Approved	April 2007
PA/ED Approved	[Dec 2013]
Design Approved - ROW Certified	[Dec 2014]
Construction Notice to Proceed	[Jun 2015]
Complete for Beneficial Use	[Jun 2017]
Project Complete	[Apr 2018]

Project Notes of Interest:

- SANBAG staff is scheduled to give a presentation to the Grand Terrace City Council on April 23, 2013. Staff will present the three build alternatives and answer questions by council members and the public.
- Design work will commence in October 2013.

Issues Being Worked:

Modified Alternative 7 is being folded into the environmental document.

Primary Project Contact

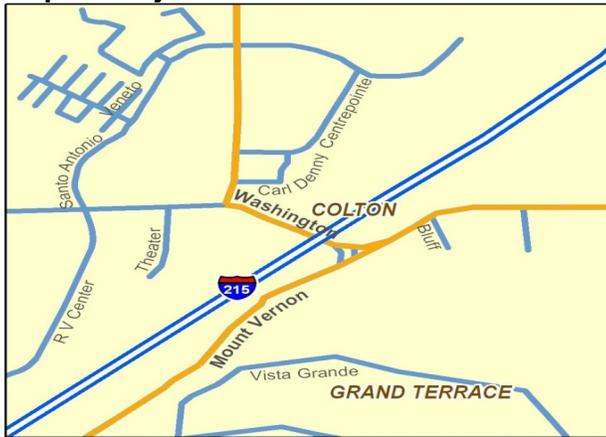
Mary Brown
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Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-Incl in PA/ED-
Project Report	\$1,139
Final Design	\$3,290
ROW Support	\$1,806
ROW/Utilities Capital (Escalated)	\$17,400
Construction Support	\$5,179
Construction Capital (Escalated)	\$46,615
Totals	\$75,429

Funding Summary (\$ 000's)	
Funding Source	Amount
State – STIP/RIP	\$40,011
Measure I – Major Projects Fund	\$1,139
Federal - STP	\$12,612
Federal - 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 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 environmental phase.
- The draft Project Study Report – Project Development Support (PSR-PDS) has been approved by Caltrans.
- The Preliminary Engineering and Environmental Document (PA&ED) phase is underway.

Project Notes of Interest:

- None.

Issues Being Worked:

- Alternative analysis has been prepared and is under consideration by the City of Colton and Caltrans.

Primary Project Contact

Barbara Fortman
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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	July 2007
Project Study Report Approved	Feb 2013
PA/ED Approved	[Jan 2015]
Design Approved - ROW Certified	[July 2017]
Construction Notice to Proceed	[July 2018]
Complete for Beneficial Use	[Nov 2019]
Project Complete – Contract Close	[Apr 2020]

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	\$55,069
Federal - STP	\$10,000
State - 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	Dec 2012
Project Complete	Mar 2013

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
State - 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 was opened in January 2012.

Issues Being Worked:

- Construction of Highland Ave and 27th Street/ Mt. Vernon interchanges, SR 210 to I-215 connector structures are complete. Contractor completed work in December 2012 and is completing administrative project closeout with Caltrans

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 awarded a construction contract for the extension of Pepper Avenue in early 2012.
- A cooperative agreement between the City of Rialto and SANBAG was approved in March 2013 for a two-lane extension of Pepper Avenue to Highland Avenue. This work will occur within the project limits of the SR-210 Pepper Avenue Interchange project. This two-lane extension is led by the City of Rialto.

Issues Being Worked:

- Under direction by Caltrans, the project will require compliance with Federal environmental requirements.
- Work to incorporating the two-lane extension of Pepper Avenue through Highland Avenue in the project plans and studies.

Primary Project Contact

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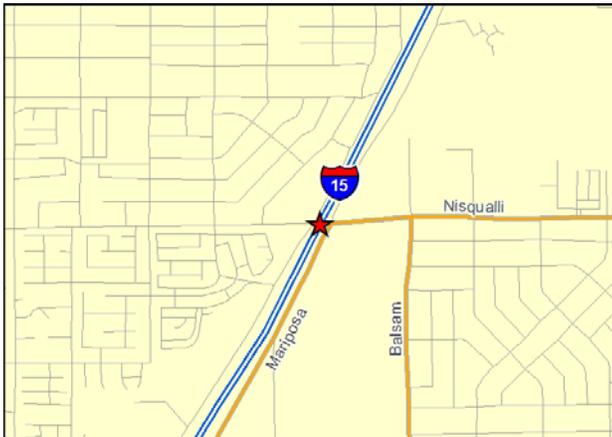
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	January 2011
Study Report Approved	N/A
PA/ED Approved	[Dec 2013]
Design Approved - ROW Certified	[Jan 2014]
Construction Notice to Proceed	[Sept 2014]
Complete for Beneficial Use	[May 2015]
Project Complete	[Nov 2015]

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	Jan 2012
Complete for Beneficial Use	[Mar 2014]
Project Complete	[Aug2014]

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	\$0
Construction Capital	\$51,500
Total	\$83,309

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$4,426
Local - Victorville DIF	\$35,956
State - CMIA	\$21,324
State - RIP	\$11,530
Federal - STP	\$3,800
Federal - DEMO	\$6,273
Total	\$83,309

Project Status and Continuing Activities:

- Work started in February 2012 and anticipated to be completed in August 2013.
- The new Mariposa Road was open to traffic in November 2012. The new Amargosa Road and La Mesa Road were open to traffic in February 2013. Falsework for bridge construction was installed in July 2012 and was removed in February 2013. The project is in Phase 3 of Construction off on and off ramps.

Project Notes of Interest:

- The project received Caltrans approval for a Metric Exception.

Issues Being Worked:

Project is over 50% complete. Ongoing construction of on—and off ramps, bridge approach slabs, retaining walls and earthwork activities.

Primary Project Contact

Mike Barnum
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I-15/Ranchero Road Interchange

Map of Project:



Project Scope Summary:

The project connects Mariposa Road and Caliente Road to I-15 with a full-service interchange. Ranchero Road would consist of three through lanes in each direction along with additional turn lanes at the freeway ramp connections and intersections with two realigned frontage roads. The project will also include utility relocations, flood control improvements, traffic and signal and ramp metering, grading, drainage modifications, signing and striping, traffic handling, and replacement planting.

Project Status and Continuing Activities:

- A Construction Management firm was selected in May 2012.
- The E-76 for construction was issued in September 2012.

Schedule Summary

Milestone	Actual [Forecast]
Start of Project	
Study Report Approved	Jul 2006
PA/ED Approved	Mar 2010
Design Approved - ROW Certified	May 2012
Construction Notice to Proceed	Nov 2012
Complete for Beneficial Use	[Oct 2014]
Project Complete	[Feb 2015]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	City Funded
Project Report	City Funded
Final Design	\$3,815
ROW Support	City Funded
ROW Capital	\$9,134
Construction Support	\$7,700
Construction Capital	\$36,098
Total	\$56,747

Funding Summary (\$ 000's)

Funding Source	Amount
Federal (IM, IMD funds)	\$3,008
State (CMIA, STIP/RIP)	\$35,798
Local (Meas. I, SLPP, Hesperia)	\$17,941
Total	\$56,747

Project Notes of Interest:

- The project was advertised for construction on September 12, 2012 and awarded on November 7, 2012.
- Construction started on January 7, 2013.
- The City of Hesperia is the lead agency and funded the environmental, design, and right-of-way phases of the project.

Issues Being Worked:

- City to award separate contract for waterline installation in March 2013.
- Utility relocations and Stage 1 earthwork activities associated with new Caliente Road Mariposa Road and on and off ramps.
- Utility relocations and Stage 1 widening of Ranchero Road.
- The contractor is preparing the schedule, submittals, and SWPPP.

Primary Project Contact

Mike Barnum
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mbarnum@sanbag.ca.gov

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 at this time. Future UPRR and BNSF tracks can be accommodated with this design.

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.
- UPRR is leading the construction phase, and construction started October 2011.
- Construction is approximately 70% complete.

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.

Issues Being Worked:

- Construction of the structure is underway.

Primary Project Contact

Garry Cohoe
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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	[Dec 2013]
Project Complete – Contract Close	[Feb 2015]

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

Cost Item	Amount
Study Report	Caltrans
Project Report	\$3,689
Final Design	\$5,570
ROW Support and Capital	\$433
Construction Support and Capital	\$93,000
Total	\$102,691

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

Funding Source	Amount
Federal – TIGER	\$33,800
State – STIP	\$3,689
State – TCIF	\$41,228
UPRR/BNSF Railroads	\$23,974
Total	\$102,691

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 was 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).
- Project was advertised for construction in October 2011 and bids were opened in January 2012. The project was awarded in April and work started in June 2012.
- Project has 5 phases. Currently in Phase 3A/B

Issues Being Worked:

- Continue working with utility companies for relocation of existing facilities.
- Continue with jack and bore activities on east side of Hunts lane to relocate utilities under UPRR Right of Way.
- Construction of improvements on Commercial Way (Stage 3A) started on November 16, 2012 and will continue through April 2013.
- Pre-planning for Stage 5 closure of Hunts Lane is ongoing.
- Closure Schedule for early May 2013.

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	Jan 2012
Construction Notice to Proceed	Jun 2012
Complete for Beneficial Use	[Jun 2014]
Project Complete – Contract Close	[Oct 2014]

Budgetary Estimate Summary (\$ 000's)

Cost Item	Amount
Study Report	Incl in Design
Project Report	Incl in Design
Final Design	\$2,744
ROW Certification	\$8,000
Construction	\$20,261
Total	\$31,005

Funding Summary (\$ 000's)

Funding Source	Amount
Federal - DEMO	\$4,499
Federal - PNRS	\$8,015
State - CPUC	\$5,000
State - TCRP	\$9,890
UPRR Railroad	\$1,284
Measure I	\$2,317
Total	\$31,005

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

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Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Jan 2008
Study Report Approved	N/A
PA/ED Approved	[Mar 2016]
Design Approved - ROW Certified	[Sept 2017]
Construction Notice to Proceed	[Feb 2018]
Complete for Beneficial Use	[Apr 2020]
Project Complete – Contract Close	[Dec 2020]

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:

- 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 early 2013.
- Right of Way activities started in September 2011 and certified in March 2013.
- A construction management contact was awarded in October 2012.

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%.
- TCIF funds allocated at March 2013 CTC Meeting.

Issues Being Worked:

- Ongoing discussions with impacted property owners and Utility companies.
- Request for Federal funding submitted in February 2013.
- Finalizing construction bid package.

Primary Project Contact

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

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	-incl. in PA/ED-
Project Report	\$853
Final Design	\$1,945
ROW Support	\$541
ROW/Utilities Capital (Escalated)	\$7,779
Construction Support	\$2,134
Construction Capital (Escalated)	\$13,200
Total	\$26,452

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal – DEMO	\$1,520
Federal - CMAQ	\$4,300
Federal – PNRS	\$3,364
State – TCIF	\$4,560
City of San Bernardino	\$3,539
Measure I	\$8,479
BNSF Railroad	\$690
Total	\$26,452

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	[May 2013]
Construction Notice to Proceed	[Jul 2013]
Complete for Beneficial Use	[Jan 2015]
Project Complete	[Jul 2015]

Project Status and Continuing Activities:

- SANBAG submitted a Right-of-Way Certification 2 application with Caltrans, which was revised to a Non-Compliant Right of Way Certification.
- Effective Order of Possessions’ have been obtained for all necessary Right-of-Way acquisitions.
- An RFP was issued on March 11, 2013 for construction management services, consultant selection is expected to be finalized and contract awarded by June 2013.

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	Incl in Design
Final Design	\$4,409
ROW Certification	\$4,791
Construction	\$22,532
Total	\$31,732

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 original baseline agreement was approved in September 2008. In September 2012, the Board approved Amendment 1 to the baseline agreement. The schedule was updated to start October 2013, which will ensure that the project will begin construction prior to the TCIF construction award deadline of December 2013.

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$3,553
City of Barstow	\$1,993
Federal - DEMO	\$1,438
Federal - STP	\$12,289
State - TCIF	\$6,694
State - SLPP	\$2,161
BNSF Railroad	\$1,103
County of San Bernardino	\$2,501
Total	\$31,732

Issues Being Worked:

- Caltrans is reviewing a “Non-Compliant Right of Way Certification 2,” due to SCE’s opposition to the “Buy America” clause within the utility agreement.

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:

- An amendment to the Coop was approved in March 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 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 ongoing 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. The track has been grade separated and trains were routed over the new bridge in July 2012.

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.

Issues Being Worked:

- Stage 1A and temporary railroad shoofly work is complete. Stage 2 work began in August 2012 and was completed in February 2013.
- Stage 2 Milliken roadway widening and paving work is ongoing.
- Stage 3 and UPRR installation of new tracks on the 2nd half of the new bridge is anticipated to start in April 2013 and continue to September 2013

Primary Project Contact

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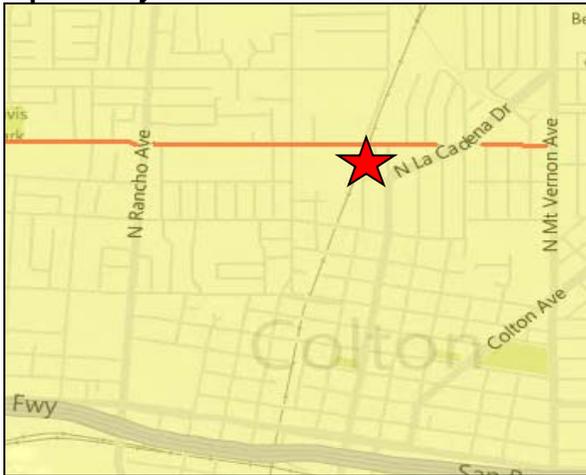
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	N/A (City)
Study Report Approved	N/A (City)
PA/ED Approved	N/A (City)
Design Approved - ROW Certified	Aug. 2010
Construction Notice to Proceed	Nov 2010
Complete for Beneficial Use	[Jun 2013]
Project Complete	[Nov 2013]

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
State - STIP/RIP	\$33,167
State - TCRP	\$3,120
State Section 190 Grant	\$5,000
City of Ontario	\$14,443
Railroad Contribution	\$2,161
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.
- 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 shoofly and railroad bridge design.
- The 95% constructability review was completed and the final plans are currently in preparation.
- ROW activities are almost complete. ROW interests from three properties out of 14 properties remain to complete the ROW phase.
- A construction management firm has been procured for the project.

Project Notes of Interest:

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

Issues Being Worked:

- The terms of the Construction and Maintenance (C&M) agreement between SANBAG, the City of Colton, and BNSF are currently being negotiated.

Primary Project Contact

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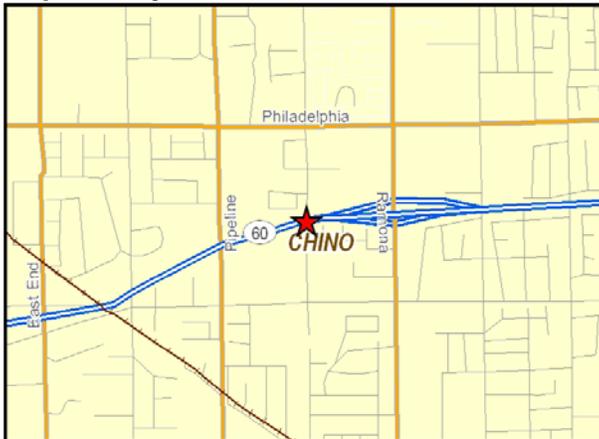
Schedule Summary	
Milestone	Actual [Forecast]
Start of Project	Dec. 2010
Study Report Approved	N/A
PA/ED Approved	Jan 2012
Design Approved - ROW Certified	[May 2013]
Construction Notice to Proceed	[Sept 2013]
Complete for Beneficial Use	[Sept 2015]
Project Complete	[Feb 2016]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$1,449
Final Design	\$3,207
ROW Support	\$409
ROW Capital	\$10,641
Construction Support	\$5,494
Construction Capital	\$38,651
Total	\$59,851

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$4,259
State - TCIF	\$11,917
State – TCRP	\$27,122
BNSF Railroads	\$5,985
UPRR Railroad	\$4,609
Local Funds –City of Colton	\$5,959
Total	\$59,851

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.

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.

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	\$60
Construction	\$805
Total	\$865

Funding Summary (\$ 000’s)	
Funding Source	Amount
Measure I	\$865
Total	\$865

Issues Being Worked:

- Construction contract was awarded in January 2012 and work started in March. Construction of the wall was completed in June 2012, and will be followed by 1 year of plant establishment.
- Project is currently in the plant establishment period.

Primary Project Contact

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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 was 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).
- Construction started on February 7, 2011 and was completed in December 2012.

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$140
Final Design	\$2,448
Construction Support	\$526
Construction	\$3,518
Total	\$6,632

Issues Being Worked:

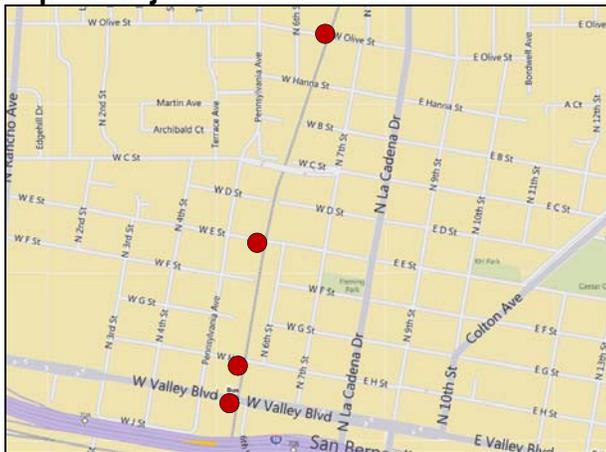
- Tiers 1 & 2 Signals On-Call Technical Support ongoing.
- Tiers 3 & 4 1 year Signals Maintenance Support was awarded in March 2013.

Funding Summary (\$ 000's)	
Funding Source	Amount
Federal CMAQ	\$4,860
State -TLSP	\$1,772
Total	\$6,632

Primary Project Contact Sagar Pandey
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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 was approved.
- A Construction Cooperative agreement between SANBAG and the City of Colton was approved.

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	[Jun 2013]
Complete for Beneficial Use	[Oct 2013]
Project Complete	[Mar 2014]

Budgetary Estimate Summary (\$ 000's)	
Cost Item	Amount
Study Report	N/A
Project Report	\$193
Final Design	\$170
ROW	\$5
Construction Support	\$136
Construction	\$2,738
Total	\$3,242

Funding Summary (\$ 000's)	
Funding Source	Amount
Measure I	\$3,142
BNSF Railroad	\$100
Total	\$3,242

Project Notes of Interest:

- None

Issues Being Worked:

- The terms of the Construction and Maintenance (C&M) agreement between SANBAG, the City of Colton, and BNSF are currently being negotiated. The project will be advertised as soon as the C&M agreement is executed.
- 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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