

Meeting Summary of the SANBAG Board of Directors

San Bernardino Associated Governments ■ 1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410 ■ (909) 884-8276
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◆ Devore Interchange Potential Design-Build Project

SANBAG Board authorized staff to proceed with negotiations with Caltrans to submit the I-215/I-15 Devore Interchange project as one of the ten potential design-build projects in the state. Utilizing the design-build procurement process could allow construction to commence sooner than using the traditional design-bid-build procurement process.



Under the Design-Build Demonstration Program, the California Transportation Commission (CTC) is allowed to authorize up to 15 design-build transportation projects, of which ten are designated for Caltrans projects, and five are designated for local transportation entities or Regional Transportation Planning Agencies (RTPA). Competition for the five slots available to a local transportation entity or RTPA will be fierce and the likelihood of the Devore project being selected would be reduced. Therefore, SANBAG Board approved for the Devore project to be managed by Caltrans and submitted as one of the 10 projects allocated for Caltrans, which would give the project the best chances of getting CTC approval.

It is widely known that the Trade Corridor Improvement Fund (TCIF) has been over-programmed and there is a high probability that by 2013, the program funds would be completely depleted. By utilizing the design-build process, Devore Interchange could be delivered early and would reduce the risk of losing funds from the TCIF.

Some benefits associated with the design-build delivery method specific to the I-215/I-15 Devore Interchange project include:

- construction could start up to 17 months sooner;
- earlier allocation of the TCIF funds;
- designating Caltrans as the lead would enhance the successful working relationship between Caltrans and SANBAG; and
- project support will be less expensive due to earlier start, shorter delivery time and potential innovative approaches.

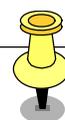
The Devore interchange is known as the worst bottleneck on I-15, with more than one million vehicles traveling through this area each week. Severe delays are common, especially on peak morning and afternoon commute times. The interchange also is impacted by recreational travelers bound for Las Vegas and Laughlin, as well as freight moving through this area. Improvements include the addition of one northbound lane and one southbound lane on I-15 between I-215 and Glen Helen Parkway.

◆ Miyamoto, Lynn Honored for 10 Years of Service



Above: Kelly Lynn (left), SANBAG President Paul Eaton (center), and Terri Miyamoto (right)

SANBAG President Paul Eaton presented Human Resources/Information Services Manager Terri Miyamoto and Air Quality/Mobility Program Manager Kelly Lynn with a lapel pin commemorating each of their 10 years of dedicated service to SANBAG.



Meeting Calendar

- **Jan. 13:** Administrative Committee, 9 a.m.
- **Jan. 15:** Mountain Desert Committee, 9 a.m.
- **Jan. 20:** Board Mtg. & Workshop, and Plans and Programs Committee, 12 noon
- **Jan. 21:** Commuter Rail & Transit Comm., 12 noon
- **Jan. 12:** I-215 Open House, Shandon Hills Golf Club, San Bernardino, 4:30-7 p.m.
- **Jan. 15:** SB 375 Workshop, Town of Apple Valley Recreation Center, 10:30 a.m.
- **Jan. 28:** SB 375 Workshop, SANBAG, 4 p.m.
- **Feb. 2:** I-10/Riverside Interchange Open House, Rialto Senior Center, 4:30-7 p.m.

Rancho Cucamonga Celebrates Completion of Haven Grade Separation



Above: Haven Avenue Bridge, Rancho Cucamonga

Nearly 150 people attended a ribbon-cutting ceremony commemorating the completion of construction of the Haven Avenue/Metrolink grade separation bridge in Rancho Cucamonga.

Haven Avenue is one of the city's most-traveled routes, due to its central location from Interstate 10, Route 60 and Route 210. Approximately 38,000 vehicles and 40 trains pass through this location on a daily basis.

The new bridge, which only took one year to construct, provides six lanes of traffic (three in each direction), two bicycle lanes, pedestrian sidewalks under the new two-track bridge, and landscaping along the side slopes and median.

Many of the benefits to separating train traffic from vehicle traffic include improved safety for drivers, Metrolink train riders, pedestrians and bicyclists, as well as improved travel time and air quality. Improved air quality is due to a reduction in CO2 emissions that come from vehicles idling while waiting for trains to cross.

The project cost was less than the engineer's estimate, which the City of Rancho Cucamonga paid through redevelopment agency funds, and of which half will be reimbursed to the city from Measure I funds, San Bernardino County's half cent sales tax for transportation improvements.

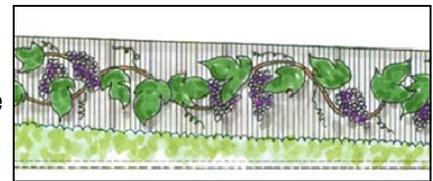
Below: Elected officials commemorate completion of the Haven Avenue Grade Separation project on December 16, 2009



I-10/Riverside Avenue Interchange to Begin Construction

SANBAG Board approved a construction contract with C. C. Myers, Inc. for the I-10/Riverside Avenue interchange project. The 11 bids that were submitted ranged in cost from \$16.5 million to \$21.4 million, all below the engineer's construction estimate of \$22.8.

SANBAG and the City of Rialto are working to replace the Interstate 10/Riverside Avenue interchange in Rialto. The project includes replacing the existing five-lane Riverside Avenue bridge over I-10 with a nine-lane bridge. The new bridge will feature five northbound lanes (three through-lanes and two left-turn lanes) and four southbound



Above: I-10/Riverside Bridge Aesthetics

lanes (two through-lanes and two left-turn lanes). One additional lane will be added to each of the on-ramps and off-ramps to aid in entering and exiting the freeway. Safety improvements also will be made on Riverside Avenue between the interchange and Valley Boulevard, north of the freeway.

The Riverside Avenue bridge over I-10 will be fully closed for approximately seven months, during its reconstruction. All freeway ramps are expected to remain open during most of construction, and only right turns onto and off of the freeway will be allowed. The overall project will take about two years to complete.

The City of Rialto initiated this project in 1995 and obtained environmental approval in 1999. In 2002, Caltrans required that an upgraded environmental document be prepared because of the three-year lapse since environmental approval and the identification of the habitat for the Delhi Sands Flower-Loving Fly as an issue throughout the I-10 corridor. The new environmental approval was received in April 2008. Construction is tentatively scheduled to start in early 2010 and be complete by late 2011.

Total project costs are approximately \$34 million and will be financed by a combination of federal and state funds, as well as city redevelopment funds and Measure I funds. For more information on the project during construction, please visit www.sanbag.ca.gov/projects/interchange_riverside.html or call the project helpline at 909-889-8611 x.102.