

LOS ANGELES SECTION, REGION 9

San Bernardino & Riverside Counties Branch

FOUNDED 1953

Outstanding Project Awards

OUTSTANDING PRIVATE SECTOR CIVIL ENGINEERING PROJECT (Please select the category or categories below that are applicable to your project)

Project Name: _____

Project Address or Location: _____

Project Owner Name or Company: _____

Contact Person: _____

Address: _____

Phone: _____ e-mail: _____

On a separate sheet of paper, please describe the project, including any special features, innovations, and challenges. Consider all phases of the project, including planning, design, construction, and operation maintenance. Include information on the environmental impacts and public benefits of the project, a color photograph of the project and any articles from trade journals or newspapers about the project.

OUTSTANDING PUBLIC SECTOR CIVIL ENGINEERING PROJECT (Please select the category or categories below that are applicable to your project)

Project Name: I-215 Segments 1 and 2 - Reconstruction and Widening

Project Address or Location: _____

Project Owner Name or Company: San Bernardino Associated Governments and Caltrans

Contact Person: Sagar Pandey

Address: 1170 West 3rd Street, Second Floor, San Bernardino, CA 92410

Phone: 909.615.7730 e-mail: spandey@sanbag.ca.gov

On a separate sheet of paper, please describe the project, including any special features, innovations, and challenges. Consider all phases of the project, including planning, design, construction, and operation maintenance. Include information on the environmental impacts and public benefits of the project, a color photograph of the project and any articles from trade journals or newspapers about the project.

Award Category for ASCE Region 9 Consideration (please check (✓) all that apply)

<input type="checkbox"/>	Airports & Ports Project
<input type="checkbox"/>	Architectural Engineering Project
<input type="checkbox"/>	Bikeways & Trails Project
<input checked="" type="checkbox"/>	Bridge Project
<input checked="" type="checkbox"/>	Community Improvement Project
<input checked="" type="checkbox"/>	Construction Project
<input type="checkbox"/>	Energy Project

<input type="checkbox"/>	Environmental Engineering Project
<input type="checkbox"/>	Flood Management Project
<input type="checkbox"/>	Geotechnical Project
<input checked="" type="checkbox"/>	Historical Renovation Project
<input checked="" type="checkbox"/>	Parks & Recreation Project
<input checked="" type="checkbox"/>	Roadway & Highway Project
<input type="checkbox"/>	Small Project

<input checked="" type="checkbox"/>	Structural Engineering Project
<input checked="" type="checkbox"/>	Sustainable Engineering Project
<input checked="" type="checkbox"/>	Transportation Project
<input type="checkbox"/>	Urban or Land Development Project
<input checked="" type="checkbox"/>	Water Project
<input type="checkbox"/>	Water/Wastewater Treatment Project

(The following must be completed with each nomination)

THIS NOMINATION HAS BEEN SUBMITTED BY:

Name: Susan Moon

Title: Orange Center Marketing Manager

Employer: AECOM Technical Services, Inc.

Address: 999 Town and Country Road, Orange, CA 92868

Phone: 714.648.2003 e-mail: susan.moon@aecom.com

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Please complete one form for each nomination.

I-215 RECONSTRUCTION AND WIDENING - SEGMENTS 1, 2, AND 5

SANBAG, in cooperation with Caltrans, the City of San Bernardino, and the Federal Highway Administration, is improving 7.5 miles of I-215 through the City of San Bernardino. AECOM was selected by SANBAG and Caltrans to prepare the final design plans, specifications and estimates for Segments 1, 2 and 5 of this reconstruction and widening program. Skanska-Rados Construction was awarded the construction contract for Segments 1 & 2 and broke ground in late 2009 with construction completed in early 2014.

Innovative Design and/or Construction Benefit to the Community

The project included 15 new bridges, including one temporary bridge, 20,815 lf of cast-in-place concrete retaining walls with a combination of spread footings and footings on piles, 2,368 lf of mechanically stabilized embankment walls, 3,208 lf of sheetpile shoring to support an existing railroad, 80,250 cy of concrete pavement, 88,600 tons of AC pavement, a storm drain system with pipe sizes ranging from 8 in diameter to 96 in diameter, landscape and irrigation, and freeway and city street electrical systems. The project required completion within 1,000 working days.

This section of highway represents a major corridor in Southern California that was used by 83,000 vehicles per day on average in 2003, and is projected to carry 135,000 vehicles per day by 2030. The project's design increases traffic flow, eliminates fast-lane entrances and exits, widens freeway bridges, aids traffic merging by adding auxiliary lanes, improves air quality, reduces noise with sound walls, and enhances access to both the east and west sides of the city.

Construction had an emphasis on sustainability. The team used Skanska's carbon footprinting tool to conduct a preliminary carbon footprint, which determined that the project reduced carbon emissions by over 16 percent by incorporating recycled aggregates rather than sourcing virgin materials off site. The project's carbon footprint was reduced from 79,807 tCO_{2e} to 66,859 tCO_{2e} by reusing waste concrete and asphalt materials on site.

The project team issued website information and Twitter feeds to notify stakeholders of the project's progress, timeline and possible public disruptions. The team held monthly business stakeholder meetings to inform and discuss the project with local businesses and how the project would affect them. Project presentations were also offered to interested organizations.

The project team also worked to reuse as much of the waste concrete and asphalt materials from the site and sent less than 5 percent of the project's waste to landfill. In total, approximately 150,000 tons of base and aggregate material was produced from recycled materials from the project, which accounts for around 30 percent of all materials used on the project. The project saved approximately \$1.8 million by reusing waste project materials (estimate based on 150,000 tons of reused waste material and US\$ 12 savings per ton). The design also incorporated new urban drainage systems, which have larger storm water retention capacity and is designed to deal with a 100-year rain event.

Project Complexity and/or Challenges

A key early element was the preparation of the Geometric Approval Drawings (GAD) for Segments 1 and 2. A number of challenges needed to be addressed during the preparation of GADs, particularly to minimize exceptions to Caltrans design standards. In Segment 1 these issues included the horizontal and vertical alignment of the 5th Street overcrossing, the alignment of the 5th Street southbound off-ramp, site distance issues relating to the 2nd Street off-ramps, providing the required vertical clearance at the Redlands Loop overhead and the 5th Street overcrossing. Another challenge that our team faced was developing an acceptable vertical profile for 5th Street, given the close proximity of H Street to the 5th Street/I-215 Interchange. In Segment 2, these issues included the interchange layout at Base Line Road, the profile for 9th and 16th Streets and the I-215/SR 259 freeway to freeway interchange. Additionally, the GADs needed to be coordinated with Segment 3, which was designed by Caltrans staff.

Impact on Physical Environment

The purpose of the project is to relieve traffic congestion by upgrading I-215 to current design standards. The project includes improving the interchange ramps, providing increased weaving distances, eliminating the existing "left-on" and "left-off" ramps, and increasing the capacity of I-215 through the use of HOV lanes in both northbound and southbound directions. It also includes reconstruction of the I-215 mainline horizontally and vertically in both directions; replacement of numerous bridges; modification of existing interchange ramps; and provision of new traffic signalization.

Aesthetics

The project aesthetics incorporate some of the regions historic elements which include images that highlight ties to the railroad, the proximity to the San Bernardino Mountains and the historic Arrowhead Landmark. The bridges in the corridor feature decorative railing, fencing and lighting elements.

Traffic

Traffic signage is designed to meet the needs of the reconfigured freeway, interchange ramps, HOV lanes, and new local street traffic patterns. Signs were designed to meet current Caltrans/MUTCD standards. Sign facilities include overhead sign structures, bridge mounted signs, and a sign bridge.

Elaborate stage construction was required because of the proximity of the BNSF Railroad on the west side, major reconfiguration of the freeway ramp layouts, requirement to maintain the existing traffic lanes throughout the construction period, and the need to accommodate the concurrent construction of the adjoining freeway segments.

Utility Coordination and Design Work

AECOM coordinated the relocation of a number of utilities along the corridor, including underground gas, water, sewer, fiber optics, telephone, and above-ground power, cable and telephone lines. AECOM prepared utility plans, identified conflicts, coordinated potholing, and reviewed and approved relocation plans provided by utility companies. Several utility lines required relocation into new bridge structures. The bridge design was coordinated with Caltrans' Division of Structures, utility companies and the City of San Bernardino. All work followed Caltrans' utility relocation policies and procedures.

Prior to construction, the City of San Bernardino selected AECOM to design all of the required sewer relocations in the corridor. This included a video camera survey, final plans, specifications and estimates and construction support. The advanced sewer relocation work allowed the freeway construction to proceed on schedule.

The freeway widening impacts the existing drainage system of culverts and open channels. Drainage facilities are being brought up to current standards and include onsite drainage systems, as well as an offsite drainage interceptor system with pipe diameters up to 2400mm (96"). Drainage facilities also incorporate BMP's to conform to NPDES requirements.

Planning and Design

The AECOM team completed the design for an HOV lane, an additional mixed flow lane in each direction, highway lighting, and the reconstruction of the interchanges at 2nd Street, 5th Street and Base Line Road. The project included 11 bridges in Segment 1 and seven bridges in Segment 2, (16 new bridges and two widenings, including two outrigger type structures at the two braided ramps). The 5th Street, 9th Street, Base Line Road and 16th Street overcrossing structure replacement also required coordination with BNSF, since the structures span existing BNSF facilities. Additionally, due to tight right-of-way conditions, the southbound off-ramps at 5th Street and Base Line Road are located in close proximity to BNSF's most easterly track, and this required close coordination with train operations to and from their yard.

Construction

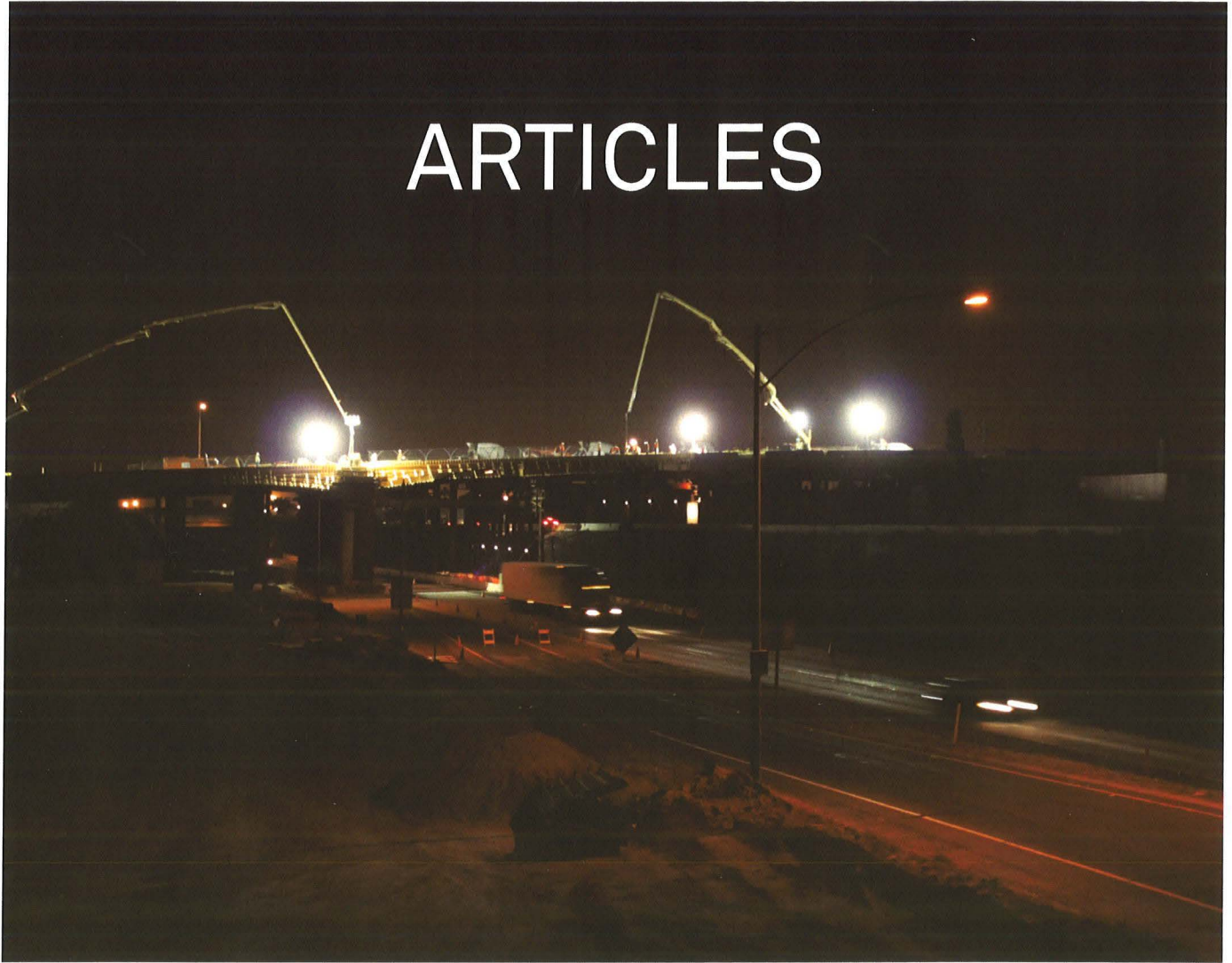
The construction of each segment was staggered by approximately four months to comply with Caltrans' contracting procedures. However, all construction on all segments was essentially proceeding at the same time. This required the development of a well thought out and coordinated construction staging plan. While Caltrans had overall responsibility for the development of the Traffic Management Plan (TMP), our team is working closely with Caltrans staff on all points of coordination. The design of these segments of I-215 is truly a team effort between the AECOM team, Caltrans team and SANBAG. Design was completed in 2005 for Segment 1 and in early 2006 for Segment 2 with construction to be completed by early 2014. Skanska-Rados Construction constructed all of segments 1 and 2 and the work was substantially complete in January 2013 at a final construction value of \$171 million..

AECOM was selected to provide construction support services for this \$175 million freeway reconstruction/widening project through downtown San Bernardino.

Environmental

The preferred alternative selected by SANBAG, Caltrans and the City of San Bernardino called for the construction of a braid ramp/split diamond system with an at-grade ramp connection in both directions at Third Street. Selection of this alternative was based on extensive analysis that included a comprehensive Value Analysis process. Caltrans staff was responsible for preparing an Environmental Re-evaluation (ER) to secure the necessary project approvals.

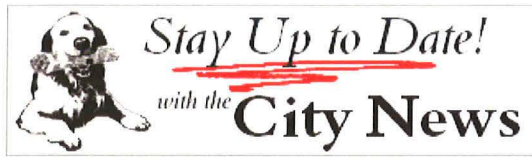
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S	M	T
26	27	28
02	03	04
09	10	11
16	17	18
23	24	25

San Bernardino's Giant I-215 Widening Project Now Complete

By Breeanna Jent
Staff Writer
2014-01-29 • 09:16:45



Photo Courtesy of: Breeanna Jent

Project leaders including Fran Inman, CTC commissioner; Joe Tavaglione, CTC commissioner; Greg Nadeau, deputy administrator, Federal Highway Administration; San Bernardino Mayor Patrick Morris; Bill Jahn, SANBAG president and city of Big Bear Lake councilmember; Basem Muallem, Caltrans District 8 director; and former Congressman Joe Baca.



11 Photos

Federal, state and local officials celebrated at a ribbon cutting ceremony Jan. 24, the completion of San Bernardino's massive \$647 million Interstate 215 North Corridor widening project that will improve access to the interstate's west side and overall mobility through the city of San Bernardino for more than 83,000 travelers daily. That number is expected to increase to 135,000 drivers daily by the year 2030.

Text Size
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The project also created approximately 8,300 direct and indirect jobs in an area hard hit by the economic decline, San Bernardino Mayor Pat Morris explained to the crowd. The massive project spanned seven years and includes 15 new bridges, four new lanes, two flyovers and the reconstruction of 34 ramps along the 7.5 mile route. The complete product also boasts artistic wallsapes that reflect the San Bernardino Mountains, the region's railroad history and natural springs. It was funded through a combination of \$128 million in American Recovery and Reinvestment Act (ARRA) funds, \$117 million in State Proposition 1B funds, and local Measure 1 funds — the voter-approved half-cent sales tax for transportation improvements in San Bernardino County.

"The new I-215 set the stage for growth, created economic

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opportunity and helped Southern Californians get back to work," said Federal Highway Deputy Administrator Greg Nadeau, who traveled from Washington, D.C. for the ceremony. "San Bernardino residents can travel on a better road and get safely from one part of town to another without a freeway separating them and with fewer delays."

Construction began in 2007 and was completed in four phases due to partnership between SANBAG (San Bernardino Associated Governments), Caltrans, The city of San Bernardino, the Federal Highway Administration and more than 60 subcontractors.

"We now have one of the nation's most elaborate, efficient and safe freeway systems passing through the heart of San Bernardino County," said SANBAG President Bill Jahn, also a council member in the city of Big Bear Lake. "This project started before the nation's recession began. It weathered through some financial challenges during the recession and we feel confident it will help lead this region out of the recession."

San Bernardino County Supervisor James Ramos touched on the job creation the project brought forward.

"You saw the county working together with the state and with Caltrans to bring synergy and development that would bring jobs to our area," he said. "That's what this is about. This is a prime example of how we're meeting demands so we can market our community and market our region to bring jobs forward."

Caltrans District 8 Director Basem Muallem addressed the audience; "This is a really important project for this reason: if you were to drive in the Inland Empire, in Riverside or San Bernardino, every two or three miles you're going to see some construction work. We are doing great, great work, working with our regional partners to deliver projects. I think this project is a poster-child that really exemplifies the collaborative work between Caltrans and our regional partners and FHWA. It took a great team effort to put a project like this together."

"This project was so important that it didn't matter whether we were talking about congestion relief, corridor mobility or transportation improvement, we qualified with this project," said Fran Inman, California Transportation Commission (CTC). "I want to thank everybody for really keeping the pressure on us and making it happen. We have a lot of groundbreakings but... the best part is when we have these openings in our communities."

Caltrans leaders say they hope the expansion and revitalization project will increase traffic flow and enhance access to both the east and west sides of San Bernardino to increase major good movements between the Victor Valley, Riverside County, Orange County and Los Angeles County.

San Bernardino celebrates completion of 215 Freeway widening

By Jim Steinberg, The Sun
Friday, January 24, 2014

sbsun.com

San Bernardino County Sun (<http://www.sbsun.com>)

San Bernardino celebrates completion of 215 Freeway widening



SAN BERNARDINO >> The completion of the 7.5-mile 215 Freeway-widening project will open up the city's Westside, and boost the east side as well, civic leaders and real estate experts said Friday during ribbon-cutting ceremonies for the \$647 million project.

"No more 'Berlin Wall.'" Assemblywoman Cheryl R. Brown, D-San Bernardino, said at the completion celebration of the widening project.

For the first time in more than 50 years, San Bernardino's Westside is unified with the eastern side of the freeway, through a freeway exit at Base Line.

Brown said that after the freeway initially came through town, replacing Route 66, "our community (the Westside) died."

Mayor Pat Morris said that the completed project will have an uplifting effect citywide and will mean increased value and marketability for some 20 land parcels once owned by the city's disbanded Redevelopment Agency.

The fruits of this project will be visible, especially along Base Line, "before the end of the year," Morris said.

Some warehousing, retailing and high-density housing will result from the project's completion, he said.

"This project has improved 'connectiveness' for San Bernardino," said Fran Inman, a senior vice president with Industry-based Majestic Realty Co. and a California transportation commissioner.

The project's completion sends out a message to businesses that San Bernardino is ready — businesses crave access and the seven-year project has helped boost San Bernardino's profile, she said.

She declined to predict what kinds of projects might be coming to the Westside.

During the celebration, which was themed to mimic Hollywood award ceremonies, former San Manuel Band of Mission Indians Tribal Chairman James Ramos, now a county supervisor, fired a heavily padded toy arrow into the midsection of Morris.

The mayor, who is wrapping up his eight-year run at the helm of San Bernardino, brought the toy bow and six arrows to the event, saying they were used in “The Hunger Games” movies.

After the arrow incident, Ramos said San Bernardino has been brought “together from east to west.”

The result will be “a unified voice” and more jobs, he said.

“The new I-215 set the stage for growth, created economic opportunity and helped Southern Californians get back to work,” Federal Highway Deputy Administrator Greg Nadeau, said at the event.

“This project will rejuvenate a community and connect parts of this city that have been separated for decades,” U.S. Transportation Secretary Anthony Foxx said in a prepared statement.

The project represents “15 years of planning and design, plus seven long years of construction that occurred while heavy freeway traffic continued to flow,” said Bill Jahn, president of San Bernardino Associated Governments, the transportation planning agency for the county also known as SanBAG.

Morris said the project was a “magnificent example” of public-private partnerships.

“We now have one of the nation’s most elaborate, efficient, and safe freeway systems passing through the heart of San Bernardino County,” said Jahn.

During the ribbon-cutting, civic leaders joined in the chant: “It’s a Great Day in San Bernardino.”

URL: <http://www.sbsun.com/general-news/20140124/san-bernardino-celebrates-completion-of-215-freeway-widening>

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San Bernardino's massive 215 Freeway widening project to be celebrated

By Michel Nolan, *The Sun*
Thursday, January 23, 2014

sbsun.com

San Bernardino County Sun (<http://www.sbsun.com>)

San Bernardino's massive 215 Freeway widening project to be celebrated



SAN BERNARDINO >> After seven years and \$647 million, the massive effort to widen the 215 Freeway culminates in a shout-out and a ribbon-cutting ceremony Friday, as officials and motorists mark the end of the project and a beginning to what they hope is better traffic flow for tens of thousands of commuters each day.

Since 2007, the 7.5-mile project, starting at Orange Show Road near downtown and ending at University Parkway on the north part of the city, has meant detours and traffic snarls for motorists through San Bernardino.

But the inconvenience of improving the aging stretch of freeway — between the 10 and 210 freeways — means there are now five lanes instead of three in each direction and one carpool lane in each direction, as well as several reconstructed bridges and 34 new on- and off-ramps.

The reconfiguration also opens up the gates to the city of San Bernardino, which leaders see as a good omen for an area beleaguered by troubled finances and a battered economy.

“It reinvigorates our city, particularly downtown with the new ramps, bridges and wide corridors,” said Mayor Pat Morris, who has been involved with the project for seven years — since its inception.

“The new freeway knits our city together and invites the Westside again to be part of the corridor of commerce,” said Morris.

Of the \$647 million for the project, \$128 million was funded by the American Recovery and Reinvestment Act of 2009.

Morris said he was part of a delegation that went to Washington and talked to federal transportation officials about the project and the need for it to be completed.

Key to finishing the project was the federal money, much of which helped employ workers during the Great Recession.

The \$128 million was the third-largest transportation grant in the nation funded by the recovery act, according to Morris.

The huge infrastructure project was a collaboration of San Bernardino Associated Governments, Caltrans and the city of San Bernardino.

The impact of 10 freeway lanes — four more than in the past — means a lot to the city, county and Southern California in general, says SanBAG spokeswoman Jane Dreher.

“The original freeway was built in 1959 and had exits and entrances on the left side because it was built too close to the railroad tracks, which put all the traffic on the east side (of the city),” Dreher said.

“So they’ve moved the whole freeway to the east to allow for the 15 new bridges and long ‘braided’ ramps, which means they cross over one another — it’s an incredible safety feature.”

Now, people can get on and off to go eastbound on the west side of the freeway, she said.

Local businesses, whose access was disrupted during construction, were updated on the project’s progress.

Californians are smart and they know where the traffic problems are, so they go around them, said Cliff Cummings, owner of Toyota of San Bernardino.

“Now we need to get the word out so businesses will benefit,” he said. “People are used to not coming here so they aren’t coming here.”

“The economy has done tremendous damage and now we have the chance to rebuild,” said Cummings, adding that his business was up 23 percent after a small portion of the freeway was opened last year nearby.

Bob Bigart, owner of H Street Collision Center at H Street and Base Line, said the freeway construction has made it very difficult for his business over the last five years.

“Caltrans contractors have left my property in total disarray and broke the septic tanks,” Bigart said.

“I’m glad it’s finished and coming to an end but still there are so many unresolved things.”

Robert Chevez, SanBAG public outreach lead on the project, said the freeway widening is also a beautiful project.

“The artwork on the underpass walls is gorgeous,” Chevez said. “The Super Chief on the Third Street underpass, the mountain landscapes, palm trees and oranges, the Mill Street underpass representing the city’s natural springs is all beautiful.”

Chevez said the designer of the artwork would receive a Beautification Award from San Bernardino Area Chamber of Commerce.

The four-phase project, originally estimated to cost \$800 million, came in at a final cost of \$647 million and on time, officials said.

Construction workers were amazing — they saved a lot of money and were efficient, according to Dreher.

The 8,300 jobs the project created included both direct and indirect jobs, from engineers to food service trucks.

These workers will not be out of jobs now, Dreher said. “The Inland Empire has a huge list of projects underway now so there are jobs for them.”

In fact, SanBAG is at its 41-year maximum level for construction projects in the works, according to Dreher.

“There were tough times and great times, and now, at the end, this has turned into something beautiful at the Gateway of San Bernardino,” said Chavez, “and we appreciate the public’s patience.”

URL: <http://www.sbsun.com/business/20140123/san-bernardinos-massive-215-freeway-widening-project-to-be-celebrated>

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TRANSPORTATION

End of the road for the 215 Freeway widening project

By Michel Nolan

michel.nolan@langnews.com
@MichelNolan on Twitter

SAN BERNARDINO » After seven years and \$647 million, the massive effort to widen the 215 Freeway culminates in a shout-out and a ribbon-cutting ceremony today, as officials and motorists mark the end of the project and a beginning to what they hope is better traffic flow for tens of thousands of commuters each day.

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- Atkinson Construction
- Advanced Civil Group
- All American Asphalt
- Anderson Drilling
- Austin Enterprises
- Avar Construction, Inc.
- BNSF
- Cal Stripe
- California Department of Transportation District 8
- California Department of Transportation Headquarters
- California Highway Patrol
- California State University, San Bernardino
- California Transportation Commission
- Calmex Engineering
- CGO Construction
- CHJ Consultants
- Crisp Company
- City of San Bernardino
- City of San Bernardino Past and Present Mayor and Councilmembers
- City of San Bernardino Fire Department
- City of San Bernardino Police Department
- City of San Bernardino Unified School District
- Cleveland Wrecking Company
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- S2 Engineering, Inc.
- San Bernardino Area Chamber of Commerce
- San Bernardino Associated Governments Past and Present Members of the Board of Directors
- San Bernardino Associated Governments Project Management Team
- San Bernardino County Past and Present Members of the Board of Supervisors
- San Bernardino Historical Society
- San Bernardino Rotary
- San Bernardino Sun
- San Bernardino Sunset Rotary
- Shandin Hills Golf Club
- Skanska-Rados Joint Venture
- Southern California Edison
- Statewide Traffic Safety & Signs
- Steve Bubalo Construction
- Super Seal & Stripe, Inc.
- The Inland Empire 66ers
- Truesdell Corporation
- United Steel Placers
- Vali Cooper & Associates Inc.
- Valley Concrete Placing, Inc.
- West Coast Demolition & Construction, Inc.
- Westbound Communications



For the past seven years, the San Bernardino Associated Governments (SANBAG), the California Department of Transportation (Caltrans) and the City of San Bernardino have been working together to deliver this massive infrastructure project that will increase capacity and improve mobility on Interstate 215 between Interstate 10 and State Route 210 (SR-210).

The Interstate 215 (I-215) Widening Project is at the center of a major corridor known for heavy goods movement activity and also serves as a gateway to mountain resorts, Las Vegas and the Colorado River, among other destinations. The project has transformed this stretch of freeway to better accommodate current and future growth in the region.

The new I-215 includes ramp reconfigurations, the addition of carpool and general-use lanes, major bridge reconstruction and new freeway connectors to provide a more efficient pathway for commuters driving through the area. The new configuration also enhances local access to the City of San Bernardino.

With this major transportation improvement also came the opportunity to create approximately 8,300 direct and indirect jobs – providing economic stimulus during a time when the Inland Empire needed it most. While the great recession had a major impact on the region, project partners such as the Federal Highway Administration helped the project stay on track and keep people employed through an infusion of \$128 million in American Recovery and Reinvestment Act funds.

The completion ceremony for the I-215 Widening Project signifies the end of construction on the 7.5-mile corridor through San Bernardino and marks the beginning of a more efficient, safer and aesthetically pleasing drive for decades to come. Here's to improved transportation in our region – safe travels!

The Vision for Interstate 215

A Decades Long Journey

The I-215 Widening Project is a great example of a collaborative partnership between SANBAG and Caltrans District 8. This multi-phased endeavor began with a vision more than 25 years ago to improve an aging stretch of freeway that originally opened to commuters in the late 1950s.

Since the freeway first opened, the region has transformed significantly, shaped by growth in population and commercial activity. For more than 100 years, San Bernardino has been one of the major centers of goods movement activity in the nation. In order for the area to continue to play a critical goods movement role, as well as to attract new

industries, workforce and residents to the region, it was imperative to improve mobility along I-215 in the City of San Bernardino.

In 1988, a study report was approved and planning for the project began. During the following years, a project approval and environmental document (PA/ED) was completed in 1992. However, with funding not yet fully identified, it wasn't until 2005

that the PA/ED was approved – clearing the way for the project to start construction. Separated into four phases, the I-215 Widening Project broke ground in early 2007 with the widening of the 5th Street Bridge. Phase two, the first phase set to improve freeway lanes, quickly followed in late 2007. Phase three kicked off in late 2009, with Phase four following in early 2010.

Key Project Elements



Innovative project designs and unprecedented community collaboration resulted in freeway lanes remaining open to drivers throughout seven years of construction.



Access to the east and west sides of the City of San Bernardino improved with the construction of on- and off-ramps that connect directly to designated bridges.



Braided on- and off-ramp design reduces backup on the freeway system.



Wall aesthetics represent key City of San Bernardino symbols including the San Bernardino mountain landscape, trains, fountains for the area's native springs, and palm trees.

A Look At The I-215 Widening Project

By the Numbers



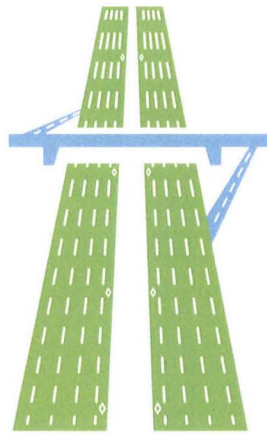
7 YEAR PROJECT



4 PHASES OF CONSTRUCTION

2 NEW CONNECTORS

6 >>> **10**
FREEWAY LANES



1 CARPOOL LANE EACH DIRECTION

7.5 MILE CORRIDOR

15 BRIDGES RECONSTRUCTED

34 RAMPS BUILT

2003



83,000

DAILY DRIVERS



2030



135,000

DAILY DRIVERS

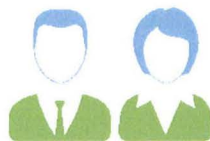
APPROXIMATELY



8,300

DIRECT AND INDIRECT JOBS

3 CONTRACTORS



60+ SUBCONTRACTORS

\$ 647 MILLION FOR THE PROJECT



\$ 128 MILLION FUNDED BY ARRA

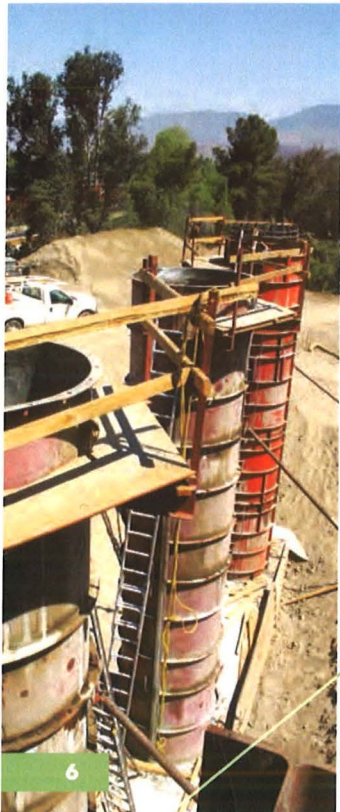
On Your Mark, Get Set, GO!



PHASE 1



5th Street Bridge Construction Gets Project Off to a Running Start



Like any good race, you have to start strong to finish strong – and the I-215 Widening Project was no exception. In February 2007, SANBAG kicked off project construction with the widening of the 5th Street bridge – a key gateway to Downtown San Bernardino.

To maintain traffic flow for this major east/west connector for the City,

the construction team built the first half of the new bridge alongside the existing structure. Just one year later – almost to the day – crews switched traffic to the new bridge to demolish the old structure and begin construction on the second half of the widened bridge.

The old 5th Street bridge was truly a slice of history for San Bernardino and historic

Route 66. We were able to preserve key elements of the structure and donate them to the San Bernardino Historical Society. Among these items were a steel name plate from the 1950s identifying the bridge and concrete pieces of the historic structure following demolition, which were placed in commemorative boxes.

Crews continued their hard work to construct the second half of the bridge and connect the two structures to open the final six-lane configuration. The best part – we were under budget by approximately \$2 million and were six months ahead of schedule. Now that's the way to end the first phase of a four-leg race!



PHASE 2

Freeway Widening - Here We Come!

Reconstruction Starts at South End of Corridor

Less than one year after Phase 1 broke ground, Caltrans kicked off construction of the first freeway widening portion of the I-215 Widening Project, spanning from approximately Orange Show Road to Rialto Avenue.

For the next two and a half years, motorists and the community got a first-hand look of what they could expect from the freeway design and configuration of the entire 7.5-mile corridor once complete.

In addition to the expansion of the freeway from three to five lanes in each direction, Phase 2 introduced braided on- and off-ramps. From above, the ramps look woven together to separate merging traffic from through traffic to improve safety and

ease congestion. Unique wall designs were also introduced that were representative of the City, including the San Bernardino Mountains, fountains for the area's native springs and palm trees.

For the first time, drivers could visualize what the

corridors would look like when the project was completed. There was no doubt - the impressive bridge, ramp and lane structures would help re-shape and improve travel through San Bernardino.

Downtown San Bernardino Gets Complete Freeway Makeover

New Design Improves Mobility North to South and Accessibility East to West

In 2009, SANBAG kicked off the construction of Phase 3 with a promise to make the commute on I-215 through San Bernardino smoother, safer and easier by reconfiguring an outdated freeway design. For more than 50 years, that design had vehicles entering on the left into the fast lane. It also limited access to the east side of the city. Completed in early 2014, the new configuration not

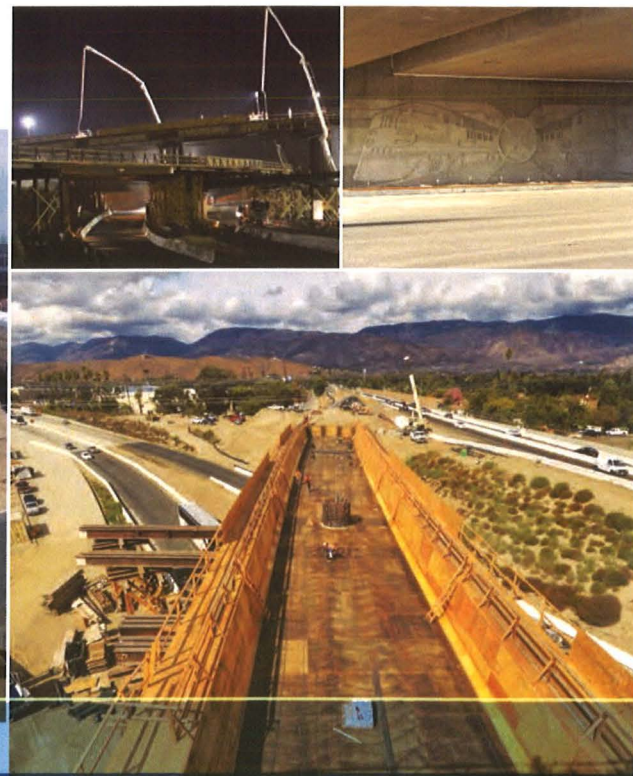
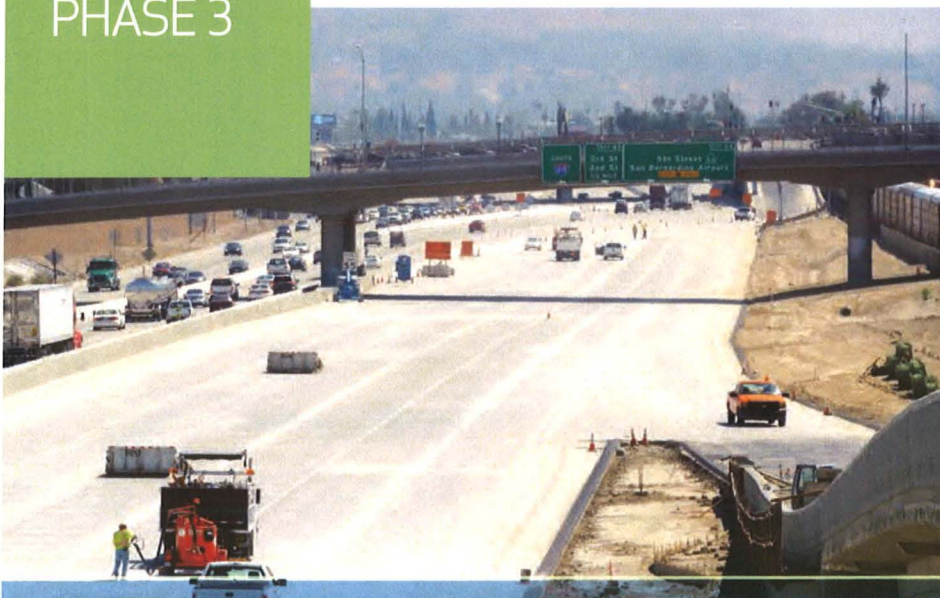
only provides motorists a more traditional way to enter the freeway with on- and off-ramps on the right side of the highway, but it also greatly improves access to the west side of the City of San Bernardino.

In addition to widening the freeway from three to five lanes in each direction with carpool lanes, new on- and off-ramps were built directly to key east/west thoroughfares at 5th Street

and Baseline Street to improve access to business corridors and residential areas. Also, the bridges and underpasses at Rialto Avenue, 2nd Street, 3rd Street, 9th Street and 16th Street were rebuilt and improved. A highlight of underpass aesthetics is the Super Chief train design at 3rd Street near the historic Santa Fe Depot – celebrating a 140-year history of trains in San Bernardino.

Other highlights include an improved connection between I-215 and SR-210, the addition of soundwalls through residential areas on the northbound side of I-215 and street improvements just on the other side of this wall. This dramatic mobility improvement benefits the public now and encourages plans for future growth of the region.

PHASE 3



I-215 and SR-210 Get Connected

New Flyover Connectors Improve Access In Northern San Bernardino

Phase 4 of the project, which began in early 2010 and was led by Caltrans, continued the widening of I-215 from Massachusetts Avenue on the south end up to University Parkway on the north end. University Parkway is a main exit for people traveling to California State University, San Bernardino. While these improvements were

very important, the most highly anticipated work in this phase was the construction of direct connector ramps between I-215 and SR-210.

Traveling east and west in northern San Bernardino along the foothills was a challenge from I-215. Since 1998, the expansion of SR-210 from the City of La Verne moved its way east in phases toward San Bernardino. In 2007, the final section of SR-210 from Rialto to San Bernardino opened.

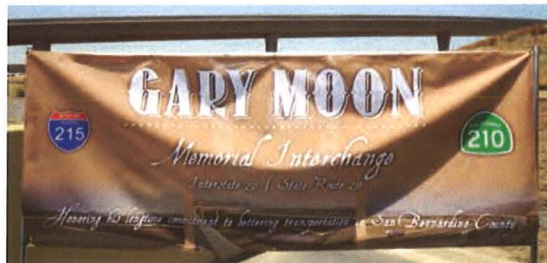
However, the connector ramps that facilitated travel between I-215 and SR-210 were not originally part of the project. With the passage of voter-approved Proposition 1B, funding became available to allow the addition of these ramps to the I-215 Widening Project. In 2012, the new connectors were opened and were renamed the Gary Moon Interchange in 2013. Gary Moon is a former SANBAG Major Projects Director and a long-time advocate

for transportation investments in San Bernardino County.

Other features of Phase 4 included the widening of bridges at Massachusetts Avenue, Highland Avenue, and Mt. Vernon/27th Street, as well as new ramp configurations on the latter two. New hardscape features such as aesthetic rock blankets and walls of the San Bernardino Mountains and arrowhead were incorporated in specific areas.



PHASE 4



When Funding Falls Flat... Collaboration Comes Out a Winner

Securing funding for major freeway construction projects can be a challenging and time-consuming task under even the best of circumstances. Leading up to the I-215 Widening Project groundbreaking in 2007, SANBAG and Caltrans had spent years identifying funding for the massive project. Their efforts paid off and funding seemed secure while the U.S. economy was enjoying a prosperous period.

But everything almost came to a screeching halt a year and a half into construction when the financial crisis hit and the start of the Great Recession began. The project was being funded in part by the California-approved Proposition 1B Transportation Bond Program. With the state's lowered credit rating negatively affecting the sale of the bonds, uncertainty loomed and it was unclear if the project could be completed during the unprecedented economic downturn.

We weren't alone. Across the nation, thousands of projects were in jeopardy - enter the American Recovery and Reinvestment Act of 2009 (ARRA). Shovel-ready projects were being considered for the economic stimulus package, making the I-215 Widening Project a prime candidate for funds that could keep the project on track.

With support from regional, state and federal elected officials and stakeholders, coupled with a demonstrated need to put Americans back to work in a region devastated by high unemployment, SANBAG and Caltrans successfully stated their case and received \$128 million in stimulus funding. This was the third largest amount in the nation awarded to a freeway construction project at the time.

The ARRA funding was the lifeline needed to keep the project moving forward. Later, when Proposition 1B funds were again made available, the project's overall funding was secured.

Meanwhile, local transportation funding through the San Bernardino County voter-approved Measure I never wavered. This half-cent sales tax first approved in 1989, and again in 2004, was a clear message that citizens valued the continued improvement of San Bernardino County's transportation network.

By mid-2009, federal and state funding had once again been secured - getting people back to work and ensuring the overall project would be kept on track.



Becoming a Model Transportation Project

As one of the largest freeway projects in the region's history, the I-215 Widening Project set a precedent by putting San Bernardino on the map. The project's prominence combined with the strong relationships forged with local stakeholders made this seven-year project an award-winning one.

Through incorporating forward-thinking design characteristics, hosting memorable events,

implementing creative public outreach techniques and unprecedented intergovernmental collaboration, the project became a flagship venture that received recognition from some of the most prestigious organizations throughout the country.

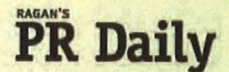
While SANBAG was on the receiving end of awards from the National Association of Government Communications, California Association of Public

Information Officials and more, the project team couldn't have done it without local stakeholders and their endless support, feedback and patience throughout construction.

Thanks to the efforts of the entire community - residents, business owners, elected officials and more - the I-215 Widening Project is now a model for transportation projects across the region and the country.

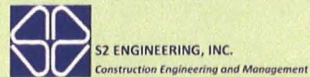


Recognized by:



Award Winning Campaigns

- #215BIGSHIFT** – Awarded for efforts to manage a major traffic shift and weekend-long full freeway closure in 2012.
- Phase 3 Groundbreaking Ceremony** – The event that kicked off a new phase of construction and put people back to work garnered representation from Washington D.C and national media attention including the *Wall Street Journal*. The groundbreaking was named the best government event in the nation in 2009, among numerous other accolades.
- 215 in 2:15 Video Series** – SANBAG gave the community a backstage pass to the construction project, offering a behind-the-scenes look at project updates in this monthly YouTube video series lasting two minutes and 15 seconds each.
- I-215 News Flash** – This weekly electronic newsletter delivered visually interesting and timely project updates via email.



A special thank you to the above sponsors for their company's dedication to successfully delivering the Interstate 215 Widening Project in San Bernardino, California. Their collaboration and commitment by workers created a project that the community can be proud of and one that will benefit the region for generations to come.



The I-215 Widening Project is a partnership among San Bernardino Associated Governments, the California Department of Transportation, the Federal Highway Administration and the City of San Bernardino.

PROJECT PHOTOS

