

SANBAG Contract No. C09-018

by and between

San Bernardino County Transportation Authority

and

California Transportation Commission

for

Vineyard Ave. Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID <u>CTC</u>	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
Contingency Amount: \$ _____	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? Yes No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? Yes No

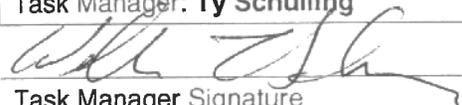
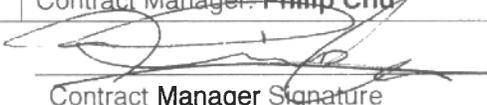
CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

Intergovernmental Private Non-Local Local Partly Local

Disadvantaged Business Enterprise: No Yes ____%

Task Manager: Ty Schuiling	Contract Manager: Philip Chu
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 Task Manager Signature	Date	 Contract Manager Signature	Date
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Chief Financial Officer Signature _____ Date _____

SANBAG Agreement No. C09018
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

1.1 This Project Baseline Agreement (Agreement) for the Vineyard Ave Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Vineyard Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

4.4 Other Project Specific Provisions and Conditions

Deborah Robinson Barmack 12/4/08

Deborah Barmack
Executive Director
San Bernardino Associated Governments

DATE

Gregory C. Devereaux

Gregory C. Devereaux
City Manager
City of Ontario

12/2/08

DATE

Will Kempton

Will Kempton
Director
California Department of Transportation

1-16-09

DATE

John F. Barna, Jr.

John F. Barna, Jr.
Executive Director
California Transportation Commission

2.5.09

DATE

Approved as to Form by:
Jean-Rene Basle
SANBAG County Counsel

DATE

Exhibit A

2008 Project Programming Request
(Project Information)



General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date:	11/13/08
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08			200849		
County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element	
SBD		City of Ontario	SCAG	MT	
Project Title					
Vineyard Ave Railroad Grade Separation at UP/Alhambra					
PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address	
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of Ontario along Alameda Corridor East, on Vineyard Ave at UP/Alhambra immediately south of Holt Blvd, construct grade separation.					
Component	Implementing Agency	AB 3090	Letter of No Prejudice		
PA&ED	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
PS&E	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Right of Way	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Construction	Ontario	<input type="checkbox"/>	<input type="checkbox"/>		
Legislative Districts					
Assembly:	61	Senate:	32		
Congressional:	43				
Purpose and Need					
Vineyard Ave is a north/south corridor north of Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). It carries an estimated 11,400 vehicles per day (25,200 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Vineyard Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits					
Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document			Document Type	N/A	CEQA SE
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/13/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: Vineyard Ave Railroad Grade Separation at UP/Hambra				

Existing Total Project Cost										Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Total Project Cost										
E&P (PA&ED)	750	0	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	8,402	0	0	0	0	0	8,402	
CON	0	0	0	0	0	33,365	0	33,365	0	
TOTAL	750	0	10,402	0	0	33,365	0	44,517	0	

Fund No. 1:		Program Code								
Existing Funding										Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding										Notes
E&P (PA&ED)									0	Proposed TCIF
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON						6,884		6,884	0	
TOTAL	0	0	0	0	0	6,884	0	6,884	0	

Fund No. 2:		Program Code								
Existing Funding										Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding										Notes
E&P (PA&ED)									0	Developer Impact Fees
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W			1,680					1,680	0	
CON						6,673		6,673	0	
TOTAL	0	0	1,680	0	0	6,673	0	8,353	0	

Fund No. 3:		Program Code								
Existing Funding										Funding Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total		
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding										Notes
E&P (PA&ED)	750								750	San Bernardino County Measure I
PS&E			2,000					2,000	0	
R/W SUP (CT)								0	0	
CON SUP (CT)								0	0	
R/W			6,722					6,722	0	
CON						19,808		19,808	0	
TOTAL	750	0	8,722	0	0	19,808	0	29,280	0	

PROJECT STUDY REPORT EQUIVALENT DOCUMENT
FOR THE
VINEYARD AVENUE/UPRR GRADE SEPARATION



AT THE VINEYARD AVENUE/UPRR AT-GRADE CROSSING
BETWEEN HOLT BOULEVARD AND AIRPORT DRIVE

July 25, 2008

1 INTRODUCTION

The City of Ontario (City) proposes to construct a roadway and railroad track grade separation at the existing at-grade crossing between the Union Pacific Railroad (UPRR) line and Vineyard Avenue. Vineyard Avenue serves as an important north-south arterial within the City of Ontario by providing a connection between the I-10 freeway and the northerly portions of the Ontario International Airport (Airport). The existing at-grade crossing is located on Vineyard Avenue immediately north of Airport Drive, and south of Holt Boulevard in the City of Ontario.

The close proximity of two roadways and one rail crossing locations has led to significant vehicular delays in this area of the City. Airport Drive serves as the perimeter roadway along the north side of the Airport and provides access points from both Grove Avenue and Haven Avenue to the Airport Passenger terminals and the Airport's long term parking locations. Holt Boulevard serves as the major east-west arterial within the City starting at the I-10 freeway and extending to the westerly limits of the City. The Union Pacific Railroad crossing is part of the Union Pacific Alhambra Subdivision and is the connection point for goods movement from the Port of Los Angeles and Port of Long Beach to destinations throughout the country.

This proposed project will replace the existing at-grade crossing with either a roadway underpass or overpass based on design criteria that will be established by the City of Ontario, UPRR, SANBAG and other Project Stakeholders.

The objective of the project is to

- Eliminate traffic delays at the intersection between railroad and vehicular traffic
- Increase reliability for train movements
- Improve emergency vehicle access
- Improve safety by eliminating the railroad crossing
- Provide more efficient freeway/arterial operation

2 BACKGROUND

2.1 *Project History*

The City of Ontario has been concerned about the traffic delays at various at-grade intersection crossings between railroad and vehicular traffic in Ontario. The Vineyard Avenue crossing was identified as one of the crossings for grade separation in the 2001 Alameda Corridor East (ACE) Trade Corridor Plan. The Vineyard Corridor provides access to and from Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ No. 50). This corridor serves

Vineyard Avenue - Site Map



3 NEED AND PURPOSE

3.1. *Problem, Deficiencies, Justification*

Vineyard Avenue is a major arterial gateway into the logistics center on the east side of the Airport bounded by the SR-60, I-10, and I-15 freeways. As discussed in section 3.3, increased traffic and increased traffic movements, have resulted in the increase of delays at the existing at-grade crossings of Vineyard Avenue and UPRR tracks.

This project proposes to construct a roadway and railroad track grade separation between the UPRR and Vineyard Avenue located north of Airport Drive in the City of Ontario. The proposed project will provide greater flexibility to train movements, will improve reliability of access to industrial/warehouses areas, and will allow for more efficient freeway/arterial operations.

4.1. Preferred Alternative: Alternative 1

The preferred alternative would be to construct a roadway underpass to replace the existing at-grade crossing, revise the profile of the UPRR tracks by raising the profile by approximately 6 feet and realigning Airport Drive approximately 50 feet to the south to allow for sloping. The proposed bridge span would be approximately 160 feet in length, with a 6 foot structural depth. The bridge width is proposed to be 60 feet to accommodate future UPRR tracks. Please see attached Corridor Delivery Plan for details.

Based on the initial conceptual study, the following key issues were identified with this alternative:

- Would allow for minimal impacts to Holt Boulevard
- Would allow for minimal impacts to utilities within the Holt Boulevard and Vineyard Avenue intersection
- Would require extensive track work including shoofly requirements.

The design speed for the proposed Vineyard Avenue is 40 mph. The profile is designed to provide a minimum of 17.5 feet clearance from roadway surface to bottom of the bridge.

4.1.1 Drainage

This Alternative will require the lowering of the Vineyard, Holt Boulevard and Airport Drive profiles resulting in the creation of a sump condition under the bridge. This Alternative proposes to construct a storm water pump station to handle storm drainage within the sump area. By raising the track profile there will be minimal impacts to the vertical profile at Holt Boulevard. It is expected that the existing 96 inch storm drain mainline will remain in Holt Boulevard and will intercept all storm flows prior to entering the sump area. (Please see attached Storm Drain Atlas). The existing drainage condition, as shown in the atlas map, shows the 96 inch storm drain mainline along Holt Blvd, and 30 inch connectors along Vineyard gutter line.

A more detailed analysis will be performed during the PA&ED phase, and recommendations for the construction of required drainage systems will be made within the Hydraulics and Hydrology Report.

4.1.2 Utilities

Based on the Underground Services Alert (USA), several utility agencies were contacted to identify the utility conflicts within the project area. The

This Alternative would propose to replace the existing at-grade crossing with a roadway profile under both the existing tracks and Airport Drive. It would require the raising of the existing track by approximately 6 feet, the construction of both a railroad and roadway bridge and the construction of a connector road between Airport Drive and Vineyard Avenue. The proposed bridge span would be approximately 200 feet in length. The UPRR bridge width is proposed to be 60 feet to accommodate future UPRR tracks. The Airport Drive bridge is proposed to be 90 feet to accommodate three lanes each direction.

Based on the initial conceptual study, the following key issues were identified with this alternative:

- Would allow for minimal impacts to Holt Boulevard
- Would allow for minimal impacts to utilities within the Holt Boulevard and Vineyard Avenue intersection
- Would require extensive track work including shoofly requirements
- Would require the cost of constructing a roadway bridge for Airport Drive
- Would require additional area to construct the connector road.

4.2.2 Alternative 3

Roadway Overpass over the existing tracks and construction of a Roadway Bridge

This Alternative would propose to replace the existing at-grade crossing with a roadway profile over the existing tracks, construction of a roadway bridge over the UPRR right of way, and the raising of both the Holt Boulevard and Vineyard Avenue intersection and the Airport Drive and Vineyard Avenue intersection.

Based on the initial conceptual study, the following key issues were identified with this alternative:

- Would allow for minimal impacts to Railroad operations
- Would require the raising of the Holt Boulevard intersection by 20 feet.
- Would create significant impacts to surrounding businesses
- Would require the raising of Airport Drive or realignment of Airport Drive to the south

5.6 Stage Construction

Stage Construction considerations will be addressed in the PA&ED phase of work currently being completed by the City.

5.7 Geotechnical Investigation

A geotechnical investigation is currently under way for the purposes of providing analysis during the PA&ED phase of work.

6 PROGRAMMING

The project is currently being funded for Project Approval and Environmental Document (PA&ED) by Developer Impact Fees and Measure I, while Trade Corridor Improvement Funds (TCIF) are being pursued for construction. Other possible funding sources are LAWA, Caltrans, and UPRR.

7 REVIEWS

The conceptual design shall be reviewed by the City of Ontario during initial and final submittals, currently scheduled for fall 2008.

8 PROJECT PERSONNEL

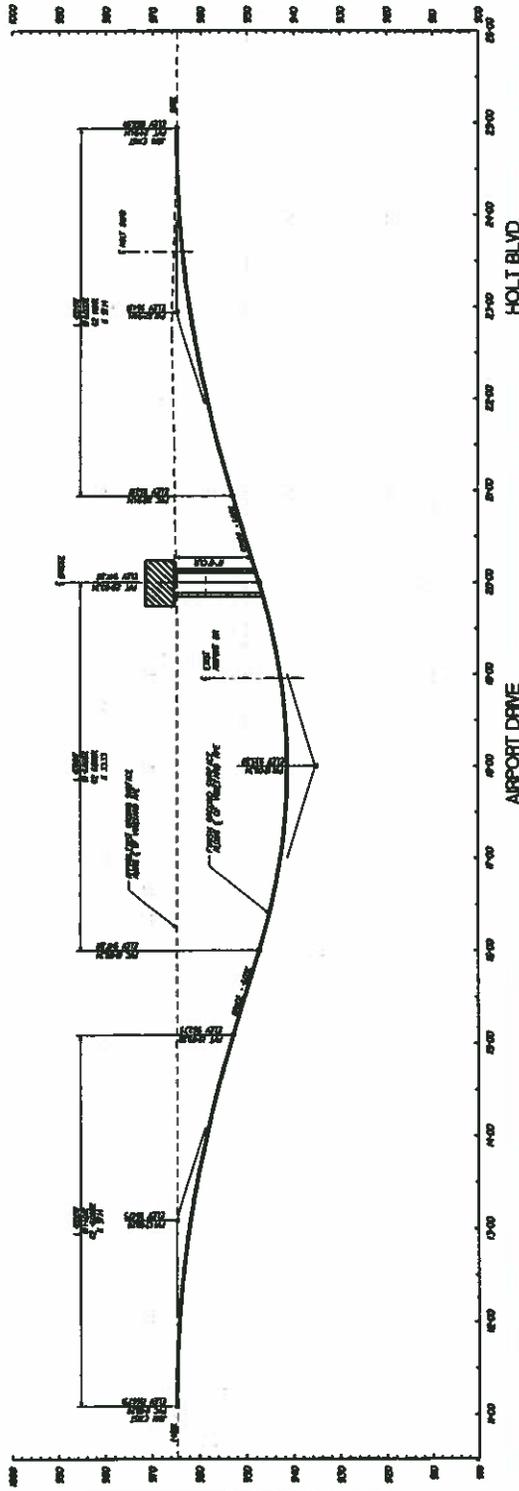
Mauricio N. Diaz, P.E.----- (909) 395-2107
City of Ontario
Principal Engineer

John P. Sullivan ----- (619) 971-3136

Jay Bautista----- (909) 395-2120
City of Ontario

Chuck Christoplis, P.E. ----- (951) 320-7303
HDR Engineering, Inc.
Project Manager

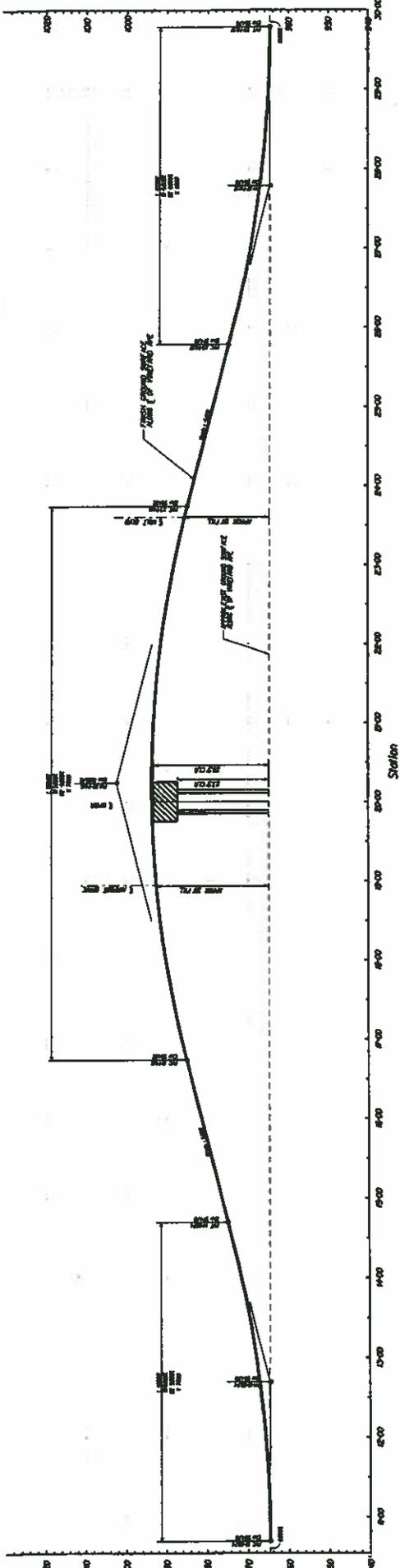
Gerard Reminiskey ----- (951) 320-7326
HDR Engineering, Inc.
Track Design Leader



LEGEND:
 ← DIRECTION OF TRAFFIC

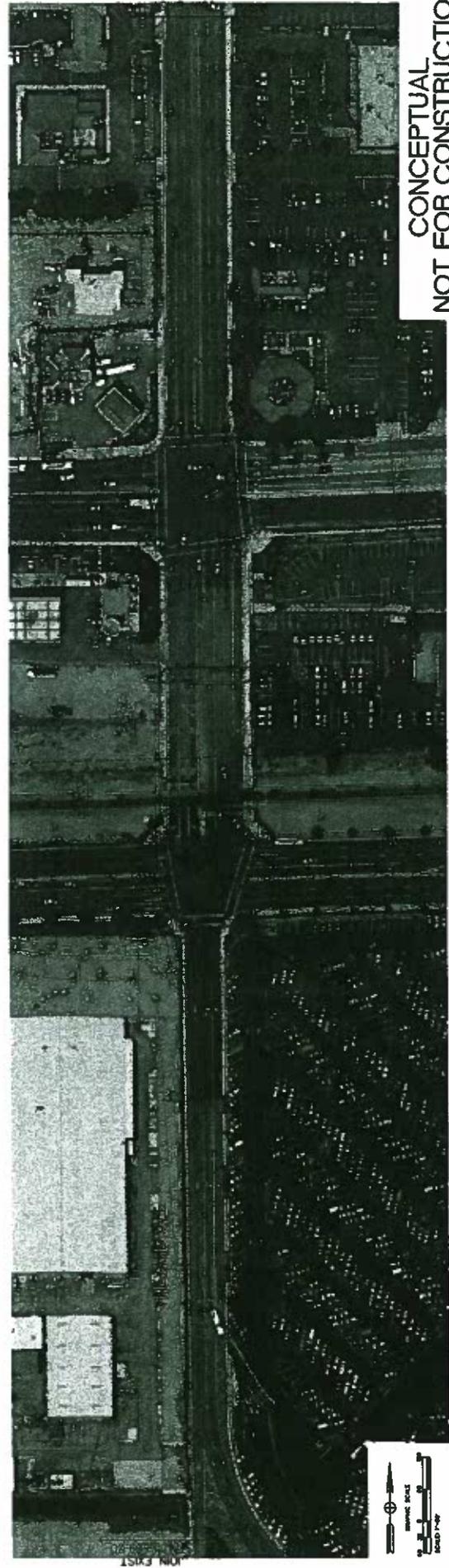
**CONCEPTUAL
 NOT FOR CONSTRUCTION**

SHEET OF _____ CONTRACT _____ ACCOUNT _____ DATE _____	
WETLAND AVENUE GRADE SEPARATION AT UNION PACIFIC RAILROAD WETLAND AVENUE UNDERPASS ALTERNATIVE 1	
PROJECT NO. _____ LOCATION _____	SCALE _____
CITY OF ONTARIO RECOMMENDED BY: _____ DATE: _____ ACCEPTED BY: _____ DATE: _____	
REVISIONS: _____ DRAWN BY: _____ CHECKED BY: _____ DATE: _____	



LEGEND:
 ——— DIRECTION OF TRAFFIC

AIRPORT DRIVE
 HOLT BLVD



**CONCEPTUAL
 NOT FOR CONSTRUCTION**

SHEET OF CONTRACT ACCOUNT DATE	WETVARD AVENUE GRADE SEPARATION AT UNION PACIFIC RAILROAD WETVARD AVENUE OVERPASS ALTERNATIVE 3
HDR FOR CONSULTING IN CIVIL ENGINEERING 1000 WEST 10TH AVENUE CALGARY, ALBERTA T2P 1K1	SIGNATURE: _____ DATE: _____
CITY OF ONTARIO RECOMMENDED BY: _____ DATE: _____ ACCEPTED BY: _____ DATE: _____	PROJECT NO.: _____ CLIENT: _____
DRAWN BY: _____ DATE: _____ CHECKED BY: _____ DATE: _____ SCALE: _____	PROJECT NO.: _____ CLIENT: _____



City of Ontario - Vineyard Grade Separation Project

- Engineer's Opinion of Probable Conceptual Project Cost -



July 25, 2008

Item No.	Description	Unit	Quantity	Unit Cost	Total Cost
WORK PERFORMED BY CONTRACTOR					
CIVIL					
	CLEARING AND GRUBBING	LS	1	\$250,000	\$250,000
	STORM WATER POLLUTION PLAN	LS	1	\$75,000	\$75,000
	CONCRETE PAVEMENT REMOVAL	SF	28,000	\$1.25	\$33,000
	AC PAVEMENT REMOVAL	SF	169,500	\$1.25	\$212,000
	UNCLASSIFIED EXCAVATION	CY	82,000	\$14.00	\$1,148,000
	AC PAVEMENT (8" DEPTH)	TON	6,800	\$90.00	\$594,000
	CRUSHED AGGREGATE BASE-ROADWAY (8" DEPTH)	CY	4,500	\$50.00	\$225,000
	SUBBASE ROADWAY 1.1' DEPTH (1' DEPTH)	CY	6,700	\$40.00	\$268,000
	PCC SIDEWALK	SF	23,500	\$5.00	\$118,000
	PCC CURB AND GUTTER	LF	3,900	\$25	\$98,000
	PCC MEDIAN	SF	14,500	\$5	\$73,000
	PCC MEDIAN CURB	LF	2,500	\$25	\$63,000
	PCC DRIVEWAY APPROACH, STD 302	SF	5,700	\$8	\$46,000
	PCC CROSS GUTTER, STD 220	SF	4,500	\$10	\$45,000
	PCC WHEEL CHAIR RAMP, STD. 304	SF	600	\$10	\$6,000
	CHAIN LINK FENCE	LF	850	\$30	\$26,000
	FENCE (TYPE BW, METAL POST)	LF	550	\$10	\$6,000
				Subtotal	\$3,296,000
RETAINING WALL					
	RETAINING WALL	SF	10,800	\$120.00	\$1,296,000
	RETAINING WALL - RAILROAD	SF	86,000	\$200.00	\$13,200,000
				Subtotal	\$14,496,000
TRAFFIC					
	TEMPORARY DETOURS (SIGNAGE, CHANNELIZATION DEVICES)	LS	1	\$100,000	\$100,000
	SIGNAGE AND STRIPING	LS	1	\$150,000	\$150,000
	TRAFFIC SIGNALS				
	AIRPORT/VINEYARD	LS	1	\$150,000	\$150,000
	HOLT/VINEYARD	LS	1	\$150,000	\$150,000
	STREET LIGHTING	LS	1	\$105,000	\$105,000
				Subtotal	\$655,000
RAILROAD BRIDGE					
	RAILROAD BRIDGE	LS	1	\$3,000,000	\$3,000,000
				Subtotal	\$3,000,000
UTILITIES					
	PUMP STATION	LS	1	\$1,500,000	\$1,500,000
	RELOCATE SEWER - 8" DIA.	LF	90	\$100	\$9,000
	RELOCATE SEWER - 12" DIA.	LF	120	\$140	\$17,000
	RELOCATE SEWER - 16" DIA.	LF	200	\$200	\$40,000
	RELOCATE WATER MAIN - 10" DIA.	LF	100	\$140	\$14,000
	RELOCATE WATER MAIN - 12" DIA.	LF	1,500	\$160	\$240,000
	RELOCATE WATER MAIN - 16" DIA.	LF	450	\$220	\$99,000
	RELOCATE TELEPHONE LINES	LF	250	\$200	\$50,000
	RELOCATE FUEL LINES - 6" S.F.P.F	LF	1,200	\$300	\$360,000
	RELOCATE FUEL LINES - 20" S.F.P.F	LF	1,200	\$300	\$360,000
	RELOCATE OIL LINES - 16" KINDER MORGAN	LF	5,000	\$300	\$1,500,000
	RELOCATE STORM DRAIN - 30" RCP	LF	300	\$125	\$38,000
	RELOCATE STORM DRAIN - 36" RCP	LF	300	\$175	\$53,000
				Subtotal	\$4,280,000
LANDSCAPING					
	LANDSCAPING	LS	1	\$200,000.0	\$200,000
				Subtotal	\$200,000
BASIC CONSTRUCTION SUBTOTAL (WITHOUT MOBILIZATION / DEMOBILIZATION) =					\$25,917,000
MOBILIZATION / DEMOBILIZATION					
	MOBILIZATION / DEMOBILIZATION @ 8% OF BASIC CONSTRUCTION SUBTOTAL	LS	1	\$2,073,360	\$2,074,000
SUBTOTAL, WORK PERFORMED BY CONTRACTOR =					\$27,991,000
WORK PERFORMED BY OTHERS - UPRR					
RAILROAD TRACKWORK					
	NEW TRACK, WOOD TIES, 136# CMR	TF	12,500	\$200	\$2,500,000
	SHIFT TRACK	TF	3,900	\$75	\$293,000
	TRACK SUB-BALLAST	CY	5,000	\$35	\$175,000
	REMOVE TRACK	TF	12,500	\$50	\$625,000
	GRADE CROSSING PANELS	TF	98	\$500	\$49,000
	REMOVE CROSSING PANELS	TF	208	\$25	\$5,200
	REMOVE AND SALVAGE SHOOFLY TRACK	TF	12,500	\$50	\$625,000
				Subtotal	\$4,271,200

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: Vineyard Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes:

Outcome

Safety Eliminate potential accidents with at grade crossings of rial lines

Velocity Reduction of 23 existing daily vehicle hours
Reduction of 98 dally vehicle hours in 2030

Throughput Elimination of current gate down time of 1.6 hours per day
Elimination of gate down time of 2.4 hours per day in 2030

Reliability Eliminate emergency vehicle delay time up to 5 minutes

Congestion Reduction Eliminate current at grade vehicle queue rate of 178 vehicles per hour per lane
Eliminate at grade vehicle queue rate of 394 vehicles per hour per lane in 2030

Emissions Reduction Estimate emission reductions in tons per day
CO2- 0.86
Nox- 0.00006
PM2.5- 0.00001
ROG- 0.00003

CORRIDOR DELIVERY PLAN PROJECT DATA SHEET

Railroad Corridor: UPRR Alhambra Line

Location: Vineyard Avenue (between Holt Boulevard and Airport Drive)
City of Ontario

Project Manager: City of Ontario

Project Definition:

- Replace the existing at-grade crossing with a roadway underpass under the existing tracks.
- Raise the existing track across the proposed bridge by approximately 6 feet.

Project Schedule (begin – end):

- Design/Environmental: July 2008 – December 2010
- ROW: July 2009 – December 2010
- Construction: July 2011 – April 2014

Railroad Force Account Work:

<u>Activity</u>	<u>Duration</u>
Flagging	October 2011 – January 2014 (assume starts 3 months after construction begins and ends 3 months before construction ends)
Shoofly Construction and Cutover	January 2012 – May 2012
Return to Mainline; Remove Shoofly	January 2014

Project Sponsor's Estimated Cost of Railroad Force Account:

Flagging: \$288,000
Track and Signal: \$5,041,000 (Temporary crossing & protection)

Federal Funding Expected: No

Railroad Contribution in Project Sponsor's Funding Plan:

10% of eligible project costs, estimated by the Project Sponsor to be \$3,800,000;
actual contribution will be stated in the Construction and Maintenance Agreement