



DISTRICT 8 PROJECT FACT SHEET

November 23, 2009

EA: **47700**

PROJECT DESCRIPTION & SCOPE

This project consists of constructing a railroad grade separation at the junction of the east-west Union Pacific Railroad (UPRR) and the north-south Burlington Northern Santa Fe (BNSF) mainline railroad tracks, located south of Interstate 10 (I-10) in the City of Colton, in San Bernardino County. In its original scope, the proposed grade-separated crossing consisted of raising the UPRR mainline tracks over the BNSF mainline, by means of three new bridge structures that would go over the existing BNSF Wye connection track from south to west, over the BNSF double track mainline, and over La Cadena Drive, a local street located approximately one thousand feet (1000 Ft.) east of the Colton Crossing. The project would require approximately 6,000 feet of mechanically stabilized earth walls, additional trackage, and a sliver of freeway right of way.

NEED & PURPOSE OF PROJECT

The Colton Rail crossing is a major choke point because each railroad has a heavily used primary main track that crosses each other at this location. Generally, all Southern California passenger and freight movements between the Los Angeles area and the Inland Empire and points east, must cross this point. An alternate route, for traffic that travels via Barstow only, does exits through Mojave, but due to longer distance and mixed ownership, would only be used during an extreme emergency and is not suited for passenger traffic. Railroad congestion has resulted in freight shipments being shifted to diesel trucks on the already congested highways. In addition, insufficient operating capacity has delayed the implementation of other passenger rail services, including service between Los Angeles and the Coachella Valley. Eliminate the delays and associated costs of train waits due to conflicting train movements at the existing at-grade crossing. Provide for free flow of passenger trains. Provide for future increases in both freight and passenger rail traffic at this location. Minimize the noise and air quality environmental impacts associated with delaying rail traffic at this location. Reduce travel time and improve safety. Improve the access of North American Free Trade Agreement (NAFTA) rail freight traffic to and from Mexico, Southern California and the San Pedro Bay that pass through this crossing.

COMMENTS & ISSUES

Environmental: An Initial Study/Environmental Assessment (IS/EA) is expected for this project followed by a Mitigated Negative Declaration (MND) and Finding of No Significant Impact (FONSI).

Design:

Right of Way:

Construction/Traffic:

Misc: This project transferred to HQ Division of Rail. There are no resources for this project and is not in the Capital Outlay System (COS).

STAKEHOLDERS

Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), City of Colton, UPRR, BNSF, Federal Highway Administration (FHWA), California Department of Transportation (Caltrans)

Lead Agency: SANBAG

CONTACT

Mark Lancaster, Project Manager - 909-659-7483

QC/QA Review date: August 5, 2009

SBD - 010 - PM 21.8 / 23.5

IN COLTON FROM 0.2 MI (0.3 KM) W/O RANCHO AVE TO 0.9 MI (1.5 KM) E/O LA CADENA DRIVE

CONSTRUCT RR TO RR GRADE SEP

Programming

2008 STIP /Lcl Funds/TCIF

025.700, 800.100 / HE11

	PID	PA&ED	PS&E	ROW	CONST
Oversight		Yes			
Reimbursed					

Cooperative Agreements

Agre 8-1091 exec 10/14/98 (PSR Study)
SANBAG-PR, Caltrans-ED

S	PIP	10/01/98
C	PID	1/29/99
H	PA&ED	7/01/10
E	PS&E	7/02/12
D	R/W Cert	10/01/12
U	RTL	11/01/12
L	Beg Const	4/02/13
E	End Const	4/01/15

COST

Cost Est Date: 1/10/06

Funding FY: 14

STATE	Programmed	Current Estimate
Support	\$3,689,000	\$2,189,000
Bridge Const		
Rdwy Const		
Total Const	\$97,305,000	
R/W		
Total State	\$100,994,000	\$2,189,000
LOCAL	Programmed	Current Estimate
Support	\$9,740,000	\$21,883,000
Rdwy Const	\$86,484,000	\$86,930,000
R/W	\$1,082,000	\$198,000
Total Local	\$97,306,000	\$109,011,000
Total Project	\$198,300,000	\$111,200,000