

PROJECT DELIVERY REPORT

Trade Corridors Improvement Fund

The submitting agency will be responsible for maintaining documentation of the information entered on this report.
(Please type your response, handwritten reports will not be accepted)

A. Project Information

Date: 10/31/2018

TCIF # (Segment): 10 Other Project Identifier (EA, Project #, PPNO, etc): 10-0S110

Project Title: 4 West Crosstown Freeway Extension Stage I

Delivery Report: ☒ Final- Due within six months of project becoming operable.
☐ Supplemental - Due at the conclusion of all project activities.

Location: County: San Joaquin City: Stockton

Project Description: Extend the access on Highway 4 to Interstate 5 by constructing new 4 lane roadway and structure (viaduct) from Fresno Avenue to new interchange at Navy Drive.

B. Contact Information

Implementing Agency: Caltrans & SJCOG

Caltrans District Number: 10

Contact Person: Jes Padda/Kevin Sheridan

Phone: (209) 948-7765/(209) 235- 0577

Email Address: jes.padda@dot.ca.gov; sheridan@Sicog.org

C. Cost

	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$4,000,000	\$4,000,000	\$4,000,000	\$0
Design				
Total Amount	\$10,500,000	\$10,400,000	\$10,400,000	\$0
Right of Way				
Total Amount	\$44,600,000	\$44,600,000	\$44,600,000	\$0
Construction				
TCIF	\$96,820,000	\$69,458,000	\$55,783,471	\$13,674,529
Local	\$37,720,000	\$9,858,000	\$12,183,820	-\$2,325,820
Federal				\$0
Other				\$0
Totals	\$193,640,000	\$138,316,000	\$126,967,291	\$11,348,709

D. Schedule

	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	05/01/08	05/01/08	05/01/08	0
End	11/01/10	11/01/10	10/20/10	0
Design (PS&E) Phase				
Begin	06/01/10	10/01/10	10/20/10	0
End	02/01/13	06/01/13	05/29/13	0
Right of Way Phase				
Begin	08/01/10	10/01/10	10/20/10	0.75
End	01/01/13	05/01/13	05/24/13	0.75
Construction Phase				
Begin	06/01/13	11/01/13	01/06/14	2
End	06/01/16	12/01/16	12/27/17	13
Closeout Date				
Begin	08/01/16	12/01/16	12/27/17	13
End	08/01/17	12/01/17	10/31/19	23

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
TCIF-P-0708-01	4/10/2008	Provides funding for program
TCIF-P-0809-01B	8/29/2008	Approve Baseline Agreement
Resolution E-11-06	1/19/2011	Consideration of funding for EIR
TCIF-P-1011-22	5/11/2011	Change project limits and funding plan
TCIF-P-1112-22	3/28/2014	Revise schedule and split landscape project
TCIF-AA-1314-12	3/24/2014	Reduce programmed amount (cost).

F. Project Benefits**Describe and compare project benefits with those included in the approved Baseline Agreement.**

Outcomes	Adopted Program	Current Approved	Actual
Safety	50% reduction in traffic volumes on Fresno Avenue and at-grade BNSF railroad crossing. Anticipated reduction in truck-involved and train-involved accidents.	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.
Velocity	315% increase in average weekday speed over connecting roadway network to I-5 versus project no build.	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.
Throughput	25% increase in SR 4 volume, would also result in LOS C in 2035 rather than the projected No Project LOS F in 2035.	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.
Reliability	88% Reduction in the variability of travel time, typical origin/destination pairs 450,000 Person Minutes Saved During Peak Hour.	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.
Congestion Reduction	90% Reduction in Daily Vehicle Hours of Delay	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.
Emissions Reductions	0.3% reduction of Tons per Year of Volatile Organic Compounds (VOC), and Particulate Matter (PM2.5, PM10). 0.1% reduction of Tons per Year of Carbon Dioxide (CO2) and Nitrogen Oxides (NOx).	Same as Adopted Program	Note traffic studies are pending and will be provided in the Supplemental FDR.

G. Differences/Variances

Describe differences/variances (if any) and reason for, between approved scope, cost, schedule, and actual.

Schedule comments: As discussed in TCIF-P-1112-22, the End Environmental phase was delayed due to Hazardous materials on acquired parcels which in turn delayed the Begin and End Right of Way phases. The Begin Construction phase was delayed due to the delay obtaining the railroad agreement. The End Construction phase was delayed due to the utility relocation work and additional railroad work. The End Closeout phase is being delayed due to relinquishment work with the City and County and disposal of 19 excess parcel work. The time duration for closeout was not estimated correctly for the work that is expected in closeout. If the project goes into arbitration then the end closeout phase may be delayed an additional two years.

Scope comments: Project was constructed as discussed in the Baseline Agreement.

Cost comments: Adopted program costs versus approved costs were reduced by \$54,724,000 at award as per Resolution TCIF A-1213-27 due to cost savings. Market conditions were at a high in 2008 versus when the project went out to bid in 2013. The delay obtaining the construction and maintenance agreement from the railroad and utility relocation work resulted in costs that were not factored into the construction capital and support budgets at the time of the request for funds from the CTC. There are also added construction support costs associated with addressing claims from the contractor. These issues are projected to require an additional \$3 million in construction support. There is a risk that additional construction capital will be needed if the claims by the contractor are upheld. Note that SJCOG knew that the approved construction support budget did not adequately cover the risks to the project and so contributed an additional \$2.5 million in local funds to provide design support and construction administration assistance. These additional funds provided a contribution rate that was higher than the approved CTC amount.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

The closeout schedule was not correctly estimated in the Baseline Agreement because there were 60 acquisitions needed for the project and it is now estimated that there will approximately 11 excess parcels that need to be disposed. The delays in construction could have been avoided if the utilities had been relocated earlier but it is difficult to anticipate the workload of these private companies. The reconstruction of Navy Drive and the potential impacts to the adjacent businesses did not allow the utilities to be relocated before the beginning of construction. There was a delay approving the railroad agreement above and beyond the typical approve times for agreements. Additional HQ Legal assistance was needed to complete the agreements. The situation arose because the railroad wanted to change the maintenance responsibilities from previous accepted practices.

Certification Signature

Implementing Agency

I hereby certify to the best of my knowledge and belief, the information in this report is a true and accurate record. The work was performed in accordance with the CTC approved scope, cost, schedules, and benefit information in the Baseline Agreement.

Kevin Sheridan

(Print name) Project Manager



(Signature) Project Manager

10-24-18

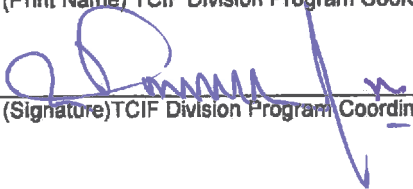
Date

Caltrans

The TCIF Division Program Coordinator and/or the Project Manager from the California Department of Transportation has reviewed the information contained in this report and has verified the information presented is correct.

VASAN RUDRAPAKIAM

(Print Name) TCIF Division Program Coordinator/Project Manager



(Signature) TCIF Division Program Coordinator/Project Manager

12/10/18

Date

The TCIF Program Lead from the California Department of Transportation has reviewed the information contained in the report and concurs with the approval.

Tony Cano

(Print Name) TCIF Program Lead



(Signature) TCIF Program Lead

12/10/18

Date

Distribution: 1) Local Agency, 2) Division Program Coordinator/Project Manager, 3) TCIF Program Lead, 4) CTC