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: 10/10/2013
EA 08-42230
PN 0800000665

TCIF # (Segment): 58 Other Project Identifier (EA, Project #, PPNO, etc): PPNO: 0146D

Project Title: I-10/Riverside Avenue Interchange Reconstruction

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

Location: County: San Bernardino City: Rialto

Project Description: Modify Interchange and add accel and decel lanes and widen Riverside Avenue to 9 lanes.

B. Contact Information

Implementing Agency: City of Rialto Caltrans District Num 8

Contact Person: Katie Nickel Phone: 909-820-2507

Email Address: knickel@rialtoca.gov

C. Cost

	Adopted Program Amount ($)	Current Approved Amount ($)	Actual Expended Amount ($)	Net Difference (Dollars)
Environmental				
Total Amount	$0	$0	$0	$0
Design				
Total Amount	$1,885,000	$1,885,000	$2,185,172	$300,172
Right of Way				
Total Amount	$2,470,000	$2,470,000	$1,722,747	-$747,253
Construction				
TCIF	$9,837,000	$9,837,000	$9,837,000	$0
Local	$12,497,000	$12,497,000	$11,676,313	-$820,687
Federal	$4,296,890	$4,296,890	$4,296,890	$0
Other	$1,452,000	$1,452,000	$1,452,000	$0
Totals	$32,437,890	$32,437,890	$31,170,122	-$1,267,768

D. Schedule

	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	06/01/97	06/01/97	09/17/97	3
End	03/31/08	02/01/08	05/13/99	
Design (PS&E) Phase				
Begin	04/03/01	04/03/01	06/18/02	14
End	09/30/08	07/01/09	05/13/09	-2
Right of Way Phase				
Begin	04/01/08	04/01/08	06/18/02	
End	09/30/08	07/01/09	06/24/09	-1
Construction Phase				
Begin	06/01/09	01/31/10	01/06/10	
End	09/30/10	06/30/11	06/22/12	12
Closeout Date				
Begin	10/01/10	07/15/11	06/22/12	11
End	12/01/10	09/15/11	06/28/14	33

E. Amendments

List approved amendments

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
01	July 2009	Schedule: construction start date moved from 9/2010 to 6/2011

F. Project Benefits

Describe and compare project benefits with those included in the approved Baseline Agreement.

Outcomes	Adopted Program	Current Approved	Actual
Safety	Although reduction of accident rates is a secondary objective to congestion relief for tracks at this interchange. Safety benefit is expected from increase in capacity and creation of additional storage for turn pockets will reduce the frequency of queues backing into cross traffic on adjacent arterials or backing into the freeway mainline.	NC	Post-project completion collision data is not yet available, however, the project area began experiencing an improvement in safety as phases of the project were completed. According to California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS), average collision related injuries in the vicinity dropped from 15.2 to 5.75 annually during construction. Numerous other safety improvements result from project implementation including elimination of weaving issues associated with the free right turn movements between the westbound ramps and Valley Boulevard and noticeable reduction in queues backing up through intersections due to increased storage capacity.

Velocity	AM peak hour NB average speed on Riverside Avenue improves from 9 to 21 mph (including stopped time at intersections) AM peak hour SB average speed on Riverside Avenue improves from 5 to 12 mph (including stopped time at intersections) PM peak hour NB average speed on Riverside Avenue improves from 9 to 15 mph (including stopped time at intersections) PM peak hour SB average speed on Riverside Avenue improves from 6 to 14 mph (including stopped time at intersections)		Congestion relief experienced regionally as a function of the economic downturn was not considered in pre-recession estimates. As the economy continues to improve, post-construction benefits should become more aligned with the original plan. AM peak hour NB average speed on Riverside Avenue improved from 6 to 15 mph. AM peak hour SB average speed on Riverside Avenue improves from 13 to 17 mph. PM peak hour NB average speed on Riverside Avenue improves from 13 to 18 mph. PM peak hour SB average speed on Riverside Avenue improves from 15 to 19 mph.
Throughput	Increase capacity by 1.875	NC	Capacity increased by 1.8, resulting in increased throughput per cycle and reduced delays, air pollution, etc.
Reliability	AM peak hour total delay reduced from 810 person-hours to 207 person hours (603 person-hour reduction) PM peak hour total delay reduced from 975 person-hours to 357 person hours (678 person-hour reduction)	NC	Actual measured AM peak hour delay reduced by 159 person hours and PM peak hour reduced by 295 person hours
Congestion Reduction	507 vh/d Daily hours of delay saved for total traffic. 4500 to 5000 person hours of daily delay eliminated	NC	Actual measured AM peak hour delay saved is 159 person hours and PM peak hour delay saved is 295 person hours
Emissions Reductions	90 tons per year Reduction of Particulate Matter combined of ROG, PM10, Nox.164,000 tons per year reduction of Carbon Dioxide (CO2)	NC	Based on peak hour before/after study, AM VOC was reduced by 261 tons, NOx was reduced by 221 tons, and CO2 was reduced by 1,134 tons. PM peak hour VOC was reduced by 240 tons, NOx was reduced by 202 tons, and CO2 was reduced by 1,035 tons.

G. Differences/Variances

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

Final capital cost associated with the project came in significantly lower due to the status of the economy and the aggressive bidding environment at the time of advertisement. The design phase was extended 2 months to accommodate final right of way agreements with adjacent stakeholders. Project was awared in Januay 2011 and construction stared in February 2011.The new bridge and ramps were open to the public on October 31, 2011. Punch list, modifications to address Caltrans safety review concerns delayed acceptance until June 2012.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

SANBAG had a broad plan for public outreach given that the project construction impacts covered two communities, schools, residents, and businesses. What we learned as we moved forward to school district meetings, Municipal Advisory Communities, Chamber of Commerce meetings, senior centers, etc. is that this particular area wanted a shorter duration of impact. Had we started earlier it would have easier to reach out and to address the issue.

Certification Signature

Implementating 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.

Marcus Fuller
(Print name) Project Manager

Marcus Fuller 12/11/13
(Signature) Project Manager 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.

(Print Name) TCIF Division Program Coordinator/Project Manager

(Signature)TCIF Division Program Coordinator/Project Manager Date

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

Dawn Cheser
(Print Name) TCIF Program Lead

Dcheser 2/2/14
(Signature) TCIF Program Lead Date

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

NOTE! TCIF original adoption at $ 14,096,000.
Cost savings de-Allocation Approved by CTC 11/4/10 in the amount of $4,259,000.

D-EA: 08-42230 Bond Program: TCIF

Program coordinator has reviewed the preceding closeout / delivery report and found information reported is complete. Program coordinator does not have the authority to approve any cost, schedule, or scope variances, authority for approval is outlined in departmental policy directives.

ME Bailey 1-17-14

Matthew E. Bailey
Bond Program Coordinator

Cheser, Dawn@DOT

From: Bailey, Matt E@DOT
Sent: Friday, January 17, 2014 2:22 PM
To: Cheser, Dawn@DOT; teresa.favila@dot.ca.gov; Bridges, Terri L@DOT
Subject: FW: TCIF Status Updates on EA 08-0E520 & 08-42230
Attachments: TCIF 58 Riverside IC 8-42230.pdf

PDR 1 for # 58

From: Bailey, Matt E@DOT
Sent: Friday, January 17, 2014 2:21 PM
To: Quach, Bac Son@DOT; Bhullar, Jas@DOT
Cc: Lizarde, Juan@DOT; Makar, Emad S@DOT
Subject: RE: TCIF Status Updates on EA 08-0E520 & 08-42230

Jas, Please post to TCIF website.

Bacson, please make sure this gets back to local agency.