

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: 09/20/2018

TCIF # (Segment): 61

Other Project Identifier (EA, Project #, PPNO, etc):

SLPTCIFL 5092(029)
PPNO 08-1131

Project Title: South Milliken Avenue Grade Separation at Union Pacific Los Angeles Subdivision

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: Ontario

Project Description: Railroad-roadway grade separation elevating Milliken Avenue over the Union Pacific Railroad

B. Contact Information

Implementing Agency: City of Ontario

Caltrans District Number: 8

Contact Person: Jay Bautista

Phone: 909-395-2120

Email Address: jbautista@ontarioca.gov

C. Cost

	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$750,000	\$750,000	\$678,323	\$71,677
Design				
Total Amount	\$2,000,000	\$4,745,000	\$5,652,003	-\$907,003
Right of Way				
Total Amount	\$3,736,000	\$5,221,000	\$14,490,158	-\$9,269,158
Construction				
TCIF (State)	\$8,031,000	\$21,846,000	\$20,535,712	\$1,310,288
SLPP (State)	\$13,926,000	\$7,210,000	\$7,210,000	\$0
Measure I +DIF (Local)	\$47,672,000	\$33,395,000	\$21,669,169	\$11,725,831
Railroad (Private)		\$2,482,000	\$2,482,293	-\$293
Total Amount	\$69,629,000	\$64,933,000	\$51,897,174	\$13,035,826
Totals	\$76,115,000	\$75,649,000	\$72,717,658	\$2,931,342

D. Schedule

	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	07/01/2008	07/01/2008	07/01/2008	0
End	12/31/2009	06/25/2010	06/25/2010	0
Design (PS&E) Phase				
Begin	01/01/2010	06/16/2010	06/16/2010	0
End	12/31/2011	03/07/2013	03/07/2013	0
Right of Way Phase				
Begin	01/01/2010	07/01/2011	07/01/2011	0
End	06/30/2012	06/05/2013	06/05/2013	0
Construction Phase				
Begin	12/01/2012	12/11/2013	12/03/2013	0
End	12/31/2014	06/01/2016	11/21/2017	-17
Closeout Date				
Begin	01/01/2015	07/01/2016	11/21/2017	-16
End	04/30/2015	02/01/2017	09/20/2018	-19

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)

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

Outcomes	Adopted Program	Current Approved	Actual
Safety	Eliminate potential accidents with at grade crossings of rail lines	Eliminate potential accidents with at grade crossings of rail lines	Eliminated potential accidents with at grade crossings of rail lines
Velocity	Reduction of 29 existing daily vehicle hours and 131 daily vehicle hours in 2030	Reduction of 29 existing daily vehicle hours and 131 daily vehicle hours in 2030	Grade separation reduces delay to zero. Reduced existing delay by 29 daily vehicle hours. Projected to reduce 131 daily vehicle hours in 2030.
Throughput	Eliminate of current gate down time of 1.3 hours per day and 2 hours per day in 2030	Eliminate of current gate down time of 1.3 hours per day and 2 hours per day in 2030	Gate down time reduced to zero from 1.3 hours per day for existing conditions. Reduced to zero from 2 hours per day by 2030.
Reliability	Eliminate emergency vehicle delay time up to 5 minutes	Eliminate emergency vehicle delay time up to 5 minutes	Emergency vehicle delay time reduced to zero because of no gate down time. Delay time reduced by average of 5 minutes when gates are down.
Congestion Reduction	Eliminate current at grade vehicle queue rate of 203 vehicles per hour per lane and 448 vehicles per hour per lane in 2030	Eliminate current at grade vehicle queue rate of 203 vehicles per hour per lane and 448 vehicles per hour per lane in 2030	Vehicles previously developed queues at a rate of 203 vehicles per hour per lane in the existing condition and 448 vehicles per hour per lane in 2030. This congestion and future congestion has been eliminated.
Emissions Reductions	Estimate emission reductions in tons per day- CO2- 0.077 Nox- 0.00005 PM 2.5- 0.00001 ROG- 0.00002	Estimate emission reductions in tons per day- CO2- 0.077 Nox- 0.00005 PM 2.5- 0.00001 ROG- 0.00002	Reduced incremental emission to zero over the no-build condition, as shown in the Adopted Program.

G. Differences/Variances

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

Design costs were higher than budgeted in order to investigate a value engineering concept. Right of Way costs were a lot higher than budgeted as all properties were condemned in order to attain right of way certification and mediated/negotiated settlements were much higher than expected. Construction costs were lower than budgeted and can be attributed to a solid construction management team as well as a favorable bidding environment.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

Right of Way was well over budget and should have been estimated for a much higher amount. The cost estimates for damages to the properties should have been more conservative to account for the increase.

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.

Jul Bautista

(Print name) Project Manager

[Signature]

(Signature) Project Manager

10/3/18

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.

Alicia Muniz

(Print Name) TCIF Division Program Coordinator/Project Manager

[Signature]

(Signature) TCIF Division Program Coordinator/Project Manager

10/12/18

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 Caro

(Print Name) TCIF Program Lead

[Signature]

(Signature) TCIF Program Lead

10/18/18

Date

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