

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)

Revised: 3/14/1/8

A. Project Information

Date: Per CT Comment

TCIF # (Segment): _____ 64 Other Project Identifier (EA, Project #, PPNO, etc.): _____ PPNO:1135 FPN6053(086)

Project Title: Lenwood Road Grade Separation Project in the City of Barstow

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: City of Barstow

Project Description: In the City of Barstow, Construct a grade separation for BNSF lines at Lenwood Road

B. Contact Information

Implementing Agency: SANBAG / CECTA Caltrans District Number 8

Contact Person: Andrea Nieto 909.884.8276

Email Address: anieto@sanbag.ca.gov

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount				\$0
Design				
Total Amount	\$2,760,000	\$4,409,000	\$3,963,480	\$445,520
Right of Way				
Total Amount	\$743,000	\$4,792,000	\$4,527,398	\$264,602
Construction				
TCIF	\$6,694,000	\$8,276,000	\$7,310,476	\$965,524
Local	\$14,878,000	\$2,297,000	\$862,893	\$1,434,107
Federal	\$0	\$10,277,000	\$8,491,948	\$1,785,052
PUC 190	\$0	\$0	\$2,461,941	-\$2,461,941
RR funds	\$0	\$1,103,000	\$974,417	\$128,583
Totals	\$25,075,000	\$31,154,000	\$28,592,553	\$2,561,447

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	10/01/08	10/01/08	06/15/09	9
End	10/01/10	07/28/11	09/10/11	1
Design (PS&E) Phase				
Begin	01/01/11	08/19/10	08/19/10	0
End	01/01/12	03/06/13	05/30/13	3
Right of Way Phase				
Begin	10/01/10	07/28/11	07/28/11	0
End	12/01/11	04/19/13	07/20/14	15
Construction Phase				
Begin	04/01/12	09/13/13	12/04/13	3
End	09/01/13	10/01/15	09/18/15	0
Closeout Date				
Begin	09/01/13	11/01/15	09/21/15	-1
End	12/01/13	05/01/16	12/31/16	8

E. Amendments		
List approved amendments		
Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
1 TCIF-P-1213-12	10/2012	Cost and schedule changes
2 TCIF-P-1213-57	5/2013	Cost/fund type and schedule changes
3 TCIF-P-1213-78	6/2013	Cost/fund type and schedule changes
4 TCIF-AA-1314-10	1/2014	To deallocate \$579,000 reducing the Original TCIF \$8,855,000 to

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	No accidents occurred over the 10-year period prior to opening of the grade separation, at which point the accidents have remained at zero. Eliminate potential accidents with at grade crossings of rail lines
Velocity	Reduction of 17 existing Daily Vehicle Hour (DVH) and 130 DVH in 2030	Reduction of 17 existing Daily Vehicle Hour (DVH) and 130 DVH in 2030	Grade separation reduces delay to zero. Reduced existing delay by 17 daily vehicle hours. Projected to reduce 130 daily vehicle hours in 2030.
Throughput	Eliminate current gate down time of 3.3 hours per day and 6.6 hours per day in 2030	Eliminate current gate down time of 3.3 hours per day and 6.6 hours per day in 2030	Gate down time reduced to zero from 3.3 hours per day for existing conditions. Reduced to zero from 6.6 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 at grade vehicle queue rate of 131 vehicles per hour per lane and 380 vehicles per hour per lane in 2030	Eliminate at grade vehicle queue rate of 131 vehicles per hour per lane and 380 vehicles per hour per lane in 2030	Vehicles previously developed queues at a rate of 131 vehicles per hour per lane in the existing condition. This congestion and future congestion has been eliminated.
Emissions Reductions	Emission reductions in tons per days: CO2- 0.96 Nox- 0.00054 PM2.5- 0.00008 ROG- 0.00025	Emission reductions in tons per day: CO2- 0.96 Nox- 0.00054 PM2.5- 0.00008 ROG- 0.00025	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.

Project received PUC 190 funds. Final cost will be reconciled when supplemental FDR is submitted

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

Certification Signature

Implementation 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.

Andrea Nieto

(Print name) Project Manager


(Signature) Project Manager

03/01/2018
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.

Mary Hartegan

(Print Name) TCIF Division Program Coordinator/Project Manager

Mary Hartegan
(Signature) TCIF Division Program Coordinator/Project Manager

5/14/18
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

Tony Cano
(Signature) TCIF Program Lead

5/15/18
Date

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