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 4/4/2018

A. Project Information

Date: 05/12/2017

TCIF # (Segment):

56 Other Project Identifier (EA, Project #, PPNO, etc): PPNO: 013T EA 468000

Project Title: I-10 Cherry Ave I/C Reconstruction

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

Location: County: San Bernardino City: Fontana

Project Description: Route 10 at Cherry Avenue Interchange. This project improves interchange and mainline operation and safety in the city of Fontana by replacing a deficient interchange at Cherry Ave.

B. Contact Information

Implementing Agency: SANBAG/ SBCTA Caltrans District Nurr 8

Contact Person: Chad Costello Phone: 909-884-8276

Email Address: ccostello@sanbag.ca.gov

C. Cost

	Adopted Program Amount ($)	Current Approved Amount ($)	Actual Expended Amount ($)	Net Difference (Dollars)
Environmental				
Total Amount	$ 935,000	$ 935,000	$ 781,000	$154,000
Design				
Total Amount	$ 5,822,000	$ 5,822,000	$ 6,351,941	-$529,941
Right of Way				
Total Amount	$ 9,503,000	$ 9,503,000	$ 13,003,000	-$3,500,000
Construction				
TCIF	$ 30,773,000	$ 30,773,000	$ *28,621,251*	$2,151,749
Local	$ 30,773,000	$ 30,773,000	$ 27,153,808	$3,619,192
Federal			$ 1,225,000	-$1,225,000
Other	$ -			$0
Totals	$ 77,806,000	$ 77,806,000	$ 77,136,000	$670,000

D. Schedule

	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	09/30/05	09/30/05	09/30/05	0
End	03/31/09	03/31/09	03/31/09	0
Design (PS&E) Phase				
Begin	02/15/08	02/15/08	02/15/08	0
End	12/31/10	12/31/10	07/01/11	6
Right of Way Phase				
Begin	04/01/09	04/01/09	04/01/09	0
End	04/01/11	04/01/11	07/01/11	3
Construction Phase				
Begin	08/01/11	08/01/11	10/03/12	14
End	12/31/13	12/31/13	05/17/16	29
Closeout Date				
Begin	12/31/13	12/31/13	05/18/16	29
End	06/30/14	06/30/14	03/14/18	44

Note: Contractor claims required additional time to resolve and resulted in final payment in February 2017.

E. Amendments

List approved amendments

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
NONE		

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.	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.	One of the primary safety concerns with the I-10/Cherry interchange involved the queuing from the off-ramps onto the freeway in both the eastbound and westbound directions, blocking the right mainline lane. The improvement has eliminated this problem except for occasional periods of particularly high demand.
Velocity	PM peak hour NB average speed on Cherry Avenue improves from 10 to 12 mph (including stopped time at intersections) PM peak hour SB average speed on Cherry Avenue improves from 8 to 19 mph (including stopped time at intersections)	PM peak hour NB average speed on Cherry Avenue improves from 10 to 12 mph (including stopped time at intersections) PM peak hour SB average speed on Cherry Avenue improves from 8 to 19 mph (including stopped time at intersections)	PM peak hour NB average speed on Cherry Avenue was estimated at 10 mph (including stopped time at intersections) in the before period. Current PM PH speed is 14 mph based on SBCTA's arterial PeMS data. For the SB direction, the before/after PM speeds are 8 mph and 19 mph respectively.
Throughput	LOS improvement from current LOS F to LOS D or better through the design year 2030	LOS improvement from current LOS F to LOS D or better through the design year 2030	Additional lanes have been provided on all the ramps and north/south approaches to I-10, which improve LOS from F to D
Reliability	PM peak hour total delay reduced from approximately 1975 person-hours to approximately 1210 person hours (765 person-hour reduction)	PM peak hour total delay reduced from approximately 1975 person-hours to approximately 1210 person hours (765 person-hour reduction)	Actual hour total delay reduced to 1383 person hours (595 person hour reduction)
Congestion Reduction	1100 vh/d Daily hours of delay saved for total traffic	1100 vh/d Daily hours of delay saved for total traffic	Queue studies prior to implementation showed Cherry to be the most congested of 37 interchanges in the Valley. Estimated delay savings by 2020 of 1333 vehicle hours/day.

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)	90 tons per year Reduction of Particulate Matter combined of ROG, PM10, Nox. 164,000 tons per year reduction of Carbon Dioxide (CO2)	Based on delay savings above, estimate 109 tons per year reduction of PM, ROG, Nox and 198,000 annual tons of CO2 for 2020.

G. Differences/Variances

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

There is no change to the amount of TCIF or STIP funds. Right of way costs increased due to higher capital acquistion costs and utility relocation costs. This phase was fully funded utilizing Local funds only. Note, the start of construction was delayed approximately 1 year due to the State's lack of TCIF funds and subsequent bonding issues. Although funding issues delayed the start of construction SANBAG has attempted to follow the 2- year time frame for construction completion of the interchange followed by the typical 12 month plant establishment period ending in May 2016. During construction of the project, there were approximately seven months of delay related with pavement construction, additional drainage work, traffic signals and electrical work (including some repairs due to vandalism of installed electrical equipment, and the installation of landscape and hardscape work.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

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.

Chad Costello
(Print name) Project Manager

(Signature) Project Manager 3/14/18 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.

Robert Feusi
(Print Name) TCIF Division Program Coordinator/Project Manager

(Signature)TCIF Division Program Coordinator/Project Manager 4/13/18 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 4/16/18 Date

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