

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: 4/20/2016

TCIF # (Segment): 66 Other Project Identifier (EA, Project #, PPNO, etc.): PPNO 3430

Project Title: In Oxnard Route 101 Rice Avenue Interchange project

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

Location: County: Ventura City: Oxnard

Project Description: Reconstruct interchange with 6 through lanes, 2 southbound left-turn lanes and new on- and off-ramps.

B. Contact Information

Implementing Agency: City of Oxnard Caltrans District Number: 7

Contact Person: Cynthia Daniels Phone: (805) 385-7871

Email Address: cynthia.daniels@oxnard.org

C. Cost	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$243,000	\$3,458,000	\$3,458,000	\$0
Design				
Total Amount	\$3,253,000	\$3,766,000	\$3,766,000	\$0
Right of Way				
Total Amount	\$0 21,527,000	\$0 21,594	\$27,215,014	-\$27,215,014
Construction				
TCIF	\$30,449,000	\$14,194,000	\$14,194,000	\$0
Local	\$14,732,000	\$6,833,000	\$11,983,369	-\$5,150,369
Federal	\$15,717,000	\$18,752,000	\$18,878,983	-\$126,983
Other	\$0	\$0		\$0
Totals	\$64,394,000	\$47,003,000	\$79,495,366	-\$32,492,366

D. Schedule	Adopted Program Date	Current Approved Date	Actual Beginning Date	Net Difference (Months)
Environmental Phase				
Begin	06/01/99	06/01/99	08/28/08	
End	02/26/02	02/26/02	08/28/08	
Design (PS&E) Phase				
Begin	04/01/02	04/01/02	08/28/08	
End	08/30/08	08/30/08	08/28/08	
Right of Way Phase				
Begin	02/27/02	02/27/02	08/28/08	
End	08/30/08	05/05/09	02/22/12	
Construction Phase				
Begin	03/01/09	10/20/09	10/20/09	0
End	09/30/11	09/30/12	02/02/16	40.67
Closeout Date				
Begin	10/30/11	10/30/12	01/01/16	38.6
End	12/31/11	12/31/12	04/20/16	40.2

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
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#1	2/22-23/2012	Revised cost to reduce share of TCIF from \$30,449,000 to \$14,192,000 to reflect contract award savings. No other changes to scope or schedule. <i>TCIF-AA-1112-02, TCIF-P-1112-20</i>
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F. Project Benefits**Describe and compare project benefits with those included in the approved Baseline Agreement.**

Outcomes	Adopted Program	Current Approved	Actual
Safety	Seismic safety upgrade to 100% of current standards. Reduction in truck-involved accidents. Accidents saving costs of \$0.3 million on average annually through reduced truck collisions.	Seismic safety upgrade to 100% of current standards. Reduction in truck-involved accidents. Accidents saving costs of \$0.3 million on average annually through reduced truck collisions.	Seismic safety upgrade to 100% of current standards. Reduction in truck-involved accidents. Accidents saving costs of \$0.3 million on average annually through reduced truck collisions.
Velocity	67-105% increase in ramp speeds	67-105% increase in ramp speeds	67-105% increase in ramp speeds
Throughput	100% increase in auxiliary lane mile on highway. 200% increase in lanes on bridge	100% increase in auxiliary lane mile on highway. 200% increase in lanes on bridge	100% increase in auxiliary lane mile on highway. 200% increase in lanes on bridge
Reliability	2024 Level of Service (LOS) at ramps improves E/F (AM/PM)	2024 Level of Service (LOS) at ramps improves E/F (AM/PM)	2024 Level of Service (LOS) at ramps improves E/F (AM/PM)
Congestion Reduction	16.3 million person hours saved over 20 years. 816,600 person hours saved annually on average.	16.3 million person hours saved over 20 years. 816,600 person hours saved annually on average.	16.3 million person hours saved over 20 years. 816,600 person hours saved annually on average.
Emissions Reductions	Reduction of 4 tons per year combined for particulate matter (PM 2.5), reactive organic gases (ROG), and nitrogen oxides (Nox). Reduction of 4,700 tons per year of CO2.	Reduction of 4 tons per year combined for particulate matter (PM 2.5), reactive organic gases (ROG), and nitrogen oxides (Nox). Reduction of 4,700 tons per year of CO2.	Reduction of 4 tons per year combined for particulate matter (PM 2.5), reactive organic gases (ROG), and nitrogen oxides (Nox). Reduction of 4,700 tons per year of CO2.

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

Schedule: Change orders added a total of 851 calendar days to the original construction schedule of 743 calendar days. Major change orders affected the schedule in the following ways. The designer did not include 365 days for plant establishment in the original schedule. The project had several delays due to designer errors and omissions, which added approximately 245 calendar days. Other delays from utilities, City, Caltrans, and designer added 155 calendar days. The landscape subcontractor withdrew from the project and was terminated for non-performance. **Cost:** Change orders due to errors and omissions, labor strike, changes in the requirements for compliance with the National Pollution Discharge Elimination System, and various changes in the existing conditions caused cost increases in the construction contract. The original engineer's estimate was much higher than the bid, leading to a significant reduction in the cost of the project compared to the engineer's estimate. The lower bid caused a change in the amount of funding from TCIF and the local share.

H. Lessons-Learned/Best Practices**Describe lessons-learned and best practices for future projects.**

Lessons Learned: The City did not understand the distinction that Caltrans makes for relocation costs for utilities as a right of way expense, and therefore ineligible for TCIF construction funding. The City calculated the cost for utility relocation as part of the construction cost. The City's consultant for the project report severely under-estimated the cost for utility relocation. The City successfully challenged both Caltrans and the Southern California Gas Company on the cost for relocating the Gas Company's facilities within the Caltrans, City, and County rights of way. The CTC rules about how TCIF funding is revised downward in a situation where the bid award is lower than the engineer's estimate caused the City to make up a multi-million dollar loss in the construction funding. This caused hardship and required other city projects to be delayed because the funding was used for this project. The City believed the loss of funding was unfair and disproportionate to the original grant as a 50% match of the construction estimate. Best Practices for Future: As a best-practice, in the future the City would hire a specialist to focus on utility relocations for complex projects involving many or large utility facilities. As a best practice, the agency should perform an independent constructability review for major impacts to underground facilities, and examine the construction sequence for significant risks to the project or its schedule.

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.

Cynthia Daniels

(Print name) Project Manager



(Signature) Project Manager

4/20/2016

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.

REZA FATEH, PM

(Print Name) TCIF Division Program Coordinator/Project Manager



(Signature) TCIF Division Program Coordinator/Project Manager

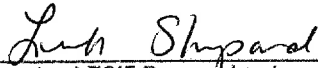
4/25/2016

Date

The TCIF Program Lead from the California Department of Transportation has reviewed the information contained in the report and concurs with the approval. *(with revisions as shown)*.

Leah Shepard

(Print Name) TCIF Program Lead



(Signature) TCIF Program Lead

6/21/16

Date

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