

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: 1/24/2018

TCIF # (Segment): 36 Other Project Identifier (EA, Project #, PPNO, etc): TCIFL-6071(056)

Project Title: Placentia Avenue Grade Separation

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

Location: County: Orange City: Placentia and Fullerton

Project Description: Grade separation of existing street crossing of BNSF

B. Contact Information

Implementing Agency: OCTA Caltrans District Number: 12

Contact Person: Ross Lew Phone: (714) 560-5775

Email Address: rlew@octa.net

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$2,000,000	\$21,000	\$20,000	\$1,000
Design				
Total Amount	\$1,966,000	\$3,401,000	\$6,348,169	-\$2,947,169
Right of Way				
Total Amount	\$10,269,000	\$15,371,000	\$14,633,125	\$737,875
Construction				
TCIF	\$14,934,000	\$9,548,000	\$9,548,000	\$0
Local	\$10,200,000	\$16,452,798	\$15,880,692	\$572,106
Federal	\$0	\$0	\$0	\$0
Other	\$0	\$12,000,000	\$17,797,758	-\$5,797,758
Total Amount	\$25,134,000	\$38,000,798	\$43,226,450	-\$5,225,652
Totals	\$39,369,000	\$56,793,798	\$64,227,744	-\$7,433,946

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	01/01/01	01/01/01	01/01/01	
End	05/15/01	05/15/01	01/01/01	-4
Design (PS&E) Phase				
Begin	01/01/09	01/01/09	01/29/09	1
End	09/01/10	09/01/10	06/30/10	-2
Right of Way Phase				
Begin	09/01/08	09/01/08	08/28/08	0
End	03/01/10	03/01/11	03/16/11	1
Construction Phase				
Begin	10/01/10	10/01/11	07/25/11	-2
End	04/01/13	05/01/14	12/18/14	8
Closeout Date				
Begin	04/01/13	05/01/14	12/19/14	8
End	04/01/16	05/01/17	12/30/17	8

E. Amendments**List approved amendments****Amendments:**

Resolution TCIF-P-1011-08, Approved 11/04/2010 to update project cost and delivery schedule.

Resolution TCIF-LONP-1B-A-1011-10, Approved 11/04/2010 to substitute TCIF with Measure M.

Resolution TCIF-P-1011-21, Approved 5/11/2011 to revise project delivery schedule.

Resolution TCIF-P-1112-32, Approved 4/25/2012 to update project cost.

Resolution TCIF-AA-1238-08, Approved on 01/08/2013 to reflect contract award savings.

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

Outcomes	Adopted Program	Current Approved	Actual
Safety	Grade separations completely separate automobiles and other traffic from trains, eliminating the potential for a grade crossing collision.	Grade separations completely separate automobiles and other traffic from trains, eliminating the potential for a grade crossing collision.	By eliminating the at grade crossing, trains are no longer interacting with vehicles, pedestrians and bicyclists. The project has eliminated: 1) Pedestrians walking across tracks 2) Emergency vehicle delays 3) Potential for train/vehicle collisions
Velocity	With the construction of the grade separation, vehicles traveling would be able to maintain a more consistent speed within this segment of the roadway because the delay and conflict associated with the at-grade crossing would be eliminated.	With the construction of the grade separation, vehicles traveling would be able to maintain a more consistent speed within this segment of the roadway because the delay and conflict associated with the at-grade crossing would be eliminated.	Since trains are no longer interacting with vehicles, railroad and vehicle velocities have improved by eliminating delays and potential train/vehicle collisions.
Throughput	The Annual Average Daily Traffic will increase from 23,100 to 30,500 in 2030. Current at-grade crossing throughout is forecasted to cause 4.9 hours of daily delay for trucks in 2030, a 159% increase of the existing condition.	The Annual Average Daily Traffic will increase from 23,100 to 30,500 in 2030. Current at-grade crossing throughout is forecasted to cause 4.9 hours of daily delay for trucks in 2030, a 159% increase of the existing condition.	Since trains are no longer interacting with vehicles, trucks throughput has improved by eliminating delays at grade crossing.

Reliability	The reliability of travel and goods movement at or near at-grade rail crossings is influenced by two factors: delay and safety. Delay due to the at-grade crossing would be eliminated and the separation of the railway from the roadway would improve safety resulting in increased reliability.	The reliability of travel and goods movement at or near at-grade rail crossings is influenced by two factors: delay and safety. Delay due to the at-grade crossing would be eliminated and the separation of the railway from the roadway would improve safety resulting in increased reliability.	Since trains are no longer interacting with vehicles, goods movement reliability has improved by eliminating delays and potential train/vehicle collisions.
Congestion Reduction	The existing total traffic delay (vehicle-hours/day) due to the rail crossing is 37.6 hours and this is expected to increase to 97.2 in 2030. The grade separation would eliminate the delay due to the rail crossing.	The existing total traffic delay (vehicle-hours/day) due to the rail crossing is 37.6 hours and this is expected to increase to 97.2 in 2030. The grade separation would eliminate the delay due to the rail crossing.	Since trains are no longer interacting with vehicles, congestion is reduced since vehicle delays at the grade crossing is eliminated.
Emissions Reductions	ROG Emission Benefits: (0.14 kg/day) CO Emission Benefits: (1.99 kg/day) Nox Emission Benefits (0.13 kg/day) PM Emission Benefits (0.01 kg/day)	ROG Emission Benefits: (0.14 kg/day) CO Emission Benefits: (1.99 kg/day) Nox Emission Benefits (0.13 kg/day) PM Emission Benefits (0.01 kg/day)	The actual benefits cannot be comparable since emissions data from the Air Quality Management District (AQMD) change over time. However AQMD has acknowledged that grade separation projects provide regional air quality benefits.

G. Differences/Variations

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

The actual Right-of-Way expenditure exceeded the budgeted amount due to higher than estimated cost. Also, the cost of relocation of existing utilities including the associated design was over the budget due to unexpected conditions.

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

Additional effort should have been expended during the design phase to better identify underground conditions.

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.

Ross Lew

(Print name) Project Manager

(Signature) Project Manager

1/24/18

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.

~~Bill Huang~~ Mary Hartegan

(Print Name) TCIF Division Program Coordinator/Project Manager

(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.

Antonio Cano

(Print Name) TCIF Program Lead

(Signature) TCIF Program Lead

5/15/18

Date

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