

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: 10/16/2017

TCIF # (Segment): 54 Other Project Identifier (EA, Project #, PPNO, etc): 08-0041C

Project Title: March Inland Cargo Port Airport I-215 Van Buren Blvd – Ground Access Improvements

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

Location: County: Riverside City: near the City of Riverside

Project Description: Reconstruct the I-215/Van Buren Blvd Interchange

B. Contact Information

Implementing Agency: Riverside County Caltrans District Number: 8

Contact Person: John Marcinek, Project Manager Phone: (951) 955-3727

Email Address: jmarcini@rivco.org

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$3,550,000	\$3,463,000	\$3,222,475	\$240,525
Design				
Total Amount	\$5,500,000	\$4,786,000	\$4,956,843	-\$170,843
Right of Way				
Total Amount	\$7,000,000	\$7,000,000	\$7,316,519	-\$316,519
Construction				
TCIF	\$10,000,000	\$8,835,000	\$6,450,485	\$2,384,515
Local	\$71,500,000	\$32,124,000	\$20,878,131	\$11,245,869
Federal		\$10,568,000	\$10,568,000	\$0
Other				\$0
Totals	\$97,550,000	\$66,776,000	\$53,392,453	\$13,383,547

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	08/01/05	08/01/05	08/01/05	0
End	04/23/09	04/23/09	12/10/09	8
Design (PS&E) Phase				
Begin	07/07/08	07/07/08	07/07/08	0
End	08/26/11	09/01/11	09/01/11	0
Right of Way Phase				
Begin	04/24/09	04/24/09	03/04/09	2
End	08/11/11	09/01/11	09/01/11	0
Construction Phase				
Begin	01/02/12	04/30/12	08/13/12	4
End	12/26/13	04/30/14	10/25/16	30
Closeout Date				
Begin	12/30/13	04/30/14	10/26/16	30
End	04/30/14	09/30/14	05/10/17	32

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
P-1112-06	Sept. 2011	Cost estimate reductions and schedule revision

F. Project Benefits

Describe and compare project benefits with those included in the approved Baseline Agreement.

Outcomes	Adopted Program	Current Approved	Actual
Safety	The proposed improvements includes right turn lanes and receiving lanes along Van Buren Blvd., as well as auxiliary lanes along I-215. These improvements separate and eliminate the conflict between the through traffic and the traffic entering and exiting the freeway. This would reduce rear-end and side swipe type accidents. The project will also improve overall efficiency of the interchange which would reduce accidents attributed to traffic congestion. Safety improvements also include increasing vertical sight distance along Van Buren Blvd., adding sidewalks, increase curb return radius for truck turns, and upgrading of all guardrails to current standards.	The proposed improvements includes right turn lanes and receiving lanes along Van Buren Blvd., as well as auxiliary lanes along I-215. These improvements separate and eliminate the conflict between the through traffic and the traffic entering and exiting the freeway. This would reduce rear-end and side swipe type accidents. The project will also improve overall efficiency of the interchange which would reduce accidents attributed to traffic congestion. Safety improvements also include increasing vertical sight distance along Van Buren Blvd., adding sidewalks, increase curb return radius for truck turns, and upgrading of all guardrails to current standards.	Project construction was completed August 27, 2015. In the year prior to construction, from 8/12/2011 through 8/11/2012, there were 4 reported collisions on Van Buren Blvd between the SB ramps and the NB ramps. Each of the collisions were rear end type. In the one year post construction, from 10/1/2015 to 9/30/16, there was one reported collision on Van Buren Blvd within the limits of the new interchange. The reduction in collisions is attributable to the reduction in congestion, elimination of conflict points, and improved sight distances. The interchange now includes ADA compliant sidewalks and pedestrian ramps and includes provisions for bicyclists at each intersection. Other safety improvements include widened shoulders, new traffic signals to current standards, guard rail, increase curb return radii for truck turns. The Interchange Improvements were also designed to accommodate Extra Legal Load vehicles.
Velocity	Improves congested speed at the ramps from an average of 23mph to 39mph. The proposed design speed for Van Buren Blvd. at the I-215/Van Buren Interchange is 40mph, which is improved over the original concept of 30mph.	Improves congested speed at the ramps from an average of 23mph to 39mph. The proposed design speed for Van Buren Blvd. at the I-215/Van Buren Interchange is 40mph, which is improved over the original concept of 30mph.	The new overcrossing bridge includes 7 lanes (3 through and one left turn lane) which provides ample capacity and allows for free flow speeds to be reached at up to 50 mph.

Throughput	The proposed project will improve intersection capacity at the I-215/Van Buren Boulevard interchange. The project will also provide auxiliary lanes between Van Buren and Cactus Avenue. These improvements will increase capacity and improve the operational efficiency for trucks. The Interchange intersections will be improved from LOS F to LOS B and C.	The proposed project will improve intersection capacity at the I-215/Van Buren Boulevard interchange. The project will also provide auxiliary lanes between Van Buren and Cactus Avenue. These improvements will increase capacity and improve the operational efficiency for trucks. The Interchange intersections will be improved from LOS F to LOS B and C.	The interchange now includes auxiliary lanes north and south of the on and off ramps, providing added capacity for merge and diverge operations. This design improves operations for the significant number of large trucks and vehicles utilizing the interchange. The ramp intersections have been widened to provide multiple through and turn lanes and upgraded traffic signals, greatly improving operations and safety.
Reliability	The NB and SB ramps intersection to Van Buren Blvd will be improved from LOS F to LOS B and C in 2035.	The NB and SB ramps intersection to Van Buren Blvd will be improved from LOS F to LOS B and C in 2035.	Traffic counts taken at the NB and SB intersection ramps in September 2017 were analyzed. Both NB and SB intersection ramps are operating at LOS A in the AM and PM peak hours.
Congestion Reduction	Improvement will result in saving of up to 338 hours of truck delay at the NB Intersection and 907 hours at the SB Intersection in 2035.	Improvement will result in saving of up to 338 hours of truck delay at the NB Intersection and 907 hours at the SB intersection in 2035.	Both NB and SB intersection ramps are operating at LOS A in the AM and PM peak hours, which indicates greatly reduced delays compared to pre-construction, LOS F delays.
Emissions Reductions	The emissions benefit of the project in 2035 is calculated to be 4,065 tons per year of a combined PM10, ROG, NOx, and CO2.	The emissions benefit of the project in 2035 is calculated to be 4,065 tons per year of a combined PM10, ROG, NOx, and CO2.	The emissions associated with the traffic improvement to LOS A at the NB and SB intersection ramps would be reduced. This is due to more efficient vehicle circulation and less truck and vehicle idling at these intersections.

G. Differences/Variations

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

Low bids for construction resulted in a cost difference.
Schedule was delayed for the following reasons:
Schedule delays do to delays in getting final plans approved;
nesting birds slowed the beginning of construction;
delays due to extensive documentation of ADA compliance being requested post construction

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects.

Nesting birds were found within the project delayed the project at the beginning of construction. The Environmental study concerning nesting season was not required to consider the Arlington Cemetery and adjacent pond and green space. Award a separate contract for vegetation removal to minimize nesting prior to project start up.

OH SIGN, Concrete Barrier & MBGR, North Bound Loop On Ramp, As Built. Audible Pedestrian System, and Emergency Base Access all required CCO's. Engage all Caltrans major departments, mainly Design, Operations, and Maintenance prior to construction. Many CCO's could have been avoided if departments had identified the needs early on in design.

Insure that all Utility owners have clear permits/approvals to relocate utilities under/over other owner's ROW "ie. Edison/RCTD, BNSF" running conduits through OH bridge and having to re-route resulted in significant cost & schedule issues.

Early research & identification of vertical clearances as it relates to Strategic Highway clearances. Avoid unnecessary extra Cost & Schedule issues.

Better research & verification of existing pavement along I-215/NB & SB and existence of edge drains, pavement thickness due to multiple repairs/overlays over the years.

The installation of the construction camera was an excellent tool not just for project time lapse, which was the original intent, but it also was a great tool for monitoring construction as well as additional backup documentaion for dispute resolution to account for labor and equipment. In future projects, this can be a bid item.

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.

John Marcinek

(Print name) Project Manager

John Marcinek

(Signature) Project Manager

Oct. 16, 2017

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 J. FEUSI

(Print Name) TCIF Division Program Coordinator/Project Manager

Robert J. Feusi

(Signature) TCIF Division Program Coordinator/Project Manager

5/8/18

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

Tony Caro

(Signature) TCIF Program Lead

5/8/18

Date

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