

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: 5/17/2018

TCIF # (Segment): _____ 94 Other Project Identifier (EA, Project #, PPNO, etc): _____

EA 04-015330

Proj ID: 0400020304

PPNO: 0499R

Project Title: Install Ramp Metering and TOS

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

Location: County: Santa Clara City: Santa Clara

Project Description: Installation and Implementation of ramp metering and Traffic Operation System on Route 101, in Santa Clara County

B. Contact Information

Implementing Agency: Caltrans Caltrans District Number: 4

Contact Person: Dina El-Tawansy Phone: (510) 286-7236

Email Address: dina.el-tawansy@dot.ca.gov

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$2,120,000	\$2,120,000	\$1,328,790	\$791,210
Design				
Total Amount	\$2,120,000	\$2,120,000	\$2,778,457	-\$658,457
Right of Way				
Total Amount	\$67,000	\$67,000	\$8,934	\$58,066
Construction				
TCIF	\$15,000,000	\$13,840,000	\$12,302,656	\$1,537,344
Local (CMAQ)	\$6,617,000	\$6,617,000	\$3,101,271	\$3,515,729
Federal		\$0	\$3,099,206	-\$3,099,206
Other (HFL Grant)		\$0	\$733,629	-\$733,629
Totals	\$25,924,000	\$24,764,000	\$23,352,944	\$1,411,056

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
Environmental Phase				
Begin	10/01/10	10/01/10	10/01/10	0
End	03/19/12	03/19/12	03/19/12	0
Design (PS&E) Phase				
Begin	02/22/12	02/22/12	02/22/12	0
End	05/10/13	05/10/13	05/17/13	0
Right of Way Phase				
Begin	10/08/11	10/08/11	07/02/12	8
End	12/04/12	12/04/12	06/30/17	54
Construction Phase				
Begin	09/03/13	09/03/13	06/23/14	9
End	10/24/14	10/24/14	11/19/15	12
Closeout Date				
Begin	10/25/14	10/25/14	11/19/15	12
End	10/24/15	10/24/15	08/04/16	9

E. Amendments**List approved amendments**

Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
TCIF-P-1314-02	August 6, 2013	Add project to the TCIF Program at a cost of \$15 million in TCIF/SHOPP funds.
TCIF-A-1314-08	October 8, 2013	Allocated \$15 million into SHOPP as TCIF funded, baseline agreement approved

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

Outcomes	Adopted Program	Current Approved	Actual
Safety			
Velocity			
Throughput	Level of Service (LOS) from high C to low C	Same	LOS C
Reliability			
Congestion Reduction	10% reduction in Daily Vehicle Hours of Delay on the Northbound Section 5% reduction in Daily Vehicle Hours of Delay on the Southbound Section	Same	46% reduction in Daily Vehicle Hours of Delay on the Northbound Section 39% reduction in Daily Vehicle Hours of Delay on the Southbound Section
Emissions Reductions			

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

Phase 0, "Project Approval and Environmental Document (PAED)" and Phase 1, "Plans, Specifications, and Estimate (PS&E)" work was performed concurrently. Thus, it is considered that final design work to be performed under PS&E was being performed in place of similar draft project report type tasks in the PA&ED phase.

The total construction costs of the project were lower due to an awarded low bid of \$10.2 million (\$4.1 million lower than the Engineer's Estimate)

The total time scheduled for the Right of Way phase in the adopted program was underestimated. The Right of Way phase remained open through the completion of the project's M800 milestone per the Department's Workplan Standard Guide

H. Lessons-Learned/Best Practices

Describe lessons-learned and best practices for future projects .

Combining work in Phases 0 (PAED) and 1 (PS&E) allowed the project team to start design activities earlier and meet the project's ready-to-list milestone without incurring delay.

This project was originally planned to be funded by CMAQ, but a switch to funding with savings found in the TCIF/SHOPP program allowed CMAQ funds to be used for other TOS projects.

The project also used innovative "Virtual Design Construction" (3-D mapping technology), which made it a candidate for FHWA's Highways for LIFE (HfL) Pilot Program grant.

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.

for Dina El-Tawansy
(Print name) Project Manager

[Signature]
(Signature) Project Manager

5/18/18
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]
(Signature) TCIF Division Program Coordinator/Project Manager

5/25/18
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]
(Signature) TCIF Program Lead

5/25/18
Date

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