

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

TCIF # (Segment): 77 Other Project Identifier (EA, Project #, PPNO, etc): 16789
Project Title: Brawley Bypass State Route 78/11

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

Location: County: Imperial City: Brawley

Project Description: Construct new 4 lane divided expressway

B. Contact Information

Implementing Agency: Caltrans
Contact Person: Sam Amen
Phone: 619-606-3485
Caltrans District Number: 11

Email Address: sam.amen@dot.ca.gov

C. Cost			
Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
\$1,206	\$1,206	\$341	\$865
Total Amount			
Design			
Total Amount	\$6,500	\$5,967	\$533
Right of Way			
Total Amount	\$16,660	\$14,977	\$3,592
Construction			
TCIF	\$49,549	\$42,112	\$1,010
Local			
Federal	\$2,649	\$488	\$420
Other			
Totals	\$76,564	\$70,305	\$6,439

D. Schedule			
Adopted Program Date	Current Approved Date	Actual Begin/End Date	Net Difference (Months)
03/01/93	03/01/93	03/01/93	0
End			
Environmental Phase			
02/01/03	02/01/03	02/01/03	0
Begin			
Design (PS&E) Phase			
04/16/10	04/16/10	12/21/09	-4
End			
Right of Way Phase			
02/01/03	02/01/03	02/01/03	0
Begin			
Construction Phase			
08/20/10	11/30/10	12/27/10	1
Begin			
02/20/12	03/30/14	03/30/14	0
End			
Closure Date			
05/20/12	03/30/14	03/30/14	0
Begin			
01/20/13	05/30/16	08/20/14	-21
End			

F. Project Benefits			
Describe and compare project benefits with those included in the approved Baseline Agreement			
Outcomes	Adopted Program	Current Approved	Actual
Safety	Reduction of accidents on Main Street. 7.67 to 1.24	Same	Waiting for Data from Brawley Police Department.
Velocity	Average speed range from 25 to 40 mph on Main Street. Speed will increase to 65 mph for regional trips.	Same	Speed for regional trips using the Bypass has increased to 65 mph.
Throughput	Main Street will be a LOS C and the new SR 78/11 is expected to operate at LOS B or better with this project.	Same	Data is unavailable at this time.
Reliability	3.5 times the reduction in variability of travel time, typical origin/destination pairs. Improve Regional Truck traffic from LOS F to LOS B.	Same	Data is unavailable at this time.
Congestion Reduction	5,560 Reduction in Daily Vehicle Hours of Delay		Data is unavailable at this time.
Emissions Reductions	Improve local/regional air quality with net reduction in CO, ROG, Nox and PM10. CO concentrations would likely decrease from approx. 15 parts per million (ppm) to 8ppm at the SR 78/11 junction and from 7.8 ppm to 6.8 ppm at the SR 78/86 junction.	Same	Data is unavailable at this time.

E. Amendments		
List approved amendments		
Amendment #	CTC Meeting	Summary of Changes (Scope, Cost, Schedule)
1	02/24/10	Add BIP fund to RW and revise the schedule for RW.
2	05/23/12	Revise schedule for the construction and Closeout. Split off landscape mitigation work.
3	05/23/12	Allocation amendment for cost savings at award. Reduce TCIF by \$4,827,000

H. Lessons-Learned/Best Practices Describe lessons-learned and best practices for future projects. A valuable lesson learned on this project is that project sponsorship is most effective when coupled with project champion(s). Although a project is needed and identified in the Regional Transportation Plan, it still requires a champion, or multiple people in that capacity, to make it come to reality. This project had a few key people that 'owned' the project and escorted it through various hurdles along the way, from planning, through design and finally through to construction. Some best practices that helped this project to succeed and be an award winning project was early outreach and responsiveness to the needs of the community, an understanding of the culture of the area, and collaboration with the City and influential utility companies in the area that represented a true partnership with the community.

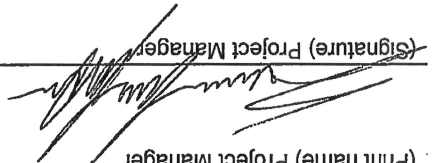
G. Differences/Variances Describe differences/variances (if any) and reason for, between approved scope, cost, schedule, and actual. There were variances in the actual expended costs from what was anticipated and slight differences in the schedule. The costs for this project were less than expected because Environmental risks that were accounted for did not materialize, Right of Way costs came down, and construction costs were lower during that time than were originally anticipated. The slight differences in the schedule can be attributed to an accelerated schedule to complete the regionally significant project.
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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.

Sam Amen

(Print name) Project Manager



(Signature) Project Manager

Date

4/8/2014

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.

(Print Name) TCIF Division Program Coordinator/Project Manager

Mark Bailey

(Signature) TCIF Division Program Coordinator/Project Manager

Date

The TCIF Program Lead from the California Department of Transportation has reviewed the information contained in the report and concurs with the approval.

(Print Name) TCIF Program Lead

Dawn Chesser

(Signature) TCIF Program Lead

Date

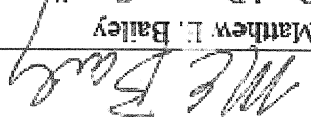
5/2/14

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

D-EA: 11-16789

Bond Program: TCIF

Program coordinator has reviewed the preceding closeout / delivery report and found information reported is complete. Program coordinator does not have the authority to approve any cost, schedule, or scope variances, authority for approval is outlined in departmental policy directives.


Matthew L. Bailey
Bond Program Coordinator