

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: 2-Oct-18

TCIF # (Segment): 77 Other Project Identifier (EA, Project #, PPNO, etc): 16789x/1100000084

Project Title: Brawley Bypass State Route 78/111

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 dividied expressway

B. Contact Information

Implementing Agency: Caltrans Caltrans District Numb: 11

Contact Person: Sam Amen Phone: 619-606-3485

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

C. Cost				
	Adopted Program Amount (\$)	Current Approved Amount (\$)	Actual Expended Amount (\$)	Net Difference (Dollars)
Environmental				
Total Amount	\$1,206,000	\$1,206,000	\$341,000	\$865,000
Design				
Total Amount	\$6,500,000	\$6,500,000	\$5,952,731	\$547,269
Right of Way				
Total Amount	\$16,660,000	\$18,569,000	\$14,989,169	\$3,579,831
Construction				
TCIF	\$49,549,000	\$43,122,000	\$42,571,591	\$550,409
Local			\$0	\$0
Federal	\$2,649,000	\$908,000	\$487,290	\$420,710
Other			\$0	\$0
Totals	\$76,564,000	\$70,305,000	\$63,866,000	\$6,439,000

D. Schedule				
	Adopted Program Date	Current Approved Date	Actual Begin/End Date	
Environmental Phase				0
Begin	03/01/93	03/01/93	03/01/93	0
End	02/01/03	02/01/03	02/19/03	0.5
Design (PS&E) Phase				
Begin	02/01/03	02/01/03	02/01/03	0
End	04/16/10	04/16/10	12/21/09	-4
Right of Way Phase				
Begin	02/01/03	02/01/03	02/01/03	0
End	02/25/10	04/30/10	04/01/10	1.2
Construction Phase				
Begin	08/20/10	11/30/10	12/24/10	1
End	02/20/12	03/31/14	12/10/12	0
Closeout Date				
Begin	05/20/12	03/31/14	12/10/12	0
End	01/20/13	05/31/16	03/25/15	-21

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

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	Main Street Accident Data is 1.18 as of 2015
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 78/111 is expected to operate at LOS B or better with this project.	Same	Data for main Street is unavailable at this time. It was relinquished to City of Brawley in 2012. City staff is not responding to our request. However, the City plan was to reduce the number of lanes to 2 lanes and allow street parking by 2019. The new SR78/111 level of service is A.
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	Truck traffic LOS at new facility is A
Congestion Reduction	5,560 Reduction in Daily Vehicle Hours of Delay		Project reduced the DVHD by 5420
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 78/111 junction and from 7.8 ppm to 6.8 ppm at the SR 78/86 junction.	Same	2014 data: CO concentrations at SR-78/111 = 6.1, CO concentrations at SR78/86 = 6.9

G. Differences/Variations

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.

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.

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

10/3/2018

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.

Vasan RUDRAKUMAR

(Print Name) TCIF Division Program Coordinator/Project Manager

(Signature) TCIF Division Program Coordinator/Project Manager

10/12/18

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) TCIF Program Lead

10/18/18

Date

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