



State Route 76 East

South Mission Road to Interstate 15

FACT SHEET

GOALS

Relieve existing and future traffic congestion; improve motorist safety; and minimize environmental impacts.

FUNDING

The current project estimate is \$240 million. Anticipated funding for the project includes the TransNet Sales Tax Measure approved by San Diego County voters in November 2004, gas tax revenues from the State Transportation Improvements Program (STIP), and federal and local funds.

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THE PROJECT

The current proposal is to develop a four-lane conventional highway from South Mission Road to just east of Interstate 15 (I-15) as well as widen and improve the SR-76/I-15 interchange. Project alternatives currently being developed include a range of alternatives both north and south of the San Luis Rey River.

ENVIRONMENTAL CONCERNS

The widening and realigning of SR-76 will present numerous environmental concerns. Potential concerns include: impacts to existing and planned residential areas that would be subject to increased noise, neighborhood disruption and change of community character; potential business displacements; loss of biological resources including riparian habitat, wetlands, and endangered species; impacts to archaeological sites; floodplain encroachment; the taking of agricultural land; the use of Section 4(f) resources (public parks, recreation areas, wildlife and waterfowl refuges and historic sites eligible for the National Register of Historic Places); and visual impacts due to cuts, fills, and structures. Studies to determine the extent and severity of the impacts to these environmental resources began in Spring 2007. Construction is scheduled for completion in 2015.

TRAFFIC

The current traffic volume on SR-76 between South Mission Road and I-15 is approximately 25,000 average daily trips. Planned growth will increase the traffic volume to approximately 50,000 average daily trips by the year 2030. Within the study limits, a transportation project will need to be implemented to safely and efficiently handle the traffic increase. Rail transit is not planned for the corridor. The accident rate on this portion of SR-76, for fatal and injury accidents, is comparable to similar two-lane facilities in the state.



STATE ROUTE 76

