SR-76 Middle Project
Construction Update #7

Winter 2011/2012

Construction Remains on Target

New Year, New Bridge: One of the larger construction efforts in the State Route 76 (SR-76) Middle Project - the San Luis Rey River Bridge - is nearly complete and anticipated to be open for traffic in March. Built in three sections, it still needs finishing work, including the installation of expansion joints to manage changes caused by temperature variations and vibration within the concrete structure. This sturdy bridge has 60-70 feet deep underground column supports. This newsletter highlights the progress we've made on this bridge and the other progress we've made throughout the corridor.

Construction Progress in 2011: The San Luis Rey River Bridge is not the only bridge that's almost completed in the project area. The Ostrich Creek Bridge is 90% complete. Crews are now working on the approach slabs, the sections where the roadway connects to the bridge. They will then connect the expansion joints. Once these tasks are done, the falsework will be removed.

Crews move and compact soil to build a foundation for the new highway.

Crews work to complete the San Luis Rey River bridge structure by March 2012.

What's Ahead?: Workers are installing an irrigation system for new native landscape to be planted from Melrose Drive to E. Vista Way. The process goes like this: Workers first lay out the pipe, then trench, then pressure test the system, then lay the pipe in the trench, then test and inspect it for leaks; and finally, backfill. The goal is to irrigate and plant within two months.

Other construction work farther east past Olive Hill involves moving soil to build a foundation, grading and compacting it for the highway. Next steps include: finishing the roadway between Olive Hill and the easterly project limits and installing the concrete barrier and new signals. The traffic will switch onto the future eastbound lanes and the new bridge will open in March/April 2012.

We're Still on Schedule: Even with the recent rains, the project remains on schedule to be completed by the end of 2012.

How is a highway built?

The answer — in layers. Highway lanes consist of separate layers, all designed to make the road strong, safe and stable.

For this segment of SR-76, the bottom foundation layer is an aggregate base, which is made up of rocks, sand and recycled concrete. It supports the top layer.

The top layer on which you drive on is made of 11 inches of asphalt concrete. It is made up of asphalt and mineral aggregate, and prevents moisture from reaching the bottom layer, which can cause erosion.

Meet Doug Roberts: Landscape Architect for the SR-76 Corridor

Landscape Architect Doug Roberts

Doug Roberts is a landscape architect consultant to Caltrans through Simon Wong Engineering. His role on this project is to adjust the irrigation and planting plans to meet field conditions. He also inspects and monitors the progress of implementing the plans. Learn more about him in this quick interview.

How often are you at the project site? I am here daily working with the project team. The original plans for irrigation and planting are being revised and the drawings are being updated to reflect the current locations of solid and fragmented rock discovered through grading operations. I am here to review the area and determine what type of landscaping can be done for different areas of the project site.

What do you like about your job? Being able to imagine what a space could look like with landscape. It is great to be a part of creating a visually pleasing space for the public to enjoy. Regarding this job in particular, I like working outside in the field.

What type of plants will be going in? Native plants are the best option as they are most suited to survive with minimal maintenance once the project is completed. I work with a biologist to create a hydroseed mix that will be sprayed on the slopes. There are also containers of native plants that have been growing at a local nursery which will now be planted in pocketed dirt areas within the rocky slopes.

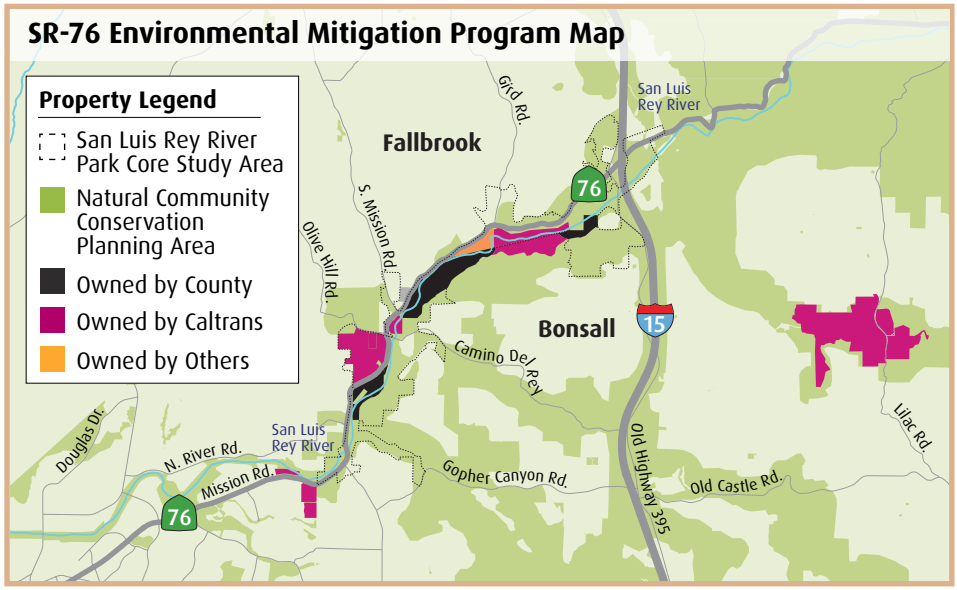
What's ahead for the work you do in this corridor in 2012? The goal is to build the irrigation system, and plant between Melrose and E. Vista Way within the next couple of months.

What do you do in your spare time? Camp, fish, and play basketball.

Protecting, Preserving, and Restoring Natural Habitat Along SR-76 & Throughout The Region

When voters approved the *TransNet* Extension Ordinance in November 2004, they approved with it a new Environmental Mitigation Program (EMP). This innovative program provides $850 million to protect, preserve and restore habitats near major transportation resources. In addition, mitigation efforts for SR-76 will provide a "net benefit" to species and habitat above and beyond traditional mitigation.

The EMP has slated $80 million to protect, preserve and restore habitat adjacent to the SR-76 corridor between I-5 and I-15. In total, close to 1,600 acres of property has been purchased to support habitat conservation and the San Luis Rey River Park Plan in this corridor.



Question of the Quarter

When will we see construction happen between S. Mission Road and I-15?

The Final Environmental Impact Report/Final Environmental Impact Statement for the East Segment (SR-76 between S. Mission Road and I-15), was completed on January 5th, 2012. The project can proceed with final design and then construction. The construction will occur in two phases. Phase 1 of construction, which improves the SR-76 and I-15 interchange, is anticipated to start Summer 2012. Phase 2 of construction, which improves the roadway and the Park & Ride, is anticipated to start mid 2013.