

SR 76 Middle Project Construction Update #3

Improving SR 76, One Dirt Haul at a Time

The State Route 76 (SR 76) Middle Project between Melrose Drive and South Mission Road is progressing with construction crews working hard day and night. The project is currently on schedule and on budget for a September 2012 completion. This newsletter highlights construction activities, a member of the team, how the team prepares for the rainy season, and how the team protects cultural resources.

Read on to learn about what construction accomplishments and activities are scheduled to take place this fall.

Dirt Hauls: Crews are continuing “cut and fill” work to transfer fill dirt from the hill on the north side of SR 76 to the south side of SR 76. This work will raise the grade level of the road approximately 15 feet. Carrying 70 tons of dirt at a time, a Caterpillar 777B Dump Truck, as shown to the lower right, stands well over 10 feet tall. The weight of one haul is similar to carrying approximately 12 elephants! Currently, 780,000 cubic meters of dirt has been moved. Most of the dirt hauls take place during night work to minimize the effect to the daytime vehicular traffic.

Rock Blasting: Crews continue to blast through rock that was too hard to break with construction equipment. So far, there have been approximately 30 blasts. For safety purposes, SR 76 is closed for approximately 15 minutes when blasting occurs. Approximately 10 more blasting operations are expected in the upcoming weeks.

San Luis Rey Bridge Work: Current work on the San Luis Rey Bridge consists of drilling holes that measure up to approximately 10 feet in diameter for constructing the



Falsework on the San Luis Rey Bridge

supporting columns of the bridge and falsework on one of the bridge frames.

Wildlife Corridors Construction: Crews continue constructing the wildlife animal crossing at Bonsall Creek. This crossing will allow wildlife to safely roam the area without having to cross the road.

Storm Water Protection Prevention (SWPP) Best Management Practices (BMPs) Maintenance: To prevent erosion and control sediment run-off, crews continue implementing BMPs. Refer to the article on the back page titled “Why Are Some Hillsides Green” to learn more about BMPs.



Top: Caterpillar 777B dump truck
Bottom: Wildlife corridor construction

Lauren Kemp: Caltrans Environmental Construction Geotechnical Liaison and Outdoor Enthusiast



Lauren Kemp examining cultural resources in the field

How long have you worked at Caltrans? I've worked for Caltrans since 1983, but took some time-off in between to raise a family.

What is your role on the SR 76 Project? As an Environmental Construction Geotechnical Liaison, I coordinate with the project team, which includes a biologist, archeologist, and paleontologist to en-

sure that everyone is in compliance with safety protocols and environmental requirements.

What current and past Caltrans projects have you worked on? In my position, I work on all projects in the San Diego and Imperial Counties. Every day is different because I am on-call for each project.

What do you enjoy about your work? Everything. I love the variety of my days and all the people.

Have you always known what you wanted to be? Funny you should ask me that because I tried to stay clear from working on anything construction-related because I was around it so much growing up. My grandfather helped to build the biggest land dam in Pakistan, my father worked on many of the highways in Southern California, and my stepfather

helped to build the first freeway in Indonesia. I guess you can call it destiny that I ended up here and love what I do.

What's your professional training and background? In addition to Civil Engineering, I have received several professional trainings and have gained a lot of knowledge in the different positions I have held at Caltrans. The most exciting endeavor I am working on is participating on a Federal Highway Administration and National Highway Institute's nationwide committee to create a program and set of procedures for "Environmental Factors in Construction and Maintenance Design."

Besides working on Caltrans projects, what do you enjoy doing? When I am not working, I love to mountain bike, swim, surf, and participate in Xterra off-road triathlons.

Why Are Some Hillides Green?

With the start of rainy season, crews have prepared some construction areas for the increased likelihood of wet weather. The temporary green emulsion cover and other efforts help to stabilize the slopes, prevent erosion and control sediment run-off. Implementing these measures is important because without them excessive amounts of sediment could run into the San Luis Rey River when it rains and negatively affect the habitat, cause

flooding, and compromise water quality. Other examples of storm water pollution prevention include:

- ▶ Watering active areas and covering inactive areas to control dust
- ▶ Installing gravel strips at construction site entrances and exits to prevent and minimize dirt from the construction area being tracked onto the roadways.
- ▶ Managing, storing and disposing waste and materials properly to prevent pollution and contamination



Temporary green emulsion cover & fiber rolls at construction areas

Question of the Quarter

How is the Project Team Protecting the Cultural Resources in This Area?

Thousands of years ago, Native American tribes inhabited this area because of the San Luis Rey River's ecological richness. The SR 76 Middle project team respects the heritage of the area. Efforts to protect these cultural resources include the project team: 1) Identifying the cultural resources, which included record searches, field surveys, ground penetrating radar, geomorphological surveys, and initial consultation with Native American groups; 2) Defining all appropriate protection measures; 3) Developing an Environmentally Sensitive Area action plan; 4) Consulting with the Native American groups; and 5) Continuing coordination with a biologist, archeologist, and paleontologist during construction.



San Luis Rey River: Part of Environmentally Sensitive Area action plan