

State Route 76

State Route 76 East Project (South Mission Road to Interstate 15)

Project Description

This proposed project will develop a four-lane 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. Proposed project alternatives currently being considered include the Existing Alignment Alternative, the Southern Alignment Alternative and the No Build Alternative.

The proposed project goals are to: 1) relieve existing and future traffic congestion; 2) improve motorist safety; and 3) protect and enhance the natural environment.

This is the final project in the 20 year effort to widen SR-76 to a four-lane facility from I-5 to I-15.

Public Review

The release of the Draft EIR/EIS on September 3, 2010 began a 60-day formal public review and comment period governed by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). The purpose of NEPA and CEQA is to disclose impacts of project alternatives and give the public an opportunity for review and comment before decisions are made. A final environmental document is expected to be completed by late 2011.

The *TransNet* Program

To support the region's transportation system, voters in November 2004 extended SANDAG's *TransNet* program, adding a half-cent sales tax to fund transportation improvement projects, including SR-76, until the year 2048.



State Route 76 East Proposed Project Alternatives Map



Legend			
	Existing Alignment		Local Roads
	Southern Alignment		Interstate Highways
	Signalized Intersection		State Highways
	Full Access Intersection		New Bridges
	Right-In/Right-Out		

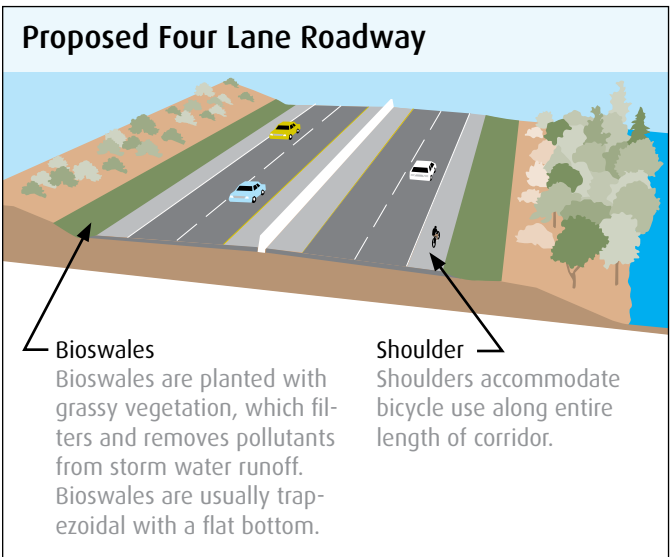
Proposed Project Alternatives

This project’s Draft EIR/EIS studies three proposed project alternatives. These alternatives are: 1) the No Build Alternative based on constructing no improvements to the current highway configuration; 2) the Existing Alignment Alternative based on widening the existing two-lane highway to four lanes, and 3) the Southern Alignment Alternative based on realigning SR-76 as a four lane highway, located primarily south of the San Luis Rey River from South Mission Road to I-15.

Project Timeline

Draft EIR/EIS Public Review Start: September 3, 2010
Draft EIR/EIS Public Review End: November 2, 2010

Estimated Construction Start: 2012
Estimated Construction Completion: 2015



Comparison of Alternatives Chart*

Key Features of Alternatives	No Build	Existing Alignment	Southern Alignment
Design Features			
• Paved shoulders for pedestrians & bicycles	No	Yes	Yes
• Median barriers	No	Yes	Yes
• Synchronized signals	No	Yes	Yes
Community Impacts			
• Land acquisition	0	48 acres	98 acres
• Number of full/partial acquisitions	0	0/38	1/9
• Number of business acquisitions	0	0	1
• Land Use/Growth	No impact	No substantial impact	Potential influence for future growth
• Community Character	No impact	No substantial impact	Substantial impact
Biological Impacts			
• Endangered & threatened species	0	San Diego Ambrosia, Arroyo Toad, Southwestern Willow Flycatcher, Least Bell's Vireo, Coastal California gnatcatcher	Arroyo Toad, Southwestern Willow Flycatcher, Least Bell's Vireo, Coastal California gnatcatcher
• Waters/Wetlands	0	33 acres	15 acres
Average Daily Traffic Volume (Year 2030)	27,000	41,000 - 46,000	37,000 - 42,000
Current Peak Travel Time: S. Mission Rd. and Old Highway 395	11-12 minutes	Not applicable	Not applicable
2030 Peak Travel Time: S. Mission Rd. and Old Highway 395	18-20 minutes	7-8 minutes	7-8 minutes
Improved Emergency Travel Times	No	Yes	Yes
Project Cost Estimate	\$0	\$203 million	\$322 million

* Please consult the Draft EIR/EIS for greater detail.

Modal Interrelationships

The Existing Alignment and Southern Alignment Alternatives both include widening the existing SR-76/I-15 interchange. Proposed interchange improvements include widening the existing bridge, realigning and widening all on and off-ramps, and installing ramp meters and high-occupancy vehicle (HOV) lanes on both of the I-15's northbound and southbound on-ramps.

The project also proposes the construction of a new Park and Ride at Old Highway 395 and SR-76 which

will add parking capacity at this location. This new Park and Ride has the potential to serve multimodal users, such as carpools, vanpools, and truck parking, eventually accommodating BRT connections from SR-76 to the I-15 corridor. In addition, SR-76 allows bicycle use within the shoulders along the entire length of the route.

Project design of these two alternatives also considers the potential future expansion of I-15 to include HOV lanes to Riverside County as well as high speed rail service.

Environmental Stewardship

When studying proposed project alternatives, the Draft EIR/EIS defines each alternative's impacts and mitigations that are required to offset those impacts. In addition to mitigation, this proposed project is required to provide a "net ecological benefit" to the San Luis Rey River corridor by enhancing wildlife movement, protecting native habitat, and improving water quality. The net benefit proposals are intended to go above and beyond resource agency permit requirements.

Habitat Protection & Restoration

Maintaining the quality of open space and sensitive habitat in the San Luis Rey River corridor is a priority for the community and the region. To mitigate impacts, this project proposes a combination of habitat creation, restoration, and revegetation. To date, approximately 300 acres of habitat has been acquired for mitigation.

Water Quality

To mitigate erosion and storm water pollution, bioswales and other Best Management Practices (BMPs) would be implemented to reduce or eliminate sediment run-off and pollutant discharge from the proposed highway project to the maximum extent practicable. Existing off-site drainage systems would be upgraded, cleaned, or replaced as needed.

Enhancements & Benefits: Context Sensitive Solutions

Design features for SR-76 respond to its context, which includes a rural setting with significant environmental, historical, and cultural resources throughout the San Luis Rey River valley. The following describes how the proposed project responds to its context.

Natural Setting

This rural project area is within a river valley surrounded by hills with distant views to the mountains. Context sensitive design features would include construction of undulating



San Luis River Valley

slopes to maintain the physical characteristics and create a natural integration into the adjacent terrain. In addition, areas disturbed by construction would be revegetated with native plant species.

San Luis Rey River Park

Separate planning efforts led by the County of San Diego include creating 1700+ acres of open space, active recreation areas, and a network of multi-use trails along the San Luis Rey River, adjacent to SR-76. This proposed project may enable plans for the San Luis Rey River Park through the acquisition of land that supports the natural habitat. Through ongoing coordination and cooperative efforts between Caltrans, the County of San Diego, and multiple agencies, identification and acquisition of lands for these purposes would be pursued.

Archeological & Cultural Resources

Thousands of years ago, Native American tribes settled in this area because of the San Luis Rey River's ecological richness. Efforts to protect these cultural resources include: record searches, field surveys, ground penetrating radar, geomorphological surveys, and consultation with Native American tribes.



Archaeological and Cultural Resources - tribal artifacts

For more information, log-on to:

<http://www.keepsandiegomoving.com>

For questions, call:

Caltrans Public Information Office: 619-688-6670