

SR 76 East Segment Project Newsletter #2

Fall 2015

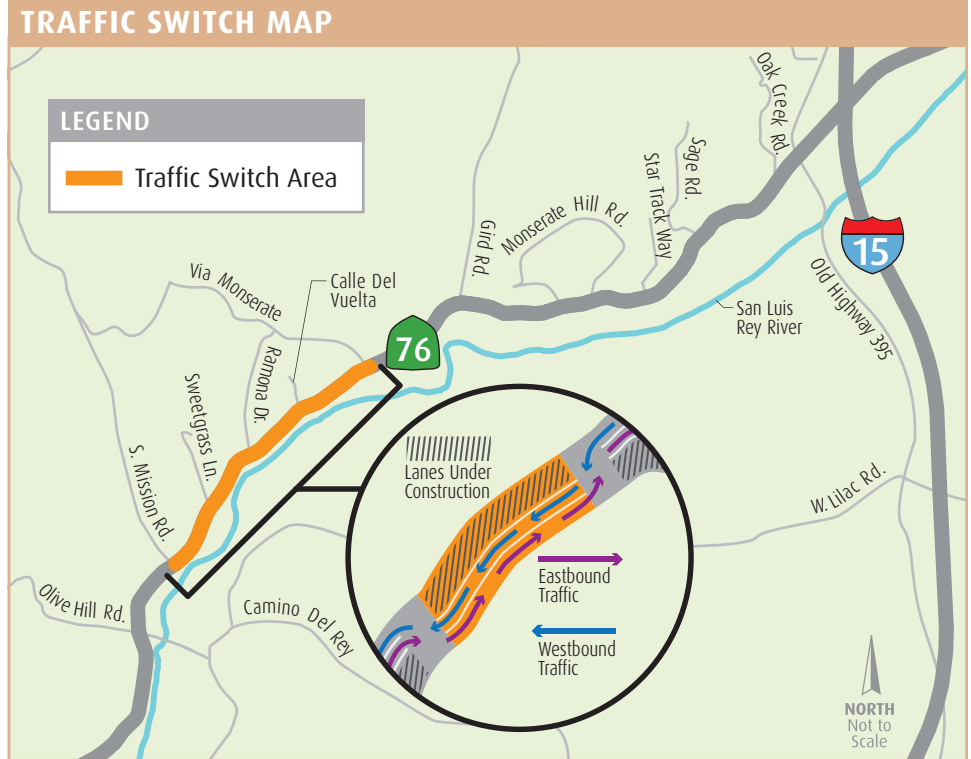
Progress Continues Along SR 76

Crews have made significant progress constructing the State Route 76 (SR 76) East Segment from South Mission Road to Interstate 15 (I-15). This is the last segment in a series of improvement projects between Interstate 5 (I-5) and I-15 that will improve travel and motorist safety.

Caltrans is preparing for a major milestone this fall between South Mission Road and Via Monserate.

Traffic Switch Coming Soon

Construction crews are preparing to switch the traffic flow on SR 76 from South Mission Road to Via Monserate, moving traffic from the existing lanes in the north to the newly constructed lanes to the south. This traffic switch allows crews to construct and pave the north side of the highway. A construction advisory will be issued closer to the scheduled date of this work.



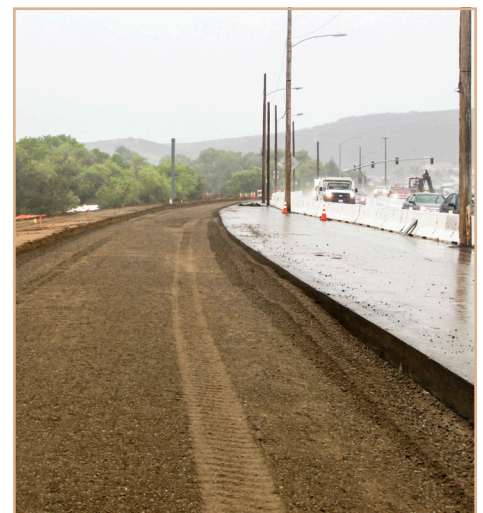
What's Next

Over the next several months, crews also will work on:

- ▶ Installing underground utilities, including water and communication lines
- ▶ Installing a new, high-capacity sewer line in coordination with the Rainbow Municipal Water District along SR 76 to continue the 700 feet of pipeline Caltrans has already installed
- ▶ Constructing two bridges, the Live Oak Creek Bridge, and a utility access bridge near Old Highway 395
- ▶ Continue restoring Vessels Ranch to a natural wetland by removing excess soil



Crews grade new lanes in preparation for paving.



New lanes will be paved and striped before switch.

Your patience and caution driving through the area is appreciated. To sign up for project updates, visit: KeepSanDiegoMoving.com/contact.

Stay Informed Phone: (619) 688-6670 Visit: KeepSanDiegoMoving.com
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Meet Caltrans Resident Engineer Dave Cortez

Dave Cortez is the project’s resident engineer and a dedicated Caltrans employee for more than 16 years. He oversees all construction operations, reviews plans, and coordinates the workflow and communications between the contractor, Caltrans, and the public.

Q: What is something unique about this project that people might not know about?

A: Crews are conducting environmental mitigation and restoring two properties along the project route: Vessels Ranch and Tabata. They are removing extra soil from decades of agricultural use in order to restore the sites to natural wetland habitat. Crews finished removing soil from Tabata but will continue removing soil from Vessels

over the next year. With time, these areas will support native plants and wildlife, and capture water in the rainy season.

Q: What is Caltrans doing to preserve the rural character around the project site?

A: We have several strategies, including: retaining a natural-sloped landscape to resemble rolling hills, landscaping with drought-tolerant native plants, installing rock slope protection, and constructing five wildlife crossings (tunnels under SR 76). These crossings facilitate wildlife movement between the habitat north and south of the roadway.

Q: What do you do in your spare time?

A: I enjoy playing the guitar.



Wildlife crossing under the new SR 76.



Example of wildlife using crossing.

Live Oak Creek Bridge: Building Better Connections

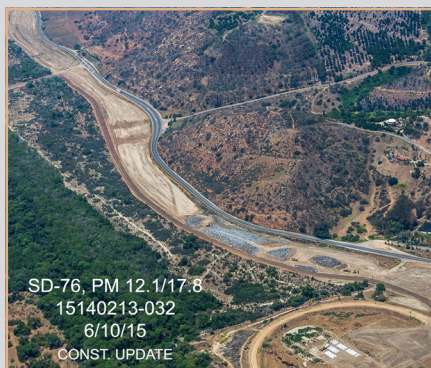
One project component that crews are actively working on is replacing the Live Oak Creek Bridge. The original bridge was built in 1948 and is being replaced with a wider, longer, and higher bridge to accommodate the new SR 76 expansion. The completed bridge will be 105 feet long and 125 feet wide. This bridge also will serve as a connection for water flow and wildlife movements between the north and south sides of SR 76. The bridge and river access will be part of the San Luis Rey Park being planned by the County of San Diego.



Framing the west side of the bridge’s base.



Building the east side of the bridge’s base.



SD-76, PM 12.1/17.8
15140213-032
6/10/15
CONST. UPDATE

A bird’s eye view of SR 76 East Segment.

The SR 76 Corridor Project is part of the *TransNet* Early Action Program, which is funded by the region’s half-cent sales tax to accelerate construction of high-priority transportation projects. *TransNet* money is combined with federal funds, developer fees, County of San Diego Transportation Impact Fee, and Native American tribes’ contributions to pay for the project.

TransNet was originally approved by voters in 1987 and generated \$3.3 billion between 1988 and 2008 for transportation improvements. In 2004, voters approved a 40-year extension of *TransNet*, which is expected to raise an additional \$14 billion for transportation. The extension includes an \$850 million Environmental Mitigation Program to preserve open space and restore wildlife habitat to offset the impact of infrastructure improvements.

Did You Know