

# SR 76, MELROSE DRIVE TO I-15 FACT SHEET

### The Project

This project will widen and realign State Route 76 (SR 76) between Melrose Drive in the City of Oceanside and Interstate 15 (I-15) in the County of San Diego.

### The Need

Safety conditions would be improved for this rural highway as accident rates exceed the statewide average. This portion of SR 76 serves as an east-west connection between I-5 and I-15, and a north-south connection between Vista and the unincorporated communities of Fallbrook and Bonsall. The corridor also serves interregional and recreational travel. Average daily traffic ranges from 28,000 and 43,000 vehicles with traffic back-ups as long as three miles during peak periods. Demand is expected to exceed 60,000 vehicles in 2030.

### Project Costs

Total costs for the highway widening and realignment between Melrose Drive and I-15 are estimated at \$400 million. Nine million dollars are needed now to accelerate environmental work. The project cost includes \$40 million for environmental enhancements.

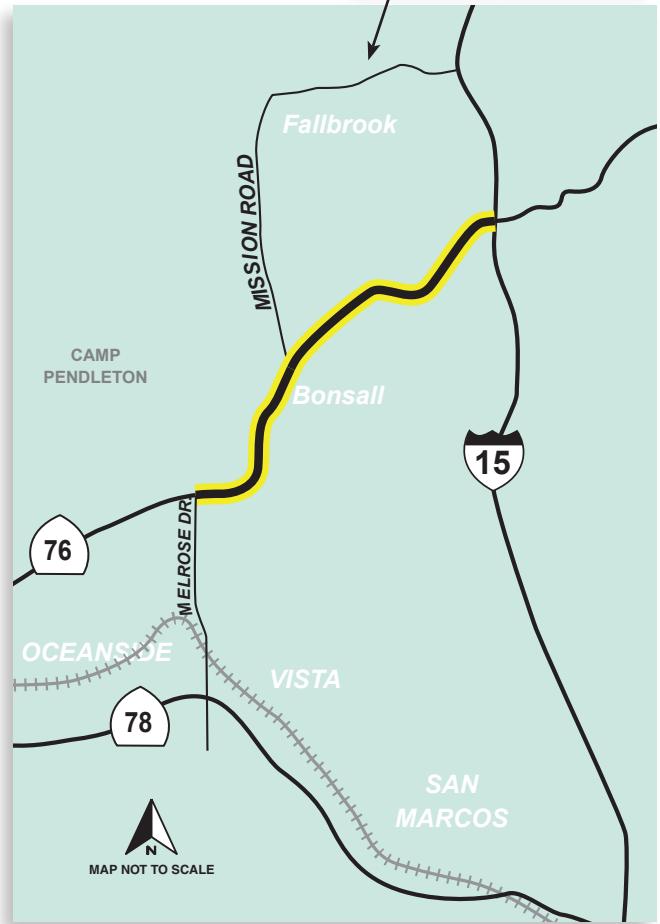
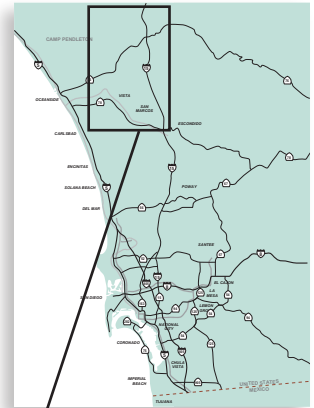
### Project Status

Caltrans is currently conducting the environmental studies and preliminary engineering work. Construction work between Melrose Drive and Mission Road is scheduled to be completed by 2010. Construction work for the remaining segment between Mission

Road and I-15 is scheduled to be completed by 2012.

### Funding Status

Federal, state, and local funds have been identified for this project. Federal funds to date total \$21.4 million. These  
*(Continued on reverse)*



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include \$8.9 million in federal Surface Transportation Program (STP); \$1 million in FY 2005 Appropriations; \$7.5 million in TEA-21; and \$4 million in SAFETEA-LU. The additional \$9 million funding request will augment these dollars. The SR 76 project has been identified as a high-priority project by SANDAG and is part of the *TransNet* Early Action Program.

### **Summary**

SR 76 is a heavily traveled rural highway serving both regional and interregional travel where the demand has exceeded its two-lane capacity. The North County Inland portion of the region relies heavily on this route as well as commuters from growing southwestern Riverside County. The corridor also supports recreation including access to the Pala, Pauma, and Rincon Indian Gaming Casinos.