

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: April 25-26, 2012

Reference No.: 2.3d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry L. Abbott  
Chief Division of Design

Subject: **VACATION – STATE HIGHWAY - 11-SD-76-PM 17.9/18.7**  
**RESOLUTION No. A888**  
**(Request No. V31132) - 2 Segments**

## **RECOMMENDATION:**

Submitted for transmittal to the California Transportation Commission (Commission) is the Route Vacation Resolution A888. The California Department of Transportation (Department) recommends that the Commission approve the resolution to vacate right of way (prescriptive easement) in the county of San Diego along State Route (SR) 76 between Pankey Road and 0.8 mile easterly thereof.

## **ISSUE:**

It has been determined that the facility along SR 76 between Pankey Road and 0.8 mile easterly thereof, consisting of superseded highway right of way is not essential to the proper functioning of the State Highway System and may be disposed of by vacation. Upon the recording of the approved vacation resolution in the county where the facility is located, the public's right of use of the facility will be abandoned. This vacation complies with Sections 892, 8313 and 8330.5 of the Streets and Highways Code.

## **BACKGROUND:**

In September 2009, a portion of SR 76 was realigned by a private developer as part of the Palomar Aggregates Quarry. The quarry developer was required to improve this portion of the two lane conventional highway per developer agreement. As a result of that realignment a segment of the old road was superseded and is no longer needed for State highway purposes.

This vacation request was originally included as a part of the Commission's March consent calendar, but was subsequently removed and rescheduled to the April meeting at the request of the California Native American Heritage Commission (NAHC). The NAHC had requested additional information regarding the boundaries of the vacation and the results of archeological surveys that the Department had conducted for this segment. The requested information was provided as described in the attached letter to Ms. Cynthia Gomez, Executive Secretary, Tribal Advisor to Governor, California Native American Heritage Commission.

As the easement was for transportation purposes, once the Department stops using it for those purposes (with no intent on using it in the future), and once action is taken consistent with nonuse, the easement extinguishes as a matter of law. This is consistent with Streets and Highways Code 8330.5.2. Once the transportation use ceases, the Commission action is a formal confirmation of the fact and is a ministerial action. It should also be noted that this road vacation was also addressed in the 1997 Environmental Impact Report for the Palomar Aggregates Quarry.

The County of San Diego was given a 90-day notice of intent to vacate, without protesting such action.

Attachments:

Letter to the California Native American Commission with enclosures  
(For Final Environmental Impact Reports, cover sheets only.)

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11

4050 TAYLOR STREET, M.S. 120

SAN DIEGO, CA 92110

PHONE (619) 688-6668

FAX (619) 688-3122

TTY 711

www.dot.ca.gov

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April 10, 2012

Ms. Cynthia Gomez, Executive Secretary  
Tribal Advisor to Governor  
California Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

Mail Log 2012-954

Dear Ms. Gomez:

This is to inform you that the California Department of Transportation (Caltrans) is in receipt of your letter sent to the Honorable Joseph Tavaglione, Chairman of the California Transportation Commission dated March 29, 2012 requesting information as it pertains to the Caltrans Easement along State Route 76 (SR-76). The letter was forwarded to us to assist in providing you with this information.

In a subsequent phone call to Acting District Director Bill Figge, you also requested information pertaining to studies covering the easement location and Fact Sheet for the Caltrans SR-76 Middle and East projects. At your request, we have enclosed the mapping showing the easement location, along with the SR-76 Fact Sheets that cover the Middle and East Projects. Also enclosed is the Historic Property Survey Report (HPSR) dated October 24, 2006. Included in the HPSR is the Area of Potential Effect (Map 4) along with the Archaeological Survey Report (ASR) for the Realignment of State Route 76. The ASR was prepared by Mooney, Jones & Stokes in September 2006 for Granite Construction for the Palomar Aggregates Quarry project. The relocation and vacation of the SR-76 alignment was covered in the Final Environmental Impact Report (FEIR) for the Palomar Aggregates Quarry, dated April 10, 1997. In addition, the vacation area was covered in the June 2008 FEIR for the Palomar Community College-North Education Center.

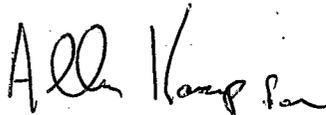
The summary of the HPSR noted that the records search revealed that 38 archaeological studies had been previously conducted within one-mile of the Area of Potential Effect (APE). Numerous cultural resources had been recorded within the same record search boundary, including six that are adjacent to the APE. While these six sites are in close proximity, none of these resources will be affected.

Ms. Cynthia Gomez  
April 10, 2012  
Page 2

Since March 2011, Caltrans Construction Liaison, Lauren Kemp, has had contact with Cami Mojado with the organization Saving Sacred Sites, along with Merri Keifer-Lopez, Legal Counsel for the San Luis Rey Band of Mission Indians. Caltrans has, and will continue to coordinate with various organizations and tribes interested in this issue.

Should you have any questions or additional requests, please contact Allan Kosup, Corridor Project Director for the Interstate 5 (I-5) and SR-76 at (619) 688-3611.

Sincerely,



LAURIE BERMAN  
District Director

Enclosures

1. Mapping for Easement Location along SR-76
2. State Route 76 East South Mission Road to Interstate 15 Fact Sheet
3. State Route 76 Project Melrose Drive to South Mission Road Fact Sheet
4. Historic Property Survey Report
5. Final Environmental Impact Report for Palomar Aggregates Quarry
6. Palomar Community College-North Education Center Final Environmental Impact Report

c: Mary Beth Herritt, Chief, Office of State Projects Development Procedures, Caltrans  
Stephen Maller, Deputy Director, California Transportation Commission  
Bruce L. April, Deputy District Director, Environmental, Caltrans District 11  
Allan Kosup, Corridor Project Director, I-5 and SR-76, Caltrans District 11

( Note to user -- Click on field and Use F1 for help)

**REQUEST FOR SURVEY**

California  
Department of Transportation  
District 11

**Request Number: 2012-178**

Date: 2/24/2012

Co. SD Rte. 76 PM 17.8 to 17.9

Pr. ID#: 0000000838 Phase: N

EA: 911679 Reporting Code:

Request by: Lauren Kemp

Division: Const/Geotech

Ph: 858-518-2116

Project Desc: Flag Segment 1 vacation

Job Location: Horse Ranch Crk Rd east of Pankey Rd.

Project. Mgr:

Ph:

Units: Feet  Meters

**Descriptions and Limits of Work:**

R/W - Flag boundary of Segment 1 on Vacation Map V31132. Mike Wartenberg to calc using metric values found on V31132. 2010 imagery from Karen Koklich.

**Attachments and/or References:**

Desired Completion Date: \_\_\_\_\_

Approved by (Project Engineer or above)

**FOR SURVEYS USE ONLY**

Date Received:

Sub-Object: 042

Activity

Horiz.Datum: Spec.

NAD83 (HPGN)

NAD83 (2007)

Vert.Datum: Spec.

NAVD88 +328.08'

NAVD88

NAVD88 (CGPS)

COUNTY OF SAN DIEGO

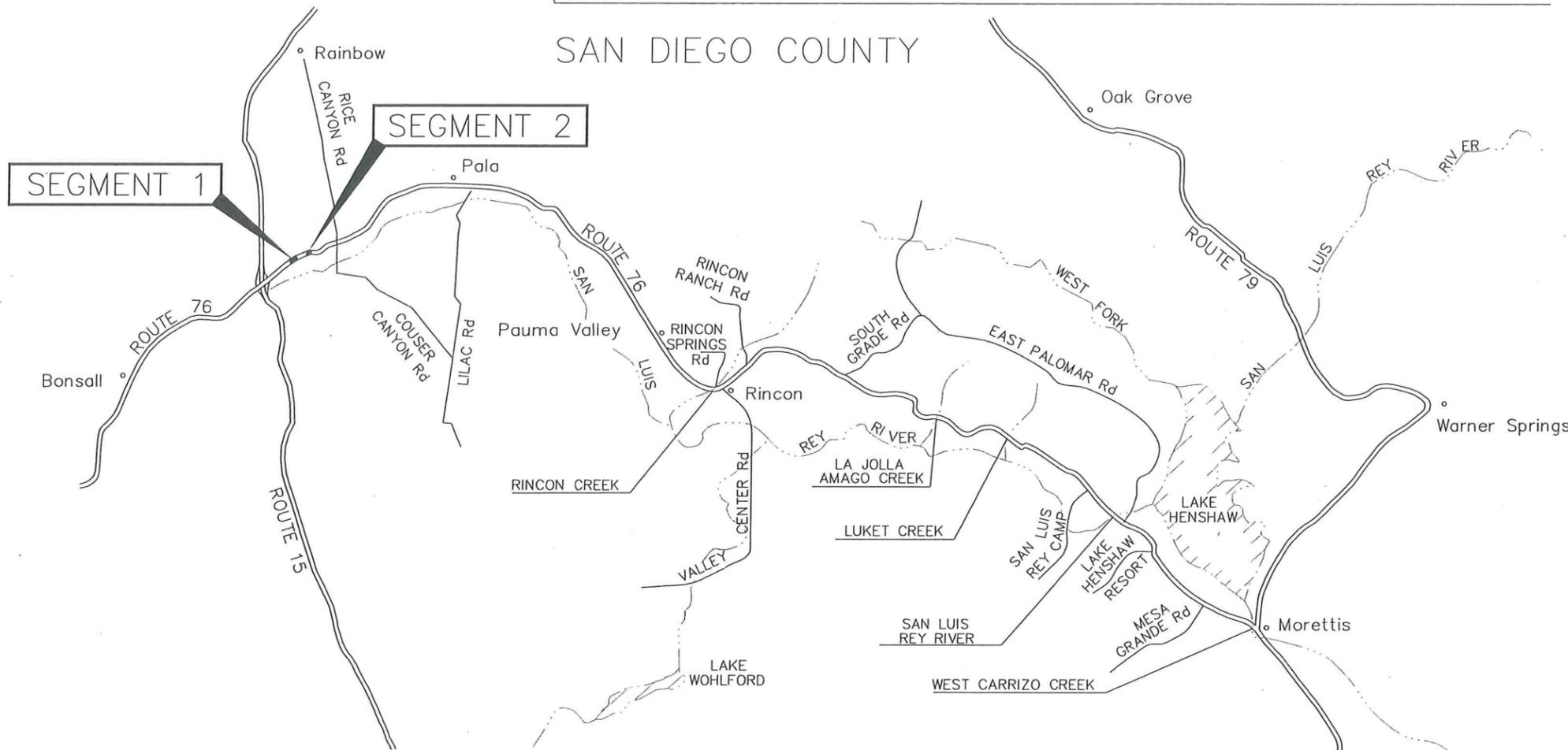
COUNTY OF RIVERSIDE

SAN DIEGO COUNTY

BPR. REG. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	CALIF.				

DISTRICT 11 RIGHT OF WAY ENGINEER

DATE



**NOTES:**  
 VACATION INTENT:  
 STATE RIGHTS TO PORTIONS OF SEGMENT 1 AND ALL OF SEGMENT 2, SHOWN HEREON, WERE ACQUIRED BY IMPLIED DEDICATION, RATHER THAN RECORDED DOCUMENTS. IT IS THE INTENT OF THIS DOCUMENT TO VACATE STATE RIGHTS TO THE AREAS OF IMPLIED DEDICATION THAT ARE NORTHERLY OF THE DEDICATED PORTION OF RE-ALIGNED STATE ROUTE 76. THE GENERAL AREA OF THE VACATION IS SHOWN AS SEGMENT 1 AND SEGMENT 2.

**RESERVATION:**  
 THE EASEMENT AND RIGHTS NECESSARY TO MAINTAIN, OPERATE, REMOVE OR RENEW PUBLIC FACILITIES THAT EXIST AS OF DECEMBER 11, 2010 ARE RESERVED AND EXCEPTED FROM THIS VACATION.

**CTC RESOLUTION:**  
 STATE'S RIGHTS ARE NOT EXTINGUISHED UNTIL RECORDATION OF RELATED CTC RESOLUTION.

CALIFORNIA TRANSPORTATION COMMISSION  
 RESOLUTION DATE: - -

CTC NO.:

CTC RESOLUTION RECORDING DATA

REC. DATE: - -  
 FILE NO.:

STATE HIGHWAY MAP RECORDING DATA

FILE NO.:  
 FILE AT THE REQUEST OF THE STATE OF CALIFORNIA,  
 BUSINESS AND TRANSPORTATION AGENCY,  
 DEPARTMENT OF TRANSPORTATION, DISTRICT 11,

THIS \_\_\_ DAY OF \_\_\_\_\_, 2011, AT \_\_\_:\_\_\_ M.

COUNTY RECORDER FEE: 0

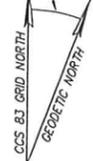
ERNEST J. DRONENBURG, JR., COUNTY RECORDER

BY: \_\_\_\_\_  
 DEPUTY COUNTY RECORDER



THESE MAPS WERE PREPARED BY HOOPER LAND COMPANY  
 1642 MOON ROCK ROAD, FALLBROOK, CA 92028

-0°29'58" @ SDGPS 03  
 CGF=0.9999446  
 ELEV=308.26' NAVD88



**Caltrans**  
**Metric**

SCALE  
 METERS 0 10 50  
 FEET 0 10 50

K.P. LIMITS: 29.6-31.0  
 PROJECT E.A.: 231501

**LEGEND**

- ACCESS DENIED
- ( ) ACCESS OPENING
- PREVIOUS RECORD DATA
- ⊙ Excludes exist. street
- ⊙ Includes eas. take
- ⊙ INSTRUMENT: A=access rights only
- E=easement; F=flee; L=lease;
- M=Mineral Rights; P=Permits;
- DD=Director's Deed;
- DE=Director's Easement Deed;
- DK=Director's Quitclaim Deed
- FOC=Final Order of Condemnation
- GD=Grant Deed; QC=quitclaim;
- HE=Highway Easement Deed;
- TCE=Temp. Construction Easement
- ⊙ OFFICIAL RECORDS
- ⊙ INSTRUMENT NO.: Document or Instrument number

**NOTES**

FOR FOUND MONUMENTS:  
 SEE PROP. RETRACEMENT  
 SURVEY MAP NO.  
 FOR HIGHWAY MONUMENTS:  
 SEE MAP NO.  
 \* COUNTY ENG. MAP NO.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, zone 6, HPGN Epoch 1991.35.

DISTANCES ARE IN METERS unless otherwise noted. Multiply distances by 0.9999935 to obtain ground level distances. To convert meters to the U.S. Survey Foot multiply distances by 3937/1200.

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION DISTRICT 11			
<b>VACATION KEY MAP</b>			
<b>Vacation No. V31132</b>			
RIGHT OF WAY MAP NO.		CLO 25503m	
COUNTY	ROUTE	KILOMETER POST	SCALE
SD	76	29.6-31.0	NONE
SD	76	PM 18.4-19.3	SHEET 1 OF 4



COUNTY OF SAN DIEGO

RANCHO MONSERATE TRACT A

     = "V31132 SIRI"  
     = "V31132 SILI"  
     = "76 RWLT 15"

BPR. REG. NO.	STATE	FEDERAL PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	CALIF.				

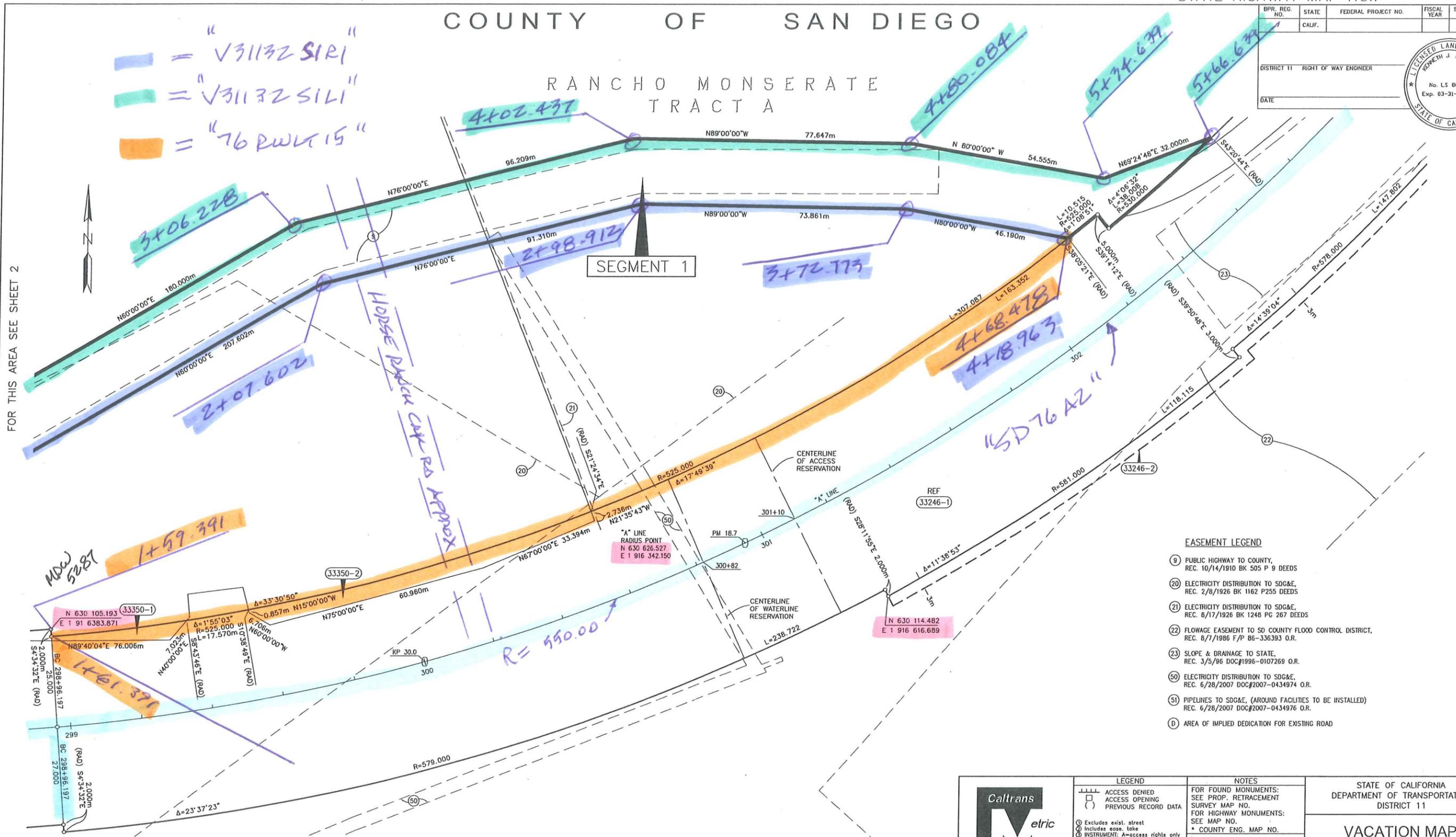
DISTRICT 11 RIGHT OF WAY ENGINEER

DATE

LICENSED LAND SURVEYOR  
 KENNETH J. MCGRAW  
 No. LS 8089  
 Exp. 03-31-2012  
 STATE OF CALIFORNIA

FOR THIS AREA SEE SHEET 2

FOR THIS AREA SEE SHEET 4



- EASEMENT LEGEND**
- (9) PUBLIC HIGHWAY TO COUNTY, REC. 10/14/1910 BK 505 P 9 DEEDS
  - (20) ELECTRICITY DISTRIBUTION TO SDG&E, REC. 2/8/1926 BK 1162 P255 DEEDS
  - (21) ELECTRICITY DISTRIBUTION TO SDG&E, REC. 8/17/1926 BK 1248 PG 267 DEEDS
  - (22) FLOWAGE EASEMENT TO SD COUNTY FLOOD CONTROL DISTRICT, REC. 8/7/1986 F/P B6-336393 O.R.
  - (23) SLOPE & DRAINAGE TO STATE, REC. 3/5/96 DOC#1996-0107269 O.R.
  - (50) ELECTRICITY DISTRIBUTION TO SDG&E, REC. 6/28/2007 DOC#2007-0434974 O.R.
  - (51) PIPELINES TO SDG&E, (AROUND FACILITIES TO BE INSTALLED) REC. 6/28/2007 DOC#2007-0434976 O.R.
  - (D) AREA OF IMPLIED DEDICATION FOR EXISTING ROAD

PARCEL NUMBER	VESTEE	① AREAS (SQ. M. OR NOTED)			① AREAS (SQ. FT. OR NOTED)			ACQUIS. CODE ③	RECORDATION		
		R/W	EXC. ②	REM. ②	R/W	EXC. ②	REM. ②		DATE	O.R. ④	INST. NO. ⑤
33246-2	PANKEY RANCH	2,680			28,844			E	7/29/08	O.R.	0403484
33350-1	PARDEE HOMES	170		1,400,200	1,829		346 acres	F	7/29/08	O.R.	0403486
33350-2	PARDEE HOMES	400			4,305			F	7/29/08	O.R.	0403486

**LEGEND & NOTES**

AREA TO BE VACATED  
 ACCESS VACATED  
 ACCESS DENIED

**Caltrans**  
**Metric**

METERS SCALE  
0 10 50

FEET SCALE  
0 10 50

K.P. LIMITS: 29.6-31.0  
PROJECT E.A.: 231501

**LEGEND**

ACCESS DENIED  
 ACCESS OPENING  
 PREVIOUS RECORD DATA

(1) Excludes exist. street  
 (2) Includes eas. take  
 (3) INSTRUMENT: A=access rights only  
 E=easement; F=fee; L=lease; M=Mineral Rights; P=Permits; DD=Director's Deed; DE=Director's Easement Deed; DK=Director's Quitclaim Deed; FOC=Final Order of Condemnation; GO=Grant Deed; QC=quitclaim; HE=Highway Easement Deed; TCE=Temp. Construction Easement  
 (4) OFFICIAL RECORDS  
 (5) INSTRUMENT NO.: Document or Instrument number

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 11

**VACATION MAP**  
Vacation No. V31132

RIGHT OF WAY MAP NO. CLO 25501m

COUNTY ROUTE	SD 76	KILOMETER POST	30.0	SCALE	1:500
SD	76	PM 18.7		SHEET 3	OF 4







# State Route 76 East

## South Mission Road to Interstate 15

### FACT SHEET

## GOALS

Relieve existing and future traffic congestion; improve motorist safety; and protect and enhance natural resources.

## FUNDING

The project is \$201 million. Anticipated funding for the project includes Federal, TransNet, developer, county of San Diego Transportation Impact Fee, and Tribal contributions.

## CONTACT

Project Manager  
Ann Fox at  
(619) 688-6803  
or by e-mail at  
[Ann.Fox@dot.ca.gov](mailto:Ann.Fox@dot.ca.gov)

Department of Transportation  
4050 Taylor Street  
San Diego, CA 92110  
Ph: (619) 688-6670  
Fax: (619) 688-3695  
[www.dot.ca.gov/dist11](http://www.dot.ca.gov/dist11)



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## THE PROJECT

The current proposal is to develop a four-lane conventional 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. This segment completes the major link between Interstate 5 and I-15 and is one of the high-priority transportation projects included in the region's TransNet Early Action Program.

## PROGRESS

In January, Caltrans completed its Final Environmental Impact Report/Final Environmental Impact Statement (EIR/EIS) for the SR-76 East Segment. This document supports the Existing Alignment, which runs mostly along the current roadway, as the Preferred Alternative for improving the corridor.

Construction of the East Segment will occur in two phases: the I-15/SR-76 Interchange improvements and the roadway from South Mission Road to Old Highway 395. The interchange improvements are in final design and will begin construction in summer of this year. The remaining roadway improvements design has begun and it's anticipated to begin construction in summer of 2013.

## TRAFFIC

The current traffic volume on SR-76 between South Mission Road and I-15 is approximately 20,000 average daily trips. Planned growth will increase the traffic volume to approximately 46,000 average daily trips by the year 2030. Within the study limits, a transportation project will need to be implemented to safely and efficiently handle the traffic increase. Rail transit is not planned for the corridor.





# State Route 76

CALIFORNIA DEPARTMENT OF TRANSPORTATION

## STATE ROUTE 76 PROJECT – MELROSE DRIVE TO SOUTH MISSION ROAD FACT SHEET – FEBRUARY 2012

### The Project

State Route 76 will be expanded to include a four-lane conventional highway that can accommodate widening to six lanes, from Melrose Drive in Oceanside to South Mission Road in the unincorporated community of Bonsall.

### The Need

Population growth along the SR-76 corridor will likely double the traffic volume from approximately 30,000 average daily trips to more than 60,000 average daily trips by the year 2030. The collision rate also meets or exceeds the statewide average compared to similar two-lane routes. The project would reduce the potential for collisions in the future.

### Jobs

Construction of SR-76 from Melrose Drive to South Mission Road will generate jobs for the San Diego Region and California.

### Partnership

The project is developed through a partnership with the

California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) and the San Diego Association of Governments.

### Project Status

The Environmental Document was approved in November 2008 and construction began in January 2010. Caltrans is making use of the design sequencing process, which involves designing portions of the project as construction is underway on other portions, saving time and money.

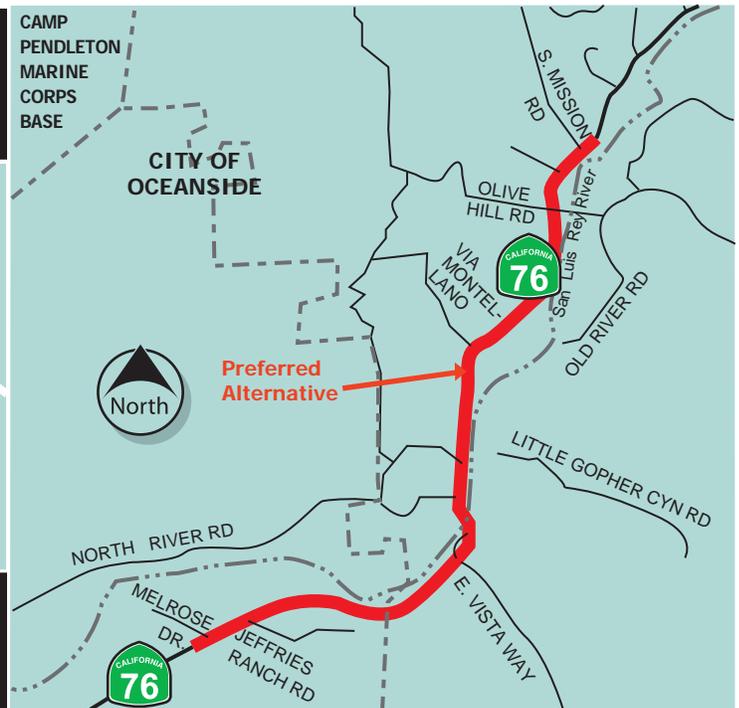
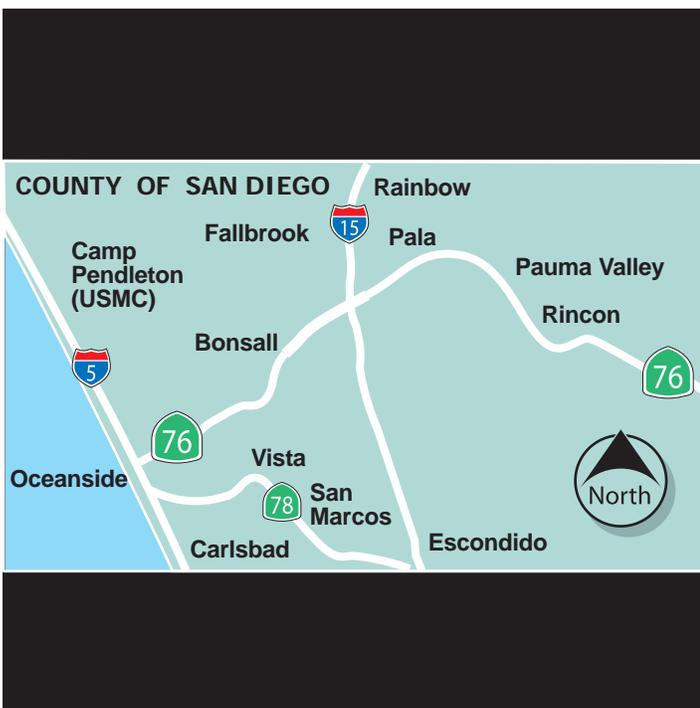
### Project Costs

The estimated project cost is \$171.4 million. Funding sources include \$75.6 million from the American Reinvestment and Recovery Act and \$16.8 million from Federal Demonstration. State funds are contributing \$13.5 million and the TransNet sales tax measure approved by San Diego County voters in 2004 is contributing \$65.5 million.

### Project Schedule

Start Construction: January 2010

Complete: December 2012



# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

## 1. UNDERTAKING DESCRIPTION AND LOCATION

District	County	Route <i>(Local Agency)</i>	Kilo Posts <i>(Project prefix)</i>	Post Miles <i>(Project No.)</i>	Charge Unit <i>(Agreement)</i>	Expenditure Authorization <i>(Location)</i>
11	SD	76		R17.4/R19.8	173	231500

*(Both kilometer posts and post miles must be completed above. For Local Assistance projects off the highway system, use headers in italics)*

### **Project Description:** *(Insert project description below; refer reader to location and vicinity maps in HPSR)*

The proponent activity for the realignment of SR-76 is the Rosemary's Mountain Quarry Project, located on the north side of SR-76, approximately 1.25 miles east of I-15 (Figure 1). The portion of SR-76 included in this undertaking begins at I-15 on the west and continues east for 2.4 miles (Figure 2). The community of Fallbrook is approximately 14 miles to the west, and the smaller community of Pala is centered on SR-76 at Pala-Temecula Road, approximately 5.5 miles to the east. The quarry site has a peak elevation of 992 feet and a base elevation at SR-76 of approximately 300 feet above MSL. Directly to the south, across SR-76 lies the San Luis Rey River. The Rosemary's Mountain Quarry Project involves the operation of a rock quarry and processing plant on a 96.4-acre site. An estimated 22 million tons of rock would be mined over a 20-year period, down to a depth of approximately 200 feet MSL. The quarry project also includes the realignment and widening of SR-76.

SR-76 will be realigned to eliminate existing short radius curves just west of the quarry site. The segment of the highway between I-15 and the western boundary of the quarry site will also be widened from two to four lanes. SR-76 would then transition from four lanes to three lanes at the western quarry boundary and then back to two lanes just east of P.M. R19.8. Road construction will require 250,000 cubic yards of material, which will be excavated from the quarry site. A 10' by 9' concrete box culvert will be installed under realigned SR-76, approximately 1,500 feet east of Pankey Road/Shearer Crossing, to allow for movement of agricultural equipment and goods under the highway. Also included in this project are two parcels to mitigate for biological impacts resulting from highway construction (Figures 2 and 3).

## 2. AREA OF POTENTIAL EFFECTS

The APE is defined as existing and future SR-76 from I-15 on the west, then easterly 2.4 miles (Figure 4). The APE also includes to parcels for biological mitigations (Figures 5 and 6). The APE maps were reviewed and approved by Shawn Sorourbakhsh, Caltrans District 11 Project Engineer, and myself on August 22 and 31, 2006.

## 3. CONSULTING PARTIES / PUBLIC PARTICIPATION

*(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate.)*

- Local Government *(Head of local government, Preservation Office / Planning Department)*
- Native American Tribes, Groups and Individuals
  - A Native American/Interested Parties contact program was conducted for this phase of the project. Please refer to the attached archaeological survey report for information regarding the results of this consultation (Attachment 1).
- Native American Heritage Commission. See Attachment 1.
- Local Historical Society / Historic Preservation Group *(also if applicable, city archives, etc.)*
- Public Information Meetings *(list locations, dates below and attach copies of notices)*
- Other

For the federal undertaking described in Part 1: To minimize redundancy and paperwork for the California Department of Transportation and the State Historic Preservation Officer, and in the spirit intended under the federal Paperwork Reduction Act (U.S.C. 44 Chapter 35), this document also satisfies consideration under California Environmental Quality Act Guidelines Section §15064.5(a) and, as appropriate, Public Resources Code §5024 (a)(b) and (d).

# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

## 4. SUMMARY OF IDENTIFICATION EFFORTS

- √ National Register of Historic Places Month & Year: 1979-2006 & supplements
- √ California Register of Historical Resources Year: 1992 & supplemental information to date
- √ California Inventory of Historic Resources Year: 1976
- √ California Historical Landmarks Year: 1995 & supplemental information to date
- √ California Points of Historical Interest Year: 1992 & supplemental information to date
- √ State Historic Resources Commission Year: 1980-present, minutes from quarterly meetings
- √ Caltrans Historic Highway Bridge Inventory Year:
- √ Archaeological Site Records [*List names of Institutions & date below*]
  - South Coastal Information Center, San Diego State University, 3/24/06 & 6/8/06
- √ Other sources consulted [*e.g., historical societies, city archives, etc., list names and dates below*]
  - Please refer to Attachment 1 for information on sources consulted.
- √ **Results:** (*provide a brief summary of records search and research results, as well as inventory findings*)
  - The records search revealed that 38 archaeological studies had been previously conducted within one-mile of the undertaking. Numerous cultural resources had been recorded within this same record search boundary, including six that are adjacent to the APE. While these six are in close proximity, given the APE limits, the local geography, and the planned proposed construction, none of these resources will be affected. Please refer to Attachment 1 for additional information.

## 5. PROPERTIES IDENTIFIED

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable.)

- √ **No cultural resources** within APE.
- [*Name*], [*Indicate whether person is Caltrans or consultant architectural historian or archaeologist*], who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) [*Indicate applicable PQS level*], has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).
- **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached.
- Properties **previously determined not eligible** (*include date of determination*):
- On behalf of FHWA, Caltrans has **determined** the following properties are **not eligible**:
- Caltrans, on behalf of FHWA, has determined that the following **archaeological sites** shall be considered eligible for the National Register without conducting subsurface testing or surface collection within the APE, for which the **establishment of an ESA** will protect the sites from any potential effects, in accordance with Section 106 PA Stipulation VIII.C.
- Properties **previously listed or determined eligible** (*include date of listing or determination*):
- On behalf of FHWA, Caltrans has determined the following properties are **eligible**:
- **State-owned** historical buildings and structures **to be added to the Master List**, per PRC §5024(d):
- **State-owned** buildings and structures that are **not eligible** for the National Register or as a State Historical Landmark:

# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

## 6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/date of the technical report)

- ✓ Project Vicinity, Location, and APE Maps
- California Historic Bridge Inventory sheet
- Historical Resources Evaluation Report (HRER)
- ✓ Archaeological Survey Report (ASR) (Attachment 1)
  - October 2006, *Archaeological Survey Report of the Betsworth Mitigation Site, San Diego County, California*; by Patrick McGinnis, Tierra Environmental Services
- Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)
- Other (*Specify below*)

## 7. FINDINGS – HPSR to File

(Check all that apply. Do not transmit to SHPO; file copy to CCSO)

- ✓ **No properties requiring evaluation** are present within the project's APE.
- Properties **previously determined not eligible** in consultation with the SHPO, or formally determined not eligible by the Keeper of the National Register are present within the project's APE. Copy of SHPO/Keeper correspondence is attached.
- Properties **previously determined eligible** in consultation with the SHPO, or formally determined eligible by the Keeper of the National Register are present within the project's APE, but **will not be affected** by the undertaking. Copy of SHPO/Keeper correspondence is attached.
- Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

## 8. FINDINGS – HPSR to SHPO

(Check all that apply. Transmit to SHPO, copy to FHWA and CCSO)

- Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion in the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
- Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.
- Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.
- Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions - ESAs**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking.
- Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions – Rehabilitation**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. *[Name]*, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Principal Architectural Historian, and has the appropriate education and experience, has reviewed the rehabilitation documentation and determined that the rehabilitation meets the Secretary of the Interior's Standards for the Treatment of Historic Properties.

### FINDINGS FOR STATE-OWNED PROPERTIES

# HISTORIC PROPERTY SURVEY REPORT

California Department of Transportation

No Historical Resources are located within the project APE.

## 9. HPSR PREPARATION AND DEPARTMENT APPROVAL

Reviewed by: *(sign on line)*

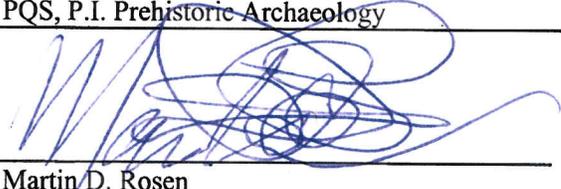
District 11 Caltrans PQS Discipline/  
Level/Branch:

  
Kevin Hovey  
Senior Environmental Planner  
PQS, P.I. Prehistoric Archaeology

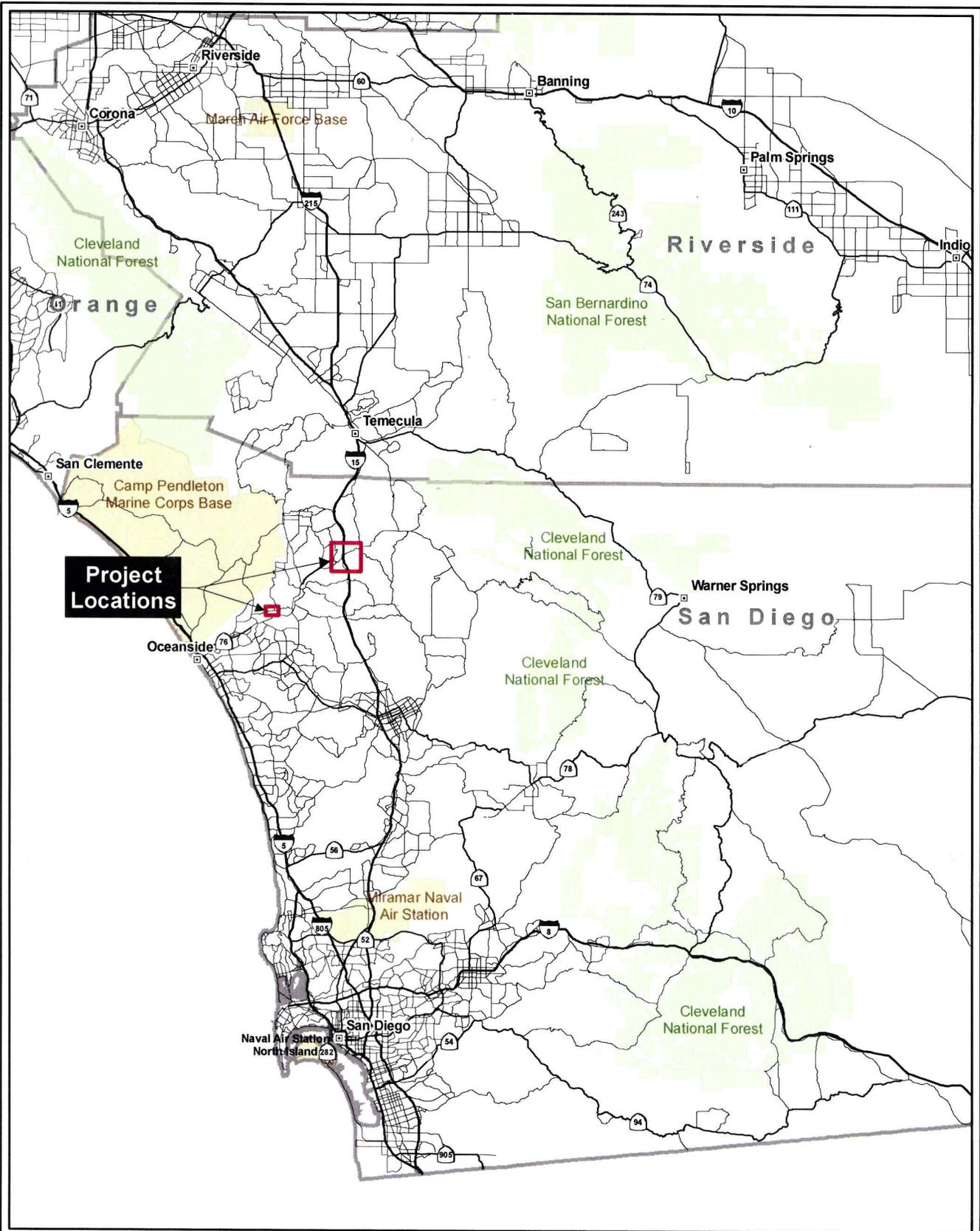
10/24/06  
Date

Prepared and approved by: *(sign on line)*

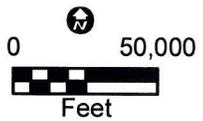
District 11 Caltrans PQS Discipline/  
Level/Branch:

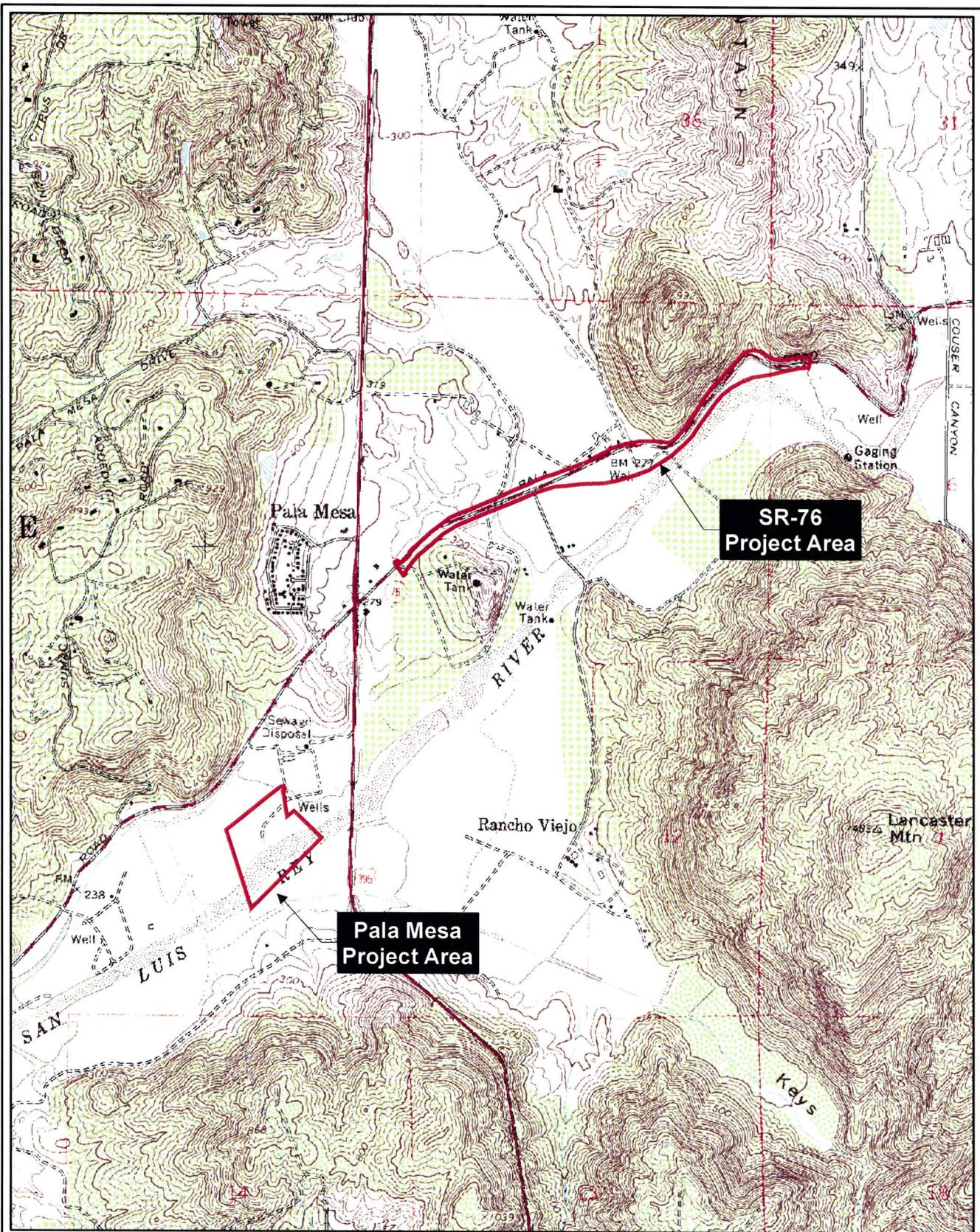
  
Martin D. Rosen  
Senior Environmental Planner  
PQS, P.I. Prehistoric Archaeology

10/24/06  
Date



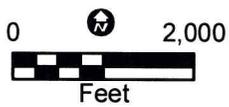
**Project Locations**





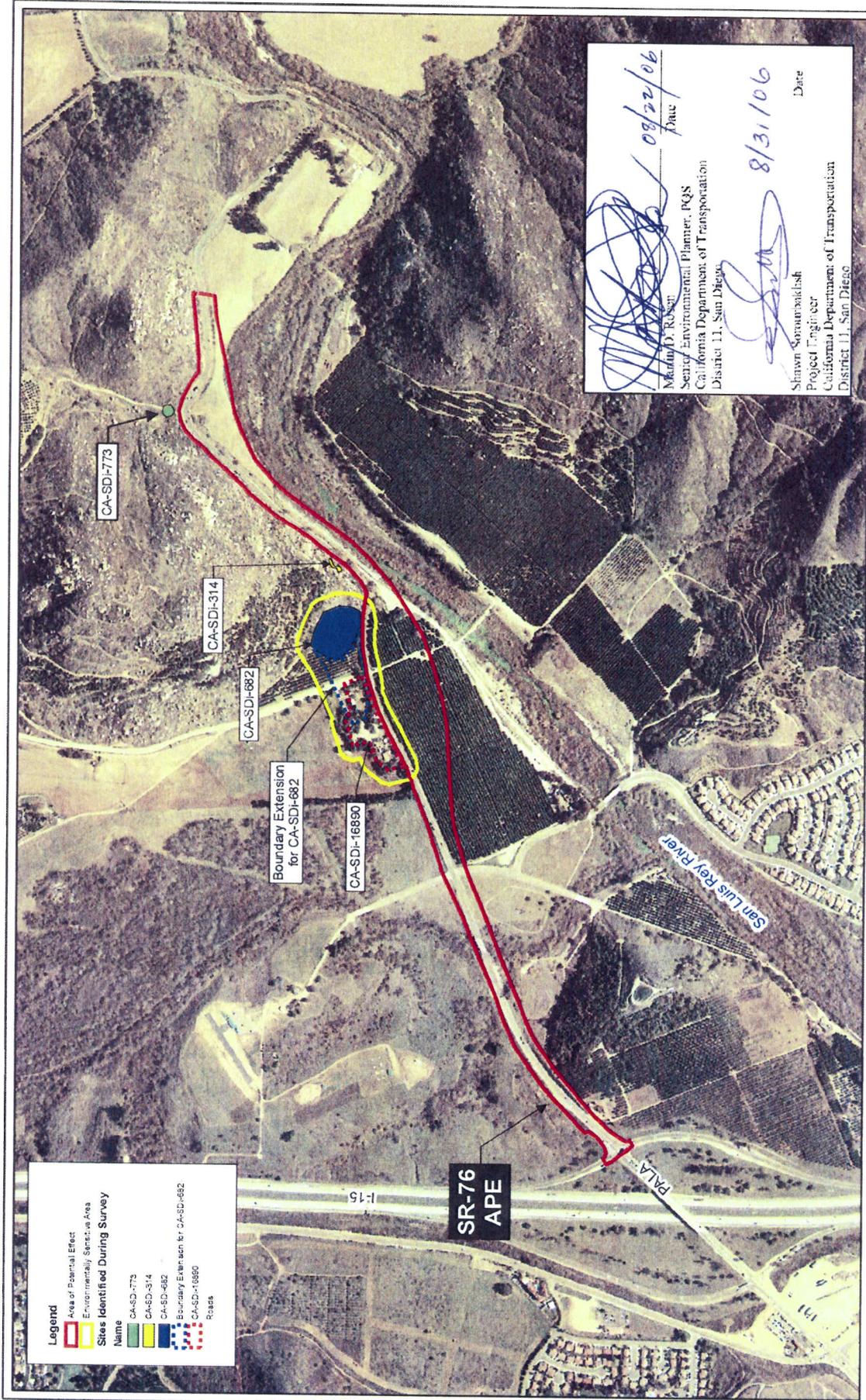
Source: USGS Bonsall 7.5' Quadrangle

Mooney Jones & Stokes



Vicinity Map  
Map 2

Date: 7/06/06; \GIS\238\mxd\Archv\_070606\fig\_2.mxd



**Legend**

- Area of Potential Effect
- Environmentally Sensitive Area
- Sites Identified During Survey

Name	Color
CA-SD-773	Green
CA-SD-314	Yellow
CA-SD-682	Red
Boundary Extension for CA-SD-682	Blue
CA-SD-19860	Red

Roads


 Mark D. Rosen  
 Senior Environmental Planner, PQS  
 California Department of Transportation  
 District 11, San Diego  
 Date: 08/22/06


 Shawn Serrano  
 Project Engineer  
 California Department of Transportation  
 District 11, San Diego  
 Date: 8/31/06

# Area of Potential Effect Map 4

11-SD-76  
 PM R17.4/R19.8  
 EA 231500

Source: SLR aerial Med res.tif, South Coastal Information Center

0 1,000  
  
 Feet

Date: 7/26/06 10:52:38 AM \\arcsv\_07\665616\_4.mxd

**FINAL  
ENVIRONMENTAL IMPACT REPORT  
FOR  
PALOMAR AGGREGATES QUARRY  
(P87-021, RP87-001, Log #87-2-13)**

**SCH # 91081061**

**Prepared for:**

Palomar Aggregates, Inc.  
2150 N. Centre City Parkway  
Escondido, California 92026

**Prepared by:**

Brian F. Mooney Associates  
9903-B Businesspark Avenue  
San Diego, California 92131

**Lead Agency:**

County of San Diego  
Department of Planning and Land Use  
5201 Ruffin Road, Suite B  
San Diego, California 92123

February 1997

### III. ENVIRONMENTAL ANALYSIS

#### A. Traffic/Circulation

The following is a summary of a Traffic Analysis prepared for the Proposed Project by Willdan Associates dated May 19, 1990 and revised October, 1990 and January 1996. The 1996 revised report is included in this FEIR as Appendix E.

##### 1. Existing Conditions

Regional access to the site is provided via I-15, an eight-lane freeway, to SR-76. Interstate 15 (I-15) currently carries 64,000 average daily trips (ADT) north and 63,000 ADT south of its interchange with SR-76 (Figure 19).

Primary access to the project site is provided by State Route 76 (SR-76) which is an east-west two-lane rural highway running from Interstate 5 on the west, to State Highway 79 east of Lake Henshaw. The County of San Diego has designated SR-76 as a prime arterial (six lanes, divided) west of I-15 and as a major road (four lanes, divided) east of I-15. The latest available traffic counts done by Caltrans (1994) indicate that this roadway carries 4,800 ADT east of I-15, 16,000 ADT west of I-15 and 12,400 ADT west of Old Highway 395 (Figure 19). In 1990, Caltrans indicated that the heavy vehicle composition was above average (15 percent) due to the number of mining operations located along the San Luis Rey River. It should also be noted that several short radius curves exist on this roadway just east of the project site. Sight distance and driving conditions on this segment of SR-76 would be improved by realigning a short radius curve along the project's frontage and widening the roadway.

As part of the project, Highway 76 would be realigned and widened from two lanes to four lanes between I-15 and the western project boundary. The highway would transition to three lanes including two westbound lanes and one eastbound lane, at the western boundary and then back to two lanes just the east of the project. Geometrics at the project driveway would also incorporate an eastbound left turn pocket and a westbound right turn only lane. The project driveway would accommodate a shared outbound left and right turn lane. Westbound traffic leaving the site would enter the westbound auxiliary lane allowing them to enter the traffic stream without disturbing westbound traffic. This widening (illustrated on Figure 20) would be constructed by Palomar Aggregates during the initial phase of the project and available for use prior to any export of material from the site.

Other roadways in the vicinity of the project site include Old Highway 395 and Rice Canyon Road. Old Highway 395 runs north-south, parallel to and west of I-15 serving as a frontage road to the freeway. Although designated as a collector roadway (four lanes, undivided), it currently exists as a rural two-lane highway. This roadway forms a four-way intersection with SR-76, and has recently been signalized. Currently, this roadway carries 5,900 ADT north of SR-76 and 1,800 to the south.

### Access (long-term)

The project is proposing access to SR-76 approximately 1 mile east of I-15. The project, in conjunction with Caltrans, is proposing to realign a short radius curve along this segment of highway.

During the critical AM peak hour, approximately 96 trucks would enter and exit the project site, splitting evenly between inbound and outbound movements. Since most project-related traffic would orient to and from the west it would be necessary to widen SR-76 at the project access to allow for a left-turn pocket (eastbound) and an acceleration lane (westbound) to minimize interruption of flow and enhance safety on this facility. Appropriate warning signs and/or lights should also be installed on SR-76 in advance of the project access to warn motorists of slower moving vehicles.

Because traffic safety is a major concern on this segment of SR-76, accident statistics compiled by Caltrans have been examined. The Caltrans statistics show that there were five accidents between I-15 and Cole Grade Road (12 miles east of project access drive) with zero fatalities. According to Caltrans the expected rate was 2.16 accidents per million vehicle miles (ACC/MVM) while the actual rate was 3.20 ACC/MVM. This appears to be substantial, however, only one of the five accidents involved more than one vehicle. This suggests that the primary cause of the accidents was not vehicle volumes but other factors, such as travel speed, short radius curves, or other roadway conditions. Therefore, realigning the curve along the project frontage may help to decrease the overall accident rate and enhance safety on this roadway in the project vicinity.

### 3. Summary of Impact Significance

Impacts to Traffic/Circulation are considered significant but mitigable. Road improvements included in the design of the project will increase capacity and safety along SR-76 from the project site to the I-15 interchange. The improvement will accommodate the truck trips associated with the project.

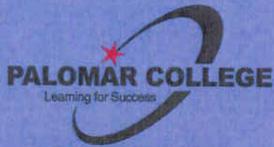
### 4. Mitigation Measures

The following measures shall be incorporated into the project:

A-1. During the initial stage of the project and prior to export of material from the site, SR-76 shall be widened from two lanes to four lanes between I-15 and the western boundary of the project. The highway would transition to three lanes at the western boundary and then back to two lanes just east of the project. This widening (illustrated on Figure 20) shall be constructed by the applicant and available for use prior to any export of material from the site.

A-2. Prior to project operation, five-hundred and fifty (550) feet of intersectional sight distance shall be provided along SR-76 from the proposed driveway entrance to the satisfaction of Caltrans.

- A-3. During the initial stage of the project and prior to export of material from the site, State Highway 76 will be improved from I-15 to the project entrance to a four-lane road with bike lanes, asphaltic concrete pavement over approved base, asphaltic concrete dikes, asphaltic concrete acceleration/deceleration lanes, asphaltic concrete widening to accommodate a left turn lane at the project entrance, and asphaltic concrete taper to existing pavement at the eastern boundary of the project, to the satisfaction of the Director of Public Works and Caltrans.
- A-4. Prior to commencement of work in the State right-of-way, an encroachment permit shall be obtained from Caltrans.
- A-5. Prior to the realignment of SR-76, the right-of-way for the existing on-site alignment of SR-76 shall be vacated to the satisfaction of the Director of Public Works and Caltrans.
- A-6. Prior to construction, all proposed improvements shall be coordinated with both Caltrans and the County Traffic Engineer and all necessary permits shall be secured.
- A-7. Prior to the commencement of quarry operations, appropriate warning signs shall be installed east and west of the project's access onto SR-76 to warn motorists of slow moving vehicles.
- A-8. Prior to commencement of construction, in accordance with County policy, the project shall contribute its fair share towards future improvements to the I-15 northbound and southbound SR-76 on and off-ramps (including signalization of the ramps), widening of SR-76, and for maintenance and repair of SR-76 due to damage from project-related heavy truck traffic. Caltrans shall determine, during its feasibility analysis for the road widening, the appropriate amount of money or other assurance to be provided for maintenance of SR-76 and other Caltrans requirements.
- A-9. As a condition of the Major Use Permit and prior to construction, the applicant shall enter into a Secured Agreement with the County of San Diego for funding a Project Study Report (PSR) with Caltrans for the construction of SR-76 relocation environmental approval and the design of the relocated segment.
- A-10. Prior to quarry operations, all parking areas and driveways shown on the plot plan shall be improved with a minimum of one and one-half inches of road oil mix, asphaltic concrete or PCC concrete, and parking spaces shall be delineated.
- A-11. During quarry operations, average daily trips generated by the Proposed Project shall not exceed a monthly average of 514 ADTs or reach exeeed 1,028 ADTs for more than five consecutive days. The project proponent (Palomar Aggregates Inc.) shall keep a daily log of truck and automobile trips and make it available to the Department of Planning and Land Use on an on-call basis.



June 2008

Palomar Community College –  
North Education Center

# Final Environmental Impact Report

SCH#2007011136

**Prepared for:**  
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**Prepared by:**  
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9755 Clairemont Mesa Blvd., Suite 100  
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JN: 25102230.001

**Palomar Community College – North Education Center  
FINAL  
ENVIRONMENTAL IMPACT REPORT**

**SCH #2007011136**

**Prepared For:**

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June 2008