

SANTA MARGARITA RIVER BRIDGE REPLACEMENT AND SECOND TRACK PROJECT

FACT SHEET

Status:

Under construction

Cost:

\$40.6 million

Completion:

Mid-2014



The Project

The Santa Margarita Bridge has a storied past. Located north of the City of Oceanside, within the southwestern-most boundaries of U.S. Marine Corps Base Camp Pendleton, the bridge sits adjacent to Interstate 5 (I-5) between the northbound and southbound lanes of the freeway, within the North County Transit District (NCTD) right of way.



New double track bridge under construction.

The existing steel truss single-track railroad bridge and wooden trestle approach were built between 1916 and 1927 after catastrophic storms and flooding washed away major segments of the bridge. The bridge is now being replaced with a reinforced concrete double-track bridge. The new 755-foot-long bridge consists of a 500-foot main bridge structure spanning the Santa Margarita River and a 255-foot approach trestle spanning the tidal marsh to the south. The new structure has been designed to withstand 100-year flood levels.

In addition to the bridge replacement, nearly one mile of second main track will be added to the bridge approach. When completed, the new bridge and track work will help speed passenger and freight trains by creating a continuous 4.5-mile section of double track with maximum passenger train speeds between 70 and 90 mph.

The project also includes the demolition of the existing, single-track railroad bridge and the realignment of the existing 1.7-mile Fallbrook Junction Passing Track located south of the

(Continued on reverse)



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river. The track will be realigned in this location and upgraded with new rail and ties to allow for higher train speeds.

The Need

This project is a critical part of the 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and serves as a vital link for passenger and freight movements in San Diego County. The LOSSAN corridor is the second busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation.

The San Diego rail corridor was built more than 100 years ago. It is used daily by as many as 70 trains, including the NCTD COASTER commuter train, Amtrak Pacific Surfliner, Southern California Regional Rail Authority's Metrolink, and BNSF Railway freight trains.

The first Santa Margarita rail bridge was built to help complete the Atchison, Topeka & Santa Fe Railroad's "Surf Line," which opened in August 1888, connecting Los Angeles to San Diego by rail for the first time. Raging storm waters on the river destroyed the bridge at least twice in the early 20th century. Following catastrophic storm damage in 1916, a new bridge was built. A portion of that bridge remains today, but the center span of the bridge was completely washed out in another storm in 1927. Significant improvements were again made to the bridge, including the addition of the steel truss that is visible from I-5.

The single-track bridge is located within a 0.8-mile segment between existing double-track segments to the north and south. Replacement of the bridge with a double-track reinforced concrete bridge fits in with the

major double-track upgrading taking place along the entire 60 miles of the LOSSAN corridor in San Diego County.

This project, combined with others in the corridor, will reduce travel times for passengers, improve system reliability, facilitate goods movement, help reduce passenger and truck volumes on I-5, and provide for increased passenger and freight rail services in the future.

Corridor Strategy

In the coming years, SANDAG has approximately \$800 million in planned improvements for the San Diego County section of the LOSSAN corridor, including a large-scale effort to double track the corridor from Orange County to downtown San Diego. To date, half of the county's LOSSAN rail corridor is double-tracked, with an additional 19 projects in design or under construction. Eventually, more than 97 percent of the corridor will be double-tracked. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

The rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

Project Costs

SANDAG has secured \$40.6 million for the project, primarily from state Proposition 1B and Traffic Congestion Relief Program funds.

Project Status

Construction of the bridge began in 2012. It is anticipated to be completed by mid-2014.

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