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The Official Newsletter of the SR 94 Operational Improvement Project

Vol. 1, No. 1

Dear Stakeholders,

On behalf of the California Department of Transportation (Caltrans), I would like to introduce you to the first edition of the SR 94 Operational Improvement Project's bi-annual newsletter.

The purpose of this newsletter is to inform the community about Caltrans' plans to improve the safety and traffic flow along the 18-mile stretch of SR 94 from Melody Road to SR 188 near the Tecate Port of Entry.

This newsletter briefly describes the history of the SR 94, the project overview, and the environmental studies that are necessary for the project to move forward. You will also find a map showing nine project improvement locations along the route, as well as information on funding and the anticipated schedule. On the last page you will find some of the common questions asked at the public scoping meeting held on September 19, 2007, and the answers to those questions.

I hope you will find this newsletter informative. If you have any questions or concerns, please feel free to contact us using the information provided on the back page of the newsletter. I look forward to hearing from you.

Sincerely,

Sam Amen
Project Manager • Caltrans



Operational Improvements in Store for SR 94

History

State Route 94 (SR 94) was adopted into the State Highway System in 1933. SR 94 is a two-lane, rural highway through mountainous terrain connecting the City of San Diego to the southeastern communities of San Diego County and the Tecate Port of Entry. The corridor also provides access to recreational areas such as the Hollenbeck Canyon Wildlife Area and the Rancho Jamul Ecological Reserve.

Over the years, travel demand along SR 94 has grown due to additional residential housing in the corridor, surrounding land use changes, and increased international trade and travel between the U.S. and Mexico. Large vehicles and commercial semi-trucks have difficulty negotiating some of the curves without off-tracking, crossing over the centerline stripe, or drifting onto the shoulder. Also, a lack of passing opportunities behind slow moving vehicles results in travel delays. These issues support the need for operational improvements within the SR 94 corridor.

Project Overview

The purpose of this project is to provide roadway improvements for better traffic flow and increased safety along the route. The project

proposes non-capacity increasing operational improvements along the 18-mile rural segment of SR 94 from Melody Road to SR 188. Potential improvements include road widening, curve realignments, and adding passing lanes and truck turnouts.

This project will improve traffic flow and increase safety along the route.

Process

Environmental studies will examine potential project impacts to the community, traffic, visual and aesthetics, biological, cultural and historical resources, water and air quality, and noise. After the studies are finished, a Draft and Final Environmental Impact Report (EIR) will be prepared in accordance with the California Environmental Quality Act (CEQA). The Final EIR will include a record of any public meetings and responses to comments made during the public review period of the Draft EIR. Design and construction would occur after the completion of the final environmental document.

Improvement Locations Along the Project Route

Operational Improvement Locations

On this page, you will find a detailed map of the proposed SR 94 Operational Improvement Project, which extends from Melody Road to SR 188 near the Tecate Port of Entry.

Caltrans has identified nine different improvement locations, displayed from left to right on the map.

Please note that many issues and the proposed improvements are the same for multiple locations.

The schedule and funding for each of the nine improvement locations will be determined at a later time.



LOCATION 1
Miles 20.7 – 24.2

- Issues**
- Steep grades
 - Limited passing opportunities
- Proposed Improvements**
- Add new eastbound and westbound passing lanes
 - Pavement widening at select locations

LOCATION 2
Miles 24.2 – 26.4

- Issue**
- Short passing lane
- Proposed Improvements**
- Extend existing eastbound passing lane
 - Add a new westbound passing lane
 - Pavement widening at select locations

LOCATION 3
Miles 25.5 – 26.9

- Issues**
- Steep grades
 - Restricted curves
- Proposed Improvements**
- Realign truck-deficient curves
 - Realign non-standard curves

LOCATION 4
Miles 26.9 – 29.2

- Issues**
- Restricted curves
 - Restricted roadway width
 - Limited right-of-way
- Proposed Improvements**
- Realign truck-deficient curves
 - Widen lanes to 15 feet
 - Install 8-foot shoulders

LOCATION 5
Miles 24.2 – 26.4

- Issues**
- Non-standard curves
 - Restricted roadway widths
- Proposed Improvements**
- Add a new westbound passing lane
 - Realign non-standard curves
 - Pavement widening at select locations

LOCATION 6
Miles 30.6 – 32.4

- Issue**
- Tight curves
- Proposed Improvements**
- Realign non-standard curves
 - Pavement widening at select locations

LOCATION 7
Miles 32.4 – 34.4

- Issues**
- Tight curves
 - Steep grades
- Proposed Improvements**
- Add new eastbound and westbound passing lanes
 - Realign non-standard curves
 - Widen the lanes to 15 feet
 - Add 8-foot shoulders

LOCATION 8
Miles 34.4 – 37.0

- Issue**
- Steep grades
- Proposed Improvements**
- Add new eastbound and westbound passing lanes
 - Realign non-standard curves

LOCATION 9
Miles 37.0 – 38.2

- Issues**
- Restricted curves
 - Limited roadway width
- Proposed Improvements**
- Realign truck-deficient curves
 - Widen lanes to 15 feet
 - Add 8-foot shoulders
 - Pavement widening at select locations

Funding

More than \$5 million has been secured for the Preliminary Engineering and Environmental Document phase from the State Highway Operation and Protection Program. Additional funds are being sought for the design and construction phases.

Visit us online...

To see photos and find out more detailed information on the proposed improvements to SR 94, please visit www.rural94.com.

Schedule

Preliminary engineering and environmental studies are expected to be completed in 2009. The draft environmental document target completion date is late 2009 with the final environmental document anticipated in late 2010. Design and construction may begin as early as six months after the completion of the final environmental document for portions of the project not requiring right-of-way acquisition.



Frequently Asked Questions

Caltrans received comments and questions from local residents in attendance at the scoping meeting held on September 19, 2007. Please see a list of questions and answers below regarding the proposed improvements to SR 94:

1. What kind of improvements will be made to the road?

The following improvements will occur along the route: correcting curves, creating passing lanes, and widening lanes.

2. When will construction begin?

Construction is expected to begin in 2011, after engineering studies, environmental studies, and final environmental documents are complete.

3. Does the SR 94 Operational Improvement Project include Vista Sage Lane?

The SR 94 project does not include improvements to Vista Sage Lane. That area is currently being studied and improvements may occur in a separate project.

4. Will Caltrans include the Jamul Indian Village in the proposed SR 94 Operational Improvement Project?

The SR 94 project does not include the Jamul Indian Village. Any improvements to that area will have a separate schedule and environmental requirements.

5. What government agencies are involved in determining the improvements to the SR 94?

The SR 94 Operational Improvement Project team includes Caltrans, the Federal Highway Administration (FHWA), the San Diego Association of Governments (SANDAG), the Bureau of Land Management, the County of San Diego, the California Highway Patrol, Natural Resource Conservation Service, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, California Department of Fish & Game, and the San Diego Regional Water Quality Board.



Residents learn about the proposed SR 94 Operational Improvement Project at the public scoping meeting.

FOR MORE INFORMATION
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