



Dear Stakeholders,

Welcome to the second edition of the SR 94 Operational Improvement Project bi-annual newsletter. We are pleased to reach out to you, the residents, businesses and leaders along SR 94, to inform you about the latest project developments. As you know, Caltrans is working hard to improve traffic flow and truck maneuverability along the rural segment of SR 94 from Melody Road to SR 188 near the Tecate Port of Entry.

In this edition, you will receive a project update and read about the funding received for some immediate improvements to the route. In addition, you'll read about the work accomplished to ensure safety following the October 2007 wildfires. On the back of the newsletter, you'll also read about our efforts to keep the public involved and you'll find a list of ways that you can stay connected with our project team.

We look forward to hearing from you and appreciate your continued interest and involvement with the SR 94 Operational Improvement Project.

Sincerely,

Sam Amen
Project Manager • Caltrans

Guardrail, Erosion Control Ensure Safety After Fires

The October 2007 wildfires devastated much of rural San Diego County, including significant portions of State Route 94 (SR 94). Working around the clock, Caltrans quickly removed burned signs, trees and debris from the road to allow for safe passage.



The new guardrail, along fire-prone areas of SR 94, features metal posts that can better withstand possible fires in the future.

Additional work was necessary, however, to restore driving conditions on SR 94. The scorched hillsides had become particularly vulnerable to erosion. To address this concern, approximately 3,500 gravel bags were placed along the hillsides adjacent to the route. The strategic placement of the gravel bags prevented erosion and kept large concentrations of ash and

mud off the road. The bags were left in place until the rainy season ended in May.

“Our goal was to clear debris and make necessary repairs as quickly as possible.”

Alberto Gayon
Caltrans Resident Engineer

In the months following the wildfires, more than 9,000 feet of fencing, 6,000 feet of guardrail and 41 roadway signs were replaced or repaired. The wooden guardrail posts were replaced with metal posts that can better withstand possible fires in the future.

“Immediately after the fires, our goal was to clear debris and make necessary repairs as quickly as possible to safely open the route to motorists,” Caltrans District 11 resident engineer Alberto Gayon said. “Fortunately, Caltrans was able to complete these repairs in short order, followed by longer-term safety improvements which were completed by June 2008.”



On the Road to a Better SR 94

www.Rural94.com

What's New Along the Route

The goal of the SR 94 Operational Improvement Project is to identify roadway enhancements that will allow for better traffic flow and increased truck maneuverability along the roadway. Caltrans is looking at several improvement options, which include adding and extending passing lanes, adding turn pockets and truck turnouts, widening lanes, installing new shoulders, and realigning curves. While the project team continues to analyze these potential improvements, a new alternative called the "bypass alignment" is now being considered.

The bypass alignment alternative is an option for improving two segments of the corridor where

multiple curves within a short distance make maneuverability of the route a challenge. The bypass alignment would create a smoother, more direct path that would avoid or "bypass" the multiple curves. The two areas where the bypass alternative is being considered are at Postmile 27.2 – 28.7 and Postmile 37.0 – 38.5. The potential bypass locations are indicated on the project map below.

The other alternative, already being studied, improves upon the existing alignment by widening lanes and modifying curves. Ongoing studies will determine which alternative will have the least environmental impacts.

Protecting the Environment

Caltrans is required to examine the potential impacts associated with the proposed SR 94 Operational Improvement Project. Environmental studies are currently looking at the potential impacts to the community, including visual/aesthetics, traffic, biological, cultural and historical resources, water quality, noise and air quality, in accordance with the California Environmental Quality Act (CEQA). The draft Environmental Impact Report (EIR) is expected to be complete in late 2009. At that time, the public will have an opportunity



The Vireo, pictured above, is one of the species discussed within the project's environmental review process.

to review and comment before the document becomes final. The final EIR will include a record of public meetings, comments and responses made during the public review period of the draft EIR. Design and construction would follow the completion of the final environmental document. For more details on when each phase will occur, please see the timeline below.

Paving the Way

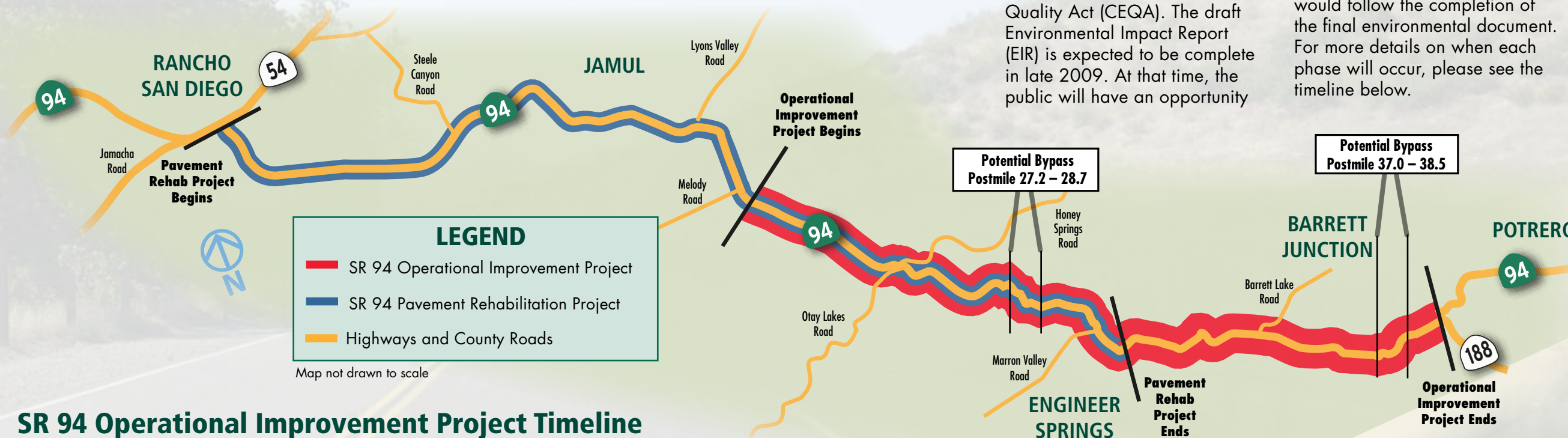
Caltrans has been looking for available funding sources to make immediate improvements to SR 94.

Funds of \$19 million have been secured to provide motorists with a smoother ride on SR 94 by rehabilitating 15 miles of pavement from Rural Creek near SR 54 to 1 mile east of Grande Creek in Engineer Springs. The limits of the pavement rehabilitation project are identified in blue on the map to the left.

This project will improve the ride and the pavement will require only minimal repairs over the next 10 years – something drivers and maintenance crews are sure to appreciate!

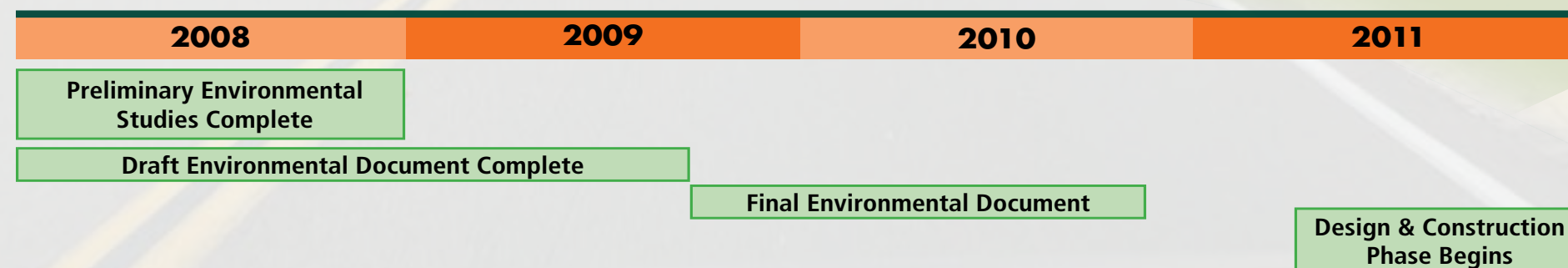
The pavement rehabilitation project team will begin designing as early as 2009, with construction beginning in 2011 or 2012. The project will involve pavement milling – a process of grinding away three to four inches – and replacing it with rubberized asphalt concrete.

The funding for this project was acquired through the State Highway Operation Protection Program (SHOPP) and was awarded based on pavement condition and preventative maintenance.



SR 94 Operational Improvement Project Timeline

The timeline below shows the estimated completion dates for the environmental studies and final document. Exact dates will be provided when available.



Signs Drive Traffic to Web Site

If you think you spotted some new signs while driving along your usual route, you're right! The SR 94 Project team has been looking for creative ways to reach out to people who not only live along the route, but also drive the route on a regular basis. Earlier this year, Caltrans posted the colorful signs to further enhance these efforts.

The SR 94 project Web site is listed on the signs, which have been successful in driving people to the Web site. One sign is posted in Jamul, just east of the Jamul Post Office; another is in Dulzura, located

across from the Dulzura Café; another in Barrett Junction, just west of the Barrett Junction Café; and one other in Potrero, just west of SR 188. Additionally, Caltrans keeps in touch with the various stakeholders via email. Many people who have visited the project Web site have signed up for email updates on the "Sign Up and Stay Involved" section.

Caltrans hopes more people will be encouraged to visit the Web site, ask questions and become involved in the SR 94 Operational Improvement Project. Please visit us at www.Rural94.com.



CONTACT US: Caltrans District 11 Public Affairs Office

Phone/Teléfono: 619.688.6670 **Email/Correo Electrónico:** info@Rural94.com

Mail/Correo: Sam Amen, Project Manager, Caltrans District 11
4050 Taylor Street, MS: 340 • San Diego, CA 92110

Web site/Página de Internet: www.Rural94.com

EN ESPAÑOL: Para información en español sobre el proyecto para mejorar operaciones en la Ruta Estatal 94 (SR 94), favor de comunicarse por correo, teléfono ó correo electrónico.

Caltrans, District 11
4050 Taylor Street, MS: 340
San Diego, CA 92110