



SR 94 Operational Improvement Project

January 2009

■ THE PROJECT

State Route 94 (SR 94) is the main highway that provides access from the San Diego urban area to the southeastern communities of San Diego County and to the Tecate Port of Entry (POE). Travel demands along SR 94 have increased due to growth in the corridor, surrounding land use changes, and the growth in international trade and travel between the United States and Mexico. The corridor also provides access to recreational areas and users both on a seasonal and weekend basis.

This area has been divided into eight (8) improvement locations. At least one of the following improvements will occur at each of the locations.

- Correcting curves
- Creating passing lanes
- Creating super lanes (widen lanes to approximately 15 feet compared to the standard 12 feet)

■ PURPOSE AND NEED

The project proposes operational improvements along the 18-mile rural segment of SR 94, from Melody Road to SR 188, near the Tecate POE. STAA (Surface Transportation Assistance Act) trucks are not able to negotiate some of the curves without crossing over the centerline stripe or driving off the edge of the pavement. In addition, there is a lack of passing opportunities behind slow moving vehicles.

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

■ FUNDING

Over \$5 million has been secured for the Preliminary Engineering and Environmental Document (PA/ED) phase from the State Highway Operation and Protection Program. Additional funds are being sought for the Design and Construction phases. Additionally, SANDAG is contributing \$2 million for the project.

■ ENVIRONMENTAL CONCERNS

An Environmental Impact Report (EIR) is being conducted in accordance with the California Environmental Quality Act (CEQA) because of the number of resources along the corridor. These include impacts to the community, visual/aesthetics, traffic, biological, cultural and historical resources, water and air quality, and noise receptors. Every effort will be made to minimize environmental impacts including impacts to recreation lands, wildlife and waterfowl refuges, and historic sites. Additionally, studies will be conducted to identify threatened or endangered species in the project area.

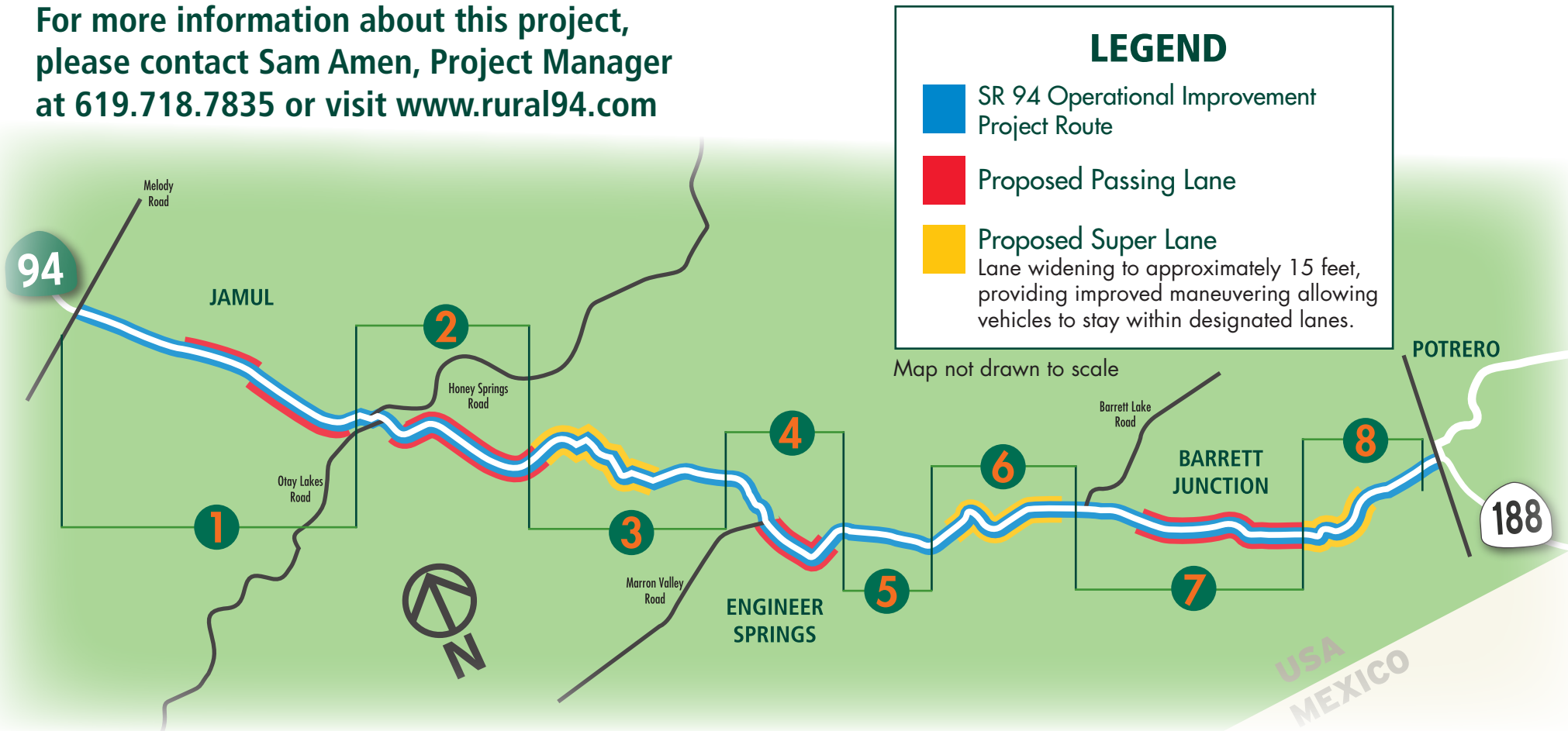
■ SCHEDULE

The Draft Environmental Document is scheduled to be completed in late 2009 with a 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.

CONTACT INFORMATION

For more information about this project please contact Sam Amen, Project Manager at (619) 718-7835 or visit www.rural94.com.

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Proposed Improvements Along the Route

LOCATION 1 Miles 20.5 – 24.4

- Add new eastbound and westbound passing lanes
- Pavement widening at select locations
- Realign deficient curves

LOCATION 2 Miles 24.4 – 26.9

- Add new eastbound and westbound passing lanes
- Pavement widening at select locations
- Realign deficient curves

LOCATION 3 Miles 26.9 – 29.2

- Realign deficient curves
- Widen lanes to 15 feet
- Add 8-foot-wide shoulders

LOCATION 4 Miles 29.2 – 30.9

- Add a new westbound passing lane and extend eastbound passing lane
- Realign deficient curves
- Pavement widening at select locations

LOCATION 5 Miles 30.9 – 32.1

- Realign deficient curves
- Pavement widening at select locations

LOCATION 6 Miles 32.1 – 35.0

- Add new eastbound passing lane
- Realign deficient curves
- Widen westbound lane to 15 feet
- Add 8-foot-wide shoulders

LOCATION 7 Miles 35.0 – 37.0

- Add new eastbound and westbound passing lanes
- Realign deficient curves

LOCATION 8 Miles 37.0 – 40.0

- Realign deficient curves
- Widen lanes to 15 feet
- Add 8-foot-wide shoulders
- Pavement widening at select locations