



State Route 94 Express Lanes: Project Fact Sheet

ABOUT THE THE PROJECT

The State Route 94 (SR 94) Express Lanes Project proposes to construct two Express Lanes along SR 94, one in each direction, from Interstate 5 (I-5) to Interstate 805 (I-805), with a direct connector to I-805. The SR 94 Express Lanes would accommodate new Bus Rapid Transit service, in addition to carpools/vanpools (HOV). The project would also modify interchanges, connectors, and bridge overcrossings and undercrossings within the project limits. The FasTrak® electronic toll system may be implemented in the future to allow single occupant vehicles to use the Express Lanes for a fee.

The SR 94 Express Lanes would connect to a wider network of Express Lanes on I-805 and Interstate/State Route 15 (I-15/SR 15), creating a critical link for the regional multimodal transportation system.

The end result would be a flexible freeway system that increases transportation choices for commuters and improves traffic and interchange. The project also provides opportunities for environmental and community enhancements along the project corridor.



PROJECT ALTERNATIVES

The SR 94 Express Lanes Project will be analyzed in an Environmental Impact Report/ Environmental Impact Study (EIR/EIS) and associated engineering studies. The EIR/EIS will evaluate three alternatives: two build alternatives and one no build alternative.

Alternative 1

- At-grade Express Lanes would be constructed in the median of SR 94, beginning just east of 22nd Street and extending to just east of SR 15, transitioning to an elevated I-805/SR 94 connector that extends to just north of Hilltop Drive on I-805.
- The left-hand freeway-to-freeway connectors at the SR 94/SR 15 Interchange would be replaced with standard right-hand connectors.
- The eastbound on-ramp from 32nd Street and westbound on-ramp from 49th Street to SR 94 would be removed to improve weaving and merging conditions.
- The existing northbound SR 15 to westbound SR 94 loop connector would be removed to improve weaving and merging conditions.

Alternative 2

- At-grade Express Lanes would be constructed in the median of SR 94, beginning just east of 22nd Street.
- The Express Lanes would transition to an elevated structure just west of 28th Street, extending to just north of Hilltop Drive on I-805. This structure would be approximately two miles long.
- The existing eastbound on-ramp from 32nd Street to SR 94 would be removed to improve weaving and merging conditions.

PROJECT SCHEDULE AND FUNDING

Draft EIR/EIS
Fall 2014

Final EIR/EIS
Spring 2015

Project Completion
2020

The cost to complete the project is estimated to be between \$500 million and \$600 million depending on the alternative chosen.

For more information

Visit KeepSanDiegoMoving.com

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Visual Simulation of HOV Lanes