

= California State Route 94 =

State Route 94 (SR 94) is a highway in the U.S. state of California . The western portion is known as the Martin Luther King Jr . Freeway that begins at Interstate 5 (I @-@ 5) in downtown San Diego and continues to the end of the freeway portion past SR 125 in Spring Valley . The non @-@ freeway segment of SR 94 that continues east through the mountains to I @-@ 8 near Boulevard is known as Campo Road .

The Campo road served as a wagon road providing access to eastern San Diego County as well as Imperial County . The road was added to the state highway system in 1933 , and signs for Route 94 were posted along local roads later that decade . Efforts to convert the western half of the route to a freeway took place in the 1950s , and the freeway was complete by 1962 west of the road that became SR 125 . Construction continued east to Avocado Road over the next few years . Various proposals for widening the highway have come from Caltrans , but local opposition resulted in the delay or cancellation of many of these proposals .

= = Route description = =

SR 94 is an east ? west freeway that begins at the eastern end of the one @-@ way couplet of F and G streets in southeast San Diego . The freeway continues through an interchange with I @-@ 5 just east of downtown . Following this , the route goes through the neighborhoods of Sherman Heights , Grant Hill , Stockton , and Mount Hope , where there is an interchange with SR 15 . Shortly thereafter , SR 94 intersects I @-@ 805 in Chollas View before continuing east through Emerald Hills and Chollas Creek into the city of Lemon Grove . Passing by the Marketplace at the Grove Mall , the freeway forms the boundary between Lemon Grove to the south and La Mesa to the north , up to the SR 125 interchange where SR 94 turns east . At this point , SR 94 leaves both cities and enters unincorporated Spring Valley and Casa de Oro .

The freeway becomes an undivided highway at Via Mercado in Rancho San Diego . SR 94 continues through Rancho San Diego by turning southeast at the Jamacha Road and Campo Road intersection , where SR 54 and CR S17 turn northeast . As Campo Road , SR 94 crosses the Sweetwater River before entering a less @-@ developed area , winding through the communities of Jamul , Dulzura and intersecting the north end of SR 188 north of Tecate . After passing through the communities of Potrero , Campo , and the Campo Indian Reservation , SR 94 continues east onto old U.S. Route 80 (US 80) briefly before turning north on Ribbonwood Road west of Boulevard . The route ends by connecting to I @-@ 8 near Manzanita .

SR 94 is part of the California Freeway and Expressway System , and west of SR 188 is part of the National Highway System , a network of highways that are essential to the country 's economy , defense , and mobility . SR 94 is eligible for the State Scenic Highway System , but it is not officially designated as a scenic highway by the California Department of Transportation . In 2014 , SR 94 had an annual average daily traffic (AADT) of 440 at Live Oak Springs Road , and 179 @,@ 000 between I @-@ 805 and 47th Street , the latter of which was the highest AADT for the highway .

= = History = =

= = = Campo Road = = =

SR 94 was built along the routing of an old stagecoach road that took two days to travel to East County in the 19th century ; it was part of the primary road from San Diego to Yuma , Arizona . James Pascoe surveyed the route through Campo for the county in 1869 that was 25 miles (40 km) shorter than the existing route through Warner 's Pass . The road was known for its curves , climbs , and boulders , making travel difficult . The first automobile went on the road in 1904 . By 1913 , an unpaved automobile road extended to Campo from San Diego , and work took place to improve the condition of the road in 1916 . A year later , the road continued east to join with the state highway

leading into Imperial County . In 1927 , the Potrero bridge was replaced , after a storm washed out the bridge . By 1928 , the paving of the Campo road was about 43 percent complete . In February of the next year , the progress was at 74 percent ; the total cost was \$ 122 @, @ 474 (about \$ 30 million in 2015 dollars) . The Sweetwater bridge was finished in March at a cost of \$ 60 @, @ 000 (about \$ 4 million in 2015 dollars) . The Campo road was the only road through the Peninsular Ranges to stay open for the entirety of the next winter ; other roads were closed due to snow , leading to increased traffic along this road . This was largely due to the lower elevation of the road , at only 4 @, @ 000 feet (1 @, @ 200 m) .

= = = Designation and initial construction = = =

In 1931 , the County Board of Supervisors agreed to submit the Campo road for consideration as a secondary state highway . The state considered the inclusion of the Campo road into the system in 1932 . The California State Legislature defined Route 200 in 1933 as a route from San Diego to west of Jacumba , going through the town of Campo . The San Diego Chamber of Commerce sent a representative to ask the state for funding for paving the Campo highway in 1935 , and the road was paved that year . The Chamber also asked for the war department to declare the road a military highway in order to receive federal assistance for its improvement . Signs were posted for SR 94 in 1937 , and by 1938 , SR 94 was signed along Broadway and Lemon Grove Boulevard (later Federal Boulevard) before continuing east to Campo .

The next year , the California Highway Commission declined to have the Campo road improved . However , the Highway 94 association , as well as the Campo @-@ Potrero and Highway 80 chambers of commerce raised concerns about the safety of the children going to school in the buses along the road . In 1952 , the Southern California committee of the state Chamber of Commerce recommended to the California Highway Commission that Route 94 be widened to four lanes from the Wabash Freeway to Jamacha . In June 1953 , the Commission approved an eight @-@ lane freeway for Route 94 from Home Avenue in San Diego to Palm Avenue around La Mesa ; The local Board of Education also gave their approval , which was required because the freeway would be built on land that was for a proposed school . But the next month , state senator Fred Kraft criticized the proposal because he believed that it would be too expensive and would not reduce congestion in the long @-@ term . Approval extended to the junction with US 80 by October 1953 ; the part from 18th Street to Wabash Boulevard followed in November 1954 . Later that year , a toll road that would have tunneled under the Laguna Mountains and bypassed Route 94 was proposed by the county Board of Supervisors . The state allocated \$ 3 @. @ 48 million (about \$ 81 million in 2015 dollars) for making SR 94 a freeway from College Avenue to Campo Road in October 1954 .

Construction began on the first part of the SR 94 freeway just west of Lemon Grove by May 1955 . The contract for the College Avenue to Campo Road portion was given out in October , for \$ 2 @. @ 9 million (about \$ 63 million in 2015 dollars) . Preparation for bidding on the portion from the Wabash Freeway to near Euclid Avenue took place towards the end of the year ; construction was underway by May 1956 , as was planning for the portion west of there to the intersection of 18th and F streets and the future interchange with US 101 . The San Diego City Council requested that an overpass be constructed at 22nd Street to provide improved access ; however , an underpass for the road was eventually built . The freeway from Wabash Boulevard and 56th was completed on March 18 , 1957 ; metal weakened @-@ plane joints were used for the construction , which the California Division of Highways considered " experimental " at the time . East of College Avenue , some unwanted cracks developed in the roadway during the joint pouring process , and were repaired with epoxy . At one point in 1958 , SR 94 was considered as a possible extension of US 90 , a route proposed to run along the southern border of the United States to Florida , by the South Bay Highway Association . By August , SR 94 from Palm Avenue to Jamacha was being planned .

The western end of SR 94 connecting to US 101 was put up for the bidding process in late 1958 . Construction on the interchange with US 101 began in 1961 . By January 1962 , the freeway was mostly complete west of La Mesa and the freeway connection to US 80 . The part of the freeway from 25th to 17th streets was completed in November . In the 1964 state highway renumbering , SR

94 was officially designated from I @-@ 5 to I @-@ 8 near Jacumba , and SR 125 was designated from SR 94 near La Mesa north to SR 56 .

= = = Expansion and naming = = =

Land acquisition for the construction of the SR 94 freeway through Spring Valley had begun by 1965 . The next year , a plan to reroute and widen portions of SR 94 from the Sweetwater River to I @-@ 8 was underway , with a Caltrans proposal to remove the " Frenchy 's " or " Three Springs " curve . In March 1968 , the San Diego Highway Development Association considered the construction of the freeway from SR 125 to Jamacha Junction a priority . The state announced in August that the Spring Valley widening project would be funded earlier than anticipated , due to the state of the economy . Meanwhile , a \$ 1 @. @ 8 million (about \$ 21 million in 2015 dollars) contract to widen SR 94 to eight lanes from Wabash Boulevard to Waite Drive in Lemon Grove was awarded in October . The freeway from Kenwood Drive to Avocado Boulevard in Spring Valley was completed in July 1970 .

An improved interchange with SR 125 was being planned in 1974 , which would connect to the existing freeway extending to Avocado Boulevard . Construction began in October , and continued into late 1975 , at a cost of \$ 11 million (about \$ 78 million in 2015 dollars) ; the road was predicted to reduce traffic at the intersection of Campo Road and Bancroft Drive , and interchanges at Spring Street and Lemon Grove Avenue were to be built . The Lemon Grove Avenue interchange was open by January 30 , 1976 , and parts of the interchange with Spring Street and SR 125 was open by July 20 .

By 1977 , much of the SR 94 freeway was congested , with 85 @, @ 000 to 95 @, @ 000 trips per day on the freeway according to Caltrans . It was hoped that the construction of SR 54 to the south and SR 125 would reduce traffic by 20 @, @ 000 trips per day . Onramp meters were installed in 1978 to throttle traffic entering the freeway with a centralized computer system ; this resulted in reduced congestion on the freeway , according to motorists . In 1987 , the bridge over the Sweetwater River that had been used for 58 years was replaced by a new bridge , at a cost of \$ 2 @. @ 3 million (about \$ 6 million in 2015 dollars) ; construction had been delayed by nine months due to concern over environmental harm to the least Bell 's vireo .

The highway was designated the Martin Luther King Jr . Freeway by the California State Legislature in September 1989 , after a two @-@ year struggle to find a suitable tribute to King in the San Diego area . Nevertheless , the measure did not include funding for the signs , and as a result , they were not installed until 1998 , when they were funded by the San Diego Association of Governments with \$ 1 @. @ 4 million (about \$ 2 million in 2015 dollars) from a local sales tax .

In 1995 , a U.S. Border Patrol checkpoint was opened near Dulzura , to combat human and drug trafficking that used SR 94 , as well as fatal traffic accidents resulting from such smuggling . Two years later , following a proposal to widen SR 94 from Otay Lakes Road to SR 188 to address the high rate of accidents , local residents raised concerns about this proposal . In July 1998 , the Back Country Coalition sued Caltrans concerning the short length of the environmental impact report as well as not soliciting comments from the public ; opponents pushed for a ban of all " large haulers " on the highway . Caltrans agreed to hold another hearing in an out @-@ of @-@ court settlement , as well as to pay \$ 20 @, @ 000 for the attorneys . In March 1999 , Caltrans agreed to delay the construction for several years to evaluate the environmental impact . During the early 2000s , the interchange with SR 125 was reconstructed to allow for the extension of the latter freeway south to SR 54 , which was finished in 2003 .

In late 2006 , the Jamul Indian tribe prepared to construct a casino , but many expressed concerns about the amount of traffic that would now travel on SR 94 . In 2007 , Caltrans declared that the construction required a permit in order to connect to SR 94 and to construct on the state right @-@ of @-@ way . At the end of the year , the tribe had started construction on the driveway to the casino , while Caltrans stated that it lacked the information needed to determine if the proposed traffic signal should be approved . In late 2009 , the tribe filed a lawsuit against Caltrans over the inability to get approval to connect the driveway with the highway . The tribe made the claim that

they were a sovereign nation and did not need the approval , but this was rejected by the court . Caltrans and the tribe came to an agreement in 2009 , where the tribe would provide its own studies and pay for environmental mitigation .

= = Future = =

Caltrans has plans to add a ramp from southbound SR 125 to SR 94 to improve the interchange ; it is in the environmental planning stages , and is estimated to cost \$ 71 million . Also in the planning stages are high @-@ occupancy toll lanes in between the I @-@ 5 and I @-@ 805 interchanges , and rerouting part of SR 94 east of the junction with Jamacha Boulevard while improving some interchanges .

= = Major intersections = =

Except where prefixed with a letter , postmiles were measured on the road as it was in 1964 , based on the alignment that existed at the time , and do not necessarily reflect current mileage . R reflects a realignment in the route since then , M indicates a second realignment , L refers an overlap due to a correction or change , and T indicates postmiles classified as temporary (for a full list of prefixes , see the list of postmile definitions) . Segments that remain unconstructed or have been relinquished to local control may be omitted . The entire route is in San Diego County .