

LAST CHANCE GRADE

California Transportation Commission

August 2020





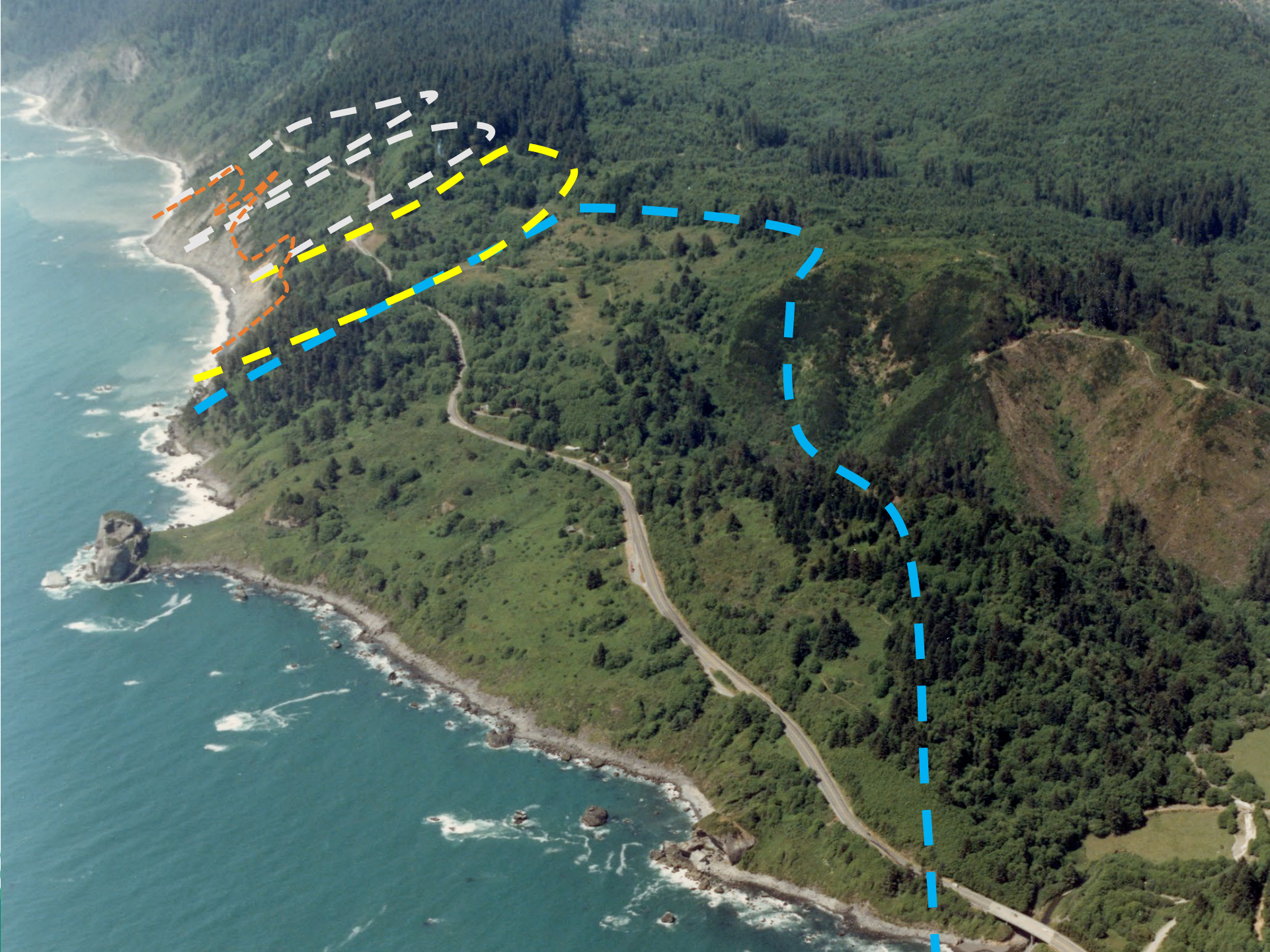
presentation overview

- Context
- Project Development Actions
- Project Schedule
- Questions



context





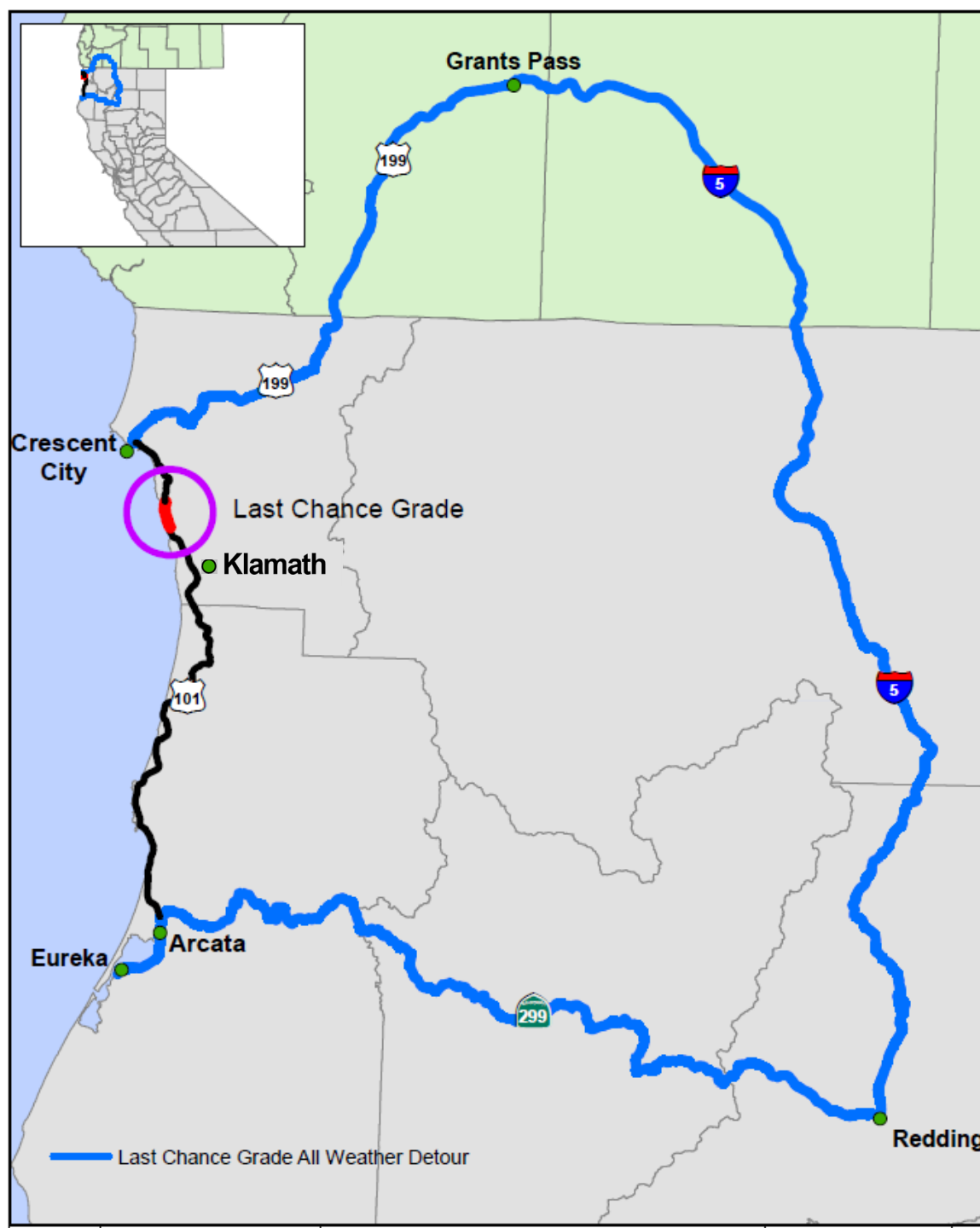




repair costs

Since 1997, Caltrans has spent approximately **\$97 million** maintaining the existing alignment and may need to spend up to **\$47 million** more for existing needs.





An emergency closure of the current highway would require a **320-mile detour** (6 hours) between Eureka (Humboldt County) and Crescent City.



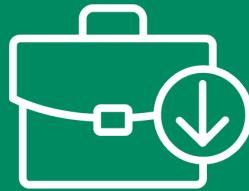
Cost of one-year closure



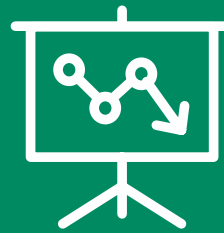
\$236M in travel costs



\$41M in foregone trips



3,800 jobs lost



\$456M in reduced business
output



major challenges





major risks





project development actions



project development summary

- 2015 4 Working Groups Form
- 2015 Feasibility Study
- 2016 Project Study Report
- 2017 Achieved partial funding for preliminary Geotech
- 2018 Elimination of 3 project alternatives using Risk Assessment and partner VA
- 2019 CTC Approved full funding, \$50M, for PA&ED
- 2020 Notice to Proceed on \$31M Project Specific Contract



project development summary- key actions

Since the 2020 Notice to Proceed:

- Completed second phase of geotechnical investigation
- FED and permitting of the third phase of Geotech investigations

Caltrans and HNTB:

- *Developed PA&ED approach:*
 - *Steps and schedule*
 - *Opportunities to accelerate PA&ED and Design*
 - *Ongoing outreach*



project schedule

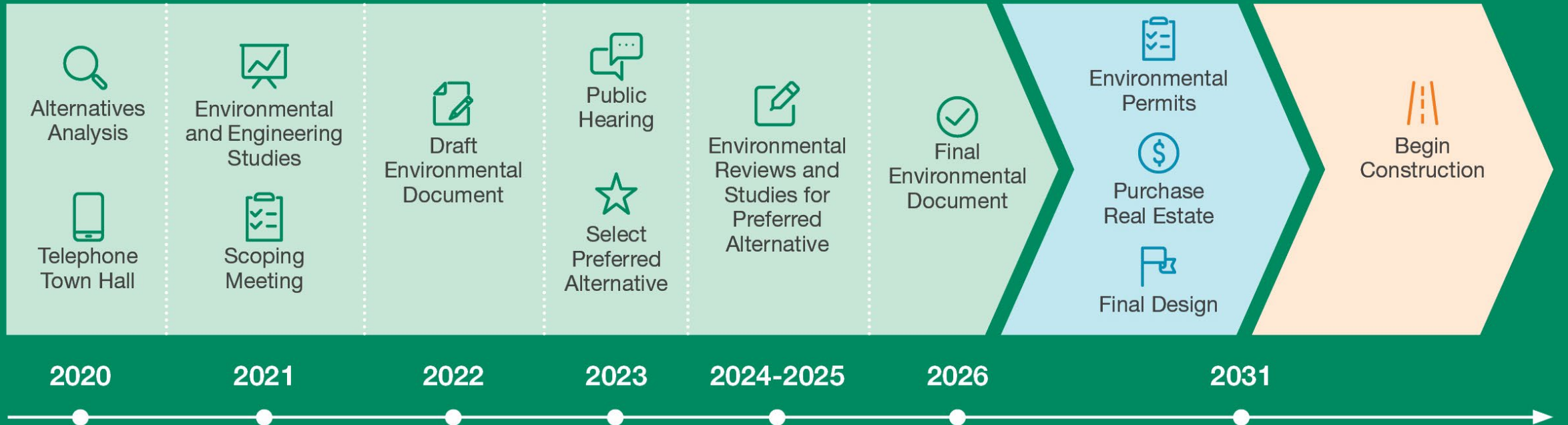


key steps in the environmental process

ENVIRONMENTAL PHASE

DESIGN PHASE

CONSTRUCTION



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Project alternatives

A 1 ALTERNATIVE A1
 Departs from US 101 at PM 13.47, heading inland, and reconnects with 101 at PM 15.56. A1 includes a 2,425 ft. tunnel near PM 15.56.
ESTIMATED CAPITAL COST:
 \$672M

A 2 ALTERNATIVE A2
 Follows Alternative A1 for the initial 2.3 miles and reconnects to existing US 101 at PM 15.92. A2 does not include a tunnel, but it passes through a section of old growth forest.
ESTIMATED CAPITAL COST:
 \$300M

G 1 ALTERNATIVE G1
 Shares the same northern alignment as Alternative A1 (including the tunnel) and the same southern alignment as Alternative L below.
ESTIMATED CAPITAL COST:
 \$672M

G 2 ALTERNATIVE G2
 Shares the same northern alignment as Alternative A2 and the same southern alignment as Alternative L below. It also passes through a section of old growth forest.
ESTIMATED CAPITAL COST:
 \$295M

F ALTERNATIVE F
 Includes construction of a 5,600 ft. tunnel, departing US 101 at PM 14.24 and reconnecting at PM 15.56.
ESTIMATED CAPITAL COST:
 \$1.1B

L ALTERNATIVE L
 Retreats up to 650 feet inland from the current alignment. The alignment includes cuts, structures, surface and subsurface drainage, and a resilient roadway prism.
ESTIMATED CAPITAL COST:
 \$300M

X ALTERNATIVE X
 Retains the existing alignment, with two areas that straighten curves and one that retreats approximately 130 feet inland for geotechnical stability and longevity.
ESTIMATED CAPITAL COST:
 \$300M

PROJECT INFORMATION	
EA	01-0F280
EFIS	0115000099
Location	DN 101 PM 12.0/15.5
Project Description	Del Norte County from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge