presentation overview

• Context
• Project Development Actions
• Project Schedule
• Questions
context
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

- Environmental Litigation
- Mitigation Impasse
- New Geotech Discoveries that Delay Project
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**
- Alternatives Analysis
- Environmental and Engineering Studies
- Draft Environmental Document
- Public Hearing
- Select Preferred Alternative

**DESIGN PHASE**
- Environmental Reviews and Studies for Preferred Alternative
- Final Environmental Document
- Environmental Permits
- Purchase Real Estate
- Final Design

**CONSTRUCTION**
- Begin Construction

Years:
- 2020
- 2021
- 2022
- 2023
- 2024-2025
- 2026
- 2031
Project alternatives

**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

**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

**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

**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

**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

**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

**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-DP28D
- EFIS: 0115000099
- Location: DN 101 PM 12.0/15.5
- Project Description: Del Norte County from Wilson Creek Bridge to 3.9 miles north of Wilson Creek Bridge