

LAST CHANCE GRADE

Informational Update

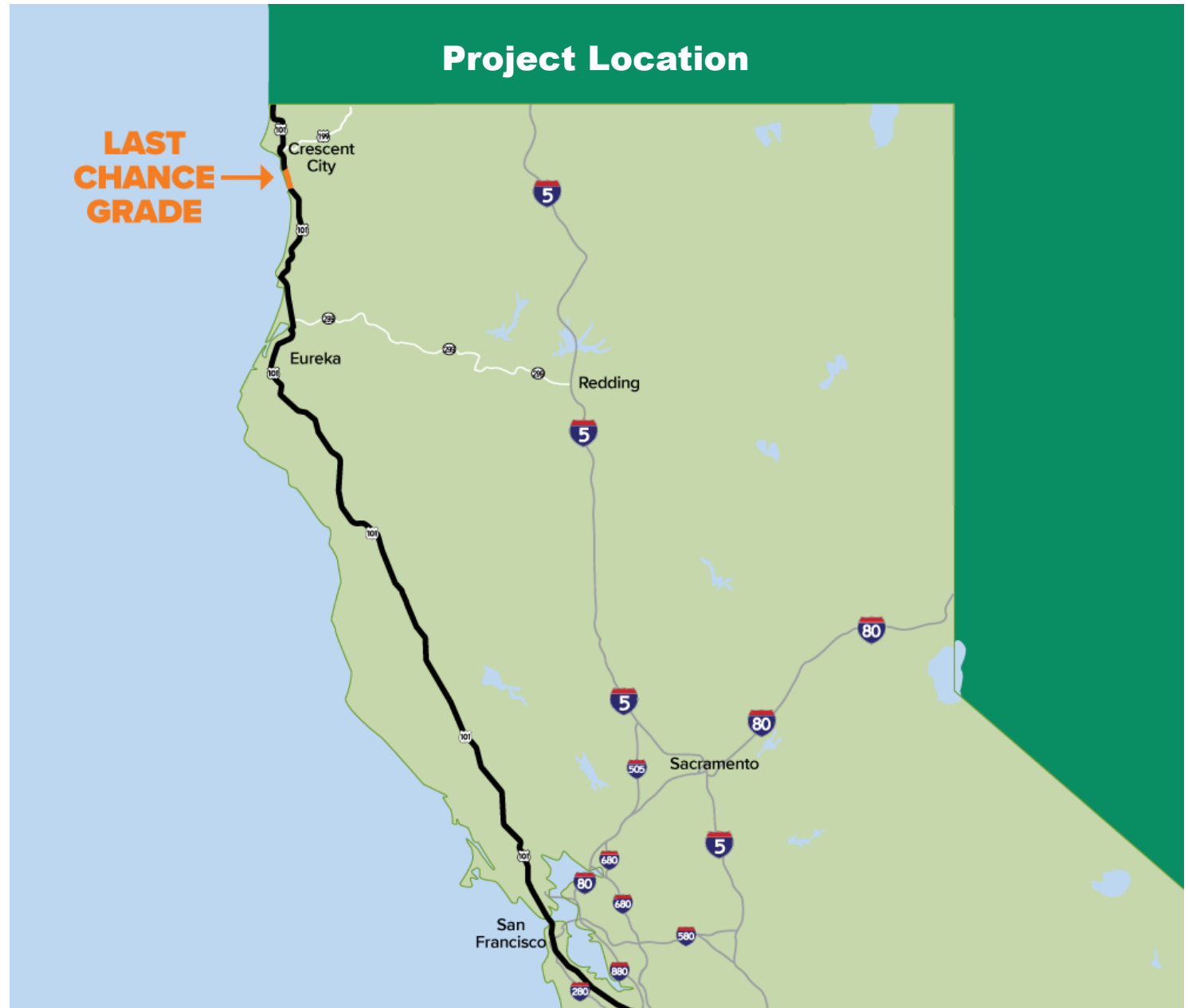
California Transportation Commission

December 2023



Objectives

- Review the history and context of Last Chance Grade
- Review cost, scope, and schedule

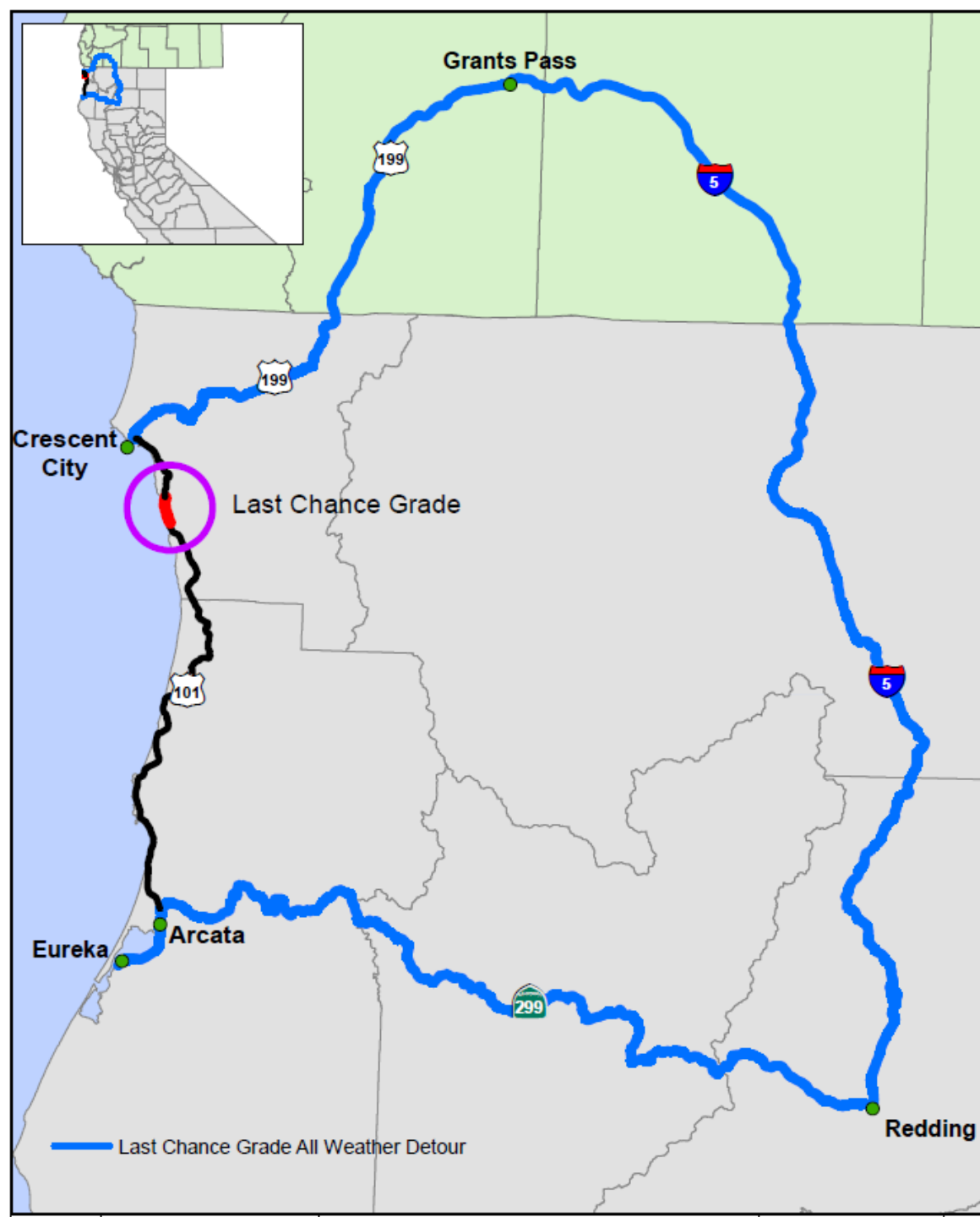




Last Chance Grade - Location of Landslides



- Dashed lines indicate four large active landslides in project area
- Surrounding area is Redwood State and National Parks land



- An emergency closure of the current highway would require a 320-mile, 6-hour detour between Eureka 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

February 2021- Emergency Repairs for a Slide



Hwy 101





History of Long-Term Project

- 1987 *Preliminary Project Initiation Document*
- 1992 *Preliminary Geotechnical Report*
- 1993 *Value Analysis*
- 1995 *Last Chance Grade Project Initiation Document*
- 2003 *Supplemental Project Initiation Document*
- 2007 *Supplemental Project Initiation Document*
- 2014 4 Working Groups Form
- 2015 Feasibility Study
- 2016 *Project Initiation Document*
- 2017 Partial Funding for Preliminary Geotech
- **2019 CTC Approved funding, \$50M, for Environmental Phase**
- 2021 Public Scoping
- 2022 Environmental Field Studies Complete
- 2023 Environmental Technical Reports Complete; Development of Draft Environmental Document



Project Need

A long-term sustainable solution at LCG is needed for the following reasons:

- Economic ramifications of a long-term failure;
- Risk of delay/ detour to traveling public;
- Increasing maintenance costs and;
- Increase in frequency and severity of large storm events caused by climate change





Project Purpose

The purpose of this project is to develop a long-term solution to the instability and potential roadway failure at LCG.

The project will consider alternatives that:

- Provide a more **reliable connection**,
- Reduce **maintenance costs**, and
- Protect the **economy, natural resources, and cultural resources**.



2/14/21 at LCG



Public Engagement

- 2015, Community-Led Solutions:
 - Workshops to evaluate alternatives
- Annual interactive open houses
 - 2018 - augmented reality
- Annual progress update mailer
- Project Website





Stakeholder Collaboration

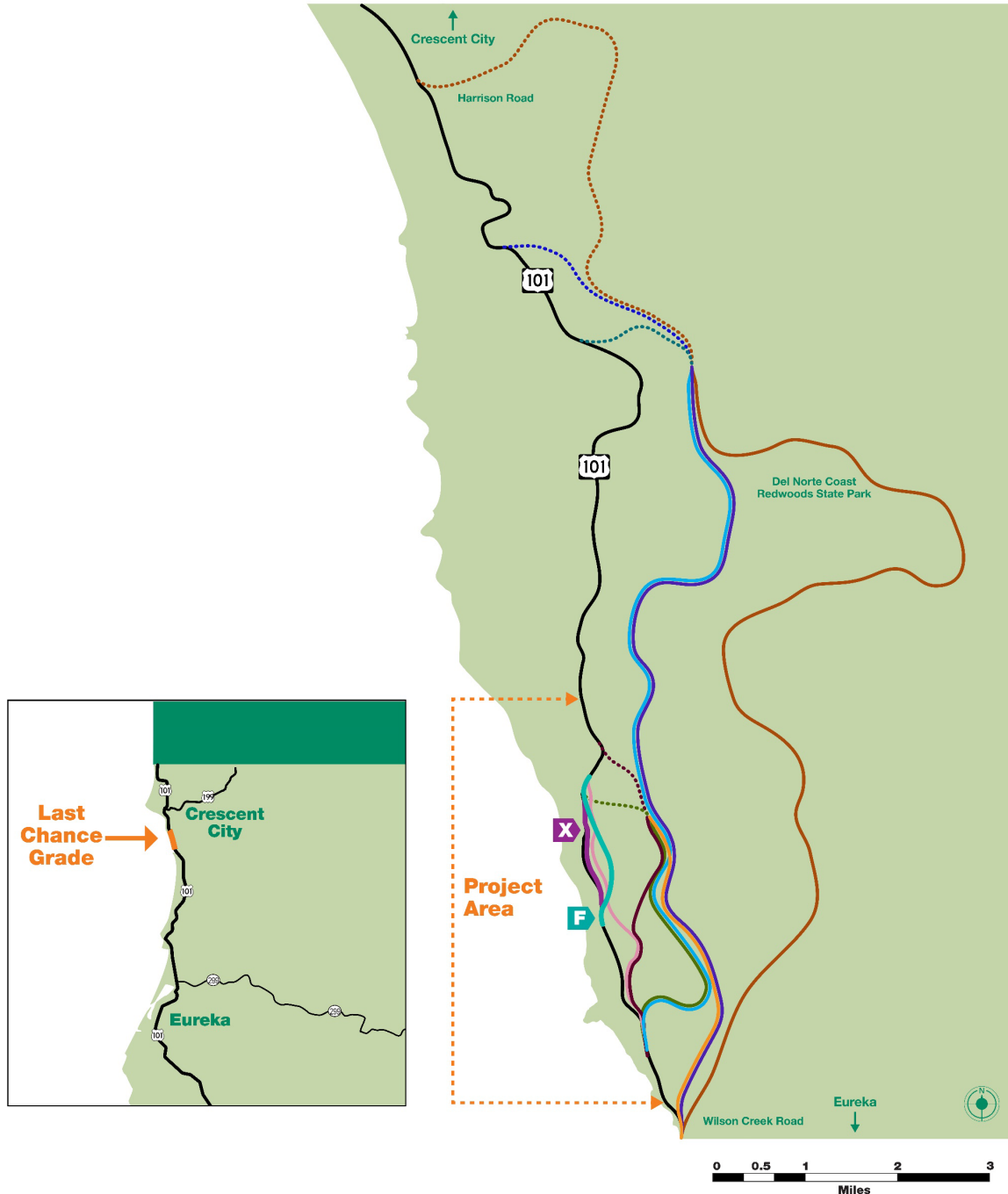
- Stakeholder working groups:
 - Partners (landowners / managers)
 - Biological and cultural working groups
 - Congressman Huffman's Stakeholder Group
- Tribes
 - Yurok Tribe
 - Resighini Rancheria
 - Elk Valley Rancheria
 - Tolowa Dee-ni' Nation
 - Tolowa Nation
- Alternatives Analysis Participation





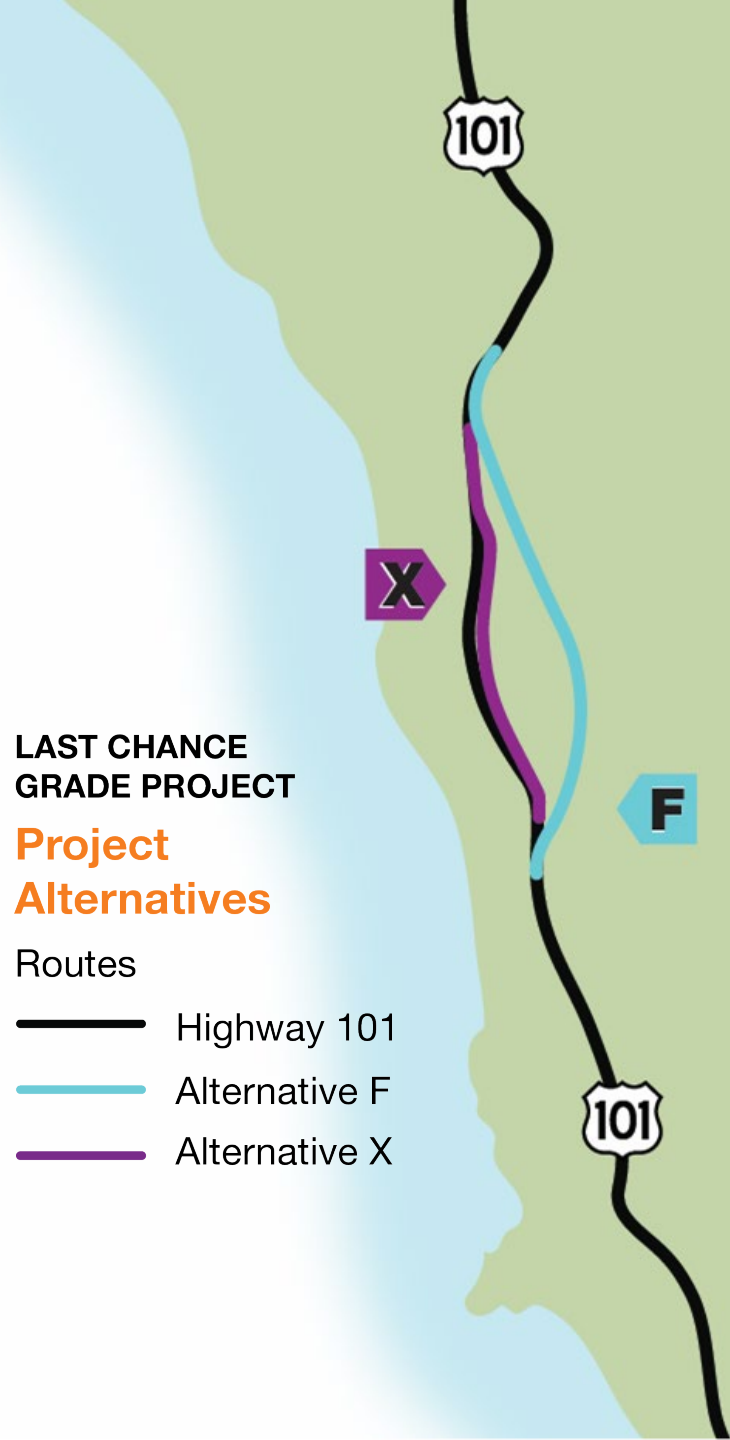
Alternatives Analysis and Results

- Stakeholders involved since 2015
- 18 alternatives narrowed to two
- Alternatives F and X rose to the top
 - Others eliminated from further study at this time



Alternatives for Further Study

- Alternative F
 - Avoids landslide with tunnel bypass
 - Onsite Operations and Maintenance Center
- Alternative X
 - Mitigates the landslide
 - End-to-End Re-engineering:
 - De-pressurization, Retreat, Retaining Walls



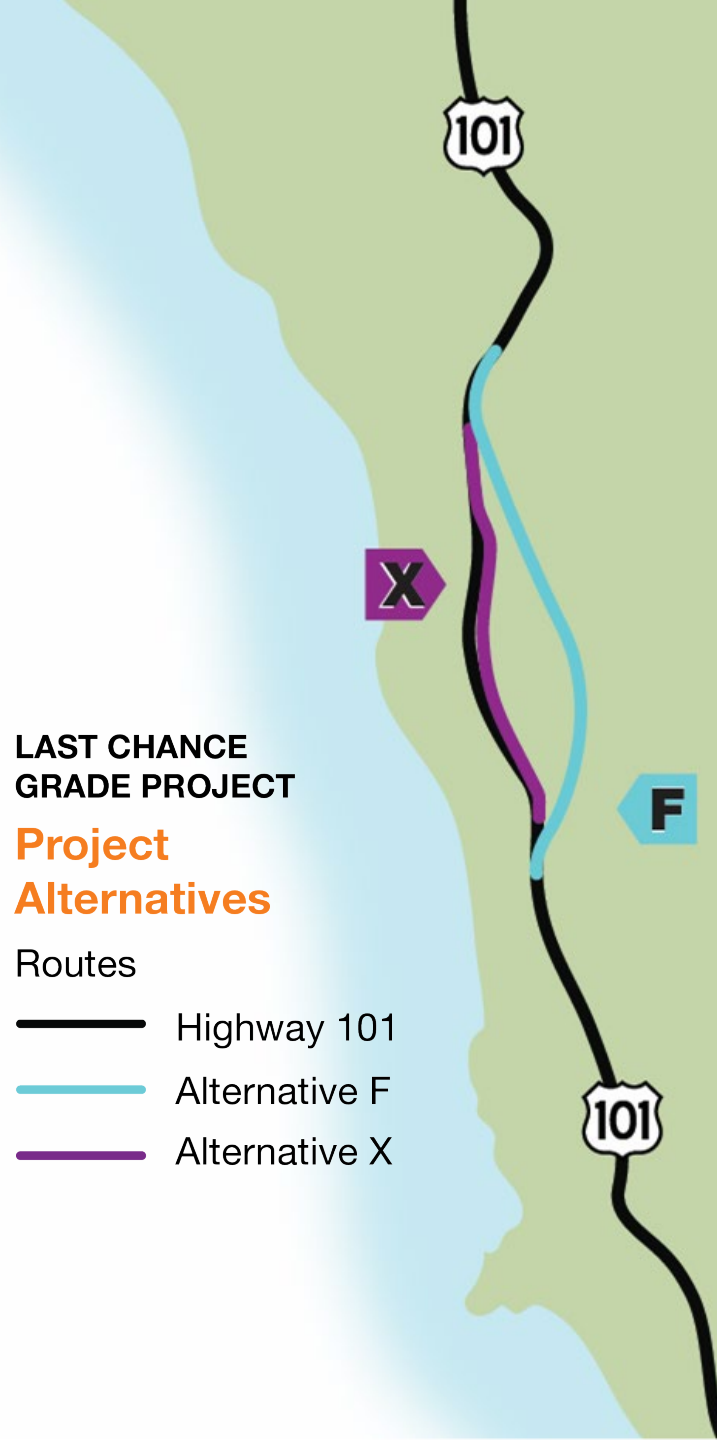
LAST CHANCE
GRADE PROJECT

Project Alternatives

Routes

- Highway 101
- Alternative F
- Alternative X

Alternative F – Visual Simulation



LAST CHANCE
GRADE PROJECT

Project Alternatives

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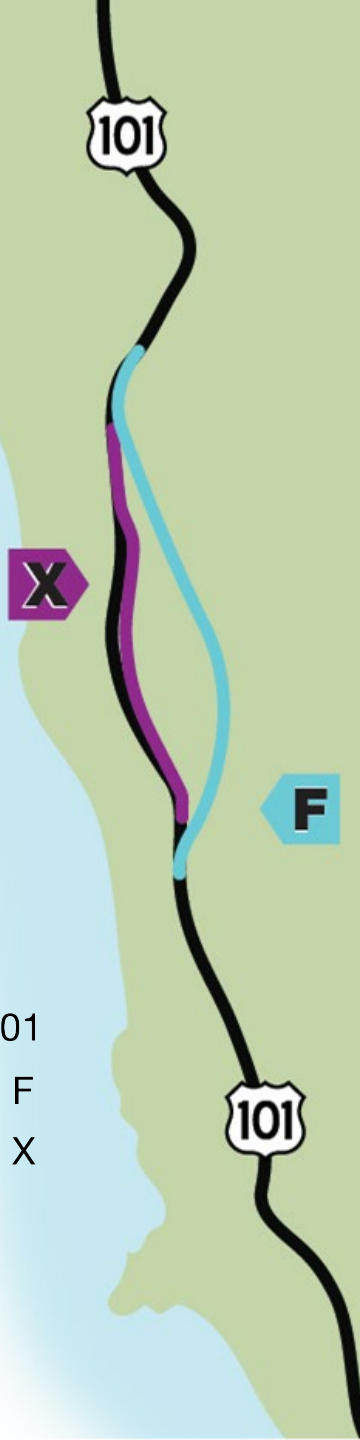
Alternative X – Visual Simulation

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GRADE PROJECT

Project Alternatives

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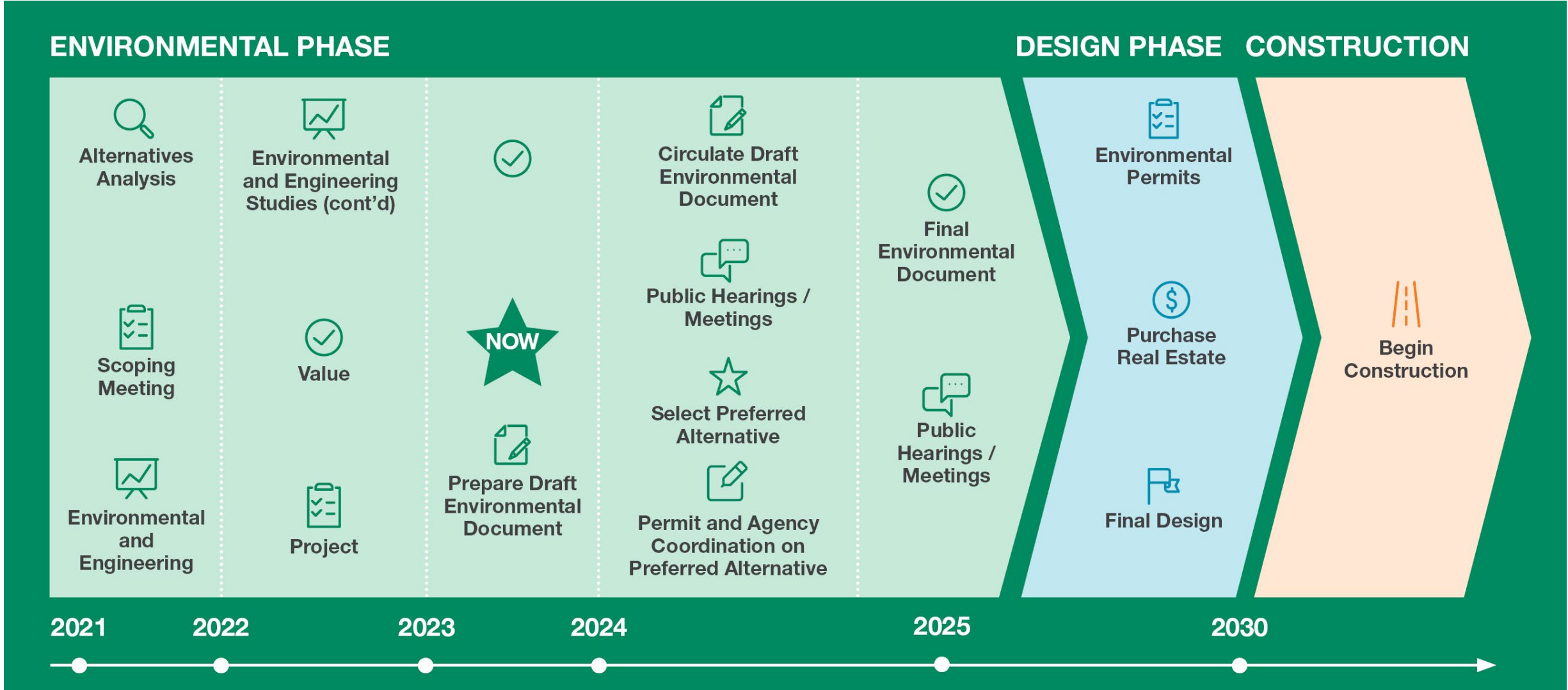




Preliminary Cost Estimates

Preliminary Project Cost Estimates		
	Alternative F	Alternative X
Construction Capital	\$ 1,984,000,000	\$ 810,000,000

Key Steps in the Environmental Process





Questions?

For more information:

www.lastchancegrade.com

