

PROJECT PARTNERS

The Last Chance Grade Project is a collaborative effort between Caltrans and its many partners. Together, we are working to find the most viable and least impactful alternative. A list of current Last Chance Grade project partners is provided below.

COLLABORATIVE GROUPS

● Congressman Huffman's Stakeholder Group

Along with Caltrans, the group includes representatives from local government, tribal groups, businesses, agencies, and environmental groups who provide feedback to all the partners involved.

■ Last Chance Grade Partners

The members of this group all have land ownership and land management responsibilities.

▲ Biological Resources Working Group

These members have responsibilities for natural resource management and permitting.

◆ Cultural Resources Sub-Working Group

These members have responsibilities for cultural resources management and permitting.

CITIZEN GROUPS

Crescent City-Del Norte Chamber of Commerce	●
Environmental Protection Information Center (EPIC)	●
Friends of Del Norte	●
Last Chance Grade Advisory Committee	●
Save the Redwoods League	●

ELECTED OFFICIALS

Assembly Member Jim Wood, 2nd District	
Congressman Jared Huffman	●
Congressman Peter DeFazio, 4th District Oregon	
State Senator Mike McGuire, 2nd District	

GOVERNMENT AGENCIES

California Highway Patrol	●
Caltrans	● ▲ ■ ◆
City of Crescent City	●
Crescent City Harbor Commission	
Curry County (OR)	●
Del Norte County	●
Del Norte Local Transportation Commission (DNLTC)	●
Federal Highway Administration (FHWA) Sacramento	
FHWA Geotech, Colorado	
Humboldt County	●
Humboldt County Association of Governments	●

LAND MANAGERS

		Permits Provided to the Project
California Department of Parks and Recreation	● ▲ ■ ◆	ROE, Scientific Investigation Permit, 4f
Green Diamond Resource Co.	● ■	Permit to Enter (PTE)
National Park Service	● ▲ ■ ◆	ARPA Permit, 4f, ROE, Scientific Collection Permit

LOCAL BUSINESSES

C. Renner Petroleum	●
Rumiano Cheese	●

RESOURCE & PERMITTING AGENCIES

		Permits Provided to the Project
Army Corps of Engineers	▲	404 Permit
California Coastal Commission	▲	Coastal Development Permit
California Department of Fish and Wildlife	▲	1600 Permit, CESA Consultation
NOAA Fisheries (NMFS)	▲	ESA Consultation
North Coast Regional Water Quality Control Board	▲	401 Permit, NEPA
United States Environmental Protection Agency (EPA)	▲	401 Permit, NEPA
US Fish and Wildlife	▲	ESA Consultation

TRIBES

Elk Valley Rancheria	● ▲ ■ ◆
Resighini Rancheria	● ■ ◆
Tolowa Dee-ni' Nation	● ▲ ■ ◆
Tolowa Nation	◆
Yurok Tribe	● ▲ ■ ◆



LAST CHANCE GRADE Fact Sheet

The Last Chance Grade (LCG) Project is a collaborative effort to find a permanent solution to instability and roadway failure on a 3-mile segment of US Highway 101 in Del Norte County, extending from Wilson Creek to 9 miles south of Crescent City.

To be successful, the LCG project requires close coordination and collaboration among local, regional, and state partners. We have assembled a diverse group of stakeholders to analyze potential alternatives for the highway. Because the project area is located within a UNESCO World Heritage site, contains old-growth redwoods, and protected animal and plant species, we must be diligent in our approach to each alternative. A complete, thorough, and inclusive process now can help ensure the efficient implementation of the chosen alternative in the future.

CURRENT FUNDING

\$50M

is funded to complete the Project Approval and Environmental Document (PA&ED) phase.

\$3.5M

has been spent on the environmental and Geotech studies.

SCHEDULE

● 2018–2026

Environmental Document process initiated (8 years)

- Ground surveys
- Botanical studies (2 years)
- Geotechnical studies
- Wetland delineations
- US Fish and Wildlife Service Biological Assessment and Biological Opinion
- National Marine Fisheries Service (NMFS) Biological Assessment and Biological Opinion
- Traffic studies
- Other studies and analysis
- CEQA/NEPA Public Workshops and Comment period

● 2026–2031


Design and Permitting Phase

● 2031–2039

Construction Phase

QUICK FACTS

A 2018 regional economic study estimated that a full one-year closure of Last Chance Grade would cost the region hundreds of millions of dollars, including:

 \$236M in travel costs	 \$417M in foregone trips
 3,800 jobs lost	 \$456M in reduced business output

An emergency closure of the current highway would require a




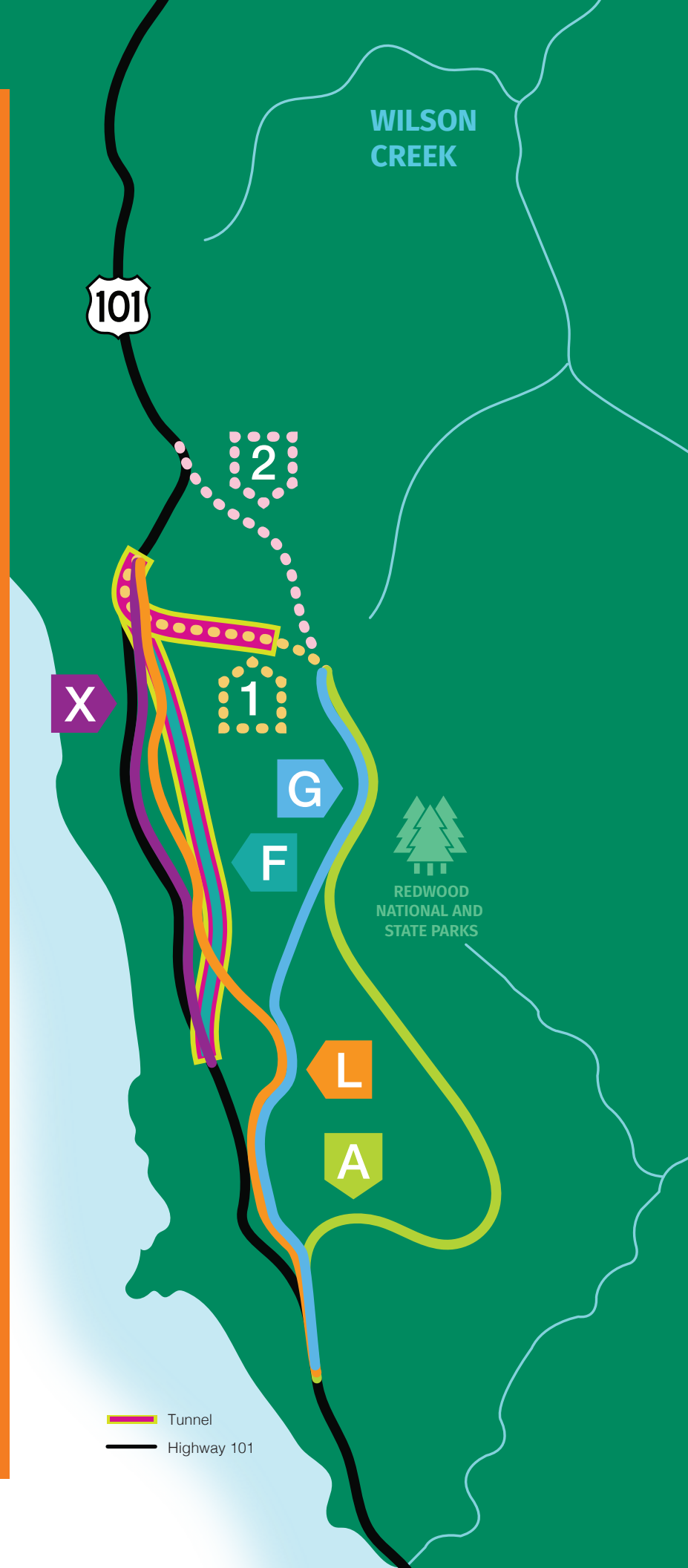
320 MILE (6 HOUR)

detour between Eureka (Humboldt County) and Crescent City.

Since 1997, Caltrans has spent approximately **\$85M** maintaining the existing alignment and may need to spend up to **\$35M** more for existing needs.

 **COMPLETED**
Phase 1 geotechnical investigations of alternatives in the fall of 2018.

 **BEGAN** Phase 2 analyses in the summer of 2019.



PROJECT ALTERNATIVES

The Last Chance Grade project is developing seven build alternatives that are described below. Here are a few key points about the alternatives:

- Construction capital costs range from roughly \$295M to \$1.1B.
- Each alignment has at least some impacts to old growth redwood trees, cultural resources and/or protected species.
- All build alternatives are located within a UNESCO World Heritage Site.

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