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.
PROJECT INFORMATION

EA 01-GF190
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

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.

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 A1
Departs from US 101 at PM 15.56. A1 includes a 2,425 ft. tunnel near PM 15.56.
ESTIMATED CAPITAL COST: $1.1B

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

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 L
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 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

QUICK FACTS

A 2016 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.

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
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.

LAND MANAGERS
<table>
<thead>
<tr>
<th>Agency/Group</th>
<th>Permits Provided to the Project</th>
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<tbody>
<tr>
<td>California Department of Parks and Recreation</td>
<td>ROE, Scientific Investigation Permit, 4f</td>
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<tr>
<td>Green Diamond Resource Co.</td>
<td>Permit to Enter (PTE)</td>
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<tr>
<td>National Park Service</td>
<td>ARPA Permit, 4f, ROE, Scientific Collection Permit</td>
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</tbody>
</table>

LOCAL BUSINESSES
- C. Renner Petroleum
- Rumiano Cheese

RESOURCE & PERMITTING AGENCIES
<table>
<thead>
<tr>
<th>Agency/Group</th>
<th>Permits Provided to the Project</th>
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</thead>
<tbody>
<tr>
<td>Army Corps of Engineers</td>
<td>404 Permit</td>
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<tr>
<td>California Coastal Commission</td>
<td>Coastal Development Permit</td>
</tr>
<tr>
<td>California Department of Fish and Wildlife</td>
<td>1600 Permit, CESQA Consultation</td>
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<tr>
<td>NOAA Fisheries (NMFS)</td>
<td>ESA Consultation</td>
</tr>
<tr>
<td>North Coast Regional Water Quality Control Board</td>
<td>401 Permit, NEPA</td>
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<tr>
<td>United States Environmental Protection Agency (EPA)</td>
<td>401 Permit, NEPA</td>
</tr>
<tr>
<td>US Fish and Wildlife</td>
<td>ESA Consultation</td>
</tr>
</tbody>
</table>

TRIBES
- Elk Valley Rancheria
- Resighini Rancheria
- Tolowa Dee-ni’ Nation
- Tolowa Nation
- Yurok Tribe

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

For more information, visit LastChanceGrade.com or contact: Jaime Matteoli, Last Chance Grade Project Manager, lastchancegrade@dot.ca.gov, (707) 441-2097, TTY 711