

LAST CHANCE GRADE

On-Site CMGC Industry Day Presentation



August 20, 2024



❖ **Welcome**

❖ **Meeting Goal**

❖ **Introductions**

- **Name, Company, Position, Project Interest**

On-Site CMGC Industry Day Agenda



1. Welcome
2. Goal for the Meeting: To provide interested contractors more information on the Last Chance Grade project
3. Introductions: Name, Company, Position, Project Interest
4. Answers to RSVP Questions and Vision for the CM Partnership
 - a. Project Background and Timeline
 - b. Selected Alternative
 - c. Project Team
 - d. Project Challenges
 - e. Funding
 - f. Why CMGC
 - g. CMGC Benefits and Caltrans Process
 - h. Key Procurement Dates

***** Break (15 min) *****
5. Q&A
6. Next Steps, Closing Remarks and Feedback Form



REMINDERS:

- **Industry Day Meeting Materials will be posted to the LCG project website next week.**
- **Questions? Please write your questions down on post-its and we will collect them prior to the 15-minute break.**

Project Vicinity Map

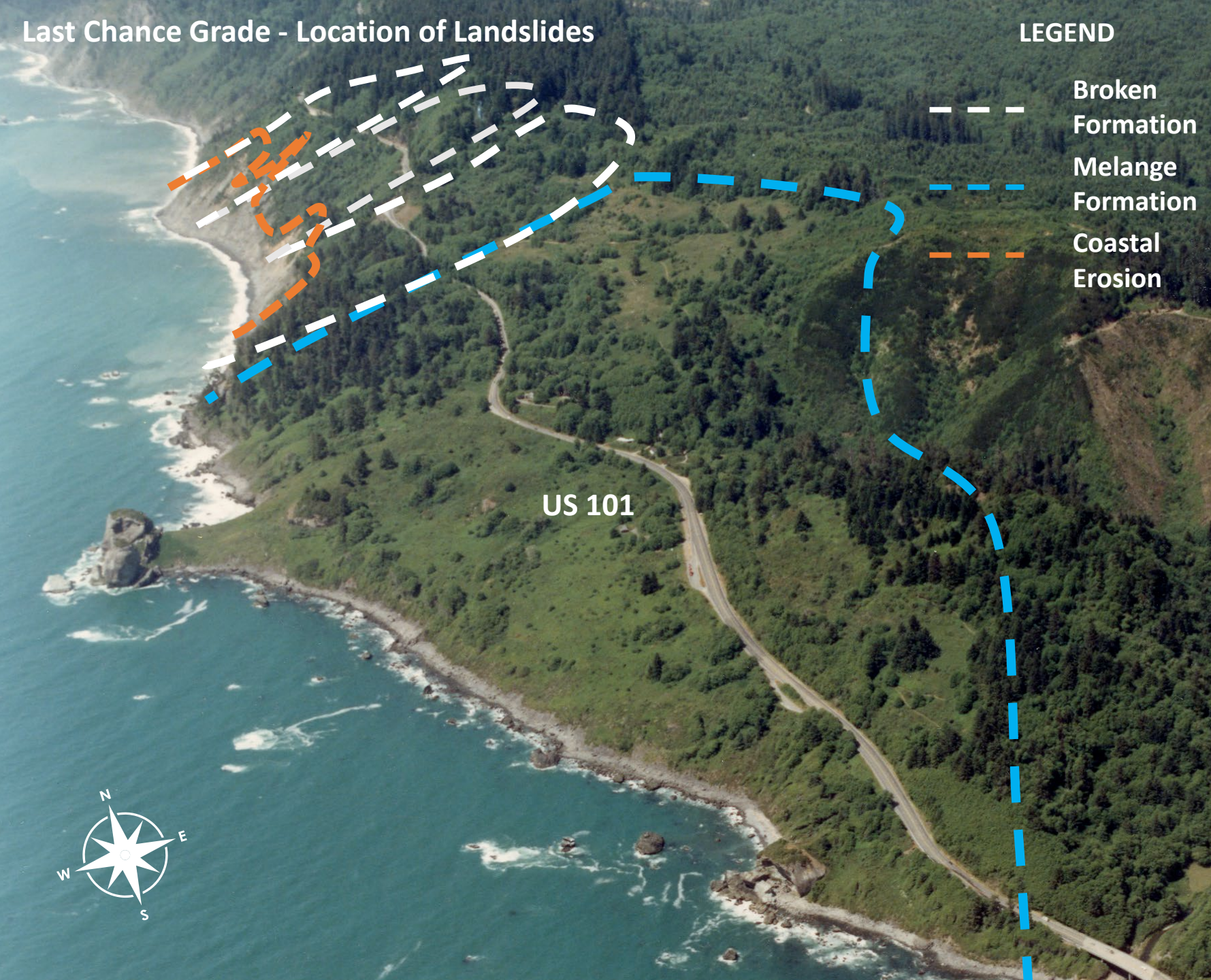
- 11 miles south of Crescent City
- 73 miles north of Eureka
- 6 hours north of San Francisco



Last Chance Grade - Location of Landslides

LEGEND

- Broken Formation
- - - Melange Formation
- - - Coastal Erosion



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

Project Purpose



To develop a long-term solution to the instability and potential roadway failure at Last Chance Grade.



Emergency Road Closure Impacts

- An emergency closure of the current highway would require a 407-mile, 8-hour detour between Klamath and Crescent City
- Cost of one-year closure:
 - \$236M in travel costs
 - \$417M in foregone trips
 - 3,800 jobs lost
 - \$456M in reduced business output

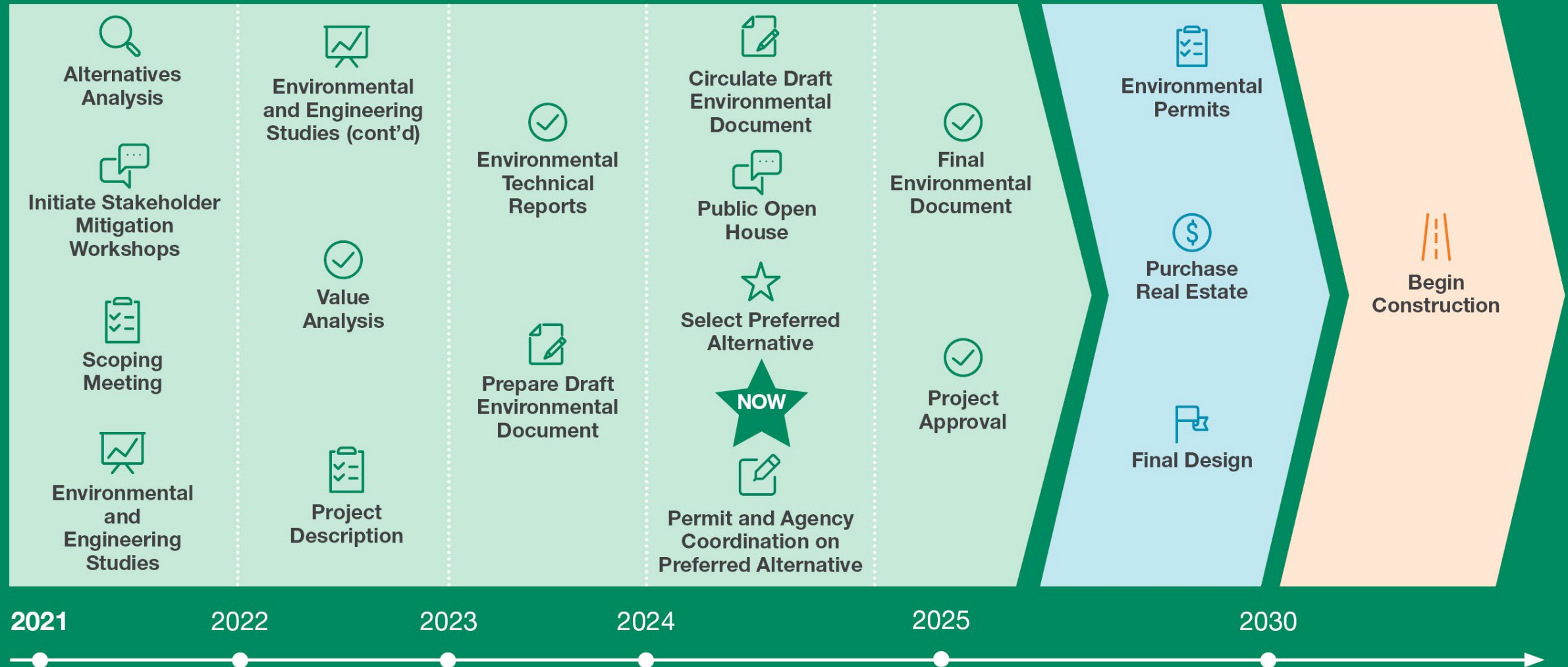


Project Timeline: Overview



ENVIRONMENTAL PHASE

DESIGN PHASE CONSTRUCTION





Project Timeline: Future Work

- Now through 2025 – Advance the Preliminary Design
- Spring 2025 – CMGC Preconstruction Services Begin
- Fall 2025 – Publish Final Environmental Document
- End of 2025 – Environmental Phase Ends, Design Phase Begins
- Early 2026 – Start Final Design, Environmental Permitting, ROW Acquisition
- 2030 – Come to Price Agreement (or Advertise)
- 2031 – Begin Construction

Emergency Repairs for a Landslide, February 2021



Hwy 101

Current Condition

- Emergency repairs following February 2021 landslide are completed
- Construction of other retaining walls completed
- Returned to two-way traffic in 2023



Driving Last Chance Grade





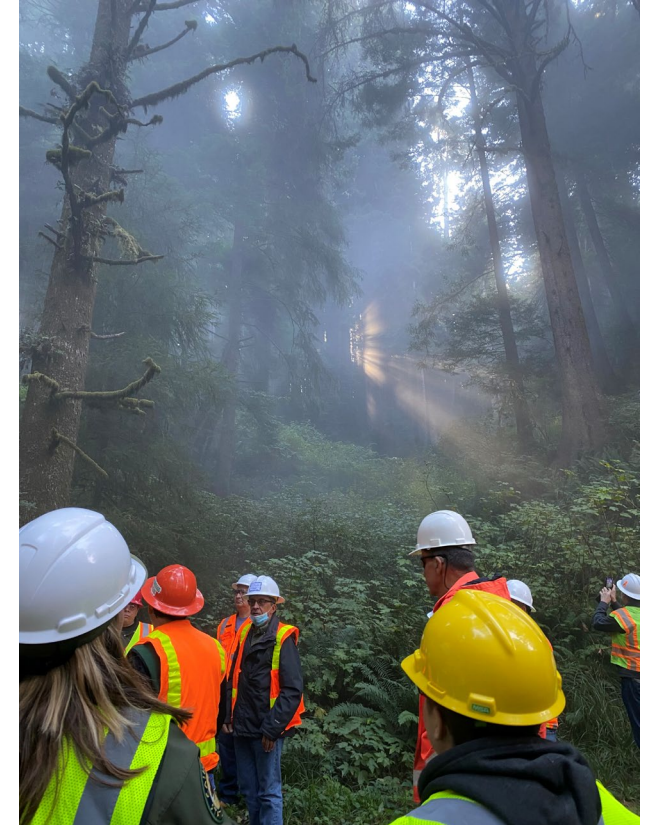
Public Engagement

- Goal: to keep local community engaged and informed
- January 2015 Feasibility Study Workshops – public input helped reduce number of alternatives for study
- Annual informational open houses to update public
 - July 2018 Open House – HoloLens virtual reality helped public see what alternatives sites are really like
- Dedicated website – animated video explaining “Why Does it Take So Long?”

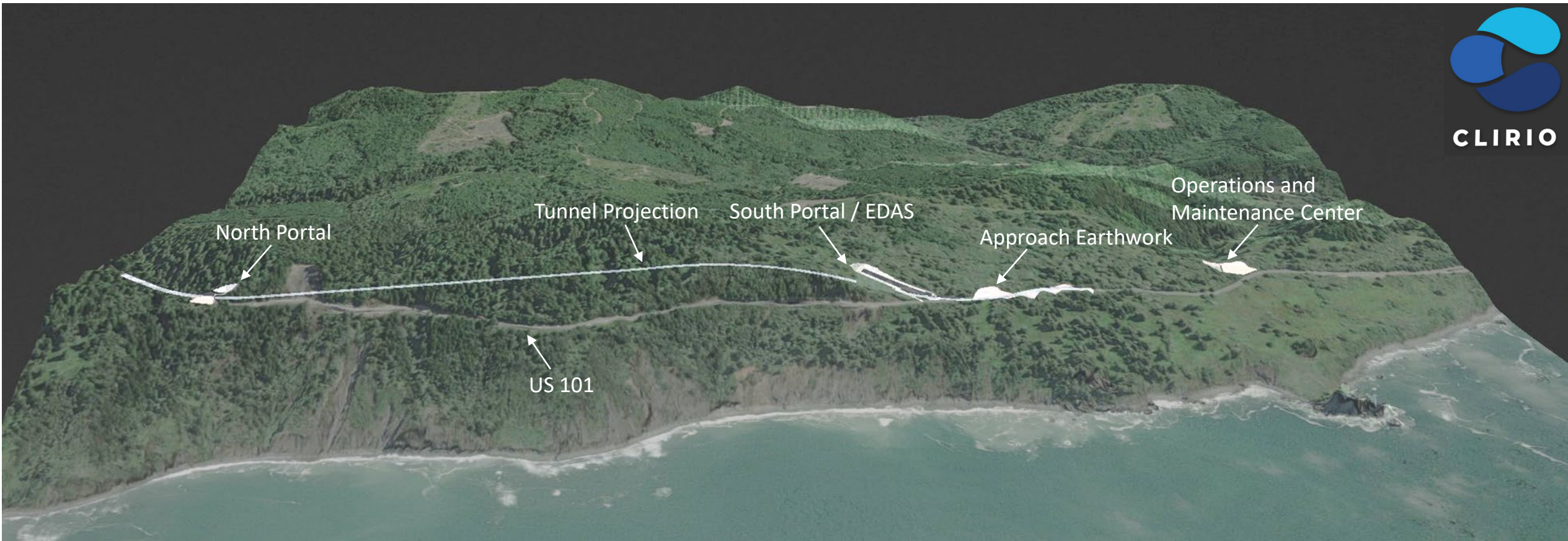


Stakeholder Engagement

- Federal, state, local agencies; tribes; interest groups; elected officials
- Regular meetings and communications with:
 - LCG Partners
 - Huffman Stakeholder group
 - Biological and Cultural working groups
 - Tribes
- Helping Caltrans refine the alternatives, avoid and minimize impacts
- Stakeholder Mitigation Workshops – site tour, discussion of preliminary impact data and mitigation ideas



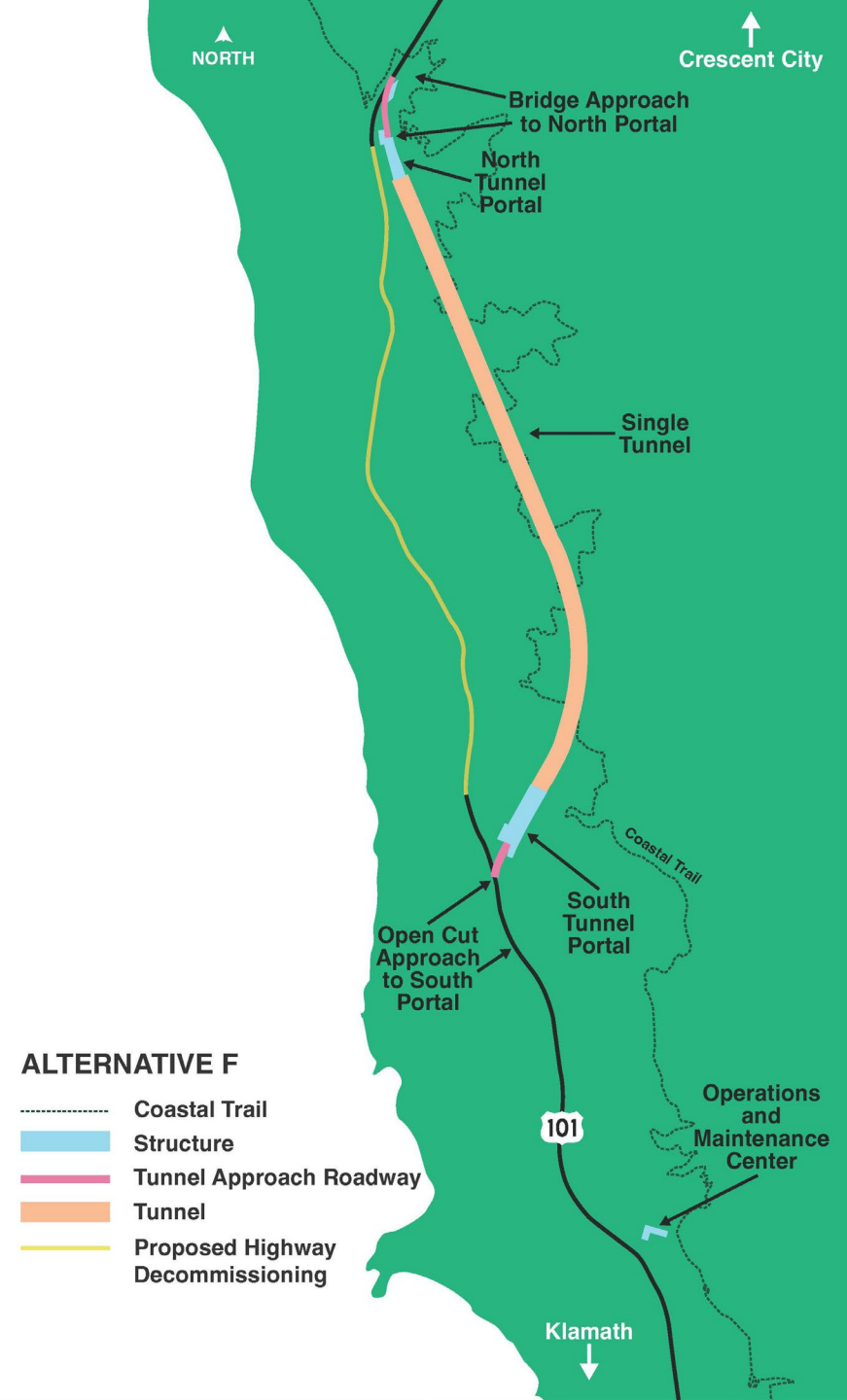
Last Chance Grade Selected Alternative: Alternative F



Alternative F

Tunnel Option

- Off-alignment bypass
- Portals located near existing alignment
- Tunnel would include separated pedestrian-bike pathways
- Bridge at north portal
- Approach earthwork and retaining structure / EDAS at south portal
- Operations and Maintenance Center



Alternative F – Proposed South Tunnel Portal and Approach



Alternative F - Proposed North Tunnel Portal and Approach

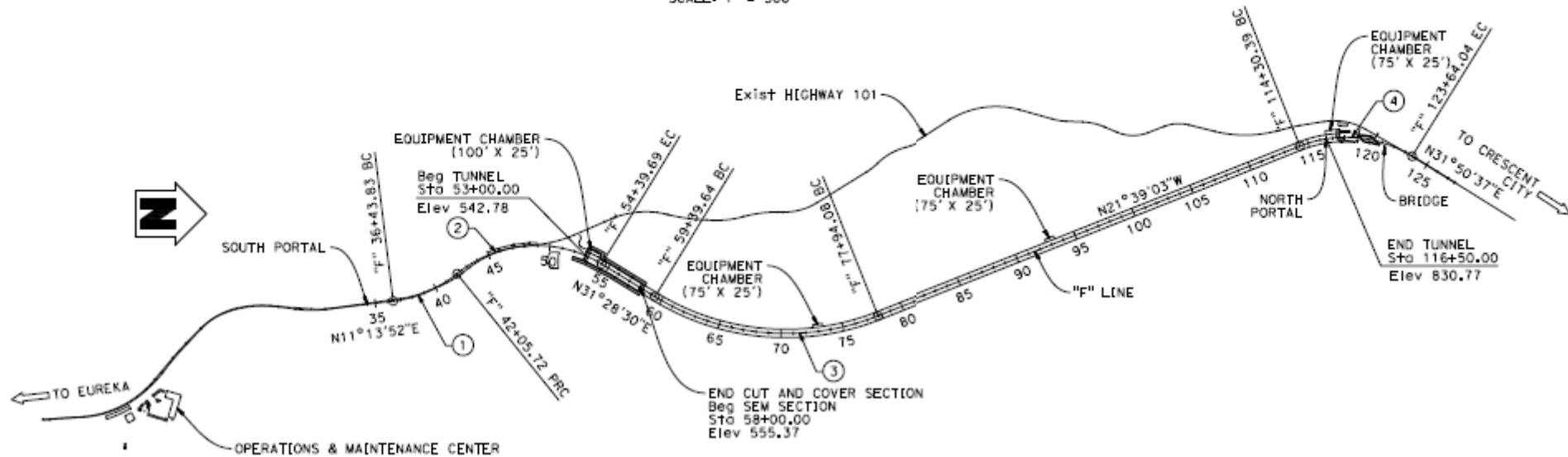
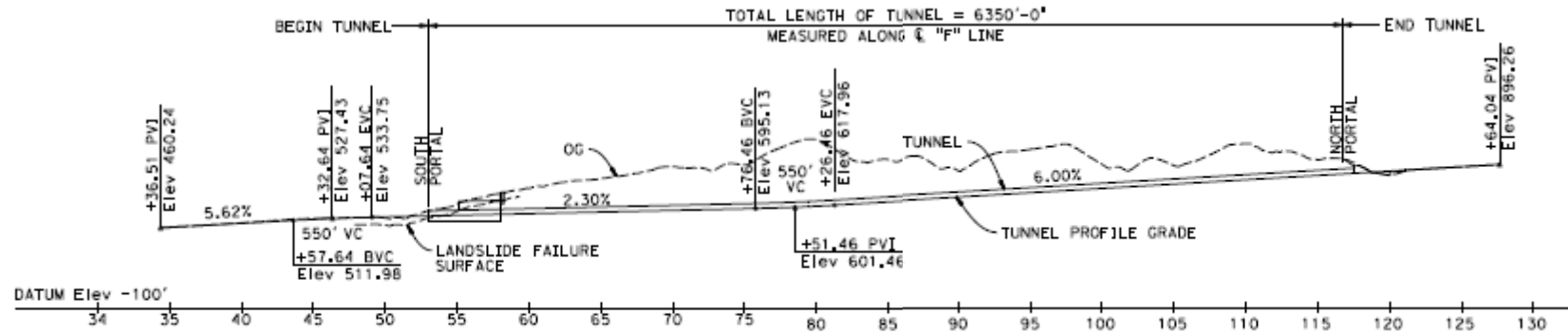


Alternative F – Proposed Operations and Maintenance Center (OMC)



Alternative F

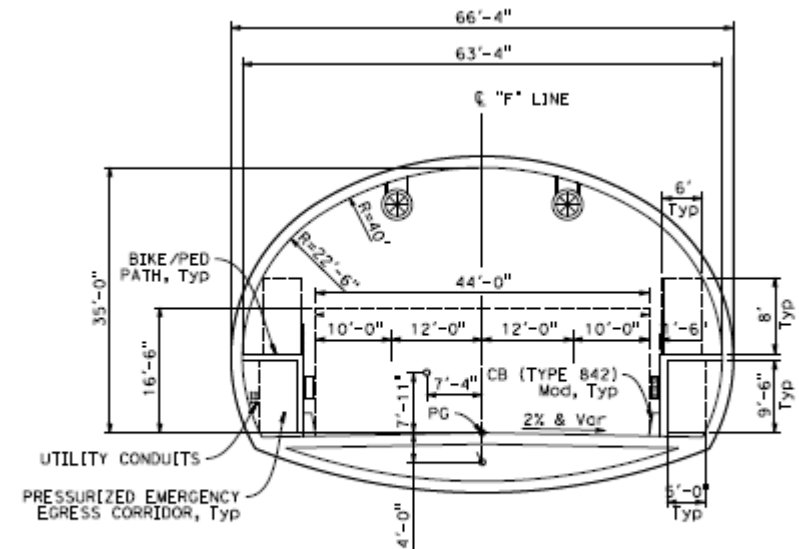
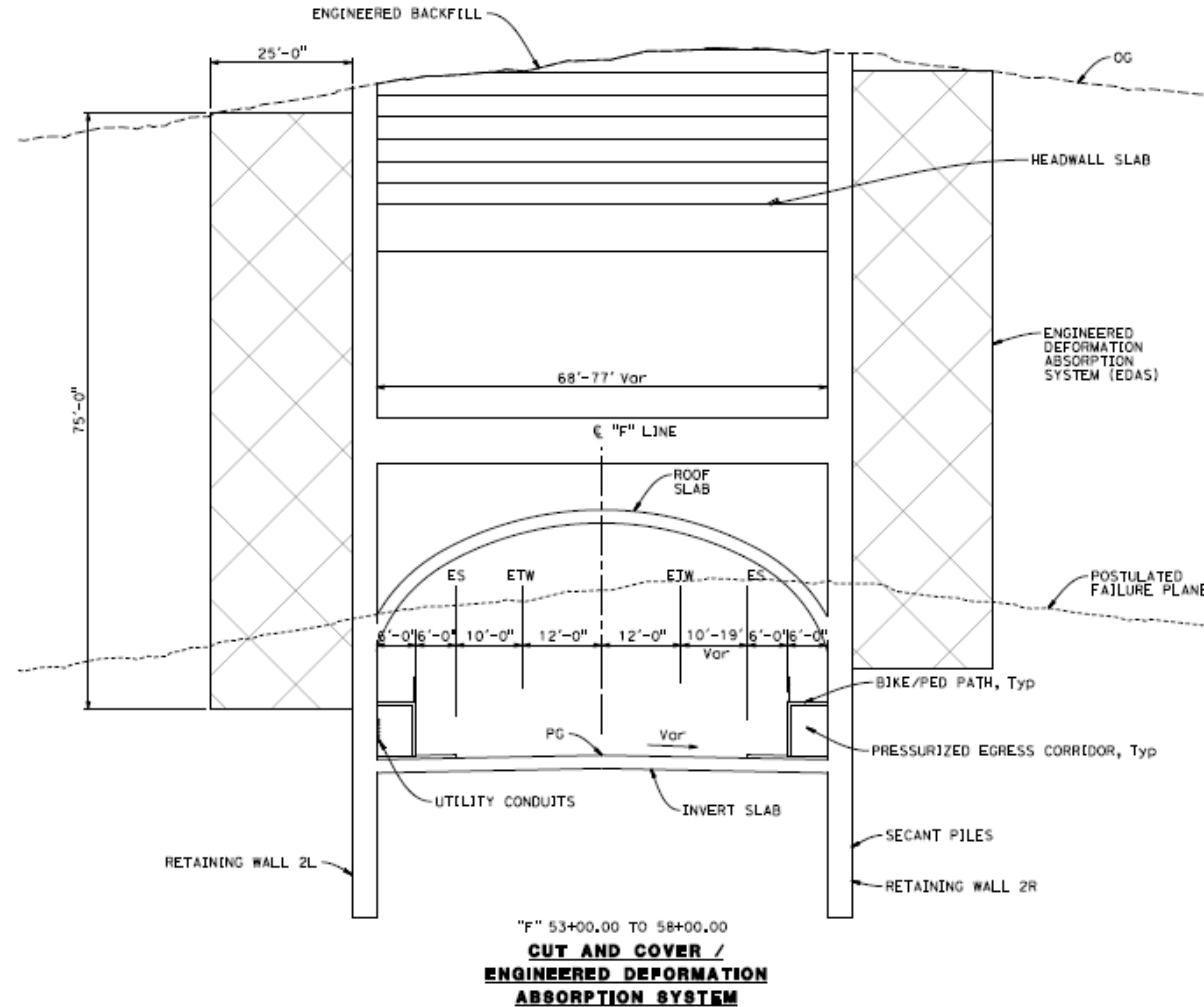
~6000' Tunnel on 4-6% grade



Alternative F – Proposed South Tunnel Portal and Approach



South Portal and Typical Section

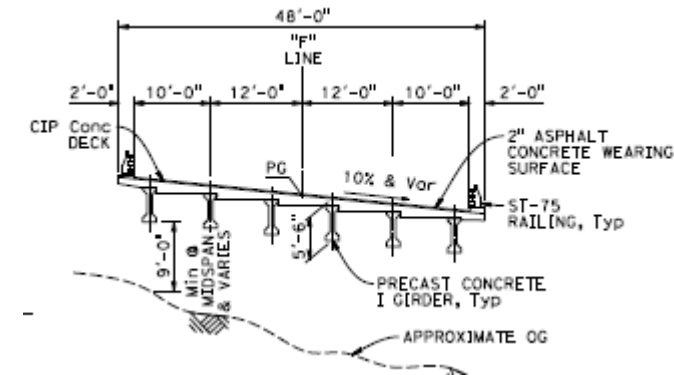
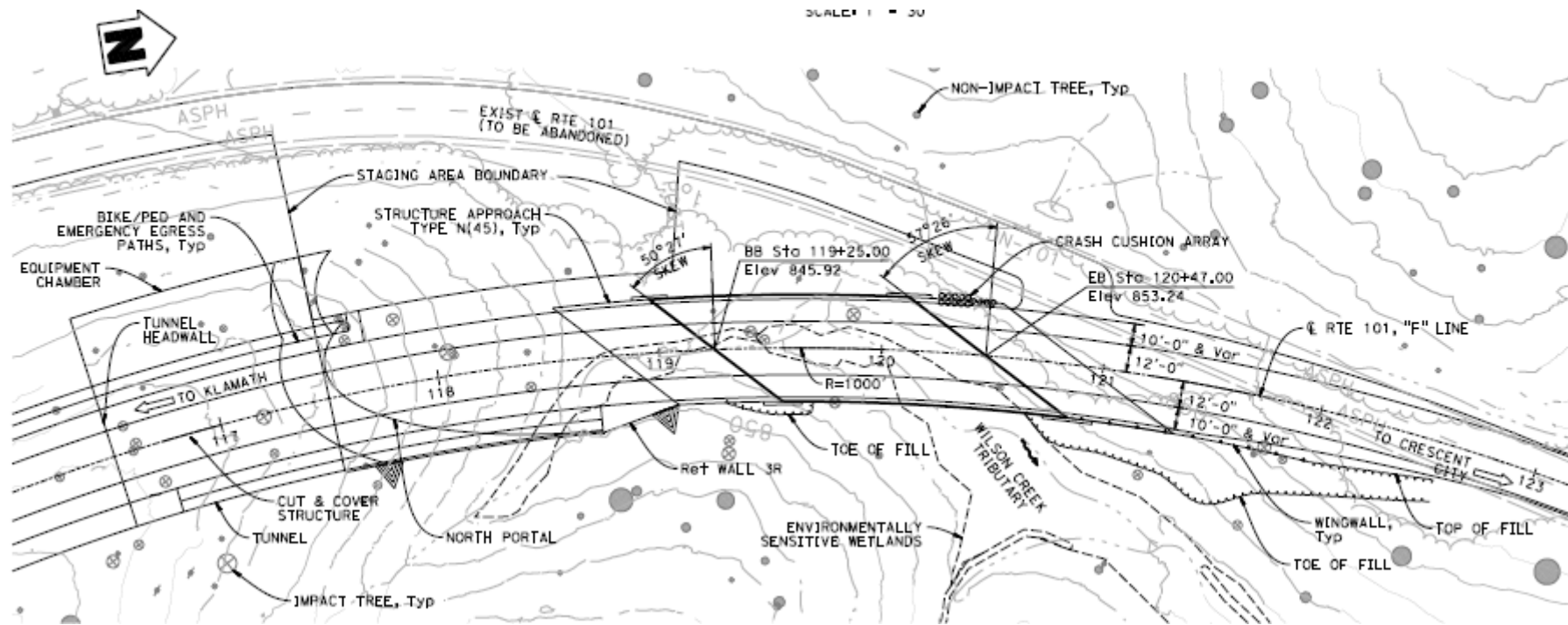


"F" 58+00.00 TO 116+50.00
TUNNEL - 8EM SECTION

Alternative F – Proposed North Tunnel Portal and Approach



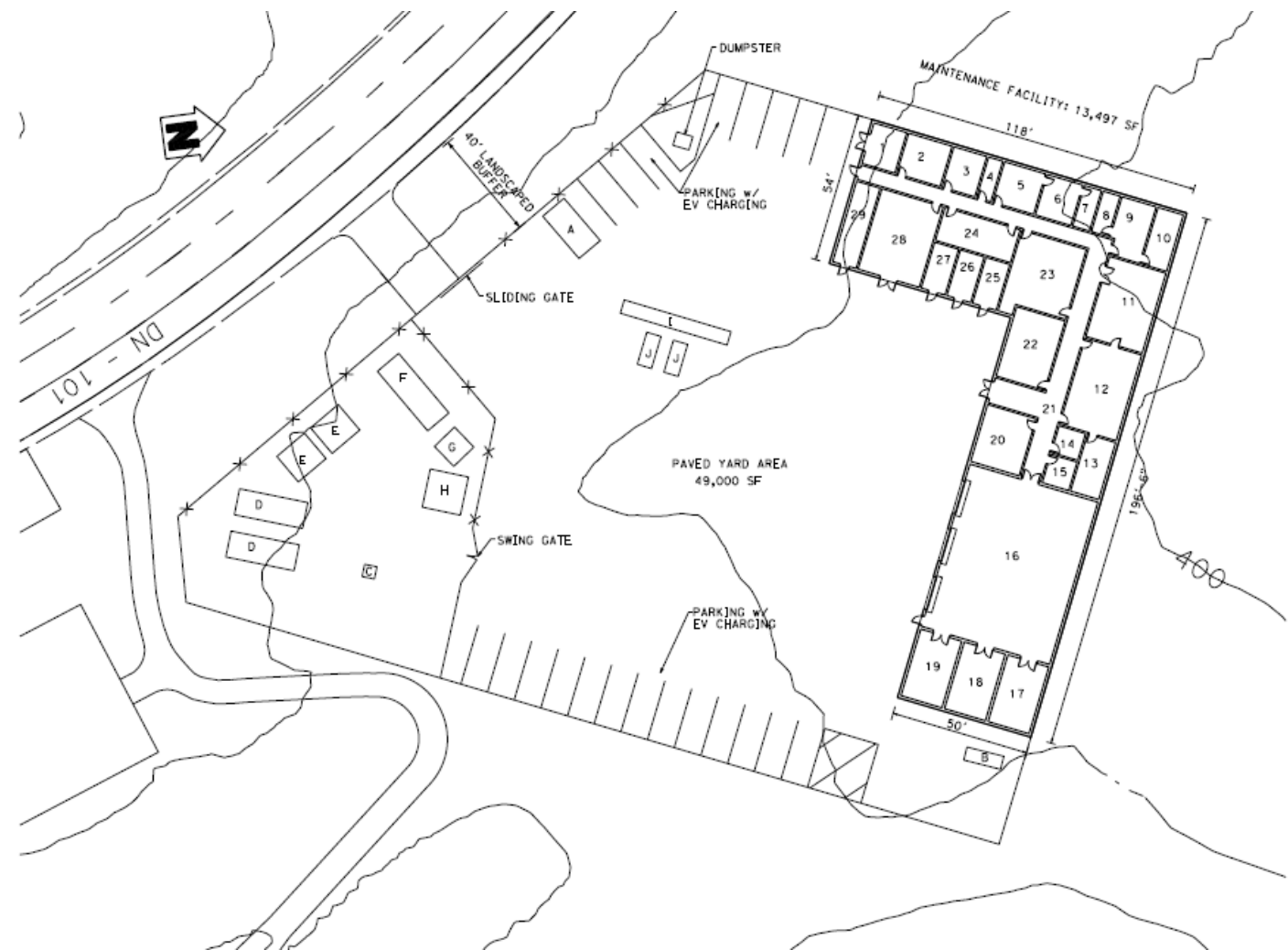
Bridge Over Wetlands



Alternative F – Proposed Operations and Maintenance Center (OMC)



Operations and Maintenance Facility (49,000 SF)



OMC BUILDING

No.	DESCRIPTION	AREA
1	Hozmat Storage	187
2	Small Part Storage	248
3	Lamp Storage	187
4	Janitor's Closet	81
5	Women's Locker Room	233
6	Women's Restroom	202
7	Women's Shower	96
8	Men's Shower	96
9	Men's Locker Room	261
10	Men's Restroom	201
11	Comm/Server Room	635
12	Control Room	681
13	Conference Room	226
14	Shift Supervisor Room	99
15	Office Supply Room	106
16	Equip Storage Bays	2920
17	Electric Workshop	383
18	Electronic Workshop	383
19	Machine/Weld Workshop	383
20	Crew Office	388
21	Corridor	1305
22	Breakroom/Kitchen	472
23	HVAC/Equip Room	654
24	Electrical Room	347
25	Cone/Barrier Storage	154
26	Soap Storage	154
27	Fuses/Flores Storage	154
28	Misc Elect Storage	694
29	Fire Exting Storage	266

UTILITIES

No.	DESCRIPTION
A	15,000 gal Domestic Water
B	1,500 gal Propane
C	12.47 kV Junction Boxes
D	(2) 2.5 MW Diesel Generators
E	(2) 5,200 gal Diesel Tanks
F	Generator Paralleling Switchgear
G	480/277 V 3-phase Transformer
H	Generator Stepup Transformer
I	Fuel Island
J	(2) 2,000 gal Tanks (Diesel, Untd)
See Sht C-1	3,000 gal Septic Holding Tank - at Parking Lot
See Sht D-1	New PacifiCorp Substation - 1300' south of portal

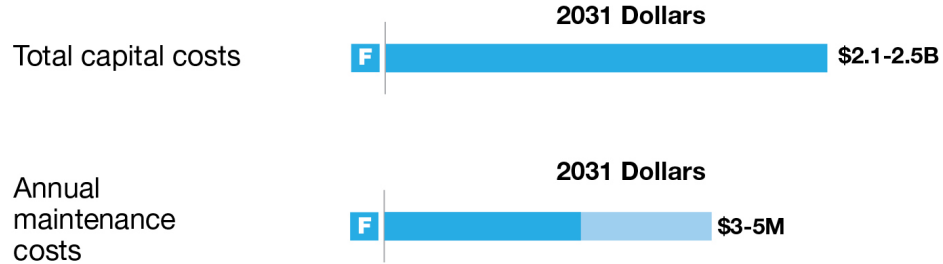
Costs/Construction/Impacts



Design Topics

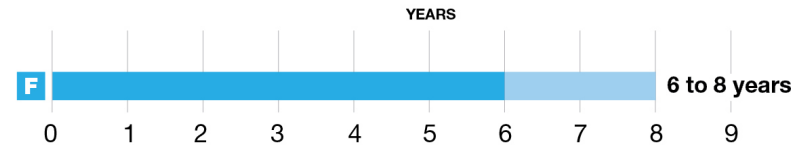


Costs*

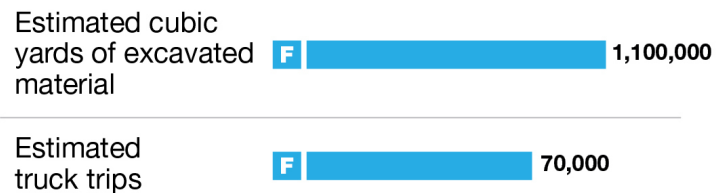


Construction Time

Approx years to construct



Volume of Excavated Materials



Lane Closures During Construction

Lane closures during construction

Length of time for reduced lanes



Costs/Construction/Impacts (cont'd)



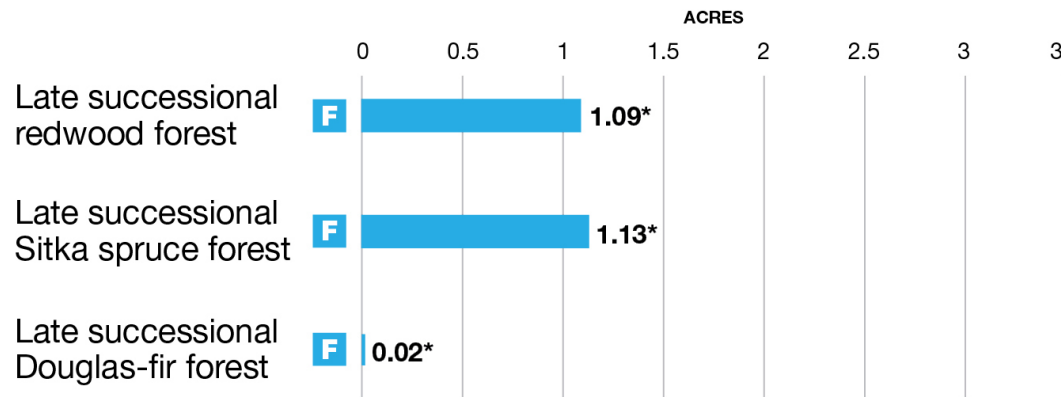
Environmental Impacts

Estimated Number of Very Large Trees (Four Foot in Diameter and Greater) to be Removed

		DOUGLAS FIR	SITKA SPRUCE	COASTAL REDWOOD	WESTERN HEMLOCK
ALTERNATIVE F	8.0-8.9			2	
	7.0-7.9		1		
	6.0-6.9		1	3	
	5.0-5.9	1	7	7	1
	4.0-4.9	2	9	4	2
	TOTAL	3	18	16	3

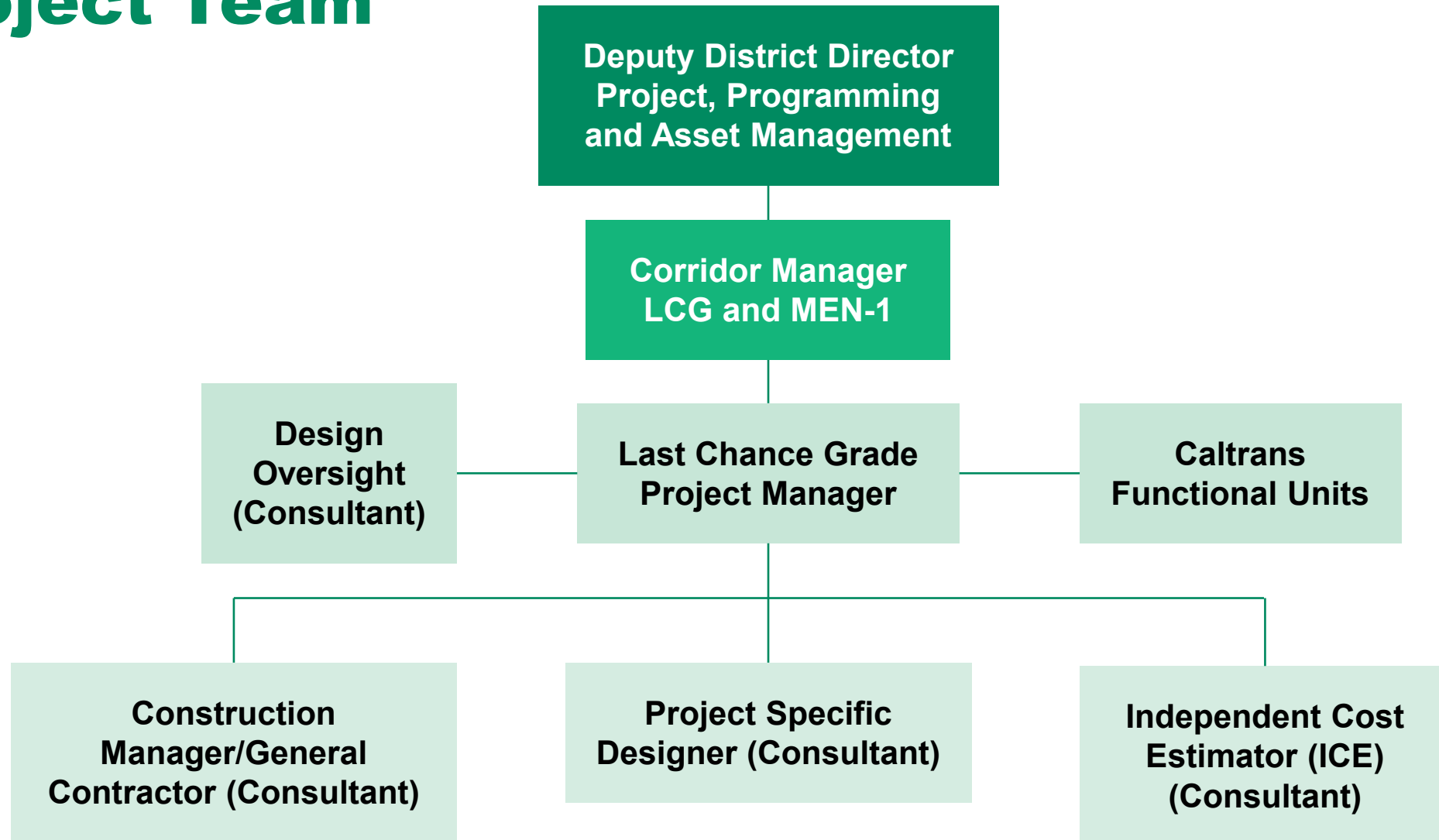


Late Successional Forest: Permanent Impacts and Habitat Conversion



**High quality habitat: Outside narrow strip along the existing highway; generally not within slide area*

Project Team



Project Challenges



- Redwood National and State Park in UNESCO World Heritage Site
- Very sensitive habitat / endangered species (noise restrictions, strict work windows, etc.)
- Remote project location
- South Portal within earthflow - novel earthflow mitigation structure proposed for South Portal (Engineered Deformation Absorption System)
- Limited construction staging areas
- Remote earthwork spoils site (off-haul required)
- Additional geotechnical investigations needed to establish a Geotechnical Baseline Report, and access is limited and challenging.
- Significant coordination will be required with landowners (Redwood National and State Parks), tribes, and permitting agencies.





Funding Status and Future Plans

- Currently Funded through Environmental Phase (to end of 2025)
- Design Phase begins in 2026; Seeking Design Phase funding in 2025
- Funding sources include state, federal, and other grants with support from several stakeholders from local to national level
- Construction will not commence until full funding is secured
- CMGC RFQ will be issued before Design Phase funding is secured to allow for advancing the current preliminary design

Why CMGC



- Provides opportunities for refinement to current preliminary design
- Allows for early coordination – identify, understand, and overcome challenges ahead of time
- Streamlines coordination with permitting agencies, facilitates permits
- Improves accuracy and certainty of schedule and construction cost estimates
- Provides opportunities for early work (construction packages)
- Owner maintains design and proven track record





Questions?

**Please write your questions down on
post-its.**



Caltrans CMGC Process

- Procure a Construction Manager during environmental or design phase based on Qualifications.
- Construction Manager provides input and services during design phase (aka Preconstruction Services)
- If price is agreed to, Construction Manager becomes the General Contractor
- If price is not agreed to, advertise project
- Additional information:
 - <https://dot.ca.gov/programs/design/construction-manager-general-contractor>



CMGC Two-Phase Contract



PRE-CONSTRUCTION Construction Manager

Pre-Construction Services

- Value Analysis
- Constructability Reviews
- Design Workshops
- Quantity verification
- Cost Estimating
- Scheduling – PSC and Construction
- Innovation
- Risk
- Subcontracting and DBE Plan
- Utility/Environmental Coordination
- Third Party Agreements
- Early Material Procurement

CONSTRUCTION General Contractor

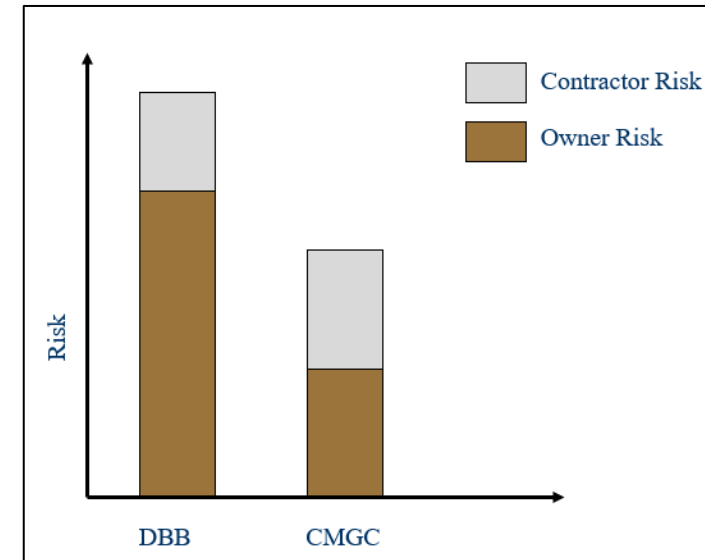
Construction Services

◆ Price Agreement
➔ Construct Project!

CMGC Benefits



- Improved design quality
- Specialized CM qualifications
- Innovative solutions
- Risk mitigation
- Less Change Orders and claims
- Greater cost certainty
- Streamlines project delivery schedule through elimination of time required for advertise and award
- Early work packages



Procurement Schedule

(estimated dates, subject to change)



CMGC Procurement Schedule:

8/20/2024	Outreach Event - On-site Industry Day
10/25/2024	Issue CMGC RFQ
11/25/2024	Final Date for Receipt of Proposers' Questions
12/13/2024	SOQ Due Date for Submittal (Electronic & Hard Copy)
2/12/2025	Notice of Short List
2/20/2025	Proposer Interviews
2/28/2025	Anticipated Ranking Determination
3/21/2025	Anticipated Award of Preconstruction Services Contract
4/14/2025	Anticipated Notice to Proceed

Other Consultant Services Contracts Procurement Dates (estimated, subject to change)



Estimated Notice to Proceed Dates:

- Independent Cost Estimator – Q2 2025
- Final Design Consultant – Q1 2026
- Design Oversight Consultant – Q1 2026

Response to RSVP inquiries



- CMGC is advertised through a Request For Qualifications (RFQ) selection process (not RFP)
- The Department is responsible for and controls the design of the project in CMGC projects.
- No draft RFQs will be provided before the RFQ advertisement date
- The following items were specifically asked about – they are being developed and will be included in the RFQ:
 - Key personnel and minimum qualifications
 - Scope of the preconstruction services contract
 - List of available project documents



Break (15 min)

Questions? Please write your questions down on post-its and we will collect them during this break, for the Q&A session coming up next.



Questions & Answers



- **Next Steps**
 - RFQ will be advertised on the Cal eProcure website <https://caleprocure.ca.gov/pages/index.aspx>
- **Closing Remarks**
 - **Self-Guided Tour**
- **Industry Day Feedback Form** (please leave your completed feedback form on the table)

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