

## Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 1-2, 2006

Reference No.: 2.3a.

Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Mark Leja  
Chief  
Division of Design

Subject: **ROUTE ADOPTION, 1-MEN-101 KP 159.2/162.2 (PM 98.9/100.8) Resolution HRA 06-01**

### **RECOMMENDATION**

Submitted for transmittal to the Commission are Highway Route Adoption Resolution HRA 06-01 and the map for State Highway Route 101. The Department recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts 3.0 kilometers (1.9 miles) location of State Highway Route 101 near the community of Leggett, in the County of Mendocino as a State Highway.

A Project Report was approved December 14, 2005. A Negative Declaration (ND)/ Finding of No Significant Impact (FONSI) has been prepared for California Environmental Quality Act (CEQA) and National Environmental Protection Act (NEPA) approval.

Recommended by: \_\_\_\_\_  
RICHARD LAND  
Chief Engineer

**BACKGROUND:**

State Highway Route 101 (SR 101) traverses the entire length of District 1, from the Sonoma/Mendocino County line through Mendocino, Humboldt, and Del Norte Counties, to the Oregon border. This route is known as the Redwood Highway and is considered the “lifeline” of the North Coast. Functionally classified as a rural principal arterial, it is part of the California Freeway and Expressway System and is included in the National Highway System (NHS). SR 101 is also designated as part of the “SHELL” system (Sub-system of Highway for the movement of Extra-Legal permit Loads). The route is also a high emphasis and focus route on the Interregional Road System (IRRS). Maintaining SR 101 between the San Francisco Bay Area and Oregon is critical to the economic well being of this area, as it carries high volumes of commercial trucking year round and recreational traffic during the summer months. Developing improvements to assure all weather dependability is essential to this route.

A portion of SR 101, from 0.6 mile north of Tan Oak Park to the Humboldt County line was adopted as a freeway in 1967 along an alignment on the north side of the Eel River. The existing alignment was later denominated to a controlled access highway.

A Project Study Report (PSR) was initiated in spring of 1999 to propose a solution to the unreliability of Route 101 through the Confusion Hill slide area. Frequent road closures due to debris fall and slope movement have been a continual maintenance problem for this portion of SR 101. In 2001, the cost to stabilize the roadway was \$3.2 million, and estimated costs of vehicle delays were \$665,000. Costs to keep the route open continue to increase, and in 2002/2003, construction costs exceeded \$9 million and vehicle delay costs were estimated near \$2 million.

The PSR approved June 25, 2001 recommended proceeding with project approval and development of an environmental document for realignment of the roadway outside the slide area at Confusion Hill. The project was determined to be consistent with State and Regional transportation planning and would facilitate goods movement.

In August of 2003, the Department acquired \$72 million in emergency relief funds for emergency repairs and the permanent relocation and restoration of slide-damaged SR 101 at Confusion Hill in Mendocino County. The Federal Highway Administration (FHWA) allocated \$65 million for the permanent relocation of the highway and another \$7 million for the emergency re-opening work that has occurred since Winter 2002. FHWA placed several conditions upon funding the project. One condition was that emergency funding be contingent upon construction completion by 2008. Another condition placed upon funding was that the Department must further investigate an alternative for maintaining the existing alignment while investigating relocation alternatives that meet the purpose and need of the project. In 2004, it was discovered that construction of two bridges required an increase in project construction duration from two years to three and an increase in capital cost from \$65 million to an estimated \$68 to \$71 million. FHWA and Department executive staff are aware of the need to revise the cost estimate and the construction completion date to 2009 to accommodate the increase in materials cost and the longer construction duration.

**PROPOSAL:**

The proposed project would adopt a bypass around Confusion Hill as a traversable highway from 1.1 kilometer (0.7 mile) south of Red Mountain Creek to 0.5 kilometer (0.3 mile) south of Red Mountain Creek, in the county of Mendocino. The current adopted alignment from 0.4 kilometer (0.6 mile) north of Tan Oak Park to 1.1 kilometer (0.7 mile) south of Red Mountain Creek will not be altered from the north side of the South Fork Eel River, based on the approved 2002 Route Concept Report (RCR). The Project Report was approved December 14, 2005, and a ND/FONSI was approved on December 20, 2005.

The total estimated cost for the preferred alternative is \$68,000,000. The major damage restoration project is tentatively scheduled to begin construction July 1, 2006.

**COORDINATION:**

The public was invited to attend an open house at Leggett School on November 6, 2003, to discuss the Confusion Hill Project. Public comment and discussion was initiated with the 23 attendees at this meeting. A second public meeting was held on March 23, 2004, to present the results of the Value Analysis to the public. There were 45 people in attendance at the second meeting, and further public comment was collected at the conclusion of the meeting. Additionally, two public open house meetings were held May 17, 2005 in Garberville and May 18, 2005 in Eureka.

**CONCLUSION:**

The proposed adoption of the new traversable highway location for this portion SR 101 is considered to be in the best interest of the public. A request for relinquishment of a portion of SR 101 will be processed at a later date.

Attachments

Resolution HRA 06-01  
Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Highway Route Adoption Resolution**  
**1-Men-101 KP 159.2/162.2 (PM 98.9/100.8)**

**Resolution HRA 06-01**

**WHEREAS**, the Department of Transportation, with input on the project from the County of Mendocino, has completed studies and approved of the public hearing process relative to the adopted State Route 101, in Mendocino County; and

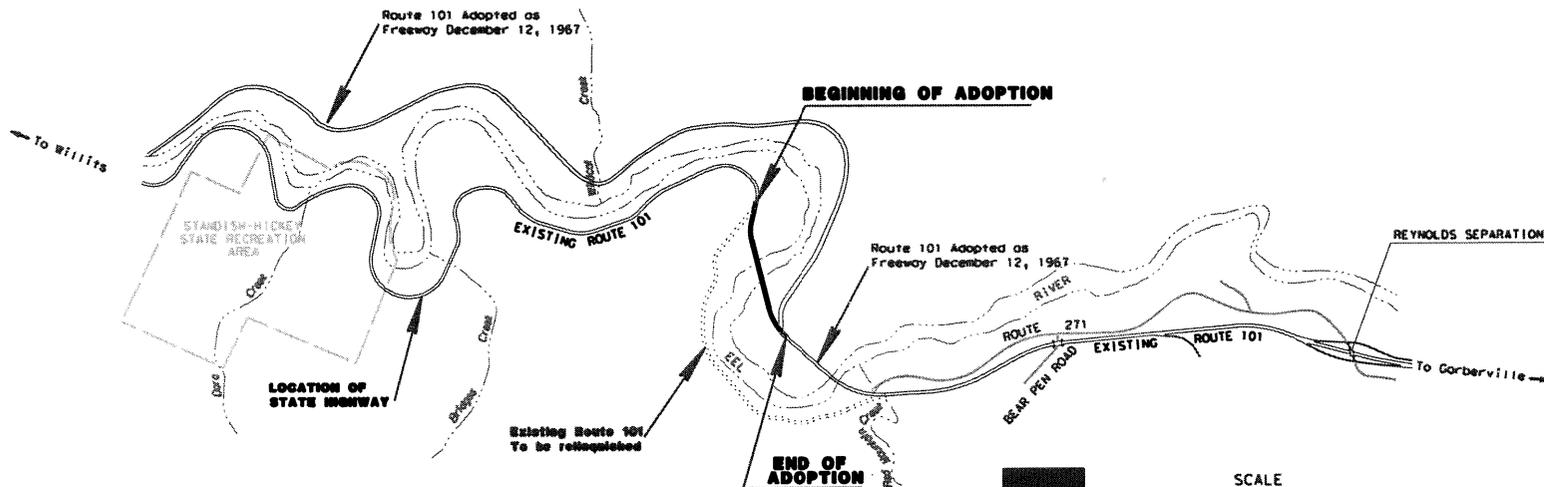
**WHEREAS**, the Department of Transportation has completed a Negative Declaration/Finding of No Significant Impact; and

**WHEREAS**, the project will have minimal effects on the environment, which will be mitigated.

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 101, 2.5 km South of Red Mountain Creek to 0.5 km North of Red Mountain Creek, in Mendocino County and officially designated as 1-MEN-101, as said location is shown on the map submitted on January 6, 2006 by Mark Leja, Chief, Division of Design; and

**BE IT FURTHER RESOLVED** that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.

# COUNTY OF MENDOCINO



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 101.  
 Submitted: \_\_\_\_\_

Chief Design Engineer  
 Civil Engineer License No. \_\_\_\_\_



I hereby certify that by resolution of the California Transportation Commission on \_\_\_\_\_ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway 101 and declared a State Highway.  
 Attest: \_\_\_\_\_  
 Executive Director,  
 California Transportation Commission

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 MAP SHOWING  
**LOCATION OF  
 STATE HIGHWAY**  
 IN MENDOCINO COUNTY  
**FROM 1.1 KM South of Red Mountain Creek  
 to 0.5 KM South of Red Mountain Creek**  
 01-MEN-101

