



**BACKGROUND:**

SR 101 is a major north-south route through California, Oregon and Washington. It begins in the city of Los Angeles, traverses over 1500 miles and ends in Olympia, Washington. In California, the route passes through the counties of Los Angeles, Ventura, Santa Barbara, San Luis Obispo, Monterey, Santa Clara, San Mateo, San Francisco, Marin, Sonoma, Mendocino, Humboldt and Del Norte. SR 101 is considered the economic “lifeline” of the North Coast serving interregional and interstate traffic, with relatively high traffic volumes and heavy use by both truck and tourist traffic. Within Mendocino County, this highway crosses terrain that transitions from flat and rolling topography in the south to mountainous in the north.

SR 101 was commissioned in 1926 as one of the original US highways by the Bureau of Public Roads (BPR). Functionally classified as a principal arterial, it is part of the California Freeway and Expressway System and is included in the National Highway System. The Federal Department of Defense, in cooperation with the Department, has also identified SR 101 as a Strategic Highway Corridor Network Route. In addition, SR 101 is on the Interregional Road System and is designated a Focus Route in the Department’s Interregional Transportation Strategic Plan. SR 101 is also designated as part of the “SHELL” system (Sub-system of Highways for the movement of Extra Legal permit Loads) and as a State Scenic Highway.

In 1962, the California Highway Commission adopted 20 miles of SR 101 in Mendocino County as a freeway from 0.6 mile north of Tan Oak Park to the Humboldt County line. In 1967, a portion of this adopted route, from 0.9 mile south of Red Mountain Creek to 0.8 mile north of Red Mountain Creek (about 7 miles south of Humboldt County line), was realigned and adopted as a freeway by the California Highway Commission.

On February 2, 2006, the Commission approved a resolution adopting as a State highway a 0.4 mile segment of SR 101 connecting the existing Route 101 and the adopted 1967 freeway alignment across the South Fork Eel River in the Confusion Hill area. This route adoption was necessary to provide connectivity on the State Highway System and bypass an existing ancient landslide. At the time, the plan for the bypassed portion of the existing highway was to be relinquished to the County of Mendocino. Since then, new negotiations between the Department and the County have modified the areas to be relinquished, obliterated and retained by the Department as shown in the route adoption map. The area retained by the Department will become a much needed debris material storage area and will provide public access to Red Mountain Road. This proposed route adoption replaces the route adopted as a State highway in 2006 and realigns a portion of the freeway route adopted in 1967.

The proposed route adoption and subsequent freeway construction on a new alignment will improve the reliability, safety and operations of the highway at this location. The relocated route will also bypass the only Surface Transportation Assistance Act truck restriction location on SR 101 in Mendocino County.

A Project Study Report (PSR) was initiated in the spring of 1999 to propose a solution to the lack of reliability of SR 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. In 2002/2003, stabilization costs exceeded \$9 million while costs associated with vehicle delay were estimated near \$2 million.

The PSR was approved on June 25, 2001, and recommended proceeding with project approval and development of an environmental document for realignment of the roadway outside the slide. It was determined that the project was 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 to assist with emergency repairs and the permanent relocation and restoration of slide-damaged SR 101 at Confusion Hill in Mendocino County.

Public meetings were held on November 6, 2003 and March 23, 2004; and, two public hearings were held in May 2005. Public support for this project is very high on the North Coast (Mendocino, Humboldt and Del Norte Counties) where roadway closures due to slides could result in detours exceeding 75 miles and 616 daily truck hours of delay.

The Department approved the Project Report on December 14, 2005. The Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact was prepared in accordance with the National Environmental Protection Act and California Environmental Quality Act and was approved by the Commission on February 2, 2006.

Freeway and relinquishment agreements will be developed and executed with the County of Mendocino following Commission approval of this route adoption.

Attachments:

Resolution HRA 08-03  
Location Map  
Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Highway Route Adoption Resolution**  
**01-Men-101 PM R99.3/R100.3**

**Resolution HRA 08-03**

**WHEREAS**, the California Department of Transportation (Department), with input on the project from the County of Mendocino, has completed studies relative to the adopted State Highway Route 101, in Mendocino County; and

**WHEREAS**, the Department has completed a Final Environmental Impact Report/Environmental Assessment with Finding of No Significant Impact.

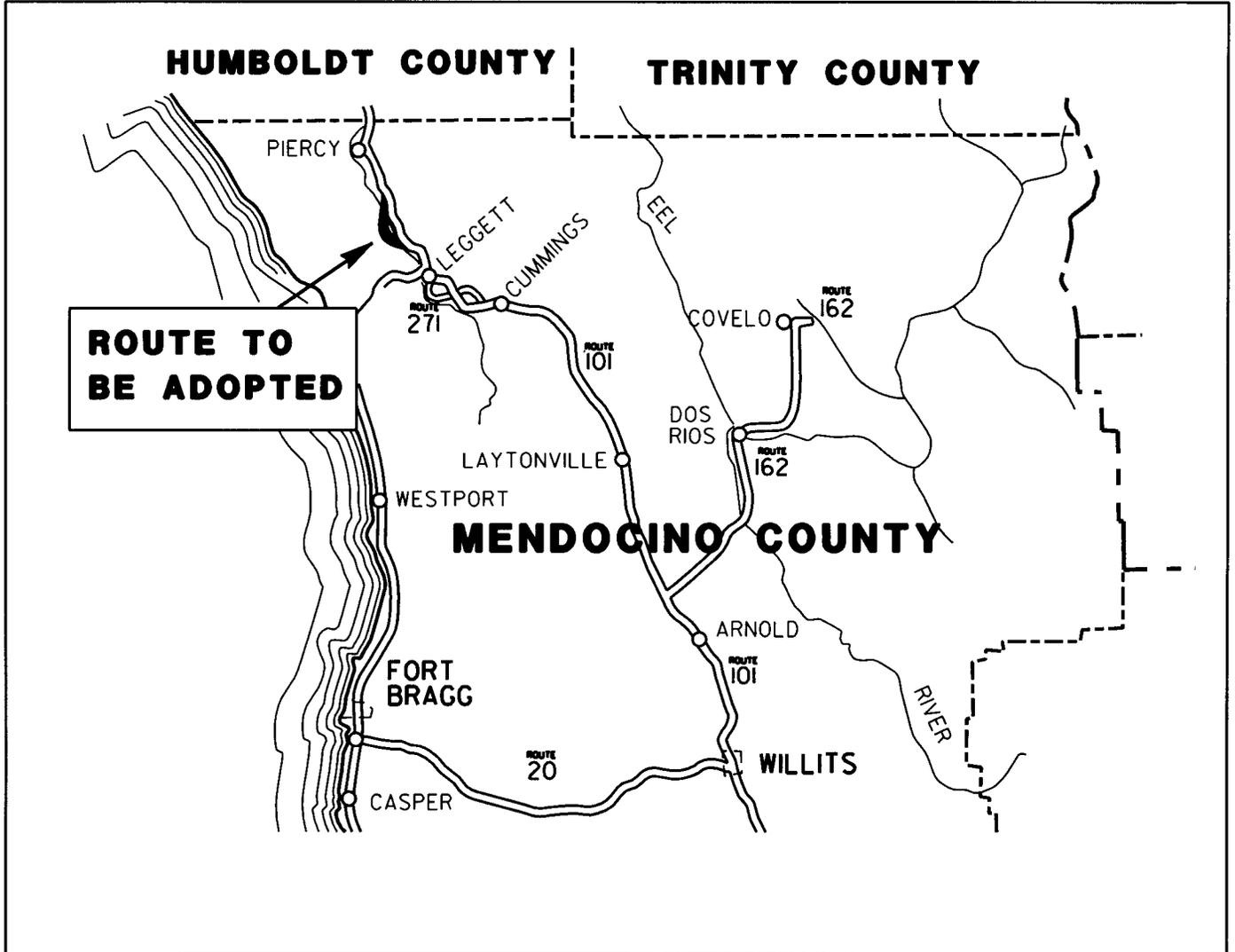
**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 101, from 0.9 mile south of Red Mountain Creek to 0.1 mile north of Red Mountain Creek, in Mendocino County, and officially designate it as 01-Men-101, a freeway, as said location is shown on the map submitted by Terry L. Abbott, Chief Design Engineer; and

**BE IT FURTHER RESOLVED** that said segment of State Highway Route 101 supersedes, and the Commission does rescind, portion of the location previously adopted for Route 101 on January 11, 1967 as shown in the Route Adoption map; and

**BE IT FURTHER RESOLVED** that segment of State Highway Route 101 from PM 99.2 to PM R99.6 supersedes, and the Commission does rescind HRA 06-01, route adoption action, of February 2, 2006 as shown in the Route Adoption map; and

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

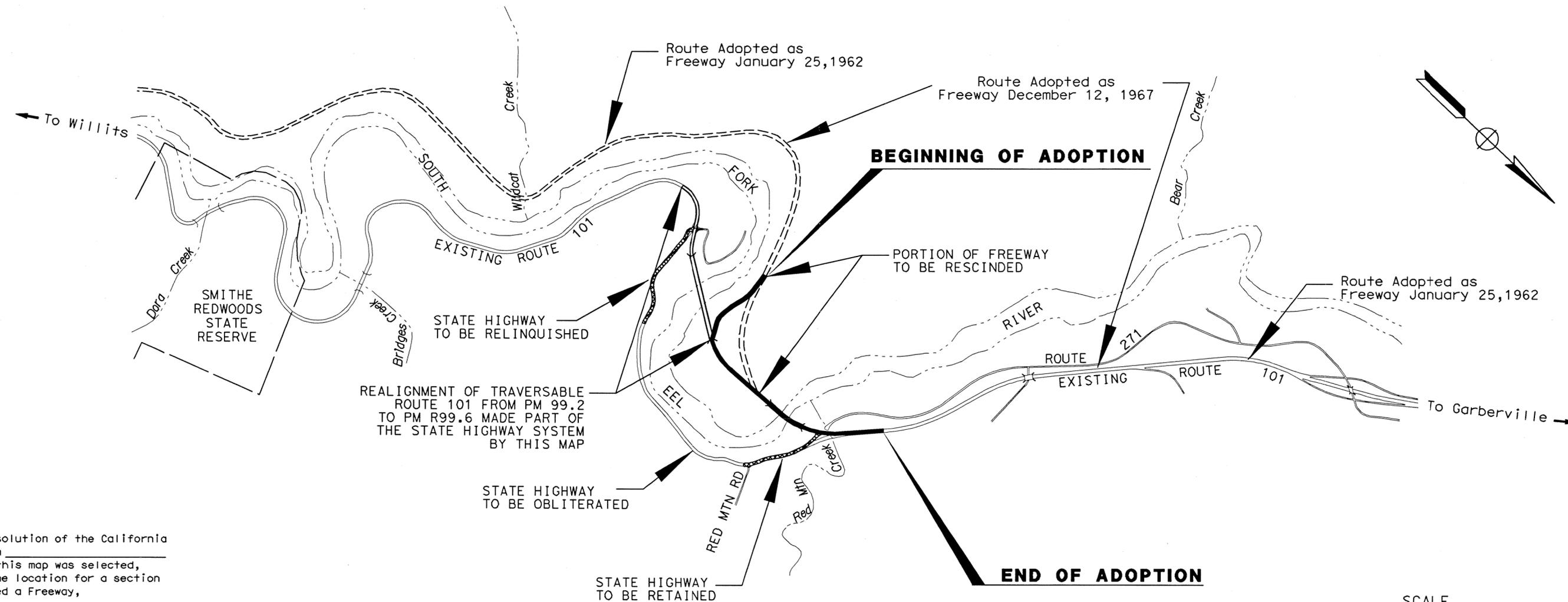
# LOCATION MAP



**ROUTE ADOPTION  
AT CONFUSION HILL**

**01-MEN-101**

**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. \_\_\_\_\_

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
MAP SHOWING**

**LOCATION OF  
STATE HIGHWAY  
IN MENDOCINO COUNTY**

**from 0.9 mi south of Red Mountain Creek  
to 0.1 mi north of Red Mountain Creek**

**01-MEN-101  
FREEWAY**

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 and declared a Freeway,

Executive Director.  
California Transportation Commission

