

WHAT IS THE PROJECT DEVELOPMENT TIMELINE?

- Identify Project Need and Purpose**
- Begin Project Study Report and Preliminary Design, Program Project**
- Public Meeting - March 7, 2000**
- Begin Preliminary Engineering and Environmental Document - July 1, 2001**
- Public Scoping Meeting - September 20, 2001**
- Public Informational Meeting - May 15, 2003**
- Draft Environmental Document Circulation - Summer 2007**
- Public Hearing - August 7, 2007**
- Public Meeting - December 3, 2008**
- Approved Environmental Document - July 2010**

PROJECT CONTACTS

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PROJECT WEBSITE

<http://www.dot.ca.gov/dist1/d1projects/eureka-arcata/>

WHAT YOU CAN DO

If you have questions and/or comments about the modified alternatives, you may submit them in writing before December 20, 2008, to: Caltrans, Attention: Kim Floyd, Project Manager, P.O. Box 3700, Eureka, CA 95502-3700.

WHAT IS THE PURPOSE OF THIS MEETING?

The purpose of tonight’s meeting is to provide the public an opportunity to review two modified alternatives. These modified alternatives resulted from comments received during the comment period for the release of the Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS).

WHAT IS THE PURPOSE OF THIS PROJECT?

The California Department of Transportation (Caltrans), in cooperation with the Humboldt County Association of Governments (HCAOG) and the Federal Highway Administration (FHWA), have proposed safety, operational, and maintenance improvements to Route 101 from the Eureka Slough Bridges in Eureka to the 11th Street Overcrossing in Arcata (Post Mile 79.9/86.3). The project will improve safety at intersections, reduce delay at intersections, and rehabilitate existing facilities.

DEIR/EIS PROJECT ALTERNATIVES

- Alt 1: Close all median crossings and complete rehabilitation work. Estimated cost is \$30 million.
- Alt 2: Close median crossings, construct interchange (undercrossing) at Indianola Cutoff, and complete rehabilitation work. Estimated cost is \$55 million.
- Alt 3: Close median crossings, construct interchange (undercrossing) at Indianola Cutoff, realign and signalize the Airport Road intersection, and complete rehabilitation work. Estimated cost is \$62 million.

No Build: No modifications to the existing alignment or access for this project. Other safety-related projects (most likely median closures) would continue as necessary. The “No Build” alternative does not satisfy the purpose and need of the project.

REHABILITATION IMPROVEMENTS FROM DEIR/EIS

- Lengthen existing or construct new acceleration and deceleration lanes.
- Install thrie-beam median barrier and a 5-foot wide asphalt concrete paved weed barrier between the Eureka Slough bridges and Airport Road.
- Replace curb and asphalt concrete walk with 8-foot wide paved shoulders at ramps at the Route 101/255 interchange and South G Street.
- Place asphalt concrete overlay from Eureka Slough Bridge to 11th Street in Arcata.
- Replace the southbound Jacoby Creek Bridge. The northbound Jacoby Creek and Gannon Slough Bridges will be widened and the barrier rail will be upgraded.
- Replace existing tide gates within the project limits.
- Additional and replacement lighting is proposed.
- Remove most of the existing trees within thirty feet of the edge of travel way.
- Replace thrie-beam barrier with median paving and a concrete barrier from 0.2 miles north of the Gannon Slough Bridge to the 11th Street Overcrossing (Post mile 84.9 to Post mile 86.3).

MODIFIED PROJECT ALTERNATIVES

1A. Close all median crossings, construct signal for southbound left-turn only on Airport Road (Figure 1), construct turnaround locations at PM 81.99, PM 82.01 (Figure 2) and PM 83.3 (Figure 3) and complete rehabilitation work. Estimated cost is \$38 million.

3A. Close median crossings, construct interchange (undercrossing) at Indianola Cutoff (Figure 4), construct northbound only signal at Airport Road, and complete rehabilitation work. Estimated cost is \$49 million.

FIGURE 1
Alternative 1A and 3A -
Signal for southbound left only turn



FIGURE 2
Alternative 1A
Turnarounds between Sawmill and Indianola



FIGURE 3
Alternative 1A - Turnaround at Bracut



FIGURE 4
Alternative 3A - Narrower Interchange at Indianola

