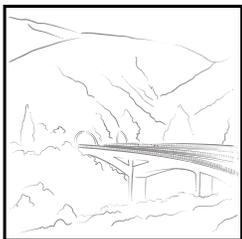




PROJECT TITLE:
Devil's Slide Tunnels and Approaches



PROJECT FUNDING:
100% Federal Emergency Relief.

PROJECT DESCRIPTION:
The Devil's Slide project is located on State Route 1 in

San Mateo County between the town of Montara to the south and City of Pacifica to the north. This project will construct approximately 1,981 linear meters (6,500 feet) of new alignment along State Route 1, consisting of two parallel 1,220-meter (4,000-foot) tunnels, a north portal approach of 460 meters (1,500 feet) that includes parallel bridges measuring 305 meters (1,000 feet), and a south portal approach of 305 meters (1,000 feet).

The project is split into six contracts comprising three major contracts (the South Rock Cut, Bridge and Tunnels contracts) and three minor contracts (one offsite and two onsite mitigation contracts), see Table 1. The South Rock Cut contract is ongoing, and it is constructing retaining walls and access to the south portals. This contract is scheduled for

completion in June 2006. The Offsite Mitigation contract is also currently underway. This contract is creating and restoring wetlands to compensate for unavoidable impacts. Construction and planting of native vegetation for this contract is scheduled for completion in June 2006, to be followed by five-year maintenance and monitoring period for plant establishment. The two Onsite Mitigation contracts are mainly landscape repairs to mitigate construction impacts for the major contracts. These will occur during and as a follow up to the main contracts. The Bridge contract will construct parallel twin bridges as part of the north approach to the tunnels. This contract is also underway and is scheduled for completion in June 2008. The Tunnels contract will construct the twin tunnels, approach roads, and the Operations and Maintenance Center (OMC) buildings and the Public Access features. The Tunnels project design is completed and it is currently undergoing Caltrans internal review before advertisement, in May 2006.

The following section describes briefly the tunnels contract that will be constructed using the New

Austrian Tunneling Method (NATM), a sequential excavation method:

The tunnels project will provide an alternative route to bypass a geologically unstable portion of an existing State Route 1 from KP 61.2 to KP 64.9 between the City Of Pacifica and Montara, California. This section of the highway is subject to lengthy closures, high maintenance costs, and risk of permanent failure. The 1,220 meters (4,000 feet) long twin tunnels terminate near the southern abutments of twin bridges that are being constructed under separate contracts. The horseshoe-shaped tunnels are 9 meters (30 feet) wide and 6.8 meters (22 feet) high and approximately 18 meters (59 feet) apart. The tunnels will be excavated from south to north at about 2 % slope. Each tunnel will provide a single traffic lane. There are 10 cross passages for emergency egress, 3 equipment chambers, and 16 jet fans in each tunnel for ventilation. The portals at each end of the tunnels are constructed by cut-and-cover methods. The tunnels have a lighting, fire protection, operations and control systems, along with architectural features. OMC buildings will be located south of the tunnels at the excavation disposal area. The OMC will be built partially below ground and screened from State Route 1 using vegetative berms. In addition, the OMC and the fill disposal site will be contour graded and re-vegetated with coastal scrub species. Normal operation of the tunnel will be controlled remotely from the Caltrans Oakland Traffic Management Center (TMC). However, it will also have the capability to be controlled at the OMC in case of an emergency.

As noted above, the South Rock Cut contract is constructing a retaining wall to provide a haul road and access to the south portal. This haul road will be used to transport the excavated material from the tunnel to the south disposal site, located 550 meters (1,800 feet) south of the south portal. The location of the haul road within the project limits obviates the need to use State Route 1, avoiding traffic

disruptions. The haul road will later become the approach road to the south portal.

Approximately 1,930 meters (1.2 miles) of the existing State Route 1 alignment will be relinquished as a result of this project. Parking areas will be constructed at both ends of the relinquished highway and this portion of the highway will be converted into a non-motorized public facility. The tunnels project design is complete and is currently undergoing Caltrans internal review before advertisement, scheduled for May 16, 2006. The estimated construction start date is October 2006 and the estimated construction completion date is October 2011.

Upon completion in the October 2011, the tunnels will bypass geologically unstable portions of existing highway, a roadway subject to lengthy closures, high maintenance cost over the years and risk of permanent failure.

BACKGROUND:

State Route 1 between San Francisco and the San Mateo County coastal region includes a short segment crossing Devil's Slide, an unstable ocean-facing cliff highly prone to rock falls and slippage. Since 1987, an injunction resulting from an environmental lawsuit suspended work to develop an inland surface bypass, as proposed in the 1986 Environmental Impact Statement (EIS).

Public comments on the 1995 supplemental EIS requested further consideration of a tunnel alternative, and consequently a tunnel feasibility study was authorized by FHWA. The report, completed in 1996, determined a tunnel alternative to be reasonable and feasible.

In November 1996, the Devil's Slide Tunnel Initiative (Measure T) was approved by 74% of the voters in San Mateo County. This Initiative amended the County's Local Coastal Plan to

replace the inland highway bypass project with the tunnel and indicated the tunnel as the only permissible permanent repair alternative for State Route 1 at Devil's Slide. The second supplemental environmental document (approved April 30, 2002)

identified the tunnel as the preferred alternative and on September 13, 2002, FHWA issued the Record of Decision (ROD) authorizing the State to proceed with the final design of the tunnel alternative.

CONTRACTS / SCHEDULE (Table 1):

Contract	Status	Anticipated/Start Date	Anticipated/EndDate
South Rock Cut (04-1123C4)	Ongoing	April, 2005	June, 2006
Offsite Mitigation (04-1123G4)	Ongoing	September, 2005	TBA
Bridge (04-1123K4)	Ongoing	April, 2005	June, 2008
Tunnels* (04-1123U4)	Pending Advertisement	October, 2006	October, 2011
Onsite Mitigation #1 (04-1123H4)	Pending Advertisement	July, 2009	TBA
Onsite Mitigation #2 (04-1123J4)	Pending Advertisement	October, 2008	TBA



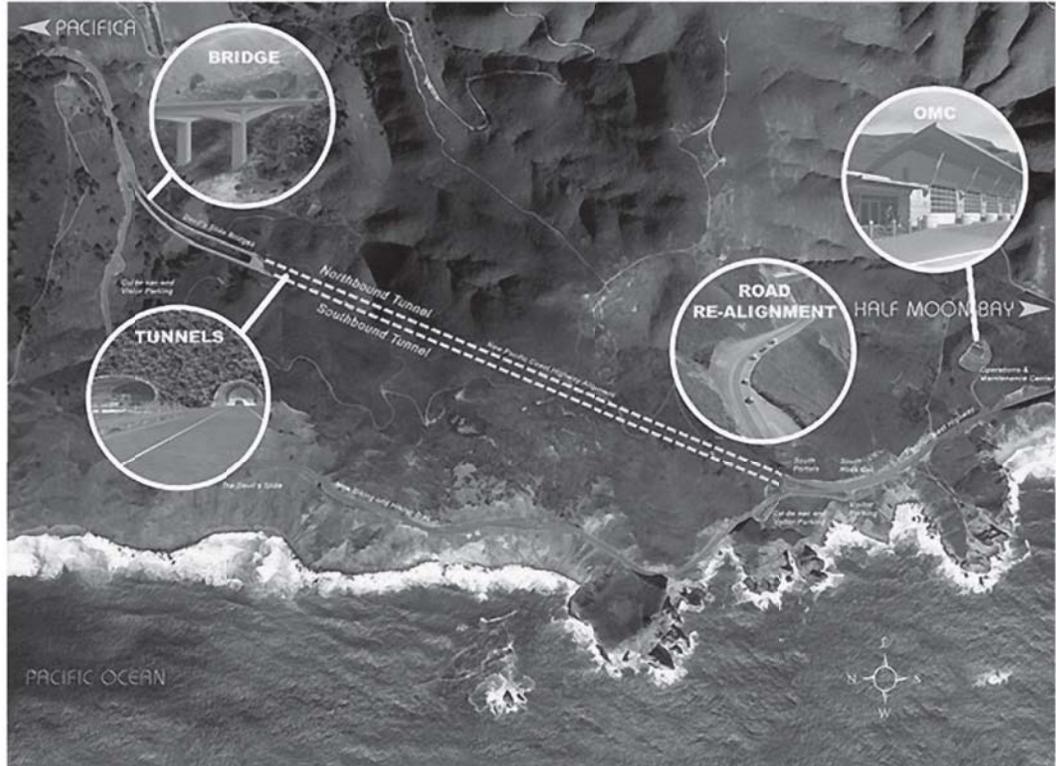
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CONSTRUCTION:



Bridge ■ Tunnels ■ Operations ■ Road Re-Alignment

<http://www.dot.ca.gov/dist4/dslide>