



UPDATE

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District: District 4, Oakland
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Tunnels Work Plans Well Underway

After being awarded the \$272 million contract in January, Kiewit Pacific staff busied themselves preparing detailed work plans for the tunnels.

Before tunneling can begin in August, a lot of preparation work must be complete.

Electrical power and telecommunication lines must be installed.

A 260,000 gallon underground concrete tank will be buried in front of what will be the tunnel south portal. The tank will collect water from the seasonal waterfall next to the portal. Outflow from the tank will go into a culvert under Highway 1 and be discharged into the ocean via the existing drain system.

Outcroppings of rock above the portal will be secured by drilling and pinning them to base rock using 30 feet long steel rods. This is part of the effort to preserve the natural surroundings as much as possible.

A small detour is needed to provide working room to construct a 340 feet long retaining wall on the west side of Highway 1. The road will be realigned to follow the sculptured retaining wall south of the portal and will then rejoin Highway 1 just north of the portal.

The retaining wall is constructed by vertically driving four inch diameter steel tubes 30 feet into the cliff. The tubes are filled with concrete and a concrete cap is cast on top to hold the filled tubes together. The same technique was used for part of the repair to Highway 1 at Devil's Slide last year. The retaining wall is required for the south parking





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lot, an integral part of the recreational use plan for the Devil's Slide area after the tunnels open.

Once the retaining wall is complete, Highway 1 will be returned to its original alignment, and at this point tunnel excavation can begin.

While all this is going on, the Operation and Maintenance Center (OMC) will be being built about one quarter mile south of the portal.

Before any of this work can begin though, storm water plans, traffic management plans, erosion control plans and seven other related plans need approval from oversight agencies.

Based on the current schedule, construction activity should be visible by late March, early April.

