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Route 1/17 Merge Lanes

ROUTE 1/17 MERGE LANES PROJECT STATUS UPDATE

Sound wall construction is progressing well with work currently at sound walls A, E, and B. At this point approximately 50% of the sound walls are complete. Neighbors behind completed sound walls have requested the removal of temporary construction fencing. This fencing cannot be removed until cross fencing is extended to the sound wall to secure their backyards. The contractor intends to do this work by July.

Storm water erosion on the disturbed cut slopes between Branciforte and Market has been minimal, and should continue to improve as the erosion control seeding becomes established. Additional fiber roles and seed were placed to minimize erosion.

Other work underway includes the installation of a soil nail/retaining wall along the northbound 1 to northbound 17 connector, construction of the mechanically stabilized earth slope along highway 17 between the 1/17 connector and Pasatiempo, Morrissey off-ramp grading/paving, and Market Street bridge widening.

Work also continues on the Branciforte and Carbonera Creek bridge structures, which are being widened. As previously reported, the pile casings for the bridge foundations for these bridges are not reaching bedrock. Pile casings are to be extended an additional 10'. This issue will add cost in materials and labor; and time in fitting, welding, and driving the additional casing.

Long-term closures currently in place include the southbound Morrissey off-ramp which is scheduled to open in June, the Market Street undercrossing to open in late April, and the northbound Emeline off-ramp which will remain closed for another year.

We are close to depleting the contingency balance of this project. Underground unknowns are the main causes for the overage – *Unsuitable Material* was encountered in the sub-grade in the median. This material had to be removed and replaced with compactable fill to construct an adequate base for the roadway. *Buried Man-Made Objects* (concrete) was encountered in the creek channels below the surface. No indication of them appeared in our records. This concrete had to be removed to allow pile driving, footing excavation and creek restoration. *Bridge Pile Casings* needed to be extended beyond that shown in the plans. Driving the abutment pile casings failed to contact bedrock needed to provide the foundation to support bridge, traffic, and earthquake loads. *Utility Conflicts/Relocations* were very extensive. Unidentified utilities delayed progress or caused redesign on almost all drainage systems, and to some extent on sound wall footings. It would have been very difficult to anticipate these underground unknowns prior to construction.