

Express Freeway

Roller Coaster To Smooth Highway

Oceanshore highway historically has been a roller coaster stretch of up, down and around hill and swail. Fascinating, weathered white houses. Tree-lined old fences. Ruminating dairy cows. Startling glimpses of the coastline. Sprouts. And — oops! Should know better than to pass on a curve!

This has been changed. MJB Construction company of Stockton since August has been transforming a particularly warped 3.2-mile section between Wilder creek and Davenport into a broad, flat, straight asphalt expanse of two- and four-lane highway. The countryside will remain picturesque, rural — if somewhat more distant. But those ulcers. Man, they can take a nap!

The \$797,770 project is slated for completion next October, according to Fred Straub, construction superintendent. Before that time, 250,000 cubic yards of roadway excavation, 160,000 cubic yards of beach sand, and 75,000 tons of crushed base rock material will have been moved, expertly placed.

Over 17,000 tons of plant mix surfacing will have been applied as frosting to the top; 700 cubic yards of concrete poured for structures; 17,000 lineal feet of perforated metal sub-surface drainage pipes set; and 31,000 lineal feet of freeway fencing established.

In short, it is an enormous undertaking — requiring

gargantuan equipment — and sustained efforts by the 40-man peak crew, not including sub-contract employees.

Earth movers, caterpillars, tampers, the gradall, and a rock crusher are integral pieces.

About 1700 man-hours per week — a \$7000 payroll — are reported by MJB. Operators of the rock crusher have been logging 65 hours per week, most others 50. Plans call for 240 working days.

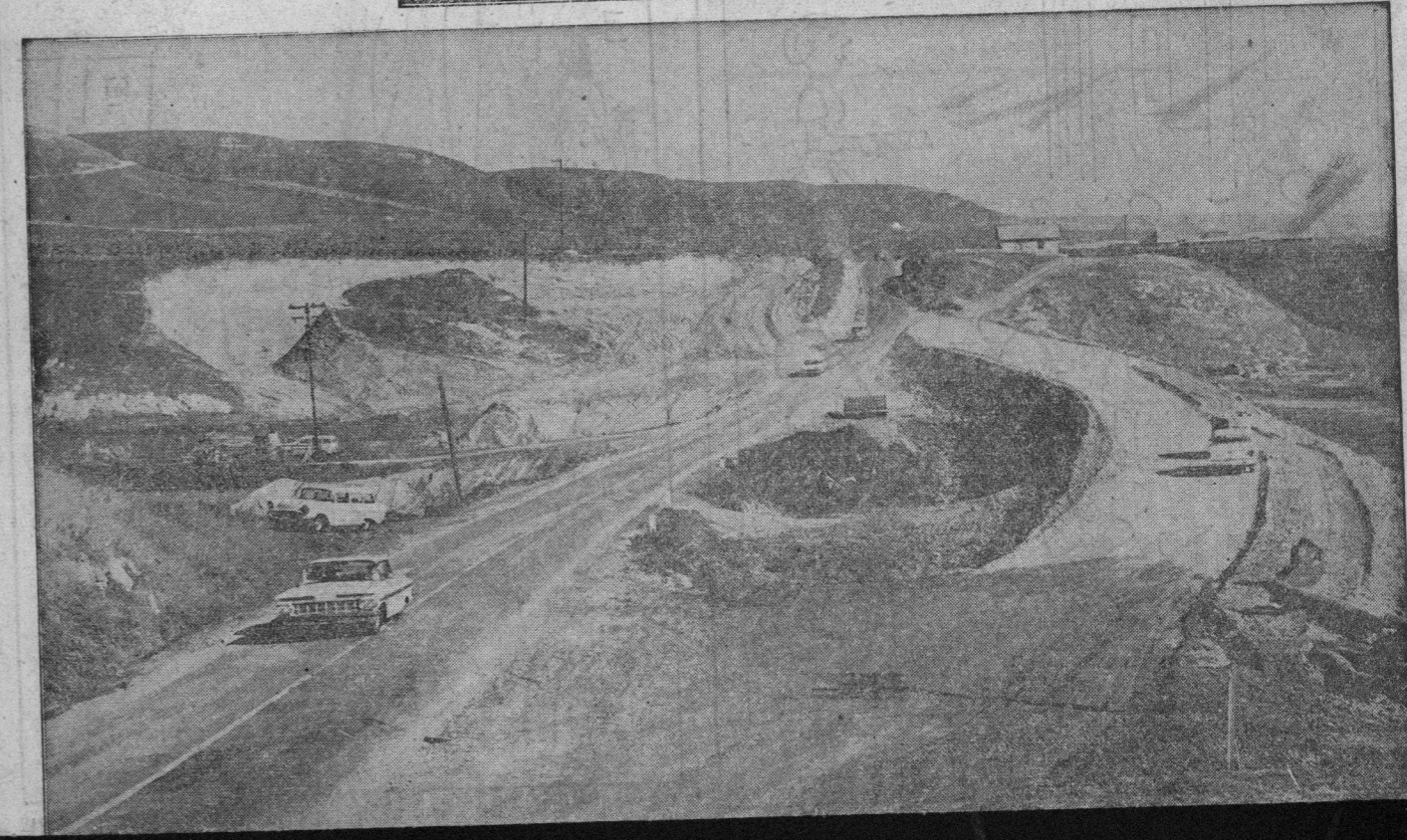
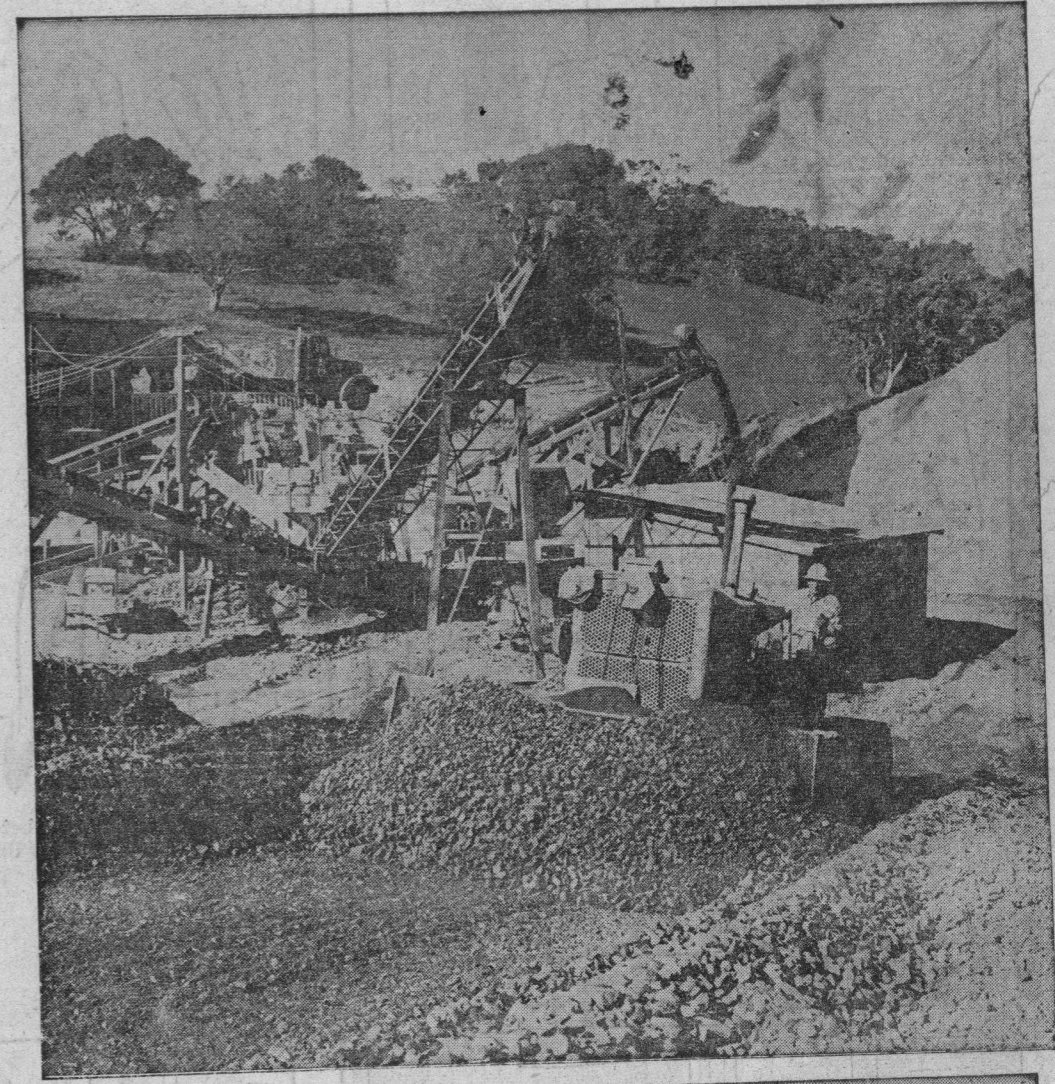
An intricate, yet simple, system of belts carries about 2000 tons of earth through the crusher to ultimate piles of untreated base rock and filter material for sub-surface drainage.

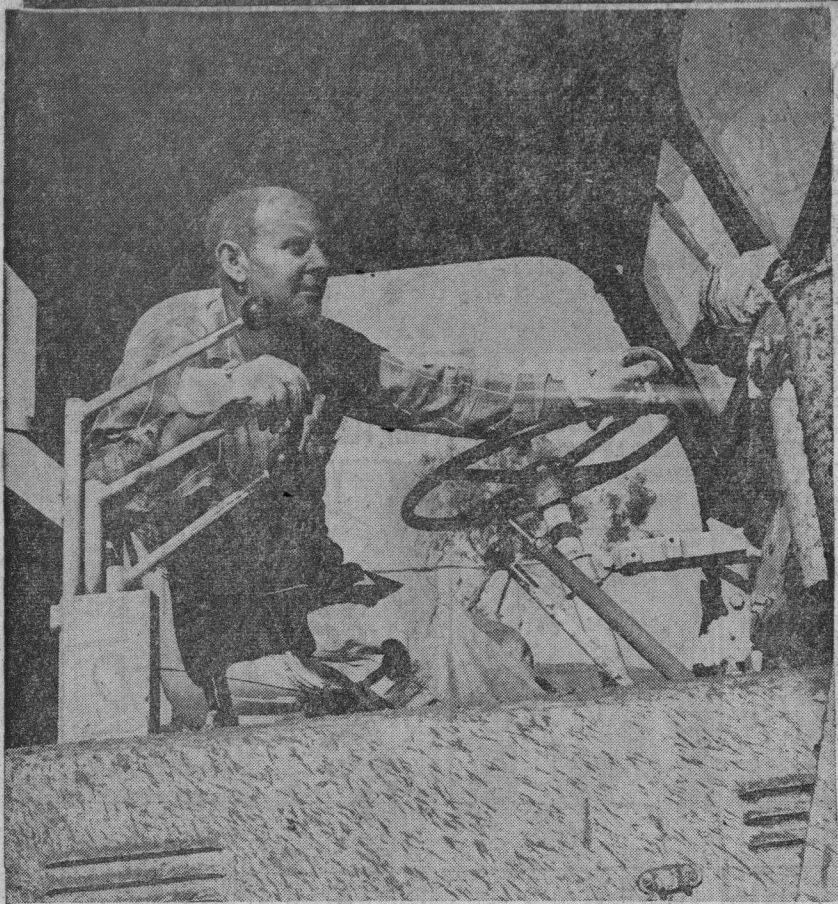
Sand for the job is acquired by push-cat operations with massive earth movers on Scaroni's beach.

Unique features of the highway project include two cattle passes beneath the roadway and use of 81-inch diameter reinforced drainage pipes. The 6x7 foot cattle passes will eliminate animals from the highway. The large pipes will carry water of Lombardi creek.

Drainage is a major problem. A 3500 cubic yard excavation and subsequent fill was required so that an arched culvert on the Scaroni ranch would be on firm footing.

Robert Keller is resident engineer for the project. The contract calls for 1.7 miles of four-lane and 1.5 miles of two-lane highway. Access roads also will be built.





Pictures are as follows:

Upper right — a caterpillar shoves untreated base rock onto pile as it spews from rock crusher on Wilder ranch. Finer filter material falls from conveyor in background.

Middle right — sweeping curve has been prepared for detour. Grade for entire stretch eventually will be raised to level near top of rise at rear. This will be largest fill on job, taking nearly 90,000 cubic yards. Frontage road loop is at left.

Lower right — earth movers deposit at another large fill. Caterpillars level, tamp it. Large 81-inch drain pipes are visible in foreground.

Above — Gradall scoops muck in grading for concrete sack rip-rap lining beyond arched culvert on Scaroni ranch. Fill eventually will extend 45 feet above culvert. Excavation of 3500 cubic yards was made then filled for footing of culvert.

Left—Grimy face of earth mover operator tells tale of long, dusty hours.

Below — Panoramic view shows beginning of cattle passage, middle right, concrete surface drainage ditches, and undisturbed rural and natural surroundings.

