

Highway 35



Issue No. 001 July 8, 2010

This being the first of many weekly newsletters is intended to convey the project status both what was accomplished during the week, plans for the upcoming week and projected travel delays. The project has direct public impacts at two locations, travelers of Highway 35 and the public using Trillium Lake facilities.

The project is a joint partnership of the United States Forest Service, Oregon Department of Transportation and Federal Highways with construction administration provided by Western Federal Lands Highway Division. The contract awarded June 4, 2010 went to Tapani Underground out of Battle Ground Washington in the amount of \$19,687,114.80. The expected completion date is November 26, 2012 provided the contract remains unchanged.

Impacts to travelers of Highway 35 this year is limited to approximately a 1.0 mile section around the White River Bridge area. Two bridges are scheduled in this section, replacement of the White River Bridge along with adding a second bridge over Green Apple Creek. It's unlikely these two bridges will be completed this year. However in order to construct these structures and maintain traffic flow the new roadway alignment will shift downstream. Along with the roadway centerline shift the design will raise the roadway to lessen the potential of being topped by future flooding events.

The other impact is to users of Trillium Lake and campground. The road into this area not only services the recreational user it's access to a rock quarry. This quarry will provide the road construction aggregate over a three year period. To minimize public impact quarry operations have limited working hours and the road will be well signed. We are also coordinating information with camp hosts in the camp ground.

This week Tapani started moving in equipment along with clearing the construction area of trees and brush. A tree condition survey done this week by ODOT and USFS identified hazard trees, those trees dying or dead from disease. These were cut first to eliminate a potential hazard to workers. The remaining trees will be harvested for either aquatic habitat structure or bio-mass used in the final roadway slope treatment. The project will maximize wood products on site by incorporating that into soil improvement, rather than the typical burning. This project incorporates new environmentally smart concepts that will be detailed here in later newsletters.

Next week travelers will encounter some traffic control in the form of flagging for both tree falling and detour construction. The maximum scheduled delay is 20 minutes, but typical delays should be less.

If anyone has comments or wants additional information please call or submit an Email enquiry to the contact information shown at the bottom of this page.

In the quarry the contractor is planning first to bring the quarry into safety compliance. Changes such as gates and road edge barriers will be installed along with general quarry cleanup and shaping. Along with this more equipment will be arriving all during the week.

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