

Highway 35



Issue No. 058: June 15, 2012



This project is divided not only into two segments it clearly has two different microclimates. The White River segment is usually cold and windy while on the other side at Clark Newton it can be summer like, well maybe not yet, but at least spring like weather. The contractor is making strides in moving this project towards completion. The photo upper left is the guardrail subcontractor installing the first of several sections of guardrail. Guardrail is one of those work items done just prior to paving.

You might have also seen two trucks

spraying mulch this week. Our project has a requirement to cover bare soils to prevent erosion. Hydro spraying trucks were again covering bare slopes that are complete. This mulch is only to cover and does not contain any grass seed. The plan is for the USFS reforestation team to replant with native plants propagated from local plants, even in those areas covered with mulch.

The White River and Green Apple Bridges are getting close to supporting traffic. All the Wing Walls are cast and now its approach panels. The photo below is the White River Abutment #1 panel ready for concrete.

A lot of steel goes into those panels and curb assembly. By the end of this week, only two panels remain.

Next week is busy, as they lay down an asphalt control strip on Friday in the Clark Newton section. This control strip validates the mix design being used meets specification. At White River, expect traffic control 24/7 while we construct the transition between new and old highway. At Clark Newton, expect traffic control Monday through Saturday 7:00 am to 6:00 pm.



Project Administered by Federal Highway Administration,
Western Federal Lands Highway Division

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