

Highway 35



Issue No. 066: August 09, 2012



Ok the photo of our project office was earlier this year but a stark reminder of what lurks just ahead. Our goal is still unwavering, the original contract work will be complete this fall before that white STUFF starts flying.

I mentioned last week we would be “munching” up the old White River Bridge but I had that wrong, the subcontractor will start moving in equipment this weekend. Work of “munching” up the bridge starts next week.

Like most contracts, this one has changed with added or changed work. To date we have done 23 contract modifications that range in value from less than \$1,500 to over \$750,000. Some of these modifications are related to wintertime safety that was unforeseen when the contract went to bid. Rather than ignore the problems last year we added and paved a temporary chain up area near White River to allow a safe location to chain up before heading up to Bennett Pass grade. We also paved a stretch of old Highway 35 to make sure the snowplows could do their job without further destroying the road. We cut limbs, chipped up brush and limbs onsite, defined material testing, added log hauling, utility conduits, changed oil grades and stream restoration.

In the listing of modifications still pending there are 12 more ranging from a few thousand dollars on up. Some of the modifications in the mix now include a new concrete toilet at Pocket Creek Sno-park, a safety barrier at Teacup Sno-park, paving the 3 miles between the two job segments, and adding in perhaps two culverts at Meadows Creek. A big impact that just now being accounted for in dollars is switching the design of how the Clark Newton segment was and is being constructed. The trade off was reduced impact to the forest but greater impact to how the new road is constructed. However, through it all, the sight never wavered from the original completion date November 26, 2012, a target that we intend to hit.

Munching photos next issue.

Next week expect traffic control from 7:00 am to 5:00 pm Monday thru Friday and possibly Saturday, mostly in the Clark Newton section.

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

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