

Highway 35



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Just a quick recap of what is happening on this project. Last week's newsletter stated we were taking a second look at how to minimize our construction impacts in the Clark Newton segment of this project. We had a number of environmental specialists looking, reviewing and offering good advice.

Originally, the plan for construction was to construct a two lane road on the North side of the existing road. With no traffic on what is now Highway 35 the contractor could work uninterrupted raising the road and installing several large to huge concrete culverts plus adding one bridge. The negative

side we saw was the impact both short term and long term of tree loss in this corridor. In effect building the two lane bypass road would leave this section looking like a 4-lane freeway until traffic was back on the newly rebuilt highway and the bypass decommissioned and re-vegetated.



In a multi decision making process we have crossed the first hurdle and decided not construct the temporary bypass as the impacts would have been too great. The next hurdle is decide what method or combination of construction methods would stay within our newly defined construction corridor yet be responsive to those having to travel this corridor. It's not going to be easy as construction will still need detours around the culvert work and the new bridge, but these will be short in length and time similar to what was used last construction season in the White River segment. This next hurdle of deciding how to construct the roadway in a tighter corridor has been underway all week and may reach a decision perhaps as soon as this Friday.

However, work will continue next week at the White River location. This week they opened the road into Trillium Lake, a one lane through the snow banks to allow trucks to haul Riprap from Tamarack Quarry. Sorry no public access yet to the lake or campground, they are snow bound.

Expect traffic control next week in the way of flaggers as construction starts moving at White River Bridge and Green Apple Creek Bridge. Any stops should be very brief.

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