

# Highway 35



Issue No. 032, July 23, 2011

Another week of progress on both sections. At the Clark Creek Bridge site the drilled shafts were evaluated on Monday by the testing firm GeoDesign using a Cross Sonic Logging method. Reading the raw data was two experienced Federal Highway staff, one out of the Denver area one from Vancouver. The testing revealed one anomaly that being within 10 foot of the surface which was further investigated. After doing some digging and probing all shafts were found to be solid without structural flaw. With the drilled shafts approved Tapani Underground quickly moved forward with diverting Clark Creek into a temporary channel for the next two weeks.

At the White River area both bridges are moving closer to a deck pour as it seems every other day



some type of concrete pour is on going, mostly for diaphragms to lock the girders together or walls doing the same. The other work that has now created a wall along Highway 35 is the temporary shoring wall for the new road. Driving by you can now see where the new road will be located and how noticeably higher it is. The reason for the added elevation is to block any future debris flows from going over the road and causing damage. The photo on the left is our temporary diversion of Clark Creek which allows tearing out those twin culverts the creek previously used. The photo on the right or above is that temporary shoring wall at White River Bridge. That wall is simply a fabric wall with metal framework that was used to assist in holding the fabric while the 18 inch high layer is being installed and compacted.

Next week work continues at Clark Creek Bridge with excavation and riprap placement. At White River, Cascade Bridge will continue with the two bridges and Tapani will be working on more fill work. Tapani Underground will continue their material haul so expect trucks hauling material out of White River to the Clark Newton section. Also expect some minor flagger stops Monday thru Friday, 7:00 am to 6:00 pm.

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