

# Highway 35



Issue No. 042, September 29, 2011

This week went well on the project. Tapani started working on setting in place and erecting the prefabricated wing walls at the box culvert locations. These prefabricated walls come with several sections making up the footing or base sections onto which two to three wall sections are attached. These wall sections have metal clips close to the top and a continuous steel flange along the bottom. Once in place the clips are welded together tying the walls to the box culvert and each other. At the bottom of the wall the flange also is welded to a steel plate cast into a channel in the base units. After everything is welded, they add grout to fill any voids or connection gaps. The photo right shows that work underway. Another work item getting started this week, is



construction of the ditch or should I say canal that extends from near Clark Creed Bridge to Newton Creek along the left side. What makes this unique is the makeup of the ditch. Not only is the ditch designed to handle event flows should Clark Creek and Newton Creek decide to travel outside of their banks, but is designed to

provide filtration and some treatment of water coming from the highway. What's unique is under all that large rock lining the ditch is a thick layer of wood chips. That's why you might have noticed chip trucks hauling in wood waste by the truck load. All of these chips will be eventually buried and if the preliminary analysis is correct reduce highway stormwater impacts. Photo on the left is that ditch with the wood chips in place and base layer of rock.



Next week expect trucks hauling from White River to Clark and for flagging stops near Teacup Sno-park. Expect flaggers out Monday thru Saturday, 7:00 am to 6:00 pm. Please expect some minor delay on Saturday.

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