

Highway 35



Issue No. 073: September 27, 2012



Just looking at the photo to right gives an appreciation of how much energy is needed to produce hot mix asphalt. The photo is the paving subcontractors plant in full production. From this end of that revolving barrel, rock mixed with lime is literally tossed into the flame from a fast moving conveyor belt seen just below the burner. As rock and lime tumble and drop through the flame it moves downward introduced to recycled asphalt and finally to a spray of new hot asphalt binder; presto, you have hot mix

asphalt ready for the road. This week we reached major milestone, all the asphalt was finished in the White River section, including the Snow-Park and all approach roads. This afternoon the paint crew arrived and applied all the pavement markings. The photo below taken just after the first coat of paint gives it that final look. That does not mean we are finished in this section. We need to remove a detour road, have shoulder rock to install, guardrail post to adjust, signs, reflectors, and a little bridge work. Nevertheless, the weather related work is complete in the section.

With White River paving complete, the focus is to lay down two lifts of asphalt in the Clark Newton section. We expect these two lifts of asphalt plus the two Sno-Parks completed by Friday of next week.

Because of paving and riprap lined ditch work, the pilot car is running the full length of the Clark Newton section. Delays here have been around 15-17 minutes. Next week, Monday through Saturday, expect the same traffic stops at both White River and Clark Newton segments, between 7:00 am and 6:00 pm and pilot car in the Clark Newton section.



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