

Highway 35



Issue No. 075: October 11, 2012



Well last week they ran out of paving rock and scrambled in a portable crusher and screens to produce that rock. However, after considerable effort on their part plant production was less than expected. Next came the idea of using rock crushed for base rock last year and stockpiled in the quarry. They only needed to run it through screens and hopefully end up with asphalt rock. Well they did just that with tests confirming the product produced from re-screening was nearly a perfect match to previously produced asphalt rock.

So with only 1700 tons of asphalt paving remaining and with enough new rock in stockpile they started laying asphalt and should finish today. The photo above taken this morning is that last lane is being paved. With rain in the forecast this asphalt is going down none too soon, almost on the 11th hour. If everything goes as planned paint lines are scheduled for Friday provided the rain doesn't arrive earlier than forecast. The lower photo is installation of sandblasted concrete barrier to separate Teacup Sno-Park users from highway traffic. This issue emerged last winter and by reaching out to user groups, ODOT and USFS for their input and ideas we were able to develop the design that is now reality. We recycled existing barrier that was on the job, which not only saved money it reduced unnecessary fuel consumption by converting temporary systems into permanent systems, a great safety improvement.



Next week, Monday through Friday, expect the traffic stops at both White River and Clark Newton segments, between 7:00 am and 6:00 pm

Project Administered by Federal Highway Administration,
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