



SANDLAKE – GALLOWAY ROAD CONSTRUCTION PROJECT

What's happening on the job?

We are still working on building that section of roadway from M.P. 1.8 to M.P. 2.2. The Gabion basket wall is complete, the Guardrail is in, and as you may have noticed the concrete curb areas were recently formed and poured. The work remaining is two more layers of gravel, one of which is mixed with oil and two layers of asphalt pavement. The intent is to finish a section of roadway with at least the first layer of pavement then move to the next section. This may sound a lot like patchwork construction, but with high volumes of traffic, leaving the roadway in gravel is not only costly to the contractor, the potholes are not driver friendly. By finishing each section to the first layer of asphalt the problem is solved.

One unexpected problem on this project has been large pockets of soft blue clay soils with a liberal mix of stumps and roots from days gone by. Many of these areas are so soft that you can easily push a paint can flush into the ground with your foot. Getting across these locations has been a challenge. We could simply dig out the mud making a trench 3-4 foot deep and fill in with rock, a sure fix, but very costly and time consuming. What makes it costly is we are running out of locations to dispose of the mud and the contractor's rock source is running low. This means traveling greater distances for a waste site and bringing in outside rock. So we are trying a high tech approach to solving the problem by installing a system made up of geotextile and geogrid. The geotextile is a woven synthetic fabric that forms a separation layer over the mud and prevents it from moving up through the rock. The second layer is the geogrid, which is a plastic mesh product that reinforces the rock layers and spreads the load over a larger area. This has been working, but even with this, there are some areas that we still are digging out and replacing with rock.

We have also lost one of our inspectors Kyle Eckland, who you may have seen driving around in the red Dodge. He has been on this project since late 2002 and has done a great job for both the contractor and Federal Highways in helping this project move forward. Kyle has accepted a position with Washington Department of Transportation closer to his home. This week was his last week. He left the project stuffed with cake and a sore back from all the back slapping and well wishing.

Next week expect traffic control again as you near M.P. 1.8 and also out on Galloway Road. We are trying to pave the majority of Galloway Road starting maybe Wednesday. Paving should take about two days.

*** * EXPECT 30 MINUTE DELAYS IF YOU PLAN TO TRAVEL SANDLAKE or
GALLOWAY ROAD * ***

6:30 AM in the morning to 6:00 PM in the evening

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TO RECEIVE THIS NEWSLETTER VIA EMAIL, SEND YOUR REQUEST TO <mailto:charles.mikkola@fhwa.dot.gov>
