

OR FS ERFO 2007(1) -11(1) Highway 35 Betterment, Mt. Hood National Forest, Hood River County, Oregon

The work consists of grading, drainage, base, paving, structures, and other smaller items of work.

Project length: 4.906 miles

Fixed Completion Date: Tentatively October 1, 2012

Estimated Price: Over \$20 million

Location: 28 miles south of Hood River, Oregon

□ **Clark-Newton Section** – This section begins at MP 68.6 and continues approximately 2.9 miles to the Teacup Recreational Area. Work consists of grading, drainage, base, paving, riprap, and structures. There is one single-span bridge across Clark Creek and seven large concrete box culverts for drainages crossing Hwy 35. The project will raise the grade of the road approximately four feet throughout most of the project length. No work will be done on the bridge crossing the dry Newton Creek channel at MP 68.0. The Clark Creek Sno-Park will be decommissioned and wetland restoration of the area will be part of the project.

□ **White River Section** – This section is also located on Highway 35 beginning approximately one-quarter of a mile before Forest Service Road 48 (MP 62.4) and continuing across the White River (MP 62.0) approximately 1 mile (MP 61.2), which is approximately one-half mile beyond the entrance to the Boy Scout Camp. Work consists of grading, drainage, base, paving, riprap, and structures. There is a three-span bridge across White River, a two-span bridge across Green Apple Creek (MP 62.1) and large culverts at North Mineral Creek (MP 61.8) and South Mineral Creek (MP 61.6). The project will raise the grade of the road approximately 15-feet above the current White River bridge. Debris material from previous White River events, above and below the bridge, will be used to construct embankments on both sections. Aggregate for base, paving, and rip-rap will come from the Tamarack Quarry, located near Trillium Lake, approximately 8 miles from the project site.

Highway 35 is an important freight route for the State of Oregon and the Northwest. Through traffic must be maintained at all times. Cumulative construction-caused delays to public traffic must be limited to no more than 30 minutes. Cumulative delay is the total delay caused by construction related operations along the entire project length. Temporary lane widths must accommodate large highway vehicles. During winter closures all recreational facilities must have full access. In addition, construction equipment and materials must be removed from the roadside, Sno-Parks, and parking lots.

DESCRIPTION OF WORK in US CUSTOMARY UNITS

DIVISION 150 – Project Requirements

152	Construction Survey & Staking	X	YES		NO
153	Contractor Quality Control and Assurance	X	YES		NO
154	Contractor Sampling & Testing	X	YES		NO
155	Schedules for Construction Contracts (<i>construction schedules</i>)	X	YES		NO
157	Soil Erosion Control Devices (<i>erosion control devices</i>)	Yes			

DIVISION 200 – Earthwork

201	Clearing & Grubbing	Yes			
203	Removal of Structures & Obstructions (<i>structures, demolition</i>)	Yes			
204	Excavation Embankment	50,755cuyd 304707cuyd			
207	Earthwork Geotextiles (<i>geotextiles</i>)	Yes			
208	Structure Excavation	Yes			
211	Roadway Obliteration	Yes			

DIVISION 250 - Slope Reinforcement and Retaining Walls

251	Riprap	40,627 cuyd			
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DIVISION 300 – Aggregate Courses

301	Untreated Aggregate Courses (<i>crushed aggregate</i>)	39,166 ton			
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DIVISION 400 – Asphalt Pavements & Surface Treatments

401	Superpave Hot Asphalt Concrete Pavement	28,307 ton			
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DIVISION 550 – Bridge Construction

White River Bridge - 287.5-foot long, 43'-2" wide, 3-span with 5'-3"-deep concrete precast, pre-stressed I-girders, cast-in-place concrete deck and drilled shaft foundations.					
Green Apple Creek Bridge - 244-foot long, 48'-2" wide, 2-span with 6'-3"-deep concrete precast, pre-stressed I-girders, cast-in-place concrete deck and drilled shaft foundations.					
Clark Creek Bridge - 92-foot long, 43'-2" wide, single span with 4'-3" deep concrete precast, pre-stressed I-girders, cast-in-place concrete deck and drilled shaft foundations.					

DIVISION 600 – Incidental Construction

602	Culverts & Drains (<i>indicate one or both</i>)	2'=170lnft 3'=165lnft 12'=165lnft 20'=255lnft <i>Box culverts</i> 10 x 8 = 425lnft <i>Box culverts</i> 10 x 10 = 140lnft <i>Box culverts</i> 30 x 8 = 410lnft			
617	Guardrail	8,803lnft			
622	Rental Equipment	X	YES		NO
633	Permanent Traffic Control Devices (<i>traffic control devices</i>)	Yes			
634	Permanent Pavement Markings (<i>traffic pavement markings</i>)	Yes			
635	Temporary Traffic Control (<i>traffic control – flaggers & pilot cars</i>)	Yes			
Flagger:	Hours: 18,000	Pilot Car:	Hours: 9,000		