

# OR PFH 16(7) TILLER TRAIL HIGHWAY

Newsletter for Sept 9<sup>th</sup> 2014



Mechanically Stabilized Earth (MSE) Retaining Wall near MP 43.4

## Project Description:

The Tiller Trail Highway repair is located between MP 43 and MP 44 along the HWY 227 route that connects Canyonville, Oregon and Trail, OR.

Major construction activities will include reconstruction and realignment of portions of the road. Deep Patch and Reinforced Soil Slope structures will be constructed at various locations throughout the project. New culverts will facilitate drainage. A Mechanically Stabilized Earth Wall will be installed near MP 43.4 to allow for additional widening. Controlled Blasting will be used in locations throughout the project to facilitate rock excavation.



## Traffic Delays and Current Conditions

Construction Operations are currently scheduled for six days a week, Monday through Saturday, 7:00 AM through 5:30 PM. Traffic delays of up to 20-minutes duration may occur during this time period.

The traveling public is advised to heed all warning signs within the project limits for potential bumps and rough road conditions.



Please direct questions/inquiries to:  
Hank Rettinger – FHWA Project Engineer  
20200 HWY 62, Shady Cove, OR 97539  
Email: [Henry.Rettinger@dot.gov](mailto:Henry.Rettinger@dot.gov)  
Cell: (360) 852-5780

The Storm Water Pollution Prevention Plan (SWPPP) is currently available at the project office for CP Construction, located at approximately MP 44.5 of HWY 227.



## Upcoming Work/Construction Schedule

The work anticipated for the coming weeks is as follows:

- Sept 08 Through Sept 13 – Guardrail Installation and Deep Patch Construction**
- Sept 15 Through Sept 20 – Placing Aggregate Base and Guardrail Installation**
- Sept 22 Through Sept 27 – Placing Aggregate Base and Guardrail Installation**
- Sept 29 Through Oct 04 – Finishing Aggregate Base, Tentative Paving Operations**
- Oct 06 Through Oct 11 – Tentative Paving Operations**



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Steel reinforcement mats were placed to begin the erection of the MSE wall.



The gabion rock was placed inside the baskets with a small bucket and by hand.



Compaction was performed by roller 3 ft away from gabion basket. Hand compactor for less than 3 ft.



Gabion baskets were interconnected side by side and with upper layers with spiral wires.



The reinforcement mats were connected to the gabion's bottom front face with wire spirals.



MSE wall completed after 8 working days. (Length 252 ft., highest elevation 18 ft.)



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The bearing capacity of the base of the slide was improved to allow safe equipment operation.



The excavated material was replaced with riprap rock on top of a geotextile and underdrain system.



Once it was safe for equipment operation, all the loose material was excavated and removed.



The riprap rock was placed with the use of the excavator.



A 1 ft. thick clay layer was consistent along the excavation, probably the main reason for the slide.



The slide was complete repaired after 4 working days.



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July 17, small slide repair near MP 43.8.



July 24, grinding works began to remove all asphalt for the 1 mile length project.



July 21, geo-membrane was placed on top of MSE wall to prevent corrosion.



July 28, asphalt layer on back of MSE wall was completed removed.



July 22, one-lane traffic was shifted over MSE wall to start asphalt grinding.



July 29, works for new road alignment and grindings continued.



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July 30, new alignment and curve widening near MP 43.3 was opened for traffic.



August 1, stabilizing emulsion tackifier was applied to exposed soil slopes through the project.



July 31, asphalt grinding continued for the length of the project near MP 43.9.



August 4, asphalt grindings and ditch cleaning continued along MP 43.6.



August 1, excavation to connect new alignment with existing alignment near MP 43.1 was done.



August 5, asphalt grindings and ditch cleaning continued along MP 43.6.



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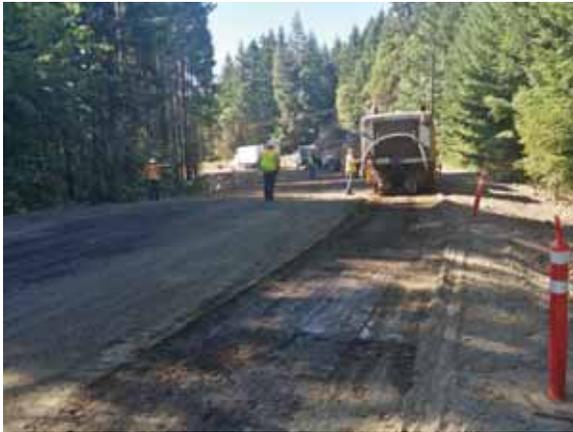
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August 6, millings from grinding were placed in new alignment near MP 43.5.



August 18, reinforced soil slopes (RSS) was built for unstable road section found after asphalt grinding.



August 7, grinding works finished near MP 43.1 to connect new alignment with existing alignment.



August 19, working on CMP culvert near MP 43.6; erosion control blanket placed on new RSS.



August 7, new curve widening alignment was filled with millings near MP 43.5.



August 20, grader used to grade material to subgrade elevation near MP 43.8.



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August 21, placing millings for road base; some soft subgrade areas were reinforced with biaxial geogrid.



Sept 2, grading D Material for road base was hauled to site and graded.



August 25, excavation to reach subgrade elevation near MP 43.7, millings placed as well.



Sept 2, excavation for bio-swale was done; grading D Material continued to be placed.



August 26, millings continued to be placed along the project.



Sept 6, new deep patch was built for unsuitable area near MP 43.6.



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Meet the staff:

Hank Rettinger, WFL Project Engineer



Victoria Albert, WFL Civil Technician



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Cristóbal Afanador, FHWA Civil Engineer



Paul Akehurst, WFL Project Engineer; Brian Symmons, Intern Student



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