

ODT-Spruce Railroad Trail Final Phase Progress Report (March – April, 2020)

March 16 - 20:

- Contractor initiated mobilizing equipment to project site.
- Began tree removal process.



March 23 – 27

- Completed tree felling process.
- Work on removal of all tree limbs and brush on west end of project area.



March 30 – April 3

- Continue clearing and grubbing process.
- Continue transport of logs to the Lyre River parking to be hauled off-site.



April 6 – April 10

- The Contractor started excavation for one of the Mechanically Stabilized Earth (MSE) walls that will be constructed in between the tunnels. A rock breaker has to be utilized to remove some of the bedrock to create a foundation for the wall to be set on.
- Contractor placed a culvert pipe in the hole that existed in the Spruce Railroad Trail head parking lot. The hole was filled and leveled to prepare it for paving at the end of summer.



April 13 -17

- Sub-contractor started removal of loose rock from the slope on the west-side of the Daley-Rankin tunnel. This is the preliminary work that will be done before they start inserting the rock bolts.
- Contractor is building one of the six Mechanically Stabilized Earth walls. The wall being constructed is approximately 3,500 feet west of the Mc Fee Tunnel. The wall backfill material is stored in the parking lot at the Spruce Railroad trailhead and the Lyre River, and they are transporting the backfill material into the wall site with large off road dump trucks.



April 20 – 24

- Contractor completed one of the six Mechanically Stabilized Earth (MSE) wall.
- Contractors are now establishing a road to gain access to the next MSE wall to begin excavation and construction.
- Sub-contractor has been scaling rock from the rock face on the west-side of the Daley-Rankin Tunnel. Removal of the rock on the west-side is nearly complete and work will advance to the east-side of the tunnel. This work will take approximately two weeks to complete.



April 27 – May 1

- Work continues. Awaiting next-progress report from Western Federal Lands Highway Division.