

MINUTES
Historic Columbia River Highway
Advisory Committee
April 23, 1998
Hood River Senior Center
Hood River, Oregon

Members Present: Bill Pattison, James Hamrick, John Lundell, Janice Newton,
Kay Van Sickel, Carolyn Wood. Alternate, Kevin Price.

Staff Present: Jeanette Kloos, Robert Hadlow, Charlie Sciscione and Gail Smith.

Public Present: Jay Beeks and Diane McClay, OPRD; Nancy Russell, Friends of the Columbia
Gorge; Mike Bridges, City of Cascade Locks; Jean McLean, Cascade Locks
Tourism; Lewis McArthur, Portland; Jerry Igo, Native Plant Society; Bus Gibson,
Mazamas; Nellie Hjaltalin, Hood River Landmarks Board and Gay Jervey

A field tour was held before the meeting at the Hood River Senior Center. The group went out to the West Trailhead where Kevin Bracy, ODOT Project Inspector, gave an overview of the project and what has been done. They also visited the East Pit and then viewed the progress at the Rockfall Catchment. The field trip was very informative and gave everyone a better idea of how the projects are progressing.

Bill Pattison, chair, called the meeting to order.

APPROVAL OF MINUTES:

Minutes of the previous meeting were approved as distributed.

PUBLIC COMMENTS:

No comments.

CASCADE LOCKS OVERLOOK

City Administrator of Cascade Locks, Mike Bridges, reported that the overlook plaza proposed in the 1992 Downtown Street Theme study will receive a grant. Mike then displayed a plan for the overlook plaza, which will be a place for people to gather in Cascade Locks. The plaza would be enclosed with a low wall with benches and an overhead trellis. Mike introduced Jean McLean, chair of the tourism and beautification committee, who helped design the plaza. The plaza would be located between the post office and fire station. The fire department has concerns about people possibly parking in the emergency area and the post office parking lot but Mike Bridges assured them there would be no change in the existing parking. Access onto the HCRH would also remain unchanged.

Jeanette asked if there would be a walking path from the plaza down to Marine Drive Park. Mike stated they would like to build a picnic area down below and a path to the park. The path would need to go over or under the railroad tracks and is not included in the current proposal. Also, envisioned in the future is an interpretive sign about sternwheelers. The property located behind the businesses in the area is owned by the railroad. The railroad has given an easement to the city to use the area. The project will cost \$65,000.00. A grant from the Forest Service would help pay for the project. The Forest Service will fund \$50,000, \$10,000 will be from the city of Cascade Locks and \$5,000 in kind.

SANDY RIVER BRIDGE SIDEWALK REPLACEMENT

Charlie Sciscione reported that the wooden sidewalk on the Sandy River Bridge was in need of replacement. The sidewalk will be replaced with milled down Port Orford cedar timbers from the Elk Creek Tunnel. Plastic coated wood (an alternative material), was used to replace the sidewalk on the Stark Street Bridge sidewalk but did not hold up under use.

Charlie suggested that at the next meeting Morry Stover give a more detailed report. The project will probably be completed during the summer of 1999.

PROJECT UPDATES

HOOD RIVER TO MOSIER UPDATE

PHASE 1

Diane McClay, OPRD, reported the landscaping has been started at the East Trailhead. State Parks has taken the proposal for ADA parking spaces located at the Mosier gate to the Warm Springs Tribal Council and approval is expected.

The plans to extend the waterline from Mosier to the gravel pit are 95 per cent complete. Provision of water to aid fire fighting was a condition of the East Trailhead development review. The project does not have a project manager for construction at this time. John Lundell would like to see the water line eventually extended all the way to the trailhead. Jerry Igo expressed his opinion that this project would not decrease the response time enough to justify the expense.

Ira Harmon, of Mosier, informed the AC that a committee is working on a 20/20 plan for the city of Mosier and they have come up with several new ideas. They are interested in promoting the pioneer cemetery, located behind the Mosier Senior Center, and building trails up to the tunnel from Mosier. Ira also mentioned that Howard Houston has two water wells on his property. They will bring their plans to the next meeting.

PHASE 2

Phase 2 is in progress. All markings are on the cliff for the catchment height.

PHASE 3

The work at the West Trailhead is going well and on schedule and should be ready to open this fall. A triangular piece of property owned by Howard Houston includes the original access road into the trailhead on the easement for the Koberg Beach Road. While Mr. Houston offered to donate a large parcel including the triangle last summer, the donation has not been finalized. The trailhead project was modified to avoid the triangle. This resulted in moving the parking lot access and building to the east, displacing the picnic area.

Nancy Russell asked if there was a deadline for the removal of the explosive material. Will the explosives be removed before the opening of the trailhead? Nancy had concern for people who use the area even now.

Diane McClay, OPRD, has been collecting information on current users. She will summarize this information for the Advisory Committee soon.

The timbers salvaged from the Elk Creek Tunnel to complete the lining of the Mosier Twin Tunnels are being stored at Rooster Rock.

HORSETAIL CREEK BRIDGE

The schedule for repair of the shear loads has not been decided. The material to be used for the repair has been selected and will be only 2 millimeters thick to give the beams extra strength. It will not significantly alter the bridge's appearance.

Multnomah County has determined that this is a “maintenance” project and will not need a development review.

PUBLIC LANDS HIGHWAY DISCRETIONARY FUND APPLICATION

Applications for the remainder of Hood River to Mosier, Phase 3 and Eagle Creek to Cascade Locks were completed and sent in January. Notification of awards was anticipated in March, but so far no announcement has been received

HAER EXHIBIT

The exhibit is open through mid-August in Salem at the State Archives Building. Jeanette brought a folder of pictures of the exhibit and an article that appeared in the Statesman Journal regarding the exhibit.

MOFFET CREEK - TANNER CREEK

The low bid for this project was by N. B. Hatch and was within the budget for the project. The Hood River – Mosier, Phase 1, project was completed by the same contractor.

EAGLE CREEK - CASCADE LOCKS

CEMS, Vancouver, received the bid for this project. The cost for the project will be \$1.67 million. The largest part of the project is construction the undercrossing of I-84. The contract included a two-month window in May and June for lane restrictions (one lane each direction) on I-84. However, since the project award was delayed, this window will need to be revised. The project is scheduled to be completed this fall.

INTERPRETIVE SIGNS

The locations for the interpretive signs have been determined and marked. The contractor, Coral Construction is ready to do the bases and the porcelain enamel sub-contractor (Fireform) has produced the “films” for the panels.

SCENIC BY WAY CORRIDOR

Nomination of the HCRH as a National Scenic Byway and All American Road has been submitted. Results should be announced in May.

NATIONAL HISTORIC LANDMARK NOMINATION

Bob Hadlow is incorporating comments from Tom Turck, Dwight Smith and Elisabeth Potter. Bob expects to submit the nomination in June, for consideration at the October meeting of the Secretary of the Interior’s Advisory Committee on NHL’S. Bob will solicit support letters in June. Bob has found additional information on the Axenstrasse, a Swiss cliff-face road that was the prototype for the HCRH. The attached article provides information on that highway.

NATIONAL HISTORIC ROADS CONFERENCE

Jeanette, Robert, and Lewis believe that the conference was a good forum for historic, cultural engineering, and preservation issues related to historic highways. The conference was featured on the front page of the LA Times. Participants hope to hold the conference annually.

TOOTHROCK TUNNEL LIGHTING

ODOT has begun preliminary engineering to replace the lights in the Toothrock Tunnel (I-84 eastbound). Jeanette requested that any comments or concerns be brought to her attention.

There are two options for the electrical service cabinets (see attached). The metal cabinet can be painted any color; the fiberglass cabinet is only manufactured in green and is smaller in size.

Diane McClay asked about using a rock façade for the cabinets. The location would be important because of potential vandalism. Plans will be completed in November. Decisions on location and aesthetics will need to be made by August.

ACTIVITY STATUS REPORTS:

ODOT

Charlie Sciscione, District 2C Manager, reported that Multnomah Creek continues to be a safety problem. The area frequently floods and pedestrians from I-84 cross over the railroad tracks to reach Multnomah Falls. ODOT dredged the creek from the HCRH north last summer. The Forest Service has proposed dredging south of the HCRH this summer. Resource agencies are reviewing the project.

The bridge crew has done a number of repairs on HCRH structures using a fast-drying concrete. However, this mixture remains bright white. Charlie has requested that these repairs be treated with muriatic acid to help them blend with adjacent, older concrete.

Last summer, a contractor ground down several inches of asphalt on the Multnomah Falls viaducts and added membranes to the concrete decks to prevent water penetration. The East viaduct appears watertight. The West viaduct is still having water problems. Charlie proposed adding a perf pipe behind (south) of the viaduct to direct water away from the structure.

Maintenance crews cleared the ditches three times this spring. Work release crews have been used to clean the concrete gutters.

Two years ago a large tree fell east of Bridal Veil and pulled out a retaining wall, closing one lane of traffic. A new gabion foundation was built and Richard Fix put a façade over the structure. It has settled and cracks have formed. This will need repair.

Richard Fix will also repair masonry rockwalls west of Vista House and build a masonry barrier around a culvert inlet near Latourell Falls.

Charlie reported that the bridge crew would be replacing the railing on the Moffett Creek Bridge this summer. The pre-cast spindles have been taken to the bridge to be installed. They should be installed by mid-May on one side and the job completed by late summer. Tanner Creek Bridge was previously repaired. Kevin asked when the trail at Multnomah Falls would be open again. Charlie reported that the trail might never open again due to the unstable conditions. Bus Gibson suggested a possible connection and temporary parking area at the old quarry road east of Multnomah Falls. Charlie will look into this and report back at the next meeting.

John Lundell noticed that about 20 feet of the steel-backed wooden guardrail needs replacing at Crates Point. Sam Wilkins sent a report that this should be repaired by the end of April. Bill asked if the person causing damages to guardrails is responsible for their repair. The answer is yes.

District 9 cannot complete the shoulder work from Mosier to Rowena, because they cannot access the Mosier Pit to obtain the rock needed for the job.

The closure of the area used as a shooting range near Chenoweth Creek is still being discussed.

A private citizen reported a site distance problem at MP 85 near Rowena. The Advisory Committee asked for clarification of the location and the proposed solution.

OPRD

Kevin Price, Rooster Rock, reported that Memaloose and Ainsworth campgrounds are open and running.

Litter accumulation and people falling from the cliff are problems near Crown Point. No Trespassing signs have been installed to help reduce these problems. Citations have been issued.

Signs at the Portland Women's Forum have been removed and should be replaced by the end of summer. The plaque located there is in need of cleaning and repair. The cost is \$1,200.00.

The Vista House will open April 15, 1998, with a new executive manager, Lis Compton Bellocchio.

Dabney boat ramp will become accessible year round. The boat ramp will be separated from the picnic area access. Cost \$50,000.00. Fish and Wildlife will share in this project.

Starvation Creek is still closed and will be for some time. No funding has been found to study the septic system problems. Bus Gibson suggested using port-a-potties. The area is used extensively as a trailhead. Diane McClay said that State Parks would allow access to the area as long as the waste does not become a health issue. Jay Beeks stated that there may be some emergency bond funds available and could be used to install a vault toilet. Nancy Russell believed that the issue should be dealt with because of such heavy public use. Gay Jervey asked if there was any potential for a public/private partnership.

Jeanette stated that ODOT was looking for a new rest area site along I-84; however, there is no funding to continue the study.

FOREST SERVICE

No report.

DEVELOPMENT REVIEWS:

Recent development reviews are detailed in the attached chart. Janice Newton requested that she receive all development reviews.

The transportation system planning process has raised issues of the future cross section for the HCRH in Cascade Locks and Hood River. A preliminary determination has been made that some of the proposals would have an adverse effect on the HCRH district. Mitigation plans, including interpretive signs, may reduce the level of to "No Adverse Effect". A sub-committee of James Hamrick, Carolyn Wood, and Bill Pattison was formed to work on these issues.

MEMBERS ISSUES:

Janice was very interested in learning more about the 20/20 plan for Mosier.

Nancy Russell commented that the buildings at Wyeth were down. Oregon State Parks owns the property. James Hamrick stated that they were used by city of Cascade Locks fire department for training.

John would like to hear more about the pioneer cemetery at Mosier at the next meeting.

Carolyn mentioned an article about the Mosier Twin Tunnels in the Wasco County Historical Society newsletter.

Oregon State Parks will have jurisdiction over Government Island. Kevin will be responsible for the area.

James mentioned that the Trust for Public Lands continues to pursue demolishing the buildings at Bridal Veil.

NEXT MEETING DATE AND LOCATION:

Tuesday, June 2, Oregon Department of Transportation, Region 1 Office, 123 NW Flanders, Portland.

Attachments:

- Axenstrasse article
- Electrical service cabinet options
- Development review chart

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