



Historic Columbia River Highway
Advisory Committee

2013 Year End Review

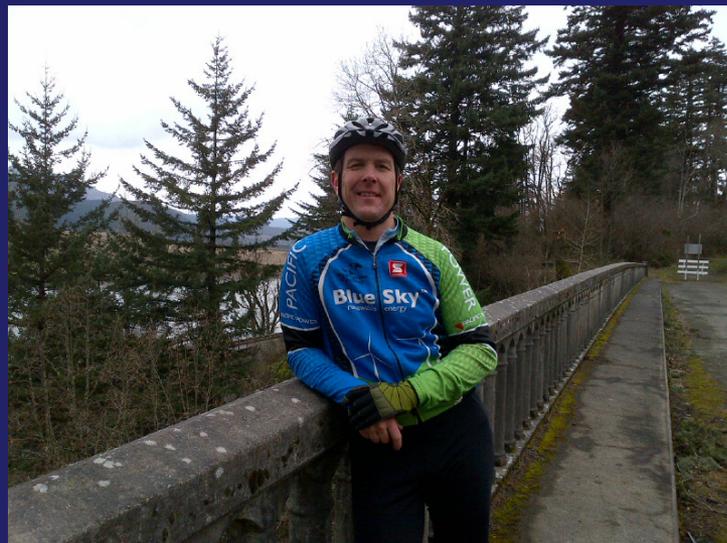
December 10, 2013



The Dalles Entry Sign

Design complete – Construction Spring 2014

OTC Chair Egan Checks out the Trail prior to OTC Meeting



OTC Presentation

100th anniversary of Highway Division

Thanks Jason, Tim and Scott



ODOT Geotech Report

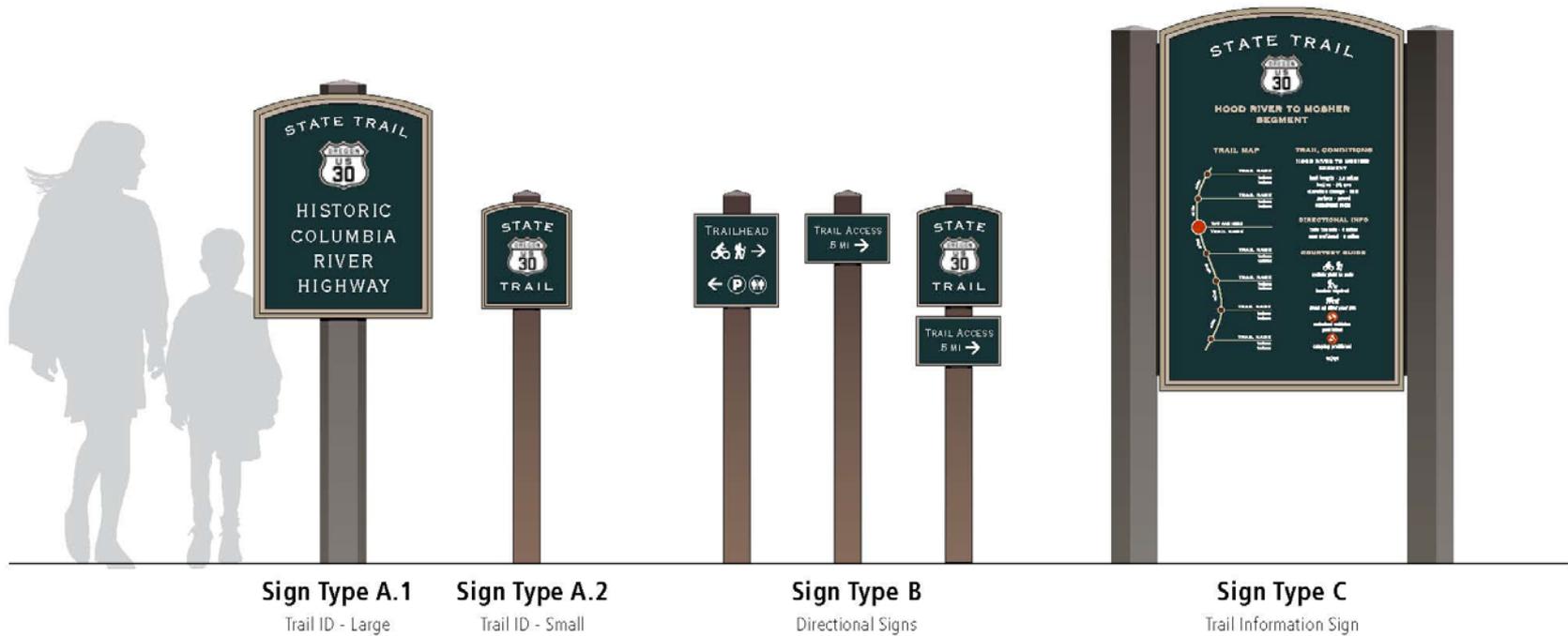
Completed Winter 2013



Wayfinding Plan

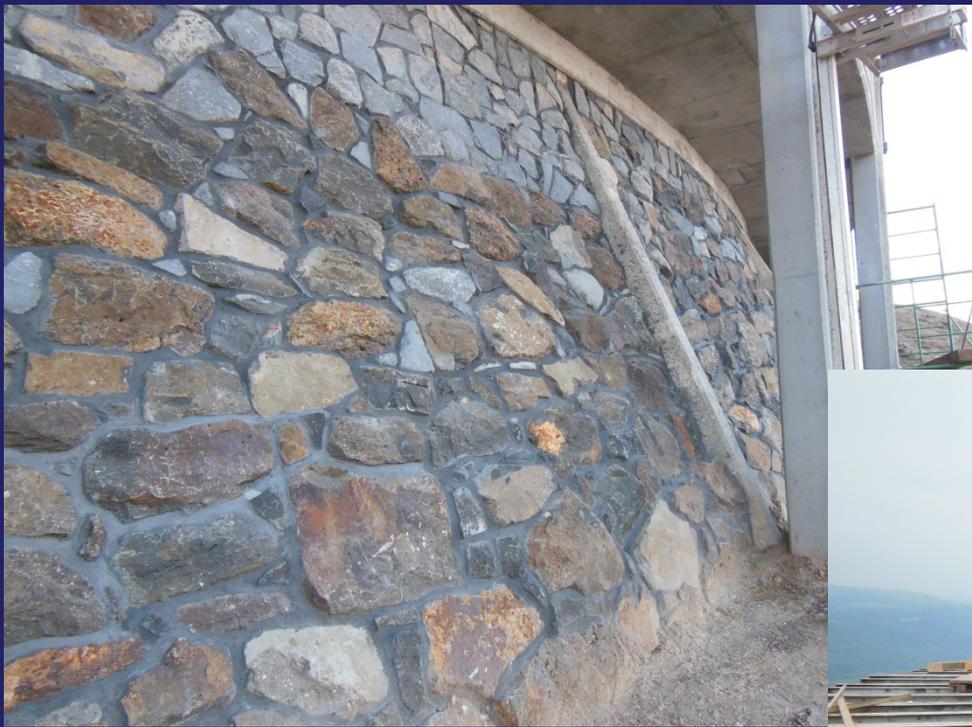
Plan complete, awaiting implementation

Sign Family



Wayfinding Plan

Plan complete, awaiting implementation



Crown Point Viaduct

Project is finally complete!



Crown Point Viaduct

Project is finally complete and a major accomplishment!



Guy Talbot/Latourelle

Great job OPRD – A site transformed!



Historic Highway White Guardrail

Installed and looks fresh and clean



Historic Highway White Guardrail

Modified Stark Street Bridge run to improve visibility

Congress of the United States
Washington, DC 20510

July 24, 2013

Ms. Susan McGowan
Executive Director
Citizens' Stamp Advisory Committee
c/o Stamp Development
U.S. Postal Service
475 L'Enfant Plaza SW, Room 3300
Washington, DC 20260-3501

Dear Director McGowan:

We write today to ask that you seriously consider the Historic Columbia River Highway Advisory Committee's application to create a Domestic First Class Forever Commemorative Stamp in honor of the Historic Columbia River Highway in Oregon's Columbia River Gorge National Scenic Area. The proposal has local support from the Historic Columbia River Highway Advisory Committee, the cities linked by the Historic Highway, the Oregon Stamp Society, and the State of Oregon. The coalition is seeking issuance of the stamp in summer 2016, in order to celebrate the 100th anniversary of the Highway's original dedication in 1916. Coincidentally, the American Philatelic Society's Stamp Show is scheduled to be held in Portland, Oregon in 2016, and issuance of the stamp would be a fitting tribute to this significant landmark in Oregon's heritage.

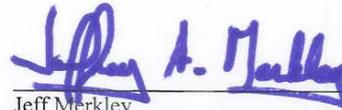
The Historic Columbia River Highway is a 75-mile (120 km) scenic highway between Troutdale and The Dalles, built through the Columbia River Gorge during the years 1913 and 1922. The Highway is the first planned scenic roadway in the United States and is nationally recognized for its historical importance. The Highway is listed as a National Historical Landmark on the National Register of Historic Places, has earned designation as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers, and is considered a "destination unto itself" as an All-American Road by the U.S. Secretary of Transportation.

Federal funds have helped reconnect portions of the Highway that were once impassable. These improvements have created a continuous scenic and historic experience for recreationists and visitors that showcase the Columbia River National Scenic Area.

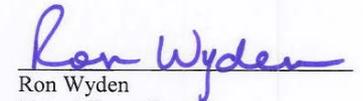
A Domestic First Class Commemorative Stamp would provide a fitting tribute to the Highway's National Historic Landmark status and the significant efforts of Oregonians to restore and reconnect abandoned segments of the Highway. Broad distribution of this stamp will enhance nationwide awareness of this significant achievement, attract visitors and contribute to the economic vitality of the region. Thank you for giving the stamp proposal your fair and full consideration.

If you have any questions regarding our request please contact Susanna Julber in Senator Merkley's office at 541-318-1298, Wayne Kinney in Senator Wyden's office at 541-330-9142, Nick Strader in Representative Walden's office at 541-389-4408, or Ree Armitage in Representative Blumenauer's office at 503-231-2300.

Sincerely,



Jeff Merkley
United States Senator



Ron Wyden
United States Senator



Greg Walden
United States Congressman



Earl Blumenauer
United States Congressman



Peter DeFazio
United States Congressman

Support for HCRH Stamp

AC under Dave Bybee's leadership coordinates
Congressional support



Bike Connection Signs

Signs are installed at The Gorge Discovery Center to bring people to the Dalles Riverfront Trail

SHARE & BE AWARE

Ride Right in Traffic



Be Patient, Pass with Care

Safety Campaign

Empowering the communities by providing signs with a positive message



Eco Counter

Experimenting with new counter on the JB Yeon to Moffett Creek Segment



Mt. Adams Avenue

Improvement now complete



Before



After

Multnomah Falls Paving

Thanks to maintenance for needed improvement



Engineering Kick Off

WHFHD hires CH2Mhill and Walker Macy



Engineering Kick Off

Visual Simulations will be complete in January



Survey Complete/ 15% design

Segments A – D on a path towards
construction



2013 Heritage Tourism Award

HCRH Advisory Committee – Recognized by Travel Oregon



Sandy River Bridge: I-84

Troutdale is embracing their waterfront – new bridge takes shape



Troutdale Bridge

Troutdale celebrates the 100th anniversary of their Bridge in Style



Trail Fixes

ODOT to the rescue. Just in time



Trail Fixes

Special thanks to Larry Olson's crew, Rian Windsheimer and Rich Watanabe



Eagle Creek Staircase

Still an issue but FHCRH working on a solution



Historic Route 30

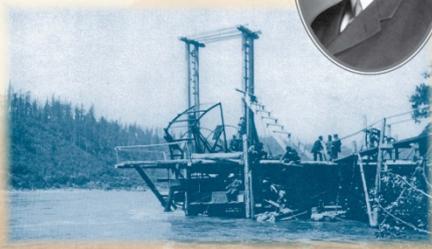
Plan has been implemented. Historic Route 30 signs are installed between Mosier and The Dalles, Warrendale to JB Yeon



WARRENDALE

“TITANIC FRANK’S” Columbia legacy

After many years of harvesting on the Columbia, Warren realized the need to bolster salmon production. He was an early proponent of hatcheries to augment salmon runs.



Fish wheel near Warren Packing Company cannery.

Frank Warren's productive and influential life was cut short in 1912 when he drowned after helping collect some lifeboats during the sinking of the Titanic. After Warren's death, his children managed the Warren Packing Company until it closed in the 1930s.



FROM THE 1870S TO the 1930s, the Columbia River was the lifeblood of a regional fishing and canning industry. The big,

untamed river churned as fish wheels scooped millions of pounds of salmon from the currents. Riverside canneries belched steam and smoke as laborers processed the fish and packed the cans that carried Columbia River salmon throughout the world.

At the industry's leading edge was Portland entrepreneur Frank M. Warren (1848-1912), whose Warren Packing Company cannery was located here at Warrendale. At its peak, Warren's company operated up to 14 fish wheels—about a third of the total number along the Columbia. The cannery employed as many as 150 people, most of them Scandinavians and Chinese.



The many buildings of the Warren Packing Company cannery are long gone. All that remains are rotting timber piling along “blood beach”—so named for the red sand, stained by the rusting scraps of millions of salmon cans.

Immigrants provided much of the labor in the Columbia River canneries.

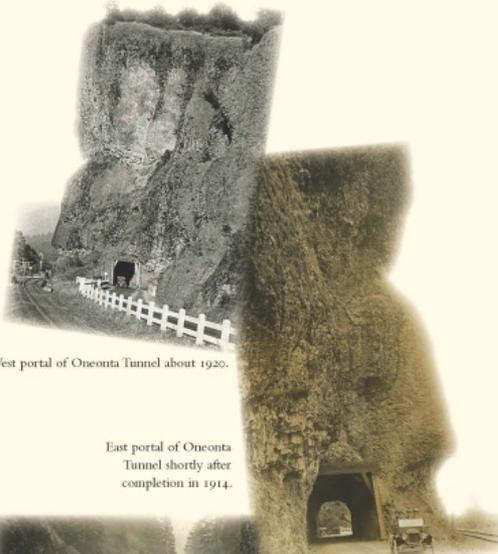
C O L U M B I A R I V E R G O R G E N A T I O N A L S C E N I C A R E A

JB Yeon Interp Sign

Design Complete, Seeking funds to fabricate the sign

ONEONTA TUNNEL

Revisit the PAST



West portal of Oneonta Tunnel about 1920.

East portal of Oneonta Tunnel shortly after completion in 1914.



The Oneonta Gorge Creek Bridge was strengthened using fiber-reinforced polymer to wrap the deck beams.

The U.S. Department of Agriculture describes cedar as possessing a natural resistance to rot. It is well recognized for its longevity and strength above other wood products.

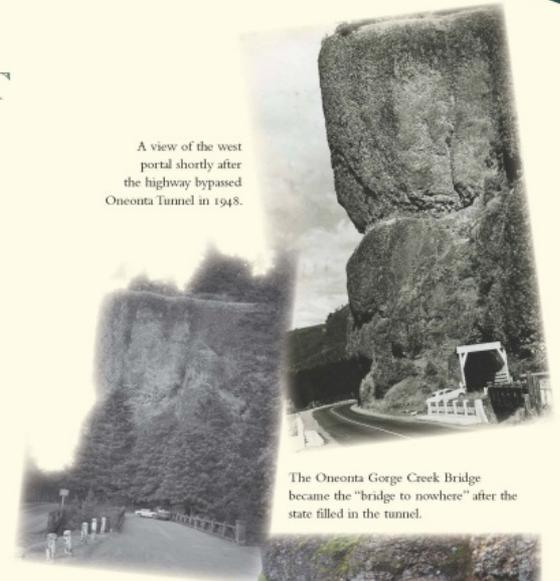


ONEONTA BLUFF presented an obstacle to engineer Samuel C. Lancaster. In 1913, it stood in the way of constructing

his Columbia River Highway any farther east. The railroad occupied the only available land skirting around the formation.

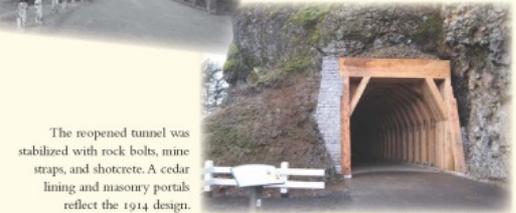
The basalt forming the bluff has frequent cleavages and is easily broken when disturbed. Some feared that the 125-foot-long, 20-foot-wide bore would leave too little natural rock to support the outer wall and the entire formation would tumble down onto the railroad track. However, Lancaster devised a successful plan to stabilize the “dice rock.” He instructed work crews of contractor S. P. White & Co. to inject concrete into the crevasses to hold the crumbling basalt together, thus permitting them to carry out their work with minimal rock fall. By late spring 1914, the tunnel was completed.

The Oneonta Tunnel was bypassed in 1948 and filled with rubble. The Oregon Department of Transportation and The Western Federal Lands Highway Division of the Federal Highway Administration reopened Oneonta Tunnel in 2009. Today, the tunnel provides access to visitors from a parking area to Oneonta Gorge Creek and Falls.



A view of the west portal shortly after the highway bypassed Oneonta Tunnel in 1948.

The Oneonta Gorge Creek Bridge became the “bridge to nowhere” after the state filled in the tunnel.



The reopened tunnel was stabilized with rock bolts, mine straps, and shotcrete. A cedar lining and masonry portals reflect the 1914 design.

As a member of The Oregon Department of Transportation

C O L U M B I A R I V E R G O R G E N A T I O N A L S C E N I C A R E A

Oneonta Tunnel Sign

New sign interpreting tunnel and existing sign moved and replaced due to rockfall damage



Policy Maker's Ride

A glorious day in August



Policy Maker's Ride

After many years of planning it was fun to get and ride



Policy Maker's Ride

Marc Berry making connections

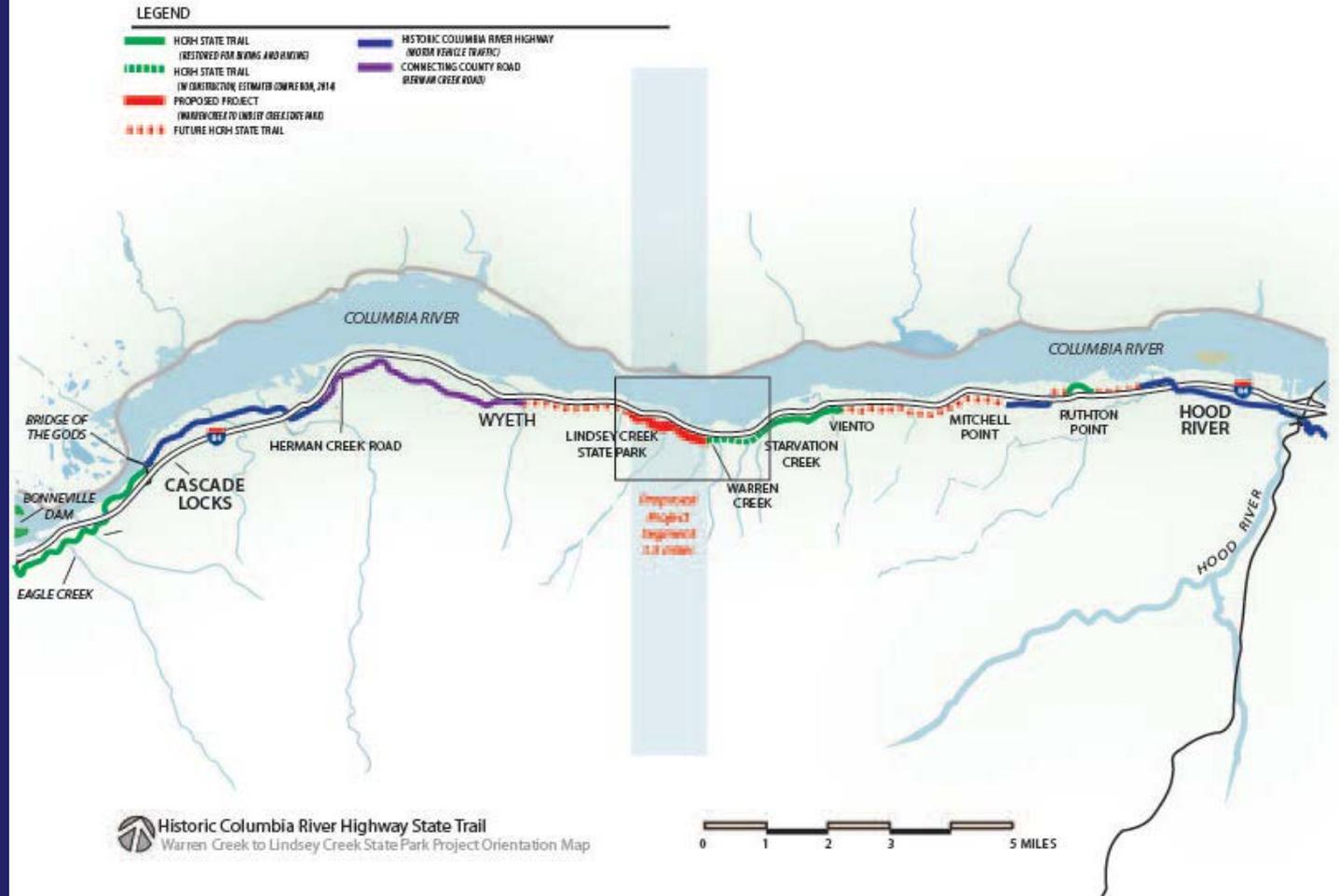


Successful Grants

Multnomah Falls Viaducts Restoration Funded
Federal Lands Access Program

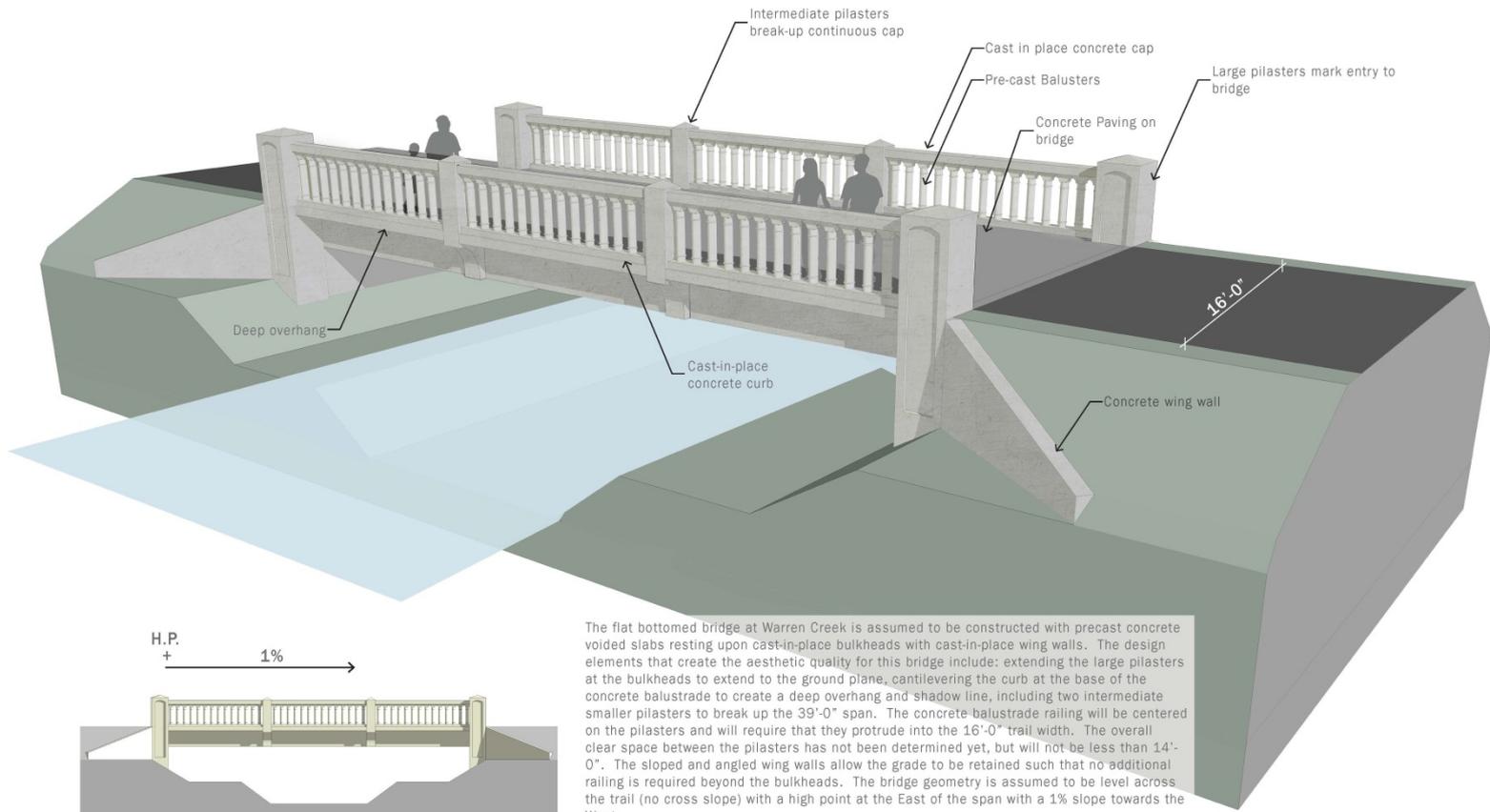
Section 3: Maps and Graphics

Map 1: Vicinity Map



Successful Grants

HCRH State Trail: Warren Creek to Lindsey Creek
Combined TE/OPBAC funds

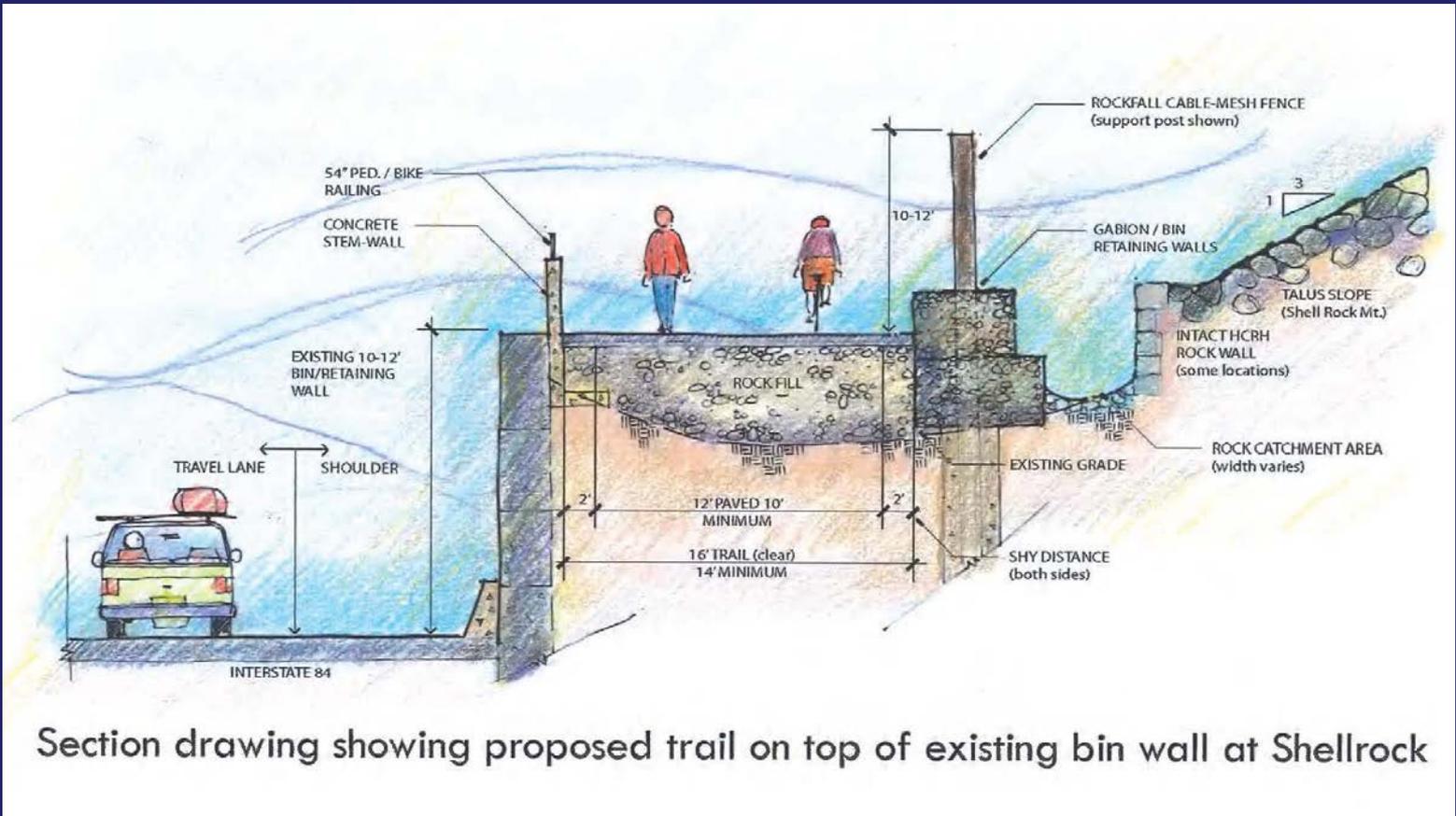


The flat bottomed bridge at Warren Creek is assumed to be constructed with precast concrete voided slabs resting upon cast-in-place bulkheads with cast-in-place wing walls. The design elements that create the aesthetic quality for this bridge include: extending the large pilasters at the bulkheads to extend to the ground plane, cantilevering the curb at the base of the concrete balustrade to create a deep overhang and shadow line, including two intermediate smaller pilasters to break up the 39'-0" span. The concrete balustrade railing will be centered on the pilasters and will require that they protrude into the 16'-0" trail width. The overall clear space between the pilasters has not been determined yet, but will not be less than 14'-0". The sloped and angled wing walls allow the grade to be retained such that no additional railing is required beyond the bulkheads. The bridge geometry is assumed to be level across the trail (no cross slope) with a high point at the East of the span with a 1% slope towards the West.

Warren Creek Bridge

Successful Grants

HCRH State Trail: Starvation Creek to Warren Creek
 Federal Lands Access Program



Successful Grants

HCRH State Trail: Shellrock Crossing
STIP Enhance (pending)



Successful Funding

TRIPTAC HCRH Congestion Mitigation Planning
Scope and Case Studies



Successful Funding

Federal Lands Access Program

Wyeth TH - Conditional funding on Enhance Grant through STIP Enhance



Successful Funding

STIP Enhance Discretionary 20%

ODOT requested an additional \$5 M for Summit Creek to Lindsey Creek



Gorge Commission

March update on Graphic Sign Plan,
October State Trail Update by Wayne and Judy



Hood River County

Bill, Barbara and Marc provided an update to the Hood River County Commission in October



OSU Tours site

150 engineering students visit JB Yeon to see what engineers do



Cascade Locks

Excitement growing! Members of the community get a sneak peak in June



Organized Rides & Runs

Getting better every year!



Trail Dedication

Quite a milestone for the HCRH Advisory Committee!



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Trail Dedication

Quite a milestone for the HCRH Advisory Committee!



Highway Revived

Cascade Locks takes advantage of the trail dedication



Economic Development

Cascade Locks leverages the State Trail and brings in a coffee shop, fish market and brewery

SEE AND DO TRIP IDEAS CITIES AND REGIONS ASK OREGON SEASONAL FEATURES PLACES TO STAY TRAVEL DEALS GETTING AROUND OREGON

Sign In / Create an Oregon Road Trip Search Oregon... Search

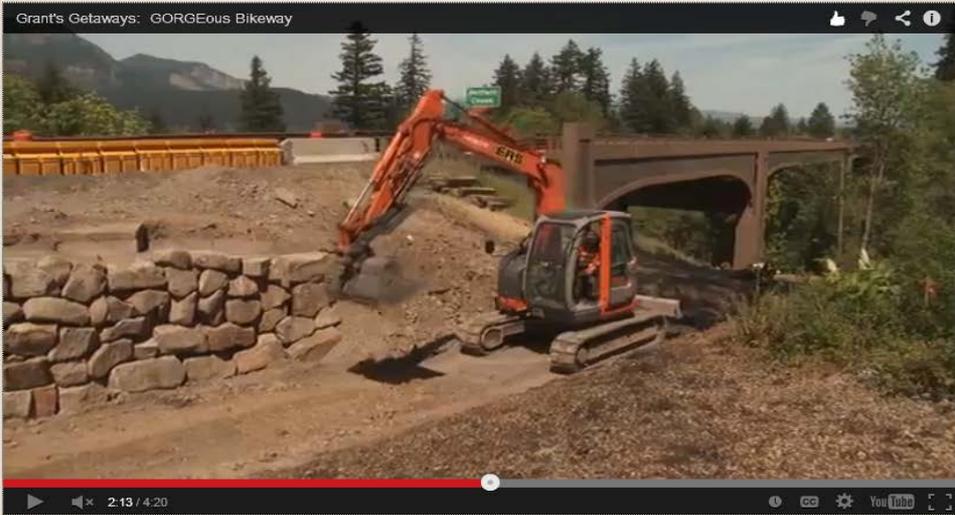
Oregon Stories Itineraries Scenic Byways Grant's Getaways Travel Interests

- Trip Ideas > Grant's Getaways -

A Gorge-ous Bikeway

by Grant McOmie - May 10th, 2013

Grant's Getaways: GORGEous Bikeway



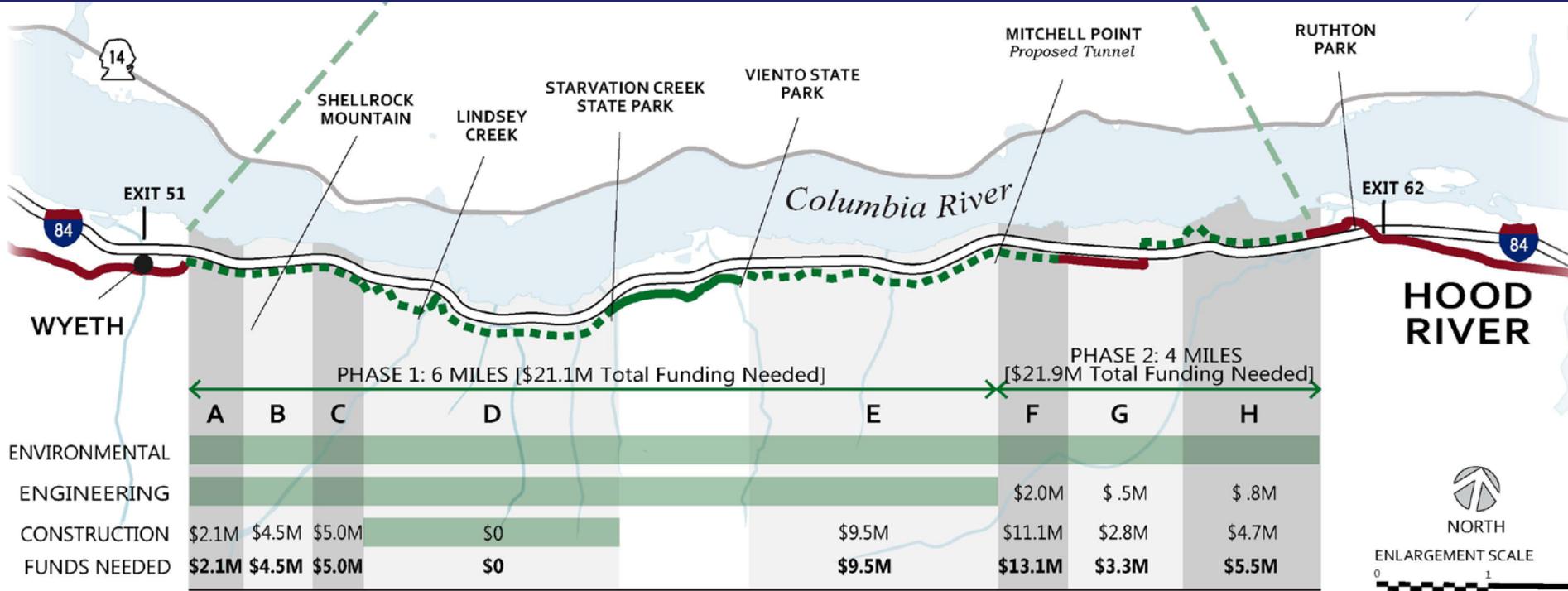
You can really touch history in the Columbia River Gorge, especially through an ambitious project that

face to face with one of the true wonders of the state, the old Columbia River Gorge Scenic

TRAVEL OREGON - LET'S GET SOCIAL - STAY IN TOUCH - SUBSCRIBE - GET IN CONTACT - FREE TRAVEL GUIDES - TRAVEL OREGON NETWORK - INTERNATIONAL VISITORS

Lots of News Coverage!

Front Page of the Oregonian, Seattle Times, Bikeportland



Progress Report

Helpful but needs some descriptive language



December 2012

In This Issue:

[Get Involved](#)

[Get Inspired by Gorge Art](#)

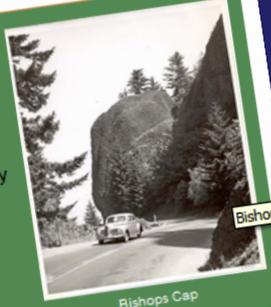
[The Dalles Historic Highway Entrance Sign](#)

[Crown Point Viaduct Construction Update](#)

[ODOT's 100th Anniversary](#)

[Make Cycling in Oregon Even Better!](#)

The Historic Columbia River Highway News is your source for updates and information regarding efforts to remember, restore and reconnect the Historic Columbia River Highway and State Trail--a world class adventure from Portland to The Dalles.



Historic Highway Advisory Committee Meeting

The Historic Columbia River Highway Advisory Committee will meet at the Bonneville Dam Auditorium (I-84, exit 40) on Tuesday, December 11 from 10 am - 3 pm. The meeting highlights include a yearly overview of the projects that have been completed on the Historic Highway and future projects; a geo-technical study on rock treatments; The Dalles scenic byway gateway sign; planning for the Historic Highway State Trail opening in 2013; and a wayfinding plan update. For more information contact [Kristen Stallman](#).

To view the meeting agenda and read past meeting minutes please click [here](#)

Mark your Calendars and Get Inspired!

The Architectural Heritage Center in Portland is hosting an art

to the Chenoweth Creek Bridge.

The design team and Advisory Committee have worked collaboratively to develop a preferred alternative



for the monument. It will be faced with stone that blends into the natural landscape. The monument is currently being engineered and will hopefully be constructed in 2013. This work was made possible from a grant from the National Scenic Byways Program.

Crown Point Viaduct Project Update

The Historic Columbia River Highway, around Vista House, closed Sept. 4. Crews are working on restoring the deteriorating viaduct and its support columns that encircle the building. This one-mile stretch of road is closed to all motorized vehicles, bicycles and pedestrians. In addition, a section of the highway from Larch Mountain Road to Crown Point is closed to vehicles longer than 25 feet.

This is the first phase of the project and the closure will last until Dec. 31. The Vista House will reopen to the public on Jan. 1, 2013, but will close again on April 1, 2013 for the second phase of the project.

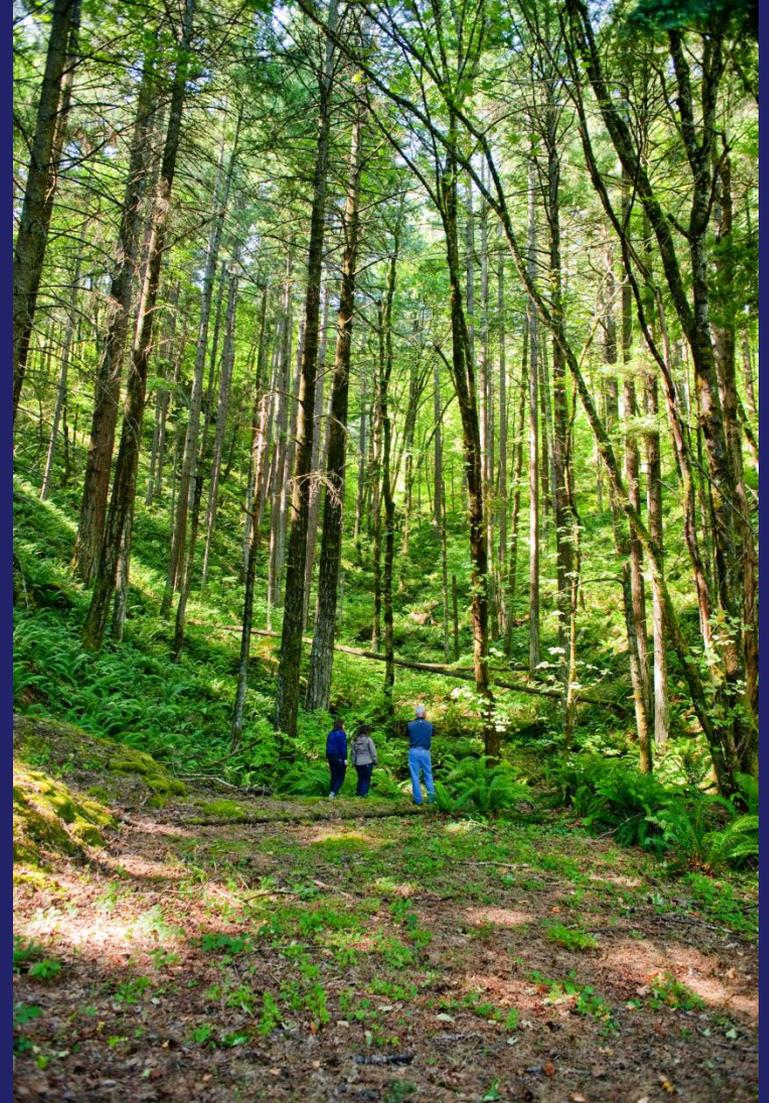


Here is the updated closure schedule:

- Oct. 1 to Dec. 31: The Historic Highway from Larch Mountain Road to Latourell Falls will be closed to all pedestrians and vehicles, including bicycles. The section from Latourell Falls to Bridal Veil Falls will be closed to vehicles longer than 25 feet. Vista House will be closed.
- Jan. 1 to April 1: Occasional lane closures with specific traffic restrictions yet to be determined. Vista House will be open on its winter schedule.

4 E-newsletters

1100 emails on our growing list!



2014 Projects

What to expect...

Engaging in the OPRD Park Planning Process

Communications Plan – Building Support for the Project/Keeping Momentum

National Scenic Area Permits Segments A – D

Why Mitchell Point? Gaining a better understanding of the tunnel

Trail Guidelines Update

Wrap up Maintenance Agreement!

Complete Economic Study

2014 – Planning for busy year

Vegetation Management Plan PHASE II

Bike Hub Planning

Eagle Creek Staircase

Funding – Grants!

Planning for 2016

Plan for Wyeth

Good cost estimates for trail construction