

MINUTES
Historic Columbia River Highway
Advisory Committee
June 2, 1998
ODOT Region 1 Flanders Building
Portland, Oregon

Members Present: Bill Pattison, Richard Blaine, Julie Curtis, James Hamrick, John Lundell, Janice Newton, Kay Van Sickle, Jack Wiles, and Carolyn Wood.

Staff Present: Jeanette Kloos, Robert Hadlow, Charlie Sciscione, Morry Stover, Sam Wilkins and Gail Smith.

Public Present: Nancy Russell, Friends of the Columbia Gorge; Lewis L. McArthur, Portland; Gay Jerve, Ron Carroll, Iva Harmon, Mary Soden, and Andrea Rogers, Mosier 20/20 Committee; Martha Koerner, Mosier House; and Allan Harwood, N. B. Hatch Construction.

Bill Pattison, chair, called the meeting to order.

APPROVAL OF MINUTES:

Minutes of the previous meeting were approved as distributed.

PUBLIC COMMENTS:

Lewis McArthur expressed his concerns about completing the lining of the west Mosier Twin Tunnel. Lewis read a letter to the Advisory Committee (attached). Lewis opposes any more lining in the west tunnel. Lewis feels the rock formation being exposed compliments the interior of the tunnels and the added expense could be used for completion of other projects. Jeanette stated that currently two contracts are underway: one for the West Trailhead parking lot and the other for the rockwall catchment. When these two projects are completed, if there is any remaining money, it will be used on a priority basis for the remaining projects. The priority list previously established by the AC had the timber lining as the lowest priority item for the Hood River to Mosier section. Al Harwood also feels that the west tunnel should be left as is with no additional lining.

James Hamrick stated that the subject is not time sensitive and the committee did not need to make a decision right away. James suggested that it be discussed at a later date. Ron Carroll asked if the tunnel originally had lining for esthetics or for safety. Also, is it required that the tunnel be completed as it was in 1920? Jeanette Kloos said that the timber lining was installed in 1920 [note: the timber lining was installed after the tunnels were open to traffic, but before installation of portals (part of second construction contract)]. The timber lining was installed for safety reasons (rockfall).

Jack Wiles asked if installation of the timber lining would influence the Landmark decision. Robert Hadlow stated that the nomination must pertain to the highway as it is now (snapshot in time).

Richard Blaine asked if the timbers were available indefinitely and the estimated cost of lining the tunnels. Kevin Price has given no specific time frame on storage, but does not want to keep them indefinitely. The lining is estimated to cost \$200,000. It will take 1/4 to 1/3 of the timbers for the west tunnel and about 3/4 of the timbers for the east tunnel. \$25,000 has been used for timber salvage at this time.

Bill Pattison suggested a field trip be planned to study the suggestions and determine an answer regarding the lining.

MOSIER PIONEER CEMETERY AND 20/20 PLAN

Gay Jervey, chairman of Mosier 20/20 committee, introduced Mary Socum, (Mosier Bulletin), Andrea Robbons Roger, Ron Carroll, and Iva Harmon who are also members of the 20/20 committee. The 20/20 committee first met on January 7, 1998. At that time the population of Mosier was 300, with 1,500 listed within the zipcode. Eighty people attended the meetings. Gay handed out a promotional report that had been put together by the committee and community members of Mosier. The report compiles ideas and desires of the citizens of Mosier. Mosier has a small tax base and the committee is planning for new resources to help improve the tax base.

Gay went through the report with the AC explaining each page. James Hamrick requested that the page showing archeological site locations be replaced, removing actual sites, because that is confidential information. Gay will have the page reprinted. A museum is proposed and they are looking for a site. The report also shows the sites of various historic buildings in Mosier. The Mosier House Bed and Breakfast restoration was a 10-year project and is now complete and ready for use.

The committee is planning a fund-raising dance and music night festival to have fun and to test the market for craft sales. In the fall the Mosier children will have a visioning project. Mosier expects to hire a planner to revise their comprehensive plan, which is due in November.

Volunteers discovered several gravestones and gravesites that were formerly abandoned at the Mosier Cemetery. A surveyed map was printed and the headstone are being photographed. Three trails are being developed at the Pioneer Cemetery site. The original owner was Grant Wilson; he has given the land to the city. There is also a city cemetery and the committee may decide to build an adjacent park with playground equipment. Two volunteers will maintain the cemetery indefinitely. A bench and sign are proposed where one trail meets the HCRH.

The document proposes social and economic diversity. Renovation of the Highway 30 commercial and recreational area is the 20/20 plan's number one priority. Page 18 describes the Highway 30 renovation as starting "from scratch" and that currently the citizens see the area as a "looking at a blank slate".

John Lundell asked about who the owners of the fruit storage building were. It is owned by UPRR, with a lease by the cherry growers.

The members of the AC asked to be placed on the mailing list for future Mosier 20/20 meetings.

Nancy Russell asked what was being planned to prevent strip development (McDonald's, etc.). Are there design standards being developed?

Iva Harmon said that no chains would be allowed. Mosier wants growth, but in scale with the community. She believes the existing zoning and comprehensive plan are strong enough to address this.

Jeanette Kloos asked that the HCRH AC be allowed to participate in the Mosier 20/20 process and invited the citizens to participate in a process being developed by the HCRH AC to address changes to the HCRH in cities and mitigation's for potential adverse effects.

SANDY RIVER BRIDGE SIDEWALK REPLACEMENT

Morry Stover, ODOT East Portland Section, reported that the wooden plank sidewalks on the Sandy River Bridge are deteriorating and in need of replacement. Morry did not like the appearance of the plastic wood (an alternative material), that was used to replace the sidewalk on the Stark Street Bridge. Morry reported that the Port Orford cedar timbers from the Elk Creek Tunnel are old, fine-grained wood and would last a long time and look more like the original sidewalks. Moray's crew will re-saw the timbers to the size needed for the sidewalks. He plans to remove the old sidewalks and apply the new timbers early to late spring, 1999.

Bill asked if the timbers they are using are part of the stockpile for the Mosier Twin Tunnel lining. Morry reported that the timbers for the lining of the Mosier Twin Tunnels have been set aside and these timbers are extra. There should be enough timbers to replace the sidewalk with some left over for later repairs. The railing on the bridge will not be replaced, but some of the support beams may need replacement. Morry stated that any bridgework done on bridges located on the HCRH would be repaired as close as possible to the original design.

TOOTHROCK TUNNEL LIGHTING PROJECT (SCREENING FOR TRANSFORMER CABINETS)

Three electrical cabinets are needed to contain wiring for the Toothrock Tunnel. The wiring will be placed underground running along the HCRH State Trail, from the substation to just west of the tunnel. The cabinets will need to be secure to prevent vandalism and will need to meet visual requirements. At the last meeting Diane McClay, OPRD, suggested hiding the cabinets behind a rockwall. A consultant reported that a 7-foot by 40-foot wide wall would be needed to cover the cabinets. The cost of a concrete wall would be \$23,000, fencing would cost \$13,000, and concrete with a formliner to look like rocks would cost \$32,000.00. The committee unanimously recommended a landscape barrier, since it would fit more into the surroundings and not be so obvious.

Nancy Russell stated that the color of the cabinets would be important in helping the cabinets blend in with the background.

Jack Wiles asked if any of the cabinets could be located at the substation. (The electricians say no; there would be too much of a voltage drop with that distance.

STARVATION CREEK REST AREA

Jack Wiles, OPRD, gave a brief background of the situation at Starvation Creek Rest Area. The rest area closed in August of 1997. In 1995, the sewer overflowed three times. Multnomah County Sanitation, DEQ and State Parks met to meter the usage and to try to solve the problems. Some water samples taken were rejected. In 1996 another overflow occurred and the water samples were again rejected. Daily usage is about 6-7,000 gallons and over 1 million visitors a year stop at the facility. The drain field system in place at this time cannot handle this use without improvement. DEQ wants a more permanent fix that will ensure the health and safety of users and protection of the environment, especially Starvation Creek. The water well and a cistern on hill (closed in winter) can not handle the volume. Sam Wilkins reported that since the rest area has been closed Memaloose Rest Area has had an increase of \$17,000 for up keep. He also indicated that many comment cards received at Memaloose Rest Area ask why Starvation Creek is closed. It is “the right distance from Portland” for a rest area.

A feasibility study is needed. A lagoon could cost \$100,000. A vault toilet can only handle 1,000 gallons, so it is not a viable option as long as the area serves rest area usage.

Wyeth and Cascade Locks were being considered for a new rest area, but there is no funding available at this time to continue the study into the environmental phase. Kay Van Sichel stated that no money is available within ODOT for rest area studies or improvements. The Governor’s focus for ODOT is preservation and maintenance and not for new capital projects. Most ODOT funds cannot be used at Starvation Creek because OPRD owns it, not ODOT. Possible funding sources could be the National Scenic Byway and TEA 21.

Starvation Creek is currently being used as a trailhead, by driving around the barricades. Use of a portable toilet would keep the area open for trailhead use and would resolve some of the problems until a more permanent solution can take place.

One possible solution would be to close the access from I-84 and improve the parking at Viento as a trailhead (south of I-84). Another possible solution would be to investigate low/no flow fixtures, to see how much that would decrease the flow.

NATIONAL HISTORIC LANDMARK NOMINATION

Bob Hadlow reported that the nomination has been having good press coverage. There was an article written just recently in The Oregonian by Jackie Scott that promoted the HCRH.

Bob hopes to have the nomination wrapped up by the end of June and sent to Robie Lange, National Park Service. A transmittal letter will go along with the nomination. The AC recommended that this letter be signed by Governor Kitzhaber, not AC Chair, Bill Pattison as originally drafted. The Secretary of Interior will review the nominations at a meeting in October. Bob plans to attend that October meeting. The AC also recommended that support letters be generated prior to transmittal, if possible; and should include cities and counties, as well as those on the draft list.

Bob asked the committee about whether a low and high rating should be included with the chart detailing the integrity and significance of different segments, which will be attached to the transmittal letter. The committee recommended deleting all ranking terminology. The AC stated that they consider all of the HCRH nomination to be “high”.

PROJECT UPDATES

HOOD RIVER TO MOSIER UPDATE

PHASE 1

There is a November deadline for completion of the waterline extension.

Jack reported that Confederated Tribes of the Warm Springs Heritage Committee did not voice any objections to the handicap parking and gate at Mosier. The committee has a draft letter and Jack is waiting for their signatures.

PHASE 2

Kevin Bracy has a slide show that he wanted to present to the AC on the work being done but he needed to be on site and could not attend the meeting. Bob Neil, ODOT, reported that the project is going fine. The project has passed the rock bolt tests.

PHASE 3C

This phase is not progressing quite as well. Bob reported the job has a good contractor but the project has three design problems at this time.

- 1.) Easement problem. Jack Bryant sold his property but maintained a permanent easement down to Koberg Beach Road to access another parcel. Access will need to be redesigned to be separated from the trailhead and to avoid the Houston Triangle.
- 2.) Sanitary Sewer system. A consultant did the design for the sanitary sewer system but a permit was never requested from DEQ and Hood River County. A drainfield and two holding tanks that were planned will work, but an additional pressurized filter is needed. The filter system needs DEQ approval.
- 3.) The quantities for base rock and paving materials to be used at the West Trailhead are in square meters in the contract. The quantities were submitted in cubic meters. More rock is needed for the project, and there will be a cost over run for the base rock and paving materials.

The essential items to open the facility are in the contract. The kiosk, interpretive signs and landscaping are included in the contract, but have not been started, and could be eliminated. Bob stated that the project would be monitored very closely till the end of the month. The AC agreed to use available funding to complete all the items in the contract.

The West Trailhead gate cannot be built according to the plans. There is a steep slope to the south of the new gate to enter. The sign could be placed on the north side of the gate. Jeanette Kloos presented three potential sign locations (attached) and the AC agreed that the location between the gate and the bike path opening "C" was the best of these alternatives.

HORSETAIL CREEK BRIDGE

The plans have been delivered to District 2C and the project is moving forward. Charlie will check the color of the covering over the fabric when installed to assure it matches the existing concrete.

PUBLIC LANDS HIGHWAY DISCRETIONARY FUND APPLICATION

The HCRH proposals were not selected for the "Short TEA" funding. The proposal will be retained by FHWA for consideration in future funding cycles.

HAER EXHIBIT

The exhibit is still at the State Archives Building. Robert Hadlow noticed that the granddaughter of Sam Lancaster had signed the guest book. Phil Keisling, Secretary of State, gave the exhibit some very good press coverage in the Salem Statesman Journal. Robert also reported that Pedee Elementary School students also saw the exhibit when they were on a school tour of the Gorge and enjoyed it very much. Robert feels that the exhibit has been a good promotional tool for the HCRH.

MOFFET CREEK - TANNER CREEK

The contract for this project has been awarded and NB Hatch has notice to proceed. There will a pre construction conference June 10 at 9:00.

EAGLE CREEK - CASCADE LOCKS

Clifford Chew reported that there would be one way traffic restriction from June 15 to the end of July on this project. Charlie reported that the July 4th weekend might see heavy backup problems (since revised to begin after the July 4th weekend.) The project is scheduled to be completed this fall.

INTERPRETIVE SIGNS

This project is well under way. The footings are installed. The signs will be delivered at the end of June.

SCENIC BYWAY CORRIDOR

Announcement of the National Scenic Byway and All American Road designations are scheduled for June 9. (Note: The HCRH is now an All American Road.)

DABNEY ROCKFALL-223RD

The work on top has been completed. The shotcrete work needs to be completed. The test for Permeon has not been completed due to wet weather. Any members or citizens that want to view the test should contact Jeanette. Lewis McArthur plans to attend the test review.

ACTIVITY STATUS REPORTS:

ODOT

Charlie Sciscione, District 2C Manager, reported his follow up on a possible new parking area to access the trail to the top of Multnomah Falls. Charlie spoke with Mike Kania, USFS. The area could be paved and 6-8 cars could park here. The parking area could be constructed for approximately \$5,000.00. The Forest Service

would need to sign an agreement to clean up the debris in the area. The project could be open by early July if funding can be found.

Richard Fix has started the wall to protect the culvert inlet at Latourell Falls. The work should take 1-1 ½ months to complete.

FHWA has requested that Richard Fix repair the Ruckel Creek Bridge railing. The reimbursable agreement for repair has been approved.

Sam Wilkins reported that the Mosier Pit issue is on appeal to LUBA. The repair work for the wooden guardrail at Crates Point is completed. Removal of the knob on the highway at Rowena has been completed and re-seeded.

Two cars have been abandoned at Dry Creek. They are not on ODOT right of way so can not be removed by ODOT according to state statues. State Parks may own the property.

John Lundell reported a potential passing zone problem near the Discovery Center. Sam Wilkins will check the area out.

OPRD

Jack reported that Oregon State Park Day has been declared by the legislature on June 6. There will be lots of activities planned. All parks will have one night of camping paid and one night free. There will also be a National Trail Day and free fishing days.

There will an 80th Anniversary celebration at Vista House on July 19. Fund raising activities are planned.

Jack made a presentation to a car club recently and they were very excited about the opening of the Mosier Twin Tunnels. Jack is planning on meeting with more car clubs in the area. They are very much interested in the using the tunnels once they are open.

FOREST SERVICE

No report.

DEVELOPMENT REVIEWS:

See attached chart of recent development reviews.

The Corbett Water District will be allowed to keep both their access to Evans Road and the HCRH. When the property is re-developed, they will need to close the access from the HCRH.

The rest of the reviews regarded residential properties with no HCRH concerns identified.

MEMBERS ISSUES:

Janice Newton said she appreciated receiving the update on the Mosier Pit and the development reviews.

John Lundell asked about the discoloration on the highway lines heading west on I-84 by the Toothrock Tunnel. Charlie will look into this.

Carolyn Wood reported that the Oregon Trail Coordinating Council is holding their last meeting. They are closing their offices. They will be archiving all their research and forwarding the information to the appropriate offices. The Council is hoping to have all Oregon Trail plates sold by December. The OTCC will be setting up a grant program for repair and restoration of Oregon Trails starting next spring. It will be a perpetual fund. Oregon Trail Advisory will take over any issues dealing with Oregon Trails once it closes.

James Hamrick reported that Governor Kitzhaber has an initiative for arts, humanities and heritage. The Governor is appointing a task force on cultural policy. This will be on a fast track, so be on the lookout for additional information.

Julie Curtis reported that Hugh Davidson, James Hamrick and Julie attended a Heritage Conference June 1. The meeting was to discuss bringing different interests together to plan for the future.

Nancy Russell requested action to remove the cars down in Dry Canyon on the HCRH. She asked what responsibility the AC has to encourage others to enforce their zoning law (such as the need for clean up at Dodson).

NEXT MEETING DATE AND LOCATION:

Tuesday, July 21, Mosier Senior Center will include tour of the Mosier Twin Tunnels.

Attachment

- Lewis L. McArthur letter
- Sign location at gate alternatives
- Development Review chart

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