

HISTORIC COLUMBIA RIVER HIGHWAY STATE TRAIL



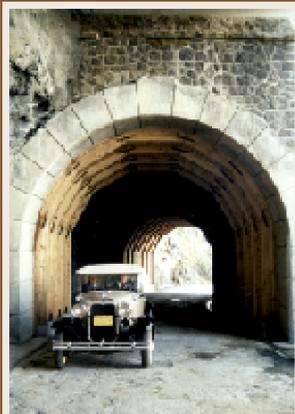
Restoration of the Historic Columbia River Highway is akin to restoring a priceless painting. It is a great privilege and responsibility to be the guardian of something this grand.

The Historic Columbia River Highway is a National Historic Landmark, All American Road and Oregon's Millennium Legacy Trail. The Historic Columbia River Highway is located within the Columbia River Gorge National Scenic Area. Funds from the Scenic Area Act and Federal Highway sources have been instrumental in efforts to restore and reconnect the Highway. Collectively, the Historic Columbia River Highway State Trail projects have received a Federal Highway Administration Design Excellence Award.

Hood River to Mosier Project

The reopening of the Hood River to Mosier section of the Historic Columbia River Highway was the highest priority project identified in "A Study of the Historic Columbia River Highway 1987". Once the Columbia River Gorge National Scenic Area Management Plan was completed, Senator Mark O. Hatfield secured appropriation of the funds authorized by the act for the Highway.

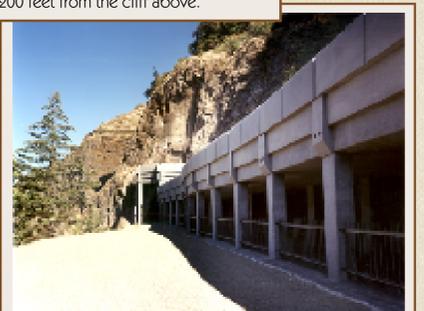
Picture left: The Mosier Twin Tunnels were backfilled and abandoned by 1954. This sketch from a photograph taken on March 12, 1992, shows the damaged West Portal of the western Mosier Twin Tunnel caused by a rockfall from the cliffs above the portal.



Phase one of the Hood River to Mosier Project included reopening the Mosier Twin Tunnels.



Rockfall hazards in the area west of the west portal of the Mosier Twin Tunnels required construction of mitigation in the form of a 700-foot long rockfall catchment structure.



Fascia panels and the colored concrete were included as part of the design of the rock catchment structure to lessen visual impacts.

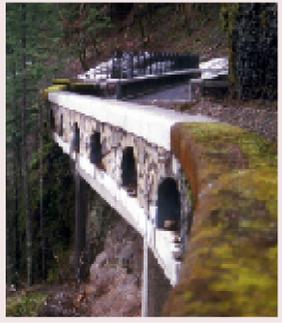
This structure is designed to absorb the energy of 5000-pound rocks falling 200 feet from the cliff above.



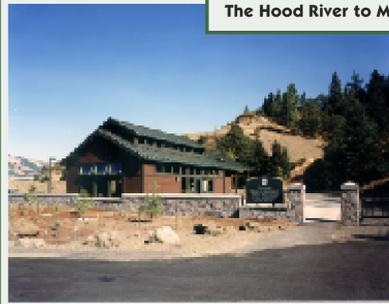
TannerCreek to Eagle Creek Project

This portion of the highway was abandoned in 1936 during the construction of Bonneville Dam, when the Toothrock Tunnel was constructed to bypass this area. This 1.4 mile trail includes the Toothrock Trailhead parking area. This was the first section of the Historic Columbia River Highway State Trail to be open to the public.

Picture right: The Eagle Creek Viaduct was damaged by a rockslide and as part of the project it was repaired to its original condition.



The Hood River to Mosier (Parks) Projects



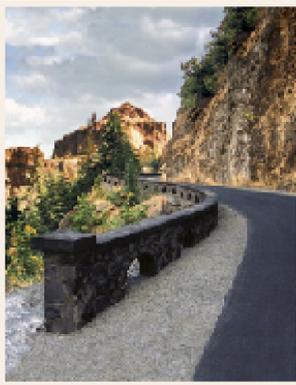
A small building housing restrooms and an interpretive area was constructed under the contract title of "Visitor Contact Station (Building)." It is now known as the Twin Tunnels Visitor Station.



The construction of the Senator Mark O. Hatfield West Trailhead on land near Hood River rehabilitated three gravel pits: Koberg Quarry (photo-center), Hanel Quarry (edge of photo-left) and the George Quarry (edge of photo right).



The deteriorated railing on the Toothrock Viaduct was restored to its original condition as part of the project.



Hood River to Mosier (Roads) Project

This project completed the timber lining of the Mosier Twin Tunnels, repaired rock walls in Hood River County, replaced guardrail along both the trail and drivable portions of the Highway in Hood River County and repaved the trail. The paving brought the cross slope into compliance with the Americans with Disabilities Act.

Picture left: Newly constructed rubble masonry parapet rock wall at Bingen Overlook.



Moffett Creek to Tanner Creek Project

This section of the Historic Columbia River Highway State Trail was completed in two units, due to funding constraints. The original Enhancement funds were not sufficient to complete the project, but allowed construction of the switchback, geoweb (vegetated) retaining walls. These walls won a 1999 International Achievement Award - Award of Excellence from the Industrial Fabrics Association International. High Priority Project Funds allowed completion of the project in 2000.

This project also included rehabilitation of the railings on both the Tanner Creek and Moffett Creek bridges (pictured above). Additional interpretive signs and caps for street signs in Cascade Locks and Hood River were also part of the Unit 2 project.



A new bridge, the Toothrock Tunnel Bridge, was required over the east portal of the Toothrock Tunnel. This project won an award for the best non-highway bridge.

ODOT Revises and revives a 1920 national standard

In 1920 the two-rail wooden guardrail used along the Historic Columbia River Highway became a national standard. In 1990 ODOT spent approximately \$40,000 to crash test a two-rail, steel-backed, wooden guardrail that evokes the look of the 1920 rails. When the crash test was successful, ODOT used funds authorized by the Columbia River Gorge National Scenic Area Act to replace the guardrail from Portland Women's Forum State Park to Ainsworth and from Mosier to Chenoweth Creek.



Thematic Signing

The Western Federal Lands Highway Division designed and constructed thematic site signs along the Historic Columbia River Highway and State Route 14 in Washington within the Columbia River Gorge National Scenic Area. The signs shown below are located at the Starvation Creek State Park.



The sign pictured above is located at the Senator Mark O. West Trailhead. Senator Hatfield is pictured here reviewing the sign during the Hood River to Mosier (Parks) Trailhead Grand Opening Celebration.



Interpretive Signs



Multnomah County applied for grants to develop and install interpretive signs along the Historic Columbia River Highway. This project was developed with many partners. This interpretive sign is located at Latourell Falls.



Porcelain enamel was selected for the interpretive panels because it can accurately produce the detail of photographs and is vandal resistant.

Vista House Restored



Oregon Parks and Recreation Department restored both the exterior and interior of Vista House, restoring this Oregon icon to its original design, including the tile roof and art glass.



The Western Federal Lands Highway Division designed and constructed the Historic Columbia River Highway State Trail between Eagle Creek and Cascade Locks. The part of the trail shown here is located at Ruckle Creek.

Eagle Creek to Cascade Locks Project



This new undercrossing of Interstate 84 was constructed as part of the Historic Columbia River Highway State Trail Project between Eagle Creek and Cascade Locks.