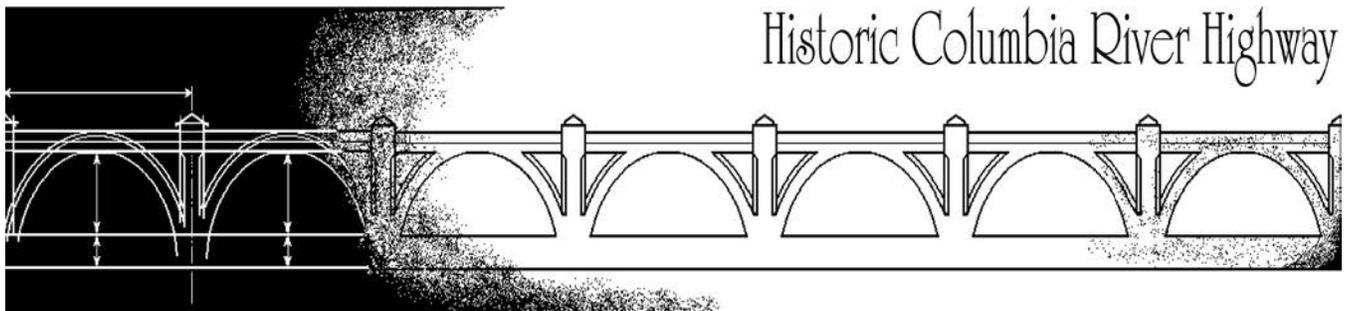


Progress on Restoration and Reuse of the HCRH—1987–2005



Progress on Restoration and Reuse of the HCRH—1987–2005

Historic Columbia River Highway

Designations

All of the Historic Columbia River Highway is included in the Oregon Historic and Scenic Highway Program and is listed in the National Register of Historic Places. The drivable portions of the highway are Oregon Highway 100, Historic Columbia River Highway.¹³ The portions that are open to traffic in Multnomah and Wasco Counties are an Oregon Scenic Byway and All-American Road. The three sections with the most integrity are a National Historic Landmark. The HCRH State Trail is Oregon’s Millennium Legacy Trail and a National Recreation Trail.

Promotion of the HCRH

The HCRH has been promoted in many ways. As part of the 75th Anniversary of the HCRH, Oregon Public Broadcasting developed and broadcasted “Paradise Road”, the Oregon Historical Society prepared an exhibit and the Historic Preservation League of Oregon produced a map. In addition, the

¹³ Oregon Highway 100 was created by Oregon Transportation Commission Resolution on July 21, 1993. The Historic Columbia River Highway name and number superseded the previous five highway names and numbers, as follows:

- HWY 125 - Crown Point Highway
- HWY 292 – Mosier – The Dalles Highway
- HWY 283 – Cascade Locks Highway
- HWY 284 – Old Columbia River Highway Drive
- And the portion of HWY 26 – Mt. Hood Highway, between MP 101-82 and MP 104.84

The first four highway names and numbers above should not be used in the future.

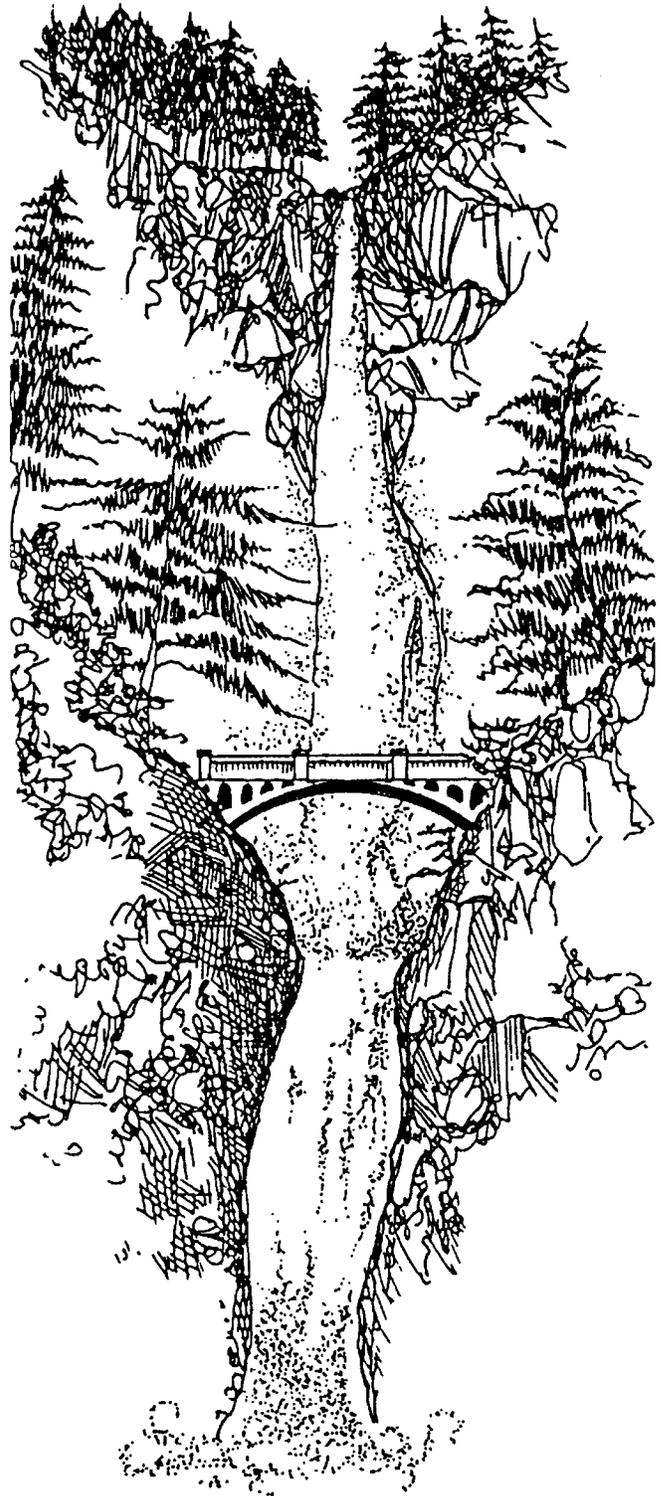


Figure 56—Multnomah Falls



Figure 57—75th Anniversary of the HCRH

75th Anniversary included several events, with media coverage. A time capsule was placed at the Columbia Gorge Hotel.

The 2000 Celebration created over 36 million media impressions, with an 80-antique vehicle “parade” along the HCRH and through the Mosier Twin Tunnels. Safeway produced and sold a commemorative post card set. Four post offices (Troutdale, Forest Hall/Bridal Veil, Cascade Locks and Mosier) provided commemorative cancellations. The Celebration also included a bike ride and a run/walk. A time capsule was placed at the Twin Tunnels Visitor Station after the Grand Opening.

The Historic Columbia River Highway Brochure was developed with a National Scenic Byway grant.

ODOT developed a Columbia River Gorge Bike Map and a HCRH web site. There is also a HCRH site within the Byways



Figure 58—Celebration 2000 Antique Car Parade



Figure 59—Troutdale All-American Road Celebration

Online web site. A virtual tour web site is in development.

The Troutdale Chamber of Commerce produced two events celebrating the designation of the HCRH as an All-American Road in 1998 and 1999.

Cycle Oregon included the HCRH as part of their route in 2000 and 2005, exposing 2000 bicyclists each year to the HCRH, including a short speech the night before and posters and personnel providing information at significant sites along the route.

The HCRH was the featured example in the first Preserving the Historic Road in America conference in 1998. The 2004 conference

was located in Portland, with half-day and all-day field sessions on the HCRH.

The 2001 America's Byway conference was held in Portland, with all-day "mobile workshops" on the HCRH.

The 2005 National Trust for Historic Preservation Conference was located in Portland and included two all-day field sessions on the HCRH.

Documentation of the HCRH

The HCRH has been documented to the Historic American Engineering Record standards in 1994 and 1995. This work included 27 drawings, reports on each structure and



Figure 60—Historic Mile Posts

numerous black and white photographs (Appendix 15). All of this documentation is available through the Prints and Photographs Division, Library of Congress. Most of the drawings included in this Master Plan were produced by this effort. In addition, as restoration efforts have continued, additional HAER-standard photographs have been

taken. The drawings and a collection of photos were displayed at the Oregon State Archives, the World Forestry Center and the Oregon State Capitol, and are now on loan to the Columbia Gorge Discovery Center.

Mile Posts

Triangular, concrete mile posts have been placed along the portions of the Historic Columbia River Highway that are open to motor vehicle traffic and some of the HCRH State Trail.

Guardrail

In 1920, the two-rail wooden guard fence 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. Other agencies working on historic restoration of 1920's vintage roads have requested information on this design.



Figure 61—Two-Rail, Steel-Backed, Wooden Guardrail



Figure 62—Interpretive Sign at Bridal Veil State Park

Interpretive Signs

Multnomah County applied for an Enhancement grant and an Oregon Economic Development Regional Strategies grant for development and installation of interpretive signs along the Historic Columbia River Highway. This project was developed with many partners, including Forest Service, ODOT, Oregon Parks and Recreation Department, Friends of the Columbia Gorge, the Historic Columbia River Highway Advisory Committee, Hood River Visitors Association and Friends of Vista House. The construction cost was higher than originally estimated, so additional funds were secured from Forest Highway and Public Lands Highway Discretionary grants. ODOT administered the construction contact. As of 2005, there are 39 interpretive signs along the HCRH, with 12 additional signs to be constructed in 2006.



Figure 63—Interpretive Sign at Portland Women's Forum



Figure 64—Interpretive Sign at Eagle Creek Overlook

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.



Figure 65—(left) Toothrock Trailhead Site Sign; Figure 68—(right) Entering Columbia River Gorge National Scenic Area Sign



Figure 67—The Thematic Site Sign at Vista House used the existing Stone Base and the Thematic Sign Shape and Colors



Figure 68—Ainsworth State Park Thematic Site Sign

Angel’s Rest Trailhead

The Forest Service designed and constructed a new trailhead parking area at the junction of the access ramps from Interstate 84 to the Historic Columbia River Highway at Bridal Veil. This provides access to the Angel’s Rest Trail.



Figure 69—Angel’s Rest Trailhead at Bridal Veil Junction

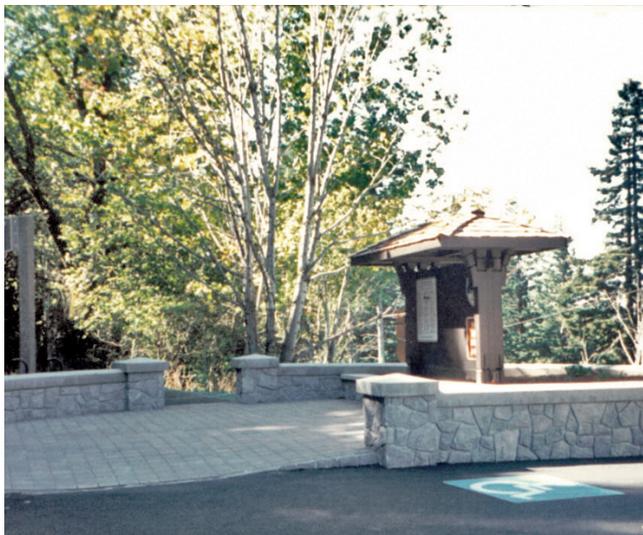


Figure 70—Kiosk at Angel’s Rest Trailhead

Elowah Falls Trailhead

The trailhead for the Elowah Falls trail, located at the east end of the Dodson – Warrendale Frontage Road, within John Yeon State Park, was enhanced with paving, landscaping and a kiosk.



Figure 71—Elowah Falls Trailhead

West Oneonta Trailhead

The enhancement of the parking areas west of Oneonta are seen as a prime example of context sensitive design—fitting paved parking between existing trees.



Figure 72—West Oneonta Trailhead

Vista House Restoration

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. Funding came from multiple sources include Save America’s Treasures, Forest Highway Enhancement, Transportation



Figure 73—Vista House Restoration

Enhancement, Cycle Oregon and many private donations. New interpretive displays were installed.

Rowena Crest and Gravel Pit Restoration

Oregon Parks and Recreation Department successfully applied for a National Scenic Byway grant to restore the Rowena Gravel Pit and to upgrade the beginning of the trail leading from Rowena Crest to McCall Point. This work is underway in 2005.



Figure 74—Rowena Pit before Restoration



Figure 75—Simulation of Restoration of Rowena Pit

Toothrock Tunnel Lighting

The lighting in the Toothrock Tunnel was upgraded to modern standards in 1999. The Tunnel is the only part of Interstate 84 that is included in the HCRH historic district. The Tunnel was the first rural tunnel to have daylight lights.

Planned and funded projects

Additional projects that have received funding and are under development include:

- HCRH Gutter Restoration
- Oneonta Parking and Vista
- HCRH Interpretive Sites and Signs
- Eagle Creek Exit Ramp Bike Improvements
- Crown Point Viaduct Restoration
- Wahkeena Enhancement
- Latourell Enhancement

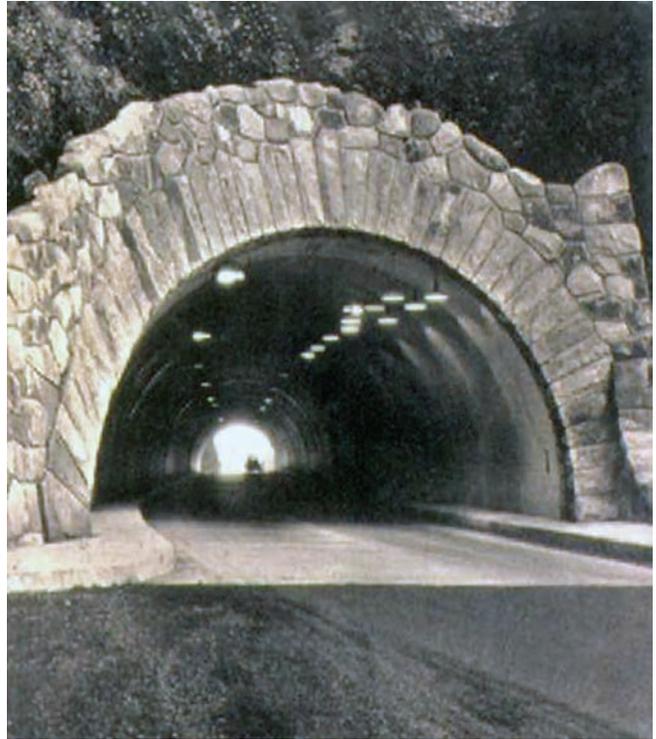


Figure 76—Toothrock Tunnel as It appeared when first Lit



Figure 77—Deterioration of the Crown Point Viaduct

Historic Columbia River Highway State Trail

The Historic Columbia River Highway State Trail is Oregon’s Millennium Legacy Trail and a National Recreational Trail. Funds from the Columbia River Gorge National 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.

Tanner Creek To Eagle Creek

In January 1993 the Oregon Transportation Commission approved the Tanner Creek to Eagle Creek project as a Statewide Enhancement project. This portion of the Historic Columbia River Highway had been abandoned in 1936 during the construction of Bonneville Dam, when the Toothrock Tunnel was constructed to bypass this area. The railing on the Toothrock Viaduct had deteriorated. It was restored to its original condition.



Figure 78—Toothrock Viaduct Railing Repaired



Figure 79—Toothrock Viaduct Railing deteriorated Condition

The Eagle Creek Viaduct had been damaged by a rockslide. It also was repaired to its original condition.



Figure 80—Damaged Eagle Creek Viaduct



Figure 81—Eagle Creek Viaduct Repaired

A new bridge was required over the east portal of the Toothrock Tunnel. The Toothrock Tunnel Bridge won an award for the best

non-highway bridge. This 1.4-mile trail includes the Toothrock Trailhead parking area and a stairway down to Eagle Creek. It provides views overlooking Bonneville Dam. Officially dedicated on June 15, 1997, this was the first section of the Historic Columbia River Highway State Trail to be open to the public.



Figure 82—Toothrock Tunnel Bridge



Figure 83—Groove included on Stairway allows for Bike Access

A separate project was completed by the CRGNSA Forest Service to pave the access road to the Toothrock Trailhead.

Hood River to Mosier

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 CRGNSA *Management Plan* was completed, Senator Mark O. Hatfield secured appropriation of the funds authorized by the act for the Highway. However, these funds required a \$500,000 match. Then-anonymous donors provided the match, through the Friends of the Columbia Gorge. Upon the death of the husband, the donors’ names – Bruce and Nancy Russell – became known; this project would not have been possible without them. They only asked three things:

1. That the area be closed to all motorized use with two exceptions: A) state or contractor owned vehicles doing repair or maintenance; B) occasional antique car tours, authorized by the HCRH and limited to vehicles contemporary to the period of regular travel on this section.
2. Interpretive signs, plaques or commemorative features be limited to the interpretive centers at the ends (trailheads).
3. The open space ambience would be maintained with no benches, restrooms or other structures except at the trailheads

Phase 1

Phase 1 included reopening the Mosier Twin Tunnels and restoration work in Wasco County, including guardrail installation and rock wall restoration. Pavement was returned to its original width. Since

the area had been abandoned to the adjacent property owners, property acquisition was a necessary prerequisite to this project. Both the Historic Columbia River Highway



Figure 84—1920s Photo of West Portal of Mosier Twin Tunnels

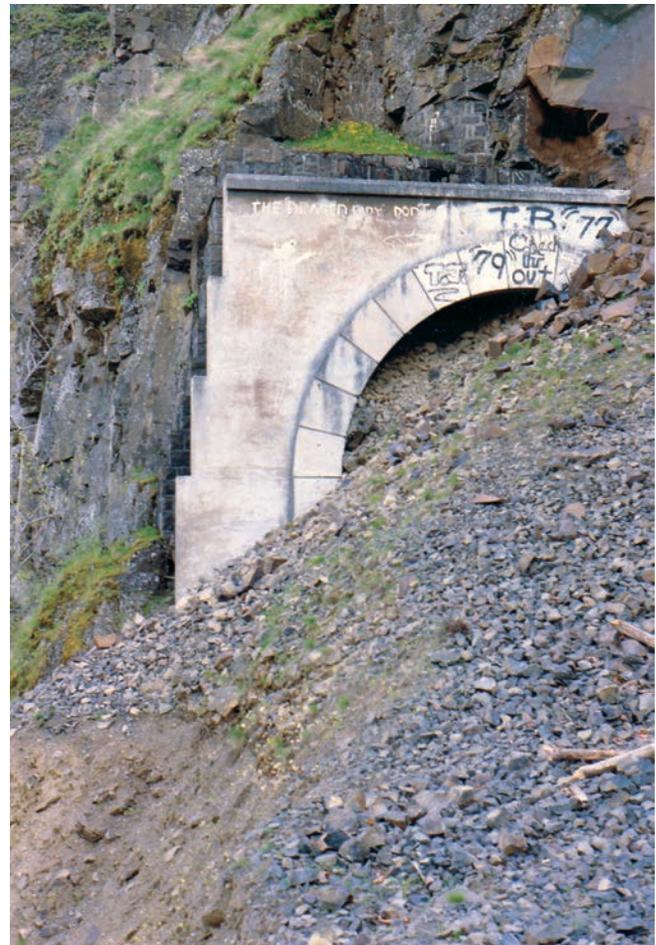


Figure 85—1987 Photo of West Portal of Mosier Twin Tunnels



Figure 86—Leon Kinner’s Model A Roadster in Mosier Twin Tunnels in 1996

and adjacent lands (including an archeological site) were brought under state ownership and protection. A trailhead was constructed at the Mosier end of the trail. This project received a Gorge Stewardship award and a Federal Highway Administration Environmental Excellence award.

Phase 2

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. This structure is a unique design to absorb



Figure 87—Senator Mark O. Hatfield at East Trailhead during Dedication in 1996



Figure 88—Rockfall Catchment



Figure 89—Rockfall Catchment from Above

the energy of 5000-pound rocks falling 200 feet from the cliff above. A 6-foot-thick layer of cellular concrete provides the energy absorption. Many features, including the fascia panels and the colored concrete, were included to lessen visual impacts of this structure.

West Trailhead

In 1997 a Public Lands Highway Discretionary grant allowed design and construction of a trailhead near Hood River. The Senator Mark O. Hatfield West Trailhead is located on land purchased by the Forest Service. Designs to rehabilitate the three gravel pits (Koberg Quarry, Hanel Quarry and the George Quarry) were completed and the Phase 3C project constructed a trailhead parking area in the Koberg Quarry. Only native plants were used for landscaping the area.



Figure 90—Senator Mark O. Hatfield West Trailhead



Figure 91—Opening day 2000 at the Twin Tunnels Visitor Station and Senator Mark O. Hatfield West Trailhead



Figure 92—Twin Tunnels Visitor Station

Twin Tunnels Visitor Station

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.

Roads

The Hood River to Mosier (Roads) 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



Figure 93—Newly constructed Guardrail



Figure 94—Rock Wall repaired near Inspiration Point

Highway in Hood River County and repaved the trail. The paving brought the cross slope into compliance with the Americans with Disabilities Act.

Parks

The Hood River to Mosier (Parks) project rehabilitated the Hanel Quarry for future use as an overflow parking area and the permanent caretaker location. The over-



Figure 95—Hanel Quarry Overflow Parking in the Process of Construction



Figure 96—A New Overlook with Outstanding View

look east of the Mosier Twin Tunnels was also completed.

East Pit

The Forest Service acquired and enhanced the East Pit, including regading and planting with native plants. A side trail was developed to view the Columbia River and the Columbia Oaks Natural Area.



Figure 97—East Pit Restoration in Progress

Millennium Legacy Trail Art Project

Designation of the HCRH State Trail as Oregon's Millennium Legacy Trail made it eligible for a National Endowment for the



Figure 98—Millennium Legacy Trail Art—Pine Cones



Figure 100—GeoWeb Retaining Wall supports a Wide Variety of Vegetation



Figure 99—Millennium Legacy Trail Art—Seating

Arts grant for an art project. The NEA funds were matched by the Oregon Arts Council and OPRD. Several art objects were placed at the Senator Mark O. Hatfield West Trailhead to encourage people to experience the trail to the overlook.



Figure 101—Switchback

Moffett Creek to Tanner Creek

The Moffett Creek to Tanner Creek 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.



Figure 102—Tanner Creek Bridge Railing Repaired

This project also included rehabilitation of the railings on both the Tanner Creek and Moffett Creek bridges.

Additional interpretive signs and caps for street signs in Cascade Locks and Hood River were also part of Moffett Creek to Tanner Creek Unit 2 Project.



Figure 103—Moffett Creek Bridge railing was replaced to match the original



Figure 104—Caps on street signs



Figure 105—Interstate 84 undercrossing

Eagle Creek to Cascade Locks

The Western Federal Lands Highway Division of Federal Highway Administration designed and constructed the Historic Columbia River Highway State Trail between Eagle Creek and Cascade Locks. This included a new undercrossing of Interstate 84 and rockery retaining walls. With completion of this project, the HCRH State Trail extends 5 miles to the west of Cascade Locks.



Figure 106—Rockery retaining wall

Starvation Creek to Viento

The Starvation Creek to Viento project upgraded the connection between these two state parks and provided rockfall mitigation. The Starvation Creek end is now ADA accessible, while the Viento end will be subject to a future project. The project also provided an ADA-accessible side trail to the Starvation Creek waterfall.



Figure 107—Rockfall Mitigation between Starvation Creek and Viento



Figure 108—Trail to Starvation Creek Waterfall



Figure 109—Starvation Creek Trailhead