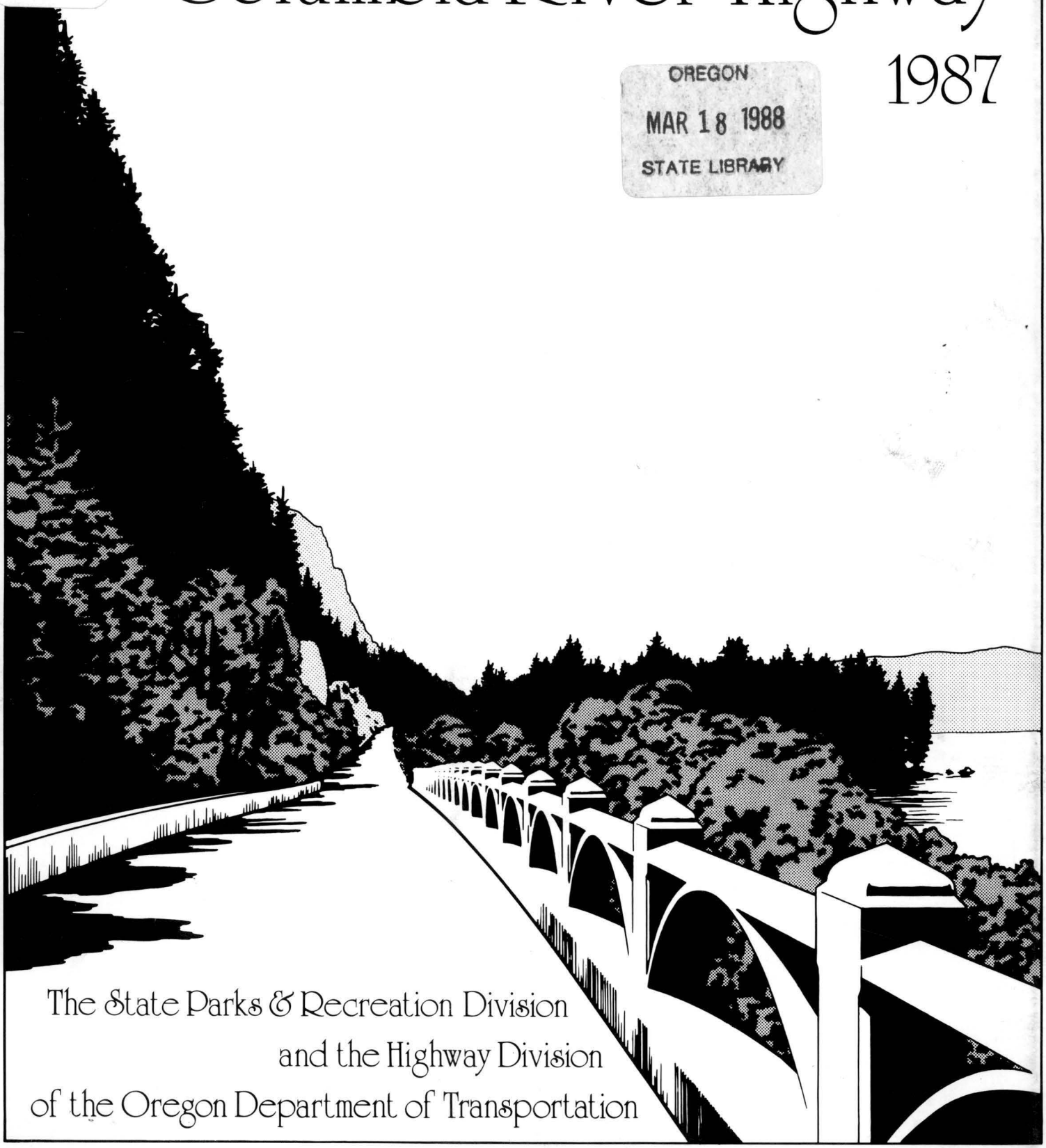
A Study of the Historic Columbia River Highway

1987



The State Parks & Recreation Division
and the Highway Division
of the Oregon Department of Transportation

A Study of the

HISTORIC COLUMBIA RIVER HIGHWAY

November, 1987
Oregon Department of Transportation

Nancy H. Gronowski, Project Manager
Oregon State Parks and Recreation Division

Jeanette Kloos, Environmental Specialist
Oregon State Highway Division

Citizen's Advisory Committee

Lewis L. McArthur, Committee Chair
Historic Preservation League of Oregon

Richard Ross
Historic Preservation League of Oregon

Robert Sandmann - Region Maintenance Engineer
State Highway Division

Jurgen Hess - National Scenic Area Land Use Coordinator
US Forest Service

John Lundell
Wasco County Representative

Lorna Stickel - Multnomah County Planning Director
Multnomah County Representative

Jack Mills - Hood River County Commissioner
Hood River County Representative

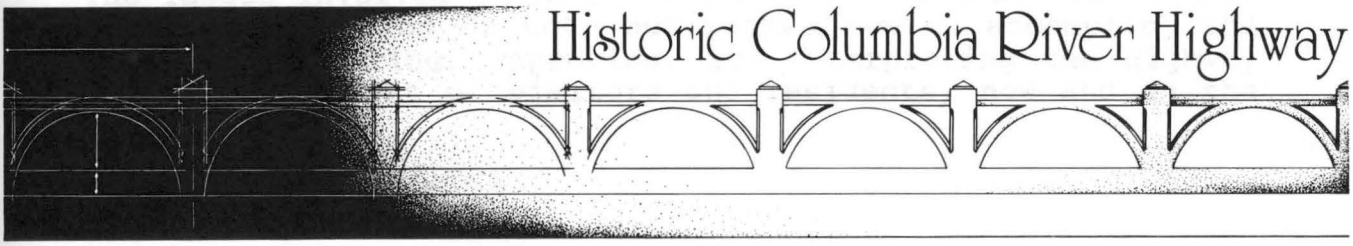
This document was prepared jointly by the Oregon State Parks and Recreation Division and the Oregon State Highway Division with the cooperation of the Citizen's Advisory Committee and the assistance of numerous interested citizens and various agencies.

TABLE OF CONTENTS

CONTENTS, Continued

Study Summary

Historic Columbia River Highway



STUDY SUMMARY

PURPOSE

The purpose of the project is to prepare a study of the Historic Columbia River Highway showing its scenic, recreation and economic development potential. The study looks at ways of providing recreation connections for the segments of the Highway which were abandoned after construction of the water-grade freeway in the 1950s and I-84 in the 1960s and '70s. The study also looks at ways of enhancing the travel experience of motorists and recreationists on the driveable portions of the Highway.

The goals of the project are:

1. Identify all existing portions of the Highway
2. Describe construction projects which will:
   - Protect and restore the historic continuity and integrity of the Highway
   - Provide appropriate recreation opportunities and facilities for public use and enjoyment of the Highway
   - Educate the visiting public about the Highway and the Gorge
3. Coordinate management of the Highway with other agencies responsible for management activities in the Gorge

STUDY LIMITS

This study is primarily concerned with the Highway right-of-way within the Columbia River Highway Historic District from Troutdale to The Dalles. The study examines the Highway and those adjacent areas which may affect the Highway, including State Parks, State Highways, Forest Service and privately-owned lands.

EXISTING CONDITIONS

The Highway is divided into three major sections:

Section I: The West Unit is a designated scenic highway, intact and driveable from Troutdale to the Warrendale/Dodson interchange at I-84;

Section II: The Central Unit only exists in segments which remain from the construction of the newer freeways since the 1950s;

Section III: The East Unit is also a scenic highway, driveable from Mosier to The Dalles.

ISSUES

The issues involved in this study are not whether the Highway merits restoration or not, but rather how to accomplish the goals of restoring, improving, and interpreting the Highway for the enjoyment of visitors and residents, now and in the future.

Many issues are beyond the scope of this study to explore in depth. Those issues are identified with suggestions for further study and resolution.

OPPORTUNITIES

There are numerous opportunities in the areas of recreation, economic development and education to enhance the Highway. The projects listed in this study reflect those opportunities.

CONSTRUCTION AND MANAGEMENT PROJECTS

There are two kinds of projects listed in this study:

- specific projects for a particular site or section of Highway;

- general projects common to the whole Highway.

Projects are described in detail and given a priority rating of high, medium or low. Estimated costs are given as well as any special considerations.

CONCLUSIONS

Based on extensive inventory, research and field work, it has been determined that it is desirable and possible to connect many of the existing, intact segments of the Highway and to provide a quality recreation experience on or close to the original alignment. This experience will vary depending on the condition of the Highway. In some cases the Highway is intact and can be used by hikers, cyclists and handicapped persons; in other cases the Highway has been obliterated and is only accessible to hikers. The study presents detailed information on the condition of each segment and the work necessary to make it usable.

The study also presents ideas on ways of enhancing the recreational experience on the existing, scenic portions of the Highway. Traffic management and improvement of some of the existing recreation developments along the Highway will provide better recreation opportunities for Highway travelers.

RECOMMENDATIONS FOR FUTURE WORK

It is strongly recommended that the following projects be started immediately:

- a traffic management study on Sections I and III.
- preliminary engineering work to determine the feasibility of opening the Mosier Twin Tunnels.
- a list of projects suitable for volunteers.

PRIORITY AND FUNDING FOR HISTORIC COLUMBIA RIVER HIGHWAY PROJECTS — SUMMARY

Project (Preferred Option)	Cost	Funded*	Agency**
HIGH PRIORITY PROJECTS			
Connection Projects - Section II			
A) Yeon S.P.to Tanner Creek - hike (Moffett Cr.)	6,000	NSA***	Parks
B) Tanner Creek to Eagle Creek - bike	290,900	NSA	Parks
G) Starvation Creek to Viento - bike	60,615	NSA	Parks
K) Hood River to Mosier - bike (tunnels)	$2,066,000	NSA	Parks/Hwy
total -	$2,423,515		
Rehabilitation Projects - Sections I and III			
Larch Mountain Slide and Guardrail	500,000	yes	Hwy
Horsetail Falls Parking	106,000	yes	USFS
Oneonta Parking Improvements	121,000	yes	USFS
John Yeon S. P. Parking Improvements	8,000	yes	Parks
total -	$735,000		
New Construction - Sections I and III			
Vista House Improvements	80,000	yes	Parks
Lower Eagle Creek Overlook Improvements	98,000	yes	USFS
Rowena Crest Overlook (Mayer S.P.)	131,000	no	Parks
total -	$309,000		
General - All Sections			
Signing	To be determined	no	Hwy
Milepost Restoration	10,000	yes	Hwy
Highway Tour Guide - new brochure	5,000	no	Parks/Hwy
Traffic Management Study - I and III	30,000	no	Hwy
Interpretation and Education	To be determined	no	All Agencies
View and Vista Re-establishment	To be determined	no	All Agencies
total -	$45,000.+		
High Priority Projects Total -	$3,512,515.+		
MEDIUM PRIORITY PROJECTS			
Connection Projects - Section II			
C) Eagle Creek to Ruckel Creek - bike	40,000	No	Hwy/USFS
D) Ruckel Creek to Cascade Locks - bike	350,000	NSA	USFS
E) Government Cove to Wyeth - bike	457,000	NSA	USFS
F) Wyeth to Starvation Creek - hike	47,000	NSA	Hwy/USFS
H) Viento to Mitchell Point - hike	34,000	NSA	USFS/Parks
I) Mitchell Point - hike	28,000	NSA	USFS
total -	$956,000		
Rehabilitation Projects - Sections I and III			
Shepperds Dell S. P. Parking Improvements	10,000	yes	Parks
Ruthton Point Restoration and Improvements	25,000	no	Hwy
Memaloose Overlook Restoration	35,000	no	Hwy
total -	$70,000		
New Construction Projects - Section I			
Guy Talbot S.P. Picnic Area Improvements	99,000	yes	Parks
total -	99,000		
Medium Priority Projects Total -	$1,125,000.		
LOW PRIORITY PROJECTS			
Connection Projects - Section II			
J) Mitchell Point to Hood River - bike	3,750,000	NSA	No Sponsor
total -	$3,750,000		
Rehabilitation Projects - Section I and III			
Oneonta Tunnel Restoration	To be determined	no	USFS
Low Priority Projects Total -	$3,750,000.		
GRAND TOTAL -	$8,687,515.+		

* Many of the projects listed as "Funded" are funded only through the development stages; money is not currently available for construction. Costs are based on 1987 figures.

** Managing Agency - Parks = Oregon State Parks and Recreation Division
Hwy = Oregon State Highway Division
USFS = U.S. Forest Service

*** NSA = National Scenic Area Act - $2.8 million authorized for Highway work and $10 million authorized for all other recreational projects in the Scenic Area.

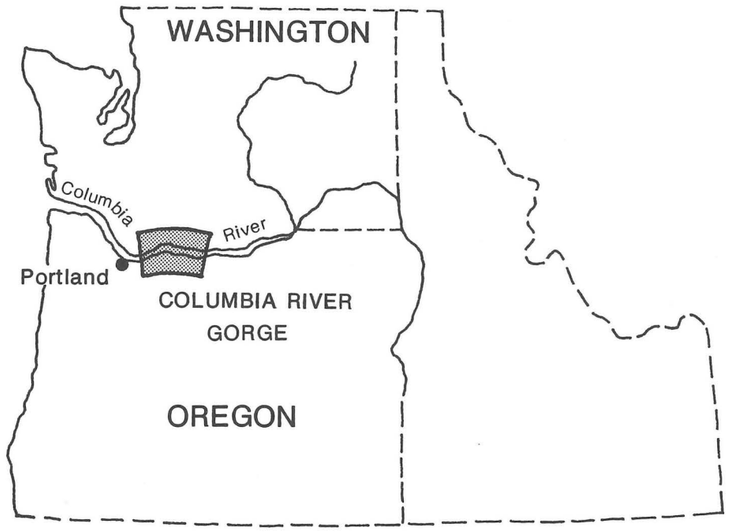
PRIORITY AND FUNDING FOR
PROJECTS NEAR OR ADJACENT TO HISTORIC COLUMBIA RIVER HIGHWAY **SUMMARY**

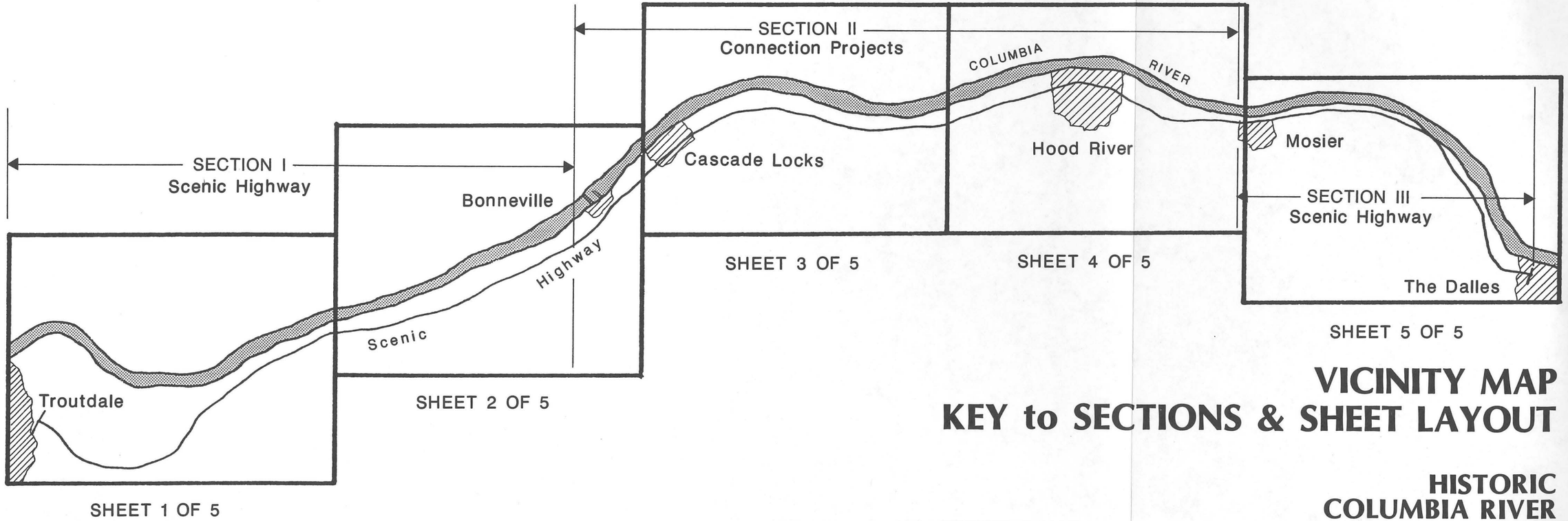
Project	Cost	Funded*	Agency**
HIGH PRIORITY PROJECTS			
Rehabilitation Projects - Sections I and III			
Wahkeena Falls Picnic Area Improvements	$ 60,000	yes	USFS
Multnomah Falls Lodge Parking Lot	103,000	yes	USFS
total -	$163,000		
New Construction Projects - Sections I and III			
Sandy River Bridge Replacement ***	1,080,000	yes	Hwy
Multnomah Falls I-84 Interchange	6,600,000	yes	Hwy
Tanner Creek Trailhead	46,000	yes	USFS
Ruckel Creek Picnic Area Improvements	331,000	yes	USFS
Ruckel Creek Access from I-84	1,000,000	yes	Hwy
Shellrock Mountain Binwall	1,540,000	yes	Hwy
total -	$10,597,000		
General - All Sections			
Rockfall Hazard Reduction	1,660,000	yes	Hwy
total -	$1,660,000		
High Priority Projects Total -	$12,420,000.		
MEDIUM PRIORITY PROJECTS			
New Construction Projects			
Coopey Falls S.P. Trailhead	200,000	no	Parks
total -	$200,000		
Medium Priority Projects Total -	$200,000.		
GRAND TOTAL -	$12,620,000.		

* Many of the projects listed as "Funded" are funded only through the development stages; money is not currently available for construction. Costs are based on 1987 figures.

** Managing Agency - Parks = Oregon State Parks and Recreation Division
Hwy = Oregon State Highway Division
USFS = U.S. Forest Service

*** The existing Sandy River Bridge is within the Columbia River Highway Historic District.



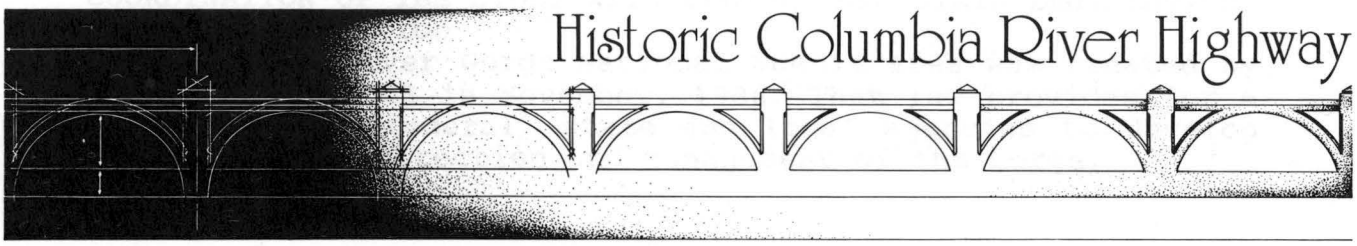


VICINITY MAP
KEY to SECTIONS & SHEET LAYOUT

HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Introduction

Historic Columbia River Highway



INTRODUCTION

PURPOSE

The Columbia River Highway was a marvel of engineering and road construction when it was dedicated in 1916 and it is still one of the great scenic highways in the country. While many miles of the original Highway are intact and are used and enjoyed by thousands of visitors to the Gorge today, other portions of the Highway were abandoned, eliminated by the construction of the water-grade freeway in the 1950s and the construction of I-84 in the 1960s and '70s.

The purpose of this study is to look at ways of reconnecting those segments of the Highway for recreational use and to recommend ways of enhancing the travel experience of motorists and recreationists on the driveable portions of the Highway. This study examines the scenic, recreational and economic development potential of the Historic Columbia River Highway.

This study is not "The Master Plan" for the Highway; rather it is the next step in the ongoing effort by the Oregon Department of Transportation to protect, restore and enhance the historic and recreational use and enjoyment of the Historic Columbia River Highway.

As planning for the National Scenic Area continues, this study will be refined and coordinated with the work of the US Forest Service, the Columbia River Gorge Commission and the SB 766 Historic Columbia River Highway Advisory Committee. It is recommended that this study be included in the Recreation Assessment being prepared by the Columbia River Gorge Commission.

GOALS OF THE STUDY

The goals of this study are to:

1. Identify all existing portions of the Highway
2. Describe recreation projects which will:
   - Protect and restore the historic integrity and continuity of the Highway;
   - Provide appropriate recreation opportunities and facilities for public use and enjoyment of the Highway;
   - Educate the visiting public about the Highway and the Gorge.
3. Coordinate the management of the Highway with all agencies responsible for management activities in the Gorge.

COORDINATION OF THE STUDY WITH FEDERAL AND STATE LEGISLATION

Federal Legislation

The Columbia River Gorge National Scenic Area was created by Public Law 99-663 in November, 1986. That law provides for a partnership of federal, state and local agencies to develop plans for the protection and management of the Gorge.

Two sections of that law relate directly to this study. Section 12 directs the Oregon Department of Transportation to "...prepare a program and undertake efforts to preserve and restore the continuity and historic integrity of the Old Columbia River Highway for public use as a Historic Road, including recreation trails to connect intact and usable segments." Section 16 authorizes $2.8 million for the Old Columbia River Highway.

The Historic Columbia River Highway is located entirely within the National Scenic Area except for a small portion at the west end of the Highway. This 7.5 mile section extends from Lewis and Clark State Park to the entrance of Portland Women's Forum State Park.

Although PL 99-663 directs the Oregon Department of Transportation to prepare a program for the Highway, it does not stipulate when the work should occur. The Parks and Recreation Division and the Highway Division decided to proceed at once with the work. In March, 1987, the ad hoc Citizens Advisory Committee was formed and the study began.

State Legislation

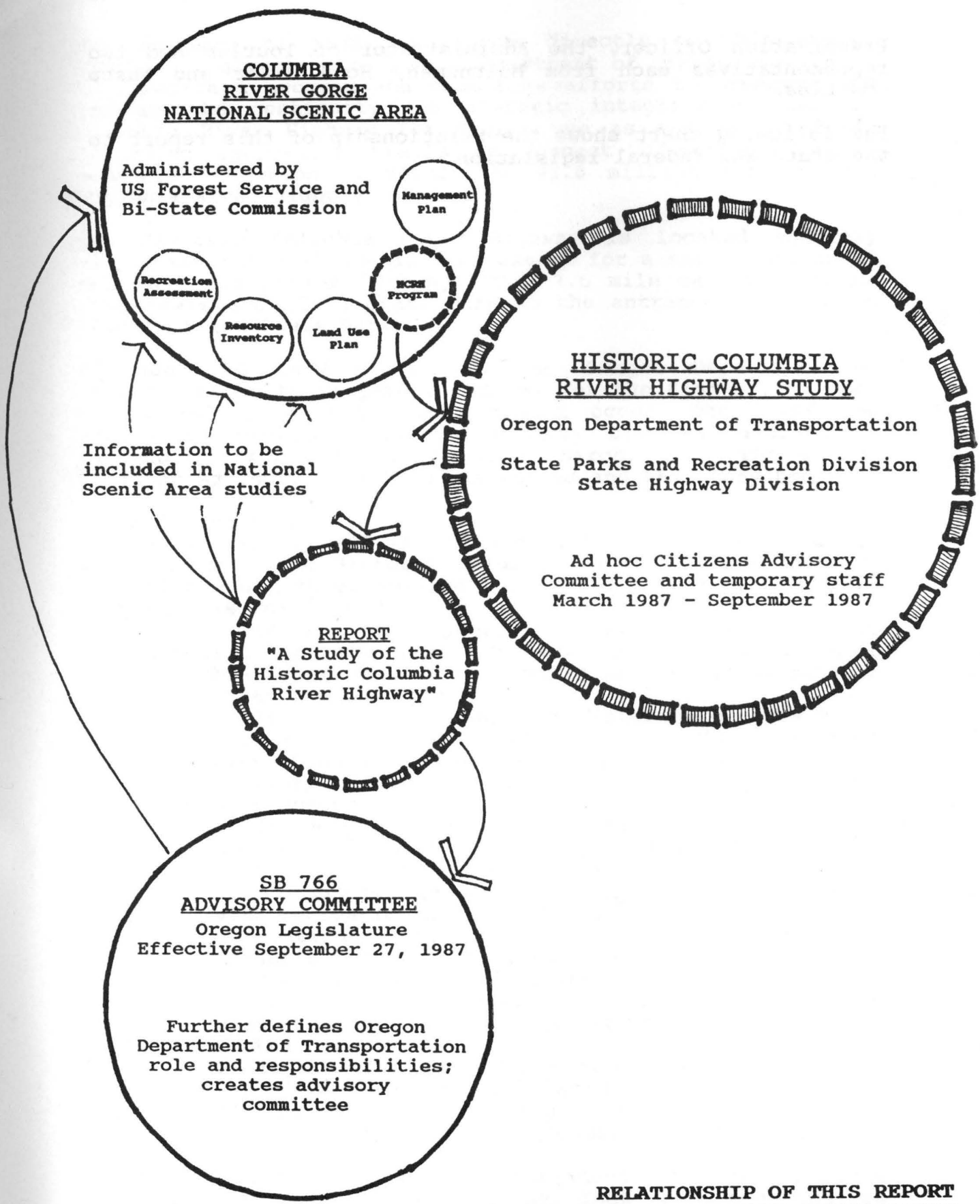
In the summer of 1987 the Oregon Legislature passed SB 766 which created the Historic Columbia River Highway Advisory Committee and further defined the public policy of the State of Oregon as follows:

> "...to preserve and restore the continuity and historic integrity of the remaining segments of the Historic Columbia River Highway for public use and enjoyment and in furtherance thereof:
>
> 1) To reuse and manage the Historic Columbia River Highway as a continuous visitor attraction that ties together Columbia Gorge cities and rural service centers and contributes to their economic development.
>
> 2) To rehabilitate, restore, maintain and preserve all original roadway and highway-related structures on the intact and usable segments.
>
> 3) To connect intact and usable highway segments with recreational trails, where feasible, to create a continuous historic road route through the Columbia Gorge which links local, state and federal recreation and historic sites.
>
> 4) To provide a coordinated visitor information program to identify and interpret the significance of the highway.
>
> 5) To preserve and enhance the scenic qualities of the highway and its associated corridor.
>
> 6) To coordinate appropriate state agency activities and funds to accomplish these purposes."

Senate Bill 766 also created a permanent advisory committee to deal with issues on the Highway. That committee consists of ten members: the State Highway Engineer, the Administrator of the Parks and Recreation Division, the State Historic

Preservation Officer, the Administrator of Tourism and two representatives each from Multnomah, Hood River and Wasco counties.

The following chart shows the relationship of this report to the state and federal legislation.



RELATIONSHIP OF THIS REPORT TO STATE AND FEDERAL LEGISLATION

PLANNING PROCESS

Research

This study is a continuation of many years of work by the Oregon Department of Transportation, the US Forest Service, the National Park Service, the Historic Preservation League of Oregon and many citizens interested in preserving and restoring the Historic Highway.

Two documents provided the basis for the study: the Columbia River Highway Historic District, by Dwight Smith, Oregon Department of Transportation, which nominated the Highway to the National Register of Historic Places and the Columbia River Highway Options for Conservation and Reuse, by Diane Ochi, a study of the Highway done for the National Park Service in 1981.

Other information was gathered from federal, state and local agencies and from members of the Citizens Advisory Committee. Proposals for recreation projects were examined and included in the study.

Field Work

Extensive field work was done by the staff and various committee members to confirm the condition and location of the segments of the Highway in Section II, originally documented in the National Park Service report and in the National Register nomination.

All of the driveable portions of the Highway were traveled many times and all recreation facilities on or near the Highway were visited and researched.

Mapping

Information was mapped on 7.5 minute USGS quad sheets, reduced to 1"=4000' and reproduced in this document.

Public Participation

Citizens Advisory Committee:

An ad hoc Citizens Advisory Committee, established at the beginning of the study, actively participated in determining the scope, content and recommendations of the study. The committee met every two weeks at various locations in the Gorge.

Members of that committee included:

Lewis L. McArthur, Chair	Historic Preservation League of Oregon
Richard Ross	Historic Preservation League of Oregon
Robert Sandmann	State Highway Division
Jurgen Hess	US Forest Service
Lorna Stickel	Multnomah County
John Lundell	Wasco County
Jack Mills	Hood River County

Public Meetings:
A series of public meetings was held in August of 1987. Preliminary proposals and information were presented in the three public meetings held in Corbett, Hood River and The Dalles. Responses were noted and incorporated into this document. A summary of the public meetings is included in the Appendix.

STUDY LIMITS

The area included in the study is:

- the Historic Columbia River Highway right-of-way and other properties included in the Columbia River Highway Historic District;
- adjacent properties and projects which might have an effect on the public's use, enjoyment and appreciation of the Highway.

The Setting

Historic Columbia River Highway

DESCRIPTION OF THE GORGE

The Columbia Gorge is a unique and marvelous mixture of vistas, geology, ecosystems and climates. The Columbia River, which formed the Gorge and is the border between Oregon and Washington, is second in volume only to the Mississippi River. The Gorge is the only water-level pass through the Cascade Range.

The Gorge extends 75 miles from the Sandy River east of Portland to the dry plateaus near The Dalles. On the Oregon side of the Gorge are several small communities and the three urban areas of Cascade Locks, Hood River and The Dalles. The Historic Columbia River Highway winds its way through the Gorge connecting many of the communities and providing access to many of the scenic vistas and numerous high waterfalls on the south side of the Gorge.

Geologically, the Columbia Gorge is very young. While the oldest rocks in the world are more than 3 billion years old, the oldest rocks found in the Gorge are less than 50 million years old. Fourteen to sixteen million years ago, thick layers of basalt formed as lava floods covered the area from the Idaho border to the coast. About five million years ago, the ancestral Columbia River brought flood waters carrying cobbles from British Columbia and deposited them in what is now known as the Troutdale Formation. Volcanos, the creation of the Cascade Mountain Range, glaciation and huge floods all shaped the Gorge, creating the hanging valleys with their waterfalls and the scablands of the eastern Gorge. Landslides changed the course of the river in the past, and continue to alter the present landscape.

From one end of the Gorge to the other, there are dramatic changes in the climate. Portland Airport, near the western end of the Gorge, receives an average of 42 inches of rain a year, while Hood River receives 29 inches and The Dalles, at the eastern end, averages only 14 inches annually. [1]

Since the Gorge breaches the Cascade Range, it provides access to the interior of the continent, acting as a funnel for winds and weather. Winds are often severe enough to close I-84 to truck and mobile home traffic. Occasional freezing winter rain brings everything in the Gorge to a virtual stop.

The changes in climate, combined with variations in altitude and terrain, create a large diversity of plant communities. There are three main plant communities: the dense coniferous forest of second-growth Douglas fir, western red cedar,

---

[1]. Allen, John Eliot. The Magnificent Gateway: A Layman's Guide to the Geology of the Columbia Gorge. Forest Grove Oregon: Timber Press, 1979.

western hemlock, vine maple, bigleaf maple and alder on the west; a broad transition zone near Hood River of Douglas fir mixed with more arid forests of ponderosa pine and Oregon white oak; and further east a sparse forest of Oregon white oak and ponderosa pine mixed with grasslands.

Over 800 plant species are found in the Gorge, with many species at the northern or southern limits for their range. Nine plants are endemic to the Gorge, that is, they are found nowhere else; 58 plants are considered rare or endangered. Rowena Plateau and Oneonta Gorge, both along the Historic Highway, are protected for their botanical values. [2]

HISTORY AND SIGNIFICANCE OF THE HIGHWAY

The Columbia River Highway is considered to be the first major paved highway in the Northwest. At the time of the official dedication on June 7, 1916, it was paved only to Multnomah Falls; but by June 27, 1922, pavement extended from the Oregon Coast to The Dalles, with additional unpaved sections extending to Pendleton.

The Highway was located by Samuel C. Lancaster, a noted civil engineer with broad experience in railroad and highway construction. "On starting the surveys", Lancaster wrote, "our first business was to find the beauty spots, or those points where the most beautiful things along the line might be seen in the best advantage, and if possible to locate the road in such a way as to reach them."[3] For weeks Lancaster and his crew literally pulled themselves over the rocky and wooded terrain - taking photographs, drawing up blueprints, and always planning for a roadway that would blend subtly with the environment. Yet, this final plan met the highest engineering standards of the age and surpassed them in many respects.[4] The Highway continues to be one of the most beautiful in the United States.

The Highway was designed and constructed along then modern engineering standards with a 24-foot roadway. Eighteen feet of this was paved in 1915 and later the gravel shoulders were paved in some sections. Maximum grades were five percent and curves had an absolute minimum radius of 100 feet. Meeting these standards in the Gorge required many special

---

[2] Ochi, Diane, Columbia River Highway Options for Conservation and Reuse, Cascade Locks, Oregon, 1981.

[3] Fahl, Ronald J., "S. C. Lancaster and the Columbia River Highway: Engineer as Conservationist," Oregon Historical Quarterly, Vol. LXXIV, No. 2 (June 1973).

[4] Smith, Dwight A., Oregon Department of Transportation, Columbia River Highway Historic District: Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places, November, 1984.

engineering features, including twentyfour bridges, seven viaducts, four tunnels (two near Mosier) and three sets of hairpin loops. Also included were dry masonry retaining walls, rustic rubble parapets and pedestrian overlooks. The wooden guardrails used on the original Highway were state of the art for the time and became the national standard.

Highway supporters saw the Columbia River Highway as providing recreational and economic benefit to the state. Sam Hill is quoted as saying "We will cash in, year after year, on our crop of scenic beauty, without depleting it in any way."[5]

Many recreational facilities followed the opening of the Highway, including park lands of the City of Portland, Multnomah County, the State of Oregon and U. S. Forest Service. Many of the properties now owned by State Parks and the Forest Service were once owned by the City Of Portland, before policies changed to favor having city parks closer to Portland. Other facilities along the Highway were private auto camps, restaurants, hotels and garages to service the motoring public.

Additional information on the history of the Columbia River Highway and the people, such as Samuel Lancaster, Simon Benson, and Sam Hill, who made it possible, is included in the Columbia River Highway Historic District by Dwight A. Smith, and other documents listed in the Appendix.

BYPASS AND FRAGMENTATION OF THE HIGHWAY

The first changes to the Highway occurred because of the construction of Bonneville Dam; some of the Highway near the dam had to be relocated.

As cars and traveling changed over the years, so did the Highway. Motorists wanted to travel from one place to another as quickly as possible. By 1931, there was general agreement that a water-grade freeway, much straighter than the old Highway, was needed. The first major alteration to the Highway was the construction of the Tooth Rock Tunnel in 1936, which bypassed the Tooth Rock Viaduct.

Many sections of the Highway were destroyed during the construction of the water-grade freeway and the Interstate, I-84, that followed. In many cases, the terrain of the Columbia Gorge left no options for the location for the freeway; the only land available between the basalt cliffs and the river was the same land on which the earlier Highway lay.

Consequently, the central section of the Highway, between Dodson and Hood River, exists only as segments on either side of the newer roadway. The greatest example of this loss of

---

[5] Fahl, op cit.

the old Highway was at Mitchell Point. The famed "Tunnel of Many Vistas" was first blocked to prevent its collapse, then filled and finally undercut and destroyed by freeway expansion.

Some of the early alterations were caused by the unstable rock in the Gorge. Rock falls and slides caused injuries inside some of the tunnels and near the tunnel entrances where people waited. The Mosier Twin Tunnels were one-way because they were so narrow, and people waiting to pass through were occasionally trapped by rock falls. In the early 1950s, the Mosier Twin Tunnels were filled after the freeway construction created a bypass route, and the Historic Highway connection between Hood River and Mosier was severed.

In 1948, the Oneonta Tunnel was filled and a new bridge was built over Oneonta Creek to carry the Highway around the old tunnel location.

The unused portions of the Highway were abandoned, and without maintenance, the Highway and its structures deteriorated, especially in the western sections where weather conditions are more harsh.

Where possible, the Highway was retained as state secondary highway routes and scenic routes. The State Highway Division responded to public concern for the old Highway and kept control of the Highway except for the section between Hood River and Mosier which was no longer usable as a through highway. Maintenance was deferred on the working sections, as the Highway Division emphasized maintaining roads that carried more traffic.

RESTORATION OF THE HIGHWAY

Concern for preservation of the Columbia River Highway was galvanized by the National Park study of the Highway in 1981 and the destruction and replacement of the Hood River Bridge in 1982. Information from the National Park Service study provided the basic data for the nomination of the Highway to the National Register of Historic Places.

The Columbia River Highway Inventory, compiled by the Columbia River Highway Project team of the National Park Service, cataloged the sections of Highway that had been destroyed or abandoned and the condition of the sections that remained. After that inventory was complete, the Highway Division realized the need to initiate restoration projects to preserve the Highway features. Considerable work has been performed since 1981 to repair the Highway, especially the railings and retaining walls. The Parks Division has undertaken extensive restoration work on the Vista House and the Highway Division has reconstructed and rehabilitated numerous structures on the Highway.

More than just restoration of the currently used portions of the Highway was proposed by the 1981 study. Many other ideas

were described in the Columbia River Highway Options for Conservation and Reuse, including proposals to connect segments of the Highway for pedestrian and possibly bicycle or handicapped use, and using the Highway as a total entity. Proposals to increase recognition of the Highway included publishing a driving tour, providing unique signing, and replacing the mileposts. Proposals from other sources included changes in parking areas to accommodate the additional visitors.

These and other ideas have been incorporated into the Columbia River Gorge National Scenic Area legislation and Senate Bill 766 and are described in the Projects section of this document.

In additional to designation as a National Historic Place, the Highway has also been named as a National Historic Civil Engineering Landmark in Oregon by the American Society of Civil Engineers. The Highway has been included in the Oregon Scenic and Historic Highways Program. This program requires maintenance of the Highway and signing as a historic and scenic highway. Recently, the Highway was included in the Columbia River Gorge National Scenic Area legislation and was the subject of Senate Bill 766.

OWNERSHIP OF THE HIGHWAY

When the Highway was abandoned, the roadway in most cases was returned to the adjacent property owners. The segment from Hood River to the Hood River County Line became a County road. Recently, the Highway Division has regained authority over this segment. Negotiations are underway with the property owners between the Mosier Twin Tunnels and Mosier to return that segment to State ownership. Other segments are owned by the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad), U. S. Forest Service, the three counties, three cities, two ports and some private property owners.

ADJACENT OWNERSHIP

Most of the land surrounding the Highway is owned by the Oregon Department of Transportation or U. S. Forest Service. Many of these lands have picnic and camping facilities, as described in the Existing Conditions section. Many small landownerships also border the Highway. In the Troutdale to Dodson/Warrendale section, many residences, farms and businesses line the highway. Similarly, between Mosier and The Dalles, there are residences, orchards and ranches. The Highway is frequently bordered by Union Pacific tracks and land.

EXISTING CONDITIONS - SECTION I

Physical Description

Traveling from west to east, Section I begins at the Sandy River Bridge in Troutdale and extends to Dodson, a distance of 21.6 miles. This section of the Historic Highway is maintained as state highway and is known as the Crown Point Highway. This section contains the original roadway and all 24 of the major associated engineering features. The original Oneonta Gorge Creek Bridge, bypassed in 1948, now serves parking and pedestrian uses. A replacement Oneonta Gorge Creek Bridge parallels the old bridge on the north. The Oneonta Tunnel is no longer used and is filled. Other major features include ten Highway bridges, two foot bridges, and many State Park and National Forest recreation sites. Major buildings include the Vista House at Crown Point and Multnomah Falls Lodge.

Within Section I, the Highway has two distinctly different characters. From Troutdale, through Corbett and up to intersection with Larch Mountain Road, the Highway carries considerable local business and residential traffic. East of Larch Mountain Road, the Highway carries primarily recreational traffic.

During the past six years, considerable restoration work has been performed, reversing the deterioration caused by years of deferred maintenance. Using the Columbia River Highway Guide for Maintenance, stone guardrails, concrete post caps, concrete spindles in bridge rails, concrete arches and rock walls have been restored and replaced. Repairs have also been made to restore the Vista House, as recommended in Vista House Historic Structure Report.

While much progress has been made in this section, additional restoration is needed. The harsh climate of this area, with its damaging winter freezes and thaws, high winds and heavier rainfall, continues to require high maintenance.

Issues

Many of the issues in Section I involve maintenance. Should the original guard rocks be replaced in kind or with guardrail? Should the pavement receive an overlay? Should vegetation be removed to open up vistas? What methods should be used to control vegetation? Where should parking areas be expanded to better accommodate the heavy weekend visitation?

EXISTING CONDITIONS - SECTION II

Physical Description

The original Columbia Highway in this section was 37.6 miles long, extending from Dodson to Mosier. This section was obliterated or segmented by the construction of I-84. About 18.7 miles of the Highway still exist, but not continuously. Seven of the original sixteen bridges in this section have been lost. The outstanding feature destroyed in this section was the Mitchell Point Tunnel, "The Tunnel of Many Vistas."

Fifteen major features of the Historic District occur in this section, including thirteen engineering features and two recreation areas. Additional recreational areas in this section were not included in the Historic District, but are included in this study because of their impact on the Highway. The Moffett Creek and Eagle Creek bridges are two of the most significant extant bridges on the Columbia River Highway. The Moffett Creek Bridge, now abandoned, is located between a railroad bridge and two interstate highway bridges. The Eagle Creek Bridge, which includes a pedestrian overlook, now carries one-way traffic over Eagle Creek.

The Mosier Twin Tunnels were filled and abandoned, creating a major barrier to reconnecting the Highway between Hood River and Mosier.

One of three remaining mileposts and the last one in good condition is located on an abandoned section near Viento State Park. A segment of Highway between Viento and Starvation Creek State Parks has been used in the recent past as a State Parks maintenance access road.

Issues

The Columbia River Gorge National Scenic Area Act states that ODOT shall "...prepare a program and undertake efforts to preserve and restore the continuity and historic integrity of the remaining segments of the Old Columbia River Highway for public use as a Historic Road, including recreation trails to connect intact and usable segments." Part of this study is to make a preliminary recommendation of what segments within Section II can be connected and made "usable". Other issues include whether connecting trails should be hiking trails, bicycle trails or handicapped accessible trails.

EXISTING CONDITIONS - SECTION III

Physical Description

Section III extends from Mosier to The Dalles, a distance of 14.6 miles. As with Section I, this section is a fully operational state highway. Due to the terrain in this area, there are not as many engineering features here as in the other sections. The eight major features include the Mosier Creek, Dry Canyon Creek, Hog Creek and Chenoweth Creek bridges, Memaloose Overlook, Rowena Crest Overlook, the Rowena Loops and the abandoned railroad grade. This section contains all of the original roadway, except for a 0.5 mile segment west of Tooley Lake which was destroyed and realigned when I-84 was constructed.

Rock work near Rowena Crest was recently repaired and this section is generally in good condition.

Issues

The major issues of this section are restoration, maintenance and enhancement of the Highway.

EXISTING CONDITIONS

LEGEND

- PARKING
- RESTROOMS
- HANDICAP ACCESS
- PICNICING
- CAMPING
- BOAT RAMP
- FISHING
- HIKING
- INTERPRETIVE AREA
- SIGNIFICANT HIGHWAY SITE
- SIGNIFICANT HISTORIC SITE
- RARE PLANT
- RARE WILDLIFE
- GEOLOGIC HAZARD
- GRAVEL PIT/QUARRY
- GUN RANGE
- ARCHERY RANGE
- SCENIC
- VIEWS

--- SCENIC AREA BOUNDARY

SPECIAL MANAGEMENT AREA

GENERAL MANAGEMENT AREA

URBAN AREA

— SCENIC HWY./AUTO ACCESS

-- SCENIC HWY./NO ACCESS

····· SCENIC HWY./DEMOLISHED

EXISTING CONDITIONS

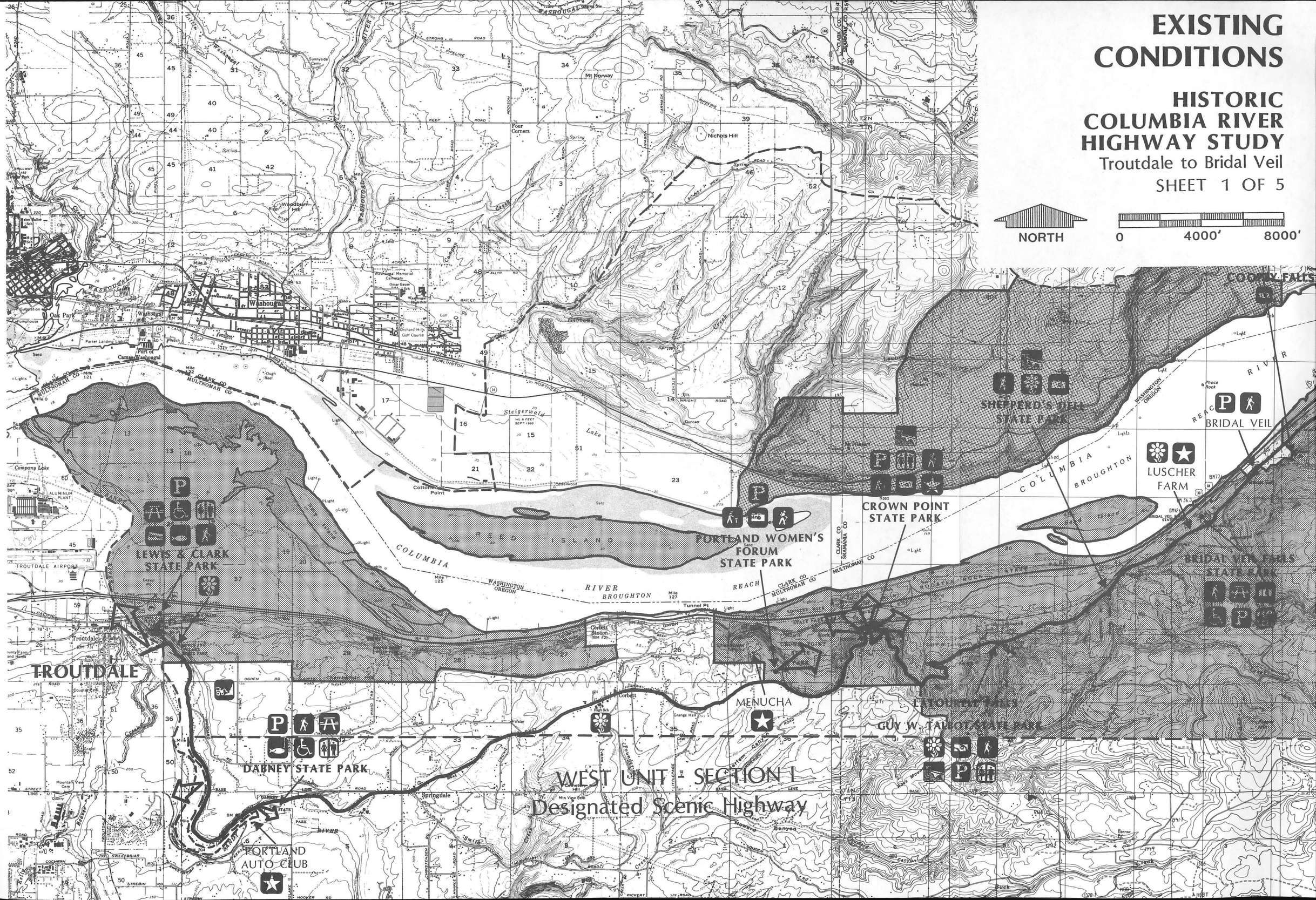
HISTORIC COLUMBIA RIVER HIGHWAY STUDY

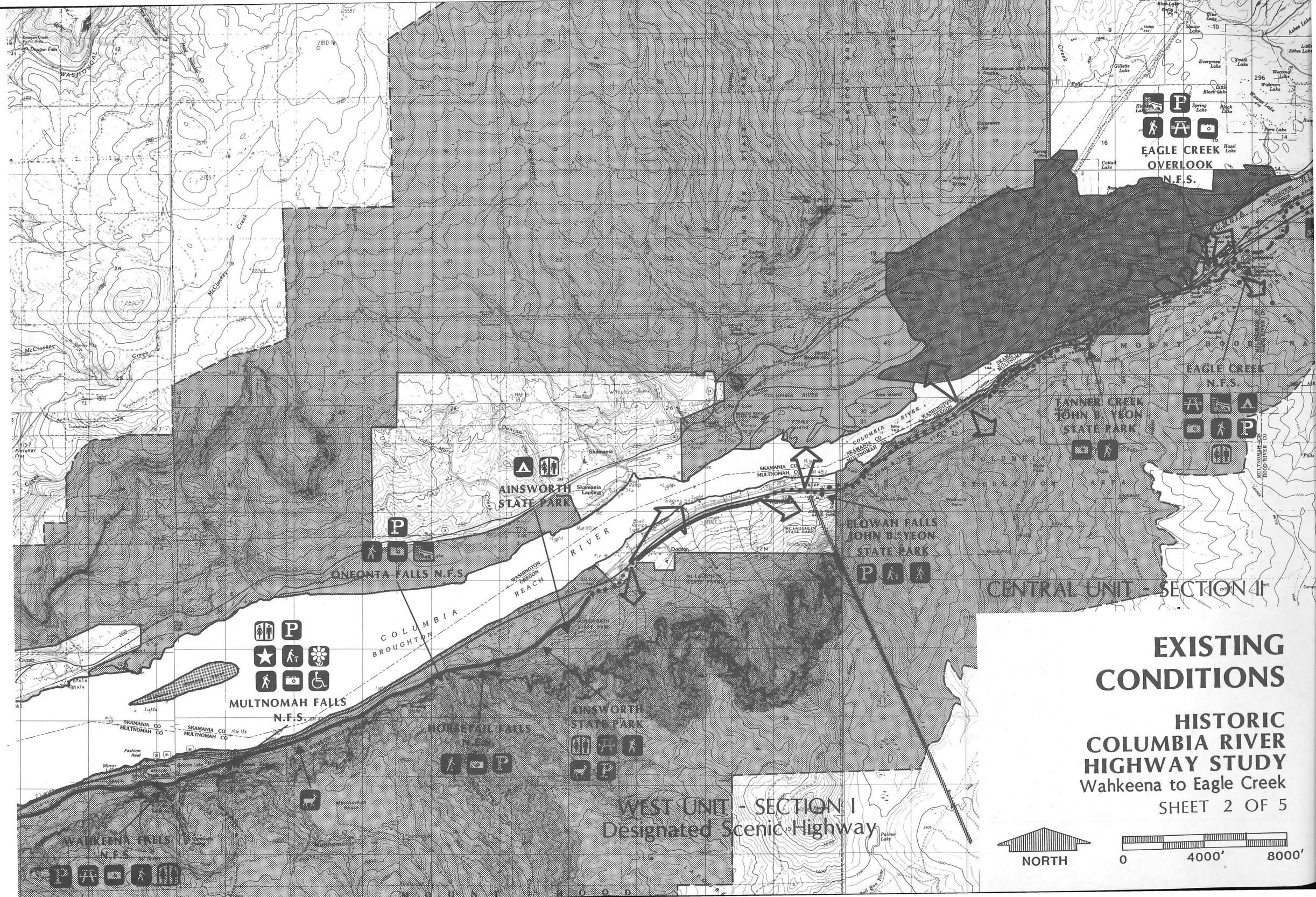
Troutdale to Bridal Veil

SHEET 1 OF 5

NORTH

0 4000' 8000'



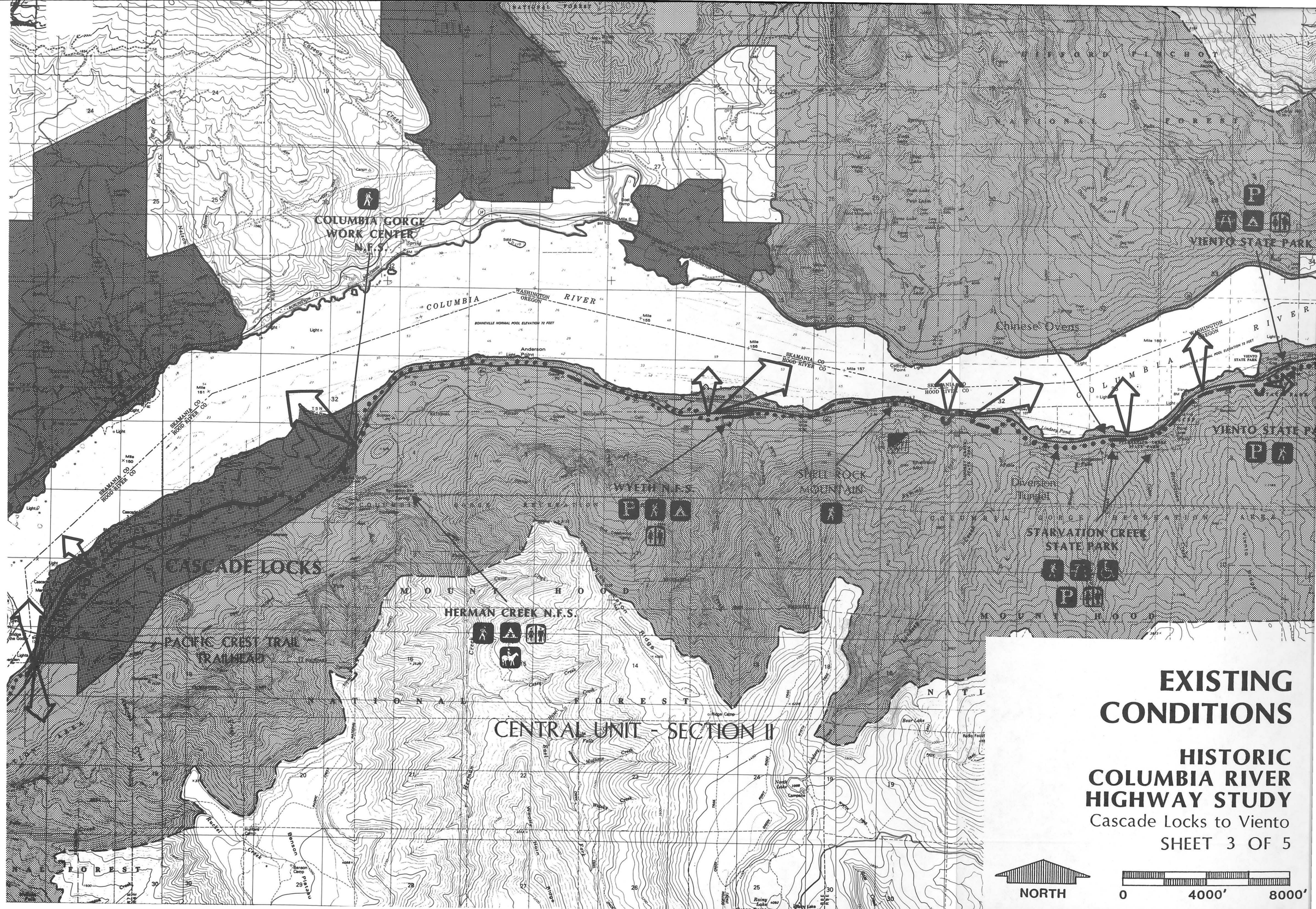


EXISTING CONDITIONS

HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Wahkeena to Eagle Creek

SHEET 2 OF 5



EXISTING CONDITIONS

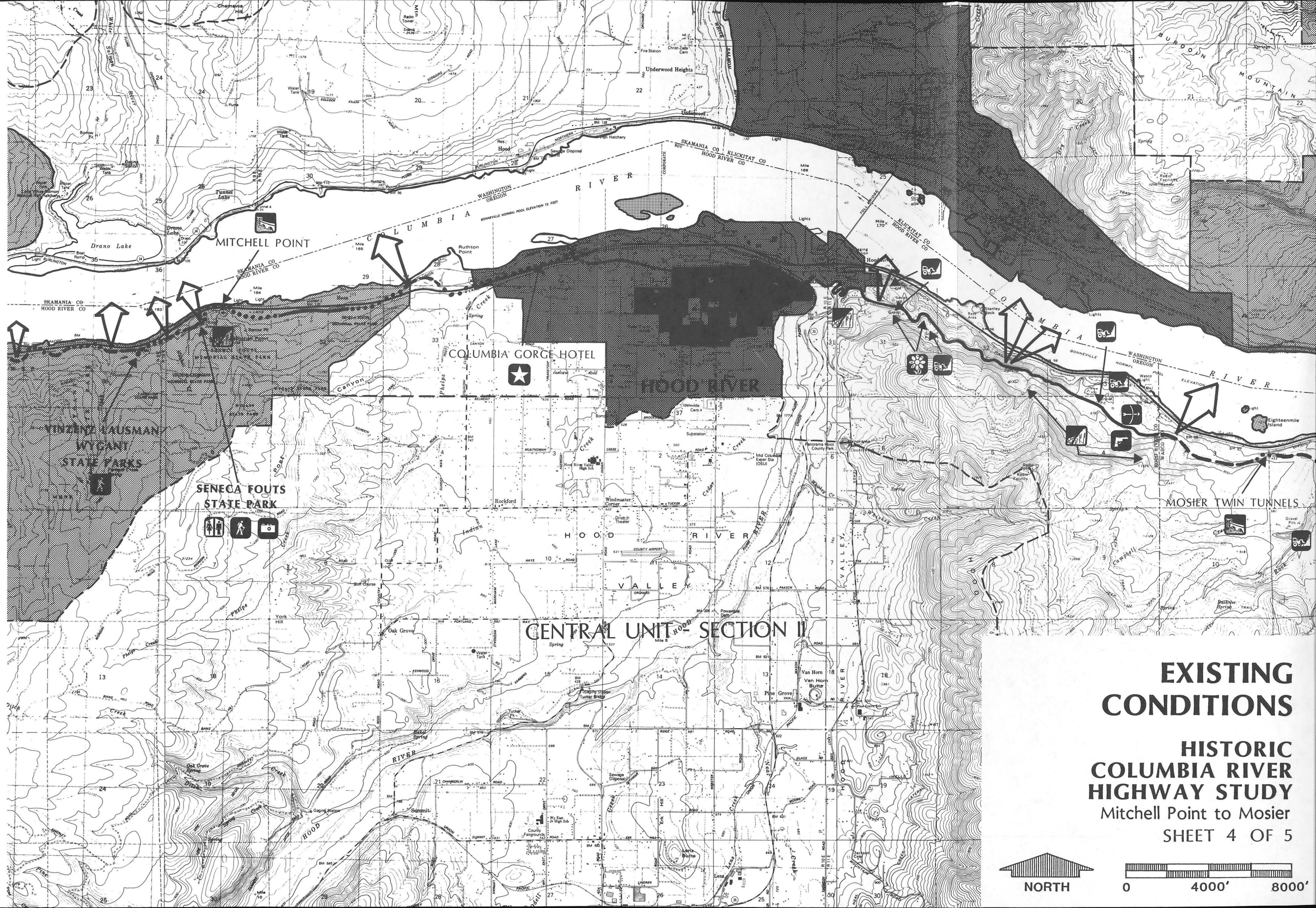
HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Cascade Locks to Viento

SHEET 3 OF 5

NORTH

0 4000' 8000'



EXISTING CONDITIONS

HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Mitchell Point to Mosier

SHEET 4 OF 5

NORTH

0 4000' 8000'

EXISTING CONDITIONS

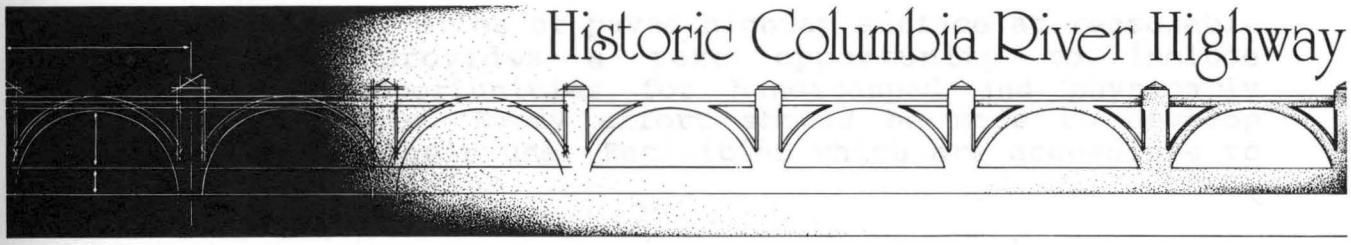
HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Mosier to The Dalles

SHEET 5 OF 5

Issues

Historic Columbia River Highway



ISSUES

INTRODUCTION

In addition to the construction projects proposed for the Highway, there are a number of management issues related to the use and enjoyment of the Highway. The issues deal with maintenance and restoration standards, impacts on local residents, visual resources, vegetation management, traffic management and agency coordination.

The following issues have been identified and recommendations are given. Action on these recommendations should be coordinated with and agreed on by the Columbia River Gorge Commission, the Forest Service, the Senate Bill 766 Advisory Committee, the State Highway Division, the State Parks Division and other affected agencies or individuals.

RECREATIONAL USE OF THE HIGHWAY

Background: At the present time, Sections I and III of the Highway are used by motorists and bicyclists. There is little recreational use of Section II.

Issue: Because of the Highway's width and status as a Historic Place and because of the amount of traffic already on it, no additional recreation uses are proposed on Sections I and III. There are, however, many possibilities for recreational use of Section II. Among them are foot paths and hiking trails, biking trails, horse trails, and paved handicapped-accessible trails. Certain areas could be reopened to vehicular traffic. Not all of these uses are compatible with each other. Choices need to be made about which uses will be allowed and which will be located in other areas.

Recommendation: All of Section II should first be developed and connected by foot paths and hiking trails. This work can be done inexpensively and reasonably soon. Those trails should be used only for foot traffic. Use of unpaved trails by motorcycles, mountain bikes or horses is destructive to the trails and in conflict with the walkers and hikers.

As need is determined and funds are available, certain areas should be reconstructed if necessary and paved for bicycle use. Many segments are located close to populated areas and recreation campgrounds where there is a need for and interest in recreational cycling. No motorized vehicles should be allowed on the paved trails. Bike paths should be built as close to accepted standards as is possible, under the conditions present in the Gorge. The trails should be signed to alert bikers of the presence of hikers on the trails.

The existence of miles of paved highway surface at reasonably flat slopes provides a rare opportunity to include recreational opportunities for handicapped and physically challenged people. Every effort should be made to develop facilities for their use. Facilities which are accessible to

the handicapped are equally accessible to older people, young children and people pushing baby carriages.

Neither horses nor mountain bikes should be allowed on Section II. Both cause too much damage to unpaved trails and create too much conflict with bicyclists and pedestrians.

There is only one area in Section II which could be used by vehicular traffic and that is the area at the Mosier Twin Tunnels. If that area were reopened to vehicles, it would preclude the use of the Highway by any other users. Since many miles of driveable scenic highway exist at either end of the Gorge, this area should remain for other recreation users. On special occasions it may be desirable to allow vintage automobiles to use that area under strictly controlled circumstances.

Although no other recreational uses of Sections I and III are feasible, increased use by motorists and cyclists will likely cause conflicts between those two groups, especially when groups of cyclists use the Highway. Adequate signing should be installed to alert each user group to the presence of the other and to suggest common courtesies so both can use and enjoy the Highway.

TRAFFIC MANAGEMENT - Sections I and III

Background: Since the Highway was built, there have been many changes in the type and amount of recreational traffic on the Highway. In the 1920s and '30s, recreational vehicles were motor cars; in the '80s recreational vehicles are often pick-up trucks or large 30' to 40' travel trailers. Frequently, there are commercial tour buses on the Highway. The Highway is also used extensively by cyclists and by increasing numbers of passenger cars.

In addition to the recreational traffic, there is residential and business traffic from the residents of the Gorge. These people need the normal daily services provided by large vehicles, such as delivery trucks, trash and garbage trucks and school buses.

Issue: The presence of all these vehicles on the narrow Highway causes conflict and accidents. Management techniques are needed to alleviate these problems, to allow convenient access for local residents and to reduce conflicts between residents, tourists, cyclists and motorists.

Recommendation: High priority should be given to conducting a complete traffic study and management plan on Sections I and III. It should be done before any projects having a substantial impact are completed or before any major traffic management changes are implemented. The study should carefully examine existing traffic patterns, including point of origin and destination of trips, and future needs for all the Highway users.

Possible traffic management techniques might include restricting vehicles based on their size and weight, allowing only one-way traffic during peak use times, providing public shuttle buses to recreation sites or reducing the speed limits.

MAINTENANCE AND RESTORATION STANDARDS
For the Existing Scenic Highway - Sections I and III

Highway Maintenance Guidelines; Safety and Historic Preservation

Background: The original Highway exists as an intact, driveable, scenic highway in Sections I and III on either end of the project. Those sections have been widened in some cases but not changed materially since they were constructed.

Issue: As recreational use of the Gorge has increased, so have the pressures to modify the Highway to accommodate more traffic and larger vehicles. As more people use the Highway, safety becomes increasingly important.

Recommendation: In those cases where there is a conflict between restoring the Highway and providing a safe travel experience for the public, each case will be examined individually before a decision is made. The Highway is listed on the National Register of Historic Places and any proposed changes must be reviewed by the State Historic Preservation Office.

The Highway Division should continue to maintain the Highway and restore it to its original condition as much as possible. The Columbia River Highway Guide for Maintenance, written by the Columbia River Highway Project in 1981, has been the basis for this work. It should continue to be the basis until a more detailed document can be prepared.

Road Widening

Background: The original Highway had a pavement width of 18', with 3' gravel shoulders on either side.

Issue: In some areas near attractive or interesting features, cars park and maneuver on the shoulders, deteriorating the shoulders and detracting from the appearance of the Highway. At the more heavily developed west end of the Highway, there is also a lot of parking on the shoulders at homes, stores and other services.

Recommendation: The original Highway standards should be maintained as a general rule, but each case should be examined individually for an appropriate solution. In some cases, the shoulders should be paved to a minimum width to prevent further deterioration of the Highway resource. In other cases, barriers should be installed or the areas posted for 'no parking'. Changes to the Highway should be kept to a minimum.

Improvement Projects Affecting the Highway

Background: Over the years, the Highway has been altered to accommodate additional recreation and commercial use. For the most part, these changes have been in keeping with the original character of the Highway.

Issue: As use of the Highway increases, there will be a need for additional recreation and visitor services and increasing pressure to alter the Highway.

Recommendation: Changes to the Highway should be kept to the minimum necessary and should be in keeping with the original character of the Highway.

Guardrails and Guard Rocks

Background: Many kinds of guardrails were originally used on the Highway, including wood post and rail, cast concrete railings, guard rocks and stone retaining walls.

The original wood guardrails were made of 8x8 wood posts with two 3x8 rails, painted white. None of these guardrails is known to exist. The oldest existing wood guardrails have concrete posts with a bottom wood rail and a metal cable on the top. These are generally in poor condition and offer little protection. Although they are not original, they are among the oldest guardrails on the Highway and have historic value.

Most of the wood guardrails on the Highway have been replaced with guardrails made of metal rails on round concrete posts. The rails are either galvanized (silver), painted (white) or Corten (rust color). The white guardrail has the advantage of looking the most like the original, while the Corten blends in best with the landscape.

Other areas have original cast concrete railings and stone retaining walls which have been maintained and replaced as necessary by the Highway Division.

In some areas on the original Highway, guard rocks were used instead of guardrails. Some of these rocks have fallen away or been knocked over.

Issue: There are many kinds of guardrails on the Highway. As each type has deteriorated, it has been replaced with a different kind of guardrail. Some of the existing wood guardrails need to be replaced with a safer guardrail and older concrete and metal guardrails will soon need replacement.

Recommendation: The Federal Highway Administration has designed a concrete post with steel-backed wood rail guardrail which is similar in appearance to the original guardrails but designed for today's safety standards. A test section of this may be installed on the Highway, probably near the Portland Women's Forum State Park. If it proves to

be satisfactory, it could be the standard for guardrail replacement.

If the old concrete post and cable guard rail meets Highway Division safety standards, it should be repaired and retained.

Guard rocks should be replaced with similar rocks wherever possible and appropriate.

Rock Fall and Unstable Slopes Along the Highway

Background: Many areas in the Gorge are very steep and unstable. Rock fall and landslides along the Highway have always been a problem.

Issue: Some of these rock falls pose serious threats to the Highway users. Correcting these rock falls is possible but will mean altering the landscape and the original setting of the Highway. It may be necessary to remove vegetation, cut back slopes, and install new walls and retaining devices. Large amounts of rock and debris material may need to be removed and finding places to deposit that material can be difficult.

The safety of the public is of greatest importance on the Highway but the historical accuracy is also of great interest.

Recommendation: Wherever work to correct unsafe conditions is undertaken, it should be done with care and sensitivity for the landscape and visual appearance of the Highway. Waste material locations should be identified and not be visible from the Highway.

MAINTENANCE AND RESTORATION STANDARDS
For the Proposed Trail Connections - Section II

Background: Within Section II, the Highway and its related structures exist in a variety of conditions. In some areas they are virtually intact, in other areas they are discernable but deteriorated, and in some places they are completely gone.

Issue: Trail construction and connection work will require some changes to the existing character of the Highway in order to meet minimum standards for foot trails, bike trails and handicapped access.

Recommendation: Changes to the Highway and its structures should be the least amount necessary. The Highway and its structures should be restored as needed to protect the users. Areas of the Highway not needed for recreation trails should be allowed to remain in their present condition, and some structures should continue to deteriorate, showing the natural weathering effects of the Gorge.

SCENIC RESOURCES/VISUAL MANAGEMENT/ADJACENT USES

A number of elements make up the scenic resources of the Highway. Among them are the Highway itself and its associated structures, the vegetation in and adjacent to the right-of-way, the landforms and geologic setting of the Highway, the buildings within the Historic District and the views of the Highway from other areas.

Scenic resource issues for all of the Gorge will be addressed by the Forest Service and the Columbia River Gorge Commission. The following ideas and suggestions should be included in that future work.

Vegetation

Background: The Columbia River Highway was built to take advantage of the scenic beauty of the Gorge. At the time it was built, there were fewer mature trees because of logging and fires and many more vistas were available from the Highway. Over the years, the Gorge has become revegetated and the trees have matured, blocking many views both from and to the Highway.

Issue: Any restoration of the original vistas from the Highway will involve removal of many mature trees and changes to the existing scenery.

Recommendation: Complete vegetation management and visual resource studies should be done in conjunction with the overall vegetation management plan for the Gorge. Selected vistas should be reestablished and maintained.

Access to Private Property - Sections I, II and III

Background: The Highway serves as an access road to many parcels of private property, both in Sections I and III and in Section II where pieces of it are used for local access.

Issue: Future development along the Highway will mean additional access roads within the Highway right-of-way. This may affect the visual appearance of the Highway.

Recommendation: The need for additional access roads should be carefully evaluated by the appropriate permitting agencies. Recommendations from the Traffic Management Study and plan should be considered. In some cases, it may be desirable to consolidate access roads to reduce the number of new entry points onto the Highway. Agencies responsible for permits for new roads should coordinate their efforts.

Areas not in Public Ownership

Background: In Section II, many segments of the Highway are not owned by the Highway Division; some are owned by other public agencies and some are owned by private individuals.

Issue: It is important to protect and preserve as much of the Highway as possible. Although the Highway is designated as a

Historic District, that does not guarantee its protection. The acquisition of some parcels is necessary in order to complete certain proposed projects on the Highway. Unfortunately, funds for acquisition are not immediately available.

Recommendation: Public ownership of all of the Highway is desirable. Priorities for acquiring property should be set and funding sources identified. In lieu of outright ownership, it is recommended that agreements be obtained to protect the Highway. Scenic easements would protect the Highway and its surrounding environs with little expense.

Proposed Historic Districts

Background: There are many areas and sites of historic interest adjacent to the Highway. Some of these are in Urban Areas and are exempt from the restrictions of the Gorge legislation.

Issue: Some local groups are considering establishing historic sites and districts and have requested support from this Advisory Committee.

Recommendation: Although these areas may not have any direct bearing on the Highway, the proximity of other designated historic areas and sites would be beneficial. Interest in and knowledge of history of the area would promote more interest in and knowledge of the Highway. This committee and supports and encourages the establishment of appropriate historic sites and districts.

VEGETATION MANAGEMENT - Sections I, II and III

Background: The climate of the Gorge, especially in the more moist areas in the western end, fosters abundant plant growth and is responsible for the occurrence of many rare and endangered plants. It also allows for the rapid spread of many non-native plants.

Issue: There are a number of issues involved in vegetation management along the Highway including scenic quality, operational considerations, safety concerns, and environmental protection needs. Specific recommendations are needed for rare and endangered plants, timing and frequency of mowing, use of herbicides, introduced plants, noxious weed control, management of plants on unused portions of the Highway and management of plants on Highway structures.

The Highway Division is primarily responsible for maintenance of the Highway right-of-way, but other agencies and individuals are involved because of ownership of property within the Historic District. The Columbia River Gorge Commission, the US Forest Service and State Parks are also very involved in vegetation management.

Recommendation: A botanic survey of the Highway right-of-way and areas in the Historic District should be done as soon as possible to determine:

- the location of any rare and endangered plants,
- the presence of plants of historic interest,
- the amount and kind of noxious weeds and introduced plants.

This survey should include recommendations about management of these plants, including the timing and frequency of mowing, the use of herbicides, and methods for eliminating noxious weeds and introduced plants. The survey should be coordinated with the Columbia River Gorge Commission and the US Forest Service. Some preliminary recommendations are as follows:

Timing and Frequency of Mowing:

Mowing should be timed to allow for the reproduction of rare and endangered plants, as well as for the visitor's enjoyment of the plants.

Use of Herbicides:

Herbicides should be used sparingly and tightly controlled.

Introduced Plants:

Unless the introduced plants can be shown to have historic value, they should be removed. In the future, the use of non-native plants in and around the Highway and its historic features should be avoided.

Management of Moss on Highway Structures:

Over the years, the cool, moist environment of the Gorge has fostered the growth of moss and other plants on many of the concrete and stone Highway structures. The presence of moss seems to have few ill effects on these structures and has the effect of blending the Highway into the Gorge environment.

When Highway structures are replaced, they are very obvious because they have no moss on them.

New growth of mosses on the replacement structures should be encouraged by applying a mixture of water, fertilizer and chopped moss to the new concrete or rock structure.

Management of Plants on Unused Portions of the Highway:

Since the central unit of the Highway was abandoned, plants have overgrown many areas of that unit. In many areas the pavement is covered with moss and small plants; in other areas, trees and shrubs are growing through the pavement.

Making the Highway usable again will necessitate removal of some of this plant growth.

Remove only the amount of plant material necessary to establish a safe, usable foot or bike trail. The remaining plants should be left to show the effects of time, especially in the climate of the Gorge.

CONTINUING CITIZEN INVOLVEMENT

Additional Public Meetings

Background: There is a lot of public interest in the Historic Highway and in its future use. This document was developed with public participation from the Citizens Advisory Committee and discussions at numerous public meetings.

Issue: Future decisions and projects on the Highway will have an impact on the residents and users of the Highway. Many agencies will be involved in these decisions and projects.

Recommendation: All major projects and decisions about the Highway should be presented for public review and comment.

Impacts on Local Residents

Background: Over the years, use of the Highway has changed from light use in the early years to heavy use prior to the construction of the freeways and back to relatively light use, consisting mostly of local and recreational traffic.

Issue: With designation of the Gorge as a National Scenic Area and nomination of the Highway to the National Register of Historic Places, interest in and travel on the Highway can be expected to increase. Additional services and facilities along the Highway will be needed in the future.

Recommendation: Future planning efforts should address this service issue and assess the impact on the local residents. They should not be expected to bear the entire burden for additional emergency services such as police, fire and ambulance.

Coordination of Volunteer Work Parties

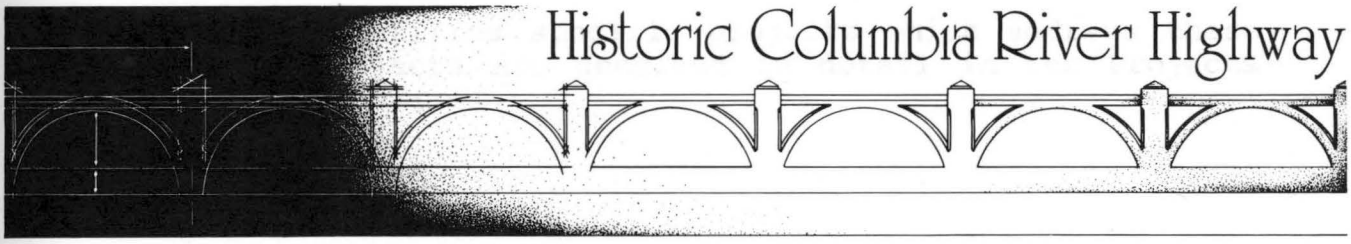
Background: There are many people interested in preserving and restoring the Highway who want to participate in restoration projects.

Issue: At present there is no agreed on list of projects or any central body to coordinate and organize such volunteer work parties.

Recommendation: Volunteers should be encouraged to wait until a list of projects, suitable for volunteer groups, can be drawn up and a coordinated plan prepared by the involved agencies.

Opportunities

Historic Columbia River Highway



OPPORTUNITIES

There are numerous opportunities to enhance the existing use and enjoyment of the Highway as well as to provide new opportunities to enjoy the unused segments of the Highway. These opportunities are in the areas of recreation, economic development and education.

RECREATION

The Highway is presently used extensively for recreational driving and for access to the many State Parks and Forest Service facilities in the Gorge. Numerous trails exist in the Gorge and the opportunities to experience unique natural and cultural resources are present everywhere. Use of the presently abandoned segments of the Highway will expand these opportunities and allow new appreciation of this historic resource. Because of the gentle grades used in the construction of the Highway, there is an excellent opportunity to provide extensive handicapped access to the Highway and to the presently inaccessible areas of the Gorge.

ECONOMIC DEVELOPMENT

There are economic opportunities associated with the increased use of the Highway and the tourists that it will bring. Existing visitor services can be enhanced and new ones established. Possible new services could include renting bicycles, selling food and drinks, providing tours of the Highway in vintage cars, leading guided interpretive bicycle or walking tours, or providing bed and breakfast establishments.

EDUCATION

Numerous opportunities to provide educational and interpretive information exist in the Gorge and along the Highway . The Gorge is a unique geologic resource and is filled with historic, cultural and natural resources. There are unique geologic features, rare plants and animals and spectacular scenic beauty. Many places along the Highway provide excellent vantage points for viewing the geologic features of the Gorge. Among them are Portland Women's Forum State Park, Multnomah Falls, the Oneonta Gorge Bridge and Rowena Crest in Mayer State Park.

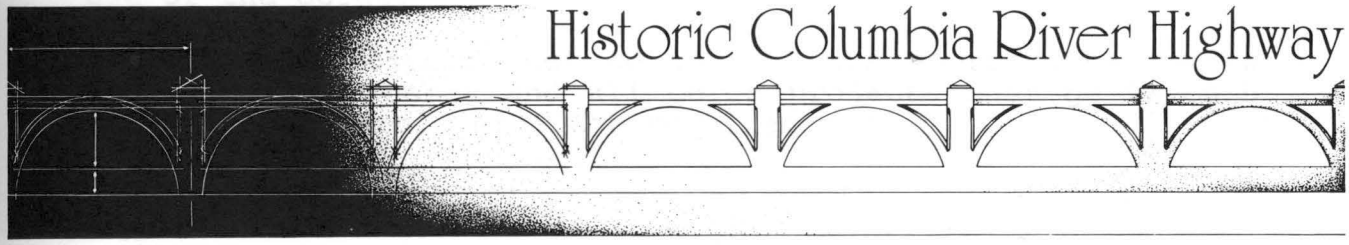
Development of access to presently unused segments of the Highway will provide additional opportunities to educate the public about the construction of the Historic Highway.

Interpretation of the Highway should be included in, but not limited to, the interpretive center to be built with funds authorized in the National Scenic Area Act.

This study identifies specific projects which address these goals. The projects are descibed in detail in the Projects section of the report.

Recommendations

Historic Columbia River Highway



RECOMMENDATIONS

HIGHWAY USE

There are two distinct and separate situations to deal with on the Highway. One is managing and improving the driveable portions of the Highway in Sections I and III. The other is connecting the abandoned segments of the Highway in Section II to create recreation trails.

This study recommends that Sections I and III remain essentially as they are, accommodating recreational driving, bicycle use, and access to local homes, businesses and recreational facilities. Specific proposals are described in the Projects and Issues sections of the study.

Research and field investigations conducted in the summer of 1987 confirmed the feasibility and desirability of connecting the abandoned, intact segments of the Highway in Section II for non-motorized recreation trails along or close to the Historic Highway. It is recommended that this unique, historic recreation experience be provided for as many people as possible, including the handicapped.

It is recommended generally that the foot trail connections be done first and the paved bicycle trails be done later, when there are funds and a demonstrated need for them. Bicycle trails should first be built between existing campgrounds and recreation facilities or near cities where there is a large population to support that use. Handicapped-accessible facilities should be provided as soon as possible since there are few of these facilities in the state.

Due to the narrow right-of-way, limited room for trails, and conflict between user-groups, it is recommended that the currently unused segments of the Highway not be reopened to vehicles and that horses and mountain bikes not be allowed on the foot trails.

MAINTENANCE

All portions of the Highway and Highway-related projects will be maintained to the highest standards practical under the frequently harsh conditions found in the Gorge. Projects such as bicycle trails which require more maintenance than hiking trails will not be built unless they can be properly maintained.

AGENCY COORDINATION

The Highway is but one element of the many elements and resources which make up the Gorge. Management of the Highway must be integrated into the overall management and recreation use of the Gorge.

All Highway projects must go through the appropriate review and permit processes and all Gorge projects must go through the National Scenic Area Act requirements.

Any projects for which National Scenic Area Act funds are being sought must be included in the Recreation Assessment being prepared by the US Forest Service and the Gorge Commission.

All agencies should make a special effort to keep each other informed about actions which will affect the Historic Columbia River Highway.

RECREATION ASSESSMENT

The Columbia River Gorge Commission and the Forest Service are currently (October, 1987) beginning the Recreation Assessment mandated by the National Scenic Area Act. That assessment will play a determining role in the expenditure of money authorized in the Act for projects in the Gorge and on the Highway.

It is strongly recommended that this report and its recommendations be included in the Recreation Assessment. This report especially recommends including Section II connection projects since the costs of that work are outside the funding abilities of any state, local or federal agencies.

AGENCY ROLES AND RESPONSIBILITIES

Columbia River Gorge Commission (Bi-state Commission)

The Columbia River Gorge Commission is responsible for developing the Scenic Area Management Plan and the studies to be used in preparing that plan. Those studies include a resource inventory of all existing land uses, natural features and limitations, scenic, natural, cultural, archeological, recreation and economic resources and activities; an economic opportunity study; and a recreation assessment of all existing and proposed recreation facilities and resources. The Commission is also responsible for developing the land use designations for lands within the General Management Area of the Scenic Area and adopting the management plan for the Scenic Area. The Commission will administer the non-Federal lands within the Scenic Area and ensure that the counties are in compliance with the Act.

US Forest Service

The Forest Service has many roles related to the Historic Columbia River Highway. First, the Forest Service, acting for the Secretary of Agriculture, will administer the federal lands in the National Scenic Area and oversee the Special Management Areas. They will develop the land use designations for the Special Management Areas in the Scenic Area. The Forest Service has prepared the Interim Guidelines for review of development in the Scenic Area, outside the urban areas, to be used until the Management Plan is adopted.

The Forest Service will be responsible for implementing trail connection projects on Forest Service lands, as described in the Projects section of this document.

The Forest Service will continue to manage and develop the Mt. Hood National Forest. The Forest Service has proposed many projects along the Highway. These projects will be subject to the same reviews as other projects along the Highway, including environmental documentation and compliance with Historic Preservation regulations and Scenic Area guidelines.

Oregon Department of Transportation (ODOT)
The Department of Transportation, which has been involved with the Historic Columbia River Highway over the years, has been directed by federal and state legislation to prepare and manage a historic road program for the Highway. Part of that obligation is being met in the preparation of this document.

The Department will continue to rehabilitate, restore, maintain and preserve all intact and usable segments of the Historic Columbia River Highway and will inform the SB 766 Advisory Committee of activities which affect the continuity, historic integrity and scenic qualities of the Highway. The Department will provide personnel services to assist the Committee within the limits of available funds.

State Parks and Recreation Division (a division of ODOT)
State Parks is involved with the Highway in a number of ways. First, State Parks has been responsible for providing the project management for the development of this document. Second, Parks will continue to manage, maintain and improve the State Parks abutting the Highway. Parks will also be responsible for developing some of the trail connections described in the Projects section of this document.

The Parks Division administers the State Historic Preservation program. Any federally-funded or licensed projects that affect the Historic District must comply with the requirements of the Historic Preservation Act as well as the National Scenic Area Act, both of which require consultation with the State Historic Preservation Office.

The Parks Division is also the state agency responsible for preparing the Statewide Comprehensive Outdoor Recreation Plan (SCORP). This document identifies existing outdoor recreation facilities and forecasts anticipated recreation needs in Oregon. SCORP supports trail development and linear parks and identifies the Columbia River Gorge as a state issue.

The Federal Planning Guidelines require federal agencies to consider the SCORP in their planning efforts; the SCORP will be used in the preparation of the Recreation Assessment required by the Scenic Area Act.

State Highway Division (a division of ODOT)
The Highway Division also has many responsibilities related to the Historic Columbia River Highway. The Highway Division has provided the staff for the preparation of this document and has a long history of involvement with the Highway. The

Highway Division will continue to maintain the portions of the Highway that are state highways, including Crown Point Highway (Section I), Cascade Locks Highway (in Cascade Locks), Mt. Hood Highway (in Hood River), and Mosier-The Dalles Highway (Section III). This includes both routine maintenance and restoration work on the Highway.

Another responsibility is construction of transportation facilities associated with the Highway and other transportation facilities which may have an effect on the Highway. If those construction projects include federal funds, the Highway Division will prepare environmental impact evaluations in addition to fulfilling the requirements of the Historic Preservation Act and the National Scenic Area Act.

The Highway Division will be responsible for some of the trail connection projects described in the Projects section.

SB 766 Historic Columbia River Highway Advisory Committee
This committee was established in 1987 by Senate Bill 766 to advise the Director of the Transportation Department and the Transportation Commission on policy matters pertaining to the preservation and restoration of the Historic Columbia River Highway. The Committee will review the Department's Historic Highway program and its ongoing management and submit recommendations to the Director of Transportation. The Committee will review proposed Highway-related activities and other actions which may affect the Highway.

Local Counties and Cities
Local counties and cities are responsible for administering lands within their jurisdiction in a manner compatible with the National Scenic Area Act. This will be accomplished through appropriate amendments to their comprehensive plans and zoning ordinances.

The local cities are typically responsible for the maintenance of the Highway from the curb to the outer edge of the right-of-way within their city limits. This responsibility will continue.

Both cities and counties are responsible for many roads which intersect with the Highway and with the overall traffic movement within their jurisdictions.

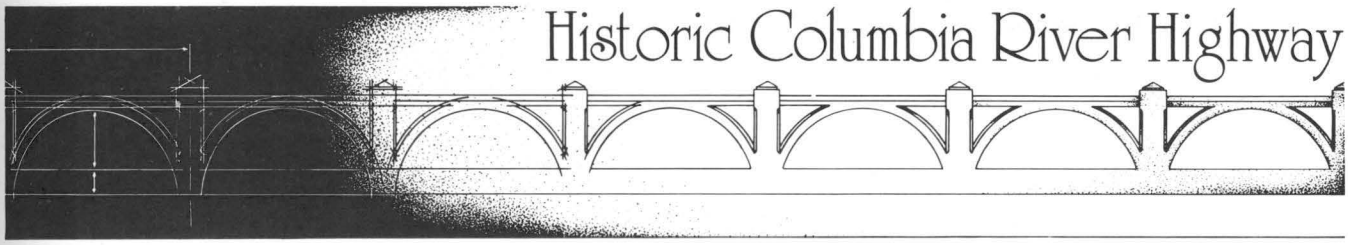
FUTURE WORK
In order to expedite future projects and to maintain current interest and enthusiasm for the Highway, it is strongly recommended that certain tasks be done as soon as possible.

These are as follows:

- a traffic management study for Sections I and III.
- preliminary engineering study to determine the feasibility of reopening the Mosier Twin Tunnels.
- a list of projects suitable for volunteers.

Projects

Historic Columbia River Highway



PROJECT DESCRIPTIONS AND ORGANIZATION
All projects, either on or having an effect on the Highway, are described in the following pages. The projects are listed sequentially from west to east.

The project descriptions are organized into four major sections corresponding to the sections of the Highway. A summary of the features of each section is presented at the beginning of the section and a summary list of the projects is at the end of each section.

- Section I projects consist of improvements and additions to existing recreation facilities on Section I of the Highway.

- Section II projects consist mostly of recreation trail connection projects with a few improvement projects. Inventory information about the Highway segments to be joined in each connection project precedes the description of the project. Each segment is assigned a separate number; those numbers are listed in the description of the appropriate connection project. Connection projects are identified with a capitol letter.

- Section III projects are improvement projects on Section III of the Highway.

- All Section projects are those projects which apply to all parts of the Highway.

Each project is described separately, existing conditions are given and the managing agency is noted. Costs are given as well as any special considerations. Projects are identified by the appropriate Roman numeral for the section in which they occur and a lower-case letter.

PRIORITY RATINGS
Projects are given a priority rating of high, medium or low based on the desirability and feasibility of the project. The quality of the recreation experience is a factor in determining the priorities as is the relative cost.

High priority ratings are given to projects which provide the most critical links in connecting the recreation trails in Section II and which have the most recreation value for the Highway visitor.

Medium priority ratings are given to projects which will get less use or where alternate connections between Highway segments already exist.

Low priority ratings are given to projects which are of little recreation value at the present time but which may provide desirable recreation opportunities in the future.

Generally speaking, hiking trail connections have the highest priorities. They can be built inexpensively and provide excellent recreation experiences relative to their cost. Where bike trails can be done easily, they also have high priority ratings.

There are many cases where bike trail connections would be prohibitively expensive and do not offer good recreation experiences. At some time in the future, it may be desirable to provide these connections, but they are given low ratings for now.

FUNDING OF PROPOSED PROJECTS

Construction of many of the projects described in this study is already planned by the agency responsible for them. Funding is not an issue in these cases.

In other cases, however, projects are too costly for any agency to do as part of their normal responsibilities. In those cases, the involved agencies, the Citizens Advisory Committee and the public in general recommend that the funds for this work come primarily from the federal government through the National Scenic Area Act, either the $2.8 million authorized for the Highway or the $10 million authorized for all recreation facilities in the Scenic Area.

Some of the proposed bike trail projects may be built using State bikeway funds. These funds are currently restricted to use on highway rights-of-way. The Oregon Bicycle Advisory Committee reviews all requests for bikeway funding and recommends which will receive funding. Individual cities and counties are alloted a small portion of available bikeway funds. Some cities and counties have not spent their allotments from prior years and these funds have accumulated.

DEVELOPMENT STANDARDS

Care will be taken to design projects which will not destroy or damage the historic features of the Highway, but which will protect and restore them.

Each project must be analyzed for its impact on the Highway as well as on the natural and cultural resources of the area. Preliminary investigations should consider geologic features and hazards, rare and endangered plant and animal species and the scenic qualities of the area.

More detailed analysis of specific projects may necessitate different project designs or trail connections from those recommended in this report. Safety, cost, the effect on the historic resource and agency liability are all factors in the final project determination.

All trails will be built to the highest standards practical for the specific circumstances and conditions.

Handicapped-accessible trails and facilities will be developed using current standards and in consultation with local advocacy groups.

All projects must comply with the requirements of the Columbia River Gorge National Scenic Area Act. The Interim Guidelines, written by the US Forest Service, detail the required procedures for development projects in the Gorge. Under the Act, the Highway is considered a cultural resource and all projects affecting the Highway must include mitigation measures, if required.

All projects must also follow the regulations of the National Historic Preservation Act as well as any state requirements for protection of historic resources. Nine general preservation guidelines have been summarized by the Highway Division and are included in the Appendix.

All projects must be reviewed by the appropriate agencies and all pertinent regulations followed.

Location: From the Sandy River Bridge at the east end of Troutdale to the Dodson Interchange with I-84. (Original milepost 14.2 to 35.8, Crown Point Highway milepost 1.85 to 23.45.)

Length: 21.6 miles

Condition: Intact. State secondary highway and designated state scenic route, known as Crown Point Highway.

Description: This section of the Highway has been used as a scenic and market route since it was opened in 1915. The Highway is slow and curving, providing many vistas of the Columbia River, the Gorge hillsides, and the waterfalls. Twenty-four major features are included in this section including three arch bridges, four slab or girder bridges, half viaducts at Crown Point and east and west of Multnomah Falls, and the Figure Eight Loops east of Crown Point.

Existing Recreation Facilities: (listed from west to east)

Park or Facility	Type of Recreation
Lewis and Clark State Park	Day-use
Dabney State Park	Day-use
Portland Women's Forum State Park*	Viewpoint
Crown Point (including Vista House) State Park*	Viewpoint
Guy W. Talbot State Park* (including Latourell Falls)	Day-use
Shepperd's Dell State Park*	Viewpoint
Bridal Veil State Park	Day-use
Wahkeena Falls - USFS*	Day-use
Multnomah Falls - USFS*	Food Service,Trails
Oneonta Gorge - USFS	Trails
Horsetail Falls - USFS	Viewpoint
Ainsworth State Park	Camping, Day-use

* These parks or facilities are included in the Columbia River Highway Historic District.

Existing Developments: The unincorporated communities of Springdale, Corbett, Latourell, and Bridal Veil are along the Highway.

Natural Resources: This section includes many visual resources including the magnificent views of the Columbia River from Portland Women's Forum and Crown Point. Nine high waterfalls are visible along the Highway from Crown Point to Dodson. Many rare plants are known in the Multnomah Falls area. The geology of the Gorge is quite spectacular and of interest to geologists and casual visitors as well.

Crown Point is a National Natural Landmark.

Cultural Resources: Vista House and the Multnomah Falls Lodge are both listed on the National Register of Historic Sites, independent of the Highway Historic District. Vista House is located in Crown Point State Park; Multnomah Falls Lodge is a Forest Service facility. Both are open to the public.

Three regionally significant historical buildings are in this section: the Portland Auto Club, Menucha and Luscher Farm. The Portland Automobile Club building served as one of the entrances to the road and as a resting place for Highway travelers. Constructed in 1912-1913, it is now a private residence. Constructed in 1930, Menucha is the former estate of J. L. Meier. It is currently owned by the First Presbyterian Church of Portland and used for group meetings and retreats. The Luscher Farm is located in Bridal Veil. The barn was built in 1870 and the house in 1927.

The 1981 National Park Service survey identified thirty-seven locally significant historical buildings within this section.

Special Features: Vista House, one of the original buildings on the Highway, provides magnificent views and also contains an interpretive area and gift shop.

According to the State Tourism office, Multnomah Falls is the most visited spot in the Gorge. The Lodge at Multnomah Falls contains a restaurant, snack bar, gift shop and restrooms. A natural history interpretive center is located behind the lodge. The Forest Service also maintains interpretive displays near the Falls viewing area.

Outstanding views of the geology of the Gorge are available in this section from the Portland Women's Forum, Crown Point, Multnomah Falls and Oneonta Gorge.

Hazards: Between Troutdale and Larch Mountain Road, the Highway carries a lot of local traffic in addition to recreational traffic. This traffic mix creates traffic problems and causes conflicts in this area.

Geologic hazards are evident from slides and rock falls along the Highway, especially between Larch Mountain Road and Vista House.

Descriptions of all the projects in Section I follow. Projects are listed in order from west to east.

SANDY RIVER BRIDGE REPLACEMENT Project I.a
State Highway Division (Non-Highway Project*)

* The existing Sandy River Bridge is within the Columbia River Highway Historic District, but not the new bridge.

Description of Project: Construct a new vehicular bridge over the Sandy River at Troutdale to meet current standards. The existing bridge will be kept for cyclists and pedestrians.

Priority: The Final Environmental Impact Statement for this project is scheduled for completion in Federal Fiscal Year 1990. Plans have not been developed yet and construction funds are not currently available. A number of alternate plans have been discussed, though none have been proposed and costs are not available. Public meetings will be held on this project.

Cost: $1,080,000. (Preliminary estimate)

Existing Conditions: The existing bridge is narrow but in good condition. Heavy trucks are not allowed on the bridge because of structural problems. A large recreational parking area is located near the bridge.

The bridge is included in the Columbia River Highway Historical District. The Sandy River Bridge (No. 2019) is located at Crown Point Highway milepost 1.85 (original milepost 14.2).

Impact on Highway and Resources: This project would alter one of the two "gateway" bridges to the Columbia River Historical District and could eliminate the existing recreation parking located near the bridge. In addition to the physical changes to the original bridge, use of the Highway will be affected because of the improved access will allow for trucks and large recreation vehicles such as travel trailers. Consideration should be given to restricting use of the Highway by these vehicles because of possible increased congestion, deterioration of the Highway and conflict with other recreation users, especially cyclists (See "Issues").

Recreation Potential: Since the existing bridge will be maintained for bicycle and pedestrian use, recreational access to the Sandy River and the Highway will be improved.

Development Guidelines: Any new structure should be designed to harmonize with the existing structure. Other alternatives, such as re-using the existing bridge by splitting, widening, and strengthening it should be investigated to determine their feasibility. These alternatives should not be pursued unless it can be shown that they will not harm the historic qualities of the bridge. Other locations for the new bridge outside of the Historic District should also be investigated. The issue of recreational parking needs to be addressed.

LARCH MOUNTAIN SLIDE CONTROL & GUARDRAIL Project I.b
State Highway Division

Description of Project: Control of the rock and land slide along the Highway between the Crown Point Highway/Larch Mountain intersection and Vista House. A gabion wall will be constructed to hold the footings of the guardrail and new guardrail will be installed on the north side of the Highway.

Priority: High.
Scheduled in Highway's Six-Year Plan for Fiscal Year 1989

Cost: $500,000

Existing Conditions: There are frequent rock falls along this part of the Highway and the northern edge of the hillside is falling away from the roadway.

Impact on Highway and Resources: This project will protect the existing Highway.

Recreation Potential: This project will improve the safety of travel along the Historic Highway.

Development Guidelines: Gabions should not be visible from Portland Women's Forum or Vista House. The concrete drainage ditch and other features of the Historic Highway should be protected if possible. A Federal Highway Administration guardrail design (steel-backed wood on concrete posts) will probably be tested on this project. Guard rocks should be restored to their original location if possible.

VISTA HOUSE IMPROVEMENTS Project I.c
State Parks and Recreation Division

Description of Project: Continue restoration and maintenance of the Vista House on Crown Point. Immediate projects include improvement of interpretive displays, rehabilitation of the building, continuing the stone wall construction south of the building and overlaying the parking area.

Priority: High.

Cost: $80,000

Existing Conditions: All of the urgent and essential items identified in the Vista House Historic Structure Report written by the Columbia River Highway Project in 1981, have been completed. Some items listed as desirable have also been completed. Vista House receives high visitation.

Impact on Highway and Resources: This project would continue to maintain and restore a major attraction along the Highway.

Recreation Potential: Increased interpretation of the Highway and the Gorge would enhance visitor knowledge of the area and what it has to offer.

Development Guidelines: The Vista House Historic Structure Report will continue to be used as a guide. Additional interpretive displays should include information about the Highway and the geology, flora and fauna of the Gorge.

TALBOT STATE PARK IMPROVEMENTS (Latourell Falls) Project I.d
State Parks & Recreation Division

Description of Project: Construct new parking area and restrooms and install signs at Latourell Falls, north of the Highway and below the Highway grade.

Priority: Medium.

Cost:		
	Restrooms	$69,000.
	Parking	$25,000.
	Signs	$ 5,000.

Existing Conditions: A picnic area exists north of the Highway and below the Highway grade near the community of Latourell. Parking at the picnic area is not adequate for the current number of visitors. The grassed area across the street from the picnic area is part of the park and serves as an overflow parking area.

Impact on Highway and Resources: The picnic area is not adjacent to or visible from the Highway, but it is in the Historic District. Impacts will be minimal.

Recreation Potential: Improved parking and sanitary facilities will improve the recreational experience of visitors.

Development Guidelines: Parking and restrooms will be constructed to blend with the natural resources and other developments in the Gorge. Signs will be similar to other State Park facility signs in the Gorge.

SHEPPERDS DELL STATE PARK PARKING IMPROVEMENTS Project I.e
State Parks & Recreation Division

Description of Project: Define and pave parking near the Dell.

Priority: Medium.

Cost: $10,000.

Existing Conditions: Parking is inadequate and the small amount of parking available at Shepperds Dell is in poor condition. Cars park on the gravel Highway shoulders creating potholes and causing deterioration. Sight distance is poor. Active talus slopes limit enlargement of the area.

Impact on Highway and Resources: The addition of paved parking along the Historic Highway would alter the original condition of the roadway and modify its appearance. It would also improve traffic safety at the Dell and improve the appearance of the area by eliminating the ruts and potholes in the road shoulder.

Recreation Potential: Improved parking at Shepperds Dell would improve the recreational experience of travelers.

Development Guidelines: Careful consideration should be given to any work done in this area to keep the spirit and intent of the original Highway. Topographic features and vegetation should not be significantly altered.

COOPEY FALLS STATE PARK TRAILHEAD — Project I.f
State Parks & Recreation Division — (Non-Highway Project)

Description of Project: Develop a trailhead and picnic area at Coopey Falls.

Priority: Medium.

Cost: Preliminary Estimate $200,000

Existing Conditions: There are currently no developed facilities at Coopey Falls. An unpaved lane provides access to the site.

Impact on Highway and Resources: Development of this facility will cause a small increase in the use of the area, but have little impact on the Highway itself. Access from the Highway will be needed.

Recreation Potential: By providing parking and sanitary facilities, this project will improve the recreational experience of visitors. Development of this facility will provide access to Coopey Falls and a trailhead for the Angel's Rest trail. This project would relocate the vehicle parking at the intersection of the Highway and the I-84 access road near Bridal Veil.

Development Guidelines: Parking will be located away from the Highway in an old quarry area, screened from the Historic Highway by plantings of native materials. Large expanses of pavement should be avoided. Restrooms should be located as unobtrusively as possible. Development should not intrude on adjacent privately-owned properties.

WAHKEENA FALLS PICNIC AREA IMPROVEMENTS Project I.g
U.S. Forest Service (Non-Highway Project)

Description of Project: Three options are under consideration. In all three options the DAR plaza would be expanded south towards the Historic Highway. Two of the options would close a portion of the loop road through the picnic area and change parking areas. One option would provide a new picnic shelter. All would improve the site appearance, protect buildings and picnic site from flooding and reduce operating and maintenance costs.

Priority: High.

Cost: $60,000. (Preliminary estimate)

Existing Conditions: The area is run down and requires extensive maintenance. The area south of the Highway, including the falls, is within the Highway Historic District. The picnic area is not in the Historic District.

Impact on Highway and Resources: This project will have minimal impact on the Highway and will improve an existing facility.

Recreation Potential: This project will improve and enhance the recreational experience in this area.

Development Guidelines: The project should attempt to maintain the spirit of the original development as much as possible. Project design should avoid rock slides and active talus slopes as much as possible.

MULTNOMAH FALLS INTERCHANGE IMPROVEMENTS Project I.h
State Highway Division (Non-Highway Project)

Description of Project: Reconstruct I-84 interchange at Multnomah Falls and Benson State Park to a full-directional facility and improve parking. Development of a highway safety rest area with restrooms will be studied. The consultant for the project will conduct a citizens involvement process to determine options and priorities.

Priority: High.
Final plans scheduled for completion in Federal Fiscal Year 1991. Construction could occur after 1991 if plans are approved.

Cost: $6,600,000

Existing Conditions: Currently, access to the parking lot is from a non-conventional "exit left." The existing parking lot is often filled to capacity and is used as half an interchange for eastbound traffic from Benson State Park to Portland and from Portland to Dalton Point. Access to the Lodge is via an underpass at the Union Pacific Railroad tracks.

Additional parking for Multnomah Falls Lodge is located along the Historic Columbia River Highway. It is inadequate to meet peak periods and will be redesigned in a separate Forest Service project.

Impact on Highway and Resources: Although not directly associated with the Highway, this project will affect the Highway. Views from Multnomah Falls Lodge could be changed; access between I-84 and the Historic Columbia River Highway may change; access to Benson State Park may change.

Recreation Potential: The potential of this project to affect use of the Multnomah Falls area by travellers on I-84 is not fully known at this time.

Development Guidelines: Any changes to the area should be constructed to be compatible with the scenic and historic significance of the Lodge and the Highway.

MULTNOMAH FALLS LODGE PARKING IMPROVEMENTS Project I.i
U.S. Forest Service (Non-Highway Project)

Description of Project: Repave the parking area, add curbs to control parking, and add landscaping.

Since this parking is being affected by the Multnomah Falls I-84 Interchange project, the public involvement phase for both projects is being coordinated by the consultant hired by the Highway Division to develop the Interchange project.

Priority: Medium.

Cost: Preliminary Estimate: $100,300
The project is being revised and final costs may be higher.

Existing Conditions: On busy days, cars are parked anywhere there is a flat spot, whether the area is paved or not. This has caused deterioration of the areas around the Lodge, reducing the appearance of the area around the Lodge and of the Highway itself.

Impact on Highway and Resources: Changes to this area will alter the Highway, but will also improve the appearance of the area at the Lodge.

Recreation Potential: This project will improve the visual setting of Multnomah Falls and improve the visitor's experience.

Development Guidelines: Any improvement work done here should be done in the same manner as the plaza improvements done recently in front of the Lodge and with the least effect on the Highway.

ONEONTA GORGE PARKING IMPROVEMENTS Project I.j
U.S. Forest Service

Description of Project: Reorganize the parking and eliminate vehicles from the original bridge. There is a separate proposal to open the Oneonta Tunnel.

Priority: High.

Cost: Phase 1: $100,000
Phase 2: $21,000 (Preliminary estimate)
Cost estimates are being revised and may be higher.

Existing Conditions: A second bridge and roadway constructed in 1948 carry the Highway around the original tunnel and bridge location. The historic bridge is still accessible by car and is presently used for parking. The tunnel has been completely filled and is barely visible. Many cars park west of the bridge along the Historic Highway.

Impact on Highway and Resources: Although plans are not yet complete, one of the proposals would require removal of some of the original asphalt west of the original bridge. There is concern about maintaining the original sense of the Highway and not creating a "Safeway parking lot."

Recreation Potential: Removing parking from the historic bridge would allow for safer pedestrian use of the area and would improve the appearance of the bridge. Eliminating cars from the bridge would improve the appearance of the bridge and the scenic Oneonta Gorge beyond. Additional interpretive information would add to the visitor experience.

Development Guidelines: Parking should be designed to be unobtrusive and not have an adverse visual impact on the original bridge and Highway.

ONEONTA TUNNEL RESTORATION AND INTERPRETATION Project I.k
U.S. Forest Service

Description of Project: Remove the rock which now fills the tunnel, stabilize the inside of the tunnel, and replace the timbers if necessary; include interpretive information. Relocate the existing trail above the tunnel if needed to prevent rocks from falling at the west portal.

Preliminary studies have been done regarding opening the tunnel which concluded that the tunnel could not be safely and economically opened at this time. However, it was recommended that any development in front of the tunnel provide for the possibility of reopening the tunnel in the future.

Priority: Low.

Cost: To be determined.

Existing Conditions: The tunnel was filled with rock for safety reasons after the roadway was realigned around the tunnel area. The timbers inside the tunnel were burned before the tunnel was filled. The tunnel was often wet inside because of porous rock.

Impact on Highway and Resources: Reopening the tunnel would restore an original element of the Highway to its original condition. The tunnel would not be open to vehicles.

Recreation Potential: This is the only tunnel in Section I of the Historic Highway. Opening the tunnel would increase the visitor appreciation of the Highway and its original condition.

Development Guidelines: A complete engineering study should be done prior to reopening the tunnel. Even if the tunnel cannot be reopened, interpretive information about it and the Highway should be provided.

HORSETAIL FALLS PARKING IMPROVEMENTS Project I.1
U.S. Forest Service

Description of Project: Provide additional car and recreation vehicle parking spaces screened from the Highway by native plantings; provide pathways for pedestrians and areas for photographing the falls; reduce or eliminate present safety problems.

Priority: High.
This project is funded and should go to contract soon.

Cost: $106,000. (Preliminary estimate)

Existing Conditions: The new plaza recently constructed on the south of the Highway eliminated parking on that side. Parking on the north side is limited to 15 to 20 cars. The area is partially paved. Ungraded fill material is piled on the site.

Impact on Highway and Resources: The project would alter the Historic Highway, but would improve the appearance and use of the area.

Recreation Potential: Improvements to the area will increase visitor appreciation of the area.

Development Guidelines: Improvements should be done in the same manner as the recent plaza construction on the south side of the Highway and with as little change to the existing Highway as possible.

HISTORIC COLUMBIA RIVER HIGHWAY PROJECTS

New Construction Projects	Agency*	Cost
Vista House Improvements	Parks	80,000
Guy Talbot S.P. Improvements	Parks	99,000

Rehabilitation Projects	Agency	Cost
Larch Mountain Slide Control and Guardrail	Hwy	$500,000
Shepperds Dell State Park Parking Improvements	Parks	10,000
Oneonta Gorge Parking Improv.	USFS	121,000
Oneonta Tunnel Restoration and Interpretation	USFS	To be determined
Horsetail Falls Parking Improvements	USFS	106,000

PROJECTS NEAR OR ADJACENT TO HISTORIC COLUMBIA RIVER HIGHWAY

New Construction Projects	Agency	Cost
Sandy River Bridge Replacement	Hwy	$1,080,000
Coopey Falls S.P. Trailhead	Parks	99,000
Multnomah Falls Interchange	Hwy	6,600,000

Rehabilitation Projects	Agency	Cost
Wahkeena Falls Improvements	USFS	60,000
Multnomah Falls Lodge Parking Improvements	USFS	100,000

*Agency: Hwy = Oregon State Highway Division
Parks = Oregon State Parks and Recreation Division
USFS = U. S. Forest Service

Location: Extends from the Dodson Interchange at I-84 to Mosier; Approximate original mileposts 36 to 73. (I-84 mileposts 35.5 to 69.6)

Length: Original length 37.6 miles; remaining intact segments total about 18.7 miles, but not continuously.

Description: Much of the original Highway was destroyed when the water-grade freeway and I-84 were built. Many short segments of the original Highway exist nearby in various stages of deterioration. A few longer lengths exist as city streets in Cascade Locks, Hood River and Mosier. In Cascade Locks, the original Highway route is on Wa-Na-Pa Street and Forest Lane Road. The original Highway through Hood River is on portions of Cascade Drive, Oak Street, Front Street, and State Street. Through Mosier, the old Highway is called First Avenue. The longest continuous segment is 6.5 miles between Hood River and Mosier, but it is barricaded at the Mosier Twin Tunnels.

Condition: Varies for each segment.

Each of the following segments is described separately. Proposed connection projects are described immediately after the appropriate segment description(s).

Segment	Segment Name	Length	Original Milepost
1	Dodson to Yeon	1.5 miles	37-38
2	Moffett Creek	0.3 mile **	40
3	Tanner Creek	0.1 mile	41
4	Tooth Rock	0.5 mile	42
5	Eagle Creek	0.2 mile	43
6	Eagle Creek Overlook	0.1 mile *	43
7	Ruckel Creek	0.5 mile	44
8	West of Cascade Locks	0.2 mile *	45
9	Cascade Locks	2.6 miles	45-48
10	East of Cascade Locks	0.1 mile **	49
11	Truck Weigh Station	0.2 mile *	51
12	Wyeth	0.3 mile	52
13	North of Railroad	0.4 mile *	53
14	Shellrock Mountain	0.2 mile *	54
15	Lindsey Creek	0.4 mile	55
16	Cabin Creek	0.3 mile **	57
17	Starvation Creek to Viento	1.0 mile	58
18	Perham Creek and Other	0.1 mile *	60
19	Mitchell Point west	0.4 mile **	61
20	Mitchell Point east	0.6 mile **	62
21	Ruthton Point	0.2 mile	63
22	Hood River	2.0 miles	65-67
23	Hood River to Mosier	6.5 miles	67-73

* New segments identified since Nomination.
** Length of segments changed since Nomination.

Existing Recreation Facilities:

Park or Facility	Type of Recreation
John B. Yeon State Park	Trails
Bonneville State Park	No Development
Eagle Creek Campground - USFS*	Trails, day-use & camping
Eagle Creek Overlook - USFS*	Day-use
Sheridan State Park	No Development
Lang State Park	No Development
Herman Creek Camp - USFS	Trails and camping
Wyeth Campground - USFS	Trails, day-use & camping
Lindsey Creek State Park	No Development
Starvation Creek State Park	I-84 Rest area; trails & day-use
Viento State Park	Day-use & camping
Wygant State Park	Trails
Vinzenz Lausmann State Park	Trails & day-use
Seneca Fouts State Park	Trails & day-use

*Included in the Columbia River Highway Historic District

Trail 400, the Low Elevation trail, is under construction by the USFS and State Parks. It will eventually extend from the Sandy River to Wyeth. Much of the Trail is already constructed and often is located on segments of the Highway.

Existing Developments: The Highway passes through the incorporated cities of Cascade Locks, Hood River and Mosier. It also passes through the small, unincorporated communities of Dodson, Warrendale, Bonneville and Wyeth.

Natural Resources: Many excellent vistas are available in this area. Barrett's Penstemon, a rare plant, has been found east of Hood River near the Highway.

Special Features: Two of the three remaining original mileposts are in this section. Milepost 58 is located in the Starvation Creek to Viento segment and is in good condition. Milepost 70 is located west of the Mosier Tunnels and is in poor condition.

The Tooth Rock segment contains the long, original viaduct and retaining walls.

The Ruthton Point segment contains a viaduct and a retaining wall.

Abandoned bridges exist at Moffett Creek, Tanner Creek, and Ruckel Creek. The bridge at Eagle Creek is still in use for east-bound traffic to the Fish Hatchery and Eagle Creek Campground. The bridge at Gorton Creek is used as a frontage road.

The old Eagle Creek Overlook Picnic Area contains a segment of Highway as well as a CCC picnic shelter and rock walls.

Many of these segments provide good facilities for geology lectures, including segments 4, 5, 6, 9, 10, 14, 17, and 21.

Construction projects are listed first, then inventory information on the segments is given and connection projects are described. The segments are numbered and listed from west to east. Connection projects which link the various segments are described after the appropriate segment(s).

Hazards: There are many deep bedrock slides, talus slopes, fault lines and creeks subject to flooding within this section. Facilities near the rock fall and landslide locations will require continual maintenance and rock patrols.

The slope adjacent to the Historic Columbia River Highway at the west end of the Mosier Twin Tunnels is very steep and unstable.

JOHN YEON STATE PARK IMPROVEMENTS Project II.a
State Parks and Recreation Division

Description of Project: Repave the parking area at John Yeon State Park.

Priority: High.

Cost: $8,000.

Existing Conditions: The pavement for the parking area is deteriorating.

Impact on Highway and Resources: None

Recreation Potential: This parking area is used as a trailhead.

Development Guidelines: None.

Description of Project: Provide trailhead parking. The trail would be realigned to avoid slide areas.

Priority: High.

Cost: $46,000. (Preliminary estimate)

Existing Conditions: See Tanner Creek Segment Inventory, page 76.

Impact on Highway and Resources: Access to this location would allow viewing of the deteriorating Tanner Creek Bridge. This trailhead could also be used for access to the Tooth Rock segment.

Recreation Potential: The addition of trailhead parking would encourage more use of Trail 400 which follows the Historic Highway in several areas.

Development Guidelines: Interpretive information explaining the relationship and location of Tooth Rock segment to Tanner Creek Bridge should be included . A directional sign to Tooth Rock segment should be included when work on that segment has been completed, as well as information about the railroad rail found in Tanner Creek.

LOWER EAGLE CREEK OVERLOOK IMPROVEMENTS Project II.c
U.S. Forest Service

Description of Project: Pave a portion of the former I-84 construction staging area below the Eagle Creek Overlook and organize the parking; plant the area and create paths and viewpoints. The project will provide a better entrance to the Eagle Creek Overlook area.

Priority: High. This project is funded by the Forest Service and will be under contract soon.

Cost: $98,000.(Preliminary estimate)

Existing Conditions: There is a wide flat area below the Eagle Creek Overlook which was created as a construction staging area for the I-84 construction. A trail and roadway, constructed at the same time as I-84, leads up to the Upper Eagle Creek Overlook constructed by CCC.

Impact on Highway and Resources: The Overlook is part of the Historic District and contains a small portion of the Historic Columbia River Highway. No changes to historic elements are planned.

Recreation Potential: The project would encourage use of the existing facilities and could provide information about the historic district.

Development Guidelines: This new Lower Eagle Creek overlook should include interpretive information about the Historic Columbia River Highway, including information about the original Highway location in the area. The display should also mention the Ruckel Creek and Eagle Creek bridges and Highway segments and describe how to reach them. Since the Tooth Rock Viaduct is visible from this area, it should also be included in the interpretive information.

RUCKEL CREEK ACCESS FROM I-84 — Project II.d

State Highway Division — (Non-Highway Project)

Description of Project: The Highway Division will create access from I-84 eastbound to this area.

Priority: High.

Cost: $1,000,000.
No funds are currently available for construction.

Existing Conditions: An unpaved area, accessible from the I-84 shoulder, is now used as a trailhead. A section of the Historic Highway, including a bridge over Ruckel Creek, is currently used as part of Trail 400. Landslides have occured in the area.

Impact on Highway and Resources: A small portion of the old pavement near I-84 would be destroyed.

Recreation Potential: Legal access to a developed trailhead would encourage use of Trail 400, which includes parts of the Historic Highway.

Development Guidelines: Bicycle access from Eagle Creek to Ruckel Creek should be considered during project development.

RUCKEL CREEK PICNIC AREA IMPROVEMENTS — Project II.e
U.S. Forest Service — (Non-Highway Project)

Description of Project: Develop trailhead parking and eventually a picnic area.

Priority: High.

Cost: Phase 1: Trailhead $98,000.
Phase 2: Picnic Area $233,000.
This project is currently funded only through the pre-construction stage.

Existing Conditions: An unpaved area, accessible from the I-84 shoulder, is currently used as a trailhead. A section of the Historic Highway, including a bridge over Ruckel Creek, is currently used as part of Trail 400. Landslides have occurred in the area.

Impact on Highway and Resources: Increased use of Trail 400 would increase the use of those parts of the Historic Highway which are part of Trail 400. A small portion of the old pavement near I-84 would be destroyed in this development.

Recreation Potential: This trailhead would encourage additional use of Trail 400, which includes parts of the Historic Highway.

Development Guidelines: Interpretive information about the Historic Highway should be included at this site.

SHELLROCK MOUNTAIN BINWALL IMPROVEMENTS Project II.f
State Highway Division (Non-Highway Project)

Description of Project: Lengthen and raise the existing binwall to decrease the safety hazard created by rock fall at Shellrock Mountain.

Priority: High. Scheduled in Highway's Six-year Program for Fiscal Year 1989.

Cost: $1,540,000
Financed by State and Federal Highway funds.

Existing Conditions: There is a binwall (galvanized metal sheeting installed vertically to catch rocks) south of I-84 along Shellrock Mountain. Rocks often fall down the mountain beyond the limits of the existing binwall and onto I-84, creating a safety hazard.

Impact on Highway and Resources: Although most of the Highway has been destroyed in this area, some original pavement and retaining wall remains and should not be destroyed. In addition, a portion of the 1876 wagon road exists above and south of I-84 and should not be disturbed.

Connection Project F may use the area behind the binwall for a trail.

Recreation Potential: Slight, unless Connection Project F goes behind the binwall in this area .

Development Guidelines: Care must be taken not to damage any of the remaining sections of either the 1876 wagon road or the Highway.

RUTHTON POINT RESTORATION AND IMPROVEMENT Project II.g
State Highway Division

Description of Project: Provide a small parking area and access to this isolated segment on the north side of I-84 from the local access road off I-84. Provide interpretive information for visitors. Access beyond the parking area will be for pedestrians only. Stabilize the viaduct and retaining wall.

Priority: Medium.

Cost: $25,000.
No funds are currently budgeted for this project.

Existing Conditions: There is an existing exit from westbound I-84 that provides access to several homes which are located below I-84 on Ruthton Point. A fence, large rocks and piles of debris block the entrance to the segment. A viaduct and a rock retaining wall are in deteriorating condition at the west end of the segment. The pavement is deteriorating.

Impact on Highway and Resources: Stabilization and restoration of this Highway segment would improve its present condition and preserve it for future visitors.

Recreation Potential: While this will never be a major tourist stop, information should be provided to inform travelers about the Historic Columbia River Highway. This segment could be an "Historic Marker" type of stop along I-84.

Development Guidelines: Care must be taken not to damage the Highway. Minimal development is desired. Stabilization of the viaduct, retaining walls and roadway surface are recommended. A parking area and interpretive information should be included.

Dodson to John Yeon State Park - Segment II.1 Inventory

Location: This segment starts at the Dodson interchange on I-84, exit 35, and extends along the frontage road to John Yeon State Park. (Approximate original mileposts 37 to 38.)

Length: 1.5 miles.

Description: This segment is used as a frontage road along I-84 and as access to residences in Dodson.

Condition: Good. Used as a frontage road.

Present Use: At John Yeon State Park there is parking for several trails. This segment passes through the unincorporated area of Dodson. Several residences and commercial buildings line the route.

Special Features: The Bucher Farm and three other locally significant historical sites are located nearby.

Hazards: None.

Location: This segment extends from the Moffett Creek Bridge east toward the Bonneville Dam. The bridge is located at I-84 milepost 39. (Approximate original milepost 39.9) The Bridge is located just north of the westbound lanes of I-84 and south of the Union Pacific RR tracks. Access to the bridge is from the shoulder of I-84.

Length: 0.6 mile.

Description: This segment includes the Moffett Creek Bridge and short portions of the old Highway. A 0.3 mile section of pavement and Moffett Creek Bridge are located about one-half mile from the Bonneville Dam exit. The only way to access the bridge is to pull off on the shoulder of I-84 onto an unpaved access road to the railroad.

Condition: The bridge has been abandoned and the railing has deteriorated. Portions of the old pavement exist east of the bridge.

Present Use: This segment is partly used for access to UPRR tracks. Fishermen use this road for access to the Columbia River. Trail 400 connects Yeon State Park and Tanner Creek, but is located south of I-84, while this segment is north of I-84.

Special Features: When it was constructed in 1915, the Moffett Creek Bridge was the longest three-hinged, flat arched bridge in the United States.

Visual resources include views of the I-84 bridges built in the 1940s and 1960s and the Union Pacific railroad bridge built in 1935. It is unusual to see this many layers of transportation facilities from one vantage point. The view to the north includes the Moffett Creek wetland, the Columbia River, Hamilton Island, and Beacon Rock.

Hazards: Exiting or entering the freeway at this location is hazardous.

Location: At Tanner Creek, south of Bonneville Dam exit 40 off I-84, accessible from the Bonneville Dam interchange. (Original milepost 41.1.)

Length: 0.1 mile.

Condition: The abandoned Tanner Creek Bridge is in good condition except for the railing which has deteriorated and is missing in places.

Description: The bridge and a short section of Highway are located west of the existing gate. This bridge is not one of the more innovative ones on the Highway, but it is a fine example of an early reinforced-concrete girder span.

Present Use: Trail 400 crosses on the bridge.

Special Features: This bridge can be seen by stopping just south of the Bonneville Dam exit. It would be easy to direct people from Bonneville Dam to the bridge on the way to Tooth Rock viaduct section.

Hazards: Water draining from I-84 streams down the pavement west of the bridge, undercutting and damaging the pavement because no pipe was installed when I-84 was built. The Highway Division is planning to look at this problem.

YEON STATE PARK TO TANNER CREEK Connection Project A

Connects segments 1, 2, and 3

State Parks and Recreation Division

Description of Project: This project would provide access to Moffett Creek Bridge. Two options have been suggested to accomplish this.

Option 1. Preferred. Build a side trail down along Moffett Creek from Trail 400 to the bridge.

Option 2. Construct a new hiker/biker trail from Yeon State Park to Tanner Creek. The trail would go along the I-84 on-ramp shoulder to McCord Creek; follow the creek south to a new bridge structure; follow the creek north under both I-84 bridges; go between I-84 and the Union Pacific Railroad; then cross Moffett Creek Bridge to Tanner Creek, where it would pass back under I-84 to the south. A bridge or viaduct between Moffett Creek and Tanner Creek would be necessary because there is not sufficient room beyond the shoulder.

Priority: Option 1. High.
Option 2. Low. Not desirable at this time due to high cost and low quality recreation experience.

Cost: Option 1. $ 6,000
Option 2. $3,500,000

Existing Conditions: Trail 400 connects John Yeon State Park and Tanner Creek on the south side of I-84. Moffett Creek Bridge and a short segment of pavement are located north of I-84. Parking is available in John Yeon State Park. The Tanner Falls Trailhead project will provide parking at the eastern end of the project in the future.

Impact on Highway and Resources: None.

Recreation Potential: This project would provide safe access for hikers to the bridge. Interpretation of all the Moffett Creek bridges, including the 1935 railroad bridge, should be included. Because of limited space and difficult access, motorists should not be encouraged to stop here.

Development Guidelines: An interpretive sign should be located east of the bridge, describing the bridges and the location of other nearby segments of the Historic Columbia River Highway, especially Tanner Creek Bridge and the Tooth Rock segment. Alternate parking areas for fishermen should be provided, off of the Highway. If option 1 was constructed, signs indicating distances to the bridge should be added at John Yeon State Park, Tanner Creek Trailhead, and at the junction of the side trail with Trail 400.

Location: South of I-84 between Bonneville Dam exit 40 and Eagle Creek exit 41. (Approximate original milepost 42.) The segment is accessible by the access road to the new Bonneville Power Administration substation.

Length: 0.5 mile.

Description: Much of the highway is driveable, but a guardrail and rock pile restrict access. There are some minor rock slides on the pavement. Power poles are located in the pavement. At the eastern end there is a 50 foot drop-off to the pavement of the off-ramp to Eagle Creek. There is also an open drainage inlet at this location. Slightly further west, the pavement is not visible and medium-size rocks cover the trail.

Condition: Abandoned but in good condition.

Present Uses: Bonneville Power lines cross near the beginning of the segment and a new substation has been constructed south and west of the end of the segment.

Special Features: The Tooth Rock Viaduct and the roadway to the west were Lancaster's solution to crossing the steep, unstable slope, instead of excavating or filling. It is the third-longest viaduct built on the Columbia River Highway.

This segment can be seen from I-84, Eagle Creek Overlook and Bonneville Dam. Any interpretive information should be placed so that it does not cause a distraction from I-84.

Visual resources include views of Bonneville Dam, Bradford Island, Eagle Creek Overlook, I-84, and the Columbia River. In the distance are The Bridge of the Gods and the northern escarpment of the Gorge.

Hazards: Fences restricting access to the substation have been constructed by Bonneville Power Administration. The towers are not fenced.

There is a steep slope at the end of the segment down onto the Eagle Creek exit from I-84.

There is a potential hazard to I-84 traffic from rocks falling and/or being thrown from the roadway directly above.

Location: Near the Eagle Creek Fish Hatchery and Campground, accessible from I-84 exit 40. (Approximate original milepost 43.)

Length: 0.4 mile.

Description: This bridge over Eagle Creek is a reinforced concrete deck arch, unique on the Columbia River Highway because it is faced with mortared rock masonry. There is a small "observatory" with benches on the north side of the bridge at the west end.

Condition: Good.

Present Use: The Eagle Creek Bridge is used as part of the access road from I-84 to the Fish Hatchery and Eagle Creek Campground. The Fish Hatchery and Eagle Creek Campground are located just east of the bridge.

Special Features: The bridge is the only Highway bridge faced with masonry.

The observatory is more accessible to pedestrians than other similar observatories elsewhere on the Highway.

From the bridge you can see Eagle Creek, the fish hatchery, and Wauna Point, a geologic feature located south of the segment.

Hazards: Eagle Creek is subject to flooding.

TANNER CREEK TO EAGLE CREEK — Connection Project B

Connects segments 3, 4, and 5

State Parks and Recreation Division

Description of Project: Open the Tooth Rock segment between Tanner Creek and Eagle Creek. Three options have been suggested to connect this segment to the Eagle Creek campground on the east end.

Option 1. Preferred. Build a stairway from the end of the pavement, down the fifty-foot slope, to the Eagle Creek off-ramp. A "V" could be built into the stairway to allow bicycles to be pushed up and down the stairs.

Option 2. Build a bike ramp in the same location.

Option 3. Construct a trail connection to the Wauna Point Trail, which connects to the Eagle Creek Campground over the suspension bridge.

All options would include a paved parking lot at the area currently used by the Highway Division for maintenance of I-84 and other site improvements such as signing and interpretation.

Priority: Option 1. High.
Option 2. Medium.
Option 3. Low.

Cost:		
	Option 1.	$240,900
	Option 2.	$590,900
	Option 3.	$106,740
	Parking and Site Improvements	$ 50,000

Existing Conditions: See Tooth Rock Segment Inventory. Parking is available at the Eagle Creek picnic area. The U.S. Forest Service is planning to construct a trailhead at Tanner Creek, near the western end of this project.

Impact on Highway and Resources: This segment should be able to withstand use as a hiking trail without deterioration.

Recreation Potential: A connection between Bonneville Dam and Eagle Creek Campground would provide an attractive day hike or short bicycle trip for campground users. Information about the Highway could be provided at the parking area. This section would provide a good recreation opportunity for people of all physical capabilities.

Development Guidelines: Paved parking with handicapped parking spaces should be provided at the open area currently used for I-84 maintenance. The road from the I-84 interchange to the beginning of the old Highway should be paved.

Signs should inform trail users of the length of the segment and the distances and directions to Eagle Creek and Bonneville Dam. Some interpretive information should be provided describing the use of viaducts along the Highway. Information and directions to the historic wagon road located nearby should be included.

Minimal clearing should occur to preserve the enclosed forest feeling. Mileposts should be included along this segment.

A possible liability issue exists with this project because it would allow people to be directly above I-84. In urban areas people have thrown rocks onto passing cars, creating a dangerous traffic safety problem. Construction of this project is contingent on resolution of this problem.

The Highway Division is investigating the possibliity of closing the Eagle Creek off-ramp and replacing it with access to and from the eastbound lanes at Ruckel Creek. If this alternative is pursued, a frontage road would be built from Ruckel Creek to Eagle Creek. With no traffic on the Eagle Creek Bridge, additional options may be available for this connection project.

Location: North of I-84, east of exit 41. (Approximate original milepost 42.7.) This segment is accessible from I-84 eastbound by using the access road to the Fish Hatchery and continuing north on that road under I-84 and the railroad.

Length: 0.1 mile.

Description: A segment of old Highway pavement is found in the upper Eagle Creek Overlook picnic area. The area was isolated by cuts to construct I-84. A new access road from the lower overlook area connects to the old pavement at the top of the hill. The upper paved area includes parking areas for the picnic area.

Condition: Good.

Present Use: Numerous picnic tables, water fountains and rock walls dot the area. A CCC picnic shelter provides a good view of Bonneville Dam. Vault toilets are available. The overlook area is available for group picnicking on a reservation-only basis. People with reservations can obtain a key from the Forest Service and drive to the top of the hill. Individuals may park at the lower overlook and walk up the trail to the picnic areas. This picnic area is underutilized because the Forest Service was forced to limit access due to vandalism.

Special Features: This area shows how recreation areas developed along the Columbia River Highway.

Visual resources include the CCC architecture and excellent views of Wauna Point, the Columbia River and Bonneville Dam.

Hazards: None.

Location: South of I-84, east of Eagle Creek. Ruckel Creek Bridge is located at approximate original milepost 43.6.

Length: 0.5 mile.

Description: This segment includes pavement and the Ruckel Creek Bridge. It extends from near Eagle Creek to within a mile of Cascade Locks. Trail 400 uses the segment and continues on into Cascade Locks. This segment is currently only accessible by pulling off beyond the shoulder of I-84 or by hiking on Trail 400 from Eagle Creek.

Condition: Abandoned but the bridge is in good condition. The roadway leading to the bridge is covered with rock slides in many places. East of the bridge, a fill section with old pavement connects two segments. The age of this relocated fill section is not known.

Present Use: This segment is part of the low elevation trail, Trail 400. A marker at the beginning of the trail acknowledges donation of the land by the Union Pacific RR.

Special Features: The creek passes through an interesting natural "chute" under the bridge.

There is easy access to the creek below the bridge with a view of the bridge.

Visual resources include the canopied and enclosed effect of the forest and Ruckel Creek and Falls. The Ruckel Creek slide reveals many different layers of rock and the Eagle Creek formation can be easily seen.

Hazards: The hillside is unstable and rock slides will continue. There is a deep bedrock slide in the area.

Ruckel Creek is subject to flooding.

EAGLE CREEK TO RUCKEL CREEK — Connection Project C

Connects segments 5 and 7

State Highway Division/U.S. Forest Service

Description of Project: This project will provide a bicycle connection from the Eagle Creek area to the proposed trailhead and picnic area at Ruckel Creek along the proposed access road from I-84.

Priority: Medium.

Cost: $40,000.

Existing Conditions: Trail 400 provides a hiking connection in this area, but is too steep and narrow for bicycles. There is no room between the cliff and the campground to expand the trail. Parking and restrooms are available at Eagle Creek picnic area. Future development at the Ruckel Creek Trailhead will provide parking at the eastern end of this project.

Impact on Highway and Resources: None.

Recreation Potential: If this connection is eventually combined with other connection projects to the east and west, a continuous bicycle trail could be provided from John Yeon State Park to Cascade Locks.

Development Guidelines: Addition of a bicycle trail should be considered by the Highway Division in the planning and construction of the access to Ruckel Creek.

West of Cascade Locks - Segment II.8 Inventory

Location: This segment extends from the westbound on-ramp at I-84, milepost 44, toward the west. (Approximate original milepost 45.)

Length: 0.2 mile

Condition: The pavement is in good condition except for two rather large potholes at the eastern end.

Description: This segment extends from the on-ramp at I-84 to below I-84, about 1800 feet from the eastern end of the Ruckel Creek segment.

Present Use: It is apparently used as access to railroad property and to Indian fishing platforms.

Special Features: None.

Hazards: None.

RUCKEL CREEK TO CASCADE LOCKS — Connection Project D
US Forest Service — Connects segments 7 and 8

Description of Project: Construct a tunnel under I-84 and pave a trail on the north side of the freeway to connect two segments. This would provide a bicycle connection between Eagle Creek and Cascade Locks.

Priority: Medium.
Hiking connection already exists along Trail 400 from Eagle Creek to Cascade Locks.

Cost: $350,000

Existing Conditions: The Ruckel Creek segment 7 ends about a mile from Cascade Locks. Trail 400 continues from that point on to Cascade Locks. Segment 8 extends from the Cascade Locks exit (exit 44) 0.3 mile to the west. Both segments are below the grade of I-84. I-84 fill covers much of the roadway between the two segments. Parking will be provided at the western end by the Ruckel Creek Trailhead project. Unpaved parking is available under the Bridge of the Gods at the eastern end of the project.

Impact on Highway and Resources: This project would increase the usable portion of the Highway.

Recreation Potential: This project would provide a bicycle connection from Cascade Locks to Ruckel Creek Bridge. If the path from the new Ruckel Creek trailhead to the bridge was widened and paved and the access from Eagle Creek included bicycle access, then there would also be a connection to Eagle Creek. If the Tooth Rock project was also constructed to be bicycle-accessible, the connection would extend from Cascade Locks to Bonneville Dam.

Development Guidelines: This project should be coordinated with the Ruckel Creek Trailhead project proposed by the Forest Service. This project might be eligible for Bikeway funding, since it is within the I-84 right-of-way.

Location: This segment is located in the city of Cascade Locks between exits 44 and 51 from I-84. (Approximate original mileposts 45 to 48.)

Length: 2.6 miles.

Description: The Highway is now called Wa-Na-Pa Street and Forest Lane in Cascade Locks. It goes through the main commercial area of Cascade Locks.

Condition: Good. This is a working city street and a state secondary highway.

Present Use: The Highway in this segment is in the commercial area of Cascade Locks. There is a ball field adjacent to the Highway and access to the Port of Cascade Locks park and sternwheeler boarding location. The park contains the remains of the old lock and lock tenders' houses.

Special Features: While most views are enclosed by buildings within the city, there is an interesting view of the Bridge of the Gods.

Hazards: None.

Location: East of Cascade Locks, this segment extends from the overpass of Forest Road to Herman Creek Road, I-84 exit 47. (Approximate original mileposts 48-49.)

Length: 0.1 mile.

Description: A small piece of old pavement exists south of and above the frontage road.

Condition: The nomination shows this segment as being 0.5 miles along the frontage road; this part has been significantly altered. Additional field work done for this study found there is another roadway south of and parallel to the frontage road that is the original Highway. It is overgrown.

Present Use: Herman Creek Campground has access from the frontage road.

The Forest Service Work Center is located along this segment. There is a large amount of stone retaining wall at the Forest Service Work Center.

Special Features: The Forest Service Work Center is a historical building of local importance.

Hazards: None.

Location: Located above the truck weigh station on the south side of I-84 between Government Cove and Wyeth. (Approximate original milepost 51.) It is accessible by a gravel road behind the truck weigh station.

Length: 0.2 mile.

Description: Both ends of this segment were cut when I-84 was constructed, leaving steep drops to I-84. A right-of-way fence crosses three times at the eastern end. The roadway is blocked by piles of debris east of the fences and at the western end. South of the Highway is an area that has been used for a dump.

Condition: Good.

Present Uses: None.

Special Features: None.

Hazards: None.

Location: Near the Forest Service's Wyeth Campground, I-84 exit 51. The Gorton Creek Bridge is located at approximate original milepost 52.7.

Length: 0.3 mile.

Condition: Good.

Description: This segment is a local road and includes Gorton Creek Bridge.

Present Use: The U. S. Forest Service maintains the Wyeth Campground just east of the Gorton Creek Bridge. The campground has restrooms and sites with picnic tables and fire rings. Local residents also have access from this segment. This segment is connected to the segment east of Cascade Locks by a gravel road to Government Cove.

Special Features: Visual resources include views of I-84, the Columbia River, Wyeth Bench, Buck Mountain and Wind Mountain.

Gorton Creek Bridge is located next to Wyeth Campground.

Hazards: Gorton Creek and Harphan Creek are subject to flooding.

GOVERNMENT COVE TO WYETH — Connection Project E
U.S. Forest Service — Connects segments 10 and 12

Description of Project: Pave a portion of the Herman Creek Road to provide a bicycle connection between segments of the Historic Columbia River Highway at Government Cove and Wyeth. Provide interpretive information at Wyeth campground. Develop parking areas at both ends of the connection project.

Priority: Medium.
A gravel road connection exists on the Herman Creek Road. Trail 400 is expected to be completed in this area within two years and will provide a hiking connection in this area.

Cost: $457,000.

Existing Conditions: The construction of I-84 in this area destroyed almost all of the old Highway. One short stretch of pavement remains south of the truck weigh station. Sections of Highway exist at Government Cove and at Wyeth, including the Gorton Creek Bridge. The Herman Creek Road connects the two segments with a part-paved and part-gravel roadway. It is possible to drive on this road from Cascade Locks to Wyeth.

Impact on Highway and Resources: Paving of Herman Creek Road would connect existing segments of the Highway. Increased use will not affect the condition of the Highway.

Recreation Potential: Paving of the road will provide a good recreation opportunity for campers at Wyeth and Herman Creek to explore the area by car, bike and foot. There are some nice vistas of the Gorge from the Wyeth Bench.

Development Guidelines: Interpretive information about the Historic Columbia River Highway should be provided at Wyeth and Herman Creek Campgrounds. Herman Creek Road is in approximately the same location as the 1876 Wagon Road. Information about the wagon road should also be included at the campground.

Location: Located west of Shellrock Mountain, I-84 milepost 52, and north of both the railroad and I-84. (Approximate original milepost 54.) It is only accessible by parking on the shoulder of I-84, walking across the railroad tracks and climbing up a 6-foot slope.

Length: 0.4 mile.

Description: This segment is isolated by I-84 and the railroad. It can easily be walked, but some trees and a lot of poison oak are growing through the pavement. This segment looks like it was abandoned earlier than most other abandoned segments.

Condition: Overgrown. Many old guard rail sections with concrete posts, wooden lower rail and cable upper rail, are visible.

Present Use: None.

Special Features: An old railroad grade is located below and north of the Highway segment.

One of the few segments of Highway with older guardrails still in existence.

Hazards: There is no access to this segment except by stopping on the I-84 shoulder and walking across the railroad tracks at grade. Parking on the shoulder is dangerous since there is a guard rail along that portion of I-84 and a narrow ten-foot shoulder.

There is a very lush growth of poison oak along this segment, sometimes reaching to face level.

West of Shellrock Mountain - Segment II.14 Inventory

Location: West of Shellrock Mountain and Milepost 53 slide area. (Approximate original milepost 54.) Three pieces of pavement are included in this segment, one north of I-84 and two south.

Length: Less than 0.1 mile each, a total of 0.2 mile.

Description: Two of the three portions of pavement can be seen from the west end of Segment II.15.

Condition: Good.

Present Use: A trail begins on the segment closest to Summit Creek and continues up Shellrock Mountain to the 1876 wagon road and beyond. The gentle grade of this trail suggests that it was constructed by the CCC. Access to this trail is dangerous (cars park just off the shoulder of I-84).

Special Features: A small portion of the stone retaining wall can be seen west of the segment, behind the binwall.

The 1876 wagon road can be reached by the trail from the southern part of the segment.

Hazards: The Milepost 53 slide is unstable.

Location: East of Shellrock Mountain and the I-84 Milepost 53 Slide area. (Approximate original milepost 55.) The segment is accessible by a power line access road from I-84.

Length: 0.4 mile.

Description: The roadway has been used for construction access to the Milepost 53 Slide on I-84.

Condition: Good, but pavement crumbling in spots. The cap for a retaining wall is visible, but the retaining wall does not exist. The east end of the segment is covered with moss.

Present Use: Access to BPA power line and Milepost 53 Slide.

Special Features: This segment runs through Lindsey Creek State Park, but there is no public access to the park and no developed facilities.

Visual resources include views of I-84, rock outcrops, Wind Mountain, Dog Mountain and the slide area on Shellrock Mountain.

The 1876 wagon road can be seen in places where it crossed Shellrock Mountain above both the Columbia River Highway and I-84.

Hazards: The Milepost 53 slide is unstable and there is only a concrete median barrier at the end of the Highway.

Location: Slightly above and south of I-84 exit 55 for Starvation Creek. (Approximate original milepost 57.)

Length: 0.3 mile.

Description: This segment is used as part of the Mt. Defiance Trail. The trail goes west from the Starvation Creek Rest Area along the I-84 shoulder before turning south.

Condition: Good. The west end is overgrown. A retaining wall, visible from I-84, is crumbling at its far west end.

Present Use: This segment is part of the Mt. Defiance Trail. Parking and restrooms are available at Starvation Creek Rest Area.

Special Features: Visual resources include views of Cabin Creek, I-84, Dog Mountain and Viento Ridge.

The Chinese (or Russian or Italian) ovens can be found at the west end of this segment along the Mt. Defiance Trail.

The remains of a diversion tunnel (a square hole in the rock face with water flowing through it) from Warren Creek are visible further west along the trail.

Hazards: The Mt. Defiance Trail is on the I-84 exit shoulder for a short distance near Starvation Creek State Park.

Location: This segment is between Starvation Creek State Park and the south part of Viento State Park. It is accessible from I-84 exits 55 and 56. (Approximate original milepost 58.)

Length: 1.0 mile.

Description: This segment connects Starvation Creek and Viento State Parks, parallelling I-84 at a slightly higher elevation. A gravel access road connects the segment to the Viento State Park exit from I-84.

Condition: Abandoned, but in good condition except for a couple of small landslides. A linear mound of landslide debris about 4 feet high narrows the visible pavement surface near the western end of the segment.

Present Use: The segment is not marked as a trail and receives limited use. At one time it was used for park maintenance access between the parks. A picnic area and restrooms are located at Starvation Creek. This park serves as a rest area for I-84. There is a parking area south of I-84 at Viento that is used as a trailhead. North of I-84 is the Viento campground area.

Special Features: The last original milepost in good condition, milepost 58, is near Viento.

Views along this segment are unspoiled and framed. The segment is enclosed with openings to vistas and it becomes more open towards the eastern end. Views are of the Columbia River, Wind Mountain, Dog Mountain, and Misty Gorge.

Hazards: Both Starvation Creek and Viento Creek are subject to flooding.

There may be a fault south of the Highway near Viento.

There is a deep bedrock slide south of Starvation Creek.

WYETH TO STARVATION CREEK Connection Project F

Connects segments 12, 14, 15, 16, and 17

State Highway Division/US Forest Service

Description of Project: This project would provide a hiking or biking connection around Shellrock Mountain from Wyeth to Starvation Creek.

Option 1. Construct a bike trail behind the binwall, south of I-84.

Option 2. Preferred. Construct a hiking trail along the grade of the 1876 wagon road.

Both options could connect to the Lindsey Creek segment.

Priority: Option 1. Low. Not desirable at this time due to high cost and low quality recreation experience.
Option 2. Low. Not part of the Historic Highway.

Cost: Option 1. $3,700,000.
Option 2. $ 47,000.

Existing Conditions: I-84 provides the only connection around Shellrock Mountain. The binwall to protect I-84 from rock falls follows the south shoulder of the freeway for a large portion of the distance around the mountain where the worst rock fall problems occur. Since this area is a very active talus slope, the Highway Division is planning to lengthen and raise the binwall.

Limited parking is available at Wyeth campground and at Starvation Creek State Park, at either end of the project.

Parts of the 1876 wagon road exist south of and above I-84, but the route is interrupted by rockslides and Summit Creek. The BPA transmission line runs farther south and higher up on the mountain.

Impact on Highway and Resources: Option 1 would connect four features of the Highway - a portion of the rock retaining wall that exists behind the binwall and segments 14, 15 and 16.

Recreation Potential: The 1876 wagon road is accessible by a trail from segment 14.

Development Guidelines: Option 1 should be investigated further to determine cost and the safety of people who would use this route. Option 2 is a desirable trail, but, since it does not connect features of the Highway, construction should be pursued by others, perhaps by the Forest Service as a location for Trail 400. Maintenance costs would be high on this project due to continuous rock falls and slides.

STARVATION CREEK TO VIENTO Connection Project G
State Parks & Recreation Division Connects segments 16 and 17

Description of Project: Open this segment for pedestrian and bicycle traffic. Provide directional signs at either end. Provide interpretive signs for Milepost 58 and additional interpretive information about the Highway at Starvation Creek.

Option 1. Open segment for hiking only.
Option 2. Preferred. Make the segment bicycle and handicapped accessible. Provide signing and interpretive information.

Priority: Option 1. High.
Option 2. High.

Cost: Option 1. $20,065.
Option 2. $60,615.

Although there is little additional room at the existing Starvation Creek parking area, it has been suggested that it be expanded to serve as a trailhead for the Mt. Defiance trail.

Existing Conditions: See Starvation Creek to Viento Segment Inventory. Parking is available in Starvation Creek and Viento State Parks. Starvation Creek State Park also serves as an I-84 rest stop.

Impact on Highway and Resources: Use of this section of Highway will not have an adverse effect on the Highway.

Recreation Potential: This segment connects two state parks and would be a good day hike from the Viento campground. This segment would make a good handicapped-accessible trail.

Development Guidelines: Additional interpretive information and signs directing people to the highway should be included at the rest area and at Viento picnic area and campground.

Milepost 58 should be preserved and interpreted as the last remaining milepost in good condition.

The approaches to the segment should be paved to allow bicycle and handicapped traffic. The landslide should be cleared and stabilized. Additional parking at Starvation Creek is desirable, although there is little room for expansion there.

Location: Three short segments are located south of I-84 between Viento and Mitchell Point, I-84 milepost 58. (Approximate original milepost 60.) All three of the segments are only accessible by stopping on the I-84 shoulder.

Length: The longest of the three segments is about 0.1 mile.

Description: These three segments are similar to oxbow lakes; they are short sections cut from the old Highway during construction of the water-grade freeway and I-84. At the east end of the Perham Creek segment, the creek flows over the pavement.

Condition: These three segments are abandoned and covered with moss and grass. Some rocks cover the pavement.

Present Use: The Mazamas Club uses the Perham Creek area for access to the Wygant Trail for maintenance.

The longest segment at Perham Creek is in Wygant State Park. At one time there were CCC picnic facilities and trails located here. A large rock tower that may have been a sign post is located south of the Highway segment at Perham Creek. The remains of a bridge are also visible. A small, apparently abandoned, utility building is south of the segment.

Special Features: Other CCC improvements may still exist in an overgrown condition.

In 1946, Samuel H. Boardman, State Parks Superintendent, suggested that this area be used as a parking area along what is now I-84.

Hazards: There is evidence that Perham Creek floods occasionally.

Location: West of the parking lot for picnic area at Seneca Fouts State Park, accessible from I-84 eastbound exit. (I-84 milepost 58, approximate original milepost 61.)

Length: 0.4 mile.

Description: A driveable segment extends 0.2 mile to the west. The Wygant Trail connects two additional segments that are about 0.1 mile each.

Condition: The first segment to the west is in good condition and driveable. The other two segments in the area are partially overgrown. Mitchell Point Tunnel was destroyed by blasting for I-84. A faint outline of the tunnel location can be seen from the fenced parking area overlook. The retaining wall at the entry to the park is deteriorating.

Present Use: Parking, one picnic table and pit toilets are located in Seneca Fouts State Park. The Highway segments are along the Wygant Trail which continues on to Perham Creek Bridge, south of the Perham Creek Highway segment. There is a plaque about the donation of park land by the Lausmann family.

Special Features: Mitchell Point Tunnel, known as the "Tunnel of Many Vistas", was one of the most interesting features on the Highway.

Visual resources include views of Chemawa Hill, the Broughton Flume on the Washington side, Underwood Mountain, Tunnel Lake and views down the Columbia River to the west.

Hazards: There are a lot of deep talus slopes in this area.

VIENTO TO MITCHELL POINT Connection Project H

Connects segments 17, 18 and 19

U.S. Forest Service/State Parks and Recreation Division

Description of Project: This project would provide a hiking or biking connection between Viento State Park and Mitchell Point. It would follow the south shoulder of I-84 and connect three small segments of old Highway pavement. At Perham Creek there are two options.

Option 1. Preferred. Reopen the old Wygant hiking trail, southward along Perham Creek to the existing Wygant Trail.

Option 2. Build a bike trail along the freeway.

Priority: Option 1. Medium.
Option 2. Low.

Cost: Option 1. $ 34,000.
Option 2. $1,900,000.

Existing Conditions: Three pieces of pavement exist just south of I-84 (segment 18) and are currently accessible only from I-84. The Wygant Trail connects three additional pieces of Highway (segment 19) between Mitchell Point and Perham Creek. An old trail from I-84 to the Wygant Trail along Perham Creek is currently not maintained. The Wygant Trail is not suitable for bicycles. Parking is available at Viento and the Mitchell Point Overlook.

Impact on Highway and Resources: This project would connect six small pieces of Highway pavement. No deterioration of this pavement will occur from use as a trail. Some of the pavement near streams may need stabilization.

Recreation Potential: This project would provide a side trip for people camping at Viento State Park and has potential value as a route for Trail 400.

Development Guidelines: Consideration should be given to constructing the trail as a hiking trail from Viento to Perham Creek, with the connecting trail to Wygant Trail. Later, if use warrants it, the connection could be improved to accommodate bicycles.

Location: South of I-84 and west of Hood River. (Approximate original milepost 62.)

Length: 0.6 mile.

Description: This segment is used as an access road to private residences south of I-84.

Condition: Good.

Present Use: Residential access.

Special Features: None.

Hazards: There are two deep bedrock slides and a large area of deep talus in this area.

Part of the area was used as a gravel pit.

MITCHELL POINT — Connection Project I
U.S. Forest Service — Connects segments 19 and 20

Description of Project: Provide connection around Mitchell Point.

Option 1. Provide a walkway around Mitchell Point on the grade of the Historic Highway via a new viaduct or bridge about 250 feet long. Protection for people using the connection and protection of vehicles on I-84 from rocks (thrown or falling) is necessary.
Option 2. Preferred. Construct a hiking trail over the saddle or middle bench of Mitchell Point.

With either option, interpretive information should be provided, including information about the Highway, the former Mitchell Point Tunnel, and the geologic features that can be seen from the Point. Additional parking is needed at the eastern end of the project, at the end of the frontage road which provides access to and from Hood River to the east.

Priority:

Option 1. Low. Not desireable at this time due to high cost and low quality recreation experience.
Option 2. Medium.

Cost:

Option 1. $1,615,000.
Option 2. $ 28,000.

Existing Conditions: Portions of the original viaduct and pavement of the Mitchell Point Tunnel remain, but there is no continuous surface on which to cross around the Point. Parking is available at Seneca Fouts State Park with access from I-84 eastbound.

Impact on Highway and Resources: Use of heavy construction equipment might damage the remaining pavement and retaining wall.

Recreation Potential: Either option would provide expansive views to users. The need for protection from rock falls would limit the view in the vertical direction for Option 1.

Development Guidelines: This project should be considered when the I-84 rockfall project is being planned. Care should be taken during construction to prevent damage to the remaining pavement and retaining wall.

Interpretive information should be provided at the existing parking lot in Seneca Fouts State Park.

Option 2 could be incorporated into the construction of Trail 400 through this area.

Location: North of I-84 and west of the local access road from westbound I-84 to Ruthton Point, I-84 milepost 60. (Approximate original milepost 63.)

Length: 0.1 mile.

Description: This segment contains a viaduct and retaining wall and some old pavement. The retaining wall is in good condition, but the viaduct railing is deteriorated.

Condition: Abandoned. The pavement is deteriorated and mostly covered with gravel. Piles of highway sanding materials and rocks are stockpiled at the east end and in the middle.

Present Use: Stockpile area for highway sanding projects.

Special Features: This segment has dramatic views down the Columbia River Gorge, including a view of Underwood Mountain.

Geologically interesting bright yellow rock is visible, especially in the I-84 cut.

Hazards: I-84 traffic.

Location: Extends from I-84 exit 62 for Hood River to Highway 35 intersection. (Approximate original mileposts 65 to 67.)

Length: 2.0 miles.

Description: This segment of the Highway is a state highway through the Hood River commercial area. The Highway follows Cascade onto Oak Street to Front Street to State Street. The new bridge over Hood River replaced the historic one in 1982.

Condition: Good.

Present Use: This is a commercial center of Hood River. Many of the existing buildings along the Highway were built for Highway-related services such as garages and lodging. The City of Hood River is considering establishing a Historic District that would include some of these buildings.

Special Features: There are twenty locally historic buildings in Hood River along the highway. One archeological site is located adjacent to the Highway.

The Columbia Gorge Hotel is located just north of I-84 at the west end of the segment.

Hazards: The Hood River is subject to flooding.

MITCHELL POINT TO HOOD RIVER Connection Project J
No Sponsor Connects segments 20, 21, and 22

Description of Project: Provide a connection between Mitchell Point and Hood River by connecting existing frontage roads and the Ruthton Point segment. From Mitchell Point, the trail would parallel I-84 on the south side along the Highway grade, using the frontage road and its underpass of I-84 to reach the north side of I-84. From the east end of the frontage road a new trail would need to be constructed to Ruthton Point, and again from Ruthton Point to the Meridith Motel. Some of this might require structural work, since there is a cliff from the I-84 shoulder down to the railroad and river level.

Priority: Low. Not desireable at this time due to high cost and low quality recreation experience.

Construction of the Ruthton Point Project (II.g) will provide access to the important Highway features on segment 21 if this connection project is not built.

Cost: $3,750,000.

Existing Conditions: The frontage road underpass is narrow and one-way only. The road is posted to discourage trespassers. There is little room between the I-84 shoulder and a cliff down to the railroad and river level.

Limited parking is available on the eastern end, at the county owned Ruthton Park. Parking at the western end is discussed under the previous connection project (I).

Impact on Highway and Resources: None.

Recreation Potential: This connection has little recreation potential beyond providing access to Ruthton Point and that can be provided by Project II.g.

The new trail would be quite close to the shoulder of I-84 and quite noisy.

Development Guidelines: To be developed later, if needed.

Location: This segment extends from Highway 35 in Hood River to Mosier, I-84 exits 64 and 69. (Approximate original mileposts 67 to 73.)

Length: 6.5 miles.

Description: This segment proceeds through a series of loops to gain altitude from Hood River. It passes numerous gravel pits. The roadway is gated 2.9 miles from Hood River. The west portal to the tunnels is 1.9 miles from the gate. The Twin Tunnels are filled with sand and rock. A large rock slide threatens the western portal. From the eastern portal to Mosier, 0.7 mile of old highway is currently blocked to vehicles. An additional 0.7 mile of highway provides access from Mosier to the blocked section.

Condition: Except for the tunnels, most of the Highway is in good condition. The wooden guardrail at the west end is deteriorated. Slides cover the roadway just west of the Twin Tunnels. The Mosier Twin Tunnels are filled with sand and rock. Milepost 70 exists in this segment but is in a deteriorated condition.

Present Use: Hood River County allows target practice and archery practice just east of the gate. A Diamond Fruit dump site is also located in this area. Gravel pits are on the western end. The eastern end is privately owned but undeveloped.

Special Features: There are long views up and down the Columbia River from the Highway.

The Twin Tunnels originally had two windows similar to the "Tunnel of Many Vistas" but they have been cemented shut.

Retaining walls are along the Highway on both approaches to the tunnels.

One of the three remaining mileposts (70) is in this segment. It is still standing, but is in poor condition.

This segment includes views of Mt. Adams, the Bingen Anticline (Washington side), Eighteen-mile Island (known locally as Chicken Charlie's Island), Mosier syncline, and open, dramatic views of the Gorge from the eastern end.

Barrett's penstemon, a rare plant, has been found near the Highway within this segment.

The gravel pit at the end of the open section is Hood River County's sole source of gravel.

Hazards: The slope at the western portal is unstable. Rock slides have injured people at this location in the past. The

roadway is cracked, indicating down-slope movement of the Highway's edge. The slope is quite steep and would be dangerous to anyone venturing off the Highway.

There are three faults and a deep bedrock slide near the Highway. One fault crosses the Highway.

HOOD RIVER TO MOSIER (Twin Tunnels) Connection Project K
Connects segments 22 and 23 with Unit III
State Parks and Recreation Division/State Highway Division

Description of Project: Open the Twin Tunnels to provide a continuous 6.5 miles of paved roadway from Hood River to Mosier. Repair the roadway east and west of the tunnels. Develope park facilities, including parking areas and picnic areas with interpretive information at the Rock Creek Road on the east end and in the area of the archery and pistol range on the west end.

Option 1. Open the Highway for hiking and bicycle use to the portals, and build a trail around the point, but not open the tunnels.
Option 2. Open the tunnels to allow hiker/biker/handicapped traffic.
Option 3. Preferred. In addition to 2, occasionally allow one-way vintage car travel.
Option 4. Open the tunnels to allow two-way motor vehicle traffic.
Option 5. Construct a trail using only the western portion of the highway, then use an old logging grade to descend to I-84, bypassing the tunnels. This option was suggested at the public meetings but not considered because it does not include the tunnels, a major existing feature of the Highway.

Priority: Option 1. Medium.
Option 2. High.
Option 3. High.
Option 4. Low.
Option 5. Low.

It is recommended that this be the highest priority project for use of the Federal funds authorized by the Columbia River Gorge National Scenic Area Act.

Cost:

Option 1.	$ 75,600.
Option 2.	$1,270,000.
Option 3.	$1,460,000.
Option 4.	No longer considered.
Option 5.	No longer considered.

Land Acquisition	$300,000.
West end development	$ 22,000.
East end development	$138,000.

Total cost of $1.73 to 1.92 million.

Annual Maintenance Cost: The slide at the west portal will require continuing maintenance. If the roadway is open on a seasonal basis only, maintenance costs will be lower than if it were open year-round. Estimates for maintenance for the

preferred alternative are $60,000 for seasonal operation and $110,000 for year-round maintenance.

Existing Conditions: The Highway exists and is in good condition for most of the length between Mosier and Hood River; however, the Twin Tunnels are filled with rock and sand and there are rock slides and piles of rock at the west entrance to the tunnels. The land east of the tunnels and some land west of the tunnels is currently in private ownership and needs to be acquired. Some of the land west of the tunnels is owned by Hood River County as County Line Park. This land was formerly Hood River - Mosier Forest Wayside, managed by Oregon State Parks.

Impact on Highway and Resources: This connection would reunite two lengthy and intact segments of the Historic Highway. Restoration and maintenance would improve the condition of the Highway.

Information gained from reopening the Twin Tunnels could be useful in evaluating reopening the Oneonta Tunnel.

Recreation Potential: This segment has wonderful recreation potential and could become a major hiking and biking trail between Hood River and Mosier. It also will provide an important handicapped-accessible facility in a very scenic area.

Development Guidelines: The metal and wood and cable guard rail at the west end of the segment should be analyzed and probably replaced. The stonework should be restored following the Guide for Maintenance. If the tunnel is reopened, the filled-in windows should be investigated to see if they can safely be reopened.

It is unclear from recent investigations whether the tunnels are currently lined or unlined. They were lined with timbers when open to traffic. It may be necessary to fully lined them to avoid safety hazards. Safety measures to prevent falling rock from injuring people on the Highway, I-84 or the railroad, should be as unobtrusive as possible.

The parking areas at either end should be handicapped accessible and include interpretive information about the highway, geology of the area, and flora. Picnic facilities should be included, but not be visible from I-84.

The mileposts should be replaced. Milepost 70 should be retained even though it is in poor condition.

The site known either as the "Mosier Vision Quest" site or the "Mosier Embattlements" should be studied to determine whether it is an archeological site or a geologic site. This study should also determine if the site would be susceptible to damage if the area is developed for public use.

HISTORIC COLUMBIA RIVER HIGHWAY PROJECTS

New Construction Projects	Agency*	Cost
Lower Eagle Creek Overlook Improv.	USFS	98,000

Rehabilitation Projects	Agency	Cost
John Yeon State Park Parking Improvements	Parks	8,000
Ruthton Point Restoration and Improvements	Hwy	25,000

Connection Projects	Agency	Cost
A) Yeon S.P. to Tanner Creek	Parks	6,000
B) Tanner Creek to Eagle Creek (Tooth Rock)	Parks	590,900
C) Eagle Creek to Ruckel Creek	Hwy/USFS	40,000
D) Ruckel Creek to Cascade Locks	USFS	350,000
E) Government Cove to Wyeth	USFS	457,000
F) Wyeth to Starvation Creek (Shellrock Mt.)	Hwy/USFS	47,000
G) Starvation Creek to Viento	Parks	60,615
H) Viento to Mitchell Point	USFS/Parks	34,000
I) Mitchell Point (hike)	USFS	28,000
J) Mitchell Point to Hood River (Ruthton Point)	None	3,750,000
K) Hood River to Mosier (Twin Tunnels)	Parks/Hwy	2,066,000

PROJECTS NEAR OR ADJACENT TO HISTORIC COLUMBIA RIVER HIGHWAY

New Construction Projects	Agency	Cost
Tanner Creek Trailhead	USFS	46,000
Ruckel Creek Access	Hwy	1,000,000
Ruckel Creek Trailhead and Picnic Area	USFS	331,000
Shellrock Mountain Binwall Improv.	Hwy	1,540,000

*Agency: Hwy = Oregon State Highway Division
Parks = Oregon State Parks and Recreation Division
USFS = U. S. Forest Service

SECTION III - EAST UNIT SUMMARY OF EXISTING CONDITIONS

Location: This section extends from Mosier to Chenoweth Creek at The Dalles city limits. (Approximate original mileposts 73 to 88.)

Length: 14.6 miles.

Description: The Highway climbs through orchards to the scoured, windswept Rowena Plateau and Rowena Crest Overlook, at elevation 718. It then descends via the Rowena Loops to Rowena. The Highway parallels I-84 from Rowena to near The Dalles.

Major features of this section include the Mosier Creek, Hog Creek, Dry Canyon Creek and Chenoweth Creek bridges, the Memaloose and Rowena Crest overlooks, and the Rowena Loops.

Condition: Intact. This section is a state secondary highway known as Mosier-The Dalles Highway.

Existing Recreation Facilities:

Name of Facility	Kind of Recreation
Memaloose Overlook	Scenic Viewpoint
Mayer State Park (Includes Rowena Crest*)	Scenic Viewpoint

*Included in the Columbia River Highway Historic District.

Nearby recreation facilities include Mayer State Park along the Columbia River on the north side of I-84. Memaloose State Park, located north of I-84, has camping facilities.

Existing Developments: The Highway passes through Mosier (on First Avenue) and the unincorporated community of Rowena. Immediately east of Chenoweth Creek is the City of The Dalles.

Natural Resources: Violet suksdorfia and Hood River milkvetch are rare plants known to occur near the Highway. Bald eagles and Townsend's big-eared bats are rare animals which frequent the area.

Visual resources in this segment include views of Mt. Adams, Dog Mountain, Mayerdale House, Memaloose Island, Hewlett Lake, McClure Lake, Rowena Plateau, Rowena Dell, Rowena Loops, Lyle Bridges, Tooley Lake, and The Dalles.

Cultural Resources: There are eight locally significant historical buildings in Mosier and Rowena. Beyond the end of the Highway Historic District there are twenty additional locally significant historical buildings in The Dalles, according to the 1981 National Park Service Study.

Special Features: Memaloose and Rowena Crest Overlooks provide long distance views of the Columbia River and the geology of the area. From Memaloose, there is a good view of Memaloose Island, a traditional Native American burial ground.

The Rowena Loops can easily be viewed from Rowena Crest.

One of the three remaining mileposts is located in this section, but it is in poor condition.

Hazards: There are two deep bedrock slides in this section. One of the slides is in the Rowena Loops area.

Chenoweth Creek is subject to flooding.

MEMALOOSE OVERLOOK RESTORATION Project III.a
State Highway Division

Description of Project: Improve existing parking area; stabilize slopes and study the need for additional retaining walls or fences; add directional signs on the Highway; provide interpretive information about the location and significance of Memaloose Island Indian burial grounds.

Priority: Medium.

Cost: $35,000.

Existing Conditions: A small overlook exists off the Highway, but there are no signs indicating that a viewpoint is ahead, so it is easily missed, even by people who know it exists. The parking area is small and unpaved. The stonework of the overlook is in good condition, but the ground on either side is eroding and there are steep drop-offs.

Impact on Highway and Resources: Restoration of this overlook would have some impact on the Highway because of additional use of the adjacent parking area.

Recreation Potential: Improving the overlook would add to the enjoyment and knowledge of the Highway.

Development Guidelines: Since this project proposes to increase use of the overlook, care should be take not to overtax the small area or damage the resource. The parking area should remain small and close to the Highway. Interpretive signs should be placed so that the views are not diminished.

ROWENA CREST OVERLOOK IMPROVEMENTS Project III.b
State Parks Division

Description of Project: Repave the overlook area and add interpretive information about the Highway, the flora and geology of the area.

Construct restrooms when budget allows and need is demonstrated.

Priority: High.

Cost:		
	Entrance road overlay	$20,000.
	Rebuild stone wall	$10,000.
	Restrooms with drainfield	$100,000.
	Interpretive information	$1,000.

Existing Conditions: Rowena Crest Overlook has a large expanse of deteriorating pavement with one sign and no restrooms. This area is within the Historic District.

Impact on Highway and Resources: Making this area more attractive and usable would increase the use of the Highway.

Recreation Potential: This project would improve the recreational experience for visitors.

Development Guidelines: Any construction should be designed in keeping with the spirit of the Highway. Structures should not be visible from the Rowena Loops. Interpretive information should not block the vistas.

Incorporate improved access to McCall Preserve in this project so that parking can be limited or eliminated along the Highway near the entrance to the Preserve.

HISTORIC COLUMBIA RIVER HIGHWAY PROJECTS

Rehabilitation Projects	Agency*	Cost
Memaloose Overlook Restoration	Hwy	35,000
Rowena Crest Overlook Improv.	Parks	131,000

*Agency: Hwy = Oregon State Highway Division
Parks = Parks and Recreation Division
USFS = U. S. Forest Service

PROJECTS - ALL SECTIONS

The following projects pertain to all sections of the Highway.

SIGNING All Sections

State Highway Division

Description of Project: Provide unique signs to identify and provide direction to the Historic Highway, including all accessible segments.

Priority: High.

Cost: To be determined.

Existing Conditions: The portions of the Highway that are open to traffic are presently labeled with different names and signs. New "scenic highway" signs have been placed on Section I. The Highway Task Force of the Historic Preservation League of Oregon has developed a sign and presented it the Transportation Commission. The Highway Division Traffic Engineer plans to modify that sign and submit it to the Columbia River Gorge Commission for their approval before installing any new signs.

Impact on Highway and Resources: Increased identification of all the parts of the Highway will increase awareness of the less well-known and less traveled portions.

Recreation Potential: Better identification of the different parts of the Highway would increase traveler awareness and appreciation.

Development Guidelines: Signs must be recognizable at highway speeds and convey information to the traveling public. Care must be taken to ensure that there are not too many signs, distracting the traveler from the visual attractions of the area.

Any new sign proposals should be coordinated with the overall sign program for the Gorge and with all agencies involved with Highway signing, including the Highway Division, State Parks, SB 766 Advisory Committee, the National Scenic Area staff, and the Gorge Commission.

Note: The official name of the Highway should be determined and adopted by the Oregon Department of Transportation. The Highway is presently known as Crown Point Highway at the west end, as Mosier-The Dalles Highway at the east end, as the Old Historic Columbia River Highway in the federal legislation, as the Columbia River Scenic Highway in many areas, and as the Historic Columbia River Highway in state legislation and this report.

MILEPOST RESTORATION All Sections
State Highway Division

Description of Project: Recast concrete mileposts and replace them in their original positions. The first replacement milepost will be located near Multnomah Falls. The mileposts along Crown Point Highway will be replaced first, followed by those on the Mosier-The Dalles Highway. It is intended to eventually replace all mileposts along the accessible sections of the Highway.

Priority: High.

Cost: $10,000. Total cost
(Casting and placement for each - $200-300)

Highway Division intends to accomplish this project with special state funds alloted to the Highway.

Existing Conditions: Three original mileposts exist along the Highway. Two of the mileposts are in poor condition; milepost 58 is in excellent condition. (For information on milepost 58, see Starvation Creek to Viento segment.)

The milepost numbering system began at the Willamette River in Portland and continued along Sandy Boulevard to the Gorge. An alternate access to the Highway was on Baseline, now known as Stark Street.

Impact on Highway and Resources: This project would restore one of the original elements of the Highway.

Recreation Potential: Mention of the mileposts should be included in Highway interpretive information.

Development Guidelines: Mileposts should be placed as close to their original locations as can be determined. Future guides should use the milepost locations as reference points. The three remaining mileposts should be left in place and interpretive information provided.

HIGHWAY TOUR GUIDE All Sections

State Parks and Recreation Division/State Highway Division

Description of Project: Develop a new brochure about the Highway and its features. Make it available at visitor information centers and Vista House. It would replace the out-of-print 1981 driving tour.

Priority: High.

Cost: $5,000

Existing Conditions: A driving tour brochure was created in 1981 by the National Park Service in Seattle. That brochure is out of print and out of date since new information is known about the Highway.

Impact on Highway and Resources: This brochure could increase the usage of the Highway. It may create more congestion at currently heavily-used spots, but it may also help spread the usage to less well-known places.

Recreation Potential: While many people already come to the Gorge to see the waterfalls, this tour guide would give them additional information and encourage them to see other sites. It could encourage visitors to take longer trips; for example, continuing on to The Dalles instead of returning to Portland after visiting Multnomah Falls.

Development Guidelines: Additional information should be added about accessible segments in Section 2, including Ruthton Point. Cautions about congestion during summer weekends should be included. The information should be presented in an easy-to-read, easy-to-use format and widely distributed. Additional information about the geology, flora and fauna of the area should be included in the revised guide.

VIEW AND VISTA RE-ESTABLISHMENT All Sections
All Agencies

Description of Project: Open vistas and manage the visual resources along the Highway.

Priority: High.

Cost: To be determined.

Existing Conditions: Since the Highway was built, the landscape around it has changed dramatically. In the 'teens and '20s, because of fire and extensive logging, there were few mature trees in the Gorge; consequently, there were many spectacular views and vistas. Since then, thick vegetation has grown up along the Highway, creating a tunnel effect and eliminating many of the views and vistas.

Impact on Highway and Resources: Opening up vistas would have little impact of the physical resources of the Highway, but would increase enjoyment of both I-84 and the Historic Highway.

Recreation Potential: This project would improve the visual experience of traveling through the Gorge.

Development Guidelines: A vegetation management plan, being developed by the Highway Division, will be coordinated with the Forest Service and the Columbia River Gorge Commission. Vista restoration is one part of vegetation management of plants within the Highway right-of-way. (See "Issues" section for further discussion).

INTERPRETATION AND EDUCATION All Sections
All Agencies

Description of the Project: Provide descriptive information about the Highway and the Gorge at appropriate locations from Troutdale to The Dalles.

Priority: High.

Cost: To be Determined.

Existing Conditions: Little interpretive information exists along the Highway about the Gorge or the Highway. Some information is available at the Vista House at Crown Point, and at Multnomah Falls, and some natural features are explained at various Park and Forest Service facilities.

Impact on Highway and Resources: The size, kind and location of interpretive devices and structures may have an impact on the Highway. Each case will need to be designed on an individual basis.

Recreation Potential: Providing interpretive and educational information about the Highway and the Gorge will increase visitor appreciation of the resources and facilities found there. It is an ideal opportunity to encourage a protective attitude toward those resources and facilities.

Development Guidelines: Interpretive signs and structures should be designed in harmony with their setting and within the design and intent of the Highway. Interpretive signs and structures should provide information but not be intrusive elements in the visual landscape.

Description of Project: Gather and analyze information about vehicular use on the existing driveable sections of the Highway, including traffic volumes, peak use times, accident statistics, conflicts between residents and recreational drivers, and needs of service vehicles and bicyclists. The study should provide management solutions and alternatives to these problems and anticipate future problems from increased recreational use of the Highway.

Priority: High.

Cost: $30,000.

Existing Conditions: It is known from conversations with the Highway Traffic Section and local residents that there are many traffic problems on the Highway, especially from the Sandy River at Troutdale to Larch Mountain and Crown Point.

Impact on Highway and Resources: Implementation of traffic management proposals might alter the physical character of the Highway, but they should also improve and prolong its recreational capacity.

Recreation Potential: Improving the flow of traffic and reducing points of conflict will enhance the recreational experience of driving on the Highway.

Development Guidelines: Development of traffic management techniques should include consideration of the following possibilities: weight and size restrictions for vehicles, improved signing, use of central parking lots and shuttle buses, providing information on how to use the Highway at information centers, and making the Highway into a toll road.

ROCKFALL HAZARD REDUCTION — All Sections
State Highway Division — (Non-Highway Project)

Description of Project: Decrease the hazards caused by unstable slopes and rock falls in various locations along I-84. The exact locations of work have not been determined but those that may affect the Highway include Tooth Rock, Eagle Creek, Shellrock Mountain, and Mitchell Point.

Priority: High.
Listed in Highway's Six-Year Plan for Fiscal Year 1988.

Cost: $1,660,000.

Existing Conditions: The Highway Division is in the process of evaluating and ranking potential rockfall hazard areas. The most dangerous locations will receive top priority for this project. Possible solutions to rockfall problems include: retaining walls, scaling, screening, and cutting back slopes.

Impact on Highway and Resources: If slopes were cut back at Tooth Rock or Mitchell Point, the Historic Columbia River Highway could be damaged or further destroyed. Study of these rock fall problems should include ways to enhance the Highway, not destroy it.

Recreation Potential: Ledges built to control rockfall could also be used for trails. This could create liability problems if people were allowed to be above I-84; e.g. rock-throwing incidents.

Development Guidelines: All rockfall control work which would affect the Highway will need to be analyzed and mitigation measures provided, if appropriate.

Many rock fall locations are talus slopes which are the habitat of the Larch Mountain Salamander, a "protected" species in Oregon. Some unique plants are also found on these slopes. Any proposed project should include a detailed study of rare plants and animals.

HISTORIC COLUMBIA RIVER HIGHWAY PROJECTS

Projects	Agency*	Cost
Signing	Hwy	To be Determined
Milepost Restoration	Hwy	10,000
Highway Tour Guide	Parks/Hwy	5,000
View & Vista Re-establishment	All	To be Determined
Interpretation & Education	All	To be Determined
Traffic Study - Sections I & III	Hwy	30,000

PROJECTS NEAR OR ADJACENT TO HISTORIC COLUMBIA RIVER HIGHWAY

Projects	Agency	Cost
Rockfall Hazard Reduction	Hwy	1,660,000

*Agency: Hwy = Oregon State Highway Division
Parks = Oregon State Parks and Recreation Division
USFS = U. S. Forest Service
All = All agencies

DEVELOPMENT PROPOSALS

LEGEND

--- SCENIC AREA BOUNDARY

SPECIAL MANAGEMENT AREA

GENERAL MANAGEMENT AREA

URBAN AREA

* MAJOR DEVELOPMENT PROJECT

* MINOR DEVELOPMENT PROJECT

••••• FOOT TRAIL/HCRH ALIGNMENT

▪▪▪▪▪ FOOT & BIKE TRAIL/HCRH ALIGNMENT

ooooo FOOT TRAIL/NOT HCRH

▫▫▫▫▫ NEW FOOT & BIKE TRAIL/NOT HCRH

***** FOOT AND/OR BIKE TRAIL
ON EXISTING ROADS OR TRAILS
OTHER THAN HCRH

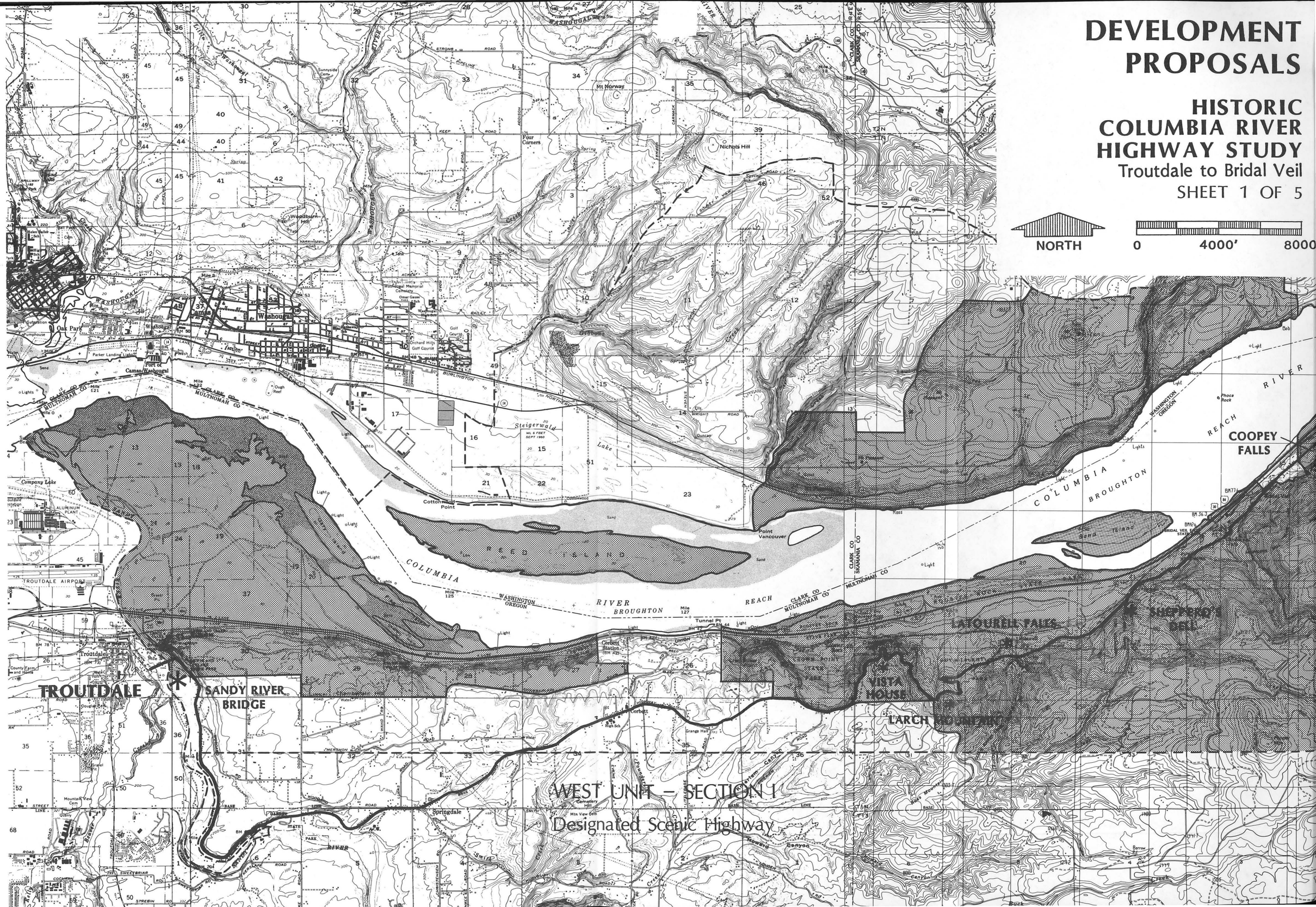
— SCENIC HWY./AUTO ACCESS

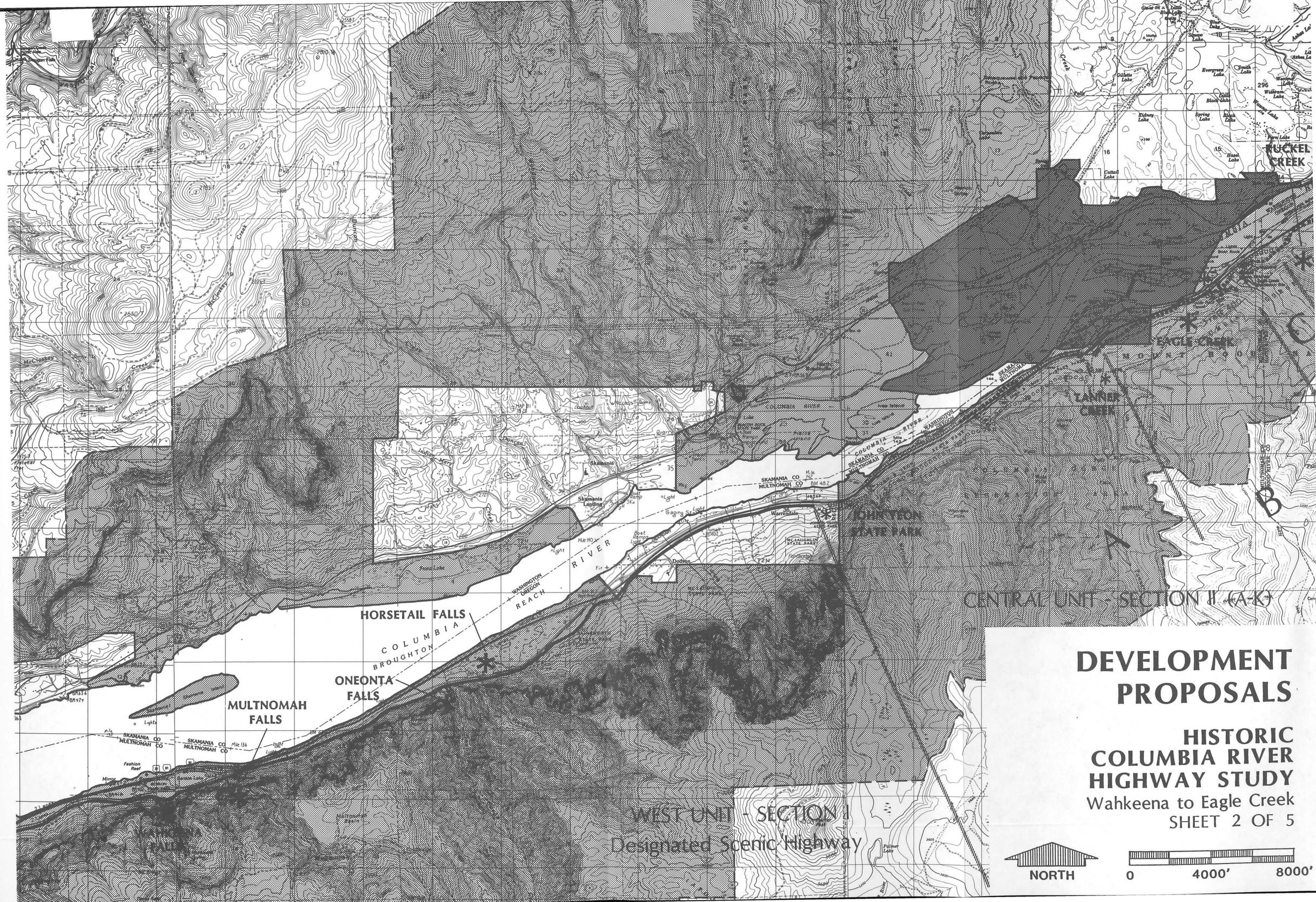
DEVELOPMENT PROPOSALS

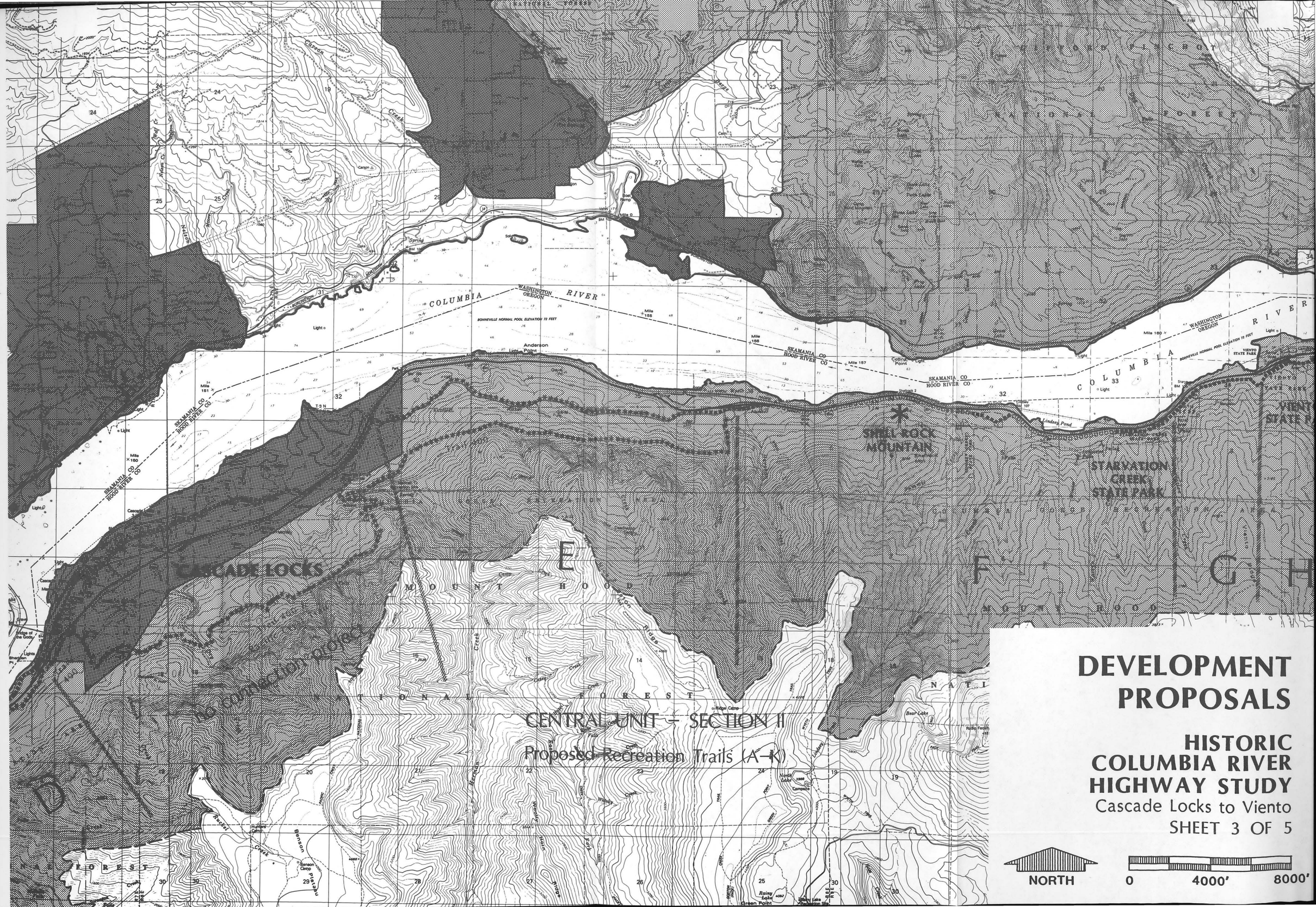
HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Troutdale to Bridal Veil

SHEET 1 OF 5




DEVELOPMENT PROPOSALS
HISTORIC COLUMBIA RIVER HIGHWAY STUDY
Wahkeena to Eagle Creek
SHEET 2 OF 5
NORTH
0
4000'
8000'
CENTRAL UNIT - SECTION II (A-K)
WEST UNIT - SECTION I
Designated Scenic Highway
HORSETAIL FALLS
ONEONTA FALLS
MULTNOMAH FALLS
BUCKEL CREEK
EAGLE CREEK
LANNER CREEK
JOHNSTON STATE PARK
COLUMBIA RIVER
BROUGHTON REACH
WASHINGTON
OREGON
SKAMANIA CO
MULTNOMAH CO
Skamania
Skamania Landing
Warrendale
Dodson
McLaughlin State Park
McCleskey Creek
Indian Mary Creek
Gaging Station
Fashion Reef
Mirror Lake
Gillette Lake
Evergreen Lake
Smith Lake
Wishram Lake
Kidney Lake
Spring Lake
Black Lake
Hazel Lake
Cattail Lake
Palmer Lake



DEVELOPMENT PROPOSALS

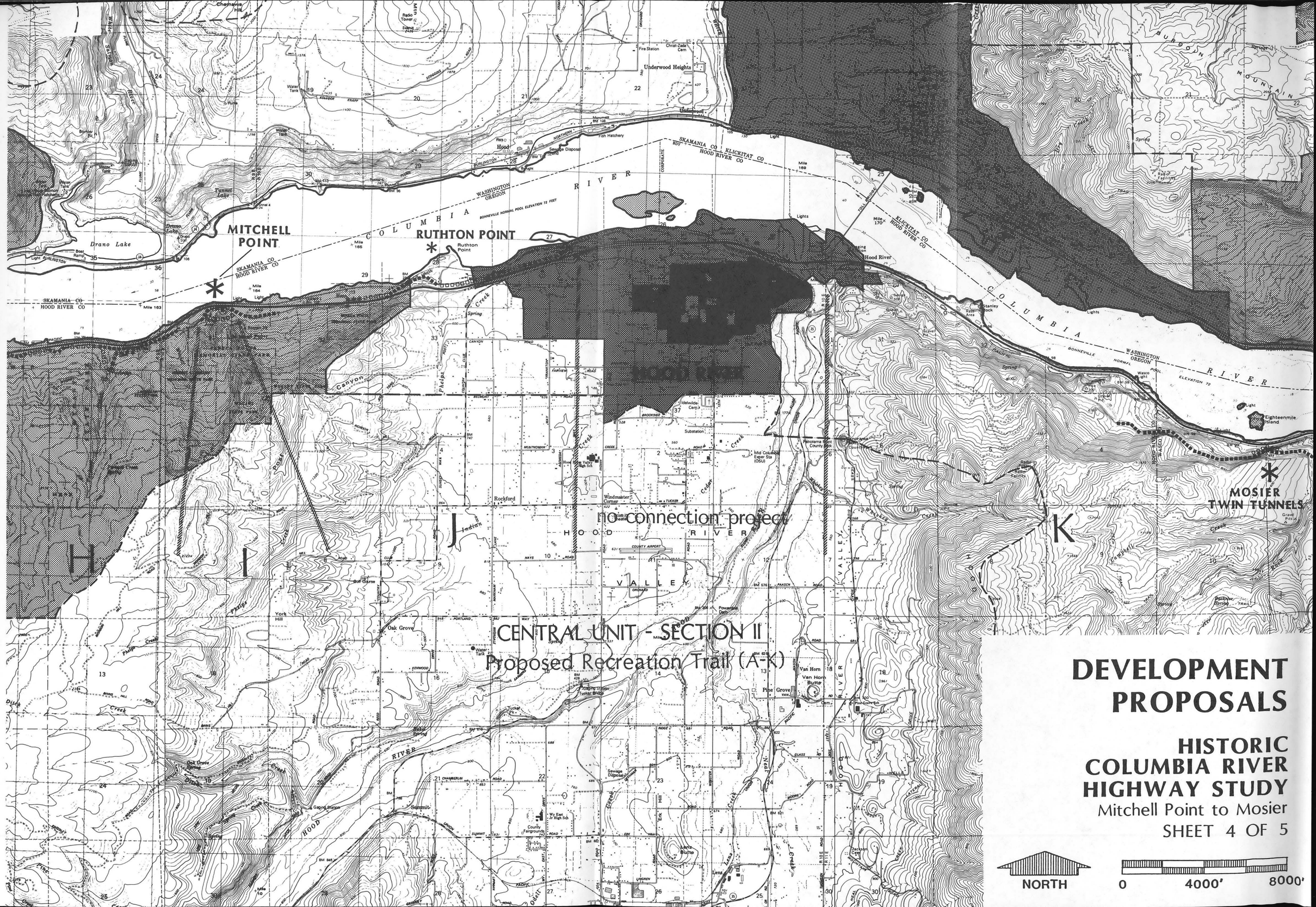
HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Cascade Locks to Viento

SHEET 3 OF 5

NORTH

0 4000' 8000'



DEVELOPMENT PROPOSALS

HISTORIC COLUMBIA RIVER HIGHWAY STUDY

Mitchell Point to Mosier

SHEET 4 OF 5

NORTH

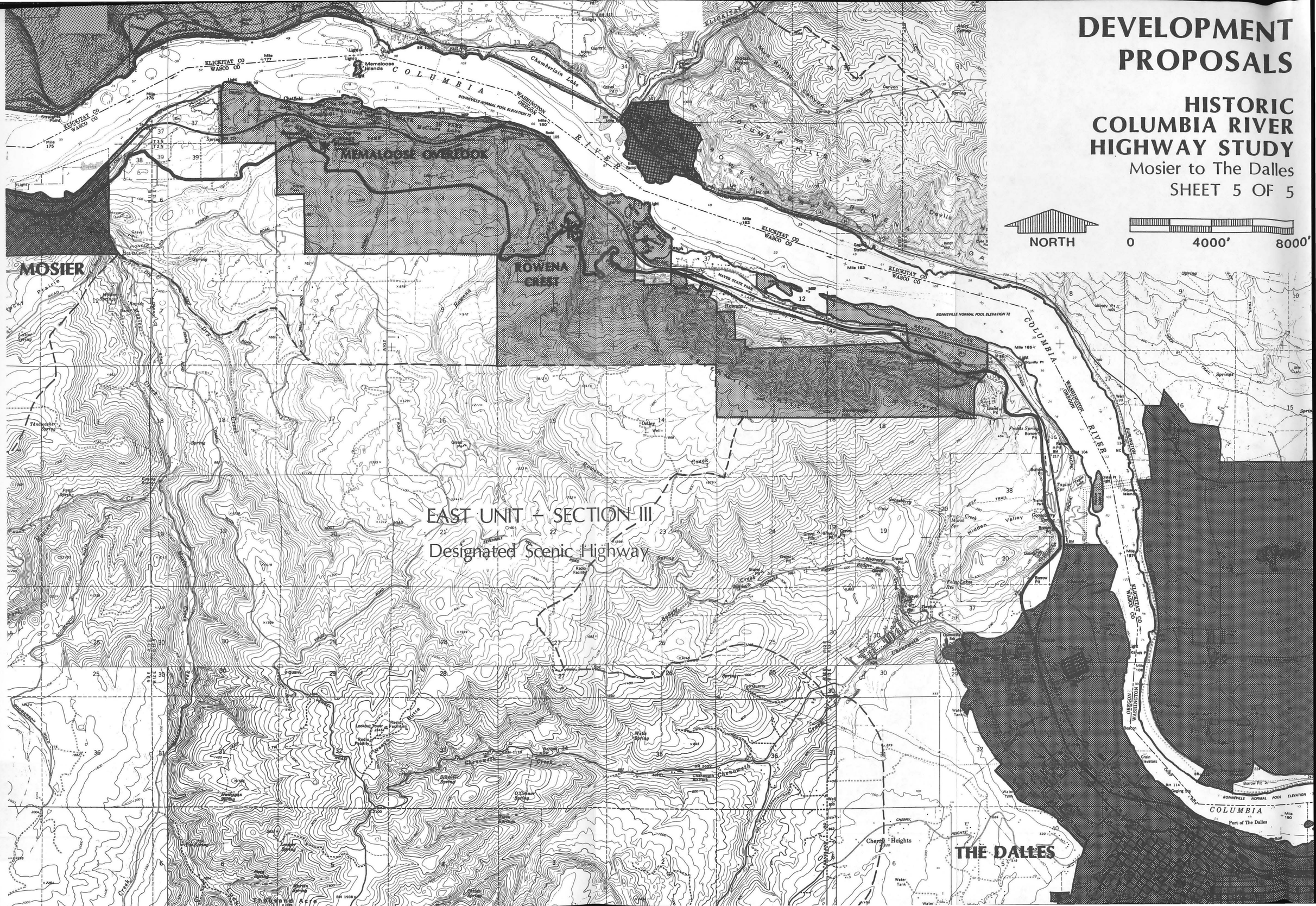
0 4000' 8000'

DEVELOPMENT PROPOSALS

HISTORIC COLUMBIA RIVER HIGHWAY STUDY

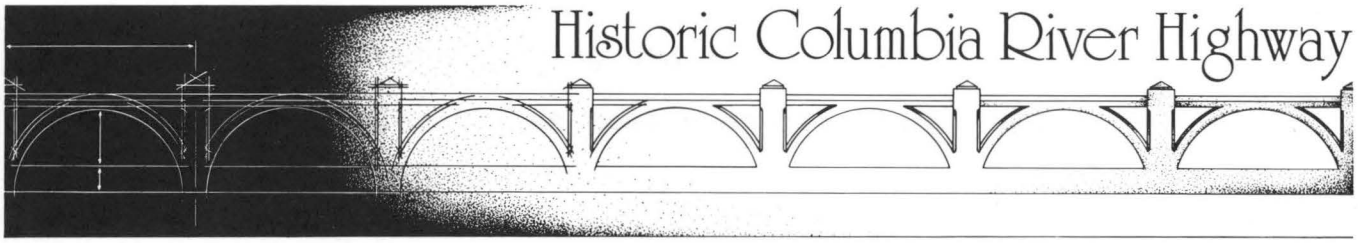
Mosier to The Dalles

SHEET 5 OF 5



Appendices

Historic Columbia River Highway



Allen, John Eliot, The Magnificent Gateway, Timber Press, 1979

Bullard, Oral, Lancaster's Road The Historic Columbia River Scenic Highway, TMS Book Service, 1982

Lancaster, Samuel Christopher, The Columbia, America's Great Highway, through the Cascade Mountains to the Sea, 1916

Mather, Paul, Michael Long, Oregon State Highway Division, Reconnaissance Study - Old Columbia River Highway - Hood River to Mosier, 1987

National Park Service, Comprehensive Management and Use Plan, Oregon National Historical Trail, 1981

Ochi, Diane, Columbia River Highway Project, Columbia River Highway Options for Conservation and Reuse, 1981

Ochi, Diane, Columbia River Highway Project, Columbia River Highway Inventory, 1981

Rappaport, Nina, et al, Columbia River Highway Project, Vista House Historic Structure Report, 1981

Seale, Donnie G., Columbia River Highway Project, Columbia River Highway Guidelines for Maintenance, 1981

Sherman, Marty, Joyce Herbst, Kathy Johnson, Discovering Old Oregon Series, Volume One, Columbia River Gorge, Frank Amato Publications, 1984

Smith, Dwight A., Oregon Department of Transportation, Columbia River Highway Historic District, 1984

Tolan, Terry L., Marvin H. Beeson and Beverly F. Vogt, "Exploring the Neogene history of the Columbia River: Discussion and geologic field trip guide to the Columbia River Gorge", Oregon Geology, Oregon Department of Geology and Mineral Industries, Volume 46, numbers 8 and 9, August, 1984.

-, Multnomah County Comprehensive Framework Plan

-, Land Use and Development Ordinance for Wasco County, Oregon, 1985

-, The Hood River County Comprehensive Land Use Plan, 1984

-, Hood River County Zoning Ordinance, 1987

-, The City of The Dalles Comprehensive Plan, 1982

-, Soil Survey of Wasco County, Oregon Northern Part, U.S. Department of Agriculture, Soil Conservation Service, 1982

-, Soil Survey of Hood River County Area, U.S. Department of Agriculture, Soil Conservation Service, 1981

-, Soil Survey of Multnomah County, Oregon, U.S. Department of Agriculture, Soil Conservation Service, 1983

-, West Columbia Gorge State Parks Master Plan, Oregon State Parks and Recreation Division, 1981

-, "Forest Trails of the Columbia Gorge", U.S. Forest Service, Mt. Hood National Forest, 1978

-, Soil Survey of Wasco County, Oregon Northern Part, U.S. Department of Agriculture, Soil Conservation Service, 1982

-,Geologic Hazards of Parts of Northern Hood River, Wasco, and Sherman Counties, Oregon, Oregon Department of Geology and Mineral Industries, Bulletin 91, 1977.

-, Survey of Wildflowers, Flowering Shrubs, and Ferns of the Columbia Gorge, Native Plant Society of Oregon, 1982.

John Eliot Allen	Portland State University, Geology (Emeritus)
H.L. Armentrout	Native Plant Society of Oregon, Portland Chapter
Mary Arneson	U. S. Forest Service
Steven Dow Beckham	Lewis and Clark College, History Department
Peter Bond	Oregon Parks and Recreation, Trails Coordinator
Art DuFault	Columbia River Gorge National Scenic Area, Manager
Glen Eaton	Highway Division
Clarence Eshelman	Highway Division, Region 1 Geologist
Lori Fulton	Multnomah County Planner
Bud George	Highway Traffic Engineer
Bus Gibson	Mazamas
Le Gilsan	State Historic Preservation Office, Archeologist
Gray Line Tours	
Mike Hellman	U. S. Forest Service
Jurgen Hess	Columbia Gorge National Scenic Area
Dick Howard	Multnomah County Roadmaster
Russ Jollie	Native Plant Society of Oregon
Jimmy Kagen	The Nature Conservancy, Database
Dennis Kramer	Wasco County Roadmaster
Ken Lucas	Oregon Parks and Recreation, Region 1, Supervisor
Jim Lyon	Hood River County Engineer
Jay Massey	Oregon Fish and Wildlife
Paul Mather	Highway Division, Region 1
Jerry Mohr	Bonneville Power Administration
Personalized Tours and Travel	
Russ Peterson	US Fish and Wildlife Service
Elisabeth Potter	State Historic Preservation Office Nomination Specialist
David Powers	Deputy State Historic Preservation Officer
Raz Transportation	
SuAnn Reddick	University of Oregon
Nancy Russell	Friends of the Columbia Gorge
Josh Sawyer	Highway Division, Maintenence Supervisor (retired)
Dwight Smith	Highway Division, Cultural Resource Specialist
Frank Stiles	Oregon Parks and Recreation, Region 1, Supervisor (Retired)
Mike Stoval	Highway Division, Engineer (Retired)
Paul Taylor	Oregon Parks and Recreation
Bob True	Oregon Parks and Recreation
Harry Woodward	Highway Division
Gene Zimmerman	U.S. Forest Service

Public meetings were held August 18 in Corbett, August 19 in Hood River, and August 20 in The Dalles. The meetings were well attended, with between thirty and sixty people at each session. The staff presentation at each meeting included a short summary of the project, an overview of the history and condition of the Highway and a slide show showing both old and new pictures of the Highway. The audience then broke into two groups; one to discuss issues relating to the Highway, and the other to discuss the proposed recreation trail connection projects.

Comments received in the connection projects group were consistent in all three meetings. All groups felt that hiking trails should be used for connections now, and that biking connections should be done later as funds permit. All also agreed that the Mosier Twin Tunnels connection project should be the highest priority. There were cautions voiced that the Tunnel project was too expensive and that assuring safety along the rock slide at the western portal might be difficult.

The issues discussion groups raised interesting points and concerns. Two of the main topics were traffic and signing. Some people thought that the Highway should be widened to more modern standards to better handle today's traffic, but others thought that the road should remain as it is. There was an acknowledgement of conflicts between different users of the Highway, but no agreement of the best way to solve the problems.

The Corbett meeting had strong agreement from the residents along the Highway that they did not wish to see that portion of the Highway changed to a one-way operation.

Discussion of the signing issue included proposals for additional signing, both directional and interpretive as well as signing of hazards, along with concern that there not be too many signs cluttering the Highway.

At Corbett, the major issues were: the need to develop a maintenance plan for the Highway; the question of public safety and who would provide police and fire services; inadequate signs; opposition to a one-way traffic scheme; the effect of tourism on the Highway; and the problems of viewing many of the waterfalls through the heavy growth of trees.

Traffic management and the opening of the Mosier Twin Tunnels were the major issues at Hood River. Vehicle width and length restrictions were suggested for managing traffic.

The Dalles discussion also included traffic and signing, as well as present use of the Highway by cyclists. Establishing a state park at the Twin Tunnels was discussed, as was future maintenance and policing of new facilities.

Note: These guidelines are intended to provide general direction, not specific advice on particular projects. The State Historic Preservation Office should be contacted about specific projects on the Highway or in the Historic District.

1. All planning should recognize the Historic Highway as a prominent and frequently predominant feature in the Gorge landscape.

2. All planning should recognize and enhance the historic feeling of the Highway, protecting its essential form and integrity.

3. Every reasonable effort should be made to use the Highway for its originally intended purpose or to provide a compatible use that will require minimum alteration to the resource and its environment.

4. Destruction or alteration of the Highway and its environmental setting should be avoided. Changes that affect the alignment, pavement, width, and appearance of the roadway or its associated engineering features are inappropriate.

5. The historic resource has boundaries that encompass not only the Highway but its environment and setting. Introduction of visual elements that are out of character with the Highway or that alter the setting should be avoided.

6. Changes that obscure the boundaries of the Highway or isolate the Highway from its setting should be avoided.

7. Changes should be kept small, reversible, and non-destructive.

8. Designs for alteration and additions should not be discouraged if the need is justified and the design incorporates materials, colors, scales, sizes, textures and relationships compatible with and complimentary to the historic resource.

9. Repair or rebuilding is preferable to new construction whenever maintenance or preservation work is required. The work should be aimed at restoring the original appearance of the Highway, in keeping with its scenic and historical nature.

SOURCE: Section 106 procedures of the National Historic Preservation Act, the Secretary of the Interior's "Standards for Historic Preservation Projects", policy statements by the Oregon State Transportation Commission, and advice from the State Historic Preservation Office.

Archeological

Thirteen inventoried archeological sites exist in the general area of the Historic Columbia River Highway. Only one is immediately adjacent to the Highway. That site is in the City of Hood River. It is a midden site tested in 1934 and described in publications by Phebus (1978) and Krueger (1935). At the public meetings two other possible sites were mentioned in the Mosier and Rowena Loops areas. These areas should be investigated before any development projects are begun there.

Historical

The Columbia River Highway Inventory, compiled by the Columbia River Highway Project of the National Park Service in 1981, describes 101 buildings along the highway. Two buildings of national importance are included in the Columbia River Highway Historic District:

Vista House, Corbett
Multnomah Falls Lodge, Bridal Veil

Four properties were deemed to be of regional significance:

Portland Auto Club, Troutdale
Menucha, Corbett
Luscher Farm, Bridal Veil
Columbia Gorge Hotel, Hood River

The remaining structures are of local historical importance and are located in the following communities:

Troutdale	15
Springdale	5
Corbett	7
Bridal Veil	6
Dodson-Warrendale	4
Cascade Locks	9
Hood River	20
Mosier	5
Rowena	3
The Dalles	20

The following extant engineering structures (bridges, viaducts and tunnels) associated with the Highway are also specifically mentioned in the nomination to the National Register of Historic Places:

Sandy River Bridge
Sandy River (Stark Street) Bridge
Crown Point Viaduct
Latourell Creek Bridge

Shepperd's Dell Bridge
Wahkeena Falls Bridge
Wahkeena Falls Footbridge
West Multnomah Falls Viaduct
Multnomah Creek Bridge
Benson Footbridge at Multnomah Falls
East Multnomah Falls Viaduct
Oneonta Gorge Creek Bridge
Oneonta Tunnel
Oneonta Gorge Creek Bridge (1948)
Horsetail Falls Bridge
Moffett Creek Bridge
Tanner Creek Bridge
Toothrock and Eagle Creek Viaducts
Toothrock Tunnel
Eagle Creek Bridge
Suspension Bridge, Eagle Creek Campground
Ruckel Creek Bridge
Gorton Creek Bridge
Ruthton Point Viaduct
Rock Slide Viaduct
Mosier Twin Tunnels
Rock Creek Bridge
Mosier Creek Bridge
Hog Creek Bridge
Dry Canyon Creek Bridge
Chenoweth Creek Bridge

Land Forms

Mt. Hood
Troutdale Formation
Cape Horn
Mt Pleasant
Mt. Zion
Sand Island
Angels Rest
Archer Mountain
Prindle Moutain
Beacon Rock
Phoca Rock
Rooster Rock
Crown Point
Larch Mountain
Pepper Mountain
Oneonta Gorge
St. Peters Dome
Hamilton Island
Bradfords Island
Greenleaf Peak
Ross Mountain
Wauna Point
Wyeth Bench
Buck Moutain
Wind Moutain
Shell Rock Moutain
Tooth Rock
Bishops Cap
Dog Moutain
Misty Gorge
Chemawa Hill
Underwood Moutain
Mitchell Point
Mt. Adams
Bingen Anticline
Eighteen-mile Island
Mosier Syncline
Memaloose Island
Rowena Plateau
Rowena Dell

Water Features

Sandy River
Multnomah Falls
Horsetail Falls
Wahkeena Falls
Bridal Veil Falls
Shepperds Dell Falls
Ruckel Creek Falls
Latourell Falls
Columbia River
Eagle Creek
Lindsey Creek
Perham Creek
Starvation Creek
Viento Creek
Tunnel Lake
Drano Lake
Hewlett Lake
McClure Lake
Tooley Lake

Manmade Features

Bonneville Dam
Bridge of the Gods
Eagle Creek Overlook
Historic Columbia River Highway and Related Structures
I-84
Chinese, Italian or Russian Ovens
Broughton Flume

WORK COMPLETED

Removed old paint from window trim and hand rails	
Removed furnace pipes and boiler tubes; oil tanks	
Changed electrical systems	
Installed stain glass windows	
Installed heating system	
Constructed steel gate and steel door in tunnel	
Waterproofed deck, repaired steps and roof	
Repaired banister	$42,000.
Cleared viewpoints (CrownPoint, Latourell Falls and Women's Forum)	$8,800.
Waterproofed Vista House	
Recapped steps	$31,940.
Repaired outer parking lot perimeter safety wall	$8,020.

WORK PROPOSED (NOT YET FUNDED)

Interpretive display	$50,000.
Stone wall construction	$10,000.
Rehab building	$ 5,000.
Overlay parking areas	$10,000.

47

1 (1) prepare and provide the Secretary with an
2 annual report to the Secretary on the use of the funds
3 made available under this section;
4 (2) make available to the Secretary and to the
5 Commission, upon request, all accounts, financial
6 records, and other information related to grants and
7 loans made available pursuant to this section; and
8 (3) as loans are repaid, make additional grants
9 and loans with the money made available for obligation
10 by such repayments.

* 11 SEC. 12. OLD COLUMBIA RIVER HIGHWAY.

12 The Oregon Department of Transportation shall, in con-
13 sultation with the Secretary and the Commission, the State
14 of Oregon and the counties and cities in which the Old
15 Columbia River Highway is located, prepare a program and
16 undertake efforts to preserve and restore the continuity and
17 historic integrity of the remaining segments of the Old Co-
18 lumbia River Highway for public use as a Historic Road,
19 including recreation trails to connect intact and usable seg-
20 ments.

21 SEC. 13. TRIBUTARY RIVERS AND STREAMS.

1 ment, or limitation contained in the Land and Water
2 Conservation Fund (16 U.S.C. 4601–4 and following).
3 (2) for the purpose of providing payments to local
4 governments pursuant to section 14(c): $2,000,000.
5 (b) There are authorized to be appropriated for fiscal
6 years after the fiscal year 1986, effective upon concurrence
7 on the management plan pursuant to section 6 of this Act:
8 (1) For the purpose of construction of an interpre-
9 tive center to be located in the State of Oregon, and a
10 conference center to be located in the State of Wash-
11 ington: $10,000,000.
12 (2) For the purpose of construction of recreation
13 facilities pursuant to section 7(d): $10,000,000.
* 14 (3) For the purpose of preparing a program and
15 restoring and reconstructing the Old Columbia River
16 Scenic Highway, Oregon pursuant to section 12 of this
17 Act: $2,800,000.
18 (4) For the purpose of providing economic devel-
19 opment grants pursuant to section 11: $5,000,000 for
20 each State: *Provided,* That funds authorized to be ap-
21 propriated pursuant to this paragraph shall be available

B-Engrossed
Senate Bill 766

Appendix 9

Ordered by the House May 25
Including Senate Amendments dated April 29
and House Amendments dated May 25

Sponsored by Senators JERNSTEDT, CEASE, KENNEMER, MONROE, OTTO, Representatives BELLAMY, BURTON, CARTER, CEASE, EACHUS, FAWBUSH, HOSTICKA, HUGO, D. E. JONES, KOTULSKI, McCRACKEN, McTEAGUE, MILLER, SHIPRACK, SPRINGER, WHITTY

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure.

Requires Department of Transportation to prepare and manage historic road program in consultation with Historic Columbia River Highway Advisory Committee and inform committee of activities affecting highway. Creates advisory committee.

A BILL FOR AN ACT

Relating to highways.

Be It Enacted by the People of the State of Oregon:

SECTION 1. As used in this Act, "Historic Columbia River Highway" means all parts of the original Columbia River Highway, constructed between 1913 and 1922, in Multnomah, Hood River and Wasco Counties, that have been designated as a "Historic and Scenic Highway" under ORS 377.100 and all properties and structures that are within the Columbia River Highway Historic District, National Register of Historic Places.

SECTION 2. The Legislative Assembly declares that it is the public policy of the State of Oregon to preserve and restore the continuity and historic integrity of the remaining segments of the Historic Columbia River Highway for public use and enjoyment and in furtherance thereof:

(1) To reuse and manage the Historic Columbia River Highway as a continuous visitor attraction that ties together Columbia Gorge cities and rural service centers and contributes to their economic development.

(2) To rehabilitate, restore, maintain and preserve all original roadway and highway-related structures on the intact and usable highway segments.

(3) To connect intact and usable highway segments with recreation trails, where feasible, to create a continuous historic road route through the Columbia Gorge which links local, state and federal recreation and historic sites.

(4) To provide a coordinated visitor information program to identify and interpret the significance of the highway.

(5) To preserve and enhance the scenic qualities of the highway and its associated corridor.

(6) To coordinate appropriate state agency activities and funds to accomplish these purposes.

SECTION 3. (1) The Department of Transportation shall prepare and manage a historic road program, in consultation with the Historic Columbia River Highway Advisory Committee and other affected entities, consistent with the purposes of the Columbia River Gorge National Scenic Area Act of 1986 and the public policy of this state declared in section 2 of this Act.

NOTE: Matter in **bold face** in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted.

(2) The department shall inform the advisory committee of those activities of the department which may affect the continuity, historic integrity and scenic qualities of the Historic Columbia River Highway.

(3) The department shall undertake efforts to rehabilitate, restore, maintain and preserve all intact and usable segments of the Historic Columbia River Highway and associated state parks. The department may expend funds dedicated for footpaths and bicycle trails under ORS 366.514 to construct footpaths and bicycle trails on those portions of the Historic Columbia River Highway that are parts of the state highway system or that are county roads or city streets and the department may incorporate those segments into the Oregon recreation trails system under the provisions of ORS 390.950 to 390.990.

(4) The department may acquire, under the authority of ORS 390.110, real property, or any right or interest therein, deemed necessary for the preservation of historic, scenic or recreation qualities of the Historic Columbia River Highway, for the connection of intact and usable segments, or for the development and maintenance of parks along or in close proximity to the highway. The department shall encourage the acquisition of lands, or interests in lands, by donation, agreement, exchange or purchase.

(5) The department shall assist and cooperate with other agencies and political subdivisions of the state, state agencies, the Federal Government, special purpose districts, railroads, public and private organizations and individuals to the extent necessary to carry out the provisions of this Act. The department may enter into such contracts as are necessary to carry out these provisions.

SECTION 4. (1) There is created in the Department of Transportation an advisory committee to advise the Director of Transportation and the Oregon Transportation Commission on policy matters pertaining to the preservation and restoration of the Historic Columbia River Highway. The committee shall consist of 10 members, including the State Highway Engineer, Administrator of the Parks and Recreation Division, State Historic Preservation Officer, Administrator of the Tourism Division of the Economic Development Department or their delegates, and six citizen members, two residents each from Wasco, Hood River and Multnomah Counties. The Governor shall appoint one member from each of the three counties and each county commission shall appoint one member respectively. Citizen members shall have knowledge or specific interest in historic or scenic preservation, engineering design, recreation or related disciplines.

(2) The citizen members shall be appointed to terms of four years, commencing on July 1 of the year of appointment. Members of the advisory committee shall be entitled to expenses as provided by ORS 292.495 (2).

(3) The committee shall review the department's preparation of the historic road program and its ongoing management and submit recommendations to the Director of Transportation.

(4) The committee shall review proposed highway-related activities and other public actions, except for routine highway maintenance, which may affect the historic integrity, continuity, scenic values, public access and public recreational opportunities within the Columbia River Highway Historic District and submit recommendations to the director. The committee may appoint subcommittees composed of qualified members or other technical specialists, as required, to review plans, construction or other subjects as designated by the committee. The director shall provide notice to the committee of proposed activities, actions or projects at the earliest possible opportunity.

(5) The committee may recommend to the director that a public hearing with appropriate public

1 notification be held for proposed activities, actions or projects which significantly affect the Historic
2 Columbia River Highway.
3 (6) The committee shall meet regularly a minimum of four times a year at times and places fixed
4 by the chairperson of the committee. The department shall provide personnel services to assist the
5 committee within the limits of available funds. The committee shall adopt rules to govern its pro-
6 ceedings and may select officers it considers necessary.
7 **SECTION 5.** Notwithstanding the term of office specified by section 4 of this Act, the terms
8 of members first appointed by the Governor shall expire in two years.
9

Excerpts from

COLUMBIA RIVER HIGHWAY HISTORIC DISTRICT

Nomination of the Old Columbia River Highway
in the Columbia Gorge to the National Register of Historic Places

Multnomah, Hood River, and Wasco Counties
State of Oregon

Dwight A. Smith
Oregon Department of Transportation

7. Description

Condition		Check one	Check one
___ excellent	x deteriorated	x unaltered	x original site
x good	x ruins	x altered	___ moved date N/A
x fair	___ unexposed		

Describe the present and original (if known) physical appearance

Description Summary Paragraph

The linear historic district encompasses the extant Columbia River Highway on the south side of the Columbia River from the Sandy River, Troutdale in Multnomah County, through Hood River County to Chenoweth Creek at The Dalles city limits, Wasco County. Within the district, 55.0 miles of the original 73.8-mile highway remain intact. For the most part, the extant highway retains the integrity of the as-built condition. The western 21.6-mile section and eastern 14.6-mile section (14.1 original miles) of the highway are continuous, driveable, scenic routes on the state highway system. The 37.6-mile central section now has only 19.3 extant miles of the original highway. Subsequent highway developments in this area have replaced 18.3 miles of the original highway. The central section consists of intermittent segments--frontage roads, county roads, city streets or abandoned remnants on either side of Interstate 84 which severs the central section. Most of the major engineering features originally built on the highway still exist, including seventeen bridges, seven viaducts, three tunnels, half-tunnels, long stretches of dry masonry retaining walls, rustic rubble parapets, and pedestrian overlooks. (Only seven major bridges and a tunnel have been destroyed, the most important being the Mitchell Point Tunnel.) The district includes seven engineering features not built on the original highway, but which relate to the highway's development. Included within the district boundaries are nine recreation areas which were created in concert with the highway and/or contain significant scenic features. These recreation areas include Vista House (1918), at Crown Point State Park, and Multnomah Falls Lodge (1925), Mount Hood National Forest, already listed on the National Register; portions of four state parks (Portland Women's Forum, Guy W. Talbot, Shepperd's Dell, and Mayer); and three Mount Hood National Forest recreation sites (Wahkeena Falls, Eagle Creek Campground and Picnic Area, and Eagle Creek Overlook Picnic Area). The total acreage in the district is 529 acres, including 404 acres of highway and 125 acres of recreational land. The width of the linear district varies, but is normally 60 feet, the original highway right-of-way area. There are multiple property ownerships within the district.

8. Significance

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	X landscape architecture	___ religion
___ 1400–1499	___ archeology-historic	X conservation	___ law	___ science
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600–1699	X architecture	___ education	___ military	___ social/ humanitarian
___ 1700–1799	___ art	X engineering	___ music	___ theater
___ 1800–1899	X commerce	___ exploration/settlement	___ philosophy	X transportation
X 1900–	___ communications	___ industry	___ politics/government	___ other (specify)
		___ invention		

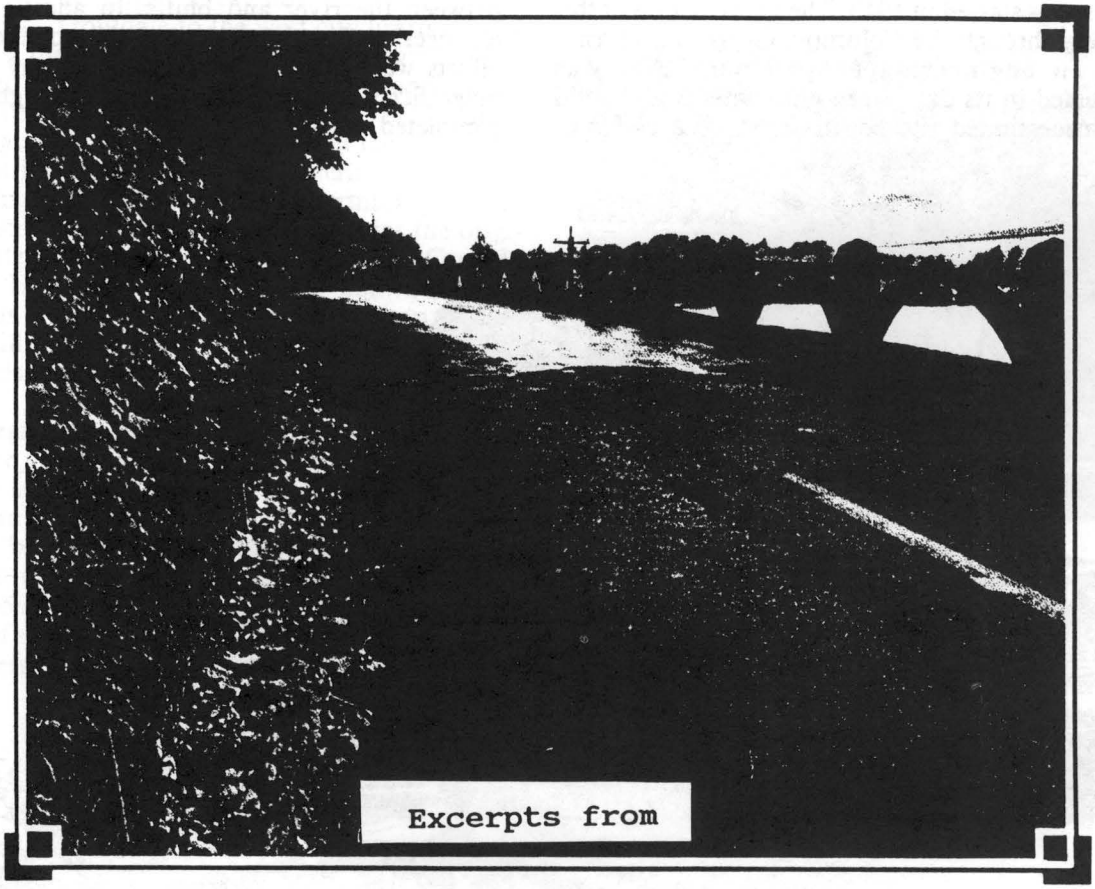
Specific dates 1913-1922 **Builder/Architect** Oregon State Highway Department, Samuel C. Lancaster, and Others

Statement of Significance (in one paragraph)

Significance Summary Paragraph

Built over a ten-year period (1913-22) at the dawn of the automobile age, the Columbia River Highway was a technical and civic achievement of its time, a successful mix of sensitivity to the magnificent Columbia River Gorge landscape and ambitious engineering. Its engineering standards and technological responses to the Gorge's geographic obstacles were praised by famous persons at the time, calling the highway the world's finest scenic drive, a poem in stone and the king of roads. The highway is nationally significant because it represents an early application of cliff-face road building applied to automobile highway construction. In the Pacific Northwest, there are no other scenic roadways which compare to the Columbia River Highway in engineering design, quality, length, age, associated features, natural setting, or historic recreational use. When the Multnomah County portion was first paved in 1916, it was the first major paved highway in the Northwest. The highway was championed by some of the most significant personages in Oregon history, including Samuel Hill, Simon Benson, John B. Yeon, Julius Meier and Rufus Holman. The engineer for the highway was Samuel C. Lancaster (1864-1941), already established as a respected highway engineer when modern highway engineering was at the pioneer stage. Influenced by historic road building in Europe, Lancaster emulated those styles in the Columbia River Gorge, while also designing and constructing a highway to advanced engineering standards. His reverence for the natural environment contributed to an engineering achievement sympathetic to the landscape. As the highway was completed eastwardly from Multnomah County, the newly-formed State Highway Department continued the work in the spirit of Lancaster, even after his direct participation ceased. The early development of the highway contributed to the creation of the Oregon State Highway Commission (1913). The Columbia River Highway was a primary component of the initial state highway system adopted in 1914. The highway opened up the Gorge for tourism and recreation and spurred both private and public recreational developments and associated activities along its route. The highway also served to improve regional communication and travel between the Willamette Valley and the inland areas of eastern Oregon and Washington.

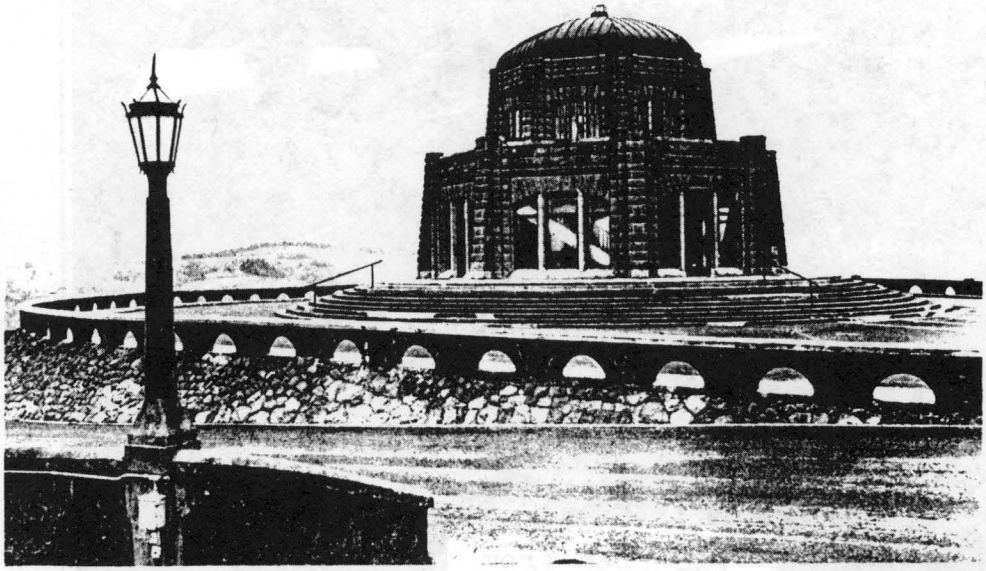
OREGON

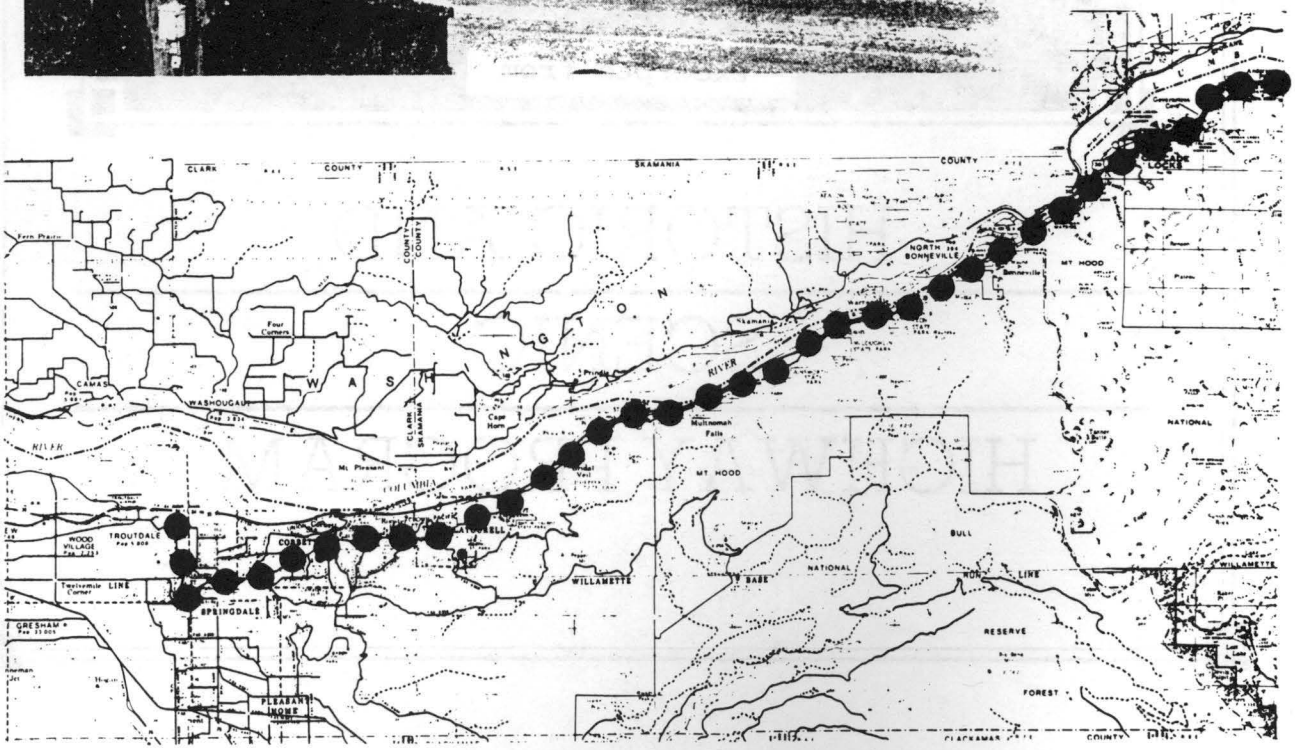


HISTORIC AND SCENIC HIGHWAY PROGRAM

COLUMBIA GORGE SCENIC HIGHWAY
U.S. 30, State Highway 125 & 292
Multnomah, Hood River, Wasco Counties
Section 1 State Highway 125
Mileposts 1.85-23.44
Section 2, 37.6 miles
Section 3 State Highway 292
Mileposts 0.37-14.99
73.8 miles

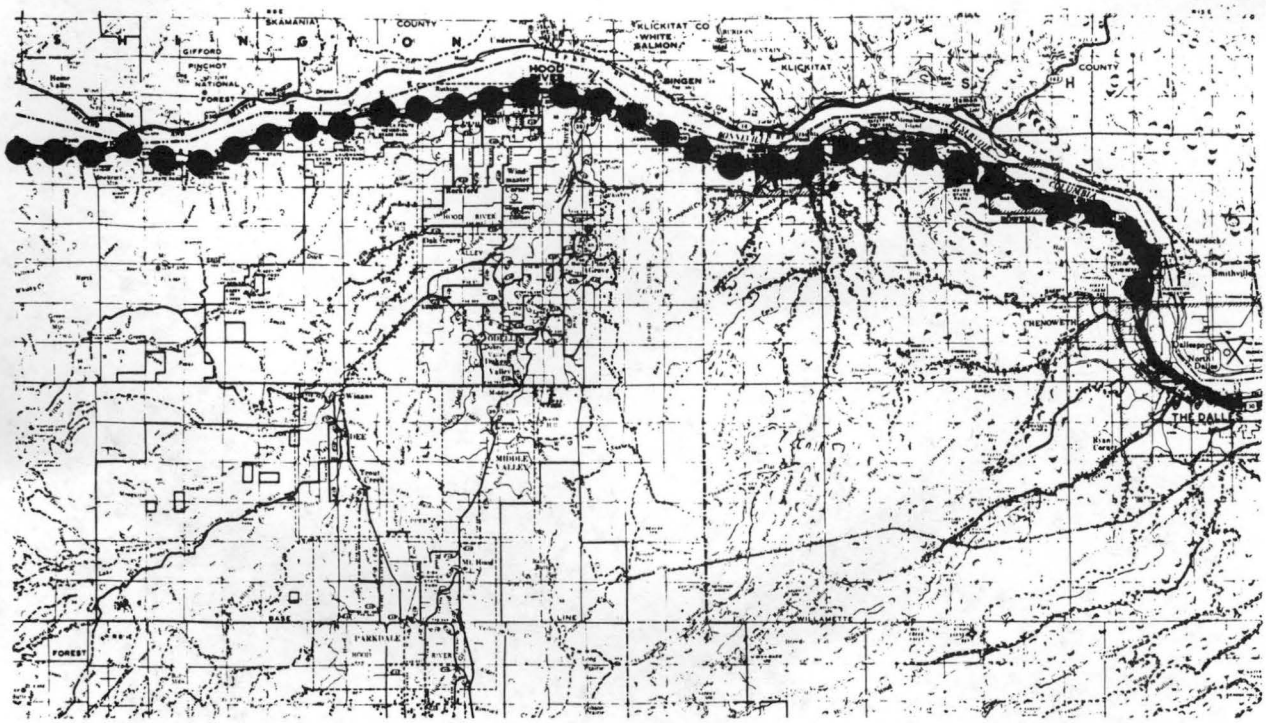
The Columbia River Highway, from Astoria to The Dalles, was started in 1913. The construction of this highway through the Columbia Gorge was considered an engineering achievement that was unequaled in its day. Steep escarpments and solid rock necessitated the construction of a series of bridges, viaducts, and tunnels along the narrow area between the river and bluffs. In addition to the engineering feat in designing the roadbed, great efforts were made to blend the highway into the magnificent scenery of the Gorge. The highway was completed in 1922.





The segment of this highway identified for historic and scenic designation extends from the Sandy River near Troutdale to the west city limits of The Dalles, a distance of 73.8 miles. This segment was included as a historic district in the National Register of Historic Places in December 1983. The highway is also recognized as a National Historic Civil Engineering Landmark by the American Society of Civil Engineers. The designation termini coincides with those of the district, which includes the original route through the cities of Troutdale, Cascade Locks, Hood River, and several unincorporated communities. Most of the original highway structures still exist, including 17 bridges, 7 viaducts, and 3 tunnels.

Coordination between the Department's Highway Division, State Parks Division, and U.S. Forest Service is essential to the preservation of the highway and its corridor. Wherever possible, efforts should be made to utilize similar materials and designs in carrying out maintenance activities. Attention should also be given to selective trimming of roadside trees to open views for the highway users.



OREGON
STATE
PARKS