

MINUTES  
Historic Columbia River Highway  
Advisory Committee  
April 17, 1997  
Region 1 Flanders Building  
Portland, Oregon

Members Present: Rick Blaine, James Hamrick, John Lundell, Lewis L. McArthur, Bill Pattison, Charlie Sciscione, Sharon Timko, Carolyn Wood and Jack Wiles.

Staff Present: Robert Hadlow, Jeanette Kloos, Larry Pierson, Lwin Hwee, Glen Thommen, Sam Wilkins, Ron Polvi, Gail Smith, Chris Lillegard, and Larry Krettler.

Public Present: Paul Rogers, Kathy Schutt, and Kevin Price, OPRD; Tom Turck, CRGNSA Forest Service; Raymond Miller, Miller Consulting engineers; Brian Runyan, Bicycle Transportation Alliance; Bibi Gaston, The Office of Bibi Gaston; Jo Landerfield, SR G; Jerry Igo, Native Plant Society of Oregon, Robert Giroux, Bus Gibson and Ronald R. Carroll.

Carolyn Wood, acting chair called the meeting to order.

**APPROVAL OF MINUTES:**

Minutes stand approved as written.

**PUBLIC COMMENTS:**

None at this time.

Lewis McArthur's resignation as chair, of the HCRH Advisory Committee was accepted at the last meeting. Carolyn Wood asked that nominations be opened for election of a new chair. Rick Blaine nominated Bill Pattison and Jack Wiles nominated Carolyn Wood. By a 6-3 vote, Bill Pattison was selected as chair and Carolyn Wood was reaffirmed as vice chair. Rick Blaine acknowledged with great regret Lewis's resignation as chair but was glad that he would remain as a member of the committee.

Bill Pattison then began his tenure as chair by conducting the remainder of the meeting.

**HOOD RIVER TO MOSIER PHASE 2**

Larry Pierson, ODOT Geotech, introduced Glen Thommen, ODOT Foundations and Lwin Hwee, ODOT Bridge. Glen started with a brief history of the tunnels. He handed out a three page time line of the events that took place over the years regarding the Mosier Twin Tunnels (attached). Most of the design and construction of the tunnels occurred between 1917 and 1921. The Mosier Twin Tunnels were closed in 1953 during the time when Robert H. Baldock was the state highway engineer. The Oregonian printed a letter written by Baldock stating that the tunnel should be closed because of safety concerns. The railroad requested that the tunnels be backfilled.

During the period between April 1, 1994 to January 24, 1995, Nancy Reed, ODOT maintenance, recorded the amount and size of rocks that fell within the 700 foot area west of the west portal (attached). A photo of the largest rock was distributed.

Larry Pierson, ODOT Geotech, described the area as a very active rockfall area. Several experts including Chuck Brawner (the “Father of Rockfall Mechanics”) have visited the site and recommended that a rockfall catchment be constructed. Brawner estimated that a 3-cubic yard rock could be expected in this area. This is larger than the 5,000 pound rock used to design the catchment. There are two escarpments separated by a talus slope (see attached figure). There is about a 190-foot drop from the top of the lower escarpment to the roadway (200 feet was used in the design). Larry said that ODOT does not design for the largest possible event. Many ideas were reviewed. Scaling was completed in Phase 1, but would need to be repeated every 3-8 years. Mesh is useful with small rocks, but a 5000-pound rock would tear a mesh down. ODOT and several consultants concluded that an energy absorption system was needed. There is not a lot of precedence for such a design.

Larry Pierson showed a video of a rock scaling operation in Philippi Canyon, east of The Dalles. Men pried the loose rock to make it fall to the highway below. The men did four “pushes” and recorded the rock as it tumbled to the highway below. Some of the larger rock left indentations on the asphalt below as they bounced over the median barrier.

The design intent of the catchment is to shelter users in the area from rockfall. The catchment structure should have a built-in absorption system in order to limit damage to the structure. There will be a base layer of cellular concrete in the catchment to act as a cushion.

Rick Blaine asked if the smaller rock left in the catchment might absorb additional energy. ODOT engineers did not think that this would be beneficial. Bill Pattison asked about cleaning the catchment periodically. The maintenance of the structure and repairing at a reasonable cost will be a challenge. Lewis McArthur asked if a steel structure was considered. Glen Thommen said they had, but that rocks would bounce off a steel structure.

John Lundell asked if cleaning the upper talus area had been considered. Larry Pierson said that the current talus rock is at its angle of repose. If rock was removed, it would destabilize and reactivate the talus slope and, therefore, be counter productive. Glen Thommen also mentioned that it would have a large visual impact.

The design has been reduced and the cost lowered from the first design. ODOT is currently reviewing the plans. Ron Polvi discussed the OPRD process of hiring Miller Engineering to re-design the catchment to a pedestrian scale. Paul Rogers will be the project manager for OPRD.

Kathy Shutt discussed the visual aspects. Key viewing areas are Historic Columbia River Highway, Columbia River, I-84 and Washington State Highway 14. She presented new drawings of the catchment. Evergreen and deciduous plants growing near the catchment will visually screen most of it as seen from I-84, the Columbia River and State Route 14. The design will be wide enough to allow emergency vehicle access through the catchment and will widen at the west portal to reveal

the whole tunnel opening and allow people to go to the cliff edge. Permits will be allowed for antique cars.

The ceiling height is 9 x 6 feet, the columns are 12 feet on center and 13 feet in between. There is a 10 I/2- foot-wide opening for maintenance vehicles.

James Hamrick said that the coloring of the concrete in the catchment will be included to decrease visual impacts. It will cost about \$49,000 for coloring, if integral to the concrete. OPRD Director Bob Meinen has requested that the catchment be colored to look like basalt. Lewis asked about coloring the mid-tunnel catchment. (It is proposed to be treated with Eonite or Permeon.)

Lewis McArthur expressed his concern about the size of the catchment structure in particular the “porch” area. He feels it necessary, but is just too big. Lewis stated the average citizen is not really aware of the size the catchment will be when completed. Lewis would like to see more publicity on the catchment structure and have more input from the citizens at a public meeting. Lewis also would like the potential winter closure periods to be brought to the public’s attention. Jack Wiles said that OPRD has distributed several pieces of information to the public regarding the size of the catchment. John Lundell has seen about six letters from concerned citizens. One felt the catchment was an eyesore, another was opposed to doing anything and another who felt the structure was necessary. There have been no more letters in the local papers (after the woman was injured by the rock at Multnomah Falls.)

Jerry Igo has witnessed rockfalls on I-84 that have actually left indentations on the asphalt. Jerry is concerned about the level of liability.

Al Harwood, construction project manager N-B Hatch, spoke of his experiences constructing Phase 1 and submitted the attached letter. He showed some slides of how many rocks fell after the cliff had been scaled. If scaling was done on a regular basis, Al feels the rock catchment would be unnecessary and that wire mesh over the cliffs would take care of the rockfall. Al requested that the AC reconsider their decision.

John Lundell said that safety is an important issue. The catchment will be similar to the Multnomah Falls Viaducts and is in keeping with Lancaster’s designs.

Carolyn Wood remarked that the experts have been consulted and all the studies have been completed. The results show that the catchment is necessary. Carolyn feels that its time to move on with the project. Carolyn reminded the committee that the catchment has been scaled down to a smaller size and cost. She also noted that many of the items in the newspaper lacked credibility because the recommended spending and the available funds on projects that are not eligible for funding with these funds.

Brian Litt added that the catchment structure has been determined consistent with the Gorge Management Plan. The Commission has not been asked to review any other proposals for this area.

Sharon Timko stated safety is very important, but the visual impact is also important. Jack Wiles said that a narrower catchment would cause obstruction of the portal, taking away from the original

historic design and view. Jack Wiles also noted that a developed recreation area has a higher assumed liability than an area in which people are trespassing.

Bus Gibson felt that re-opening the tunnels was not a good decision, but since the decision has been made, the most important factor is safety. Heavy protection is needed in the area and the catchment is needed.

James Hamrick reminded the committee that the Advisory Council on Historic Preservation had not challenged the “No Adverse Affect” conclusion for the HNTB design catchment. The current design is smaller and the concrete colored. He had spoken with Nancy Russell and she agreed that there would be a visual impact to place a column in the middle of the portal arch. James thinks that the catchment with the widened “porch” at the west portal is the best solution now. He would like to see the rock portals restored when funding is available.

Bill stated that decisions on the project have been made at prior meetings and we should proceed as decided. Status of coloring was discussed at last meeting and the decision was to color the concrete. It was decided that Eonite or Permeon would be used on the mid-tunnel structure. It was suggested that OPRD ask for two bids on the cost of the color; 1) color being added to the concrete and 2) color to be added later after construction (Eonite or Permeon). John Lundell suggested speaking to Joe Paiva, who has worked with the Eonite or Permeon for the Chenoweth Interchange.

#### **RESOLUTION FOR SHARON TIMKO**

Sharon Timko, Multnomah County, will be leaving the AC due to other commitments. Sharon was thanked for her dedication to the AC and was presented with a special plaque of the Stark Street Bridge. Sharon expressed her enjoyment of working with the committee and her sadness at leaving.

#### **WEST TRAILHEAD**

Bibi Gaston, consultant for the West Trailhead, told the AC the main objectives for this project are to construct an interpretive facility, restore the quarries and provide parking (see attached drawings).

The objectives for the design of the trailhead are the following:

1. To design the trailhead so that it does not conflict with adjoining land uses.
2. Locate trail parking that can accommodate buses.
3. Provide public access to gorge viewpoints.
4. Reclaim the three quarries.
5. Provide on-site security.
6. Provide interpretive information focused on the HCRH.
7. Provide visitor information and, potentially, sales.
8. Provide adequate public toilets.

There are about fifty acres involved in the Hanel, Koberg, and George quarries (combined) that could be developed for recreational use (see attached drawings).

Jo Landefeld, project architect, reported on the interpretive building which would be located in the Koberg quarry. The site would be the “gatehouse” to the trail. The building would have wood siding with a metal roof done in earth colors to blend in with the surrounding area. The interior

would be exposed wood. There would be an enclosed office area and four interpretive panels giving the history of the HCRH. Handicapped accessible restrooms would be included with access outside the building. Additional restrooms will be installed at the Hanel Quarry. There would be a covered area with outdoor displays and an open area for gatherings of large groups on the outside of the building. The gatehouse would also serve as a security site because of its location near the parking area.

The Forest Service is in the process of acquiring the property. Dave Sell is coordinating the National Scenic Area and NEPA reviews.

The site would have vehicular access from I-84, via Highway 35 and the Hood River loops (HCRH). The site would be accessible to pedestrians, bikers, and automobiles. A separated bike path is proposed between the gatehouse and the Hanel Quarry parking area. Moving the HCRH back to its original alignment in the southern curve at the Koberg Quarry is an option, but has been rejected for now, but not precluded as a future action. Phase 1 of the parking would allow 55 parking spaces in the Hanel Quarry. Phase 2 would allow 168 parking spaces. Koberg Quarry would have space for 55 cars and 7 R.V. sites. A caretaker pad is also proposed for the Hanel Quarry. The Hanel site is considered a topographic challenge, but has existing vegetative screen. Berms and screening will be needed at the Koberg site.

Frank Schnitzer, Department of Geology and Mineral Industries, has been contacted about reclamation of the quarries. An industry group may volunteer to make this a model restoration, but it may take several years to complete.

Interpretive signs will be placed in the Koberg Quarry (gatehouse) area. Lewis McArthur suggested that there should be an AC sub-committee to review the information that would be used for the panels so there is no duplication of information. Since SeaReach has been involved with the HCRH Interpretive panel project, the Gorge Discovery Center and this project, it should be easy to assure that there is no unnecessary duplication.

The consultant team is preparing cost estimates. The West trailhead is scheduled to go to contract in September. The trailheads official names are Senator Mark O. Hatfield East Trailhead and Senator Mark O. Hatfield West Trailhead.

Kathy Schutt reported there will be an evening public meeting on the West trailhead, May 1st in Hood River. (Note: postponed to May 28).

### **EAST PIT RESTORATION**

Tom Turck reported that the interpretive signs and the restroom have been removed from the plans for the East Pit. The knapweed will be addressed and the Barrett's Penstemon plants will be moved next season. The cost estimate for restoration is about \$200,000.

The plans should be finished for reviewing by the middle of April and work can start in May.

### **PROJECT UPDATES**

## ***HOOD RIVER TO MOSIER UPDATE***

### ***PHASE 1***

The vault toilet has been installed and the bill has been paid.

The rails recently stolen from the project have been returned to OPRD and the thief has been apprehended. OPRD is doing the finishing work including installing gates. An additional contract will be let to complete the required water system for fire control.

### ***PHASE 3A***

Chris Lillegard, ODOT Location office, gave a report on the design of the cross slope which is currently higher than the recommended 5% in some areas. Chris reported the slope runs from 2% to 13% in some areas. Chris said that a 2% or less is “easy”, 5% is “moderate” and 8% is “difficult” for wheelchair access. The cost for a maximum 8% grade would be \$138,000 and a maximum 5% grade would be \$177,000. Charlie Sciscione suggested that we may want to contact the Oregon Disabilities Commission for more input on the trade off between a lesser cross-slope and a larger drop off at the edge of pavement. Chris stated that the first mile past the gate is where the most curves and steeper cross slopes are located. Chris Lillegard will contact Chuck Frayer, Forest Service accessibility expert, to determine if we should design the cross slope to 5% or 8%.

Jeanette Kloos circulated the attached geology report. The Advisory Committee unanimously voted to use the gabion wall option over the berm option.

Jeanette explained the current right-of-way situation. ODOT owns the central 24 feet, while Hood River County owns the remainder of the 60-foot right-of-way. ODOT would like to replace the guardrail, but the county does not want to discuss the issues involved with guardrail construction (see attached letter). If this issue is not resolved quickly, the guardrail, rockwall, drainage and sign portions of this restoration project will be deleted and the money spent elsewhere. Charlie Sciscione noted that we have a signed legal agreement to provide the county 3000,000 cubic yards of rock over the next 20 years. Contrary to the county letter, Charlie has called the county over a month and a half ago to discuss the rock. He was told that the county wanted this years supply delivered this Fall. ODOT is investigating three options for this year and has geologists looking at three potential new spots for the future.

Charlie also had contacted the sheriff's office about a potential site for a new shooting range.

### ***PHASE 3D***

Proposals were received from three consultants to design the overlook at the east end of the tunnels. The Office of Bibi Gaston was selected and a contract is being prepared.

### ***PHASE 3E***

The fencing revisions along the archeological site have begun. Richard Fix will begin work on the cliffwalk later this spring.

### ***PHASE 3F***

The plans for the Elk Creek Tunnel will include salvaging timbers for use in the Mosier Twin Tunnels.

### ***MOFFETT CREEK TO TANNER CREEK***

The preliminary plans are scheduled to be out for review soon. Bid letting should be sometime in October.

### ***EAGLE CREEK TO CASCADE LOCKS***

Five committee members sent Jeanette their priorities for enhancement funds. Angel's Rest Trailhead, West Oneonta restoration and the Bridge of the Gods trailhead seemed to be the preferred projects (see attachment). The Federal Highway Administration reported that the Tri-Agency committee will not fund the Eagle Creek to Cascade Locks bike path unless the Bridge of the Gods trailhead is included. This would take all available FY 97 funding, including that originally programmed for the "enhancement projects" (Angel's Rest trailhead, West Oneonta restoration and Elowah Falls trailhead). AC voted to complete the bikepath (Eagle Creek to Cascade Locks)

### ***ENHANCEMENT PROJECTS***

The plans are available for the enhancement projects with the plans in hand review scheduled for April 24.

### ***INTERPRETIVE SIGNS***

The plans are available for the interpretive signs. They should go to contract by June.

### ***SCENIC BYWAY CORRIDOR***

The HCRH is now an Oregon Scenic Byway. Jeanette is working on finalizing the Byway Corridor Plan.

### ***THEMATIC SITE SIGNS***

The thematic signs have been installed but the logos on some of the signs are not adhering. FHWA will look into correcting this problem.

### **ACTIVITY STATUS REPORTS:**

#### ***ODOT***

Charlie Sciscione met with FEMA (Federal Emergency Management Agency) regarding the HCRH at Multnomah Falls. FEMA will cover the cost of repaving the highway due to the storm this winter. They will also cover the cost of repair of two screens that were damaged by the February slide. Charlie also met with the Forest Service and the railroad to discuss dredging the Multnomah Channel. There are still problems occurring there.

The District 2C maintenance crews are continuing to clean the gutters along the HCRH. Some gutters may be filled with perf pipe next month. Funding has not yet been found to raise the gutters.

Sam Wilkins, District 9 at The Dalles, reported that the HCRH from Mosier Creek to Rowena will get an overlay. FEMA will cover the cost to replace a culvert at Dry Creek.

There are proposals to use a barrier to restrict access at the shooting range by the Chenoweth Interchange instead of installing a guardrail. No decision on which of these choices to use has been made.

### ***OPRD***

Jack Wiles extended invitations to everyone to attend the Vista House season opening, Saturday, April 19th at 1:30. There will be a “Buy a Band-Aid for \$1.00” campaign in support of the Vista House. The Daffodil Society will be there and a folk band.

Jack and Sam Wilkins attended a meeting to discuss getting water to the Mark O. Hatfield East Trailhead. There are three options: a well on site, draw water from Columbia River using Wasco County water rights, or extend the Mosier city water line. No final decision was made at the meeting, but extending the city water line appears to be the preferred option.

### ***GORGE COMMISSION***

Brian Litt informed the AC that the Hood River County ordinances implementing the Management Plan has finally been signed (yesterday).

Brian also informed the AC that the final draft work plan for the monitoring plan should be completed by April 22 and then the program can begin its work.

### ***FOREST SERVICE***

Tom Turck reported that the suspension bridge at Eagle Creek is being removed and they are looking for replacement funds. The cost to replace the bridge is around \$330,000.

There are some other small projects to repair rock damage caused by the storms.

### **DEVELOPMENT REVIEWS:**

Jeanette Kloos reported there was only one current development review (Hofeld on Littlepage Road).

The development review for demolition of the 15 buildings at Bridal Veil is under consideration by Multnomah County.

Lewis asked if there was some way to change the type of maps that are used for these reviews. Lewis felt that if they could show the township and range locations that it would be easier to understand where the properties are located then just using tax lot map. The map included in the Hofeld review is better than previous maps.

### **MEMBERS ISSUES:**

Carolyn invited everyone to the grand opening of the Discovery Center and Wasco County Museum on May 24, from 12:00 - 6:00. Former Senator Mark O. Hatfield is the main speaker. There will be no parking at the site, buses will shuttle visitors to the area. Carolyn said there is a considerable exhibit of the HCRH.

Lewis suggested that the Tanner Creek - Moffett Creek railing on the switchback use steel posts and two horizontal rails rather than vertical bars. He believes this would be less expensive and also

would be more compatible with other railings on the HCRH. James Hamrick noted that the committee had already voted on the design and it should remain unchanged.

**NEXT MEETING DATE AND LOCATION:**

The next meeting will be June 5, Thursday in The Dalles at Cousins Restaurant.

Attachments:

- Mosier Twin Tunnels timeline
- Cliff cross-section
- Rockfall Monitoring Report
- Rock photo
- Al Harwood letter
- West Trailhead concept drawings
- Phase 3A Geology report
- Hood River County letter on ROW
- Future project priorities list

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