

U.S. 30 Mosier Creek, Dry Canyon Creek & Chenoweth Creek Bridges Project

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Project Components

For the U.S. 30 Mosier Creek and Dry Canyon Creek bridges:

- Remove asphalt pavement, install a waterproofing membrane and place new asphalt concrete wearing course across bridges.
- Repair areas where the concrete is deteriorating
- Replace bridge joint seals
- Redirect deck drain outlets so water does not drain onto portions of the bridges below

For the U.S. 30 Chenoweth Creek Bridge:

- Replace the existing structure
- Install a bridge railing that evokes a 1920s design when the Historic Columbia River Highway was built
- Restore the stream channel below the bridge to better accommodate fish passage

Why this project is needed

The section of U.S. 30 from the City of Mosier to the west end of The Dalles is part of the Historic Columbia River Highway, and is designated as a Scenic Byway and All American Road. Although not a high-volume travel route for vehicles, the highway has great historical significance and it does provide access to agricultural lands, tourist attractions, such as the Columbia Gorge Discovery Center, and to an ever increasing volume of cyclists.

The Mosier Creek and Dry Canyon Creek Bridges were built in the early 1920s with the construction of the Historic Columbia River Highway. According to bridge inspection reports from 2012 there are spalls (flaking), delamination (layers coming apart) and honeycombing of the concrete throughout these bridges. Areas under the deck overhangs have exposed and corroded steel reinforcement. Along with the concrete repairs, the bearings and some joints may need to be rehabilitated or replaced. Adding to these issues is the fact that some deck joints and storm drains (scuppers) leak directly onto portions of the structures below, such as the arches, accelerating the deterioration of the concrete.

The Chenoweth Creek Bridge was built in 1920 and included an ornamental concrete bridge rail. Since its construction, substantial modifications have occurred to the bridge, including replacement of the concrete rail with a guardrail system that no longer meets standards or fits with the nature of this Scenic Byway. According to the latest bridge inspection report there is cracking throughout the concrete members and scouring of the stream channel below the bridge which could cause the structure to become unstable. Significant concrete patching of the girders and crossbeams has occurred over the years in efforts to maintain this structure.



The Chenoweth Creek Bridge on U.S. 30 just west of The Dalles is planned for replacement.

How ODOT plans to solve these problems

For the Mosier Creek and Dry Canyon Creek bridges, the plan is to remove and clean any spalled and delaminated areas of concrete from the bridges and then to refinish the areas with materials that will blend in with the existing concrete. To mitigate the leaking issues on the bridge deck, the current asphalt surface will be removed; a waterproofing membrane will be placed and the deck will be resurfaced with a new asphalt pavement wearing surface. In addition, joint seals will be replaced and storm drainage features will be rerouted or closed so they no longer will drain onto the arches or other portions of these historic structures.

For the Chenoweth Creek Bridge, ODOT plans to replace this structure. The new bridge is planned to be a 100 foot long, single span structure that will provide 38 feet of width between new concrete bridge rails that are similar in appearance to the rails that were constructed on Historic Columbia River Highway bridges nearly 100 years ago. The new, longer structure will provide a larger opening beneath to allow for improved, more natural stream flow and fish passage; while the increased width of the bridge will provide 2 – 11 foot travel lanes with 8 foot shoulders that will more safely accommodate the increased volumes of traffic (vehicles and bicycles alike) that pass through this Scenic Byway’s eastern gateway every year.

Project Timeline

Project Start: Fall 2015
 Project Design: 2016
 Contract bid opening: Spring 2017
 Construction: Spring/Summer 2017

Estimated Project Cost

\$3.8 million

ODOT Contacts

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If you would like to learn more about this and other road projects in your area, please visit <http://www.oregon.gov/ODOT/HWY/REGION4/Pages/RoadworkImprovements.aspx>.