

Historic Columbia River Highway



Advisory Committee Meeting

Meeting will be Hybrid
Troutdale Sheriff's Office Kellogg Room
234 SW Kendall Ct, Troutdale, OR
Thursday, September 5, 2024
9 AM – 12 PM

Login online: <https://tinyurl.com/AC-Sept2024>

Meeting ID: 812 6530 3439

Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782

Meeting ID: # 812 6530 3439

Members

Arthur Babitz, Chair

Vacant

Ernie Drapela, Vice-Chair

Tricia Forsi

Judy Davis

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Kate Baumgartner

Chrissy Curran

Hood River County Representative

Hood River County Governor's Representative

Multnomah County Governor's Representative

Multnomah County Representative

Wasco County Representative

Wasco County Governor's Representative

Oregon Parks and Recreation Department

Oregon Department of Transportation

Travel Oregon

State Historic Preservation Office

Agenda

- 9:00 AM Call to Order
Arthur Babitz
- 9:05 AM Opportunity for the public to comment on any item not on the agenda
- 9:10 AM Approval of Minutes
Arthur Babitz
- 9:15 AM Summer Congestion Recap
Terra Lingley, ODOT, Stephen Elgart, USFS, Kent Krumpschmidt, Sasquatch Shuttle
- 10:00 AM Historic Highway State Trail Updates

Mitchell Point Tunnel

Taeyong Lee, WFLHD
Update on current construction activities.

Mitchell to Ruthton Point

Terra Lingley, ODOT, Matt Miller WFLHD
Funding analysis and phasing given current funding

11:00 AM Microwave Tower Fire Damage Assessment
David Spangler, OPRD, Dan Shanahan, ODOT

11:30 AM Multnomah Falls Viaducts Construction Update
Jack Carlson, WFLHD

11:45 AM Updates

ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD

11:50 AM Committee Round Table
All

12:00 PM Adjourn

Future Meetings

- December 12, 2024 10am-2pm

Topics:

- State Trail Mile Markers
- 2025 Workplan
- 2024 Year in Review

Historic Columbia River Highway

Advisory Committee Meeting

Summary

June 20, 2024

Hybrid – Zoom and Hood River

Members Attending:	Ernie Drapela, Vice Chair Arthur Babitz, chair Judy Davis Tricia Forsi Rian Windsheimer, ODOT Kate Baumgartner, Travel Oregon Lisa Farquharson Clay Courtright, OPRD Marc Berry, Member Emeritus Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Jack Carlson, WFL Taeyong Lee, WFL Mazen Garrett, WFL Bonnie Clark Richard Alfieri Jennifer O’Donnell Jeanette Kloos Doug Henne POCL Lynn Burditt Stephen Elgart, USFS Kaylee Crosby, Wildwood Adventures Matt Miller, WFL Robert Hadlow, ODOT Michael Ranger Melissa Chris Stilman Rob Peterson Bryan, Wildwood Adventures Dick Weber Armando Zelada

Call to Order

Arthur called to order the meeting at 10:01 a.m.

Public Comment

None.

Approval of minutes

March meeting minutes approved.

Mid-Summer Congestion

Year four of Timed Use Permits at Multnomah Falls Exit 31 parking lot off I-84. Continued collaboration between all land agencies.

The lot on the Historic Highway across from Multnomah Falls Lodge is leased by a private entity and charging for parking.

Operational challenges with left Exit off I-84. Safety challenge with vehicles backing up onto the interstate. Goal to reduce congestion on the highway and in the lot.

Permit details are the same as last year. Number of permits vary by hour, from 120 to 80, at 870 per day (same as 2023), 40 less than in 2022. There are 50 permits per day in-person, split between Cascade Locks and Troutdale.

Marc asked why the number of permits fluctuate? Peak visitation, staying longer – hoping to push people to less busy times/days. Consistent with go early, go east (the Ready, Set, GOrges! messaging).

Average permits from May to June 12, highest Friday and Saturday. Most folks want to come from the 10 a.m. to 3 p.m. timeframe.

Judy: Does the parking lot fill up?

Terra: Anecdotally, gates closing less than in years past, but waiting on the data.

Arthur: it does look like we're pushing people to the end because there are still high numbers in the morning, and moderate in the afternoon.

Terra: Last year we had a sharper U curve. These are only permits that are reserved. We can't confirm if visitors actually came.

Arthur: do we purchase data on demographics?

Terra: our tourism partners in Mt. Hood/Gorge and Troutdale are providing some origin destination data and some demographics. It's an estimate, not a census.

Arthur: It's geofenced data, so you just draw a line around the parking lot and they track cell phones.

Marc: When they close eastbound Exit 31, do you close westbound? When taking a bus, it goes around.

Terra: we don't have gates on westbound exit 31. We had flaggers in some years past to physically close the exit, but there are safety concerns. Tolerance is low for out of direction travel to take the loop.

Marc: Can they take any parking spot if they do the loop?

Terra: Yes, if there are available spots. We don't want congestion backing up onto westbound I-84 at Multnomah Falls.

Stephen: Just because they can find a spot to park, it doesn't mean they can get in if they don't have a permit. We have seen an increase of in-person permit pickups. They are able to get a permit on their way to the falls without a time crunch for arrival or go back for a permit if they arrive without one.

Transit ridership has an 8% increase over the last year, through June 17. Slightly down on Multnomah Falls only trips, but CAT expects visitation to increase in July and August.

Arthur: Sasquatch numbers?

Terra: anecdotally, about 1,000 per weekend day from Bridal Veil to Multnomah Falls.

Troutdale 198 permits so far, Cascade Locks 76. Have never sold out. Cascade Locks is self-serve Tuesday and Wednesday since the visitor center is not staffed.

Stephen Elgart, USFS recreation staff officer: Noticed an uptick in e-bikes last year generated a safety concern with 40-100+ bikes at times. The plaza was full and no place to put bikes, especially heavier e-bikes. The useful space in the plaza was impacted as bikes surrounded the planters. The USFS considers e-bikes motor vehicles, which are prohibited at the plaza. We are working with our partners to find spaces to put them. We have limited land and the Eagle Creek Fire resulted in some cliffside instability. Sasquatch added a bike rack across the street near the Multnomah Falls employee parking. We added signs for no e-bikes. We are working to capture the number of bikes and ebikes to destinations. We are hoping to include more bike racks throughout the Waterfall Corridor. We have seen a large decrease in the number of bikes in the plaza.

Arthur: regular bikes allowed in plaza?

Stephen: yes, it's just ebikes. Bikes can use bike racks in plaza.

Wayne: E-bikes are considered differently by OPRD than USFS. We will have increasing numbers of e-bikes using the Historic Highway corridor. Are there going to be issues with people not understanding the rules as they transition between land ownership?

Clay: We do allow e-bikes and have caught up on legislation to address them. We are working with USFS at high level. Our interpretation is we're responsible for managing the trail and our rule would apply, but USFS property along the trail leaves a jurisdictional grey area. We don't have a concern with USFS restriction on solely USFS property.

Stephen: We do have sites we co-manage, but we're allowing OPRD to manage that right now. This is a federal, not a local policy. There's a lot of work that needs to be done to figure out what capacity we would allow e-bikes: public meetings, policy changes and trail label changes. We do not have any motorized vehicle trails in the Columbia River Gorge (quads, dirt bikes, etc.).

Marc: How long do you envision in years to get the complicated factors resolved?

Stephen: We're not going in the direction of pushing for e-bikes on our trails right now.

Arthur: Normally you would tell people you have to walk your bikes on sidewalks. Why calling out e-bikes?

Stephen: federal codes calls them out as motorized vehicles.

Kate: Is there now one specific place that e-bikes are directed to park outside of the plaza?

Stephen: There are three racks across the street. Partner with private landowners, and e-bike rental companies.

Terra: On screen photo shows this staff parking lot just east of the creek. It's a little off route as you cross under the bridge.

Kate: Obviously that will not accommodate 80 bikes at one time, so when there is a large group, it's up to the e-bike vendors to identify a place for all of them to park.

Tricia: Are there signs directing e-bikes? Are there signs saying for manual bikes only?

Stephen: We have temporary signs that can be moved around the plaza. We also have signs that say no drones and no e-bikes placed about a month ago. We do not have any signs directing users off our property. Looked at cliff-side area for bike parking, unfortunately studies do not indicate we will be able to add bike parking in the areas blocked by jersey barrier after the Eagle Creek Fire anytime soon. We are still learning how our landscape recovers from fire.

Arthur: Was there a picnic table next to the cliff?

Terra: Yes, I believe some lodge employees take breaks there, but we have told them it's a high-risk rockfall area.

Arthur: No timeline on barrier removal?

Stephen: no, engineers say not ready to remove. No timeline. We continue to monitor timelines and rockfall.

Arthur: Maybe we need more aesthetically compliant barrier.

Stephen: still collecting data and monitoring e-bike increases. We do not have a date for when policies will be revised.

Marc: If you pick a date, you get priorities addressed.

Stephen: Priorities change rapidly. We are monitoring now.

AJ Zelada: Thanks for working on this issue; good relationship working this since October. I installed, with Paul Buchanan, those three racks across the street from the lodge. We also installed two new bike racks at Vista House on OPRD's property. More and more bikes will come, whether traditional or powered. At the lot across from Multnomah Falls, we had planned to put more racks on the west side of the property, but that area is occupied temporarily by viaduct construction. The area with the picnic table is also the walking path to Wahkeena. E-bikes are being turned away from parking at Wyeth and

they were not allowed to drop people off for a ride starting at Wyeth and traveling east. How do we determine how e-bikes to be unloaded onto parking lots without necessarily using USFS trails?

Stephen: recreational intensity class tells how many cars can be parked, just because RICs exist, it doesn't mean you HAVE to have parking.

Terra: Isn't it more about the feel of the area and parking is secondary to how you can achieve that?

AJ: In 2020 Gorge Management Plan update, adding to the definition to allow transit at locations within the higher RICs.

Stephen: We have chatted about it we can include bike parking in RICs throughout the Gorge and we can continue to do so. RICs are intended to protect the areas. We need multiple levels of evaluation before doing anything. At Wyeth, I only just saw the emails about the recent situation. It sounds like they were unloading bikes on USFS property and we had some discussions about special use permits needed on our property. It sounds like a miscommunication about what that vendor was allowed to do and is being resolved. If people are collecting money, it gets more complicated. We're not allowing e-bikes at Wyeth. We may need a permit if you're exchanging money on USFS property, vs. state park property.

Clay: Wyeth and West Hatfield are owned by USFS. OPRD has been managing the trail for decades. So will have conversations about co-management with USFS to share and co-manage, or USFS can take management. We've worked with the vendor to move onto OPRD property nearby so they can continue to drop off at Wyeth. Our view is Oregon administrative rules can apply to the State Trail. OPRD will not remove or cite an e-bike, but USFS may or may not.

Arthur: E-bikes themselves are in flux and we should expect these conversations to keep evolving.

Terra: The lot across from the lodge on the Historic Highway has peak pricing of \$20 per vehicle. Sasquatch is using revenue to provide a shuttle from Bridal Veil for free (\$5 parking). If assuming 2.5 people per vehicle, 1,000 people on the shuttle a day can make a significant decrease in vehicles. They are collecting data on parking in the lot. They also were awarded the contract to staff the crosswalk and check USFS permits. With one company managing the area operations, they can move staff around as needed.

Mitchell Point

Taeyong Lee, WFL: Served as assistant project engineer. Austin has departed for another job. Taeyong has been with WFL four years and Mitchell Point is the third tunnel he's worked on.

Taeyong shared photos of where the office trailer was located which is now being landscaped, and where the three basalt bands will be placed across the trail on the east end.

Crews are skim coating the west portal after some minor water repair at the joints.

Arthur: What is skim coat?

Taeyong: a texture coat like on the finished east portal.

Taeyong shared pictures of the metal railing across the portals.

At the east end of the tunnel, we added a section of guardrail next to the overlook.

Terra: There is a pretty steep cliff with I-84 below. We modified the permit to add brown wooden rail.

Arthur: Not white?

Terra: there was no white railing here historically.

Mitchell Point plaque added to the east portal. At the overlook, we secured basalt benches. At the entry plaza, we installed the basalt benches and added the white railing along west side of the parking entry. These are larger white railing for safety with the dropoff.

Arthur: Are there implications for ADA access with the benches?

Taeyong: Yes, and there's ADA access to the restrooms.

Added the wooden sign board next to the restroom and installed bike racks. The parking lot is ready for asphalt.

The west portal stone veneer is in progress and are finishing the stone railing. Some small rock is still falling at the portal. Applying the stone to the outside of the wall requires hooking into a safety harness or using a boom lift, but the lift shuts off in the wind.

We installed a new chain link fence along I-84 under the tunnel.

Every 45 feet in the tunnel floor has a joint that needs to be sealed.

We are adding a bench "moment slab" on the west end of the tunnel. There is a risk of rock falling, hitting a bench and bouncing onto the freeway. We have modified the design and are continuing the contracting process.

Terra: a "moment slab" is a slab of concrete that will act as a bridge to connect two sections of the trail.

Taeyong: 15 rock dowels will be installed. This is tricky work with a slope at a 45 angle below. It will require rock scaling and rolling slowdowns on I-84. There is a 4x4 section of rock sticking out crews must address.

Wayne: timing for completion?

Taeyong: We have not finished negotiations. The contractor wants December 31, but we are assuming fall.

Rian: is there a way to open the rest and keep that section closed? Can we fence of the work area?

Richard: It must cost more money, too?

Terra: We are working with FLAP. We don't have a final cost, but we are anticipating FLAP will largely cover it with an ODOT match.

Arthur: The reason why it's narrow and steep is because we shaved it off (70 years ago)

Arthur: how long is the moment slab?

Terra: 35 feet

Rian: we have been driving large trucks over it, so it's frustrating why we can't use it now.

Wayne: Given that we don't have Option Y done, the connection from Viento, a fall opening may be advantageous past the peak season.

Arthur: opening it without a place to go is problematic.

Rian: It's a huge investment of public funds, but no one has seen it yet. I appreciate the silver lining, but I've been struggling with this one.

Arthur: We have a similar theme here of safety, like the rockfall and barriers and Multnomah Falls, discussion with the segment into Ruthton.

Terra: this section is right above I-84, there is no gap below.

Arthur: There was a tongue of land that came out and was sloped gentle to the railroad. We created a sheer cliff when we put in I-84.

Tricia (in chat):

Just want to commend the project team for prioritizing safety. It can be difficult to put safety first when there are pressures from timeline and budget.

Clay: OPRD is facing similar challenges in project completion timelines.

Arthur: We are waiting because there is no one available to do the dowel work.

[Perham to Mitchell](#)

Matt Miller, WFL

This is the section between the end of Viento State Park and the west side of Mitchell Point, called "option Y."

FLAP grant approved for this project but wasn't able to be included in the original. The money is programmed for construction in fiscal year 2026. I worked with our program group to get design funding to create a biddable package ready for advertisement if money should become available sooner. Soonest could be FY 25, about this time next year. The FLAP program is being heavily stretched right now with Mitchell Point and others that need additional funds.

Terra: We have \$7.9 million allocated based on the original bids for this section, so we're fairly confident the funds will cover the cost. We also have \$850,000 in congressionally delegated spending of our \$4M request. We don't have enough to expedite the project but will continue to supplement the project.

Arthur: Are you hinting we may lose the funding programed?

Matt: No, it's timing. I'm more worried it could be pushed out.

Wayne: Permitting – are our permits going to expire? Any issues there?

Terra: surveying for endemic species and resubmitting NSA app. Ready to resubmit to the County in Spring 2024.

AJ: does the notion of bridge loans happen at this higher level? Since we have seen costs increase 30% last year. The interest cost might be less than the increased cost of construction.

Rian: We've done this a bunch of times, where one ODOT fronts the money and WFL pays them back, or the reverse. We're broke, they're broke. We cannot do that among friends.

Terra: previous 2021 bids were \$4-5M. The FLAP award increased that amount to account for increased costs.

Mitchell to Ruthton

Terra: NSFLTP Grant submitted for \$46M and we were awarded \$11M. We are not able to do the entire project as designed. We are breaking things into phases. We're at 50% designed and will be hitting the ground running so we can put a segment out to bid in 2026.

We have some funding left in the design phase so will reengage to get a construction package out for a phase. We will request some additional FLAP funding for design, but there is no guarantee.

Rian: Some federal grant programs, if you only get a partial award, you are a higher priority request for future.

Matt: Not sure, but can follow-up on this.

Terra: outside of FLAP, continuing to explore opportunities.

Matt: Yellowstone also had a \$33-\$34M and they got \$23M. We got the difference.

Marc: If I were to be at my bicycle at Ruthton Point going west, how far can I go?

Terra: Given the funding we have available, it looks like we may be moving east from Mitchell Point to the undercrossing. Everything else requires more than the funding. There's no trail Ruthton west.

AJ: I have a ride with GPS from Hood River to Mitchell Drive. It's fascinating to go to Hood River east, take the first exit and go back. There are no curves, good sight lines and you have a wide shoulder. The noise is awful. For the cross country person, this is one of the only routes. My concern is new cyclists on an e-bike riding 2-3 wide and without lighting.

Wayne has concerns with sequencing.

Arthur: the cost of the structures dictates the phasing. The 2023 quantity cost estimates with contingency and escalation built in. The DEA and WFL team broke it into four phases. The west phase is the one that lines up with the funding. Some segments require dependency on another, example being fill from one phase to build a wall in another.

Wayne: I think there are better ways to spend \$11M. If we rebuild the undercrossing, we will spend a lot on something that is not a trail. There have to be other options that spend money on a trail. The undercrossing is fine. Baumann property potential savings \$4M net would eliminate walls. The undercrossing should be funded by ODOT's STIP, not FLAP.

Arthur: We discussed that the trail could be completed without the undercrossing but would require a temporary signal.

Terra: it needs to stop vehicles. We have talked about it and weighed options. I can have engineer come back and discuss pros and cons. With all the alternatives discussed with all partners, this seems to be the good option.

Wayne: Cost estimates to share?

Terra: Not to share.

Wayne: I thought we had a role in advising.

Arthur: I'm not sure where to take this. We're given limited information, so it's hard to reflect on the analysis. We're being asked to trust the analysis has been done.

Terra: Matt can come back in September to talk through the phasing with the estimates ready to share.

Arthur: When we heard about the temporary signal, it was presented as a viable option. Temporary could end up more than temporary, but I felt it could work. Now spending \$11M on the undercrossing is disappointing.

Rian: We've had many conversations. I personally did not see the need to do more to Mitchell Point Drive itself, but others felt differently. We can save money by building a wall. We purchase small pieces of property, temporarily or permanently as required to build a project. You should not buy property that's unnecessary for your project with federal funds.

Arthur: the purchasing of the property was a means to an end.

Wayne: ODOT looks at property in one way, private property another. When you look at development, a little sliver of land from a property owner's wants the full amount to get out of the property.

Rian: They still have the property. When we take an access, the property is no longer usable, and we have to take the whole thing. This is rules and process for how we do this.

Arthur: this negotiation hasn't happened yet. I'm not sure why it's an issue to go through the process.

Wayne: the owner is an environmental organization and wants to sell it, ideally to public ownership. USFS will accept as donation. Owner sells, we save \$4M on trail, USFS gains property.

Arthur: 12 years ago I talked to them about this property and heard the same story. I can understand why ODOT says they can't take \$1M to acquire the property and give to the USFS.

Arthur: bring to September meeting.

Eagle Creek Stairs

Stephen Elgart: Fairly steep stairs will bike wheel "gutter" installed in 1995-96, before comprehensive trail design guidelines that considered accessibility.

A few months ago, \$400,000 from congressionally delegated spending to review concept designs and bring partners together. We're starting to move forward internally and will have an update soon.

Arthur: When can expect to hear more?

Stephen: We are also working with regional office. Our next step is figuring out where we're putting the money. We're in busy season. We have another meeting in the next month.

State Trail Consistency Review

Wayne, previously we asked committee to adopt report, committee to request ODOT and OPRD to adopt report.

Clay: I'm looking at page 15 with the trash and recycling. No great concerns. In page 6, In other sections, we used drop-in bollards with spots for multiple locks and it's been a pretty good design. We've had some damage to low vehicles with the hinged bollards. Instead of the hinge mechanism, prefer the drop in with U-shaped lock.

Wayne: we heard from OPRD years ago the women rangers were having problems lifting them out. Whatever parks wants is fine.

Clay: I don't know that history, but I'm listening to the rangers today. Our standard has been the drop in. More recently, the design is lighter. Benches on page 12

Terra: Page 14, we just put in wood picnic tables on the last segment. I don't know how to reconcile that. The design for Ruthton trailhead may need to be reconciled.

Clay: for longevity and maintenance, metal and wood works well. The concrete ones were not ADA or mobile. We can move the metal ones.

Terra: spoke to Jenna in OPRD Salem and said the cost for the bespoke trash was a lot, but was fine.

Judy: Was there a concern about the metal bench on page 12?

Clay: From parks design, we would have more opinion if it were owned solely by us instead of a linear facility with multiple jurisdictions. We're open to design if it's cost effective and durable.

Arthur: What's the right word? Acknowledge?

Tricia: states painting on page 10 on gates, anodized is a coloring during manufacturing. Is that allowed? Many frown upon anodized in preservation work as a substitute for stone or metal. Do we need to say it's prohibited? Pro-painting and weatherizing, not anodized.

Tricia (in chat):

Re: gates. Metal gates makes sense for security reasons the recommended calls out painted or treated with a weathering agent. Is it possible to include language that discourages use of anodized metals? Given most of the materials focus on stone and woods, painted is more appropriate for the appearance of the gates.

Clay: went away wood for security reasons.

Marc: Why remove the medallion in Mosier Twin Tunnels?

Judy: I believe they were incorrectly placed.

Jeanette: many of them are on the wrong side of the trail, facing the wrong direction. There does not need to be a medallion in the middle of the tunnels there because it is all the existing alignment. Nothing has changed from the previous.

Arthur: Overall, are we in a position to acknowledge this today? Any objects acknowledging with the small number of changes discussed?

Judy: I move that we acknowledge the state trail consistency report with the small changes.

Tricia: Second.

Arthur: Any opposition? None. Adopted.

Ernie: I move that Wayne's request is sent to OPRD and ODOT for formal acknowledgement.

Judy: second.

Terra: There is the 2011 State Trail design guidelines. I believe this is viewed as an addendum to that.

Wayne: yes, a complementary document.

Terra: The consistency is identifying inconsistent places. Also, there are recommendations for specific design elements to use moving forward.

Arthur: Any objections to the request? Rian: Abstain.

Arthur: No objections. Adopted.

Multnomah Falls Viaducts Repairs

Jack Carlson, WFL project engineer.

Repairs the two 100-year old viaducts between February 2024 to June 2026. HP Civil was awarded the contract. May 16-Sept. 30, single lane closures overnight. The goal is to complete the underneath work on the west viaduct before moving to the top in October when the viaduct is closed. The process repeats for the east viaduct the following year.

Judy: the current work is underneath? No impact other than mornings?

Jack: correct, some early morning work right now.

West viaduct is 401 feet with bents. The east viaduct is 861 feet. In 1921, there was a storm that damaged the east viaduct and added additional bents, so they are more closely spaced on the east. Both are 17 feet six inches wide.

On the west viaduct, we are right next to the railroad. Jack showed photos of unsound concrete is exposing rebar and corrosiveness. Trains come by at different speeds, sometimes 55 mph. The railroad flagger notifies on incoming train and all staff go under the viaduct.

The west viaduct has a dry laid wall. We are cleaning the vegetation off and replacing. There was an original chisel left in the wall. We will fill the gaps in the dry laid wall using similar rocks with the same types of tools as the original.

They use small hand tools to remove the unsound concrete. Light taps remove large sections. Once we remove all unsound concrete from the bars, we sand blast and form underneath. Grout is pumped back into the locations.

Arthur: Aren't the bars corroded?

Jack: We still had some rust causing some separation on the rebar, but not structural damage. We sandblast and add anodes to pull away the corrosion.

Stirrups are corroded throughout, so we have added temporary shoring with a work platform. We have a containment net. At first, it was plastic that was dusty. This new net allows air to move through, but not debris.

East viaduct has similar issues with old patches and exposed rebar.

The contractor built a temporary approach on the east end of the east viaduct and constructed temporary work platforms.

Richard: So the last repair are failing?

Jack: We have a 100-year old structure and concrete. We're opening up the wound and approaching it properly. The other repairs were spraying zinc for galvanization and patches. Water penetrating the structure is what kills it with corrosion and the freeze-thaw process. We will take the asphalt off the top and the top concrete layer. We will add steel to help in hold in place better.

Rian: Cost?

Jack: \$9.2 contract.

Rian: There is quite a bit of concrete that's an issue. We're working with partners to try to figure out how to get it done. We don't want to do just one.

Terra: We could be tapping FLAP funding again, and as Matt mentioned, there is a lot of demand.

Jack: The ability to do the job if we can now, the lowest cost will be today's prices. We have a contractor that knows what they're doing.

Terra: goal of this work buying us 50 more years.

Jack: Lancaster wanted to put bushes on the east side to make it look consistent with the west viaduct built into the hill.

Updates & Committee roundtable

Friends of Historic Highway

Jeanette: Wasco County historical society presentation in June. Rainy Gorge Ride last weekend, but successful. Upcoming antique car tour July 13, but only two cars signed up. Edgefield concerts have started and volunteers are needed.

Travel Oregon

Kate: Kicking off high-volume travel season. Will share recent presentation. Series of social targets and messaging focused on relief and dispersion and know before you go, including permit and bike/shuttle for Multnomah Falls. We're looking to be involved and helpful in congestion and visitor approach.

<https://industry.traveloregon.com/wp-content/uploads/2024/06/TOWTO-Responsible-Rec.pdf>

ODOT

Terra: David Spangler and I met KGW on trail Tuesday discussing lesser know trailheads and sections. It should air next Thursday.

Katelyn: two projects, Historic Highway signs and I-84 culvert. US 30 Cascade at Rand signal complete.

Rian: Closing I-84 in the Portland area between I-5 and I-205 11 p.m. July 13. Joint maintenance effort and graffiti removal. We're also installing some new guide signs along I-84.

OPRD

None

USFS

None

WFL

None

Ernie

Updates are consistent with our goals and what we want to achieve.

Tricia

Go to Arthur's photo cave at the museum!

Lisa

Normal tourism season. City is looking at priorities for urban renewal and considering streetscapes for First Street in downtown. County is looking at properties for multiuse, including RV park, which would help accommodate cyclists camping when they make it to The Dalles. Is there something easy we can give to Multnomah Falls visitors?

Terra: Rack cards are coming soon. Can send you a PDF.

Judy

Good to see the hub coming along in Mosier but looking forward to actual restrooms.

Meeting adjourned.



August 23, 2024

Historic Columbia River Highway State Trail - Mitchell Point Crossing

Project Scope: tunneling, grading, masonry, asphalt paving, concrete paving, sign systems, striping, landscaping, structures, and rockfall protection. Current construction activity progress photos are below:

Project Number:

OR DOT CRGNSA 100(4)

FHWA Contact:

Taeyong Lee

Project Engineer

Taeyong.Lee@dot.gov

(202) 843-4492

Hood River Field Office

205 Wasco Loop,

Hood River, OR 97031

Project Partners:

Oregon DOT

Forest Service

Oregon Parks & Recreation Dept

Contractor:

Crestline Construction Co. LLC

The Dalles, Oregon

Work Hours:

Mon-Fri: 7:00 am– 4:30 pm

Notice to Proceed:

January 13, 2021

Approx. Completion:

Fall 2024



U.S. Department
of Transportation

**Federal Highway
Administration**



Concrete Placement In Slab Beam



Concrete Placement Pilaster Foundation

All Image Source: FHWA

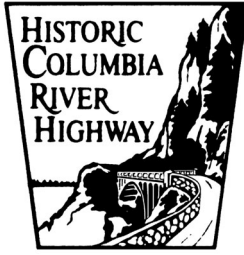


The lookout exit
at Mitchell Point is closed
until further notice.

Source: Google Maps

Project Website: <https://highways.dot.gov/federal-lands/projects/or/dot-crgnsa-100-4>

Western Federal Lands Highway Division



Friends of the Historic Columbia River Highway

PO Box 50, Bridal Veil, Oregon 97010

<http://www.hcrh.org>

Sept. 5, 2024

Funding Commitments

Paving section of HCRH State Trail

Recent Activities

Gorge Ride – June 15 – successful even with rain and wind

Display at Parks Day – June 1

HCRH State Trail work parties – August 3,

Antique Car tour – July 13

Developed new display – at Edgefield.

Upcoming activities

HCFH ST Wok party- Sep. 7

Rooster Rock Star Parties – August 12 (cancelled), September 14

Antique car tour – July 13, 2024

Edgefield Concerts – 32 scheduled as of 8/22 22 have volunteers

Jeanette still recovering from stroke – not driving yet – cataract surgery in September